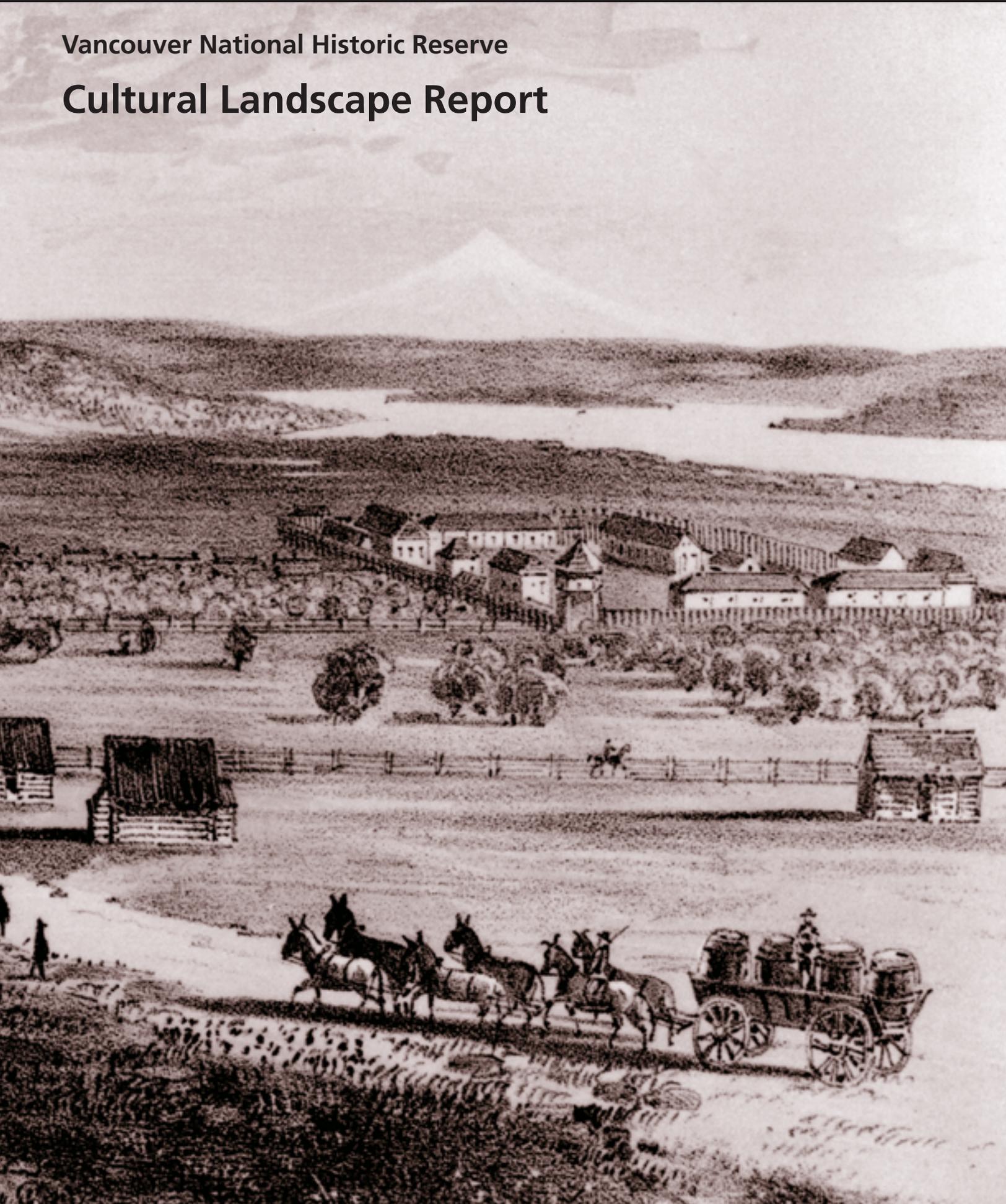




Vancouver National Historic Reserve, Washington

# Vancouver National Historic Reserve

## Cultural Landscape Report



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**October 2005**

**Vancouver National Historic Reserve**

***Cultural  
Landscape  
Report***

**Vancouver, Washington**

Produced by Jones & Jones  
Architects and Landscape Architects, Ltd.  
Seattle, Washington

for National Park Service  
United States Department of the Interior





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# INTRODUCTION

## *Management Summary*

This Cultural Landscape Report (CLR) provides a detailed analysis of the landscape characteristics that contribute to the historic significance of Vancouver National Historic Reserve, and sets forth treatment recommendations for the preservation of the Historic Reserve’s cultural landscape. It is the first CLR to address the entire Reserve landscape, described by prior cultural landscape documentation as a “parent landscape” containing two “component landscapes,” HBC Fort Vancouver and Vancouver Barracks.<sup>1</sup>

This report references several prior studies to document a very unique site that encompasses several periods of significance in American history. In particular, the 1992 Cultural Landscape Report for Fort Vancouver National Historic Site (Taylor and Erigero) provided treatment recommendations for the landscape associated with Hudson’s Bay Company (HBC) and Fort Vancouver, as well as extensive historical background for both HBC and U.S. Army activities. Additionally, HRA, Inc., and National Park Service Columbia Cascades Support Office completed a Cultural Landscape Inventory of the Vancouver Barracks. This Cultural Landscape Report for Vancouver National Historic Reserve expands upon earlier evaluations to establish the basis for comprehensive treatment of the Reserve’s overall cultural landscape.

Vancouver National Historic Reserve was established in 1996 in recognition of various nationally significant events that have occurred on site, most notably the Hudson’s Bay Company’s activities between 1824 and 1860 and the military activities of U.S. Army from 1849 to 1946. Congress created the Reserve as a result of a study published by the Vancouver Historical Study Commission in 1993 entitled “Vancouver National Historic Reserve Feasibility Study and Environmental Assessment.” The Commission’s study recommended the establishment of the Historic Reserve to protect, preserve, enhance, and enjoy the area’s significant historic, cultural, natural,

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and recreational resources. The Commission assessed area resources, analyzed management strategies, determined the boundaries of the Historic Reserve, and recommended the cooperative management strategy that is currently in place.

Located in the City of Vancouver on the banks of the Columbia River, the 366-acre Historic Reserve includes Officers' Row, Vancouver Barracks, the Parade Ground, Fort Vancouver National Historic Site, the National Park Service Mission 66 complex at the visitor center,

Pearson Airpark, portions of the Columbia River waterfront, and the Water Resources Education Center. This diverse array of constituent landscapes encompassed within the Reserve is managed by the Reserve Partners, which include the National Park Service, the Department of Army, the Office of Archaeology and Historic Preservation of the State of Washington, and the City of Vancouver, Washington. (Plate 1. Land Ownership/Management)



Figure 1. Regional Map.

The Reserve Partners articulated a shared vision for the coordinated management of the Historic Reserve in the “Draft Cooperative Management Plan/Environmental Impact Statement,” dated July 1999. The Plan’s preferred alternative describes three broad goals: Preservation of historic structures, physical assets, and cultural landscapes; education and interpretation of the significance and history of the area for public benefit; and public use of and accessibility to the Historic Reserve.<sup>2</sup> The Partners’ primary concern is to establish an identity for the Reserve as a whole and to define the Reserve’s purpose, significance, and primary themes, while maintaining the distinctive character of individual landscape units.

Prior to the 1996 designation of the Vancouver National Historic Reserve, Fort Vancouver National Monument was established in 1948 to protect and maintain “the site of the original Hudson’s Bay stockade and sufficient surrounding land to preserve the historical features of the area . . .” and to preserve the “historic parade ground of the later U.S. Army post.” The primary purpose of establishing the site was to interpret its significance as a major hub of the Pacific

Northwest's economic, social, cultural, and military development, and its role in westward expansion. A 1961 Congressional Act enlarged the park's boundaries and changed the designation from monument to historic site.



The National Park Service completed a final General Management Plan and Environmental Impact Statement for Fort Vancouver National Historic Site in October 2003. While the final General Management Plan (GMP) covers the National Historic Site, and not the full Reserve, review of the GMP was conducted as part of this Cultural Landscape Report, and proposed cultural landscape treatment actions are consistent with the GMP.

Compared to the Fort Vancouver National Historic Site, the Vancouver National Historic Reserve broadens the physical boundaries of the protected cultural landscape, and extends the scope of historic significance beyond the Hudson's Bay Company and early U.S. military activities. Hence this CLR addresses the Hudson's Bay Company activities, the Vancouver Barracks and U.S. military activities, as well as industrial development such as the Spruce Mill Production (WWI), Kaiser Shipyards (WWII), Pearson Field, and the National Park Service era.

### ***Project Scope and Methodology***

The Cultural Landscape Report (CLR) for Vancouver National Historic Reserve complies with the standards set forth in *The Secretary of Interior's Standards for the Treatment of Historic Properties*<sup>3</sup> and fulfills the cultural landscape inventory requirements of Section 110(a)(1) of the National Historic Act, NPS Management Policies, and the Cultural Resource Management Guidelines. This CLR is organized in four main parts: Site History, Existing Conditions, and Analysis and Evaluation, and Treatment. The report provides information about the historical development, significance, and existing character of the Reserve's cultural landscape. This information is based on primary and secondary research sources, a detailed cultural landscape inventory, and careful analysis and evaluation of landscape characteristics and associated features that contribute to the Reserve's historical significance. Treatment goals were defined from this in-depth research and analysis, in conjunction with input from the Reserve Partners and public.

Research methods involved review of various primary and secondary resources, including the Historic Reserve's archival collection of historical photos, illustrations, maps, journals, and archaeological records. Additionally, U.S. Army records, periodicals, special studies,

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research documents, and historical society records were examined, as well as National Park Service planning and management documents. Previous cultural landscape studies of component cultural landscapes within the Historic Reserve offered a strong foundation for the current Reserve-wide CLR.



The Cultural Landscape Report for Fort Vancouver Historic Site (Taylor and Erigero 1992) provided a comprehensive overview of the historic development of the landscape occupied by Hudson’s Bay Company and the early U.S. Army between the years 1824 and 1947. Additionally, Historic Research Associates, Inc., (HRA) and National Park Service Pacific West Region completed a Cultural Landscape Inventory of Vancouver Barracks component landscape. This report utilizes the research and analysis of previous cultural landscape studies to conduct a more detailed assessment of the entire Historic Reserve landscape, and to determine an appropriate treatment program.

*The 1992 Cultural Landscape Report for Fort Vancouver Historic Site (Taylor and Erigero) provided a comprehensive overview of the historic development of the landscape occupied by the Hudson’s Bay Company and the U.S. Army between the years 1824 and 1947, and established the first treatment plan to protect and enhance the HBC cultural landscape.*

Ongoing studies, planning and resource management efforts were reviewed and integrated into this Cultural Landscape Report. Relevant studies include the following: “Archaeological Studies of the Vancouver Barracks Area” (Doug Wilson 2002); *The Vancouver Barracks West Barracks Historic Structures Report* (Ward Tonsfeldt Consulting 2002); and *Vancouver Barracks Land Use Planning Study* (Whiteshield 2002). Additional plans and studies incorporated into this report include: *General Management Plan for Fort Vancouver National Historic Site* (National Park Service, Columbia-Cascades Support Office 2003); “National Historic Register Nomination for Mission 66 Complex” (National Park Service, Columbia-Cascades Support Office 2002); and “National Historic Register Nomination for Vancouver National Historic District” (National Park Service, Columbia-Cascades Support Office 2002).

Geographical Information Systems (GIS) data was a crucial component of the current CLR study. The National Park Service and the City of Vancouver staff had previously translated various historic maps dating from 1854 to 1944 into Autocad® drawings, which were then converted into GIS shapefiles. These shapefiles consisted of structures and circulation and land-use patterns, allowing the overlay of layers of information to determine changes for each landscape characteristic (e.g., buildings and structures) on the Reserve landscape over time.



However, GIS data contained only partial information required for a cultural resource study, and GIS data was typically based on a specific map or plan that might vary from a different document of the same period. Thus we did not rely exclusively on GIS data to portray the cultural landscape in a particular historic time period but instead reviewed numerous maps, plans, and archival documents to verify and to supplement the GIS data. Aerial photographs of the site were employed from the earliest date that aerial photography was used, and allowed us to ground-truth landscape conditions from 1937 to present day. Historic photographs and drawings also provided a great deal of information about landscape character over time.

Eight historic periods of significance were identified for Vancouver National Historic Reserve as follows:

- Indian Country: pre–1824
- Hudson’s Bay Company: 1824–1846
- Fort Vancouver and Vancouver Barracks: 1847–1860
- U.S. Army: 1861–1916
- U.S. Army and World War I: 1917–1918
- U.S. Army and Civilian Conservation Corps: 1919–1941
- U.S. Army and World War II: 1942–1947
- National Park Service: 1948–1996

These eight periods generally adhere to the larger historic eras identified by prior cultural landscape studies but further break out the World War years as distinct historic periods. Tremendous changes, provoked by the great wars, occurred on the Vancouver landscape but quickly disappeared in subsequent time periods. The chronological sub-division helped to identify, record, and interpret the impact that these events had in shaping the Reserve landscape. For example, while the Spruce Mill Production was dismantled shortly after World War I, the railroad road spurs established in

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that period defined subsequent development patterns still visible in the landscape today, such as the diagonal orientation of the south Barracks buildings.

Preliminary digital analysis in tandem with archival research allowed us to create a snapshot of the Reserve’s cultural landscape for all eight historic periods. It is important to note that each map graphically depicts the site at the height of its development for that particular period. Within a given period of time, especially the longer time periods that span a few decades, changes inevitably occurred prior to or after the period map’s point of reference. Typically, these changes are minor, e.g., the removal or addition of an occasional road or building. In one period, the U.S. Army 1861–1916, the changes are more substantial, including demolition and new construction of Barracks structures. The period maps, however, effectively portray the peak state of the cultural landscape for each period, and clearly demonstrate the evolution or layering of human activities on the site. They also illustrate which landscape characteristics, such as spatial organization, were particularly influential in defining the prevailing site patterns and forms.



*Historic Barracks structure.*

Jones & Jones

In addition to tracing the site’s history, and determining landscape character over time, we also documented the Reserve’s existing conditions. This analysis builds on the Cultural Landscape Inventory (2000) prepared by HRA and NPS Pacific West Region. We conducted field studies from March to November 2002 to document current site

conditions. This information was supplemented by interviews with the Reserve Partners, as well as site analysis of the West Barracks by the firm OTAK. An intensive pedestrian survey of the Reserve was limited by the large scale of the site, as well as restricted access to all portions of the Reserve, e.g. the Water Resources Education Center area, and the east barracks presently under control of the Army Reserve.

By documenting both the existing and historic condition of the Vancouver National Historic Reserve, we determined what landscape characteristics for each historic period are still extant and contribute to the historic significance of the Reserve. Remarkably, the Reserve retains many of the historic resources from each time period. The

current landscape pattern clearly demonstrates the cultural landscape layering that began with Native American landscape interactions, extended into HBC activities, and intensified through subsequent periods with the presence of the U.S. Army.



Additionally, two studies are currently underway and scheduled for completion after the publication of this CLR that will provide key guidance for effectively managing the Reserve’s cultural landscape. One pending report is an updated Cultural Landscape Report for Fort Vancouver National Historic Site, prepared by Susan Dolan of NPS Pacific West Region. This report will offer treatment recommendations specific to the Fort Vancouver, with particular focus on treating the HBC employee village, fort landscape, as well as related circulation systems.

The second effort conducted by JD White Company, Inc., is a draft ordinance supporting the designation of a special district within the Reserve, or a Historic Reserve Conservation District. The provisions of this special district shall apply to the Vancouver Barracks, Fort Vancouver National Historic Site, Pearson Air Museum, Jack Murdock Aviation Center, and Waterfront Park. Officers’ Row is already protected under the existing Officers’ Row Conservation District ordinance as part of the Vancouver Central Park District, Chapter 20.640 of the Vancouver Municipal Code. Adoption of the ordinance designating the Historic Reserve Conservation District is anticipated in November 2005.

When implemented, the ordinance will regulate permitted uses, special design standards, and other development standards within



Figure 2. Vancouver National Historic Reserve.



the Historic Reserve. The goal of this ordinance is to establish standards that will protect cultural and historic resources. Subsequent design and development within the Reserve must protect the integrity of resources that are representative of specific historic periods. The draft ordinance applies the eight historic period designations established in this Cultural Landscape Report.

***Boundary Description***

The 366-acre Reserve is located in the City of Vancouver, Washington, on banks of the Columbia River. For the main Reserve area, the west boundary is bounded by the right-of-way for Interstate I-5; the north boundary by the north edge of the alley that runs behind Officers' Row; the east boundary by the area east of Pearson Airpark, and the south boundary by the Columbia River. A separate parcel located along the Columbia River east of the main Historic Reserve is also part of the Historic Reserve, and includes Kaiser Tower and the Water Resources Education Center.







## SITE HISTORY

### *Indian Country: pre-1824*

**N**ative Americans interacted with the Columbia River landscape occupied by the current Historic Reserve for thousands of years prior to 1824 when Governor George Simpson chose Jolie Prairie as the location for a new Hudson's Bay Company post. Archaeological evidence combined with ethnohistorical and ethnobiological information describes aboriginal settlement, subsistence, and land use patterns in the Vancouver region. The highest density of Pacific Northwest indigenous populations occurred in the Columbia Basin, and huge villages were located at the mouth of Columbia River and nearby Vancouver Lake.<sup>4</sup> Although current archaeological information has not yet unearthed evidence of a permanent Indian settlement on the Reserve site prior to the HBC era, oral tradition indicates that a Chinook village site named *Ske-chew-twa* was located on the nearby Kaiser Shipyards site<sup>5</sup>.

Indigenous peoples used the area now occupied by the Vancouver National Historic Reserve to access the Columbia River for fishing, gathering food, and transportation; as a temporary residence; and as a trading post. Lower Columbia tribes' traditional lifeways, economic practices, and social customs were directly tied to the Columbia River landscape. The Chinook along the Columbia River lived in permanent villages structured around common family ties and language. They were skilled traders and traveled east and west along the Columbia River corridor to gather resources and exchange goods through a sophisticated trade network. In addition to hunting game and fishing, the tribes harvested plant materials for medicine,



*1845 Painting by Paul Kane,  
"A Chinook Traveling Lodge,  
with a view of Mt. Hood."*

Stark Museum of Art, Orange, Texas

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*Camassia  
quamash*

***Prescribed burning encouraged production of camas and wapato, favored root crops of many western indigenous groups.***

food, baskets, tools, and other cultural purposes. Salmon occupied a primary role in tribal economy, practices, and rituals.

Like the Chinook tribes, the Klikitat Indians and other interior peoples accessed the Columbia River, but in contrast to the lower Columbia River tribes' shoreline orientation, the Klikitat traveled north and south along the tributaries between the south-central Cascades and the Columbia River. The Klikitats' subsistence strategy was "prairie-oriented," moving with the seasons to take advantage of plant resources ripening at different elevations. The Klickitat Trail, an overland route from Fort Vancouver to The Dalles and Yakima, was a network of trails and prairies that connected the Klikitats' subsistence areas, and enabled the tribes to take advantage of trans-Cascade trade.<sup>6</sup> Klickitat traded slaves, deer meat and skins, hazelnuts, huckleberries, camas, and cedar root baskets with the Chinook Indians. The Klickitat Trail ended approximately in the vicinity of the current Vancouver National Historic Reserve, although the exact terminus is unknown.

Pacific Railroad surveyors George McClellan (1853) and James G. Cooper (1853, 1855) examined the Klickitat Trail, and documented the prairies dotted along the route. Cooper classified the prairies as "wet" or "dry" and observed the Indians' practice of setting fires to maintain the dry prairies.<sup>7</sup> Pacific Northwest tribes selectively burned areas to encourage root crop production such as camas and wapato; berry production; and acorn production from Oregon oak and hazelnut. Controlled burns also created grasslands favored by deer, elk, and waterfowl, and cleared underbrush to improve sight distance for hunting.<sup>8</sup> Cooper recorded 148 prairie plant species; two-thirds of these prairie species are noted in the literature for their value to Native Americans for food, medicine, or artifacts<sup>9</sup>.

The lower Klickitat Trail prairies mapped by McClellan and Cooper were called *Alaek-ae* ("turtle place"), *Wahwaikee* ("acorn"), *Pahpoopahpoo* ("burrowing owls"), *Heowheow*, *Kolsas*, and *Simsik* by the Indians according to J. F. Minter's records. Hudson's Bay Company settlers re-named these prairies "Fort Plain," "First Plain," "Second Plain," "Third Plain," "Fourth Plain," and "Fifth Plain," respectively.<sup>10</sup> Cooper noted that First Plain through Fifth Plain were covered with good grass for horses, and eight edible berry species; he asserted that "berries form the chief food of the natives at this season (late summer)."<sup>11</sup> Most of the plant species that Cooper identified in these prairies were early succession species favored by browsing animals such as deer and elk. Cooper and others observed that the prairies were circular or oval in shape, with "sharply defined borders," suggesting a controlled burn pattern of lighting vegetation

from field periphery to center to avoid setting fire to adjacent woodlands.<sup>12</sup>



Native American land practices, especially prescribed burning, set the stage for subsequent Euro-American use. Juxtaposed to dense, coniferous forests, open prairies were highly valued as settlement sites and grazing lands. Preferential use of these sites for agriculture and settlement (and fire suppression) has unfortunately obliterated nearly all evidence of these sites. In 1814 Alexander Henry described the plain that would become the site of Fort Vancouver ten years later.

February 6, Point Vancouver. The Land adjoining the river is low and must be overflowed at high water; it is a meadow extending about 3 miles in length and at the widest part about  $\frac{3}{4}$  mile in breadth to the foot of a beautiful range of high Prairie ground rising about 30 feet. On the top of this Hill is a most delightful situation for a Fort on a Prairie of about 2 Miles long, and 2 miles broad, good Soil and excellent Pine in abundance in the rear . . . Bich (black-tail deer) are apparently very numerous here and Chevreuil (white-tail deer) also. . . . The fire seems to have passed through the lower Prairie last Fall, and the green grass is already sprouted up about four inches in height.<sup>13</sup>

When Lewis and Clark's Corps of Discovery passed through today's Portland/Vancouver area in 1805 and 1806, they encountered one of the largest populations of American Indians north of Mexico. The resident population of 4,000 to 5,000 Chinook people likely doubled to nearly 10,000 during spring salmon runs (Boyd and Hayda 1987). The salmon and rich river resources attracted both riverine and inland peoples, including Chinook, Cowlitz, Klikitat, Taidnapam, Shahala, Kalapuya, and Molala, who congregated in the area each spring (Doug Wilson, personal communication).

The journals of Lewis and Clark suggest that the intrepid explorers stopped at or near the vicinity of Vancouver National Historic Reserve in November 1805 en route to the Pacific Ocean and again in March 1806 during their return trip. Lewis and Clark named the Portland/Vancouver area "Wapato Valley," after the wapato or arrowhead (*Sagittaria latifolia*). Wapato was a key root crop for many indigenous groups. William Clark described their first taste of wapato on November 4, 1805, at Neerchokioo, a large village on the Columbia River's south bank, stating that wapato had an ". . . agreeable taste and answers verry well in place of bread" (Moulton 2002:17).



Lewis and Clark also described the complex mosaic of riverine, prairie, and forest systems that exemplified the pre-settlement, mid-Columbia Basin landscape, and historic conditions at present-day Vancouver National Historic Reserve. After stopping on the shore across from Vancouver Lake on November 4, 1805, Clark noted:

Here I landed and walked on Shore, about 3 miles a fine open Prarie for about 1 mile, back of which the country rises gradually and woodland comencies Such as white oake, pine of different kinds, wild crabs with the taste and flavour of the common crab and Several Species of undergroth . . . a few Cottonwood trees & Ash of this country grow Scattered on the riverbank (Moulton 2002:17).

Ethnographic documentation coupled with early explorer accounts indicate that Columbia Basin natives deliberately cultivated the mixed forest and prairie mosaic occurring on the Vancouver site. The site's unique landscape composition and its advantageous river location were key factors in Governor George Simpson's decision to establish the new Hudson's Bay Company post at that particular location. It is critical to recognize that the cultural landscape history of the Vancouver National Historic Reserve includes this early human influence on the landscape, and that this first layer forms the basis for subsequent cultural landscape activities (Plate 2. Indian Country: pre-1824).

### ***Hudson's Bay Company: 1824–1846***

A previous Cultural Landscape Report for the Fort Vancouver National Historic Site (Taylor and Erigero 1992) extensively documents the historic events and cultural landscape development for this time period. The below description provides a brief summary of relevant information and describes the landscape characteristics that distinguish the site and surrounding region. Refer to the 1992 CLR for a full account of historic events that relate to Hudson's Bay Company and the transition to U.S. Army occupation.

#### **Administrative and Political Context**

Chartered by the British crown since 1670, the Hudson's Bay Company (HBC) dominated the fur trade in Canada, and later the Western territories, for two hundred years. Based out of the Hudson Bay region, the English fur trade monopoly encompassed 1.5 million square miles of territory between Russian Alaska and Mexican California. To keep up with a growing fur market and the shrinking supply of beaver pelts, HBC extended their range to interior western lands. In 1821, HBC acquired four trading posts in the Columbia

Basin region from their rival company North West Company when the two businesses merged: Fort George at the Columbia River mouth, Fort Nez Percé, Spokane House, and Kootenai House. As these depots were unprofitable, HBC directed George Simpson to survey the region and recommend a course of action. Simpson did so, and in late 1824 he selected Jolie Prairie at the current Historic Reserve area as the site for the new Fort Vancouver.



Simpson's choice of a site on the north side as opposed to the south side of the Columbia River was likely a political strategy to keep the territory north of the Columbia River under British rule. Although the British-American War of 1812 ended in 1814 with the Treaty of Ghent, the treaty did not resolve the disputed claims of Great Britain and the United States to the entire territory west of the Rocky Mountains. The principal disagreement centered on the location of the boundary between Canada and United States. Great Britain proposed the boundary follow the 49th parallel from the Rockies westward until it intersected the Columbia River, then follow the river southwest to the Pacific Ocean. The United States wanted to locate the boundary to continue along the 49th parallel until it met the ocean—the current boundary between Canada and the United States. The two countries suspended negotiations in summer 1824, leaving final settlement of the disputed land between the 49th parallel and the Columbia River unresolved. The Hudson's Bay Company's establishment of Fort Vancouver later that same year reinforced Great Britain's claim to the undecided territory.



Within a decade, Fort Vancouver became the HBC Columbia Department's main supply post and administrative headquarters and the center of all HBC activities west of the Rockies, including international trade. Simpson decided to develop a sizeable agriculture operation to both supply the fort's needs as well as to augment the company's profitable export business. He appointed John McLoughlin as Chief Factor to oversee the fort's operations, and for twenty years McLoughlin managed a vast trade enterprise that extended from Alaska and the Rockies to California and Hawaii. Fort Vancouver's economic, political, and social influence peaked in the years between 1829 and 1846 as the fort became the manufacturing and agricultural hub of the Pacific

*Early sketches of Fort Vancouver depict southeast view to the fort stockade and employee village.*

National Park Service

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Northwest. Agricultural activity intensified while the fur trade declined, and early industrial operations developed at the HBC fort, including salmon fisheries, large-scale timber milling, and grain milling. During this period, Fort Vancouver welcomed numerous travelers, explorers, missionaries, and scientists, including renowned Scottish botanist David Douglas and botanist Dr. Thomas Nuttall.

Fort Vancouver was instrumental in American westward expansion by providing pioneers the necessary provisions to establish farms across the Pacific Northwest from the Puget Sound to the Willamette Valley. Starting in 1842, pioneer emigrants flooded into the area on the Oregon Trail. This mass wave of American settlement dampened British hopes of establishing control over the lower Columbia Basin. Finally the 1846 Oregon Treaty settled the boundary dispute in the United States' favor and signaled the end of the HBC period.

**Site Description**

Prevailing political forces may have influenced George Simpson's selection of the new fort site, however Simpson deemed the site known as Jolie Prairie ("pretty meadow") most suitable for Fort Vancouver on the basis of physical landscape features. Six miles from the confluence with the Willamette River, the post was located on

an easily defensible position one mile from the Columbia River on a bluff overlooking the river and the low plain below. The site's strategic position on the region's principle navigable waterway supported the company's extensive trade network in the interior lands as well as international trade. Listed high on Simpson's reasons, however, was that the lower plain appeared suitable for extensive cultivation. Numerous writings attest that Simpson chose the north location because the soil and climate would support large-scale farming operations.



*1845 watercolor map of Fort Vancouver environs drawn by Richard Covington.*

National Park Service

John McLoughlin noted that it “. . . was a place where we could cultivate the soil and raise our own provisions.”<sup>14</sup> Shortly after viewing the site for the new fort, George Simpson wrote in his journal:

The place we have selected is beautiful as may be inferred from its Name and the Country so open that from the Establishment there is good traveling on Horseback to any part of the interior; a Farm to any extent may be made there, the pasture is good and innumerable herds of Swine can fatten so as to be fit for the Knife merely on nutritious Roots<sup>15</sup> that are found here in any quantity and the Climate

so fine that Indian Corn and other Grain cannot fail of thriving. . . . The distance from the Harbour is the only inconvenience but that is of little importance being now a secondary establishment . . . at the Jolie Prairie or Belle vue Point where the New Fort is situated it may be from time to time enlarged without the trouble of felling a tree.<sup>16</sup>



Simpson's description supports the assertion that the site had been modified by Native American land practices in a manner subsequently conducive to Euro-American settlement. His references to "good pasture" and "nutritious roots" (probably camas) suitable for pigs, combined with Alexander Henry's account of fire and subsequent grass growth on the site a decade earlier, are consistent with ethnohistorical and ethnobotanical accounts of prescribed burning. The site consisted of floodplain terraces stepping back from the Columbia River. According to Alexander Henry's 1814 observations and Simpson's 1824 reconnaissance, the land adjacent to river was low and often under water (three miles long by three-quarter mile wide); the next terrace was high prairie ground rising up about thirty feet (two miles long by two miles wide); and dense coniferous forest rose sixty feet above it. Simpson also noted two lakes located in the center of the plain and occasionally inundated by spring floods.

Archaeological study has not yet uncovered the exact location of this first fort, however early maps show that it was in the vicinity of E Grand and E 6th Street. The fort was originally built on the upper plain on a bluff overlooking the lower plain; this location was chosen due to its protected position and the company's concern over potential hostile relations with native peoples. Simpson related that "The Establishment is beautifully situated on the top of a bank about 1-1/4 Miles from the Water side commanding an extensive view of the River the surrounding Country and the fine plain below which is watered by two very pretty small Lakes and studded as if artificially by clumps of Fine Timber."<sup>17</sup> The original site was abandoned when concerns about possible conflict proved unfounded, and the one-mile distance for obtaining water and shipping goods became too inconvenient. In the winter 1828–29, HBC officials moved the fort stockade within 400 yards of the river on the lower plain one-mile west of the fort's original location.



*Prescribed burning by indigenous peoples created alaëi'k-aë prairie ("turtle place") later called "fort plain" by the Hudson's Bay Company.*

National Park Service

Fort Vancouver developed to its greatest extent by the 1840s. Hudson's Bay Company farmland comprised three large meadows, named Fort Plain, Lower Plain, and Mill Plain, nestled in a forest



along the Columbia River. Fort Plain (*alaëi k-aë* or turtle place) and Mill Plain (*tij*—no translation) were located on original prairies most likely maintained by lower Columbia tribes prior to HBC establishment. Additionally, there were five plains north and east of the three primary fort plains, typically called the “back plains,” which intermittently supported crops. Dense coniferous forests defined the boundaries of the Fort Plain, and on the plain’s northwest edge, a band of forest extended nearly to the river’s edge (Plate 3. HBC Period: 1824–1846).

## Landscape Characteristics

### *Natural Systems and Vegetation*

The abundant availability of natural resources provided an optimal site for a successful fur-trading and agricultural enterprise. The site’s strategic location on the Columbia River and its surrounding natural resources were prime factors that attracted the Hudson’s Bay Company. Key natural resources included the Columbia River and major streams for transportation; a mild, maritime climate and good soils for farming; large grasslands with livestock potential; plenty of timber for building; and open space in the midst of impenetrable forest to accommodate fort development.

Several people visited and documented the vegetation of Fort Vancouver in its early years. Early explorers observed the site’s unique prairie-forest composition before and after the fort’s construction. Pioneer settlers approvingly appraised prairies as useful places for livestock grazing and agriculture operations, while forests provided the necessary building materials.

George Simpson described the natural vegetation in the region west of the Cascade Range after his winter 1824–25 trip up the Columbia River to Jolie Prairie: “The banks of the Columbia on both sides from Capes Disappointment and Adams to the Cascade portage a distance of from 150 to 180 Miles are covered with a great variety of fine large timber, consisting of Pine of different kinds, of Cedar, Hemlock, Oak, Ask, Alder Maple and Poplar with many other kinds unknown to me.”

After his 1825 visit, John Scouler wrote:

It is situated in the middle of a beautiful prairie, containing about 300 acres of excellent land, on which potatoes and other vegetables are cultivated; while a large plain between the fort and river affords abundance of pasture to 120 horses, besides other cattle. . . . The forests around the fort

consists chiefly of *Pinus balsamea* & *P. canadensis* (trees since identified as *Pseudotsuga douglasii* and *Picea sitchensis*). Within a short distance of the fort I found several interesting plants, as *Phalagium esculentum*, *Berberis nervosa*, *B. Aquifolium*, *Calypso borealis* & *Corallorhiza innata*. The root of the *Phalagium esculentem* (bulb since identified as *Camassia quamash* or camas) is much used by the natives as a substitute for bread. They grow abundantly in the moist prairies, the flower is usually blue, but sometimes white flowers are found.<sup>18</sup>



Fellow traveler Scottish botanist David Douglas also visited Fort Vancouver in April 1825 and remarked that:

Extensive natural meadows and plains of deep fertile alluvial deposit are covered with a rich sward of grass and a profusion of flowering plants . . . my labour in the neighborhood of this place was well rewarded by *Ribes sanguineum* (currant), *Berberis aquifolium* (tall Oregon grape), *Acer macrophyllum* (bigleaf maple), *Scilla esculenta* (*Camassia quamash*, camas), *Pyrola aphylla* (leafless pyrola), *Caprifolium cilosium* (*Lonicera cilosium*, honeysuckle), and a multitude of other plants.<sup>19</sup>

### ***Spatial Organization***

The fort palisade, the employee village, agricultural fields, roads, mills, and farm clusters were organized around the regional natural systems, vegetation, and topography. The Columbia River and its floodplain geomorphology essentially influenced the development of the fort site in this time period and subsequent periods. The open prairie area in the midst of dense coniferous landscape on the shores of the Columbia River provided a strategic location for the HBC post. The river benches helped define the location of developed areas such as the fort, while floodplain soils on prairies previously burned by Lower Columbia tribes provided optimal pastures, fields, and agriculture lands. The fort palisade, internally focused and delineated by the stockade fence, occupied a central position on the lower plain just above the river. It was the hub from which all activity radiated. Roads spiked away from the palisade to the river, employee village, agricultural fields, and upper Plains. Developments such as the fort, farm buildings, the village, and the mission, were organized in cluster arrangements related to their immediate functions.



***Hudson's Bay Company Mill was the company's sawmill and gristmill located six miles east of the fort.***

Oregon Historical Society, #OrHi38782



### *Land Use*

Fort Vancouver was a full-scale manufacturing, agricultural, and trading center of the Pacific Northwest by 1846, and Simpson's vision of the HBC post as a regional and global trading center was realized. The Fort Plain lands functioned according to uses driven by this prominent industry; the HBC environs were utilized for extensive agriculture, for industries related to the export trade business, and to meet the subsistence needs of the many residents. Residential areas, farm clusters, industrial areas, fields, pastures, and mills all developed to support this first large-scale Pacific Northwest trade post. As development proceeded, forests and prairies were cleared to make way for fields and farms.

The Columbia River was the primary transportation corridor that supported Fort Vancouver's trading and agricultural industries. Travel still occurred mainly by water during this period, and people and goods arrived and departed Fort Vancouver via boat. The waterfront was thus an active place, and an important nexus between the fort site and the river.

### *Circulation*

Development of roads, paths, and water routes was largely driven by the fort's function as a fur-trading and agricultural post. Principal access to and from the site during this period was from the Columbia River. The Columbia River was the focal point of activity, and the primary transportation route for far-ranging trade and supply ships, as well as local travel. Hudson's Bay Company ships, London-based supply ships, and civilian and military trading ships traveled upriver from the Pacific Ocean. Various river craft transported passengers and goods down river from The Dalles, while barges and boats brought passengers and goods from the Willamette River to the Columbia to the Company's wharf.

An 1825 map shows that the first road was constructed on a north-south axis from the Columbia River to the first fort site.<sup>20</sup> This road allowed goods unloaded from ships at the waterfront to be transported up the bluff to the stockade's storehouses. Carting goods the nearly one-mile distance with wagons was an arduous process. The exact anchorage and staging area for the first fort is unknown, although a wharf was constructed southeast of the 1828–29 fort site within this time period.

Early maps illustrate conflicting information with respect to the road system development. An 1846 map by Richard Covington is fairly consistent with an 1844 map by Henry Peers, which shows the

east-west Upper Mill Plain Road and the Lower Mill Plain Road, and a southeasterly road connecting the two mill plain roads. But these two maps differ from the 1845–46 Vavasour map in depicting the location of the southeasterly road in relation to the lower lakes. None of the 1840s maps indicate the connection between the Lower Mill Plain Road and the river.

***Buildings, Clusters, and Small-scale Features***

Fort Vancouver was laid out in a series of clustered structures and features organized around the floodplain hydrology, topography, and vegetation patterns. Major clusters were arranged along the Columbia River and on naturally occurring open meadows; these principal clusters consisted of Fort Plain, Lower Plain, Mill Plain, the sawmill, the gristmill, as well as the Back Plains prairie series located north and east of the fort. Agriculture fields were initially tilled into existing open prairies on alluvial soils, and barns and utility sheds were adjacent to fields. Mills operated on streams emptying into the Columbia River, while sheds and workers' housing were located nearby. The upland forests provided crucial building materials.

The Fort Plain contained several clusters: the stockade; the employee village; surrounding gardens, fields, and orchards; and the river front complex. The 1829 fort stockade was the center of the outfit with roads radiating out from the fort. The stockade cluster contained stores, warehouses, offices, and officer residences. Other structures and agricultural operations built up around the HBC fort: schools, stables, a cemetery, a church, garden, orchard, and cultivated fields.

A large, multi-cultural village (sometimes referred to as Kanaka Village or the Village) developed west of the fort and was comprised of several employee residences, some with enclosed gardens. Fort Vancouver attracted numerous people from distant places. American Indians from the east coast and Canada, native Hawaiians, French Canadians, English, Scots, and Metis came to Fort Vancouver, and created a very diverse community at Fort Vancouver's employee village. South of the village was a cluster of structures arranged around a pond connected to the Columbia River; these



*Drawing by British soldier of southeast corner of HBC fort in 1845.*

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were predominantly utilitarian structures such as stables, cooper's shop, saw, and tanning pits. The southern edge of this cluster included the salmon house (store) leading to a wharf, a warehouse, a hospital, and a salt house.

***Fort Vancouver and Vancouver Barracks: 1847–1860***

**Administrative and Political Context**

By June of 1846, the Oregon Treaty between the United States and Great Britain was finally settled, establishing the boundary between the United States and Canada at the 49th parallel. This period was a time of social, political, and economic upheaval for controlling

British interests in the area, as American influence over the territories was growing stronger. In the wake of the treaty, the most significant event highlighting this period was the arrival of the United States Army in 1849.<sup>21</sup>



*Early sketch shows St. James Mission in foreground, the HBC fort and village to right, and Officers' Row cabins located on upper terrace at left background.*

National Park Service

Under the command of Brevet Major J. S. Hathaway, two companies of the U.S. Army's First Artillery arrived in Oregon on May 9, 1849, to fulfill the federal government's guarantee of protection for settlers. Fort Vancouver witnessed the infiltration of a great number of American settlers who were moving westward to lay claim to surrounding lands. Additionally, the settlement of the treaty granted the employees of the HBC, as well as all subjects of the British crown, a certain amount of "possessory rights" to all who had legally acquired land. The premise of the treaty, underscored by the presence of the U.S. Army, was to entitle both parties to usage rights within areas of the territory. The spirit of the treaty also presumed peaceful and mutual coexistence between parties. However, the harmony between countries only lasted a few short years, and soon distrust, jealousy and fighting ensued. As the American presence in the area rapidly increased, Great Britain and the HBC lost all controlling interest and with it, any practical claim to territory.

Other events also hastened the decline of the HBC during the period of 1846–49. As the fever of the gold rush and the promise of striking it rich swept westward, HBC employees decreased by nearly two thirds as many headed south toward California in search of gold. By 1850 the fur trading industry was on the decline, and as such, became an insignificant source of revenue for the Company. These events, coupled with the strained relations between the U.S. soldiers and Company employees, forced HBC to vacate the post by 1860.

Charles Williams Wilson, a royal engineer with the British Northwest Boundary Commission, described the degree of resentment felt by the British employees still posted at the fort. He wrote on May 1, 1860:

The fort is now surrounded by the Garrison of American troops under General Harney of San Juan renown; alas the poor old Fort once the great depot of all the western fur trade is now sadly shorn of its glories, General Harney having taken forcible possession of nearly all the ground round & almost confined the HBC people to the fort itself; the HBC Company are going to give up their post here as most of their business is now transacted in Victoria & in consequence of General Harney's disregard of the treaty of 46 which secured them their rights; it is most annoying to them to see all the fields & land they have reclaimed from the wilderness & savage gradually taken away from them; we have at present the use of the buildings which are nearly empty now, what a place it must have been in the olden time.<sup>22</sup>

Following nine years of negotiation, a final settlement was reached on June 9, 1860, and the HBC relinquished all claims to the property. Upon reaching the settlement, the U.S. Army immediately established the property as its own and established a military reservation that encompassed approximately four square miles.

In addition to the territory claims made by the U.S. Army, the Catholic Church's Bishop of Nisqually filed a claim in 1853 for 640 acres of land for St. James Catholic Church. Although protests to the survey general were made against the claim, citing that the church already occupied company land, the request was approved as a provision in the act of Congress on March 3, 1853. Shortly thereafter a mission was requested, and under the care of a handful of religious clergy, a school, hospital, and orphanage were all in operation by 1857.

The stage was set for the next chapter in the subsequent development of the Reserve. As the Hudson's Bay Company abandoned the fort, packed up, and headed north to Victoria, the site was now left to the U.S. Army to make their landscape impressions. Fort Vancouver, once a profitable fur trading and agricultural hub, was ready to complete its transition to a military installation outpost.



*St. James Mission, located just north of the HBC employee village, was part of a 640-acre land claim contested between the Catholic church and the U.S. Army.*

Clark County Historical Museum

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## Site Description

The U.S. Army claimed a four-square-mile military reserve including the lands containing the HBC fort, employee village, and about two miles on either side of the core developed area. Congress later reduced the size of the reserve to 640 acres in 1853. The resulting transfer of land ownership to the U.S. Army and the Mission of St. James prompted a significant change in Fort Vancouver land patterns. Between 1857 and 1858 the landscape surrounding the HBC stockade was greatly altered, particularly with respect to Kanaka Village and the riverfront, where company buildings, gardens and other structures were falling into disrepair. As a result these HBC structures were removed from the landscape.



*1850s drawing by Navy artist James Madison Alden documents the site's transition from HBC trading post to U.S. military post.*

Yale Collection of Western Americana, Beinecke Rare Book and Manuscript Library

The orchards west of the company gardens were destroyed in an 1844 fire. The Mansfield map shows that by 1854 the orchard was divided and shifted to the north; the garden was called “soldiers garden,” indicating that the U.S. Army operated the former HBC garden by this time. While the land itself was not substantially altered in its agricultural use, the configuration and location of many of the field patterns were repositioned. The field locations intensified around the stockade, and extended out to the north and east, yet remained constrained by the river and the northeast bluffs.

The transition from trading post to military post spurred significant new site developments. The U.S. Army constructed Officers’ Row, various military post structures, the Parade Ground, and new roads during this period. The City of Vancouver grew up along the west boundary of the military post, and was officially incorporated in 1857 (Plate 4. Fort Vancouver and Vancouver Barracks: 1847–1860).

## Landscape Characteristics

### *Natural Systems and Vegetation*

Paul Kane, an artist commissioned in 1847 to provide a visual record of the surrounding area of the fort and the stockade, wrote the following description of the site:

The surrounding country is well wooded and fertile the oak and pine being of the finest description. The camas and

“wappatoo” are found in immense quantities in the plains in the vicinity of Fort Vancouver, and in the spring of the year, present a most curious and beautiful appearance, the whole surface presenting an uninterrupted sheet of bright ultra marine blue, from the innumerable blossoms of these plants.<sup>23</sup>

Likewise a few years later in 1850, a visitor to the Fort Vancouver area provided a general account of the countryside.

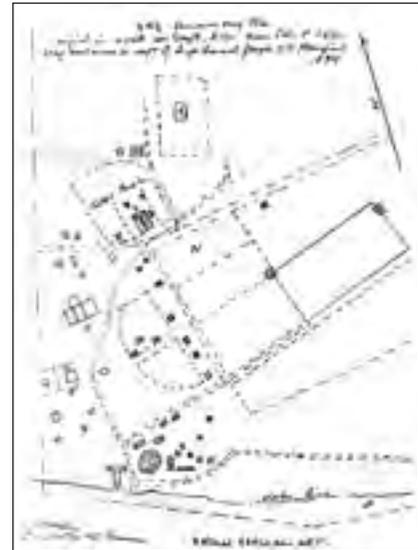
The timber upon the lowlands of the Columbia is chiefly cotton wood; in the smaller streams, vine maples and alder; while the upland is covered with the usual growth of the region of Oregon-fir, spruce and towards the mountains, arbor vitae. This forest is almost entirely of secondary growth, and is deadened over a vast tract by the fires which run through the country. . . . The succession of forest which so universally takes place in the Atlantic States does not occur here, the few deciduous trees of the country being such as growth only upon the water-courses. As a consequence the first almost invariably spring up again when burnt off. The underbrush, consisting of hazel, spirea, & c., is unusually dense.<sup>24</sup>

Both accounts provide an insightful glimpse into the condition of the landscape at the time for both the north and south portions of the site. There is a clear distinction between the north end of the site with respect to the density and variety of the forest as compared to the south end of the site (with its proximity to the water) that contained open fields for agrarian purposes. While more forest clearing certainly took place during this period to support HBC and U.S. military activities, the above passages document the native prairie-forest mosaic.

**Spatial Organization**

Following the decline of British influence over the stockade, Fort Vancouver was re-organized to suit the needs of U.S. military operations. The army constructed new buildings, roads, and the Parade Ground during this period; this basic framework established the site’s spatial organization that persisted in subsequent historic periods.

The northern part of the site, with its favorable vantage point overlooking the lower floodplain and the Columbia River, became the focal point for the military post. Officers’ Row, the primary core of residences for officers, was constructed in linear progression along the upper floodplain terrace. Officers’ Row framed the northern edge



*1854 Mansfield map showing layout of fort stockade, employee village, and St. James Mission.*  
National Park Service



*1855 Covington map (redrawn) showing slightly different layout than Mansfield map.*  
National Park Service

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of the Parade Ground, and an interior road encircled the Parade Ground. This central area became the public node for both military and civilian social activities. Fields and pastures were re-organized so that they completely surrounded the stockade, and the orchards shifted to the northwest.



*1850 engraving by Gustavus Sohon clearly shows the spatial configuration of Fort Vancouver, the Village, and Officers' Row in relation to the floodplain terraces. Image is from U.S. War Department's reports of explorations and surveys to ascertain the most practicable and economic route for a railroad from the Mississippi River to the Pacific Ocean.*

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Special Collections, #NA 4171

**Land Use**

Following the U.S. military's claim to the HBC fort and surrounding land, the center of activity shifted north to the new army garrison. The most prominent developments at this time were the establishment of the Parade Ground and the military housing quarters along the northern end of the site known as Officers' Row. The Parade Ground was centrally located within the reserve and designated for public ceremonial parades as well as military marching drills. A

correspondent for the San Francisco newspaper *Daily Alta California* wrote the following observation on January 29, 1865:

The Ninth Regiment is now stationed at Fort Vancouver and here the famous Shanghai drill is daily performed with a precision wonderful to behold. The officers are found quartered in comfortable houses. . . . They are, indeed, a splendid corps, mostly young, fine looking gentlemen, naturally eager for a brush with the Indian.<sup>25</sup>

Outside the post boundary, the most striking alteration to the landscape in this period was the organized grid layout for the City of Vancouver to the west of the Army Barracks. Surveyed by J. B. Wheeler and J. Dixon in 1859, the city boundary extended northeast and southeast, demarcating the contrast between the orthogonal grid of the city and the river-oriented layout of the old British settlement. The rapid development of the new city resulted in the shift of commercial activity to the west.

**Circulation**

Several major roads established by the HBC were still in use during this period; however, many minor circulation paths changed due to the relocation of farm fields. For example, Lower Mill Road on the south entrance was removed as a result of the northern shift of the planting fields, and the area became grassland with scattered pastures. Upper Mill Road (currently known as E 5th Street) continued to run in an east-west direction. To the west, the road traversed the north end of City of Vancouver, flanking the forested area and eventually moved down along to the river. To the east, it

maintained much of the same route it had established earlier by the British. River Road continued its run north-south alignment that connected St. James Mission to the river.



The U.S. military also designed new roads during this era. Located west of River Road and south of the barracks, one new route ran in a southerly direction from St. James Mission to the company wharf, and to the west Quartermaster's Depot buildings.

The new interior road system reflected the spatial organization of the military reserve. Circulation routes defined many of the key areas such as Officers' Row, the Parade Ground, and the fields and orchards. These roads also branched off and progressed along a north-south axis, which in essence connected the barracks to the City of Vancouver and the upper forests.



*1855 topographical sketch of the military reserve and the City of Vancouver. Layout of the post was aligned to the river while the city was laid out in a north-south orthogonal grid.*

Oregon Historical Society, #OrHi81947

#### ***Buildings, Clusters and Small-scale Features***

The arrival of nine more companies of American soldiers spurred the construction of twenty-six additional buildings in 1851. The army constructed buildings on three sides of the Parade Ground. At the northern boundary of the site, running parallel with the Parade Ground, new log housing was constructed known as Officers' Row, taking advantage of the views to the lower part of the site and the Columbia River. The commanding officer's residence was located in the center of the row of houses, and a flagpole was placed on the Parade Ground directly across from the commander's house. Officers' Row faced south toward the Parade Ground. On the western edge of the Parade Ground, a gabled roof log barrack and two smaller structures were erected. To the east, another barrack was constructed, accompanied by several smaller kitchens.

In the vicinity of the employee village, the army constructed a Quartermaster's Depot, where in addition to leasing many of the existing buildings from HBC, they constructed five new buildings. Positioned west of the HBC village and assembled in a north-south alignment, the new buildings included the Quartermaster's office and residence, Quartermaster employee residences, carpenter shop, storeroom and blacksmith shop. Along the Columbia River, a new wharf called Government Wharf was commissioned in the vicinity of the old docks.



## U.S. Army: 1861–1916

### Administrative and Political Context

By 1860 the final blow was dealt to the HBC as to any claim the British government had at Fort Vancouver, and the U.S. Army exerted full control over the area, except for St. James Mission. The Department of the Columbia was established in 1865 under the command of the Division of the Pacific; the new department was headquartered at the Vancouver Barracks and was responsible for Oregon, Washington, and Idaho territories.

Officially renamed Vancouver Barracks in 1879, the first half of this historic period was marked by new law enforcement and policies established by the U.S. government. From 1860 until the mid 1880s soldiers assigned to Vancouver Barracks were primarily involved in rounding up and escorting “rebellious” Indians to reservations established by the U.S. government. Many skirmishes and wars with differing Indian tribes flared up during this period. One historian wrote:



*Soldiers ready for embarkation at Vancouver Barracks, c. 1898. As the City of Vancouver sprung up around Vancouver Barracks, a strong interface developed between civilian life and the military post.*

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Special Collections, #UW 25674

The history of the first Oregon Cavalry from 1862 to 1865 is the history of Indian raids upon the mining and new farming settlement, of scouting and fighting by several companies . . . they were called upon to guard roads, escort trains, pursue robber bands to their strongholds, avenge murders and to make exploration of the country, much of what is still unknown.<sup>26</sup>

Despite ongoing concern about marauding Indians and the safety of settlers coming west along the emigrants’ trail, the Pacific Northwest seemed distant and far removed from the larger and bloodier battle of the Civil War taking place on American soil nearly a continent away.

Fort Vancouver fostered the careers of many young officers who became famous in the Civil War; however, the soldiers who remained stationed at Fort Vancouver had little contact with the war.

The Modoc War in the southern Oregon was the first in a series of conflicts with the Indians involving Fort Vancouver. The Modoc Peoples’ refusal to move to a reservation in 1867 resulted in the death of Major General Canby, who was killed during a peace mission to the Modoc tribe. In another instance involving the Nez Percé, President Ulysses S. Grant signed a treaty in 1873 that

conceded a small amount of land in Wallowa to the tribe. This treaty was established due to the fact that the U.S. had taken over a large portion of the tribe's land a few years before when gold was discovered in the area. The policy however was reversed two years later, and subsequently a tribal member was arrested for refusing to enter the reservation. This event sparked an attack on the settlers in the Salmon River Country by the Nez Percé, and eventually a war between the tribe and the U.S. government broke out in 1877. By August of that year, although U.S. regimens suffered heavy casualties, the Nez Percé, led by Chief Joseph, eventually surrendered and were held at Fort Vancouver until they were moved to a reservation near Lewiston, Idaho, in April 1878.

In 1887 the Holy Angels College was evicted from the military reserve. The post Commander, Colonel Thomas Anderson said the following:

The spell was at last broken by the post commander ejecting the teachers and pupils of the so-called Holy Angels College, tearing down the fences around its enclosure, and taking possession of Heaven's half acre itself. This trespass on the mission grounds left its representatives no alternative but to ask for an injunction from the courts. To secure this they had to bring suit, and in so doing had to set forth in detail their title for the property.<sup>27</sup>

A few years later the Supreme Court presented their ruling that the church was legally entitled to only about one-half an acre instead of the 640

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*View north of Parade Ground with Officers' Row in background in late 1800s.*

Clark County Historical Museum



*View west of Parade Ground in late 1880s.*

National Park Service, Tim Raley Collection



*West entrance to Vancouver Barracks, Officers' Row and the Parade Ground via Grant Avenue. Land use on east boundary was still in agriculture at this time prior to City of Vancouver development.*

Clark County Historical Museum

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originally claimed. Although the Catholic Church continued to pursue the matter for another decade, essentially the ruling ended a nearly fifty-year dispute with the U.S. government.

Westward expansion and settlement during this period prompted greater military activity and presence throughout the continent, but particularly in this furthest of U.S. outposts. America's influence expanded overseas during this period, and the surge in American military presence increased to reflect both national and international interests.



*U.S. Army troops marching within Vancouver Barracks, c. 1915.*

Oregon Historical Society, OrHi67837



*Fire station at Vancouver Barracks in early 1900s.*

Oregon Historical Society, OrHi67841

**Site Description**

As the U.S. Army firmly occupied the site, it effectively erased evidence of prior HBC activity and established an infrastructure responding to military order and function. As the military post increased its responsibilities, numerous site developments were made during this period to accommodate the additional activities and soldiers.

The site was organized hierarchically, from officer housing on the upper river terrace facing the Parade Ground; with the terrain sweeping south to enlisted soldier housing (Barracks) and ordnances, and then sloping downward to transitional, working space at the lower river plain. Officers' Row log houses were re-built as a line of permanent two-story officer residences. Additionally, early barracks buildings and other military structures were constructed. Roads were built internally within the Military Reserve, loosely following former key routes but laid out in a more orthogonal form. As the City of Vancouver sprang up around the military reserve, connections were established between the site and the new city, but were controlled through a series of sentry posts.

The Parade Ground was extended westward during this period to match

the expansion of Officers' Row. Prior to the outbreak of the Spanish American War of 1898, troops alternated through the barracks with greater frequency, and officers took greater part in activities such as parades, receptions, dances, and sporting events.

One of the most influential changes to the site during this period was the introduction of the Spokane, Portland & Seattle Railway. Completed in 1908, the "North Bank" of the Columbia rail line created a link between Portland and Vancouver. The line traversed the southern portion of the military reservation in its run east to Spokane. A spur line extended along an arc from the mainline past the Quartermaster's Depot, and terminated south of E 5th Street. Later the railway connected with other major railways as it continued on towards the Midwest, to the Twin Cities, and eventually to the East Coast. The railroad essentially put an end to the frontier era of the Northwest, and it increased the prominence of Vancouver not only as a center for shipping, but also as a prominent location to reside and work. As a result, the City of Vancouver witnessed a surge in population throughout the city's expansion to the north, south, and east of the military reserve. Along the Columbia River, a newly constructed Port of Vancouver was established in the area that was formally the HBC lower plain farm. (Plate 5: U.S. Army Period: 1861–1916)



*Ferry on Columbia River, with Vancouver Barracks dock visible in background, early 1900s.*

National Park Service



*Colonel Thomas Anderson and his family at post commander's residence, now known as Howard House, c. 1895. Ornamental plantings were installed around the Officers' Row residences and vegetative patterns on the post changed from native vegetation and agriculture to designed landscapes during the late 1800s.*

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Special Collections, #UW 475

## Landscape Characteristics

### *Natural Systems and Vegetation*

By the late 1860s, the natural vegetation of the site was significantly altered and reflected the change in ownership by the U.S. Army, as well as rapid development of the City of Vancouver. This period is especially notable for its landscape transition from farmlands, pastures, wetlands, and forest systems to urban development and formal landscape plantings.

The introduction of the railroad changed the face of the Fort Vancouver landscape permanently. The construction of the railroad on an elevated berm across the southern portion of the site effectively created a physical and visual barrier between the site and the Columbia River. The rail line also severed the flood plain and its corresponding hydrology, and greatly impacted the site's natural systems and vegetation.

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Due to the added influx of people arriving in the west by faster means of transport, the City of Vancouver experienced intense population growth. By 1908 Vancouver had expanded north, south, and west of the military barracks, resulting in a tremendous amount of forest razed to allow for the city's development.



*U.S. Army troops camped on south portion of the military post in early 1900s. Photo was probably taken from top of SP & S Railway berm.*

National Park Service, Tim Raley Collection

Nearly all of the gardens, orchards, fields, and grazing lands associated with the HBC era were removed by this period, although vegetable gardens were maintained south of Upper Mill Road (now 5th Street) in the vicinity of the former HBC gardens. The extensive scale of farming and agricultural practices was significantly diminished during this period.

While natural systems, native vegetation, and agricultural lands were greatly impacted during this period, ornamental vegetation took hold within the Reserve. In the 1880s an allee of native bigleaf maple (*Acer macrophyllum*) trees was planted along both sides of Grant Avenue (currently known as Evergreen Boulevard) fronting Officers' Row. This tree-lined boulevard created a strong visual separation between Officers' Row and the Parade Ground, as well as a dramatic entrance to Vancouver Barracks.



*View east of Parade Ground, a manicured lawn punctuated with mature Douglas fir trees and small-scale features such as the water fountain and bandstand, c. 1893.*

University of Washington Libraries, Special Collections, #UW 473

The Parade Ground, a large rectangular open space consisting of manicured lawn and isolated trees (Douglas fir, Oregon oak, and other non-native species), was a prominent landscape feature during this period and subsequent historic periods. The Parade Ground nearly doubled in size during this era, expanding eastward to match the extension of Officers' Row. This open space was an important stage for hosting both civic and military exercises and events.

European-style garden sensibilities were reflected in the ornamental foundation plantings, hedges, vines, arbors, and other garden features established in association with Officers' Row. Several non-native trees were planted around the officers' residences. While less elaborate than the Officer Row plantings, hedges, trees and foundation plantings were also established with the development of the Barracks buildings.

The south part of the military reserve maintained its open character while converting from agricultural fields and pastures to a military skirmish range. Several trees were planted in an allee along the north-south road to the waterfront dock. Trees were also planted in clusters in the area south of the Parade Ground.

**Spatial Organization**

With the U.S. Army in full control of the former HBC site, all of the grounds and surrounding areas were re-configured to serve the needs of the military. A strong spatial organization was created with a system of new roads, structures, and vegetation that persisted and intensified in subsequent periods.

This period marks an important phase of new building construction at Vancouver Barracks. Major new construction occurred at the site, largely on the west and south sides of the Parade Ground, and north of E 5th Street. Both Officers' Row and the Parade Ground were expanded eastward during this period, and several new Barracks and ordnance buildings were constructed. The Quartermaster's Depot area was also improved to accommodate two new batteries of artillery assigned to Vancouver Barracks.

The site was stratified according to military hierarchy and function. Officers' Row, backed by remnant coniferous forest, formed the upper edge of the core military complex, and faced the open Parade Ground, delineated by roads. Views from Officers' Row swept downward upon the Barracks, the southern military reserve, and the Columbia River.

The upper half of the military reserve (north of the current Vancouver Reserve boundary) was relatively undeveloped, containing minor elements such as a water reservoir, and later, athletic fields. Several conifer trees, remnant vegetation of the earlier conifer forest, remained on the northern reserve.

**Land Use**

Military activity and the site's primary function as a major Pacific Northwest military post predominated the land use during this period. Additionally, city development began to fill in around the reserve boundary, and a strong interface was established between the



*Vancouver Barracks in winter ice storm, c. 1915.*

Oregon Historical Society, OrHi74798



*Military post in flooded condition, c. 1887.*

*Guardhouse and cistern appear in the foreground, while post headquarters and flagpole are shown in the distance on the Parade Ground.*

Clark County Historical Museum

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military and civic. Increasingly, forests and agricultural fields gave way to this encroaching urban development.

In 1903 the military granted access to the Spokane, Portland & Seattle Railway along the southern portion of the reserve. With its arrival in 1908, the face of the landscape was irrevocably changed. This led to the increased importance of Vancouver as an industrial and shipping center, spurring a jump in population during this period. This period marked the end of the frontier era for the Pacific Northwest, and the beginning of an industrial era. Much of the lower plains area, once used for pasture and agriculture, was built up along the railroad berm above the floodplain to service the railway. This berm essentially severed the historic relationship of the site to the Columbia River.<sup>28</sup>

***Circulation***

By 1860 the principal routes that led from the military reserve were still primary arterial roads. Upper Mill Road, while maintaining an east-west alignment, shifted southward to the old Quartermaster's Depot and aligned with 5th Street in Vancouver. The back roads extended beyond the military reserve to the Back Plains and Mill



Plains. On the west side of the Parade Ground, a loop road was put in place behind the quarters and offices. With the expansion of the Parade Ground, the old road that bounded the east perimeter bisected the Parade Ground in two sections. On the west end of Upper Mill road, the informal paths became roads. A new road originating from the intersection between Upper Mill Road and the army road, what later would become part of McLoughlin Road, traveled north on the east edge of St. James Mission.

*West entrance into Vancouver Barracks from the City of Vancouver. Soldiers, gates, and guardhouses were installed at the post's primary access points during this period.*

Oregon Historical Society, OrHi50682

***Buildings, Clusters and Small-scale Features***

By the latter portion of the 19th century, the buildings, projects, and improvements that occurred in this period were quite numerous and were most likely developed in response to troops returning from the Civil War as well as the Army's expansion. As officers and troops were reassigned back to Vancouver Barracks, funds were made available to build additional facilities on the post. The primary groups of buildings constructed during this historic period primarily related to increased regimen housing, agrarian structures, and auxiliary buildings needed for support services.

At the northern end of the territory, Officers' Row underwent significant improvements as many of the existing log structures were demolished in order to create larger and more contemporary residences for the officers. On the Parade Ground, a low fence enclosure was built around the perimeter. In 1864 a new guardhouse was added to the Parade Ground, as well as other features such as sentry posts, flagpole, and bandstand.

By 1869 numerous structures had been built on the Ordinance Reserve, which included a small blacksmith and carpenter's workshop and several living quarters. Behind the Barracks, additional laundry buildings and an artillery shed were constructed. Additionally, a guardhouse was erected, and a large residence for officers was built northeast of the hospital.

Within the confines of the St. James Mission, Holy Angels College was constructed in 1866. Several smaller buildings were added, including a bakery, a laundry, a carpenter's shop, a store, and housing for orphaned boys and girls.

In 1879, new buildings for the department of the Columbia headquarters were constructed south of Grant Avenue and just west of McLoughlin Road. They consisted of double office quarters and large residences for the commander.

By the turn of the nineteenth century, there was the decision to increase the size of development to accommodate army housing at Vancouver Barracks. This action resulted in the last wave of major construction north of Grant Avenue (today known as Evergreen Boulevard). Between 1903 and 1907 double barracks were constructed to house more than 188 soldiers; these U-shaped buildings were constructed on an east-west alignment south of the Parade Ground. In 1906 an artillery guardhouse and a new stable for 134 horses and mules were built on the North of Upper Mill Road (today known as E 5th Street).

By 1914 the west edge of the site contained additional buildings for soldiers that included a gymnasium, a school, library, and Post Exchange. A hospital was also constructed. The south end of the site contained the Quartermaster's yard with its new storehouses, workshop, offices, a general store, and bakery.



*Early 1900s photo of west Officers' Row shows defining landscape characteristics, including residences, landscape plantings, fences, sidewalks, maple allee, and roads bordering the Parade Ground.*

Clark County Historical Museum

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## *U.S. Army and World War I: 1917–1918*

### **Administrative and Political Context**

In November 1917, as World War I raged overseas, Vancouver Barrack's involvement in the war took on a unique and often



*Military funeral procession on Reserve street; the worldwide influenza epidemic shut down the post and the city in the fall of 1918.*

National Park Service

overlooked role. Vancouver Barracks incorporated a new Division for Spruce Production created by the U.S. Army Signal Corps. Headquartered in Portland, Oregon, this Division supplied high quality Spruce wood for the production of airplanes for Allied Forces in the war. Under the command of Captain Brice Disque, the evergreen forests of the Pacific Northwest provided the army with the highest quality of wood and largest diameter of old growth Sitka spruce in the world.

Soon after the war in broke out in 1914, Allied Forces found their aviation reserves severely depleted. As America's involvement in the war commenced, the U.S. Congress passed a series of bills appropriating \$694 million dollars for airplane manufacturing and other aeronautical activity. As a result, lumber mills from both Oregon and Washington were called in to assist with the production of milled lumber in order to fulfill Allied provisions. Thus the Spruce Mill production was strengthened from an uncommon alliance formed between the military and the northwest lumber companies.

In the initial stages of operation, the amount of lumber produced by the Spruce Mill proved to be inadequate for what was needed,



and appropriations were taken in order to meet demands. Under the recommendation of Captain Disque, the U.S. Army brought soldiers to the northwest to work at the Spruce Mill and associated manufacturing plants. Shortly thereafter, Vancouver Barracks became a training center for soldiers en route to Europe. Infantry regiments stationed at Vancouver Barracks were rotated out to make room for thousands of incoming “spruce” soldiers.

By 1918 the Spruce Mill expanded and appropriated other buildings within the military reserve for wood production. Vancouver Barracks was retrofitted and soon became the principal mill of the Division known as the “Cut-Up Plant.” The operation was built and operated almost entirely by spruce soldiers. With the aggressive recruitment of labor, the total number of soldiers employed at the Spruce Mill over the course of one year jumped from 1,000 to 28,000 soldiers. Disque was later quoted: “There was not a commercial mill on the coast that was equipped to saw straight grained spruce in the quantity demanded, and remain in business.”<sup>29</sup>

The Spruce Mill was under construction, completed, and operating within forty-five working days of breaking ground. Its inauguration was performed with full attendance and ceremonial pageantry, and in February 1918, operation of the mill plant began. The size of the plant and its facilities was staggering as the main production plant reached more than 103,000 square feet, an expansive undertaking



*Spruce Division logged Washington forests to fuel airplane production for World War I.*

Washington State Historical Society,  
Tacoma, #38408, Asahel Curtis



*Spruce Production Plant, one of the world's largest spruce cut-up plants, employed 30,000 work soldiers to produce up to one million board feet of lumber a day.*

National Park Service



for such a short period. The plant produced approximately four to six hundred thousand board feet every twenty-four hours. The plant, however, was in operation less than a year and was disbanded when the armistice treaty was signed in November 1918.

After World War I ended, the army made the claim that although the mill had only been in operation for only ten months, it had produced and shipped out 143 million board feet from the Pacific Northwest. When operations ceased, most of the equipment, supplies and materials were put into inventory and later put on the auction block for sale. Disque remarked on the sale of inventory: “. . . the largest sale of Government property ever advertised [with] only the sale of equipment from the Panama Canal excelling in number of items and valuation.”<sup>30</sup>

Over its brief life span, the Spruce Mill employed more than 28,000 workers in the Pacific Northwest. More than 18,000 mill workers were spruce soldiers and among those, several thousand soldiers resided at Vancouver Barracks during this period.

The army’s involvement in the lumber industry ultimately influenced the regional economy in several ways. It allowed many areas of the forest that were previously inaccessible to be opened up for development for the expansion of the City of Vancouver. New unions formed out of the army’s involvement with the lumber industry and drew in hundred of thousands of workers to the lumber industry. However, perhaps the most beneficial outcome of the army’s involvement in the Spruce Mill operation was the institution of an eight-hour workday in the private workforce.

**Site Description:**

On January 7, 1918, one local newspaper at Vancouver Barracks reporting on the progress of the mill stated, “(the Spruce Mill is) growing so rapidly and in such large proportion, that the landscape is changed almost every twenty-four hours.”<sup>31</sup> At the time of this statement, four of a total of six units of the Spruce Mill were already completed, the fifth unit was in construction, and the sixth unit was being excavated.

The Spruce Mill plant was sited in the area of the former HBC stockade and fields just south of Old Upper Mill Road. During earlier U.S. military periods, it had also been the location of the company gardens and polo grounds, all of which were sacrificed for the war effort. The army logically chose this site due to its close proximity to the railroad, the river, and existing infrastructure. Moreover, since

this south portion of the site had few existing structures at the time, it offered a prime location for such a large-scale operation.



Extensive tent camps housing tens of thousands of employed spruce soldiers bordered the periphery of the central area of the mill and the drying kilns. South of the mill, the former shooting range was predominantly left intact as open area for storing milled lumber. Numerous rail spurs radiating off the mainline of Spokane, Portland & Seattle Railway were constructed to service the Spruce Mill. (Plate 6. U.S. Army period/WW I: 1917–1918)



*View south across the Parade Ground to soldiers' barracks, 1917.*

University of Washington Libraries, Special Collections, #UW 25677

### **Landscape Characteristics:**

#### *Natural Systems and Vegetation*

In this period, the activities of the Spruce Mill and the war, the growth of the city, and the railroad all contributed to the diminishment of several natural and vegetative systems. The vicinity south of Upper Mill Road was the area most altered by the establishment of the Spruce Mill plant. Construction of the railroad and its numerous spurs created a physical barrier on the lower floodplain, and effectively severed human and hydrologic connection to the river's edge. The railroad and Spruce Mill also dramatically reduced the pastures and fields and replaced them with an industrial park suited for the war effort.

By 1918 the City of Vancouver had expanded along the east and north sides of the reserve and encompassed the military reserve on all three sides. As the site converted from farm fields and grasslands to urban development, agriculture was no longer the dominant land use.



*Unusual view east showing the physical connection between the City of Vancouver (foreground) and Vancouver Barracks, c. 1917.*

University of Washington Libraries, Special Collections, #UW 25676

The most significant impact to the natural vegetation was the demise of the old growth forests north of the site. The war in Europe impacted the Northwest and its natural resources, with direct repercussions on Sitka spruce forests. Industrial developments up and down the Columbia River negatively impacted the waterway. As



a result of the combined impacts of the Spruce Mill, the railroad, and the growth of the city, natural systems and native vegetation were greatly diminished during this historic period.

In the south part of Vancouver Barracks, several mature trees were removed south of the barracks buildings to accommodate the Spruce Mill plant and spruce soldiers' living quarters.

### *Spatial Organization*

The spatial organization of the military reserve shifted significantly during this time, albeit for a brief period to accommodate the Spruce Mill production. Temporary tent camps encircled the Spruce Mill and housed the tens of thousands of spruce soldiers. Centrally located, the mill became the focus for Vancouver Barracks as a major contributor to the war effort. Activity radiated in and out from the Spruce Mill and the adjoining railroad. As the most current mode of mass transit in this era, the railroad had the capacity to bring large groups of people in and large amounts of product out.

The City of Vancouver was completely configured around the U.S. military reserve by this time, as the city abutted Vancouver Barrack's boundaries. Much of the circulation and roadways through the post directly aligned and connected to the major roadways of the city.

### *Land Use*

Land use transitioned from agricultural to industrial in this period. No longer a center of agriculture production or just a military reserve, the Spruce Mill Division focused site activity on the production of milled lumber for airplane and other war-related activities. While the frontier closed in the preceding time period, the arrival of spruce mill and the railroad ushered Vancouver Barracks into the industrial age. Furthermore, the urban density of the City of Vancouver encompassed areas that were formerly the pastures, fields, and forests on the outskirts of the military reserve.

The lumber industry, in alliance with the military, accessed forests north of the military reserve, as well as other local forests, and used these natural resources for manufacturing and production. The once dense and heavily populated coniferous old growth forests were irrevocably cleared from the face of the landscape.

### *Circulation*

Circulation throughout the Spruce Mill centered on the railroad. The industrial age brought forth mass transportation for the shipment of goods and services and passengers to the Northwest. With the

construction of the Spruce Mill, an additional spur of the railroad was added on at the west end of the mill and branched off at various streets and buildings on the site. One of the main spurs ran parallel with Upper Mill Road.



As the City of Vancouver grew and surrounded the military reserve, the circulation of Vancouver Barracks became synchronized with the City of Vancouver. Major routes on the site such as McLoughlin Road, E 5th Street and Evergreen Boulevard were tied into the network of roadways leading to and from the city.

***Buildings, Clusters and Small-scale Features***

Comprised of six primary units the Spruce Mill covered an area of 50 acres south of E 5th Street. The building footprint of the mill was enormous and covered an area of 105,000 square feet. Each section contained the following: two circular saws rigs, two-table edger, two re-saws and eight trim saws. In addition to the mill, there was several industrial large buildings erected to house ancillary services such as the cut-up plant, drying kilns, drying sheds, storage buildings, and large mills for spruce wood production. The kilns were approximately 35,000 square feet and the drying shed was an enormous 105,000 square feet.

As soldiers were brought in to help operate the mill, temporary camp housing was established. Around the mill thousands of tent camps and support facilities were constructed. North of Officers' Row, catamount housing was constructed for regimens of the Spruce Division.

***U.S. Army and Civilian Conservation Corps: 1919–1941***

**Administrative and Political Context**

In the years following World War I and before the start of World War II, military activity was low at Vancouver Barracks. Similar to other military posts throughout the United States, Vancouver experienced a post-war slump, and as a result, many units were transferred in and out of the military reserve. In the 1920s Vancouver Barracks became the designated location for a new military training camp for civilians. Held for two weeks each year, the camps provided civilians both academic and practical training in various branches of service, including cavalry, field artillery, and engineering.



*Looking south across the military reserve toward the Columbia River.*

Oregon Historical Society, OrHi24361

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Two significant political events impacted the military reserve during this period. The first was the founding of the U.S. Army Air Service, followed shortly by the establishment of an army airfield on site. The second major event was U.S. President Franklin D. Roosevelt's establishment of the Civilian Conservation Corps (CCC) in March 1933 in response to the Great Depression. The CCC was an interdepartmental work and relief program to employ out-of-work young men to work on conservation projects throughout the country.



By the mid-1930s Vancouver Barracks assumed a leading role in the development of the CCC program as the City of Vancouver became the headquarters and dispensing agency for the enrollee program in the Pacific Northwest.



The U.S. Army Air Service began operation at Vancouver Barrack in the early 1920s. Yet as early as 1905 Lincoln Beachey landed a dirigible craft on the Barracks site in the first aerial crossing of the Columbia River. In 1911 civilian airplane enthusiasts used the Barracks' former polo field site as one of the first practice airfields and helped establish this locale as the region's first airfield. In 1921 a forest flight patrol was established to locate and extinguish forest fires in the Vancouver-Portland region; this activity constituted the first organized use of the site as an airfield. Later the field was also used as a pre-flight stop for flying exhibitions.

*Pearson Field helped usher in the "Golden Age of Flight" and is the country's oldest continuously operating airfield.*

Vancouver National Historic Reserve,  
Dale Denny Collection

In 1924 plans were underway to disassemble the Spruce Mill and subsequently expand the landing field. In April 6, 1925, the Secretary of War issued an official decree to appoint the airfield with an official name. Pearson Field was chosen to commemorate a local hero, Lieutenant Alexander Pearson, Jr., who among other accomplishments, made the first flight across the Grand Canyon on a mission for the Department of the Interior. Writing on behalf of the Air Service, Major W. G. Kilner referred to Pearson as "one of the best known and finest pilots in the army air service." Alexander Pearson was a Vancouver native who died during an exhibition flight in 1924 when his plane went into a spiral. When the airfield was dedicated to him on September 16, 1924, more than 20,000 people turned out to pay their respects to this local hero and attend the flying exhibition in his honor.<sup>32</sup>

From 1923 to the early 1940s, Pearson Field was a key base of operations for the U.S. Army Air Service. Many notable events and pilots could be seen at the site during the "Golden Age of Flight," including Charles Lindbergh, Jimmy Doolittle, Eddie Rickenbacker, and many barnstormer squadrons.

Less than a decade after the establishment of Pearson Field, the Civilian Conservation Corps arrived at Vancouver Barracks. President Franklin D. Roosevelt implemented legislation that established a series of forest camps for the protection, improvement, and conservation of the nation's natural resources. Divided into nine corps sections, the Pacific Northwest corps oversaw operations in Nevada, Montana, California, and Yellowstone National Park. In March 1933 Vancouver Barracks became the CCC district headquarters for Oregon and Washington. The CCC headquarters at Vancouver Barracks handled all the supplies, purchasing, shipping, and even building materials, recreational equipment, medical care, and religious services, for the Pacific Northwest CCC camps.<sup>33</sup>



*CCC Company 944 raising the flag at Camp Hemlock near Carson, Washington, in the Columbia National Forest 1934. The national forest was later renamed Gifford Pinchot National Forest.*

James F. Justin Civilian Conservation Corps Museum

The officers associated with the CCC camp were mainly reserve officers, many of who resumed active duty when WWII broke out. In April 1937 Vancouver Barracks became the training camp for eight hundred forest workers in the Northwest and constructed additional housing barracks to accommodate the workforce. By 1942 the number of Washington and Oregon enrollees in the CCC program numbered in the thousands, most of whom were engaged in national forest work such as forest fire prevention, road building, and parks construction.

In July 1942 CCC activities were discontinued due to World War II, and Congressional funding and enrollees followed suit. Many workers enlisted in the army while others found employment in the civilian job market.

**Site Description**

Similar to the previous historic period, the center of site activity shifted to the area south of E 5th Street. The former Spruce Mill facility and camps were razed to make room for Pearson Field and CCC activities. Development of Pearson Field subsumed the landscape fabric of open field and pasture south of E 5th Street during this period. The airfield encompassed the entire area north of the Spokane, Portland & Seattle Railway tracks and east of the former skirmish firing range. Scattered pastures became airfield landing strips, and polo grounds were relocated to the southwest corner of the military reserve.



*CCC Company 944 from Camp Hemlock and a horse team working on a new road.*

U.S. Forest Service, #280398



*By 1938 City of Vancouver development completely surrounded the military reserve with only remnant farmlands remaining on the Columbia River*

National Park Service

The CCC headquarters was constructed in the former location of the HBC Village. In addition to new CCC administrative and housing buildings, several new military buildings were added to the barracks area south of the Parade Ground, and along the west boundary adjacent to the City of Vancouver. Road development intensified at a finer scale in the interior of the military reserve, while retaining the basic road framework. Additional connector roads were constructed to the City of Vancouver as the young city developed. (Plate 7. U.S. Army/CCC Period: 1919–1941)

## **Landscape Characteristics**

### *Natural Systems and Vegetation*

By this period, riparian vegetation mostly was removed along the river edge and replaced with city development west of the military post, and agricultural lands east of the post. Floodplain hydrology and native vegetation were still negatively impacted by the railroad berm. Farmland buttressed the site on the east boundary, which was otherwise surrounded by the City of Vancouver. The airfield, although similar to the open pastures or fields of previous historic periods, was mainly comprised of grass sod.



*Aerial view of Vancouver Barracks and the City of Vancouver shows CCC headquarters at lower right foreground. Construction of a new lift span bridge across the Columbia River and Highway 99 (now I-5) disconnected the military post from the city.*

Vancouver National Historic Reserve

Most of the original forest was cleared on site and in surrounding environs, particularly after the Spruce Mill activities of the preceding WWI era. Mature trees persisted mainly in the northern half of the military reserve. The maple allee was retained, as well as the allee of trees lining the road to the former dock location on the Columbia River. The open Parade Ground punctuated by Douglas fir groupings was maintained. During this period numerous trees were planted in the barracks area and in the area south of the Parade Ground. This flurry of tree-planting activity was most likely the handiwork of the CCC.

Ornamental plantings were predominantly placed around the Officers' Row residences, Barnes Hospital, the Red Cross building, and other focal buildings. Officers' Row houses were landscaped with hedges, foundation planting, in the side and back yards, shade and flowering trees. The front lawn of the hospital was enclosed with a formal boxwood hedge, and ornamental specimens such as arborvitae, juniper, and other plants were installed along the walk and against the foundation. In comparison to the more prominent military buildings such as the officers' residences or the hospital, the landscape around the army barracks and NCO brick duplexes was

relatively sparse, consisting of mostly open lawn with intermittent conifer and deciduous trees.



**Spatial Organization**

Spatial organization in the form of roads, buildings, vegetation, and open space remained consistent but intensified to a finer scale of development during this period. Defining features that provided the post's strong spatial organization, such as Officers' Row, the Parade Ground, the Barracks buildings, the primary internal roads, and the proportion of open space to developed areas, remained intact. New building and road facilities were constructed that responded to patterns established in preceding time periods. The most significant change was the removal of the Spruce Mill plant, facilities, and temporary camps by 1925, which opened the site back up to an open area south of E 5th Street.



*Aerial view of barracks area clearly shows spatial organization of the site. Barnes Hospital is visible at left foreground while Pearson Field is located at right background. Photo by Jack Sholkoff, 1934.*

Oregon Historical Society, OrHi24486

Part of the south reserve area was dedicated to the new airfield Pearson Field. Hangers were constructed near the east boundary south of E 5th Street, but the use of the site as a clear landing area maintained the open character of the landscape. Establishment of the CCC headquarters at Vancouver Barracks in 1933 resulted in new buildings constructed in the vicinity of the former HBC Village. Along the west edge of the airfield, the CCC erected buildings organized in a series of four clusters. Although the organization resembled that of a temporary camp, all the buildings were connected by series of boardwalks and pathways. Barracks were erected for housing and there were groupings of smaller utility buildings, such as motor garages, gas pumps and repair stations. While most of the railroad spurs associated with the Spruce Mill production were removed during this period, the main spur remained. Much of the new building development in the southeast portion of the army post was aligned parallel to the curved railroad spur.



*View northeast of the City of Vancouver and Vancouver Barracks with Columbia River Bridge shown in foreground.*

Clark County Historical Museum

**Land Use**

Military activities remained the predominant land use that characterized the Vancouver Barracks. However this time period of social and economic depression between the two world wars sparked an increase of civilian activities and uses on the military reserve.



*The Red Cross building, a convalescence hospital for soldiers, was heavily landscaped with ornamental shrubs.*

National Park Service



*Barnes Hospital's landscape consisted of a formal hedge enclosing the lawn, shrubs lining the sidewalk, and foundation plants densely planted at the entry.*

Clark County Historical Museum



*Wesley Andrews' photo of soldier's barracks lining the south edge of the Parade Ground.*

Oregon Historical Society, OrHi31534

This shift to a more civilian focus was exemplified by three events that occurred at Vancouver Barracks during this era: 1) a new program of civilian training exercises, 2) the establishment of the CCC headquarters for the Pacific Northwest, and 3) the establishment of a new airfield.

Land around the military reserve was virtually all converted from agriculture lands to city development by this time, with the exception of farmlands east of the military post. Sixty acres of land formerly belonging to the Spokane, Portland & Seattle Railway was leased to the Vancouver Chamber of Commerce to create a civilian airport, Vancouver Municipal Airport. In 1926 an airmail route was established as well as a passenger flight service. A flight school, in addition to a few small businesses, was also opened. From this time period to present day, flight travel became a regular part of the Vancouver Barracks's daily activity.

### *Circulation*

This era officially ushered in the automobile as the primary transportation mode, and in keeping with the national trend, sparked numerous road-building projects in the immediate Vancouver area. Major arterial routes and sidewalks were paved, while secondary routes remained dirt surfaces.

The road network within the Vancouver Barracks, while intensified between 1919 and 1941, generally remained intact from the preceding time period. New minor circulation routes were established in association with the new CCC complex and Pearson Field. Sidewalks were constructed that led to the barracks residences, the new duplex, the commissary, hospital, and other buildings. Additionally, new concrete walkway connections between the various building clusters were created.

The two primary east-west roads through the site, E 5th Street (once Upper Mill Road) and Grant Avenue created strong connections between the east and west reserve boundaries and the City of Vancouver. E 5th Street connected to Evergreen Highway east of the Vancouver Barracks and into 5th Street at the west end, and effectively became a busy arterial road. Evergreen

Highway became the principal route to Highway 99, which extended along the west edge of the reserve on a north-south axis and crossed the Columbia River via a new bridge.



A new highway, Alt 830 (currently State Route 14), was constructed just north of the Spokane, Portland & Seattle Railway tracks, and traversed in an east-west direction along the south portion of Vancouver Barracks.

### ***Buildings, Clusters and Small-scale Features***

Most of the primary military post structures such as Officers' Row residences, the Barracks buildings south of the Parade Ground, and other military post structures dating from earlier periods remained intact during this time. New building construction responded to the spatial patterns established in preceding historic periods.

The institution of the CCC headquarters and Pearson Field instigated most of the new building activity on the site. Most of the remaining old Spruce Mill buildings were demolished, relocated off-site, or renovated to serve the airfield or the CCC. New CCC buildings were constructed in the vicinity of the former HBC Village in the mid-1930s. New barracks buildings were constructed, as well as brick duplexes. A motor shop and other maintenance buildings were constructed.

In March 1919 the Red Cross opened up its first convalescence hospital for soldiers on the west side of military reserve.

## ***U.S. Army and World War II: 1941–1947***

### **Administrative and Political Context**

The country's entry into World War II prompted a greater intensity of military activity at Vancouver Barracks, which served as a departure point for troops serving abroad. Vancouver Barracks came under the control of the Ninth Service Command, with headquarters at Fort Douglas, Utah, after December 1941. Vancouver Barracks served as a staging area for the Portland Subport of Embarkation and as the U.S. Army's first training center for quartermaster units.

Vancouver Barracks as a location suited to diverse functions was demonstrated once again in 1942 when a 400-acre shipyard opened at Vancouver. The industry was a joint venture between the United States government and a private company, Kaiser Shipyards; the Army administered the facility, and Kaiser Shipyards ran the production. The entry of the United States in World War II required rapid development of the country's naval battalion. Vancouver,



Portland, and the Northwest in general were prime locations for new shipyards due to the availability of abundant resources and the proximity of the Columbia River and Pacific Ocean.



*Aerial view of Kaiser Shipyards and ships under construction in dry docks. Some remaining buildings and dry dock remnants still exist today in private ownership.*

Oregon Historical Society, OrHi49684

Entrepreneur and Kaiser Shipyards founder Henry J. Kaiser was an industrialist whose operations in the early 20th century grew steadily from road construction and cement to steel and aluminum production, and finally to ship building. He was successful at winning government contracts and known for getting the job done in an efficient and timely manner. Through production methods developed by Kaiser, the industrial giant was able to perform more efficiently than other ship building plants. He could build

ships faster and at lower cost than other companies because he ignored traditional production methods and used an assembly-line approach. Ships were built in separate and smaller sections and as a result, they could be welded together in a few days' time.<sup>34</sup>

Located along the Columbia River, the Kaiser site was bordered to the north by the SP & S Railway, and to the east and west by the City of Vancouver. Built on a former dairy farm, Kaiser Shipyard construction began in January 1942 and cost \$17 million dollars to complete. The first ship was rapidly assembled and launched in 165 days.

The establishment of the shipyards brought thousands of workers to the City of Vancouver and had a significant impact on the city's development. From 1940 to 1948 Vancouver's population jumped to fifty thousand people, almost double what it had been three years previously. Kaiser Shipyards attracted people from all over the country, and of the total number of incoming people, approximately 38,000 were involved in working in the shipyards. Kaiser was also known for taking care of its employees. Women and men were given equal pay for equal work, and medical needs were met by prepaid health plans for workers and their families.

The impact of the shipyards had a cascade effect upon the city; its influence reached all municipal sectors, including the fire department, police, schools, and residential development. Due to the population boom, new services were required, and the City of Vancouver faced a major housing shortage. Thus a massive wave of

new development swept across Vancouver as hundreds of houses, roads, and utilities were constructed. McLoughlin Heights Housing was a huge housing complex built just northeast of Kaiser Shipyards. The hasty development and expansion of the City of Vancouver during this period had a permanent impact on the city's form.



### Site Description

Vancouver Barracks developed to its fullest extent during this period as the military post engaged in World War II. Development within the military reserve intensified with the construction of new buildings, roads, and pathways.

Military structures and activities were predominantly concentrated in the area between Officers' Row and Evergreen Highway. Recreational facilities were constructed north of Officers' Row. The essential landscape characteristics persisted from the prior historic periods, including Officers' Row, the Barracks, the Parade Ground, Pearson Field, roads, and vegetation.

With the onset of World War II, the Vancouver/Portland region became center stage for the shipbuilding industry in the Pacific Northwest, and Kaiser Shipyards was established on a former dairy farm about three-fourths of a mile east of Vancouver Barracks. Kaiser Shipyards was bounded by the railroad to the north and extended over one mile in an east-west direction along the river. The area north of the railroad on the east boundary of Vancouver Barracks was annexed by the City of Vancouver and developed into residential housing. (Plate 8: U.S. Army Period/WW II: 1942–1947)



*“Rosie the Riveter” and “We Can Do It” campaigns were aimed at women who entered the workforce in unprecedented numbers during World War II. The three Portland-Vancouver shipyards recruited and employed a record one-fifth of the national female workforce.*

Oregon Historical Society, OrHi61308

### Landscape Characteristics

#### *Natural Systems and Vegetation*

Extensive development of the site and adjacent environs had obliterated most of the native vegetation and natural systems by this time. The focus on industry and production greatly altered the landscape.

Manipulation of the Columbia River and its shoreline began in earnest during this period, as the river was dammed, dredged, and

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channelized. The Columbia River became a primary source for inexpensive hydroelectric power. And by 1942 nearly all electricity from newly constructed Bonneville Dam was committed to industrial loads for war production. The Columbia River served as the gateway to the Pacific Ocean large tankers that were the trademark of the Kaiser shipyards, and dredging commenced to accommodate the large ships. Finally the shoreline in the immediate vicinity was modified to create dry docks and holding areas for Kaiser ships.

Agricultural activities had ceased both on site as well as on adjacent lands by this era. Pastures and fields were replaced by industry or city development. Vegetation within the military reserve consisted primarily of ornamental landscape plants and mature trees.

*Spatial Organization*

Spatial organization developed to a finer grain of scale yet remained

intact during this period. New roads, pathways, buildings, and athletic fields were constructed to serve the site's wartime military functions. The layout of these new facilities responded to the existing spatial organization, adhering to the same geometry, forms, and spatial arrangements of existing development.



*One hundred forty-one military ships were constructed rapidly and launched in 44 months due to Kaiser's innovative assembly-line production methods. Eleanor Roosevelt christened the shipyard's first aircraft carrier Alazon Bay in April 1943.*

Vancouver National Historic Reserve,  
Lois Lee Collection

The primary components comprising Vancouver Barracks' spatial configuration were carried over from the preceding historic periods: including the major roads and railroad, Officers' Row, the Barracks, the Parade Ground, the maple allee, mature tree canopy, and Pearson Field. The southeast portion of the military reserve remained in open space during this time; housing footprints were delineated but never built.

*Land Use*

The use of the site as a military post continued to be the principal land use activity. The country's entry into World War II heightened the importance and functionality of Vancouver Barracks. Interestingly, however, by this time the military post was completely surrounded by other land uses and activities that interfaced with the post's military functions. War industry in the form of Kaiser Shipyards was the reserve's immediate neighbor to the east. City development completely surrounded the military post on the west, north, and east sides.

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## *Circulation*

Nearly all forms of circulation were highly active within the Vancouver Barracks during the war period, including vehicular, flight, train, and boat travel. The infrastructure to support these activities included numerous paved roads, the SP & S Railway, Pearson Field, Kaiser Shipyards, and the Coast Guard pier.

The primary circulation framework developed in earlier periods remained intact during this time. The major roads crossing Vancouver Barracks, including Grant Boulevard, Evergreen Highway, West Reserve Street, Alternate Route 830, and several internal barracks streets, were all operational. East-west street connections to the City of Vancouver remained intact.

The Spokane, Portland & Seattle Railway, which crossed through the lower Vancouver Barracks, was instrumental in transporting goods and passengers during the war era. The SP & S came into its own during this period with a growing fleet of Alco Diesels and powerful steam engines. As the only water-level route from the west Rockies to the Pacific Coast, SP & S billed itself as “the Northwest’s Own Railway.”

## *Buildings, Clusters and Small-scale Features*

U.S. military activity increased even before the country entered World War II in 1942, leading to a wave of new construction at Vancouver Barracks. Barnes Hospital, a 750-bed hospital, was constructed in 1941 on the northwest side of the Barracks to serve military personnel throughout the Pacific Northwest.

The garrison size at Vancouver Barracks increased during wartime, and additional barracks were needed to house new troops. Temporary barracks called Camp Hathaway were built on the north end of the military reserve.

Infill along the west boundary and within the core barracks area occurred as several new buildings were constructed to accommodate the increased military activities. The placement of these structures responded to existing spatial configurations in the landscape, e.g., the railroad spur, interior roads, etc.

Clusters were clearly identified by groups of buildings arrayed according to function. Officers’ Row formed one major cluster. The barracks buildings lining the south edge of the Parade Ground created another cluster, while the east barracks buildings formed another grouping. Other clusters included the Pearson Field hanger



and administrative buildings, and the numerous storage facilities organized along the railroad spur.

The immediate vicinity around the Vancouver Barracks witnessed a major surge in new building construction. Kaiser Shipyards was the biggest neighbor just east of the military reserve. The influx of thousands of workers coming into the area prompted the passage of the Lanham Act, which authorized public housing construction to be managed by the Federal Housing Authority. During the war, Vancouver Housing Authority built 12,000 housing units.

One of the largest housing units built was a planned development called McLoughlin Heights built on one thousand acres of land east of the city. With the population increase in Vancouver, Kaiser helped to build additional support facilities for the workers and their families. Shopping malls, schools, gymnasiums, and libraries were all built during this time to help support the families moving to the city.

### ***National Park Service: 1948–1996***

#### **Administrative and Political Context**

After the conclusion of World War II in 1945, the size of the military force at Vancouver Barracks was significantly reduced, and its operations were limited primarily to the reserve activists. By January 1946, the Army Transportation Corps considered Vancouver Barracks excessive with respect to national military needs, and from that day forward, the Barracks ceased to be an active military installation.

In early spring 1946, the military reserve was turned over to the custodial supervision of the Corps of Engineers, who then appointed the War Assets Administration as trustee to the Barracks. The purpose of the Assets Administration was to distribute the surplus of the Vancouver Barracks property. The northern half of the military reserve was incorporated into the City of Vancouver and subsequently became part of urban development. When the War Assets Administration transferred the southeastern portion of the site to the City of Vancouver for its use as a municipal airport, conflicting protests arose from both state and local historical societies who tried to lobby legislation to gain control of the site.

Meanwhile the army was withdrawing from many areas of the site. In 1947 sixty-four acres of Vancouver Barracks, or the core Barracks area in the south part of the military reserve, were restored as a military post and were designated headquarters for Army Reserve training in the Pacific Northwest.

The National Park Service (NPS) also wanted to seek designation of the former HBC site as a national monument. The National Park Service's interest stemmed from the War Department's 1915 designation of the HBC site as a national monument under the Antiquities Act of 1906. This recognition was either forgotten or withdrawn, and nearly ten years passed before Congress approved the activity of restoring the stockade. In 1925 and later in 1938, two laws passed that authorized the re-construction of the stockade.

Serious interest in the reconstruction of the stockade dated back to 1908 when local historians and dedicated citizens staked out the area of the HBC stockade based on the 1854 Bonneville plans. However, it would not be until almost forty years later that the realization of the dream took form. Throughout the years, various attempts were advanced to legislate protection and preservation of the site, commencing with the unrealized designation of the site as a national monument in 1915. In March 1925, the centennial year of the HBC fort's establishment, Calvin Coolidge signed a bill authorizing the Secretary of War to allow the reconstruction of the fort stockade; however, no funds were appropriated to support the reconstruction. And in the 1930s, two unsuccessful bills were introduced to Congress to appropriate funds for rebuilding of the stockade. By 1936 the National Park Service teamed up with the Vancouver Chamber of Commerce to survey the location of the fort, and within two years Congress authorized Vancouver to build a historical monument on site.



*Local historians, including George Himes of the Oregon Historical Society (right), staked the area of the HBC stockade in April 1908.*

Oregon Historical Society, OrHi94312

In 1947 the Washington State Legislature passed a bill recommending the establishment of Fort Vancouver National Monument. In June of the same year, funds were appropriated by Congress to fund archeological excavations of the area of the fort. The National Park Service sponsored an archaeological dig as part of its historic research into the Hudson's Bay Company's presence on the site. NPS archaeologist Lois Caywood located the corners of the stockade in Fall 1947, and an historical investigation commenced on the interpretation of the physical structure.

Finally, within a year of NPS archaeological studies, the portion of the site that formerly contained the HBC stockade was officially recognized. In 1948 Congress established Fort Vancouver National

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Monument, which included approximately ninety acres of the Old Fort Plain. The first park superintendent arrived in 1951, and Secretary of the Interior Douglas McKay formally dedicated the national monument in 1954.



*May 1974 dedication of Fort Vancouver with U.S. Representative Julia Hansen (D-Washington) at the microphones.*

Oregon Historical Society, OrHi94313

As aviation activity decreased after the war, the U.S. Army announced that Pearson Field was surplus property. The City of Vancouver was permitted to join the municipal fields with the army airfields, and the combined facility was renamed Pearson Airpark. Later when Fort Vancouver National Monument was established, the City of Vancouver and the National Park Service reached an agreement that the airport was granted an easement on the former HBC site.

Despite fiscal setbacks and tenant problems that almost closed the airpark three times, the state prohibited the

city from issuing bonds to facilitate improvements. In 1964 the airpark, in an attempt to improve revenue and business, extended the lower runway more than an additional eight hundred feet to the west. Throughout the 1960s negotiations between the National Park Service and the owner of Pearson Airpark were attentive to the sale of the western portion of the airpark. Aviation restrictions impeded work on the HBC fort stockade, hence NPS wanted to purchase this land to complete reconstruction of the HBC stockade. Finally the National Park Service acquired the western half of the airpark in 1972 with an allowance for the City of Vancouver to continue to use the site.

Various land purchases and exchanges occurred in the ensuing decades to expand or augment the existing national monument boundary or to facilitate cooperative agreements with the multiple agency landowners. The National Park Service, the City of Vancouver, Burlington Northern Railroad (successor to SP & S Railway), Federal Aviation Agency, Washington State Department of Transportation all have had a vested (and sometimes conflicting) interest in the site over the last several decades.

In June 1961 Presidential approval of a Congressional Act changed the name of the site to Fort Vancouver National Historic Site,

and removed some of the restrictions on NPS management of the site. Later that same year, a visitor center for the historic site was constructed on the east end of Vancouver Barracks' former Parade Ground. Reconstruction of the fort stockade was completed in the early 1970s, and a program to reconstruct several HBC stockade buildings was instituted at this time.



In the 1980s and 1990s, increased awareness and appreciation of the site's rich history beyond the Hudson's Bay Company story prompted an initiative to expand the site's physical and programmatic parameters. In 1993 Vancouver Historical Study Commission completed a study entitled *Vancouver National Historic Reserve Feasibility Study and Environmental Assessment*. The study recommended the establishment of the Historic Reserve to protect, preserve, enhance, and enjoy the area's significant historic, cultural, natural, and recreational resources. The Commission assessed the historic resources of the immediate vicinity, determined the boundaries of the Historic Reserve, and recommended the cooperative management strategy that is currently in place.

As a result of this study, Vancouver National Historic Reserve was established by Congress in 1996 in recognition of various nationally significant events that have occurred on site, most notably the Hudson's Bay Company's activities between 1824 and 1860, and the military activities of U.S. Army from 1849 to 1946. The Reserve also encompasses other important events on site, including aviation history in the form of Pearson Field, Civilian Conservation Corps activities, Spruce Mill and Kaiser Shipyards industrial production, National Park Service historic preservation activities, and American Indian traditional practices.

Multiple owners/managing agencies have control over various portions of the Historic Reserve; however, the entire Reserve is jointly managed by the Reserve Partners who represent these various agencies. Currently, the National Park Service owns Fort Vancouver National Historic Site, which includes the Visitor Center area, the Parade Ground, the HBC Fort and surrounding environs, and part of the waterfront. The City of Vancouver manages Officers' Row and the West Barracks, as well as Old Apple Tree Park, the eastern portion of Pearson Airpark, the Water Resources Center, and portions of the waterfront. The U.S. Army Reserve still occupies the East Barracks but is considering relocation of its facilities. The State of Washington owns the SR 14 right-of-way and I-5 interchange. The Reserve Partners' cooperative management model is essential to ensure effective preservation and management of the historic resources.



## Site Description

Significant events occurred during this period that greatly impacted existing spatial configurations and built forms in the landscape. The U.S. Army's decommissioning of Vancouver Barracks as an active military post prompted a series of major changes. First, the military reserve was effectively reduced to half, and the northern lands were absorbed by City of Vancouver development. The U.S. Army presence continued in the form of the Army Reserve, but military activities were concentrated in the Barracks area.

The Army's withdrawal from most of the site led to the establishment of the HBC site as a National Historic Monument. Eventually Congress designated the site as Fort Vancouver National Historic Monument, later re-named as Fort Vancouver National Historic Site. As a result, the National Park Service implemented several actions to protect and interpret archaeological and cultural resources associated with the Hudson's Bay Company's presence on site.

NPS developments during this period included the reconstruction of the HBC fort stockade and structures within the original stockade; construction of a new visitor center, administrative, and maintenance facilities; and the addition of new pathways, minor roads, and parking. Many structures and roads formerly associated with the Vancouver Barracks were removed, and the Parade Ground was reduced by construction of the visitor center complex.

Additional changes to the site included the expansion of Pearson Airpark's structure and airport runways to the west, as well as developments along the Columbia River shoreline. NPS acquired six and one-half acres along the Columbia River, and permitted the land to the city for use as a public park. The City constructed a public boat launch and park facilities. (Plate 9: National Park Service Era: 1948–1996).

## Landscape Characteristics

### *Natural Systems and Vegetation*

Natural systems and native vegetation were greatly modified in prior periods, and the only remnant of floodplain vegetation occurred in the vicinity of today's Water Resources Center. Dam construction, dredging, and shoreline armoring heavily impacted the Columbia River waterway and shoreline during this period.

The north half of the Vancouver Barracks that once contained significant stands of mature Douglas fir trees was mostly cleared for

new City of Vancouver development, although some centennial trees do still persist today.



New vegetation was planted in the area north of E 5th Street and around the visitor center during this time, including clusters of maples, incense cedars, holly, Douglas fir, and various shrubs. These new plantings effectively enclosed the former open areas southeast and east of the Parade Ground.

The orchard was partially reconstructed north of the stockade, and numerous fruit trees were planted in the vicinity of the southwest portion of the Hudson's Bay Company gardens site. Planted by the Park Service in 1960–61, the species of trees planted did not follow any particular historical plan although they included several varieties of apples trees, cherries and plums. The fields and pastures east of the stockade were planted with grass with the addition of a parking lot, which was added to service the newly reconstructed stockade.



*Lois Caywood and his team conducted the first archeological survey of the HBC fort stockade in 1947.*

National Park Service

### ***Spatial Organization***

Spatial organization of the site changed quite a bit during this period, although many key features remained from preceding periods. The most significant change was the reduction of military reserve land by more than fifty percent when the U.S. Army declared the site surplus. All site-related activity subsequently shifted to the south part of the former Vancouver Barracks.

The designation of the site as a National Historic Monument spurred a phase of numerous demolitions and new developments. More than half of the Barracks buildings were removed, thereby decreasing the density of structures in the central and west portions of the site. NPS reconstructed the HBC fort stockade and landscape environs in the original location south of E 5th Street, and developed visitor and administrative facilities on the east end of the Parade Ground.

Other land uses were expanded or newly introduced that directly influenced the site's spatial organization. The waterfront was



developed into a public park and boat launch facility. Pearson Airpark expanded its operations westward, creating a paved runway and a series of hangars just east of the fort stockade.

Several road developments, including internal roads and local highways adjacent to the former military post, impacted the site's spatial organization. An entire new road system was constructed in the north portion of the site in association with the conversion of land use to urban development. Highway 99 was widened and re-constructed with an interchange, encroaching upon the west boundary of the former military reserve.

The National Park Service's installation of new plantings created more tree canopy than had historically occurred during the military periods in the areas east and south of the Parade Ground. Additionally, fruit trees were planted north of the reconstructed fort. The physical extent of the Parade Ground's lawn was reduced to accommodate the NPS visitor center.

#### *Land Use*

The site's legacy as a prominent military post for more than one hundred years discontinued during this time, although military activities persisted in the form of the U.S. Army Reserve. This political shift set the stage for preservation efforts, leading to the designation of the site as a National Historic Monument. During this time period NPS activities were focused on archaeological documentation and research, as well as interpretation of the cultural and historic resources for public enjoyment. Reconstruction of the HBC fort scene coupled with a new visitor center were among NPS activities to help interpret the site's historic significance and educate the public.

#### *Circulation*

The internal road structure was modified although key historic roads such as E 5th Street and Grant Avenue remained in place. Roads defining the edges and the division of the Parade Ground were changed or removed. Minor circulation patterns between former Barracks buildings were eliminated. New secondary roads and pedestrian pathways were created to service the new NPS visitor center and the fort stockade.

The late 1950s re-alignment of U.S. Highway 99 and the creation of an interchange with Highway 830 infringed upon the west boundary of the site, and created a barrier between the site and the City of Vancouver. When the road alignment was widened, approximately 150 feet of the site was taken over as right-of-way for the highway.

This action precipitated the removal of several buildings in that area, including all buildings west of the Barnes Hospital. A few short years later in 1964 the highway was reconstructed as Interstate 5. Construction of the State Route 14/Interstate 5 interchange in the southwest corner of the site effectively eradicated the west end of the HBC riverfront complex.



In 1947–48 the Pearson Airpark runways were extended, and the civilian airfield’s runways were connected to the military turf runways. The upper runway crossed the site of the HBC stockade while the lower runway was extended as far as the municipal airport boundary. By late 1948, it was extended an additional 1,800 feet to the west. In addition, a taxi way was built connecting the two runways. By 1955 the upper runway terminated at the edge of the boundary of the Park Service.

***Buildings, Clusters and Small-scale Features***

Buildings, clusters, and small-scale features associated with the military reserve were dramatically impacted during this time. More than seventy Barracks buildings in the core reserve area were demolished. Additionally, any structures in the north part of the former military reserve gave way to new city development, although there were few built features as most of this vicinity was historically in open space.

The military buildings that remained extant included: Officers’ Row, the O. O. Howard House, the large residential barracks edging the Parade Ground, the hospital and Red Cross building, the brick duplexes, and various barracks buildings.



New buildings were constructed on the site in connection with the expansion of Pearson Airpark and the establishment of the Fort Vancouver National Historic Monument. Pearson Airpark added several new hangers, administrative offices, and maintenance facilities. The National Park Service developed a visitor center, administrative offices, and maintenance facilities in the northeast portion of the site. The federal agency also re-constructed the HBC fort stockade and several buildings historically contained within the stockade.

*NPS Visitor Center has been recently been nominated for the National Historic Register due to its Mission 66-era architectural design.*

Jones & Jones

Additionally, Federal Highway Administration established operations in two large buildings just south of the brick duplexes adjacent to Highway 99.





## SECTION NOTES

<sup>1</sup> Dolan, Susan. 2000. *National Park Service Draft Cultural Landscapes Inventory 2000, Vancouver Barracks, Fort Vancouver National Historic Site*. Seattle, WA: NPS Columbia Cascades Support Office, p.6–7.

<sup>2</sup> U.S. Department of the Interior/National Park Service in cooperation with the City of Vancouver, Washington, the United States Army, and the State of Washington, Office of Archaeology and Historic Preservation. 1999. *Draft Cooperative Management Plan/ Environmental Impact Statement*. Clark County, Washington: National Park Service, p.iv.

<sup>3</sup> National Park Service. 1995. *The Secretary of the Interior's Standards for the Treatment of Historic Properties*. Washington, DC: USDI, NPS, Cultural Resources, Preservation Assistance Division.

<sup>4</sup> Source?

<sup>5</sup> Taylor and Erigero, FOVA CLR 1992, p.42.

<sup>6</sup> Norton, Helen; R. Boyd, and E. Hunn. 1999. "The Klitkat Trail in South-central Washington," from *Native Americans, Fire, and the Land in the Pacific Northwest*, edited by Robert Boyd. Corvallis, Oregon: Oregon State University Press, p.67.

<sup>7</sup> Cooper, James G. 1853. "Notebooks," dated 1853 and 1855. Washington, DC: Smithsonian Institution Archives, Record Unit 7067, cited in Norton, Boyd and Hunn.

<sup>8</sup> Boyd, Robert, editor. 1999. *Native Americans, Fire, and the Land in the Pacific Northwest*. Corvallis, Oregon: Oregon State University Press.



<sup>9</sup> Norton, Helen; R. Boyd, and E. Hunn. 1999. “The Kliktat Trail in South-central Washington,” from *Native Americans, Fire, and the Land in the Pacific Northwest*, edited by Robert Boyd. Corvallis, Oregon: Oregon State University Press, p.69.

<sup>10</sup> Norton, Helen; R. Boyd, and E. Hunn. 1999. “The Kliktat Trail in South-central Washington,” from *Native Americans, Fire, and the Land in the Pacific Northwest*, edited by Robert Boyd. Corvallis, Oregon: Oregon State University Press, p.71–72.

<sup>11</sup> Cooper, James G. 1853. “Notebooks,” dated 1853 and 1855. Washington, DC: Smithsonian Institution Archives, Record Unit 7067, p. 4., cited in Norton, Boyd and Hunn *Native Americans, Fire, and the Land in the Pacific Northwest*.

<sup>12</sup> Norton, Helen; R. Boyd, and E. Hunn. 1999. “The Kliktat Trail in South-central Washington,” from *Native Americans, Fire, and the Land in the Pacific Northwest*, edited by Robert Boyd. Corvallis, Oregon: Oregon State University Press, p.72.

<sup>13</sup> Alexander Henry. The Journal of Alexander Henry the younger, vol. 2, “The Saskatatchewan and Columbia,” Barry Gough, ed. (Toronto, 1992), p 675, cited in Leopold and Boyd in *Native Americans, Fire, and the Land in the Pacific Northwest*.

<sup>14</sup> “Copy of a Document Found Among the Private Papers of the Late Dr. John McLoughlin,” in Transactions of the Eighth Annual Re-Union of the Oregon Pioneer Association for 1880. (Salem: Rm.M. Waite, 1881), p. 46. Cited in FOVA CLR 1992, p.14.

<sup>15</sup> Simpson’s description supports the discussion in the pre-1824 period that the site had been modified by Native American land practices. His references to “good pasture” and nutritious roots suitable for pigs (probably camas) are consistent with ethnohistorical and ethnobotanical accounts of prescribed burning.

<sup>16</sup> Merk, Frederick, ed. *Fur Trade and Empire: George Simpson’s Journal . . . 1824–1825*. (Cambridge Mass, 1931), p. 87.

<sup>17</sup> Merk, Frederick, ed. *Fur Trade and Empire: George Simpson’s Journal . . . 1824–1825*, p.124.

<sup>18</sup> Wilkes, Charles. *Narrative of the United States Exploring Expedition During the Years 1838, 1839, 1840, 1841, 1842*, Vol. IV (Philadelphia: C. Sherman printer, 1844), p. 358.

<sup>19</sup> Journal Kept by David Douglas During his Travels in North America, 1823-1827 (New York, 1959), p.



<sup>20</sup> Taylor and Erigero, FOVA CLR, Volume II, 1992, p. 20.

<sup>21</sup> Mack, Lois. *One Place across Time: Vancouver National Historic Reserve*. Vancouver, Washington: Vancouver National Historic Reserve Trust, 1999. p. 76

<sup>22</sup> Taylor and Erigero, FOVA CLR, Volume II, 1992, p.218

<sup>23</sup> Taylor and Erigero, FOVA CLR, Volume II, 1992, p.222

<sup>24</sup> Taylor and Erigero, FOVA CLR, Volume II, 1992, p.219

<sup>25</sup> Van Arsdol, Ted. *Northwest Bastion: The U.S. Army Barracks at Vancouver, 1849–1916*. Vancouver, Washington: Heritage Trust of Clark County. p.1

<sup>26</sup> Van Arsdol, Ted. *Northwest Bastion: The U.S. Army Barracks at Vancouver, 1849–1916*. Vancouver, Washington: Heritage Trust of Clark County. p.21

<sup>27</sup> Taylor and Erigero, FOVA CLR, Volume II, 1992, p.219

<sup>28</sup> Taylor and Erigero, FOVA CLR, Volume II, 1992, p.291

<sup>29</sup> Taylor and Erigero, FOVA CLR, Volume II, 1992, p.287

<sup>30</sup> Taylor and Erigero, FOVA CLR, Volume II, 1992, p.288

<sup>31</sup> Taylor and Erigero, FOVA CLR, Volume II, 1992, p.302

<sup>32</sup> Walker, Jon. *A Century Airborne: Air Trials of Pearson Airpark*. Vancouver, Washington, p.63

<sup>33</sup> Taylor and Erigero, FOVA CLR, Volume II, 1992, p.322

<sup>34</sup> Mack, Lois. *One Place across Time: Vancouver National Historic Reserve*. Vancouver, Washington: Vancouver National Historic Reserve Trust, 1999. p.148.



## EXISTING CONDITIONS

### *Environmental Context and Setting*

**V**ancouver Historic National Reserve is comprised of 366 acres of land situated on the north bank of the Columbia River, approximately six miles upriver from the confluence of the Columbia and Willamette Rivers. Located less than one hundred miles east of the Pacific Ocean, the City of Vancouver and portions of Clark County are contained within the greater Portland/Vancouver metropolitan area. Ownership of the different lands that make up the Reserve is split between the City of Vancouver, the State of Washington, the National Park Service, and the U.S. Army.

The Reserve lies in the geographic basin known as the Willamette Puget Trough. This rather unique geographic zone was formed by the Cascade and Pacific Coast Mountain ranges and produces a characteristic climate that is responsible for wet and temperate conditions in the winter months and dry seasonal summers. The location of the Reserve, which is specifically representative of this geography, is composed of several geographic landscape types that have persisted throughout the history of the site. The riparian banks of the Columbia River, the floodplain wetlands, the upland grasslands, and the coniferous forest, are all still evident to the present-day visitor. These definitive natural characteristics are remnants of the mosaic of natural systems present at the time of the Hudson's Bay Company's control of the area.



*Entry to HBC gardens and fort.*  
René Senos



## *Study Boundaries*

The Vancouver National Historic Reserve was established in 1996 to protect and preserve the vicinity's historically significant areas, primarily focusing on the Hudson's Bay Company's fort stockade and the U.S. Army's Vancouver Barracks. The current boundaries encompass only a piece of the former territory controlled by the Hudson's Bay Company, which at the height of its occupation in the 1840s, consisted of thousands of acres extending fifteen miles north of the river and twenty-five miles along its shores. While Fort Vancouver encompassed this vast area, its administrative and geographic center was strategically positioned on one of three naturally stepped terraces along the Columbia River. The Historic Reserve now only occupies roughly one third of the historic plain, named Fort Plain, but the character of the cultural landscape is still apparent. Officers' Row lies about 110 feet above sea level on the highest of these three terraces overlooking the river, while the historic fort and surrounding landscape occupy the core developed area of the original Fort Plain on the lower terrace.

The current Vancouver National Historic Reserve cultural landscape is a result of the HBC settlement and the subsequent U.S. Army occupation of the area from 1849 to the present. Vancouver National Historic Reserve incorporated part of the original Vancouver Military Reservation, although the existing Vancouver Barracks occupies only 55.6 of the original 640 acres of the military reserve. The National Park Service owns and manages most of the historic site, including the Parade Ground and Fort Vancouver National Historic Site, while the City of Vancouver manages Officers' Row. Military operations are limited to the East Barracks area, as the Army Reserve recently transferred ownership of the West Barracks area to the City of Vancouver. The city plans adaptive use of the West Barracks buildings, including the former military hospital and brick duplex buildings.

The primary entrance to Vancouver National Historic Reserve leads onto Evergreen Boulevard near the NPS visitor center and visitor parking at the northeast corner of the site. An NPS road connecting the visitor center and reconstructed stockade runs southwest from the visitor center to E 5th Street, which pedestrians walk along to get from the visitor center to the HBC stockade. Interstate 5 borders the Reserve along the west boundary, and East Reserve Street bounds the east boundary. The northern edge follows an alley behind Officers' Row, and State Route 14 and Columbia Way cross the southern edge of the site, which is defined by the Columbia River. The primary

east-west roads that access the site are Evergreen Boulevard and E 5th Street while Fort Vancouver Way and East Reserve Street provide the primary north-south access.



### Site Description

The Vancouver National Historic Reserve contains National Park Service facilities, reconstructed Hudson’s Bay Company features, U.S. Army Vancouver Barracks features, Officers’ Row, Pearson Airpark, Waterfront Park, and the Water Resources Education Center on a total of 366 acres of land. The Reserve boundaries encompass land owned by the City of Vancouver, the State of Washington, the National Park Service, and the U.S. Army. The Reserve is entirely surrounded by urban development associated with the City of Vancouver, which includes residential, commercial, and recreational development.

The majority of the land within the Reserve is owned and managed by the National Park Service. The main visitor center and other administrative facilities are situated on the northeast side of the Reserve, just south of Officers’ Row. The Parade Ground and reconstructed bandstand, located west of the visitor center, are also owned and managed by the National Park Service. Most of the HBC interpretive resources found at Fort Vancouver Historic Site, such as the HBC stockade, orchard, fields, gardens and Kanaka Village, are located south of E 5th Street. The National Park Service also manages these facilities.

On the western side of the Reserve, encompassing an area from Officers’ Row to the north and the HBC orchard to the south, lies the U.S. Army’s Vancouver Barracks, which contains a number of contributing and non-contributing structures and roads. E 5th Street divides the Barracks into two areas: the northern area lies between E 5th Street and the Parade Ground, and between Interstate 5 and the NPS boundary, while the southern area is located between Interstate 5 and the NPS maintenance storage area, and between E 5th Street and the



*View from the Parade Ground to E Evergreen Boulevard and Officers’ Row.*

Jones & Jones



Burlington Northern Railroad embankment. The northern portion is bisected by Fort Vancouver Way into areas referred to as the East Barracks and West Barracks.

Along the entire northern edge of the Reserve is Officers' Row, which was formerly part of Vancouver Barracks. This area now belongs to the City of Vancouver, and the structures are leased out for residential and commercial purposes. The historic residences were fully restored in the 1980s.

Pearson Air Museum and structures, runways, roads, and large open spaces associated with Pearson Field, is a municipal airport on the east part of the Reserve currently leased to the City of Vancouver. In the southwestern corner of the Reserve are the City of Vancouver's Historic Apple Tree Park and a small commercial area along the Columbia River. Waterfront Park is located on the Columbia River shoreline, as well as the Discovery Trail, a 14-foot-wide regional trail that follows the river.

Several other notable developments are at the water's edge, such as Vancouver Landing, Ilchee Plaza, Marine Park, Kaiser Observation Tower, and the Water Resources Education Center. The Water Resource Education Center, a water treatment facility, is managed by the City of Vancouver. The facility and its surrounding wetlands and woodlands are located on a separate land parcel east of the core Reserve area along the riverbank. (Plate 10: Existing Conditions: 2002.)

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*Historic apple tree dating from Hudson's Bay Company era.*

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## ANALYSIS AND EVALUATION

### *Methodology*

The following sections analyze and evaluate the defining landscape characteristics that still exist at Vancouver National Historic Reserve and describe the features that should be preserved or restored. The analysis is presented in two ways. The first approach examines landscape characteristics remaining today that were significant during one of the eight historic periods. The second approach evaluates the cultural landscape as a composite, and describes treatment actions that may be uniformly applied for each landscape characteristic across all historic periods.

As a result, treatment actions may be examined according to their relative importance for a particular historic period. For example, actions that will enhance the cultural landscape of the CCC era may be evaluated separately from actions that will enhance the HBC-specific cultural landscape. Several treatment actions will help ensure preservation of essential landscape characteristics across multiple historic periods. Nevertheless, treatment actions need to be considered within the context of the entire cultural landscape across all historic periods. This holistic approach will result in an integrated cultural landscape, rather than a site comprised of disparate parts. (See Plates 11–15 following page 118 for graphic maps of landscape characteristics through time and an analysis of existing features.)

### *Character Defining Features from Each Historic Period*

#### **Indian Country: pre-1824**

*Natural systems and features*—The basic location and character of the site’s natural systems, many still visible at the Reserve today, factored as a major reason indigenous people used this site. Proximity to the Columbia River was important since both the Chinook and the Klikitat tribes used the river for fishing, gathering food, and transportation. The Columbia River, which flows for more than 1,200 miles and collects water from a quarter-million square-mile

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basin, was the defining geographic feature in the region. The river terraces and the general openness of the site made it appealing as both a gathering area and a place for temporary residence. Native Americans referred to the area around Vancouver variously as *Sketcutxat* or *Katchutequa*, which means “the plain,” a description that is indicative of what the site was like during this time period.



*View of the Columbia River from the Water Resources Education Center.*

Jones & Jones

The river terraces, as they would have been during this historic period, have remained basically intact, but other geophysical characteristics have been altered significantly. Most natural systems and features, such as vegetative or hydrologic systems, are significantly modified from their original form and function. The Columbia River is still present, but river access from the site has been severely compromised because of the barriers

created when the SP & S Railway and Highway Alternate 830 (later State Route 14) were constructed.

**Spatial organization**—Spatial organization, characterized by a prairie opening in the midst of dense coniferous forest, was a critical landscape characteristic that influenced the use of the site in this period and subsequent historic periods. Native American burning practices created a distinct forest/prairie mosaic that greatly influenced early use of the site. The interior tribes’ (e.g., Klinkitat, Yakama) subsistence strategy, in particular, was “prairie-oriented,” as they moved with the seasons to take advantage of plant resources that ripened at different times of the year. The prairies on the site followed the natural river terraces that stepped downward toward the Columbia River and created a series of open spaces that were surrounded by a fairly dense fir forest. The spatial organization of the site has changed since pre-settlement time, as the fir forest was largely eliminated and the open prairie was developed first as an HBC post, later as a U.S. military reserve, and finally, as a National Historic Reserve.

**Land use**—The site was used primarily by indigenous people as a gathering place, for temporary residence, and for trading. Oral tradition indicates that a Chinook village site named *Ske-chew-twa* was located on the site of what later would be the Kaiser Shipyards.<sup>1</sup> Indigenous people likely used the site to enhance production of plant and animal resources (via prescribed burning), and to access the Columbia River resources. These management activities and land

uses ceased on site shortly after the establishment of the HBC post in 1824.



**Cultural traditions**—Trade and production are cultural traditions that began in the pre-settlement era and persisted through subsequent historic periods. Native Americans lived, hunted, traded, and traveled through this region thousands of years before Euro-Americans settled in the area. The day-to-day lives, economic practices, and social customs of the Lower Columbia tribes were directly tied to the Columbia River landscape. The Chinook along the lower Columbia were expert traders, and women played a role in the trading process. Later, with the establishment of the HBC post, both the Klikitat and the Chinook traded pelts of sea otters with the fur traders who came into the area. A desire for these pelts shaped the course of worldwide trade in the eighteenth and nineteenth centuries. These cultural traditions are no longer a defining characteristic of today's Reserve.

**Cluster arrangement**—No above-surface village remnants or cluster arrangements remain from this historic period. Although oral tradition does say that a permanent Chinook village existed in this area for years, there is little knowledge of the size or arrangement of the village. We can assume, however, that such a village would have been the center of activity and would have had a tremendous impact on how the site was used.

**Circulation**—Circulation networks were defining landscape features during this historic period. The major modes of circulation were along the Columbia River, and overland along the Klickitat Trail. The Klickitat Trail was a network of trails and prairies from Fort Vancouver to The Dalles, Oregon, and Yakima, Washington, and connected the subsistence areas of the Klikitat. The Klickitat Trail ended somewhere in the vicinity of the current Vancouver National Historic Reserve, although the exact terminus is unknown. Parts of the Klickitat Trail network are still extant in the Cascade Mountain range; otherwise most traces of the indigenous circulation networks are erased, with the exception of the Columbia River. Today some local tribes continue the tradition of canoe-building and travel, and on occasion, will ceremoniously land at the shore of the Reserve.

**Topography**—The basic topography of the site and its series of river terraces and bluffs that step down towards the Columbia River exist today much as they did during the historic period. There have been minor changes, but no major re-grading of the site has occurred. As a result, the significance and integrity of the topographic features of

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the site generally remain intact, although damming activities on the Columbia River have interrupted normal flooding and soil deposition processes.



*Camas bulbs (left) and wapato bulbs (right) are culturally significant resources for local indigenous groups.*

Nancy Turner

**Vegetation**—Native vegetative communities do not persist today in their same form or spatial extent mainly due to built development. Historically the vegetation in this area consisted primarily of native grasses, scattered trees and shrubs in selected areas, and a dense fir forest that covered much of the upper portions of the site. Ethnographic documentation indicates that Columbia Basin natives deliberately cultivated the mixed forest and prairie mosaic occurring on the Vancouver site. Most of

the plant species in the prairie areas were early succession species. The prairies were circular or oval in shape, with clearly defined borders that indicated indigenous people in the area had burned them. One of the major reasons that Euro-Americans found this site so inviting is that these open prairies were much easier to develop into settlements, farmland, and grazing land than the surrounding dense, coniferous forests. Remnant native plants that represent particular communities, e.g., lowland riparian or upland conifer forest, do exist in portions of the Reserve, and could be enhanced.

**Buildings and structures**—Buildings and structures were not a major defining landscape characteristic representative of this time period. There were only limited buildings and structures during this era, in large part because the area was sparsely populated and because of the lifestyles of the Native Americans who lived in the area. Typically five to fifteen families lived together in large rectangular houses built of split-cedar boards and posts. These houses included raised sleeping platforms surrounding the interior, where smoke from a central fire pit escaped through a roof opening. As noted earlier, oral tradition indicates a permanent Chinook village was located in this area, but details are scarce. Temporary villages were constructed by itinerant bands of indigenous peoples who found the flat, open plains and easy access to the Columbia River a perfect place for making camp.



*South Cascades meadow along the Klickitat Trail that was likely created by Indian prescribed burning.*

René Senos

**Views and vistas**—Uninterrupted views stretched for miles from the upper reaches of the site towards the Columbia River during this time period, with the exception of scattered vegetation. This visual access to the river made the site more desirable to tribes who needed

a place to set up camp since they used the river for transportation as well as for fishing. These open views would have made it easier for tribes to see who was traveling along the river, and this would have helped when they needed to determine the intentions of the visitors. One name used for the site by earlier explorers is *Belle Vue Point*, which means “beautiful view.” The views and vistas toward the river are important features of the site, and are prominent throughout the other time periods as well. Remnants of these views from the upper terraces still exist, but the construction of buildings, the highway and railroad, and the changes in land use have seriously compromised them over the years.



**Constructed water features**—There were few if any constructed water features. Various tribes may have dug shallow wells or made minor changes to the flow of a stream, but no major water features were constructed during this period.

**Small-scale features**—No small-scale features remain from this time period. Any features constructed on site have long since been removed or decayed over time.

**Archeological sites**—Limited archaeological evidence has been unearthed during archaeological surveys that date to this period. Both prehistoric and contact-period Native American artifacts and features have been recovered within the Historic Reserve. These include midden-like deposits, pits, hearths, and post holes. There may be additional archaeological features below ground, but none are visible on the site.

**Significance**

- In terms of landscape characteristics, the natural systems and vegetation patterns during this time period formed the land base upon which the cultural tradition of Native American subsistence activities related to the land. Native American burning practices also influenced how and why this site was utilized.
- The location of this site as a future trading post by the Hudson’s Bay Company (HBC) and later, the U.S. Army, relates directly back to this time period and to the fact that it was a major migratory route. The site is the point of intersection between migratory routes of the Klickitat Trail, which was used by the Yakama and the Klikitat tribes, and the Columbia River, which was used by the Chinook tribes. As a result, it became a gathering area and a place for trading with other tribes.

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- The underlying physiography of the site, which includes the floodplain terraces and bluffs as well as the soils that once supported the prairie system, remain fundamentally intact.
- There are probably archaeological resources that exist from this time period, but no visible resources remain.

### **Hudson’s Bay Company: 1824–1846**

The Hudson’s Bay Company (HBC) dominated the fur trade in Canada, and later the Western territories, for two hundred years. Governor George Simpson selected the site for the new Fort Vancouver in 1824. Fort Vancouver became the main supply depot and administrative headquarters of the Columbia Department, hub of all company activities west of the Rocky Mountains. Indians and small groups of fur gleaners brought furs to Fort Vancouver, and these furs were then sent to England on ships that could carry thousands of furs at a time. The HBC created a trading empire that changed the face of the Northwest.

*Natural systems and features*—Natural systems constituted a major landscape characteristic that influenced the Hudson’s Bay Company’s choice of location. The HBC selected this site to build a new fort and trading post for similar reasons that indigenous people selected the site years earlier. The site is at the crossroads of the Klickitat Trail, which provided inland access, and the Columbia River, which

provided access via its waterways. The river terraces and the general openness of the site made it a great place to build a fort. On March 19, 1825, Simpson dedicated the original fort on a defensible bluff just northeast of the later fort site. He thought the location would be only temporary and planned to locate a permanent depot in Canada, at the mouth of the Fraser River. The Fraser River would have been closer to the source of furs, but



*The site’s floodplain terraces and vegetative patterns defined the spatial organization of the HBC fort and all subsequent development.*

Jones & Jones

Simpson determined that it was not a reliably navigable river, while the Columbia River was easily navigable. The Vancouver site’s river terraces and bluffs have remained basically intact through the years, but other geophysical characteristics have been altered significantly. Numerous developments on both land and water have severely degraded many of the natural systems and features since the HBC era.

*Spatial organization*—Spatial organization was an important landscape characteristic during the HBC historic period. Fort

Vancouver consisted of a series of clustered structures and features organized in response to the topography, bluffs, and native vegetation patterns that existed on the site. The major clusters were arranged along the Columbia River and on naturally-occurring open meadows; these principal clusters were Fort Plain, Lower Plain, Mill Plain, the sawmill, the gristmill, as well as the Back Plains prairies located north and east of the fort. The prairies corresponded to natural river terraces that stepped down toward the Columbia River and created a series of open spaces that were surrounded by a fairly dense fir forest. The HBC stockade served as a hub, with roads extending from the fort to the village, farm fields, upper river terraces, and upper plains. Although the fir forest was largely eliminated and the open spaces were developed and built upon, the basic spatial organization of the site remained intact for several years until the U.S. Army re-organized the site to meet the needs of an active military post.



Today, very little remains of the original spatial organization dating from the HBC historic period. The Historic Reserve encompasses only 366 acres of the original several-thousand-acre HBC site. Most of the built structures and landscape features, including the fort stockade, stockade buildings, gardens, orchards, paths, and other features, have been reconstructed. Upper Mill Road still remains as E 5th Street, but otherwise the contemporary circulation system mostly developed in subsequent military periods. The vegetative mosaic of a prairie clearing in a dense conifer forest at the edge of the river is no longer evident.

**Land use**—Land use was a major landscape characteristic during the HBC era. The HBC created a new natural resource economy in the Pacific Northwest, and this economy had a tremendous impact upon how the land was used, both then and now. Within a decade, Fort Vancouver became the HBC Columbia Department’s main supply post and administrative headquarters and the center of all HBC activities west of the Rockies, including international trade. The decision to locate in what became Vancouver was, in part, a political strategy designed to keep territory north of the Columbia River under British rule. Simpson also wanted to develop agriculture, not only to supply the needs of the posts but as a profitable branch of the export trade.

The land-use patterns were determined in large part by the topography and vegetative patterns of the site. Homestead opportunities in Oregon during the 1840s and 1850s encouraged many settlers to move to the area, and Fort Vancouver was a focal point for development. The land-use pattern of the site changed considerable from what it was in the earlier Native American period



as the fort was constructed, farm fields were planted, and people established permanent residences near the fort. By 1845 more than a thousand acres were under cultivation at Fort Vancouver, and large herds of livestock grazed on the nearby plains. John McLoughlin, first Chief Factor of Fort Vancouver, noted that it “. . . was a place where we could cultivate the soil and raise our own provisions.” The company also established manufacturing industries, such as boat building, blacksmithing, and saw milling. Facilities developed to support the trading venture, primarily the palisade and the buildings. At the height of development in 1846, agricultural fields, buildings, and structures surrounded the palisade and extended far beyond.

Since the HBC period, the land use has changed significantly and virtually none of this land-use pattern still exists.

**Cultural traditions**—Fort Vancouver focused on the business of production and trade. The HBC established a fur trading empire that extended from present-day northern California to southeastern Alaska, and as far east as the crest of the Rockies in Montana, Idaho, and British Columbia. Society during the 1840s ordered itself by class, race, and work. The Hudson’s Bay Company was based upon a strict hierarchy, with the governor and stockholders in London at the top of the social-mercantile pyramid. Virtually everything about the culture reflected the company’s focus on social class, including the location and design of residences, segregation of activities, and even dining arrangements. The HBC employed more than 600 non-native employees that fell into well-defined ranks of traders, clerks, interpreters, tradesmen, apprentices, and laborers. The men who lived at the trading post forged tools, cared for livestock, or conducted trade with Indians. The HBC also employed Native Americans as laborers and brought native Hawaiians to Vancouver as sawmill and agricultural workers. The social hierarchy and business organization were significant factors in determining where facilities were located and how the day-to-day lives of the workers were governed.

The cultural tradition of trade and enterprise, while a continuing theme on the site for more than 150 years, is not an active landscape characteristic in today’s Historic Reserve.

**Cluster arrangement**—The fort was the center of activity during this time period, and development clustered around the fort. Roads extended from the fort to the neighboring village, farm fields, upper river terraces, and upper plains. Because of the strict rules governing social hierarchy, clerks and officers, who came from the British Isles, formed the “gentlemen class” and lived inside the stockade. Most laborers lived in the employee village, just west of the fort.

The clusters comprised by various farms, mills, the employee village, and the fort stockade are not present in their original form and location. The National Park Service reconstructed the HBC fort stockade and some of the structures contained within the stockade. Part of the Village may be reconstructed in the future by NPS. These reprised structures depict some of the cluster arrangements of the HBC era.



**Circulation**—Transportation via navigable waterways was a major factor in the Hudson’s Bay Company’s site selection process. When Simpson decided to make Fort Vancouver a permanent army departmental depot, it was because he determined that the Columbia River was “the only navigable River to the Interior from the Coast.”

Supply ships brought provisions and trade goods to the post, and then sailed back to England with furs.

All together, rivers and overland trails linked more than thirty-five fur



outposts to Fort Vancouver. Fort Vancouver also shipped wheat, lumber, salmon, sea biscuits, and dairy products to Hawaii and Russian Alaska. At a more local level, roads extended from the fort to the riverfront, neighboring village, farm fields, upper river terraces, and upper plains. An historic 1825 map shows that the first road was constructed on a north-south axis from the Columbia River to the original fort site.<sup>36</sup> This road allowed goods unloaded from ships at the waterfront to be transported up the bluff to the stockade’s storehouses. The fort roads followed the natural features of the land and influenced the circulation patterns for all subsequent time periods.

*View south to HBC fort stockade from historic E 5th Street, originally called Upper Mill Road.*

Jones & Jones

Some of the basic patterns and locations for roads that were established during the HBC period still exist. The roads are now wide expanses of concrete and asphalt instead of the original dirt trails intended for horses and wagons, but they follow many of the same paths. The legacy of the HBC is seen in the alignment of several components of the vehicular road system within and adjacent to the Vancouver Barracks’ component landscape. The road currently identified as E 5th Street was originally established during the HBC era. Referred to as Upper Mill Road by the HBC, this road is currently a paved, two-lane right-of-way that bisects the south third of the post. Prior to the construction of Interstate 5, this was a major

through-road, connecting the post with the City of Vancouver on both the east and west sides. Construction of the interstate highway truncated the west connection. The historical importance of the Columbia River as a major travel corridor that connected to the hub of Fort Vancouver is no longer apparent.

**Topography**—Topography was a key landscape characteristic that influenced the development and layout of Fort Vancouver. The basic topography of the site, with its series of river terraces and bluffs stepping down towards the Columbia River, still exist today much as it did during this time period. There have been minor changes,



*The HBC-era orchard will be relocated slightly west to its historic location.*

Jones & Jones

but no major re-grading of the site has occurred. As a result, the significance and integrity of the topographic features of the site remain intact, although damming activities on the Columbia River have interrupted normal flooding and soil deposition processes.

**Vegetation**—One of the major reasons that Euro-Americans found this site so inviting was that its open prairies were much easier to develop into settlements, farmland, and grazing land

than the surrounding dense, coniferous forests. When first settled in 1824, the site was a series of level river terraces hosting open prairies punctuated with stands of transitional oak scrub and wetlands. A band of riparian vegetation delineated the riverbank while Douglas fir stands lined the edges of the prairie to the west, north, and east.

HBC settlement prompted changes in the indigenous vegetation patterns. Native grasses, scattered trees and shrubs in selected areas, and dense fir forest that covered the upper portions of the site remained somewhat intact, but a more agrarian focus developed during this time period. Settlers cleared the land to harvest the timber and create open pastures, and they tilled the ground to plant crops.

Due to eventual development associated with the City of Vancouver, the Douglas fir forests surrounding the post on the north and west sides were virtually eliminated; and the once-obvious attractiveness of the site as a ready source of building material or agricultural development is no longer apparent.

**Buildings and structures**—Buildings and structures constituted an important landscape characteristic during this time period, particularly given the undeveloped nature of the site prior to Euro-

American settlement. John Townsend, a Fort Vancouver visitor, noted in his journal: “Huts are placed in rows with broad lanes or streets between them, and the whole looks like a very neat and beautiful village.” By 1845 at least 27 principal buildings and a variety of small-scale buildings and structures were located inside the walls of the fort. There was also a small cluster of buildings at the southeast and northeast corners of the palisade. Kanaka Village developed west of the fort, and was comprised of several employee residences. South of the village was a cluster of structures arranged around a pond connected to the Columbia River. The southern edge of this cluster included the salmon house (store) leading to a wharf, a warehouse, a hospital, and a salt house.

Although none of these structures still exist in their original materials and form, they helped define the basic layout that future development would follow. Contemporary reconstruction of the fort palisade and some of its interior structures, coupled with future partial reconstruction of the Village and miscellaneous buildings, help convey the building layout and construction style of the HBC era.

**Views and vistas**—Views from the upper terraces and the fort site constituted an key landscape characteristic as this strategic position allowed the Hudson’s Bay Company to see any visitors moving up and down the river. It was important for the HBC to maintain a position that could be defended from potential invaders. In general, the long views across the HBC site were mostly uninterrupted, although the construction of the fort and accompanying structures likely obstructed some views.

Today, partial views from the upper terraces to the river still exist; however, the construction of buildings, the highway and railroad, and changes in land use have seriously compromised these views over the years. Views from the Columbia River up toward the site were also very important during this time period since much of the traffic was along the river, but these views no longer exist because of development along the riverfront and the construction of the highway and railroad.

**Constructed water features**—No constructed water features from this time period are documented other than the HBC mill operations. Simpson, in his 1824 reconnaissance of the site, noted that there were two lakes located in the center of the plain, and that spring floods would occasionally inundate these two lakes.



*The Chief Factor’s House was reconstructed within the HBC fort stockade.*

Jones & Jones



***Small-scale features***—Any small-scale features constructed during this time period have long since been removed or have fallen apart over time.

***Archeological sites***—Archaeological remnants are important because they are the only remaining evidence of the HBC period. While the entire site is a large repository of HBC artifacts, the three primary areas of archaeological significance from this time period are the fort stockade, the employee village, and the HBC cemetery. An estimated one and one-half million artifacts have been excavated at Fort Vancouver, and many findings date from the HBC period. Artifacts found at Fort Vancouver represent the largest recovered collection of Hudson’s Bay Company archaeological material in the world. Archaeological studies have not yet uncovered the exact location of this first fort, but early maps show that it was in the vicinity of E Grand Boulevard and E 6th Street.

***Significance***

- Several landscape characteristics were significant during the HBC period, but very few still exist today. Natural systems, topography, circulation, and archaeology are the only landscape characteristics that retain a significant portion of their original form. Some features from this period have been reconstructed in recent years, including the HBC stockade and stockade buildings.
- Natural systems were highly significant because the floodplain terraces, combined with the open space, native vegetation patterns, and proximity to the river were the overriding reasons the Hudson’s Bay Company selected this site for a fort. Most natural systems have been significantly modified since the HBC era.
- What has not changed is the underlying geomorphology of the site; the most intensive development was located on the level terraces above the frequently inundated floodplain. The topographic and geologic formations that influenced the establishment of the HBC fort are still discernible.
- Spatial organization was a defining characteristic for this period. The permanent location chosen for the fort was critical because it served as the hub from which roads and other site features developed around the fort.
- Archaeology remnants are significant because no structures or other major features remain from the HBC era, and

archaeological evidence provides a primary record of the fort's physical and social organization.



- The circulation system established during this time period was significant because it established the basic layout and structure of the site, and the remnants of several of these early roads still exist.
- As the site belonged to the British-chartered Hudson's Bay Company for a quarter century and later became the property of federal, state, and city governments, private development was generally held back beyond its perimeter. The Hudson's Bay Company's occupation created an ideal foundation for the frontier U.S. Army, where roads, broad fields, and the proximity of the river served the military's needs.

### **Fort Vancouver and Vancouver Barracks: 1847–1860**

Following nine years of negotiation, a settlement was finally reached on June 9, 1860, and the HBC relinquished all claims to the property. Upon reaching the settlement, the U.S. Army immediately established the property as its own and defined the boundaries of a military reservation that encompassed approximately four square miles.

**Natural systems and features**—The U.S. Army valued the site for many of the same reasons that the Hudson's Bay Company selected it as the location for their fort. Natural systems such as the Columbia River were a major asset for establishing a military post. The military continued the development patterns already established by the HBC that followed the river terraces and bluffs.

The river terraces and bluffs remained basically intact through the years, but other geophysical characteristics were altered significantly. In particular, access from the site to the Columbia River was severed when the SP & S Railway and Highway Alternate 830 (now State Route 14) were constructed. Damming, dredging, and channelizing activities modified the Columbia River hydrology during this time.



*Scene of Fort Vancouver in 1860, sketched by J. W. Hopkins.*

Oregon Historical Society, #OrHi4290

**Spatial organization**—Spatial organization is one of the strongest landscape characteristics that define today's Reserve's cultural landscape. With the decline of British influence over the stockade in the 1840s, Fort Vancouver was reorganized during this period



to suit the needs of U.S. military operations. By the end of this period the fort stockade, the employee village, and many of the roads established during the HBC period no longer existed. The U.S. Army set up a strong spatial organization that corresponded to the functions of the military. The development patterns initially established in this period were further articulated in subsequent historic periods.

The northern location of the site, with its favorable vantage point, continued to maintain a prominent status in the hierarchy in the reserve. The structures were hierarchically organized based upon rank, with Officers' Row located on the upper terraces facing south so officers had the best views toward the Columbia River. Officers' Row and the barracks buildings faced the Parade Ground, which by 1859 was defined by a dirt road on four sides. The Parade Ground, with its central location on the site, developed into a major public node for both military and civilian social activities. The City of Vancouver was established on the western edge of the military reserve and was laid on a north-south grid. This development pattern contrasted with the military reserve's orientation toward the river. Also striking was the aggregation of roads and structures in the area just south of the then-forest edge at the upper boundary of the existing reserve, and the lack of development in the lower portion of the military reserve.

Today, several identifying components of this original spatial organization still persist. Officers' Row, the Parade Ground, the Barracks, major roads, and the contrast of developed areas to open space, are all critical features that comprise the Reserve's cultural landscape.

*Land use*—Military uses, agriculture uses, activities related to the HBC trading post, and adjacent city development were the dominant land uses during this period, as the site transitioned from an HBC trading post to a U.S. military post. The U.S. Army established Camp Vancouver north of the HBC fort in 1849. The original boundary of the Reserve was established to cover four square miles, but that area was adjusted in 1853 to include 640 acres, which is the size it remained until the National Park Service Era (1948–1996).

While the land uses within the Reserve remained fundamentally unchanged, the configuration and location of many field patterns were repositioned. As the U.S. military claimed the fort site and surrounding lands, the center of activity shifted north of E 5th Street where the new army garrison was located. In the 1860s, the

Army removed most of the HBC buildings. The most prominent developments at this time were the establishment of the Parade Ground and Officers' Row. The rapid development of the City of Vancouver layout resulted in the shift of commercial activity to the west. The city inherited its name from Fort Vancouver and developed just west of the Hudson's Bay Company post and the U.S. military reservation. The town name, originally Columbia City, was changed in 1855 by the territorial legislature to Vancouver, and two years later Vancouver was incorporated as a city.



The land-use patterns established during this time period set the foundation for development in subsequent time periods. Land use has changed since this historic period, and with the exception of on-site military activities and adjacent city development, many of the former uses are no longer active.

**Cultural traditions**—Once the U.S. Army took over control of the Reserve, the cultural traditions of the military become even more dominant than before. The military hierarchy influenced where buildings were located, how spaces were organized, and even how people socialized and where they lived. Today, military activities still occur in the form of the U.S. Army Reserve; however, these activities may cease in the near future if the Army Reserve relocates its operations. The Parade Ground supports cultural activities as it did historically, although these functions tend to be more civic oriented than military oriented.

**Cluster arrangement**—Cluster arrangements formed an important landscape characteristic during this historic period. However the clusters of HBC developments were removed at the same time that U.S. military structures were constructed in cluster configurations. Officers' Row and its orientation toward the Parade Ground comprised the dominant cluster arrangement during this era. Other clusters that were significant during this time include the Barracks, St. James Mission, remnants of the village, and remnants of the stockade.

Officers' Row and the Parade Ground established a spatial organization that still exists today. Building clusters were based upon both functionality and military hierarchy. This military hierarchy also closely followed the existing topography of the site, with Officers' Row located at the upper terraces, Barracks and other functions at the next tier, and more utilitarian uses at the lowest elevations. While the Officers' Row residences were re-constructed in the next period, they adhered to the same cluster arrangement, which retains significance today.



**Circulation**—Although river travel remained a major transportation system during this time period, the biggest changes in circulation were due to the construction of road infrastructure. Packet ships from Portland and Astoria brought goods and ferried people on the Willamette and Columbia rivers, and steamboats began service in Portland in 1851. No railroads served Vancouver yet. The U.S. military constructed roads that were intended for interior circulation within the reserve, as well as roads that provided links with the City of Vancouver. In the 1840s, a system of wagon roads connected the developed area with outlying agricultural and industrial areas.

McLoughlin Road, which was established in the 1850s, connected the waterfront to Officers' Road. E 5th Street, originally established during HBC period and referred to as Upper Mill Road, was the major east-west road connection to the City of Vancouver. Grant Boulevard, which forms the northern boundary of the Parade Ground, was built between 1854 and 1859 to handle the internal circulation for the residential areas within the military reserve. Other roads built during this time period include the two that formed the east and west boundaries of the post. Of the two, only the road on the east boundary remains intact. Other roads connected across the Reserve to the city, but those roads were severed when Interstate 5 was constructed. The majority of the road system established during this time period is still significant and remains today.

**Topography**—The basic topography of the site, with its series of river terraces and bluffs stepping down towards the Columbia River, still exist today much as it did during this time period. The layout of Officers' Row and the Parade Ground followed the existing topography of the site, and in keeping with the military hierarchy of the time, they were located on the upper river terraces while more utilitarian functions were relegated to the lower terraces. Minor changes occurred in relation to building construction, but no major re-grading of the site transpired. As a result, the significance and integrity of the topographic features of the site remain intact.

**Vegetation**—While more forest clearing certainly took place during this time period to support U.S. Army activities, the prairie-forest mosaic and agricultural activities continued to have a strong influence on the site. The fir forest along the northern end of the reserve was greatly impacted by the development that occurred during this period; nonetheless the dense tree canopy directed the location of the Parade Ground in the open area just below the tree line.

Some of the major trees, such as the oaks and Douglas firs along the Parade Ground, still exist and are significant. A few large trees in the east barracks area also still exist. The remnant conifers north of Officers' Row help define the original forest line that edged the upper plain that became the Parade Ground. This vegetative pattern is an important reference to the historic landscape condition.



**Buildings and structures**—A number of new structures were built during this time period. During the summer of 1849 the command camped in tents on the high ground behind the Hudson's Bay Company's palisade at Fort Vancouver. The following winter, they built log structures for shelter and then built four more log buildings north of the HBC stockade the following summer. The arrival of nine more companies of American soldiers spurred the construction of twenty-six additional buildings. Officers' Row, originally comprised of log structures built in 1849, was torn down and replaced in the 1880s. By 1851, the army constructed buildings on three sides of the Parade Ground, including Officers' Row on the northern boundary. Other new buildings included the Quartermaster's office and residence, residences for Quartermaster employees, a carpenter shop, a storeroom, and a blacksmith shop. The use of standardized building plans was part of the U.S. Army tradition, and the buildings at Vancouver followed this tradition. The Grant House is the only built structure remaining from this period.

**Views and vistas**—The views from Officers' Row and the Parade Ground were significant and greatly influenced the decision to construct these facilities where they are located. The U.S. Army located Officers' Row above the fort so the officers could have a better view of what the British were doing at the stockade. Remnants of these views from the upper terraces still exist, but the construction of buildings, the highway and railroad, and the changes in land use have seriously compromised these views over the years. The views from the Columbia River up toward the site were also very important during this time period since much of the traffic was along the river, but these views no longer exist because of development along the riverfront and the construction of the highway and railroad.



*The view from Officers' Row to the lower plain and the Columbia contributes to the Reserve's significance.*

Jones & Jones

**Constructed water features**—No constructed water features are documented from this time period.



**Small-scale features**—Any small-scale features that may have been constructed during this period have long since been removed or have fallen apart over time. Many small-scale features were reconstructed during later periods.

**Archeological sites**—Several archaeological investigations were conducted during the 1970s, and other investigations have been conducted since that time. The majority of artifacts recovered during excavations were associated with U.S. Army activities, but some HBC-era artifacts also were recovered. This is an indication of the sequential and sometimes overlapping use of parts of the current reserve by both the HBC and the U.S. Army.

**Significance**

- The most significant landscape characteristics that persist from this time period are the site’s spatial organization, circulation, topography, land use (military), and cultural traditions (military activities).
- Grant House is the only original structure dating from this period.
- The cluster arrangement was significant; although most of the early buildings no longer exist, many were rebuilt in the exact same location, and they defined the direction of future development. This was particularly true of Officers’ Row, where two-story permanent residences were constructed in the same footprints as the original log cabins.
- Officers’ Row and the Parade Ground retain significance from this historic period.
- Roads still exist today that date from this era, including E 5th Street, Grant Boulevard, and some internal barracks roads.
- Archaeology is significant, including the HBC stockade site, the employee village, the HBC cemetery, and the various artifacts dating from this early military period.
- Vegetation still exists from this time period, including the lawn of the Parade Ground, Douglas firs and oaks on the Parade Ground, trees that occupied the north part of the military reserve, and some trees south of the Parade Ground.

## U.S. Army: 1861–1916

By 1860, HBC and the British government had given up all claims to Fort Vancouver, and the U.S. Army assumed full control of the Reserve. In 1879 Fort Vancouver was officially renamed Vancouver Barracks, and this name is still in use today.

**Natural systems and features**—Development during this period continued to follow the natural river terraces and bluffs that guided earlier development. The river terraces and bluffs remained basically intact through the years, but the rail line also severed the site from the floodplain, and its corresponding hydrology, and greatly impacted the site’s natural systems and vegetation.

**Spatial organization**—The major organizational principal at the Vancouver Barracks continued to be the clustering of infrastructure around the perimeter of the Parade Ground. A strong spatial organization was created with a system of roads, structures, and vegetation that persisted and intensified in subsequent periods.

Both Officers’ Row and the Parade Ground were expanded eastward during this period, and Barracks and ordnance buildings were constructed. With the U.S. Army in full control of the site, the grounds were organized to serve the needs of the military. The location of housing was stratified by rank. The construction of the railroad on an elevated berm across the southern portion of the site effectively created a physical and visual barrier between the site and the Columbia River. But even with the changes that occurred during this period, the site’s basic spatial organization stayed fundamentally the same.



*The spatial organization of Officers’ Row residences, lawns, sidewalks and maple allee retain integrity.*

Jones & Jones

Spatial organization established during this historic period still retains significance in today’s Reserve. The core internal road structure comprised of E 5th Street, Grant Boulevard, E Reserve Street, and several Barracks roads still exist. Officers’ Row, the Parade Ground, and the Barracks buildings lining the south edge of the Parade Ground remain in place. Marshall House, Barnes Hospital, the Red Cross building, and a few Barracks buildings date from this period. The maple allee framing Grant Boulevard, conifer canopy north of Officers’ Row, and the open-space patterns persist.

**Land use**—Land uses on the site continued to focus on military activities. The Army used the lands within the Barracks for training,

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housing, and caring for army personnel and their dependents, as well as for administration of the post. The portion of the Barracks that has integrity was used principally for housing, administration, and maintenance activities. The central Parade Ground served as the focal point of drilling as well as for ceremonial activities. Construction of the Spokane, Portland & Seattle Railway in 1908 created a link between Portland and Vancouver and helped usher in a period of tremendous economic growth. The railroad increased the prominence of Vancouver not only as a center for shipping, but also as a prominent location to reside and work. As a result, the City of Vancouver saw a dramatic increase in population, and the city expanded to the north, west and east of the military reserve. Nearly all of the gardens, orchards, fields, and grazing lands associated with the HBC era were removed by this period. The upper half of the military reserve was relatively undeveloped, containing minor elements such as a water reservoir, and later, athletic fields.

Land use has changed since this historic period, and with the exception of on-site military activities and adjacent city development, many of the former uses are no longer active.



*Period postcard showing the inside of a soldier's bunk at Vancouver Barracks.*

Vancouver National Historic Reserve, courtesy Doug Magedanz, #98141-c

**Cultural traditions**—The cultural traditions of the U.S. Army continued to dominate the site during the late 1800s and early 1900s. Specifically, these traditions included the segregation of officer and enlisted housing in separate areas of the post, the establishment of communal, supervised housing barracks for enlisted men, the integration of a parade ground in the organization of the post, and the use of standardized building plans. These influences can still be seen within the portion of Vancouver Barracks that retains integrity; they include the formal arrangement of residential buildings around the Parade Ground, and the character of the buildings themselves that represent a variety of architectural styles and housing types dating from the 1880s.

Military tradition is carried out in the form of the U.S. Army Reserve; however, these activities may cease in the near future if the Army Reserve relocates its operations. The Parade Ground still supports cultural activities and

events, although these functions tend to be more civic oriented than military oriented.

**Cluster arrangement**—Historically, buildings at Vancouver Barracks were aggregated within the post by function to form cluster

arrangements. Officers' housing was placed adjacent to the north and west end of the Parade Ground. Barracks housing, as well as administrative buildings were located adjacent to the south side of the parade ground. The east barracks contained buildings used for maintenance, recreation, health care, and enlisted and NCO housing. This cluster arrangement is still significant today. In particular, the following clusters extant during this time period are currently present: Officers' Row, part of the Barrack buildings lining the south perimeter of the Parade Ground, part of the east Barracks clusters, and part of the west Barracks clusters.



**Circulation**—The new roads that were constructed within the military reserve during this time loosely followed key historic routes, but they were laid out in a more orthogonal pattern than before. The Upper Mill Road maintained an east-west alignment, but shifted southward to align with Fifth Street in Vancouver, and the back roads extended outward to the Back Plains and Mill Plains. On the west end of Upper Mill Road, informal paths were developed into a new road that would later become part of McLoughlin Road. The interior road system reflected the spatial organization of the military reserve and defined many of the key areas, such as the perimeter of the Parade Ground and adjacent fields and orchards. By 1874 a road was added within the Parade Ground, dividing it roughly in half. Over the next twelve years, the Parade Ground was extended eastward through the ordnance reserve, and the central road was eliminated, but the former east boundary road remained to bisect the new larger parade ground. The army also designed a new road that followed a north-south axis, connecting the barracks to the city. In 1910 concrete sidewalks were added. As the City of Vancouver sprung up around the military reserve, connections were established between the site and the new city.

Other modes of transportation were in use during this era. The Columbia River was still a major mode of circulation. The sternwheeler *Undine* maintained connections between Portland and Vancouver for thirty-four years, from 1888 to 1922. Air traffic was also introduced to Vancouver Barracks in the later years of this period. The grassy plain south of the Parade Ground was a favored flying strip for aviators, and early experiments in powered flight took place here.

The core internal road structure comprised of E 5th Street, Grant Boulevard, E Reserve Street, and several Barracks roads still exist today and retain integrity. Aviation and boat travel are current forms of transportation that existed historically, however, a formal dock and landing are no longer in operation at the waterfront.

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**Topography**—The basic topography of the site, with its series of river terraces and bluffs stepping down towards the Columbia River, still exist today much as it did during this time period. The layout of Officers' Row, the Parade Ground, and Barracks buildings followed the existing topography of the site and were located on the upper river terraces while more utilitarian functions were relegated to the lower terraces. As the City of Vancouver continued to grow and develop, it also followed the existing topography. Minor changes to grades were made as part of building construction, but no major re-grading of the site occurred. As a result, the significance and integrity of the topographic features of the site remain intact.

**Vegetation**—By the late 1860s, most of the native vegetation, or at least the natural distribution of native vegetation, was replaced with ornamental plantings. Additionally, agricultural pastures and fields were greatly reduced during this time, and the agrarian landscape pattern gave way to a more ornamental landscape. The Army planted a Bigleaf maple boulevard along the north and south sides of Grant Boulevard (now called Evergreen Boulevard) in the 1880s.



*Officers' Row landscape includes large specimen trees, ornamental foundation plantings and lawn.*

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This tree-lined boulevard provided a strong visual boundary between the Parade Ground to the south and the former officers' residential area to the north, and conferred a strong formality to the road. The western two-thirds of the parade ground consisted of a vast expanse of manicured lawn, punctuated with isolated specimen trees and small tree clusters. By 1908 Vancouver had expanded dramatically, resulting in a tremendous amount of forest razed to allow for the city's

development. European-style garden sensibilities were reflected in the ornamental foundation plantings, hedges, vines, arbors, and other garden features established in association with Officers' Row. Several conifer trees, remnant vegetation of the earlier conifer forest, remained on the northern reserve. The ornamentals planted during this time period had a significant impact on the overall character of the site.

Many of these key vegetative systems are present on the Historic Reserve. The maple allee is a dominant feature, although its historic linear extent is interrupted by changes to the east, and some specimens have been replaced. Many original conifer trees still exist north of Officers Row that were historically part of the former

military reserve. A few white oaks persist in the east Barracks area, as well as the isolated Douglas firs and oak tree on the Parade Ground. The Parade Ground lawn retains significance, although its length was shortened by NPS visitor center construction. Some ornamental trees dating from this period are still located at Officers' Row, although most of the foundation plantings were replaced or restored by the 1980s renovations.

**Buildings and structures**—Numerous buildings were constructed during this time period due to the increased number of troops posted at the military reserve. Most of the building construction was for regiment housing, agrarian structures, and additional auxiliary buildings that were needed for support services. Officers' Row was re-built as a line of permanent two-story officer residences in the 1880s, and early barracks buildings and other military structures were constructed. Additional houses were added to Officers' Row up to the year 1906. All except the Grant House were of balloon frame construction with wood siding and sideboard trim. There are 56 buildings of historic age located within the boundary of the Vancouver Barracks component landscape, many of which were built during this time period. The 21 buildings in Officers' Row are listed in the National Register, and they represent a range of architectural styles. The fact that so many structures from this time period still remain is significant.

**Views and vistas**—Views from Officers' Row swept downward upon the Barracks, the southern military reserve, and the Columbia River. Remnants of these views from the upper terraces still exist, but the construction of buildings, the highway and railroad, and the changes in land use have seriously compromised them over the years. The views from the Columbia River toward the site were also very important during this time period since much of the traffic was along the river, but these views no longer exist because of development along the riverfront and the construction of the highway and railroad.

**Constructed water features**—There were few if any constructed water features from this time period with the exception of a water reservoir that was built in the upper half of the military reserve. No historic water features dating from this era exist today.



*Hospital Steward's Quarters  
was constructed in 1907.*

Jones & Jones



***Small-scale features***—Small landscape features that are typical of early military development—fencing, gateposts, and military objects such as cannon and stacks of cannon balls—are lacking. Most small-scale features constructed during this period have long since been removed or have fallen apart over time. There are no longer any fences around the yards of Officers’ Row. Evergreen Boulevard does have iron streetlights, however these appear to be replacements. The sentry posts, gates, and signs were long ago removed from the entries.

***Archeological sites***—Several archaeological investigations were conducted during the 1970s, and other investigations have been conducted since then. The majority of artifacts recovered during excavations were associated with U.S. Army activities from this period. Archaeology for this period and other military periods retains significance.

***Significance***

- Spatial organization is a critical landscape characteristic dating from this very early military period.
- For the most part, the internal circulation systems within the boundaries of the Vancouver Barracks component landscape retain historic integrity. Although a number of new roads have since been added, important road alignments from the earlier periods have not been altered. The roads also have not been widened to the point where they have lost their intangible aspects of integrity. Several concrete sidewalks and entrance walks still exist, such as the concrete walk adjacent to Officers’ Row, and linear walkways leading to Barnes Hospital and other buildings within the barracks area.
- Numerous buildings and structures constructed during this time period still exist and retain integrity, including Officers’ Row, Marshall House, Barnes Hospital, the Red Cross buildings, the residential Barracks along the south perimeter of the Parade Ground, and several historic Barracks buildings.
- Vegetative patterns established in this period retain significance today. The pattern of tree canopy and open ground is mostly intact, although more trees are planted in the vicinity of the NPS visitor center. Several trees, including the maples along Grant Boulevard, the Parade Ground trees, oak trees in the Barracks, and conifer trees north of Officers’ Row, still thrive. While individual plant specimens associated with the historic ornamental landscape, such as hedges or

foundation plants, no longer exist or have been replaced, the ornamental landscape of the Reserve is a critical landscape component. The Parade Ground lawn, while reduced from its original size, still retains integrity.



### **U.S. Army and World War I: 1917–1918**

**Natural systems and features**—The trend of development following the natural river terraces and bluffs continued during this period. The river terraces and bluffs have remained basically intact through the years, but the expansion of the City of Vancouver, the industrialization of the waterfront, and the increased activities at Vancouver Barracks greatly impacted the natural systems of the area. In particular, the Spruce Mill and the temporary camps needed to house all of its workers had a tremendous impact on the natural systems. The development along the waterfront also continued the trend of severing the site from the floodplain, which was a vital connection during earlier periods.

**Spatial organization**—Because of the increased activities that occurred at the Vancouver Barracks during World War I, there was also intensification in the spatial complexity of the site. The circulation system and building configurations became denser during this period. The Spruce Mill buildings, camps, and railroad expansion dominated the southern portion of the Reserve. The number of railroad spurs increased significantly, and the diagonal pattern created by the spurs are still evident today. The basic spatial organization of the main part of the military reserve comprised of Officers' Row, the Barracks, and Parade Ground remained basically the same, but the area south and just north of Fifth Avenue changed dramatically. The infill that occurred during this period adhered to the existing spatial organization of previous structures and roads, although the patterns were less rigid and orderly south of the Barracks. Many of the buildings constructed during this period followed the roads and railroad spurs instead of the orthogonal grid pattern that was so apparent in earlier periods.



*View east across the Vancouver Barracks in early 1900s.*

Oregon Historical Society, #OrHi67839

Spatial organization dating from this period is still evident; with the exception that nearly all evidence of the Spruce Mill production was erased. Developments from the preceding time periods as well as this particular era still retain integrity today. The core internal road

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structure comprised of E 5th Street, Grant Boulevard, E Reserve Street, and several Barracks roads still exist. Officers' Row, the Parade Ground, and the Barrack buildings lining the south edge of the Parade Ground remain in place. Marshall House, Barnes Hospital, the Red Cross building and a few Barracks buildings still exist. The maple allee framing Grant Boulevard, the conifer canopy north of Officers' Row, and the open-space patterns persist.

**Land use**—The greatest change in land use was associated with the construction of the Spruce Mill. The Spruce Mill building and adjacent development replaced military gardens, skirmish range, and grasslands, and filled in much of the open space in the southern portion of the reserve. A large amount of space was needed for the camp area that housed the workers. A significant portion of the area south of the Spruce Mill was still open, but was used for storage of milled lumber. The Spruce Mill operation was short-lived and was removed at the end of this period. The City of Vancouver continued to grow and expand during this period, and the industrialization of the waterfront continued, as well.

The transition from an agrarian society to one that is more urbanized, more developed, and more industrial was virtually complete by this period. While the Spruce Mill production no longer exists, these other important land uses, as well as military and aviation land uses, are perpetuated today.



*Vancouver Barracks: Slim, Mizner, Park, Parsons, c. 1917. Army recruits pose for camera prior to World War I.*

Vancouver National Historic Reserve, HH97005

**Cultural traditions**—The military was the most significant tradition for the site, especially during this period when the country was at war. This cultural tradition intensified during this period, as a great influx of both soldiers and temporary workers entered Vancouver Barracks. There was a much larger presence of private citizens than there had been for many years, and this led to a very strong military-civic interaction during this period.

Today, the military tradition is carried out in the form of the U.S. Army Reserve; however, these activities may cease in the near future if the Army Reserve relocates its operations. The Parade Ground still supports cultural activities and events, although these functions tend to be more civic oriented than military oriented.

**Cluster arrangement**—The overall cluster arrangement of Officers’ Row, the Parade Ground, and the Barracks continued, although a lot of infill occurred around these areas. The infill was not as clustered as it was in earlier periods; this is probably due to the fact that this time period is so short, and the war-related construction occurred so quickly. The major development was the Spruce Mill and surrounding camps, which were laid out in a compact, dense pattern around E 5th Avenue. Cluster arrangements dating from earlier periods persist, such as Officers’ Row, while the cluster arrangements associated with the Spruce Mill are gone.



**Circulation**—The major changes during this time period were the addition of the railroad spurs for the Spruce Mill. The internal road system intensified somewhat, but the overall road framework remained the same. Gateways connected Vancouver Barracks to the surrounding city. The roads within the Reserve consisted of two-lane paved roads, with concrete curbs, gutters, and sidewalks for pedestrians. Concrete walks led from the sidewalks to building entrances, but pedestrian paths in the east Barracks were less regular in their layout. Within the east Barracks, the circulation was characterized by a grid pattern of internal vehicular streets, the components of which were established by 1917. Circulation carried over from the prior historic periods into this time frame still retains integrity.

**Topography**—The basic topography of the site, with its series of river terraces and bluffs stepping down towards the Columbia River, still exist today much as it did during this time period. The construction of the Spruce Mill, camps, and railroad spurs followed the existing topography of the site. As the City of Vancouver continued to grow and develop, it also followed the existing topography. There were minor changes associated with construction, but no major re-grading of the site occurred. As a result, the significance and integrity of the topographic features of the site remain intact.

**Vegetation**—The majority of the vegetation near the area where the Spruce Mill was constructed was removed during this time period. The Spruce Mill and camps subsumed the military gardens, pastures, and trees and shrubs just north of E 5th Street. Most of the vegetative features carried over from prior historic periods into this time frame, such as the maple allee along Grant Boulevard and the Parade Ground, still retain integrity.

**Buildings and structures**—The most significant addition during this time period was the Spruce Mill, which occupied fifty acres of land. The main production plant was massive, encompassing more than

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*Entry to Red Cross building, a Colonial Revival-style structure built in 1918.*

Jones & Jones

105,000 square feet of space during its peak. In addition to the mill itself, there were several large industrial buildings erected to house ancillary services such as the cut up plant, drying kilns, drying sheds, storage buildings, and large mills for spruce wood production. During its peak, there were 30,000 soldiers housed in the camp area, and the tent camps needed for the workers also had a significant impact on the site. Several new barracks and infill structures were also constructed, and they also had an impact on the overall character of the reserve. While all development constructed as part of the Spruce Mill no longer exists, several buildings constructed during this period and preceding periods are still present and retain significance.

**Views and vistas**—The majority of the views from the upper terraces would have been disrupted during this period because of the addition of numerous new buildings in the central part of the reserve as well as the construction of the Spruce Mill. The views of Officers' Row and the Parade Ground were generally intact as

they were in previous time periods. The views from the Columbia River toward the site were also greatly restricted during this time period. Today, these views from Officers' Row to the river are limited, as well as views from water to land.

**Constructed water features**—No constructed water features remain from this time period.

**Small-scale features**—There were many small landscape features developed during this time period, and most were associated with the military or the Spruce Mill production. Almost all of the small-scale features that were constructed during this period have long since been removed or have fallen apart over time.

**Archeological sites**—Several archaeological investigations were conducted during the 1970s, and other archaeological studies have been conducted. Many of the artifacts recovered during excavations were associated with U.S. Army activities, and a number were from this time period. The Spruce Mill, which was the dominant activity during this time period, was removed in 1919, and there is little if any evidence remaining of the mill and the adjacent camps.

#### **Significance**

- Spatial organization is a major contributing landscape characteristic that dates from this time as well as preceding

periods. Although the spatial complexity of the reserve increased fairly dramatically because of all of the activities associated with World War I, including the Spruce Mill, the basic spatial structure of the site associated with U.S. Military developments remained intact.



- The internal circulation systems within the boundaries of the Vancouver Barracks retain historic integrity. While new internal roads were added in the Barracks area, these roads were developed at a finer scale in relation to the primary circulation routes already established. Many of these key roads still exist, and important road alignments from the earlier periods have not been altered. The roads also have not been widened to the point where they have lost their intangible aspects of integrity. Several concrete sidewalks and entrance walks still exist, such as the concrete walk adjacent to Officers' Row, and linear walkways leading to Barnes Hospital and other buildings within the Barracks area.
- Numerous buildings and structures constructed during this time period still exist and retain integrity, including Officers' Row, Marshall House, Barnes Hospital, the Red Cross buildings, the residential Barracks along the south perimeter of the Parade Ground, and several historic Barracks buildings.
- Vegetative patterns established in this period retain significance today. The pattern of tree canopy and open ground is mostly intact, although more trees are planted in the vicinity of the NPS visitor center. Several trees, including the maples along Grant Boulevard, the Parade Ground trees, oak trees in the Barracks, and conifer trees north of Officers' Row, still thrive. While individual plant specimens associated with the historic ornamental landscape, such as hedges or foundation plants, no longer exist or have been replaced, the ornamental landscape of the Reserve is a critical landscape component. The Parade Ground lawn, while reduced from its original size, still retains integrity.



*Barnes Hospital, located in the West Barracks, will be rehabilitated for adaptive use by the City of Vancouver.*

Jones & Jones

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**U.S. Army and Civilian Conservation Corps: 1919–1941**

*Natural systems and features*—The trend of development responding to the natural river terraces and bluffs continued during this period. The river terraces and bluffs remained basically intact through the years, but the expansion of the City of Vancouver in particular greatly impacted the natural systems of the area. While there were no dramatic changes like those that occurred in the previous historic period, when the Spruce Mill and its accompanying camps were constructed in such a short time, there was continued infill and development within the Vancouver Barracks. Development along the waterfront perpetuated the trend of severing the site from the floodplain, a relationship that was so important during earlier periods. By the end of this period, most of the natural systems and features were compromised as a result of continued growth and development in the area. Today, the presence of the Columbia River and its floodplain, while significantly modified, remains a critical landscape characteristic.



*Golf course on the Parade Ground during the 1930s.*  
Vancouver National Historic Reserve,  
Dale Denny Collection, #98005

*Spatial organization*—The spatial organization of the reserve changed dramatically in just a few short years, while core components of the military infrastructure remained in place. The removal of the Spruce Mill and adjacent camps began in 1919. Once these facilities were removed, the site became a lot more open and accessible, much like it was prior to the construction of the Spruce Mill. The establishment of Pearson Field replaced the Spruce Mill and its camps. The basic spatial organization centering on Officers’ Row and the Parade Ground remained pretty

much intact during this period. Development continued, and the circulation system expanded. This growth, combined with all of the building construction and infill, resulted in a much more complex spatial organization, particularly in the Barracks area. The addition of ornamental plantings, particularly large canopy trees, reinforced the overall spatial organization of the areas around Officers’ Row, the barracks, and the Parade Ground. Establishment of the CCC headquarters in the southwest portion of the site also impacted spatial organization.

While most of the CCC complex was removed, several of the basic components comprising the Historic Reserve’s spatial organization that date from this period and preceding historic periods are still

intact today. The core internal road structure, comprised of E 5th Street, Grant Boulevard, E Reserve Street, and several Barracks roads, still exist. Officers' Row, the Parade Ground, and the Barrack buildings lining the south edge of the Parade Ground remain in place. Marshall House, Barnes Hospital, the Red Cross building and a few Barracks buildings still exist, although many Barracks buildings dating from this period were removed during the National Park Service era. The maple allee framing Grant Boulevard, the conifer canopy north of Officers' Row, and the tree canopy in the Barracks area still exist. Pearson Field, established during this historic period, maintains the historic open space pattern of the southeast part of the Reserve.

**Land use**—After the removal of the Spruce Mill and adjacent camps, the land use during this period become more diverse, although military uses still dominated. Pearson Field, with both military and commercial activities, was developed in the area just south of E 5th Street. What once was scattered pasture became airfield landing strips. The former polo grounds were relocated to the southwest corner of the site in the area that was formerly part of the HBC employee village. Other uses, including the CCC headquarters, were added. The City of Vancouver continued to expand and surrounded the military reserve on three sides. The only farmland remaining near the site was restricted primarily to the floodplains south of the railroad and in the area just east of the Historic Reserve between the floodplains and the bluff. The area was more urban and developed than in previous periods, and industrialization became a fixed part of the waterfront.

On-site land uses persisting from this period include military activities (U.S. Army Reserve) and aviation activities (Pearson Field).

**Cultural traditions**—The military traditions continued to dominate Vancouver Barracks, but more diverse uses were introduced to the site. The Civilian Conservation Corps, aviators associated with Pearson Field, and other non-military activities all were added to the mix, and each had its own cultural traditions, although they were not as defined as those of the military. A larger number of inexpensive airplanes surplused after World War I made flying accessible to many civilians, and interest in aviation among the American public increased. In the 1920s, thousands of people



*Postcard from J. F. Ritter,  
Vancouver Barracks.*

Vancouver National Historic Reserve,  
VNHRT 98172



came out to the airfield at Vancouver Barracks on weekends. Military cultural traditions, while diminished from earlier times, have continued on the site up to the present. Aviation as a cultural tradition is also active on the Historic Reserve.

**Cluster arrangement**—The overall cluster arrangement of Officers’ Row, the Parade Ground, and the Barracks remained intact. A lot of infill occurred within the military reserve at this time. As new buildings were added, the Barracks buildings took on a much more clustered arrangement than before. Other clusters established during this period included Pearson Field and the CCC headquarters. The CCC structures were organized around the diagonal created by the railroad spurs.

Clusters represent a defining characteristic that contributes to the reserve’s significance as a cultural landscape. Clusters dating from this particular period, as well as preceding periods, include Officers’ Row, Barracks buildings on south edge of the Parade Ground, east Barracks buildings, west Barracks buildings, the duplex buildings, and Pearson Field buildings. Many cluster arrangements were lost over the years as a result of Interstate 5 construction on the west boundary, and NPS-era developments that impacted the Barracks area.

**Circulation**—Most road construction during this period was in correlation with new buildings that were also constructed, and the existing road system already in place largely remained intact. Minor new roads were constructed that were associated with the Barracks, the CCC headquarters, and Pearson Field. The road development generally followed the existing circulation infrastructure from earlier periods. Some roads were abandoned, including a couple of roads on the east end of the Parade Ground. Highway Alternate 830, which ran parallel to the railroad, was added during this time period. With Alternate 830 and the SP & S Railway combined, the southern portion of the military reserve was devoted primarily to public transportation. Air travel was introduced to the site with the establishment of Pearson Field.

Circulation is a defining characteristic that contributes to the reserve’s significance as a cultural landscape. Many roads established in previous historic periods, as well as minor roads introduced during this particular period, still exist today. These include E 5th Street, West Reserve Street, Grant Boulevard, and several Barracks roads, among others. Concrete pedestrian walks established in prior historic periods, as well as during this particular period, still exist in

association with Officers' Row and the Barracks buildings. Aviation and railroad travel still occur on site today.



**Topography**—The basic topography of the site, with its series of river terraces and bluffs stepping down towards the Columbia River, remained unchanged. All new construction and infill within the site followed the existing topography of the site. As the City of Vancouver grew and developed, it also followed the existing topography. There were minor changes to grades associated with building construction, but no major manipulation of the floodplain topography in the core reserve area has occurred. As a result, the significance and integrity of the topographic features of the site have remained intact.

**Vegetation**—The Civilian Conservation Corps were instrumental in introducing substantial plantings of canopy trees throughout Vancouver Barracks. Ornamental plantings were also added at the same time that new barracks buildings were constructed, and an allee of trees was planted along the north-south river road. By the end of this time period, the upland Douglas fir forest was virtually gone due to expansion of city grid, and only a few remnants of the forest remained.

Vegetation, while modified over the years, is a crucial landscape characteristic comprising the Historic Reserve's cultural landscape. The open lawn of the Parade Ground punctuated by large century trees; the ornamental landscape plantings around Officers' Row structures, the oak groves in the Barracks area; the Pearson Field open space, and the remaining natural riparian vegetation in the Water Resource area, are vegetative elements that persist from this particular historic period, as well as previous historic periods.

**Buildings and structures**—Although the Spruce Mill buildings were all removed in the early years of this time period, a number of other new structures were built throughout the military reserve. The CCC headquarters and Pearson Field buildings were constructed during this era, as well as the hospital and additional barracks buildings. Some of the new barracks structures included a recreation house, housing, utility buildings, and a motor repair shop built between 1918 and 1919 which are still in use today. Several structures were constructed as part of Pearson Field. The first Pearson Field structure was built in 1921 and moved to its current location in 1925. The Pearson



*CCC District Headquarters, Building 320, at the Vancouver Barracks.*

Vancouver National Historic Reserve,  
Quartermaster's Files



Field Office Building was built in 1918 as part of the Spruce Mill production mill and moved to its present location in approximately 1929. Other buildings were moved to Pearson from other parts of the site.

Buildings and structures comprise a vital landscape characteristic that contributes to the significance and integrity of the Historic Reserve's cultural landscape. Although many Barracks buildings dating from this period were removed during the National Park Service era, approximately fifty-eight historic buildings still exist today, and the integrity of these buildings is fundamentally intact. These structures include, among others, Officers' Row residences, several Barracks buildings, the hospital, the Red Cross building, and three Pearson Field buildings.

**Views and vistas**—The views of the river from the upper river terraces where Officers' Row and the Parade Ground were located were opened up again with the removal of the Spruce Mill and its adjacent camps. However the construction of Highway Alternate 830, in combination with the adjacent railroad, visually impacted these views. Even with the removal of the Spruce Mill, other buildings were constructed within the reserve, and these additions, along with continued changes in land use, did compromise views over the years. By now the views from the river to the upland site were fairly degraded due to developments along the riverfront and the construction of the highway and railroad.

Limited views from Officers' Row to the Columbia River are available on the site today, but the shoreline and lower floodplain are completely visually obstructed. Views to the lower Reserve area are also partially blocked by vegetation planted within the last fifty years.

**Constructed water features**—No constructed water features remain from this time period.

**Small-scale features**—The majority of the small-scale features from this period have been removed, and the few that remain are non-contributing.

**Archeological sites**—Archaeology is an important cultural landscape characteristic that contributes to the significance and integrity of the Historic Reserve. Archeological resources are critical to this time period and prior military periods, and studies are expected to uncover many archaeological remnants.

**Significance**

- Spatial organization is a major contributing landscape characteristic that dates from this time as well as preceding periods. Although the spatial complexity of the military reserve increased during this time with the addition of the Pearson Field, CCC headquarters, and several new Barracks buildings, the basic spatial structure of the site associated with U.S. military developments remained intact. Several changes subsequent to this time period have impacted the reserve's original spatial composition: the northern half of the site was surplused by the U.S. Army and converted to city development, more than half of the original barracks structures were removed, and the road system was modified in association with interstate road and NPS developments. Nonetheless, enough of the historic spatial organization of military reserve is still evident that it contributes to the integrity of the Historic Reserve.
- The internal circulation systems within the boundaries of the Vancouver Barracks retain historic integrity. New internal roads were added in the Barracks area during this time in association with new Barracks and Pearson Field buildings, yet these roads were developed at a finer scale in relation to the primary circulation routes already established. While some road modifications have occurred in subsequent years, many of the key roads still exist within the Historic Reserve, and important road alignments from the earlier periods have not been altered. The roads also have not been widened to the point where they have lost their intangible aspects of integrity. Several concrete sidewalks and entrance walks still exist, such as the concrete walk adjacent to Officers' Row, and linear walkways leading to Barnes Hospital and other buildings within the Barracks area. The most dramatic change to circulation resulted from the construction of Highway 99 and Interstate 5, which cut off connections between the site and the City of Vancouver. Aviation and railway travel still exist today, however, the site's transportation link to the Columbia River is virtually severed.



*These two-story brick duplexes built in the 1930s served as NCO Family Quarters.*

Jones & Jones



- Nearly sixty buildings and structures constructed during this time period or preceding time periods still exist and retain integrity, including Officers' Row, Marshall House, Barnes Hospital, the Red Cross building, the residential Barracks along the south perimeter of the Parade Ground, several historic Barracks buildings, and Pearson Field buildings. Three former CCC buildings were relocated to Pearson Field, and still exist today. All other CCC structures were removed.
- Topography of the floodplain terraces and bluffs influenced the layout of the military reserve and is a contributing cultural landscape characteristic.
- Vegetative patterns established in this period retain significance today. The pattern of tree canopy and open ground is mostly intact, although more trees are planted in the vicinity of the NPS visitor center. Several trees, including the maples along Grant Boulevard, the Parade Ground trees, oak trees in the Barracks, and conifer trees north of Officers' Row, still thrive. While individual plant specimens associated with the historic ornamental landscape, such as hedges or foundation plants, no longer exist or have been replaced, the ornamental landscape of the Reserve is a critical landscape component. The Parade Ground lawn, while reduced from its original size, still retains integrity. Numerous trees installed by the CCC still thrive on the Reserve.

### **U.S. Army and World War II: 1941–1947**

*Natural systems and features*—The changes to the Vancouver area as a result of World War II were dramatic; almost all of the floodplain and riverfront were taken over by development during this time period. Much of this development was associated with the Kaiser Shipyard. This is the era when the City of Vancouver expanded to a point where many of the natural systems surrounding the reserve were seriously compromised. Today, the presence of the Columbia River and its floodplain, while significantly modified, remains a critical landscape characteristic.

*Spatial organization*—There was a greater density of structures constructed on the Reserve during this time period than any other because of the activities associated with World War II. Although the basic spatial organization centering on Officers' Row and the Parade Ground remained intact, the development of the Kaiser Shipyard dramatically changed the spatial organization west of Pearson Field. Infill on the west side of the reserve intensified with the addition of

more Barracks as well as other buildings. Density in this western part of the military reserve increased fairly significantly, and included the addition of many more roads and parking areas around the Barracks.



Several of the basic components comprising the Historic Reserve's spatial organization that date from this period and preceding historic periods are still intact today. The core internal road structure, comprised of E 5th Street, Grant Boulevard, E Reserve Street, and several Barracks roads, still exist. Officers' Row, the Parade Ground, and the Barrack buildings lining the south edge of the Parade Ground remain in place. Marshall House, Barnes Hospital, the Red Cross building and several Barracks buildings still exist, although many Barracks buildings dating from this period were removed during the National Park Service era. The maple allee framing Grant Boulevard, the conifer canopy north of Officers' Row, and the tree canopy in the Barracks area still exist. Pearson Field remains in operation today, maintaining the historic open space pattern of the southeast part of the Reserve.



*Company quarters at Vancouver Barracks during World War II.*

Vancouver National Historic Reserve,  
Dale Denny Collection, #98004

**Land use**—This was Vancouver's boom period, where the population expanded from 18,000 to 90,000 in response to World War II activities. As a result of this growth, there were tremendous changes in land use patterns. The biggest change was the development of the Kaiser Shipyard, which replaced the existing dairy farm and completely dominated the riverfront. The shipyards covered more than 400 acres, and eventually twelve dry docks were constructed on the waterfront to handle the ships built at the shipyards. Virtually all of the original farmlands around the reserve were replaced with the development of Kaiser Shipyard and the expansion of the City of Vancouver. Pearson Field basically became a municipal airport while the military section of the greater airfield was slated for development as military housing. However this housing was never built. The CCC disbanded with the onset of the war, and the CCC facilities were converted to military use. More Barracks were constructed and there was more infill, but the basic military land use within the core area of the reserve remained the same.

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On-site land uses persisting from this period include: military activities (U.S. Army Reserve) and aviation activities (Pearson Field). The Kaiser Shipyard was closed down in 1945 following the close of World War II, however, industrial land uses continue on the waterfront.



*Service Club at Vancouver Barracks during World War II.*  
Vancouver National Historic Reserve,  
#VNHRT98139

**Cultural traditions**—The diverse uses and traditions at Vancouver Barracks continued, but the military traditions intensified and were much more dominant than in the previous period due to all the activities associated with World War II. Civic and military interaction increased more than ever before because so many civilian workers were needed for the Kaiser Shipyard. In December 1943, employment at the shipyard peaked at 39,000, with approximately 20,000 of these workers being women. The shipyard was a noisy place, and a

constant din from activity could be heard twenty-four hours a day. The impact of the shipyards also had a cascade effect upon the town; its influence practically reached all municipal sectors. The war years completely changed the character of Vancouver from a small, sleepy town to a large, diverse community. The Kaiser Shipyard’s subsequent closure in 1945 greatly impacted the region’s job industry.

Military cultural traditions, while greatly diminished from earlier times, have continued on the site up to the present. Aviation as a cultural tradition is also active on the Historic Reserve.

**Cluster arrangement**—The basic overall cluster arrangement of Officers’ Row, the Parade Ground, and the Barracks remained much as it was in earlier periods. The construction of the Kaiser Shipyard had a large impact on the basic layout of the areas surrounding the military reserve. At the shipyard, layout and clustering was based upon functionality. The infill at Vancouver Barracks intensified and created a busier, denser pattern. The closure of Kaiser impacted the facility’s cluster arrangement as many of the buildings associated with the shipyard were removed.

Clusters represent a defining characteristic that contributes to the Reserve’s significance as a cultural landscape. Clusters dating from this particular period, as well as preceding periods, include Officers’ Row, Barracks buildings on south edge of the Parade Ground, east Barracks

buildings, west Barracks buildings, the duplex buildings, and Pearson Field buildings. Many cluster arrangements were lost over the years as a result of Interstate 5 construction on the west boundary, and NPS-era developments that impacted the Barracks area.



**Circulation**—The basic circulation infrastructure remained the same during this time period, although there was an increase in infill, especially around the Barracks area. More driveways, parking areas, sidewalks, and a few minor roads were added to improve circulation. Circulation is a defining characteristic that contributes to the Reserve’s significance as a cultural landscape. Many roads, driveways, and sidewalks still exist today, although original road connections to the City of Vancouver were lost with the construction of Highway 99 and Interstate 5. Aviation and railroad travel still occur on site today, as it did during this particular historic period.

**Topography**—The basic topography of the site, with its series of river terraces and bluffs stepping down towards the Columbia River, remained unchanged. All new construction and infill within the site followed the existing topography of the site. The City of Vancouver grew rapidly during this period, but this growth followed the existing topography. Minor changes have been made to grades in conjunction with building and road construction, but no major re-grading of the site has occurred. As a result, the significance and integrity of the topographic features of the site remain intact.

**Vegetation**—Most of the vegetation along the river’s edge was removed because of the Kaiser Shipyard. The only significant vegetation along the river edge that was left untouched was in the area southeast of where the shipyard was located, in the current Water Resources Education Center area. While the manufacturing replaced what little farmland had remained before this period, the explosive expansion of the City of Vancouver further impacted the upland fir forest and what little open space remained around the military reserve. Within the military reserve itself, the majority of the vegetation was carried over from the previous time period.

Vegetation, while modified over the years, is a crucial landscape characteristic comprising the Historic Reserve’s cultural landscape. The open lawn of the Parade Ground punctuated by large century trees; the ornamental landscape plantings around Officers’ Row structures, the oak groves in the Barracks area; the Pearson Field open space, and the remaining natural riparian vegetation in the Water Resources Education Center area, are vegetative elements that persist from this particular historic period, as well as previous historic periods.

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**Buildings and structures**—The most dominant construction during this period was the Kaiser Shipyard and other structures built to house all of Kaiser’s workers. With the population increase in

Vancouver, Kaiser helped to build additional support facilities for the workers and their families. Shopping malls, housing, school, gymnasiums, and libraries were all built during this time to help support the families who were moving to city for work. The city council created the Vancouver Housing Authority in 1942 to administer the construction of massive temporary and permanent housing projects. The housing projects had “look-alike houses on look-alike streets” that proved to be confusing for people trying to pick their



*Former Kaiser Shipyards site, in light-industry use today. Large structure on right is an original Kaiser ship-building facility.*

Jones & Jones

house out of hundreds of other houses that looked exactly the same. This was also the period where a great number of structures were built at Vancouver Barracks due to the buildup for World War II. All of the new buildings constructed were for military use except those associated with Pearson Field. There were plans to build housing in the open areas where some of the airfields were located, but these structures were never constructed. Despite all of the new construction going on during this period, the integrity of the buildings from earlier periods remained basically intact.



*Japanese American artillery soldier at Vancouver Barracks during World War II, the same time that many Japanese American citizens were interned at ten camps throughout the United States.*

Vancouver National Historic Reserve,  
Dale Denny Collection, #98021

Buildings and structures comprise a vital landscape characteristic that contributes to the significance and integrity of the Historic Reserve’s cultural landscape. Although more than half of the Barracks buildings dating from this period or earlier were removed during the National Park Service era, approximately fifty-eight historic buildings still exist today and the integrity of these buildings is fundamentally intact. These structures include, among others, Officers’ Row residences, several Barracks buildings, the hospital, the Red Cross building, and three Pearson Field buildings. While

privately owned, a few buildings and dry dock structures from the original Kaiser Shipyards still exist.

**Views and vistas**—The views from Officers’ Row and the eastern end of the Parade Ground to the Columbia River remained basically open, although continued infill did restrict views to some degree. The construction of the Kaiser Shipyard and expansion of the City of Vancouver would have impacted views toward the river. Views from

the Columbia River toward the upland site were already degraded because of development along the riverfront and the construction of the highway and railroad.



Limited views from Officers' Row to the Columbia River are available on the site today, but the shoreline and lower floodplain are completely visually obstructed. Views to the lower Reserve area are also partially blocked by vegetation planted within the last fifty years.

**Constructed water features**—No constructed water features remain from this time period.

**Small-scale features**—There were many small landscape features developed during this time period, and some features still exist. However, most small-scale features that were constructed during this period have long since been removed or have fallen apart over time.

**Archeological sites**—Archeology is an important cultural landscape characteristic that contributes to the significance and integrity of the Historic Reserve. Archeological resources are critical to this time period and prior military periods, and studies are expected to uncover many archaeological remnants.

### **Significance**

- Spatial organization is a major contributing landscape characteristic that dates from this time as well as preceding periods. The spatial complexity of the military reserve reached its apex during the World War II era, as several new Barracks buildings, internal roads, drives, and walks were constructed. Several changes subsequent to this time period have impacted the reserve's original spatial composition: the northern half of the site was surplus by the U.S. Army and converted to city development, more than half of the original barracks structures were removed, and the road system was modified in association with interstate road and NPS developments. Nonetheless, enough of the historic spatial organization of military reserve is still evident that it contributes to the integrity of the Historic Reserve.
- The internal circulation systems within the boundaries of the Vancouver Barracks retain historic integrity. New internal roads were added in the Barracks area during this time in association with new Barracks buildings, yet these roads were developed at a finer scale in relation to the primary circulation routes already established. While some road modifications have occurred in subsequent years, many of the key roads

still exist within the Historic Reserve, and important road alignments from the earlier periods have not been altered. The roads also have not been widened to the point where they have lost their intangible aspects of integrity. Several concrete sidewalks and entrance walks still exist, such as the concrete walk adjacent to Officers' Row, and linear walkways leading to Barnes Hospital and other buildings within the Barracks area. The most dramatic change to circulation resulted from the construction of Highway 99 and Interstate 5, which cut off connections between the site and the City of Vancouver. Aviation and railway travel still exist today; however, the site's transportation link to the Columbia River is virtually severed.

- Nearly sixty buildings and structures constructed during this time period or preceding time periods still exist and retain



*Fewer than half of the original Barracks buildings still exist since the World War II period. These buildings contribute to the integrity of the Reserve.*

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integrity, including Officers' Row, Marshall House, Barnes Hospital, the Red Cross building, the residential Barracks along the south perimeter of the Parade Ground, several historic Barracks buildings, Pearson Field buildings, and three relocated CCC buildings. A few buildings from the Kaiser Shipyards operation still exist, although these are in private ownership. While more than half of the original Barracks buildings were removed as a result of highway or NPS developments, buildings and structures comprise a major landscape

characteristic that contributes to the Historic Reserve's cultural landscape.

- Topography of the floodplain terraces and bluffs influenced the layout of the military reserve and is a contributing cultural landscape characteristic.
- Vegetative patterns established in this historic period or earlier periods retain significance today. The pattern of tree canopy and open ground is mostly intact, although more trees are planted in the vicinity of the NPS visitor center. Several trees, including the maples along Grant Boulevard, the Parade Ground trees, oak trees in the Barracks, and conifer trees north of Officers' Row, still thrive. While individual plant specimens associated with the historic ornamental landscape, such as hedges or foundation plants, no longer exist or have

been replaced, the ornamental landscape of the Reserve is a critical landscape component. The Parade Ground lawn, while reduced from its original size, still retains integrity.



**National Park Service: 1948–1996**

*Natural systems and features*—By this time period, the natural systems of the system were already severely compromised. The only significant natural system and vegetation along the waterfront that was still intact was the floodplain area where the Water Resources Education Center area is currently located. There are really no major changes in the natural systems and features during this time period. Today, the presence of the Columbia River and its floodplain, while significantly modified, remains a critical landscape characteristic.

*Spatial organization*—The site underwent three major changes in spatial organization during this time period. The first was the construction of Interstate 5 along the west edge of the military reserve, and the destruction of the buildings in its way. The second major change was to the military reserve’s boundaries when the northern half of Vancouver Barracks was converted to city property. The other significant change was the establishment of the National Park Service visitor center complex, which included the construction of visitor center buildings, the reconstruction of the fort stockade and orchard, and the construction of a new road that roughly followed the 1824 Hudson’s Bay Company road. The addition of new vegetation south of the NPS visitor center complex also had an impact on the spatial organization.

Spatial organization is a contributing landscape characteristic. The spatial organization dating from this period, which in part was layered upon prior historic periods, is predominantly intact today. Historic military structures, NPS visitor center, and the reconstructed HBC fort stockade still exist. Road systems carried over or modified during this era are also still in place. Vegetative canopy in contrast with open space patterns, is largely intact.

*Land use*—The 1948 conversion of the Vancouver Barracks site to the Fort Vancouver National Monument was the most dramatic change in land use during this era. The U.S. Army’s post-war decommissioning of the site as a military post (later reinstated as a U.S. Army Reserve post) resulted in modification to the former Vancouver Barracks boundary. The military reserve was in part converted to city property and in part designated as national historic monument managed by the National Park Service. Pearson Airpark was consolidated under city administration, and expanded to the south and west. Several remaining buildings from the Kaiser



Shipyards were converted to different uses, primarily industry and light-manufacturing activities.

Land uses established or occurring on site during this particular historic period persist today. These land uses include: use of the site as a National Historic Reserve administered by NPS; the use of the site for military activities by the U.S. Army; and the use of the site as an airfield by Pearson Airpark. Industrial activities along the waterfront, along with city development, surround the Historic Reserve.

**Cultural traditions**—During this period, the culture traditions of the reserve shifted considerably. The military presence was greatly reduced after the conclusion of World War II and conversion of Vancouver Barracks to city development and National Park site. The role of the site as a historic landscape grew significantly during this time. Designated first as Fort Vancouver National Historic Monument, the designation was upgraded to Fort Vancouver National Historic Site, and finally, supplemented with the designation of the Vancouver National Historic Reserve. These changes shifted the focus from military traditions to those of the National Park Service.

**Cluster arrangement**—The overall cluster arrangement of Officers' Row, the Parade Ground, and the Barracks remained basically intact, although the number of Barracks was reduced, thereby eliminating several cluster arrangements. The NPS visitor center complex, the reconstruction of the HBC fort stockade and its buildings, and the expansion of the Pearson Airpark complex were the most significant changes to cluster arrangement.

Cluster arrangement is a contributing landscape characteristic to the Reserve's cultural landscape. While changes to the site over time occasionally modified or eliminated pre-existing building clusters, today's Reserve exemplifies the key cluster arrangements from several historic periods. The reconstructed fort stockade, gardens, and orchards depict HBC-era cluster arrangements. The cluster arrangement of Officers' Row dates from the first U.S. military period 1847–1860. The Barracks lining the south border of the Parade Ground create a building cluster built during the 1861–1916 era. The Barracks clusters date from several of the early military periods, particularly the 1919–1941 historic period. The NPS visitor center, administrative offices, and maintenance buildings form a cluster representative of the NPS era.

**Circulation**—There were a number of significant changes to the site's road infrastructure during this period. The most dramatic change

was the construction of Interstate 5, which not only impacted a number of structures and Barracks roads on the west boundary, but also interrupted the circulation pattern between the former military reserve and the City of Vancouver. Interstate 5 created not only a physical barrier to circulation, but also a visual barrier and became the source of automobile-related noise and pollution. Highway Alternate 830 expanded to accommodate more traffic and became State Route 14. A new internal road was constructed to link the NPS visitor complex with the HBC fort that approximately followed the alignment of the 1824 HBC Plains Road. The construction of this road obliterated several minor east barracks roads and drives. Several key roads, including E 5th Street, McLoughlin Road, and Grant Boulevard, remained the same, but the road through the Parade Ground, which dated back to the 1861–1916 U.S. Army period, was removed. There was a lot of infill of internal roads and parking along the west side of the Reserve, as well as new walkways and parking areas created throughout the Reserve to accommodate visitors.



*Construction of Interstate 5 and its bridge over the Columbia River severed the direct connection between the West Barracks and the City of Vancouver.*

Jones & Jones

**Topography**—The basic topography of the site, with its series of river terraces and bluffs stepping down towards the Columbia River, remained unchanged. All new construction and infill within the site, including the NPS complex, followed the existing topography of the site. As the City of Vancouver continued to grow and develop, it also followed the existing topography. Minor changes have been made to grades in association with new construction, but no major re-grading of the site has occurred. As a result, the significance and integrity of the topographic features of the site remain intact.

**Vegetation**—The military reserve previously had acted as an informal open space and forested land in the midst of urban development, but with the subsequent transfer of the northern lands to the City of Vancouver, much of the vegetation was removed. The amount of vegetation in the Reserve itself increased dramatically during this time, especially in the vicinity of the National Park Service visitor center complex. Many of these introduced plants were canopy trees that had a significant influence on the look of the current Reserve. The orchards and gardens for the HBC fort stockade were reconstructed, although in a location different than what was originally established in the HBC period. The orchard is currently



being re-located to more approximately match historic conditions. Much of the ornamental vegetation around the Officers' Row buildings was reconstructed in the 1980s, although some historic specimens persist. The only significant vegetation that remained along the river edge was in the southwest portion of the current Reserve in the Water Resource area.

***Buildings and structures***—A number of buildings were added during this time period, and a significant number of Barracks structures were removed. Among those removed were the CCC buildings, Barracks buildings impacted by the interstate highway, and other military buildings that were no longer necessary due to the dissolution of the military post. Among the most notable additions was the National Park Service visitor center complex, which was constructed in the Mission 66 style. Also, the establishment and use of this area as a historical site focused on the reconstruction of the HBC era, and the fort stockade and other buildings from that historic period. Several Pearson Airpark structures were built in the vicinity of the airfield during this period. Also, Officers' Row was turned over to the city, which began the process of restoring the historical architectural appearance of the buildings.

Buildings and structures comprise a vital landscape characteristic that contributes to the significance and integrity of the Historic Reserve's cultural landscape. Although more than half of the historic Barracks buildings were removed during this era, approximately fifty-eight historic military buildings still exist today, and the integrity of these buildings is fundamentally intact. These structures include, among others, Officers' Row residences, several Barracks buildings, the hospital, the Red Cross building. Other structures dating from prior historic periods include: Pearson Airpark buildings, CCC structures, and a few off-site buildings and dry dock structures from the original Kaiser Shipyards. In addition, the NPS visitor center and associated structures dating from the 1950s were recently nominated to the National Historic Register due to significance as Mission 66-era architectural design style.

***Views and vistas***—When the NPS decided to build a visitor center, they wanted to ensure that visitors would be able to view the historic fort site from the facility. As a result, they chose a location on the east edge of the Parade Ground for the complex, and made the decision to avoid constructing any structures or planting any vegetation in the area between the two locations that would obstruct views. Remnants of the original views from the upper terraces still exist, but the construction of the NPS complex and maturation of canopy trees did impact these views.

**Constructed water features**—No constructed water features were built during this time period.



**Small-scale features**—A number of small-scale features were recreated during this time to evoke the HBC era, including fences, gateways, light posts, and other features; however, these few small-scale features are non-contributing.



**Archeological sites**—Archaeology was the primary device to bring significance and value to the site, and was critical in the NPS designation. The fort stockade was reconstructed, and the Fort Vancouver Archaeology Field School helped increase public awareness of the archaeological significance of the site. Several archaeological investigations were conducted during the 1970s; many other investigations have been conducted since then, and some are currently planned or underway.

*School bus traveling from NPS visitor center to Hudson's Bay Company fort stockade, a journey sequence designed during the park's development.*

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### **Significance**

- Spatial organization is an important landscape characteristic that contributes to the significance and integrity of the Historic Reserve. Several changes were made during the NPS era that impacted the Reserve's original spatial composition: the northern half of the site was surplus by the U.S. Army and converted to city development, more than half of the original Barracks structures were removed, and the road system was modified in association with interstate road and NPS developments. The Parade Ground was reduced in size. Nonetheless, enough of the historic spatial organization of military reserve is still evident that it contributes to the integrity of the Historic Reserve. Additionally, re-construction of the HBC cultural landscape during the NPS period revitalized some of the spatial qualities associated the HBC era.
- The internal circulation systems within the boundaries of the Vancouver Barracks retain historic integrity. Many of the key historic roads still exist within the Historic Reserve, and important road alignments from the earlier periods have not been altered. These roads also have not been widened to the point where they have lost their intangible aspects of integrity. Several concrete sidewalks and entrance walks still exist, such as the concrete walk adjacent to Officers' Row, and linear

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walkways leading to Barnes Hospital and other buildings within the Barracks area. The most dramatic change to circulation resulted from the construction of Highway 99 and Interstate 5, which cut off connections between the site and the City of Vancouver. Aviation and railway travel still exist today; however, the site's transportation link to the Columbia River is virtually severed. Physical and social connection between the historic site and the river will soon be reinstated with the 2006 construction of the Vancouver Land Bridge.

- More than sixty historic buildings and structures retain integrity, including Officers' Row, Marshall House, Barnes Hospital, the Red Cross building, the residential Barracks along the south perimeter of the Parade Ground, several historic Barracks buildings, Pearson Airpark buildings, three relocated CCC buildings, and NPS visitor center and associated buildings. Buildings and structures comprise a major landscape characteristic that contributes to the Historic Reserve's cultural landscape.



*Native Oregon white oaks are a contributing landscape feature in the Barracks area.*

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- Topography of the floodplain terraces and bluffs influenced the layout of the military reserve and is a contributing cultural landscape characteristic.
- Vegetation, while modified over the years, is a crucial landscape characteristic comprising the Historic Reserve's cultural landscape. The pattern of tree canopy and open ground is mostly intact, although more trees are planted in the vicinity of the NPS visitor center. Several trees, including the maples along Grant Boulevard, the Parade Ground trees, oak trees in the Barracks, and conifer trees north of

Officers' Row, still thrive. While individual plant specimens associated with the Barracks' historic ornamental landscape, such as hedges or foundation plants, no longer exist or have been replaced, the ornamental landscape of the Reserve is a critical landscape component. The Parade Ground lawn, while reduced from its original size, still retains integrity.



## SECTION NOTES

<sup>1</sup> Taylor and Erigero, FOVA CLR, Volume II, 1992, p.42

<sup>2</sup> Taylor and Erigero, FOVA CLR, Volume II, 1992, p.20



## TREATMENT

### *Preservation Strategy*

The site occupied by Vancouver National Historic Reserve has held a primary role as a regional hub of intense activity for more than one hundred and seventy-five years. Diverse activities representing the spectrum of our national history have occurred in this one place: Indian prairie burning and Columbia River resource gathering; British exploration and trading, agriculture production; supply post for westward settlement; U.S. military activities through civil and world wars; Civilian Conservation Corps; massive industrial activities; early aviation, and National Park Service preservation. It is a highly complex cultural landscape identified by eight major historic periods of significance.

Vancouver Reserve preservationists coined the phrase “one place across time” to capture the dynamic, evolutionary quality of this site.

Cultural landscapes generally tend to be significant for a limited set of chronological events representative of a key aspect of our national history; Vancouver National Historic Reserve is an exception in that numerous historic activities evocative of our national heritage have occurred on this one site. Vancouver National Historic Reserve is notable for its flexibility in accommodating diverse human activities over time and for retaining numerous physical elements of the evolving landscape story.

Its significance is tied not only to one event, person, or cultural tradition, but multiple time periods and activities, and the resultant forms and patterns on the landscape.

The appropriate preservation strategy recognizes, protects, and celebrates the diverse influences that have created the cultural



*Officers' Row's highly successful rehabilitation in the 1980s greatly contributed to the Reserve's historic preservation.*

Jones & Jones



landscape of Vancouver National Historic Reserve. Treatment management needs to address the cultural landscape as an integrated entity, and yet also protect and interpret the landscape attributes representative of each unique time period. Since the early establishment of the Fort Vancouver National Historic Site, most of the cultural landscape planning has been directed to the cultural landscape of the Hudson's Bay Company period and the early U.S. military post (1824–1860). As physical evidence primarily occurred in the form of archaeological resources for the HBC period, extensive archaeological study has occurred since the late 1940s. Due to the relative absence of above ground resources, and the abundant presence of archaeological evidence and historical documentation, reconstruction was deemed the appropriate preservation strategy for the Fort Vancouver site. Hence, the fort palisade was reconstructed, including the stockade, several fort structures, as well as a garden, orchard, paths, and fences. The 1992 Cultural Landscape Report for the historic site set forth various treatment recommendations to enhance the reconstruction and interpretation of the Hudson's Bay Company era and to preserve cultural landscape elements from the early U.S. military periods, including Officers' Row and the Parade Ground.

The scope of the present Cultural Landscape Report includes not just the Fort Vancouver Historic Site, but also the larger Reserve area. Several landscape characteristics indicative of one or more historic periods still retain significance and integrity. As described in the preceding Analysis and Evaluation section, these landscape characteristics persist through numerous historic time periods and contribute to the significance of the Reserve. Special emphasis needs to be placed on preserving or enhancing the landscape characteristics that remain largely intact. They include: natural systems and features, spatial organization, circulation, structures, topography, vegetation, archaeology, cultural traditions, and land uses.

At the same time that key historic landscape features have persisted through time, it must also be recognized that modifications have occurred as the site adapted to new uses. Pulses of activity through time added new layers or removed or expanded old layers. These waves of human intervention on the landscape over the last two hundred years or so may in fact be viewed as a major defining attribute of the site; it is not static but is a dynamic place. With each historic period, major political, economic, and social events brought in a surge of people to the site, with subsequent changes to the landscape. This is clearly evident with the HBC period, the U.S. military periods, including World War I and World War II, the CCC period, and finally the National Park Service period.

Rehabilitation is the primary preservation strategy that best allows protection, interpretation, and effective management of the cultural landscape of Vancouver National Historic Reserve. This is the strategy that was successfully undertaken with the architectural refurbishment and adaptive use of Officers' Row. It is currently underway in the West Barracks with the transfer of the property from the Army Reserve to the City of Vancouver for the planned adaptive use of several Barracks buildings. Further rehabilitation throughout the Reserve would enhance the interpretation and preservation of key cultural resources, and would help make visible the various layers of historic development. In addition to rehabilitating certain cultural features such as paths or buildings, environmental rehabilitation, e.g. prairie or riparian restoration, would greatly enhance the landscape context that set the stage for ongoing human interaction with the land. Re-establishing lost connections, for example, the site-river connection or the site-city connection, would help reinstate key spatial relationships between the site and its surrounding environs.



*Rehabilitation of Barracks buildings is the best strategy to protect their historic integrity.*

Otak

Preservation of existing historic resources is a secondary preservation strategy, and existing cultural landscape features that possess integrity and significance should be preserved. Examples of cultural resources to preserve include: site topography; open space on the south portion of the Reserve; Officers' Row; the maple allee; Parade Ground, several Barracks buildings; trees older than 50 years on the Parade Ground, in the Great Meadow, and in the barracks complex; early roads (5th, Grant, McLoughlin, West Reserve, and internal barracks roads); Pearson Airpark and its historic structures, and archaeological resources.

Reconstruction would be appropriate only for the Fort Vancouver National Historic Site. In effect, reconstruction of the Fort Vancouver setting dates back from the establishment of the historic site in 1948, and this activity in itself has now become part of the site's history. Additional reconstruction would enhance visitor experience and understanding of the HBC era and would reinforce historic ties from the fort palisade to other parts of the landscape. Greater connectivity could be achieved by ghosting or rebuilding structures within the employee village; re-creating the historic paths between the village and the fort, and by developing pedestrian access to the Columbia River from the site.

## Overall Management Objectives

The complexity of managing the Reserve's cultural landscape is related not only to its layered history, but also to its current ownership and management structure. The City of Vancouver, the U.S. Army, and the National Park Service all retain ownership of Reserve properties. Transportation facilities located within the Reserve, including railroad, highways, and a federal highway administration complex, also come with their own set of managing responsibilities. Cooperative management is facilitated through the structure of the Reserve Partners, which include representatives from the city, the National Park Service, and the Army. This collaborative entity is essential to negotiate different interests, and to help ensure an integrated management and treatment approach to the Reserve.



*Marshall House on Officers'*

*Row.*

Jones & Jones

The National Park Service provides Reserve-wide compliance with the amended Historic Preservation Act of 1966, a role that helps facilitate a coordinated approach to protecting historic resources. One complication in managing historic resources is the current designation of four separate and overlapping historic districts within the Reserve boundary. These include: Officers' Row and the Parade Ground; Fort Vancouver Historic Site; Vancouver Barracks; and Pearson Airpark. The NPS Pacific West

Region is currently preparing a National Register of Historic Places registration form to effectively combine these separate districts into one historic district within the Reserve. This pending nomination would greatly help provide continuity and unification of the overall historic landscape.

Several planning documents and technical reports in addition to this cultural landscape study are invaluable in guiding the management of the Reserve. These documents include, among others, the *Fort Vancouver National Site Draft General Management Plan*, the *Vancouver National Historic Reserve Cooperative Management Plan*, various historic structures reports and cultural landscape studies, recent archaeological surveys, and the Historic Reserve's *Interpretive Plan*.

Additionally, two studies are currently underway that will be completed after the publication of this CLR; these studies shall provide key guidance for effectively managing the Reserve's cultural

landscape. One pending report is an updated *Cultural Landscape Report for Fort Vancouver National Historic Site*, which will offer treatment recommendations specific to the Fort Vancouver, with particular focus on treating the HBC employee village and the fort landscape, as well as related circulation systems.



The second study is a draft ordinance supporting the designation of a special district within the Reserve, or a Historic Reserve Conservation District. The provisions of this special district shall apply to the Vancouver Barracks, Fort Vancouver National Historic Site, Pearson Air Museum, Jack Murdock Aviation Center, and Waterfront Park. Officers' Row is already protected under the existing Officers' Row Conservation District ordinance as part of the Vancouver Central Park District, Chapter 20.640 of the Vancouver Municipal Code. Adoption of the ordinance designating the Historic Reserve Conservation District is anticipated in late 2005.

When implemented, the ordinance will regulate permitted uses, special design standards, and other development standards within the Historic Reserve. The goal of this ordinance is to establish standards that will protect cultural and historic resources. Subsequent design and development within the Reserve must protect the integrity of resources that are representative of specific historic periods. The draft ordinance applies the eight historic period designations established in this *Cultural Landscape Report*.

The management structure of the Reserve Partnership, in combination with the various planning documents developed, provides a coherent framework for treating the cultural landscape of Vancouver National Historic Reserve. The Partners are expressly dedicated to protecting the historic structures and landscape features while enhancing public education and enjoyment of the Reserve. A key objective is to highlight and link the diverse resources so that the complete landscape story is presented in an integrated way.

## ***Treatment Plan***

### **Introduction**

The Analysis and Evaluation portion of this study provided the basis for determining appropriate treatment recommendations. The defining landscape characteristics were identified for each of the eight periods of historic significance. Pertinent landscape characteristics include: natural systems and features, spatial organization, land use, cultural traditions, circulation, vegetation, topography, views and vistas, buildings and structures, cluster arrangement, small-scale features, and archaeological sites. A cultural

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landscape inventory was performed to determine the Reserve’s existing condition and to evaluate the landscape characteristics that still exist and contribute to the significance and integrity of the cultural landscape.

This analysis sets the framework for a comprehensive treatment plan that protects historic resources, and provides direction for shaping future developments on the Reserve. The treatment plan forms a basis for compliance and establishes the parameters for historic preservation.

The following program first provides treatment recommendations in terms of a composite treatment program that addresses preservation of the vital landscape characteristics that contribute to the significance and integrity of the Historic Reserve across all time periods. Then treatment recommendations are presented that focus on preserving elements that are significant for each historic period. In this manner, repeating patterns or themes become apparent, as well as landscape features unique to a particular time period from which a final overlay is drawn. An illustrative graphic of the treatment plan is presented (see Plate 16: Treatment Recommendations). This graphic depicts a few key recommendations and should not be interpreted as the complete treatment plan due to the limitations of presenting extensive information in graphic form. The most comprehensive overview of treatment recommendations is presented in the text in the following sections.

**Cultural Landscape Treatment per Landscape Characteristic**

*Natural Systems and Features*

Vancouver National Historic Reserve’s cultural landscape has evolved in response to the site’s unique natural systems and features. Many

of these natural systems have been significantly modified since the Hudson’s Bay Company first occupied the site in 1824. The primary



*The Vancouver Land Bridge will reinstate the physical landscape and social connection between the Historic Reserve and the Columbia River.*

Jones & Jones

natural systems that should be protected or enhanced include: the Columbia River and its river edge; the site’s geomorphology, floodplain terraces, underlying river soils; native riparian and upland vegetation, and any remnant natural systems.

The role of the Columbia River and its river edge cannot be overstated, and yet transportation networks have created an

unfortunate disconnect between the Reserve proper and the river. It is critical to reinstate physical and visual access to the river edge. This connection will in part be restored by the construction of the Vancouver Land Bridge, slated to begin in early 2006. The Land Bridge is a proposed 40-foot-wide earth-covered and native landscaped bridge that will spring from the historic intersection of HBC fort stockade and employee village and touch down at Old Apple Tree Park. The bridge will carry both visitors and the cultural landscape over transportation barriers to meet the river. Native plants that represent the spectrum of plant communities historically occurring on the site will be planted on the bridge structure as well as adjacent lands. The Land Bridge will provide interpretation regarding the pre-settlement landscape and indigenous cultures encountered by explorers Lewis and Clark in the early 1800s, as well as describe vivid interpretive themes spanning across time in this one place.



Physical access to Waterfront Park and the Water Resources Education Center can be provided through a trail network such as the Discovery Trail, and through the design and construction of the Vancouver Land Bridge. Installing signs for orientation, way finding, and interpretation is an important strategy to augment visitor education.

It is important to enhance recreational, interpretive, educational and environmental opportunities along the Columbia River waterfront, particularly at Waterfront Park and the Water Resources Education Center. Preferred Alternative B in the *Draft General Management Plan* (2002) describes several recommended actions that would accomplish this goal. These waterfront improvements include: partial reconstruction or delineation of former HBC structures, such as the Salmon Store, the boat shed, the hospital, palisade, and wharf; relocation of parking to increase public open space; new interpretive exhibits; and a natural berm amphitheater overlooking the river. Additionally, Columbia River ecology and cultural resource use at the waterfront may be demonstrated through exhibits, lectures, and on-site riparian restoration. At the Waterfront Park a portion of the river edge could be restored to create “salmon friendly” habitat, and thereby relate more strongly to the reconstructed Salmon Store and the Columbia River ecology.



*Interpretive signage at Water Resources Education Center conveys Columbia River flood processes.*

René Senos

Native vegetation was historically a critical landscape characteristic that strongly influenced site development, and ecological restoration



of native vegetation would greatly enhance the Reserve's historic character. The Water Resource Education Center contains the largest concentration of floodplain vegetation and wetland systems, and thus provides great opportunity for both natural systems recovery and visitor education. Visitors can appreciate a glimpse of Columbia River floodplain in its more natural state as it occurred during earlier historic periods.

The waterfront portion of the Reserve also offers an opportunity to interpret early Native American presence and influence on the site and the relationship of traditional subsistence practices to Columbia River resources. These opportunities may be facilitated through additional trail linkages, interpretive signage, and hands-on restoration work. Consultation with local tribes can assist this effort.

It is critical to preserve the site's geomorphology, floodplain terraces, and river soils. The Reserve's historical development corresponded to these features, and this congruity is apparent in the organization of both the HBC fort and the U.S. military reserve. For example, Officers' Row was strategically sited on the highest terrace of the river plain while the Parade Ground was laid out on the next lower terrace, and so forth. No grading work should be undertaken that dramatically alters these topographic lines, and future development should not disrupt the natural flow of the terraces.

***Spatial Organization***

Spatial organization is a major landscape characteristic that has remained consistent through all the historic periods, and contributes to the significance of the Reserve's cultural landscape. The specific components that spatially structure the Reserve should be preserved, including historic roads, structures, clusters, vegetation, development patterns, open space, floodplain terraces, and view sheds. While the current spatial organization maintains integrity, the specific treatment actions described below will help strengthen the Reserve's historic character.

The overall organizing landscape character as defined by the Columbia River, the floodplain terraces, and the native vegetation, should be preserved and enhanced to reflect historic vegetative patterns. Open space and development patterns have evolved in a meaningful progression, and these patterns should be maintained. Open space patterns contrasted with tree canopy and building infill create an overarching structure for the Reserve that has persisted over time. The open space of the Parade Ground should be perpetuated, and possibly reclaimed on the east end, and the open space of the south Reserve area in the vicinity of Pearson Airpark should remain

in place. Similarly the density of structures in the north and west parts of the Reserve, in conjunction with historic tree canopy, should be maintained. It is conceivable that new buildings could be constructed in the future that would not diminish the historic character of the Reserve. However, any new structures should be carefully sited according to historic development patterns and their architecture design should be compatible with surrounding period buildings (Plate 17: Building Development Composite).



*Grant Avenue dates to the earliest U.S. military period.*

Jones & Jones

Existing historic circulation patterns should be preserved, and former routes can be selectively reprised. Historic roads, including E 5th Street, Grant Avenue, East Officers' Row, Fort Vancouver, NE Barnes, Hathaway, McLellan, Alvord and the East Barracks interior roads, should be preserved. Roads, parking, and infrastructure development should carefully respond to persistent circulatory patterns. Historic road alignment should not be significantly altered, nor should road cross-section width be greatly expanded. Avoid large, extensive parking areas, and remove parking that interferes with the site's historic character, e.g., current fort parking. New parking associated with Barracks development should not be placed in non-historic parking or circulation routes.

Pedestrian trails may be established along historic circulation routes, rather than arbitrarily creating paths along non-historic alignments. A stronger interface with the city may be established through historic gateway connections and pedestrian corridors. Historic routes such as the Klickitat Trail, the historic plains route to the HBC fort, the river trail, and connections between the fort and the village can be highlighted through interpretation or physical reconstruction. The pending Vancouver Land Bridge project will re-establish a critical social and physical connection between the historic site and the Columbia waterfront.

Preservation and adaptive re-use, currently underway in the West Barracks complex, and potentially slated for the East Barracks, are appropriate management strategies that fit with the Reserve's mission and diverse objectives. Careful planning and design are essential strategies to insure that new developments fit with the historic character of the site and that they do not diminish the integrity of the cultural landscape. It is critical to maintain the scale, dimension, geometry, and configuration between landscape elements. For example, a distinct spatial relationship exists between building, lawn,



sidewalks, and roads. Dramatically changing the proportions or layout of these elements would alter the character of the Reserve.

**Land Use**

Land use today on the Reserve bears a different form from historic land use, although some practices prevail. Agriculture, forestry, water-based resource use and travel, and military activities do not define the site to the extent that they did in the past. Pearson Airpark and the U.S. Army Reserve presence on the site help perpetuate historic activities associated with the U.S. military time periods. NPS historic preservation activities and visitor education programs fit with the park’s mission and objectives established during the NPS era between 1948 and 1996.

Increasingly, the Reserve is evolving to a mixed-use site that balances historic preservation with visitor education and community development. These are compatible uses of the site, whose legacy requires great pulses of activity and life at the edge of the river. Furthermore, as the City of Vancouver grows, Vancouver National Historic Reserve’s role as the founding hub of the region, as well as one of the last remaining public open spaces in the midst of an urbanized river landscape will become even more vital.

**Cultural Traditions**

U.S. military presence on site is the most influential cultural tradition that has shaped the formation of the Reserve’s cultural landscape.

Off-site relocation of the Army Reserve will effectively end a long-standing cultural tradition, but may ultimately be most appropriate to achieve the goal of the Reserve’s preservation. Other cultural traditions prevail, such as Pearson Airpark and its role in historic aviation. Furthermore, indigenous or tribal groups still express an affiliation for the Columbia River, the Vancouver region, and the Historic Reserve, and engage in ceremonial practices on site.



*Aviation event at Pearson Airpark highlights the role of the airfield in early American aviation.*

Vancouver National Historic Reserve, CRW 9599

In addition to supporting the above cultural traditions that reflect the Reserve’s development over time, efforts may be made to strengthen cultural traditions that have diminished. In particular, social interaction with the edge of the Columbia River, and agriculture are two significant cultural traditions that may be revitalized. Civic connection to the historic site is also a vital part of its tradition, and can be further strengthened.

Reinstating visual and physical access connections between the site and the river edge will help restore the cultural tradition of river-oriented activity. Expanding the gardens, orchards, and fields south of E 5th Street will better convey the magnitude of agricultural enterprise during the HBC and early U.S. military periods. The development of the Barracks area as a mixed-use area, including housing, suggests the possibility of a community garden at the former HBC gardens site to encourage and help maintain larger agriculture lands. Creating physical gateways and connections between the City of Vancouver and Vancouver National Historic Reserve will help revitalize the urban interface, as will introducing even more civic functions on site.

### **Circulation**

Existing historic circulation patterns should be preserved, and former routes can be selectively reprised. Historic roads, including E 5th Street, Grant Avenue, East Officers' Row, Fort Vancouver, NE Barnes, Hathaway, McLellan, Alvord and the East Barracks interior roads, should be preserved. Roads, parking, and infrastructure development should carefully respond to persistent circulatory patterns. Historic roads' horizontal alignment should not be significantly altered, nor should their cross-section width be greatly expanded.

Pedestrian trails, walkways, and sidewalks comprise an important circulatory feature that has persisted across all historic periods. Historic concrete walkways, typically laid out in a linear, geometric pattern linking military buildings, should be maintained in their original location, alignment, and cross-section. New pedestrian pathways should be aligned along historic circulatory routes identified in this study. Path material can be concrete if correlated with a 1900s military period, or earth-colored decomposed granite if correlated with a pre-1900s historic period.

Establishing a design vocabulary for the historic roads will highlight their role in HBC or the U.S. military historic periods. Historic streets may be re-surfaced with a pavement treatment that differs from standard road asphalt. It is recommended that the HBC roads be resurfaced with a colored aggregate surface matching the local soils. HBC roads include E 5th Street, and the re-aligned Plains Road between NPS visitor center and HBC fort. Additionally, historic roads dating from the early military periods could also be resurfaced with a colored concrete or aggregate pattern that identifies these



*Event at Vancouver National Historic Reserve highlighting historic military activities on the site.*

Vancouver National Historic Reserve,  
CRW 9739

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early military roads as distinct circulation routes associated with Vancouver Barracks. Early U.S. military roads include Grant Avenue, East Officers' Row, Fort Vancouver, NE Barnes, Hathaway, McLellan, Alvord, and the East Barracks interior roads.

Avoid large, extensive parking areas; parking areas should be scaled smaller in keeping with the historic Barracks landscape. New parking



associated with adaptive use of the Barracks area needs to respond to historic development patterns. Locate new parking areas in historic locations of circulation and parking systems. Parking design recommendations include: reducing total number of spaces and lot sizes; locating lots in specific areas to avoid negative impacts to cultural resources; breaking up parking areas with planting buffers; using permeable pavement; and designing surface stormwater treatment (e.g., bioswales).

*Small parking areas are preferable to large lots that detract from the Reserve's character.*

Otak

Remove parking that interferes with the site's historic character, such as the current fort parking south of E 5th Street and the parking north of the Parade Ground. Fort Vancouver National Historic Site GMP recommends park-and-ride, off-site, and shared parking options to reduce vehicular infrastructure on the historic site. Parking studies could be undertaken to evaluate Reserve-wide parking needs and identify opportunities for off-site or shared parking.

A stronger interface with the city may be established through gateway connections and pedestrian pathways. Historic routes such as the Klickitat Trail, the diagonal route to the HBC fort, the river trail, and connections between the fort and the village can be highlighted through interpretation or pedestrian trail construction. The Discovery Trail will help provide an integrated visitor experience of the entire Reserve, including connecting the main reserve with the remote Water Resources Education Center site. Pedestrian land bridges from the main site across State Route 14 and Interstate 5 would reinstate historic connections to the City of Vancouver and the Columbia River waterfront. Historic gateway connections may be reinforced through reconstructed sentry posts, signage, and changes in road surfacing.

**Vegetation**

Vegetation in both native and ornamental form will help frame distinct landscape spaces on the Reserve, and will greatly influence the overall spatial organization of the Reserve. Dense forest, and later, scattered evergreen spires, historically framed the backdrop of Officers' Row and open lowland comprised of the Parade Ground,

agricultural fields, and river terraces. Groupings of Oregon white oaks and Douglas fir trees defined the Barracks complex. Floodplain wetlands, ponds, and vegetation signaled the transition from upland vegetation to riparian vegetation at the Columbia River. Ornamental vegetation planted in more elaborate fashion around Officers' Row, Barnes Hospital, and the Red Cross building, and in more utilitarian fashion around the Barracks buildings, defined not only the prevailing garden aesthetic, but also military function and order.



As described in previous sections, preserving and replanting native vegetation is important to recapture the historic landscape character that shaped the Reserve's development. Additionally, rehabilitating the ornamental landscape around the Barracks buildings in keeping with the historic periods dating between 1860 and 1947 is an appropriate management strategy. Finally, maintaining the garden, orchard, fields, and pastures associated with HBC era is critical to appreciate historic agricultural practices and their spatial implications.

Native vegetation was historically a critical landscape characteristic that strongly influenced site development. The former prairie-forest mosaic was a complex landscape pattern shaped both by natural processes and indigenous peoples' burning practices. Hudson's Bay Company was attracted to the site not only due to its advantageous river location, but also because it was an open prairie carved out of surrounding, dense, coniferous forests. While greatly diminished today, the existing native vegetation should be preserved and enhanced as much as possible. Existing native vegetation on site includes: Oregon white oak and Douglas fir trees located on the Parade Ground and in the Barracks area; and riparian and wetland vegetation located on the river edge at the Waterfront Park and the Water Resource Education Center. Although outside the Historic Reserve boundary, the clusters of Douglas fir and other trees in the athletic fields and other areas of the former north half of the military reserve are century trees older than 150 years old, and could be preserved by the City of Vancouver as part of the original landscape.



*Riparian vegetation at the Water Resources Education Center is the Reserve's most intact shoreline area.*

René Senos

Restoration of native vegetation would greatly enhance the Reserve's historic character (see Appendices for native plant species list). Moving in sequence from the upper terraces toward the lower floodplain and river edge, we identified the following opportunities:

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1. Replant Douglas fir trees behind Officers' Row and in the vicinity of the Reserve's northwest corner to help recreate the historic vegetative edge between forest and prairie.
2. Replant Oregon white oak trees along north side of E 5th Street in the vicinity of the East Barracks.
3. In the lower Reserve area, restore part of the original prairie system or meadow plant community documented by early explorers including legendary botanists David Douglas and Thomas Nuttall.
4. Recreate a prairie or marsh near the approximate location of the former HBC-era pond on the south edge of the village (included in the Land Bridge project).
5. Selectively screen the railroad berm with native vegetation.
6. Restore a portion of the river edge at Waterfront Park to create "salmon friendly" habitat in association with other HBC-era developments.
7. Continue wetland and riparian restoration efforts at the Water Resource Education Center.



*Rehabilitation of overgrown ornamental plantings in the Barracks area is required to re-establish the landscape's historic character.*

Otak

Ornamental vegetation around Officers Row was reconstructed in the 1980s to emulate Victorian-era landscape gardening principles that were evident on site in the early 1900s. The landscape species representative of this period, as well as specific landscape forms such as hedges, vines, trellises, foundation plantings, lawns, flowering trees, and shade trees, should be maintained. More elaborate ornamental plantings were also historically established at Barnes Hospital and the Red Cross building, and may be re-established more in keeping with the early military landscape standards. In contrast, the residential barracks historically had very little ornamental landscape, and were defined by geometric sidewalks lined by a pair of pruned evergreen shrubs, e.g., juniper or yew shrubs, a limited amount of foundation plantings, swards of lawn, and large deciduous shade trees.

Density and dispersion of vegetative canopy should also be adhered to in future landscape management. The pattern of tree canopy

in contrast with open land, a pattern carried over from the pre-settlement prairie-forest landscape, is one that has generally persisted across time periods. It is critical to maintain and enhance this vegetative pattern by preserving existing upland trees older than fifty years while maintaining or re-establishing prairies, fields, or pastures in open space lands on the south portion of the Reserve. Newer trees less than 50 years in the area south of the NPS visitor center may be removed to open up historic views and to re-establish historic canopy patterns.

***Buildings and Structures***

The Reserve contains a large concentration of historic structures that date from the 1847–1860 period and later (see Appendices for Contributing Landscape Features List). There are nearly sixty historic buildings within the Vancouver Barracks component landscape, as well as three Pearson Airpark buildings. Twenty-one Officers’ Row structures are listed on the National Register of Historic Places. Many structures, such as Officers’ Row, are organized in clusters that have maintained integrity throughout all defining historic periods. Other areas of the Reserve, such as the Barracks portion, have experienced changing states of construction, dismantling, or relocation of various buildings. Nonetheless, a large number of historic structures retain integrity and significance, as documented through numerous cultural resource studies, and recent historic architecture reports. Some of these structures relate most strongly to a particular period of significance, while others have maintained a functional role through several historic periods. It is essential to preserve the large number of historic structures on the Reserve to ensure continuation of the cultural landscape’s significance and integrity.

Preservation and adaptive re-use, currently underway in the West Barracks complex, are appropriate management strategies that fit with the Reserve’s mission and diverse objectives. Various consultants, including Ward Tonsfeldt, David Leavengood, and Bill Hawkins, have undertaken historic architecture studies and design developments. Careful planning and design are essential to insure that new developments fit with the historic character of the site and that they do not diminish the integrity of the cultural landscape. It is critical to maintain the scale, dimension, and configuration of landscape elements such as structures, roads, pathways, and open spaces, and their relationship to each other. If the U.S. Army Reserve



*Future developments should respond to the ordered dimensions and proportions of Barracks structures, sidewalks, lawns, and roads, as shown in this historic photograph.*

Vancouver National Historic Reserve,  
Dale Denny Collection

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withdraws from the East Barracks, a similar historic preservation strategy should be applied to this area.

There are several non-contributing buildings and structures on the Reserve, including modern NPS buildings and structures. Nomination of some of the NPS structures associated with the Mission 66 era, including the NPS visitor center, is pending. However, these more recent buildings disrupt the historic integrity of the Parade Ground and are not necessarily compatible with either the various U.S. military historic periods or the HBC historic period. However they do fit the newest historic period, the NPS era. Selective removal or relocation of the non-contributing administrative and maintenance buildings, and selective removal of non-historic roads and vegetation would greatly improve the historic landscape character of the east part of the Reserve. The NPS visitor center could be retained, or alternatively, Vancouver National Historic Reserve visitor facilities could be established in one of the Barracks buildings lining the south Parade Ground.

***Views and vistas***

Views and vistas were an important landscape characteristic in the site’s formation and function, however many key views are now obstructed. State Route 14 and the railroad berm are elevated several feet above grade on the lower plain, and block views from

the upper terrace (Officers’ Row and the Parade Ground) to the river edge. Large canopy trees planted in the area between the Parade Ground and E 5th Street also screen views toward the river. Constructing an observation platform at the visitor center or a pedestrian land bridge across the transportation corridors are measures that would help reinstate sweeping landscape views.

Visual access to the river from the upper plain is historically significant, but mature trees and railroad and



*Columbia Way access to Old Apple Tree Park and future Vancouver Land Bridge, a structure that will restore sweeping views to the Historic Reserve and the river.*

Jones & Jones

highway elevations encroach upon sight lines. The long view from Officers’ Row across the lower terraces to the Columbia River can be enhanced through selective removal of younger trees dating from the 1950s. Constructing an observation platform at the National Park Service visitor center would provide sweeping views of the site and its river edge position. Similarly, construction of the Land Bridge will place visitors high above the site, and allow viewers to appreciate the

site's greater landscape context. Three overlooks will be constructed on the Land Bridge that will provide views and orientation to the Columbia River, to the Historic Reserve, and to the HBC village and fort.



Views southeast to Mt. Hood in Oregon are also important to preserve and enhance. These views are evident primarily in the south portion of the Reserve from the lower plain. A favored perspective in many historic sketches, the view to glistening Mt. Hood orients visitors to the Historic Reserve and its location in the greater mid-Columbia Basin region. These views will also be enhanced with the construction of the Land Bridge, which will be elevated above present visual obstructions such as the railroad berm.

Views from the water to the site were also historically important. While these views are obstructed today, the proposed waterfront developments associated with the HBC period (Salmon Store, canoe landing beach, amphitheater, riparian restoration) would provide visual cues of the site's presence from the water.

***Cluster Arrangement***

Buildings and structures were arranged in clusters based upon their function and form in every historic period, from the HBC era through the military periods to the NPS period. Although no extant structures remain from the HBC period, the fort stockade reconstruction and the employee village footprints, verified through archaeological study, demonstrate key cluster arrangements. Revealing the footprints of HBC-era structures associated with the employee village, the fort stockade, farm clusters, and historic waterfront structures will help further delineate former HBC clusters.

Similarly, Vancouver Barracks buildings were historically configured in cluster arrangements that were arrayed across the military reserve according to military rank and function. Officers' housing was sited adjacent to the west and north sides of the parade ground, while Barracks housing, administrative buildings, and maintenance facilities were constructed south of the Parade Ground. The east Barracks comprised mixed-use buildings, including maintenance, post office, recreation, health care and communal housing.

Officers' Row displays a very strong cluster arrangement that is contributing and therefore should be preserved. The Barracks buildings demonstrate some clustering as well, such as the brick duplexes and the residential barracks buildings on the south edge of the Parade Ground; however, demolitions and relocation of several buildings has greatly modified the historic configuration of many

of the Barracks buildings. Nonetheless, existing building clusters should be preserved, including the spatial arrangement of adjacent streets, walks, and open space.

### ***Small-scale Features***

There are very few surviving small-scale features on the Reserve dating from either the HBC or U.S. military periods. Features such as the entry bollards at some of the barracks buildings should be preserved. Selective reconstruction of certain small-scale features may enhance the overall character of the cultural landscape, and facilitate visitor experience and understanding of the site. Examples

of re-constructed features include, fences, bollards, cannon stacks, flags, water feature on Parade Ground, and entry gates.



*An archeological dig was conducted in the West Barracks as part of adaptive use evaluation.*

Otak

### ***Archaeological Sites***

Archaeology is a major contributing cultural landscape characteristic, and has been an ongoing site activity since 1947. The staff and volunteers at Fort Vancouver National Historic Site and Vancouver National Historic Reserve have meticulously documented several thousand archaeological finds over the last six decades. The National Park Service also ensures that all disturbance activities on site meet

historic preservation compliance.

Archaeology is a critical strategy to document the historic landscape while engaging public interest and support of the Historic Reserve. Management efforts should continue to preserve archaeological resources and use archaeology study to educate, reveal, and interpret Native American activities, Hudson's Bay Company, U.S. military, Spruce Mill, Civilian Conservation Corps, and Kaiser Shipyard activities that occurred on site through time. The Fort Vancouver Archaeology Field School is a highly successful program that encourages public participation and education in the process of documenting historic and archaeological resources.

## **Cultural Landscape Treatment per Historic Period**

### ***Indian Country: pre-1824***

- Preserve or create open space to allow Native American gatherings and ceremonies in keeping with the site's tradition as a Columbia River confluence for both interior and lower Columbia River tribes.

- Restore components of the historic natural system: floodplain vegetation and prairies, upland vegetation such as Douglas fir and Oregon oak trees; salmon habitat at the river's edge (Waterfront Park and/or Water Resource Education Center).
- Create or restore a part of the prairie landscape to reflect the landscape mosaic that was created by the prescribed burning practices of the Native American people. Both a wet prairie/meadow complex and a dry prairie could be created.
- With tribal consultation, consider using traditional place names such as "turtle prairie" for landscape features, such as restored prairies on the Reserve or existing wetlands at the Water Resource Education Center.
- Physically interpret the Klickitat Trail with a marker or a series of markers, an exhibit panel, and/or a pedestrian trail. The Klickitat Trail could be re-created, and tie into a regional network, or it could be incorporated into the Discovery Trail.
- Preserve the site's geomorphology: the floodplain terraces, and the underlying river soils that support riparian vegetation.
- Interpret early Native American presence and influence on the site, and the relationship of traditional subsistence practices to Columbia River resources.
- Reinstate physical and visual access to the river edge. Enhance canoe landing beach.
- Preserve the importance of the river edge, including the floodplain and remnant floodplain vegetation.
- Continue tribal consultation and archaeological investigation to better understand Native American relationship to site, and to expand upon current documentation and interpretation.



*Nez Percé ceremony on the Parade Ground.*

Vancouver National Historic Reserve

***Hudson's Bay Company: 1824–1846***

- Reconstruct additional structures within the fort palisade, including the Sale Shop and New Store, Powder Magazine, Owyhee Church, Priests House, Iron Store, Wheat Store, and



Store (also called Receiving Warehouse or Provision Store).  
Reconstruct or delineate structures only in places where archaeological research can demonstrate accurate locations.

- Place corner markers or delineate HBC structures outside the palisade, such as the Cooper's Shed complex at the southeast corner of the stockade, or the farm cluster on the north edge of E 5th Street.
- Provide marker or interpretive exhibit for St. James Mission.
- Preserve the oak grove that is located on the original HBC cemetery to provide contemplative space; provide interpretive panel.
- Remove existing asphalt pads marking some of the building foundations, particularly pads marking incorrect locations. Mark all foundations of unreconstructed buildings with a corner marker.
- Reestablish historic trails within the fort palisade.
- Continue to reestablish historic routes, fence lines, and small-scale features in the environs around the fort palisade south of E 5th Street.
- Reestablish fields around the palisade, particularly on the south edge of E 5th Street.
- Relocate the orchard as closely as possible to its original location, and expand the vegetable garden westward in front of the stockade.
- Post corner markers on former sites of the village structures as verified by archaeological survey to convey the extent of the complex. Reconstruct at least two of the residences, including William Kaulehelehe's (Kanaka Billy's) house, and associated gardens. Restore paths on original historic routes between the fort palisade and the village, and provide wayside exhibits about village life. Remove loop road dating from CCC Period. Screen village site from highway and adjacent parking lot with native vegetation.
- Delineate with vegetation the historic pond near its approximate original location on the south edge of the village.

- Screen railroad berm and Highway SR 14 with Columbia River floodplain vegetation; e.g., Bigleaf maples, alders, while maintaining key views from Officers' Row to the river.
- Restore part of original prairie system or meadow plant community documented by early explorers including botanists David Douglas and Thomas Nuttall, and interpretively convey these early explorers' contributions.

- Enhance native plant community distributions across the Reserve to show full historic landscape continuum. For example, plant more Douglas fir trees at upper terrace behind Officers' Row to evoke upland forested edge. Similarly, enhance oak savanna, bottomland hardwood, and prairie systems where it is feasible on site.



- Restore visual and physical access from the site to the Columbia River edge either through highway redesign or by constructing a pedestrian land bridge.

- Enhance recreational, interpretive, educational, and environmental opportunities along the Columbia River waterfront, particularly within the NPS-managed portion and the Water Resources Education Center. Preferred Alternative B in the *Draft General Management Plan (2002)* describes several recommended actions that would accomplish this goal. These waterfront improvements include: partial reconstruction or delineation of former HBC structures, such as the Salmon Store, the boat shed, the hospital, palisade, and wharf; relocation of parking to increase public open space; new interpretive exhibits; and a natural berm amphitheater overlooking the river.

- Interpret Columbia River ecology and cultural resource use at the waterfront through exhibits, lectures, and on-site riparian restoration, especially at the Water Resource Education Center. At the Waterfront Park, restore a portion of the river edge to create "salmon friendly" habitat, particularly in relation to the reconstructed Salmon Store.

*Selectively restoring native plant communities will demonstrate the historic landscape continuum across the Reserve.*

René Senos

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- Recreate apple orchard using original HBC apple tree as seed source at Old Apple Tree Park.
- Establish Discovery Trail to enhance pedestrian access of the fort area and to link Fort Vancouver to the Vancouver Barracks and other parts of the Reserve.
- Restore the transparency between the fort site and its surrounding environs (urban and riverfront), by establishing pedestrian access and gateways at various points along the Reserve boundary. These access points include: pedestrian overpass to the river; pedestrian overpass across I-5 to the city; and a gatehouse at E 5th street on the east side of the Reserve. Another potential access point is on the north end of the Reserve to reference the historic Upper Plains Road and the Klickitat Trail.
- Reduce impervious surfaces to the extent feasible, and treat stormwater running off into the Columbia River. Develop stormwater treatment facilities in the form of parking lot bioswales or other treatment methods. Relocate fort parking. Consolidate and coordinate parking facilities Reserve-wide. Reduce the need for extensive parking facilities on the Reserve through bus tours or park-and-ride options.
- Preserve E 5th Street alignment and cross-section; change the road surface material to an aggregate pavement colored to match the area soils. The *Fort Vancouver National Historic Site General Management Plan* recommends closing E 5th Street to general traffic; this action would enhance the integrity of the cultural landscape.
- Create a pedestrian path between NPS visitor center and HBC fort roughly near the original alignment of the Upper Plains



*View east of fort stockade, State Route 14 and the railroad. The Land Bridge will be built near the gate at the far right; the HBC village will be partially reconstructed in the foreground.*

Jones & Jones

Road. Add “Upper Plains” trail sign and provide interpretation of the plains series.



- Change surfacing of road between NPS visitor center and HBC fort from standard asphalt to a colored aggregate surface matching the local soils (same as E 5th Street), and maintain width road cross-section (avoid widening).
- Install original place name signs, e.g., Jolie Prairie, Upper Mill Road.
- Preserve open space on south portion of the Reserve.
- Preserve archaeological resources and continue to use archaeology study to educate, reveal, and interpret the HBC period.

**Fort Vancouver and Vancouver Barracks: 1847–1860**

- Partially reconstruct fort palisade structures, employee village, orchard, gardens, fields, fence lines, and path system as described above.
- Establish fields and gardens in original locations around fort during this period.
- Officers’ Row structures and ornamental landscape were rehabilitated in the 1980s, and should be maintained. Highlight Grant House as the oldest structure, and the only remaining officers’ residence dating from this period.
- Rehabilitate Parade Ground: remove parking located on north edge of Evergreen Boulevard if closed to vehicular traffic; construct accessible pedestrian path on former north-south road bisecting the Parade Ground (now a raised grass berm) to help delineate the limits of the first Parade Ground (east edge originally ended at this point).
- Preserve Oregon white oak (*Quercus garryana*) and Douglas fir (*Pseudotsuga menziesii*) trees on Parade Ground dating from HBC period. Interpret Oregon oaks and Douglas fir trees and the species’ discovery by Scottish botanist David Douglas in the 1820s, and the relationship of plant species distribution to the Columbia River floodplain.
- Coordinate with the City of Vancouver to preserve mature trees north of Officers’ Row that were originally part of



Vancouver Barracks. Although outside the Reserve boundary, the clusters of Douglas fir and other trees in the athletic fields and other areas of the former north half of the military reserve are century trees older than 150 years old, and could be preserved by the City of Vancouver as part of the original settlement landscape.

- Interpret river plain geomorphology and vegetation characteristics to which the early military spatial organization responds: for example, the Parade Ground and Officers' Row were located above the 100-year floodplain that is marked by visible river terraces and the presence of Oregon white oak trees.
- Replant Oregon white oak trees along north side of E 5th Street (Upper Mill Road), south of the East Barracks.
- Maintain visual access from Officers' Row and the Parade Ground to the lower Reserve. Selective removal of trees less than 50 years old on the east part of the former Parade Ground (planted in association with the NPS visitor center) may be necessary to preserve the historic viewshed across the site, as well as the south aspect to the fort and the river.
- Reconnect physical access between the site and the river per prior recommendation.
- Maintain pedestrian path sited near historic path location along river edge.
- Preserve open space south of E 5th Street; plant area in fields, cover crops, and restore part of prairie and floodplain vegetation.
- Preserve archaeological resources and continue to use archaeology study to educate, reveal, and interpret the transition period of both HBC and U.S. military presence.
- Consider placement of small-scale features such as both historic U.S. and British flags to interpret the dual occupation of both governments on the site.

#### ***U.S. Army: 1861–1916***

- Maintain and preserve the original spatial organization and landscape features of the early military post, including roads,

buildings, Parade Ground, and vegetation patterns dating from this period.



- Officers' Row structures and ornamental landscape were rehabilitated in the 1980s, and should be maintained in keeping with this historic period of significance. Preserve Officers' Row cluster arrangement and spatial organization: residential structures, maple allee along Grant Avenue, lawns, plantings, and sidewalks.
- Preserve roads dating from this period (Grant Avenue, East Officers' Row, McLoughlin, and Alvord Roads). Maintain alignment and cross-section width as closely as possible to original road structure. Re-surface military roads dating from this period with distinct aggregate pavement that differs from city streets, and mark with non-contemporary street signs.
- Rehabilitate Parade Ground: remove parking on north edge off Grant Avenue, plant full maple allee on south side of Grant Avenue and create pedestrian boardwalk to define north Parade Ground edge; create accessible pedestrian path on former road along the south border and the east border (now a raised grass berm) to help delineate original Parade Ground. Interpret path along the former north-south road berm as the separator between the smaller "original" Parade Ground, and the larger Parade Ground extension constructed during this period. Selective removal of trees younger than 50 years old on the east part of the Parade Ground in association with the NPS visitor center complex may help restore the open character of the space, and will more clearly show the full extent of the Parade Ground.
- Preserve all structures dating from this period, such as renovated O. O. Howard House, and several Barracks buildings (see appendix for full list of contributing structures). Rehabilitate West Barracks structures per recommendations in historic structures reports (Tonsfeldt 2002), as well recommendations by historic architect Bill Hawkins.



*Officers' Row residences and Barracks buildings dating from this historic period are predominantly the oldest structures in the Reserve.*

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- Enhance and develop gateways to the City of Vancouver established along west border of military reserve.
- Reconstruct gardens north of HBC fort stockade.
- Preserve open space south of E 5th Street.
- Interpret railroad, which was constructed during this period, and the railroad's impact on regional transportation, the floodplain, and Barracks operations.
- Interpret the various modes of transportation that occurred on this one site particularly during this era: horse, car, aviation, ferry/river travel, and railroad.
- Preserve archaeological resources and continue to use archaeology study to educate, reveal, and interpret U.S. military activities during this period.

***U.S. Army and World War I: 1917–1918***

- Preserve spatial organization (roads, buildings, Parade Ground, vegetation, open space).
- Rehabilitate Parade Ground as described above, including parking lot removal, pedestrian paths along former perimeter roads, maple allee extension, selective removal of post-1950 trees.
- Preserve Barracks residential buildings lining south edge of Parade Ground, as well as structures within West and East Barracks. Rehabilitate West Barracks structures per

recommendations in historic structures reports (Tonsfeldt 2002), as well recommendations by historic architect Bill Hawkins.

- Highlight the Barnes Hospital's key role during this period in the structure's physical renovation and interpretation.
- Screen the interstate highway's visual and noise impacts on the West



***Barnes Hospital sits just a few feet away from Interstate 5.***

Jones & Jones

Barracks with a sound barrier wall and vegetative buffer. Native conifers such as Douglas fir or incense cedar trees could provide a living screen between the structures and the barrier wall.

- Preserve roads dating from this period (Grant Avenue, East Officers' Row, Ft. Vancouver, NE Barnes, Hathaway, McClellan, Alvord, E Reserve Roads, E 5th Street). Maintain alignment and cross-section width as closely as possible to original road structure. Re-surface military roads dating from this period with distinct aggregate pavement that differs from city streets, and mark with non-contemporary street signs.
- Establish stronger interface and gateway connections to the city; these could be achieved with a sentry post at the east end of 5th Street, a pedestrian overpass across I-5, and connections extending from the north edge of the Reserve into the former upper half of the military reserve.
- HBC reconstruction takes precedence over the Spruce Mill production formerly located on the same site; however, actions may be taken to recognize the impact of the production on the site. For example, mark the railroad spurs or the full extents of the camp. Provide interpretive exhibit, such as a panel with panoramic historic photo of Spruce Mill industry and camps.
- Preserve archaeological resources and continue to use archaeology study to educate, reveal, and interpret U.S. military activities and World War I.



***U.S. Army and Civilian Conservation Corps: 1919–1941***

- Maintain and preserve the original spatial organization and landscape features of the U.S. military post.
- Officers' Row structures and ornamental landscape were rehabilitated in the 1980s and should be maintained in keeping with this historic period of significance. Preserve Officers' Row cluster arrangement and spatial organization: residential structures, maple allee along Grant Avenue, lawns, plantings, and sidewalks.
- Preserve roads dating from this period (Grant Avenue, East Officers' Row, Ft. Vancouver, NE Barnes, Hathaway, McClellan, Alvord, E Reserve Roads, E 5th Street). Maintain alignment and cross-section width as closely as possible to original road structure. Re-surface military roads dating from this period with distinct aggregate pavement that differs from city streets, and mark with non-contemporary street signs.



- Rehabilitate Parade Ground: remove parking on north edge off Grant Avenue, plant full maple allee on south side of Grant Avenue and create pedestrian boardwalk to define north Parade Ground edge; create accessible pedestrian path on former road along the south border and the east border (now a raised grass berm) to help delineate original Parade Ground. Interpret path along the former north-south road berm as the separator between the smaller “original” Parade Ground, and the larger Parade Ground extension constructed during this period. Selective removal of trees younger than 50 years old on the east part of the Parade Ground in association with the NPS visitor center complex may help restore the open character of the space, and more clearly show the full extents of the Parade Ground.
- Preserve structures dating from this period and prior historic periods, including several Barracks buildings (see appendix for full list of contributing structures).
- Preserve vegetation dating from this period and prior historic periods, including maple allee on Grant Avenue, Oregon white oaks and Douglas fir trees on the Parade Ground, the line of Douglas fir trees lining the south edge of the Parade Ground, the oak trees and other trees within the Barracks area; and trees planted around O. O. Howard House. Remnant allee along former River Road could be replanted and would help screen the HBC site from I-5, and reinforce the Discovery Trail.
- The CCC complex was dismantled, and HBC reconstruction takes precedence in that same site. However, the CCC presence during this period is discernible by the number of trees the men planted around the barracks, and these trees could provide interpretation of the CCC influence. A wayside exhibit along the Discovery Trail on former railroad spur located at the original CCC complex could provide interpretation about the CCC.
- Preserve the three remaining historic buildings associated with Pearson Field (buildings 102, 194, and 189). Preserve airfield and continue to demonstrate historic aviation.
- Preserve open space on south portion of Reserve.
- Preserve archaeological resources and continue to use archaeology study to educate, reveal, and interpret U.S. military and CCC activities during this period.

*U.S. Army and World War II: 1941–1947*

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- Maintain and preserve the original spatial organization and landscape features of the U.S. military post.
- Officers' Row structures and ornamental landscape were rehabilitated in the 1980s and should be maintained in keeping with this historic period of significance: residential structures, maple allee along Grant Avenue, lawns, plantings, and sidewalks.
- Preserve roads dating from this period (Grant Avenue, East Officers' Row, Ft. Vancouver, NE Barnes, Hathaway, McClellan, Alvord, E Reserve Roads, E 5th Street). Maintain alignment and cross-section width as closely as possible to original road structure. Re-surface military roads dating from this period with distinct aggregate pavement that differs from city streets, and mark with non-contemporary street signs.



*Original Kaiser Shipyard structure is visible from Columbia Way.*

René Senos

- Remove loop road south of E 5th Street for HBC Village reconstruction.
- Rehabilitate Parade Ground per preceding recommendations.
- Preserve structures dating from this period and prior historic periods, including several Barracks buildings (see appendix for full list of contributing structures).



*The Discovery Trail can serve as a major connector between the core Reserve and the Water Resources Education Center.*

René Senos

- Preserve vegetation dating from this period and prior historic periods, including maple allee on Grant Avenue, Oregon white oaks and Douglas fir trees on the parade ground, the line of Douglas fir trees lining the south edge of the Parade Ground, the oak trees and other trees within the Barracks area; and trees planted around O. O. Howard House. Remnant allee along former River Road could be replanted, and would



help screen the HBC site from I-5, and reinforce the Discovery Trail.

- Preserve the three remaining historic buildings associated with Pearson Field (buildings 102, 194, and 189). Preserve airfield and continue to demonstrate historic aviation.
- Construct interpretive exhibits to describe Kaiser Shipyard. Shipyard footprints and dry docks are visible from existing observation tower at Water Resources Education Center area.
- Use Discovery Trail to help link main Reserve with detached Water Resources Education Center area, and use trail to interpret Kaiser Shipyard and City of Vancouver's tremendous residential development during this period. A panel on Discovery Trail on the north perimeter of the Kaiser Shipyard site can interpret existing manufacturing buildings from the World War II era.
- Preserve archaeological resources and continue to use archaeology study to educate, reveal, and interpret U.S. military activities and World War II.

***National Park Service: 1948–1996***

- Maintain and preserve the original spatial organization and landscape features of the U.S. military post.
- Officers' Row structures and ornamental landscape were rehabilitated in the 1980s and should be maintained in keeping with this historic period of significance. Preserve Officers' Row cluster arrangement: residential structures, maple allee along Grant Avenue, lawns, plantings, and sidewalks.
- Preserve Barracks and other military structures dating from this period and prior historic periods (see appendix for full list of contributing structures).
- Preserve roads dating from this period (Grant Avenue, East Officers' Row, Ft. Vancouver, NE Barnes, Hathaway, McClellan, Alvord, E Reserve Roads, E 5th Street). Maintain alignment and cross-section width as closely as possible to original road structure. Resurface military roads dating from this period with distinct aggregate pavement that differs from city streets, and mark with non-contemporary street signs.

- Selectively remove non-historic roads in the West Barracks.
- Reconstruct HBC era elements as described previously, e.g., components of the village, fort structures, ghost farm buildings, river front, paths, fences, fields, gardens and orchard.
- Plant floodplain vegetation and screen railroad berm and Highway SR 14 while maintaining viewshed from Officers' Row and the visitor center to the lower Reserve.
- Delineate through vegetation the historic pond near its approximate location on the south edge of the Village.
- Screen railroad berm and highway with Columbia River floodplain vegetation; e.g., Bigleaf maples, alders, while maintaining key views from Officers' Row to the river.
- Restore part of original prairie system or meadow plant community (Jolie Prairie) documented by early explorers, including botanists David Douglas and Thomas Nuttall.
- Restore visual and physical access from the site to the Columbia River edge either through highway re-design (cut and cover) or by constructing a pedestrian land bridge.
- Enhance recreational, interpretive, educational, and environmental opportunities along the Columbia River waterfront, particularly within the NPS-managed portion and the Water Resources Education Center.
- Preserve E 5th Street alignment and cross-section; change the road surface material to an aggregate pavement colored to match the area soils. The Fort Vancouver National Historic Site General Management Plan recommends closing E 5th Street to general traffic; this action would enhance the integrity of the cultural landscape.
- Create a pedestrian path between NPS visitor center and HBC fort roughly near the original alignment of the Upper Plains



*“Plains Road” to fort may be realigned along historic route and resurfaced to match historic character.*

Jones & Jones



Road. Add “Upper Plains” trail sign and provide interpretation of the plains series.

- Change surfacing of road between NPS visitor center and HBC fort from standard asphalt to a colored aggregate surface matching the local soils (same as E 5th Street), and maintain width road cross-section (avoid widening).
- Install original place name signs, e.g., Jolie Prairie, Upper Mill Road.
- Preserve open space on south portion of the Reserve.
- Rehabilitate Parade Ground: remove parking on north edge off Grant Avenue, plant full maple allee on south side of Grant Avenue and create pedestrian boardwalk to define north Parade Ground edge; create accessible pedestrian path on former road along the south border and the east border (now a raised grass berm) to help delineate original Parade Ground. Interpret path along the former north-south road berm as the separator between the smaller “original” Parade Ground, and the larger Parade Ground extension constructed during the late 1880s. Selective removal of trees younger than 50 years old on the east part of the Parade Ground in association with the NPS visitor center complex may help restore the open character of the space, clearly show the full extent of the Parade Ground, and reconstruct the viewshed from the upper river terrace (Officers’ Row and Parade Ground) to the Columbia River.
- Rehabilitate NPS visitor center to accommodate use as Vancouver National Historic Reserve visitor center. Consider constructing an observation deck to recreate historic views to the river and the rest of the site. The NPS administrative complex is part of Mission 66 architectural style development, and the maintenance shop, employee residence, and administrative building are determined eligible for the National Register of Historic Places. Thus while the Mission 66 developments disrupt the historic integrity of the Parade Ground, open views across the site, and historic circulation patterns of preceding historic periods, the buildings will likely be retained and adaptively re-used according to the Fort Vancouver National Historic Site GMP.

## *Class C Cost Estimate*



The following estimate is based upon treatment recommendations offered by this Cultural Landscape Report. Project phasing will be determined by the Vancouver National Historic Reserve Partners. This estimate aggregates monies from a variety of sources that cannot be fully defined at this time. Although many of the improvements will be borne by the National Park Service or other individual Reserve Partners, it is expected that different partnering coalitions will be formed to see these capital projects to completion. The partnering will likely involve multi-agency and public-private efforts. Additionally, some improvements may be supported exclusively by individual, non-NPS agencies, and private groups.

Properties within the Vancouver National Historic Reserve are managed, owned, and operated by various entities, including the National Park Service, the City of Vancouver, and at the time of this writing, the U.S. Army. These agencies, along with the Washington State Historic Preservation Office, comprise the Vancouver National Historic Reserve Partners, a cooperative decision-making group that determines the appropriate management and operation of the Historic Reserve. Additionally, other entities such as Washington Department of Transportation and the BNSF Railroad own transportation facilities that traverse the Historic Reserve. Collectively, these various agencies are charged with protecting the Reserve's cultural landscape as well as sharing costs for preserving, enhancing, or rehabilitating the site according to their respective agency responsibilities.

## 1 Parade Ground Rehabilitation

Treatment Actions	Unit	Quantity	Cost per Unit	Total Cost	Notes
Plant full maple allee to delineate original Parade Ground - 45 trees	ea	45	\$600.00	\$27,000	2" caliper
Construct decomposed granite pedestrian path on historic route that bisected Parade Ground	sf	22,000	\$4.00	\$88,000	20' wide path
Re-align and construct pedestrian and vehicular path along HBC Plains Road (decomposed granite with binder)	sf	45,500	\$4.00	\$182,000	18' wide, decomposed granite
Create pedestrian boardwalk to define north Parade Ground edge	sf	15,000	\$24.00	\$360,000	Treated 2Xs on sleepers - some grading
Reconstruct viewshed from the upper river terrace (Officers' Row and Parade Ground) to the Columbia River. Selectively clear trees (see 9)					

## 2 Officers' Row Preservation (by City of Vancouver)

Treatment Actions	Unit	Quantity	Cost per Unit	Total Cost	Notes
City of Vancouver continues to maintain historic residential structures, landscape, sidewalks, maple allee, and Evergreen Boulevard	ls				Buildings in maintenance level condition

## 3 Adaptive Use of West Barracks (by City of Vancouver)

Treatment Actions	Unit	Quantity	Cost per Unit	Total Cost	Notes
City of Vancouver restores Barnes Hospital, brick duplexes, Red Cross building, and other West Barracks buildings for adaptive use	ls				Ongoing
Update/replace utilities					Accomplished

**3 Adaptive Use of West Barracks** (continued) (by City of Vancouver)

Treatment Actions	Unit	Quantity	Cost per Unit	Total Cost	Notes
Plant ornamental landscape around Barnes Hospital, Red Cross Building, brick duplexes, and other West Barrack buildings per historic military periods					Ongoing
Screen the Interstate with a sound barrier wall and a native conifer buffer					Possible I-5 mitigation
Improve concrete sidewalks in Barracks area for pedestrian circulation					Accomplished

**4 East and South Barracks Treatment** (pending transfer of property from U.S. Army to NPS)

Treatment Actions	Unit	Quantity	Cost per Unit	Total Cost	Notes
Conduct planning study to determine appropriate use and treatment of East Barracks buildings	ls			\$300,000	
Rehabilitate East Barracks buildings north of E 5 <sup>th</sup> Street (18 buildings)	ls			\$21,500,000	
Replant or maintain ornamental landscape per historic military periods. Improve concrete sidewalks in Barracks area for pedestrian circulation; improve parking and miscellaneous infrastructure: communications, electrical, service, etc.	ls			\$4,000,000	
Preserve archaeological resources and continue to use archaeology study to educate, reveal, and interpret U.S. military activities					

#### 4 East and South Barracks Treatment (continued) (pending transfer of property from U.S. Army to NPS)

Treatment Actions	Unit	Quantity	Cost per Unit	Total Cost	Notes
Demolish military buildings south of E 5th Street (4 buildings) and extend Fort Vancouver gardens/orchard				\$250,000	Funded by Army prior to transfer

#### 5 Hudson's Bay Company Rehabilitation and Partial Reconstruction

Treatment Actions	Unit	Quantity	Cost per Unit	Total Cost	Notes
Reconstruct some of the employee Village structures, gardens, fences, and pathways	ls	-	-	\$750,000	
Delineate historic Pond with vegetation					Accomplished via Land Bridge project
Restore dry prairie	sf	20	\$90,000	\$1,800,000	
Delineate or reconstruct HBC farm structures at stockade's southwest corner	sf	3000	\$5.00	\$15,000	Concrete pad
Establish fields	acre	19.5	\$65,000	\$1,267,500	
Reconstruct gardens north of HBC fort stockade	ls				
Reconstruct additional structures within the fort palisade, including the Sale Shop and New Store, Powder Magazine, Owyhee Church, Priests House, Iron Store, Wheat Store, and Store (8 buildings total)	ls	-	-	\$888,000	Price indicates NPS supplied logs for wall; add \$578,500 for retail cedar and \$192,650 for retail Douglas Fir.
Partially reconstruct or delineate former HBC structures, such as the Salmon Store, the boat shed, and wharf	allow			\$450,000	Interpretive facility and restroom

## 6 NPS Visitor Center Treatment

Treatment Actions	Unit	Quantity	Cost per Unit	Total Cost	Notes
Rehabilitate and build addition to NPS Visitor Center to accommodate use as Vancouver National Historic Reserve Visitor Center	allow	-	-	\$4,000,000	Includes interpretive design and construction
Remove non-historic structures at complex (3 buildings)	sf	7,300	\$15.00	\$109,500	With disposal
Remove secondary entrance and access road to reinstate Evergreen Blvd. as main entrance	sf	14,000	\$1.00	\$14,000	demo
			\$1.50	\$21,000	restore

## 7 Circulation, Roads, and Pathways

Treatment Actions	Unit	Quantity	Cost per Unit	Total Cost	Notes
Construct pedestrian land bridge between site and river					Accomplished via Land Bridge project
Construct Discovery Trail along historic River Road					Accomplished via Land Bridge project
Establish pedestrian access and gateways at various points along the Reserve boundary; walks, signage and sentry posts/gate	each	3	\$250,000	\$750,000	
Install street signs and directional signs designed in historic style	ls	-	-	\$95,000	25 street signs at \$3,000 each; 8 historic district signs at \$2500 each
Re-surface historic military roads with colored aggregate pavement	sf	455,500	\$4.00	\$1,822,000	
Re-surface E 5 <sup>th</sup> Street with colored aggregate matching area soils	sf	142,000	\$4.00	\$568,000	
Remove secondary access road to NPS Visitor Center and reinstate Evergreen Blvd as main entrance	sf	18,500	\$1.00	\$18,500	demo
			\$1.50	\$27,750	restore

## 7 Circulation, Roads, and Pathways (continued)

Treatment Actions	Unit	Quantity	Cost per Unit	Total Cost	Notes
Remove non-historic roads in Barracks area	sf	23,100	\$1.00	\$23,100	demo
			\$1.50	\$34,650	restore
Establish new internal road connections if necessary along former Barracks roads that were removed in NPS Era	ls				To be determined
Consolidate and coordinate parking facilities as part of Reserve-wide transportation and parking plan	ls	-	-	-	Planning policy, cost implications uncertain
Relocate parking lots as appropriate to rehabilitate the historic landscape	ls	32,000	\$5.50	\$176,000	
Construct parking lot bioswales	sf	7,000	\$8.00	\$56,000	

## 8 Natural Systems Enhancement

Treatment Actions	Unit	Quantity	Cost per Unit	Total Cost	Notes
Restore habitat at river edge	acre	6	\$275,000	\$1,650,000	Bio-engineering & planting
Plant floodplain vegetation north of railroad berm and south of Fort	acre	25	\$200,000	\$5,000,000	Mature plantings
Restore wetland/floodplain complex at Water Resources Ed. Center area in lagoon area	acre	9	\$150,000	\$1,350,000	Intensive enhancement, no earth moving
Enhance wetland/floodplain complex at Water Resources Ed. Center area	acre	33	\$30,000	\$990,000	Mild enhancement

## 9 Vegetation & Planting *(see other categories for additional landscape and planting estimates)*

Treatment Actions	Unit	Quantity	Cost per Unit	Total Cost	Notes
Replant remnant alley along former River Road west of HBC Village	each	25	\$400	\$10,000	
Selective removal of trees younger than 50 years old on the east part of the Parade Ground in association with the NPS visitor center complex	each	25	\$1,250	\$31,250	Allow 25 trees with recycle/disposal
Restore upland vegetation such as Douglas fir and Oregon oak trees	each	80	\$300	\$24,000	Specimen trees
Screen HBC Village site from highway and adjacent parking lot with native vegetation.	acre	1.80	\$275,000	\$495,000	
Preserve oak grove in barracks, maple alley on Grant St., Oregon white oaks, Douglas fir trees on the parade ground, the line of Douglas fir trees lining the south edge of the Parade Ground, the oak trees and other trees within the Barracks area; and trees planted around O.O. Howard House. Do arborist assessment and remediation.	allow	-	-	\$100,000	

## 10 Interpretive Design

Treatment Actions	Unit	Quantity	Cost per Unit	Total Cost	Notes
Design, fabricate, and install interpretive and wayfinding markers throughout Reserve; design and install original place name signs, e.g., Jolie Prairie, Upper Mill Road., and indigenous place names	allow			\$500,000	

## 10 Interpretive Design *(continued)*

Treatment Actions	Unit	Quantity	Cost per Unit	Total Cost	Notes
Extend Discovery Trail to help link main Reserve with detached Water Resources area and interpret Kaiser Shipyard site and City of Vancouver's development	sf	18000	\$8.00	\$144,000	Use existing sidewalks; costs for new walkway only
Enhance recreational, interpretive, educational, and environmental opportunities along the Columbia River Waterfront, particularly within the NPS-managed portion and the Water Resources Education Center					Program issue

## 11 Structures

Treatment Actions	Unit	Quantity	Cost per Unit	Total Cost	Notes
Construct Land Bridge to connect Reserve to waterfront (\$1.5 million design/\$8 million construction)					
Preserve the three remaining historic buildings associated with Pearson Field (buildings 102, 194, and 189)					Buildings in maintenance level condition

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**Total Cost**      **\$49,887,250**      *(plus 33-50% soft costs)*

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# APPENDIX A

## Documented Characteristic Features

### Vancouver Barracks

Characteristic Feature	Feature Type	Current Use	Structure No.	Date Constructed/ Reconstructed	Characteristics	Contribution
Barracks	Building	Post Headquarters	638	1904	This is a two-and-a-half-story, wood-frame, H-shaped, Colonial Revival-style building with a gable roof and front porch. The foundation is limestone and the exterior us wood lap siding surfacing. The roof has metal vents, 5 interior brick chimneys, symmetrical gables on either side of the north elevations with end returns, and is finished with composition shingles.	Contributing
Barracks	Building	104th Division Band Training Building	746	1940	This structure is a two-story, medium-gable, wood-frame, 8x3 bay, rectangular-shape building. It has a concrete pier on concrete footing foundation, which is sheathed in vertical wood siding. The exterior is wood drop-siding with corner bands, and the roof has composition shingles and exposed rafters. A shed-roof wrapping the building is constructed between the 1st and 2nd floors. There is also a shed roof on the gable end of the northwest side above the 2nd story windows.	Non-contributing
Barracks	Building	Offices	987	1906	A two-story, wood-frame, 14 bay, U-shaped building with gabled roof and front and rear porches that have shed roofs supported by simple square posts. The foundation is limestone, the roofs have end returns and are finished with composition shingles, and the exterior has wood lap siding with corner bands. The roof has 6 large interior brick chimneys and 4 massive ventilator stacks.	Contributing

## Vancouver Barracks (continued)

Characteristic Feature	Feature Type	Current Use	Structure No.	Date Constructed/ Reconstructed	Characteristics	Contribution
Barracks	Building	Offices	989	1904	<p>A two-story, wood-frame, 14 bay, U-shaped building with gabled roof and front and rear porches that have shed roofs supported by slender, round columns. The foundation is a coursed limestone, the roofs have end returns and are finished with composition shingles, and the exterior has wood lap siding with corner bands. The roof has 6 large interior brick chimneys and 4 massive ventilator stacks.</p> <p>This building differs from 987 and 993 mainly in its gable-end window detailing and entryway door designs.</p>	Contributing
Barracks	Building	Offices	993	1906	<p>A two-story, wood-frame, 14 bay, U-shaped building with gabled roof and front and rear porches that have shed roofs supported by simple square posts. The foundation is limestone, the roofs have end returns and are finished with composition shingles, and the exterior has wood lap siding with corner bands. The roof has 6 large interior brick chimneys and 4 massive ventilator stacks.</p>	Contributing
Building	Building	Arms Storage	710	1978	<p>This is a one-story, rectangular shaped building that has a wood lap-siding exterior with corner bands and composition shingles on a low gable roof. Most of the structure is below grade.</p>	Non-Contributing

## Vancouver Barracks (continued)

Characteristic Feature	Feature Type	Current Use	Structure No.	Date Constructed/ Reconstructed	Characteristics	Contribution
Dental Clinic	Building	Chaplain's and Judge Advocate's Offices	626	1914	This is a one-story, wood-frame, rectangular building with a gable roof and porch. It has a concrete and brick pier foundation, a wood lap siding exterior with corner bands and the roof is finished with composition shingles. This structure was originally a T-shaped building built in 1888 and was moved to its present location in 1910. The original building had an east-west roof at the top of the T. In 1930 the south side porch was covered and the northern wing of the T was added. The new concrete foundation was built in 1940 along with other structural modifications. The east wall, portions of the south wall, and the porch remain from the original structure.	Contributing
Finance Office	Building	Explosive Ordnance Disposal Unit Building	728	1941	This is a one-story, wood-frame, 13x3 bay, rectangular shape building. IT has a raised concrete pier foundation with vents, a wood drop-sided exterior with corner bands, and a low gable roof that has composition shingles, metal vents, and one interior brick chimney.	Non-Contributing
Garages	Building		602, 673, 676	1982	All are one-story, wood-frame, rectangular buildings with shed roofs, horizontal wood siding, and concrete foundations. Each one has 4-6 garage doors at the front elevations.	Non-Contributing
Gymnasium	Building	Auditorium	721	1904	This Colonial Revival building with a hip roof is a one-story, rectangular structure on a limestone block foundation. The exterior has horizontal wood lap-siding and corner bands, and the asphalt shingled hip roof has a corbelled top chimney and two metal roof vents with star finials.	Contributing

## Vancouver Barracks (continued)

Characteristic Feature	Feature Type	Current Use	Structure No.	Date Constructed/ Reconstructed	Characteristics	Contribution
Hospital Corps Sergeant's Quarters	Building	Senior NCO Quarters	621	1907	This is a partial two-story, irregular plan, brick and wood-frame building with gable and hip roofs, an enclosed front porch, and a garage at the back. The foundation is brick and concrete block. The exterior is a mix of painted brick on the two-story elevations and horizontal wood drop siding with corner boards on the single story elevations. The roof likewise is varied, being both hipped and gabled. The building was moved to its current location in the mid-1950's due to highway construction. Additions to the east and south were made after the move. These are clad with asphalt shingled roofing while the original structure is finished with the original slate tiles.	Contributing
Hospital Steward's Quarters	Building	Commanding Officer's Quarters	631	1887	This is a two-story, L-shaped, wood-frame house with a steep, multi-gabled roof and a partial basement. A one-car garage are visible from the back, south elevation. The structure rests on a brick pier and concrete block foundation and the exterior is covered with horizontal wood drop siding with corner bands. At the north elevation the 2nd story cantilevers over the 1st slightly and has supporting brackets. The roof, finished with composition shingles, has bracketed eaves and two small dormers on the south elevation. Due to the construction of the highway in the 1950's, this building was moved to its present location. Additions made to the east and south sides during this time (1956-57) tripled the size of the structure.	Contributing

## Vancouver Barracks (continued)

Characteristic Feature	Feature Type	Current Use	Structure No.	Date Constructed/ Reconstructed	Characteristics	Contribution
Infantry Barracks	Building	Station Hospital	607	1885	This is a rectangular, tow-story, wood-frame, 13 bay structure built in the Italianate/Greek Revival style. It rests on its original brick pier foundation with some areas of concrete and concrete block foundation. The exterior has wood drop siding, corner boards, and lattice foundation skirting. The gabled roof is finished with gray composition shingles.	Contributing
Mess Hall	Building	Barracks	628	1914	This is a one-story, 10x3 bay, rectangular-shaped, wood-frame building with a gable roof, brick piers on concrete foundations, and wood drop siding with corner boards on the exterior. The roof is finished with composition shingles.	Contributing
Mess Hall	Building	Quartermaster Storehouse	630	1914	This is a one-story, 7x3 bay, rectangular wood-frame building with a gable roof. The foundation consists of brick piers on concrete footings enclosed by a plywood skirt. The exterior has wood drop siding with corner boards and the roof is finished with composition shingles. Two original brick chimneys have been removed.	Contributing
Mess Hall	Building	Army Reserve Recruiting Office	722	1914	This is a one-story, 3x8 bay, rectangular wood-frame building with a gable roof. It rests on a brick pier on concrete footing foundation that is covered over with boards. The exterior is wood drop siding and the gable roof is finished with composition shingles and has exposed rafters. There is a shed addition on the west side.	Contributing
Mess Hall	Building		733	1919	This is a simple, one-story, rectangular, wood-frame building with a gable roof and a wood post on concrete block foundation. The exterior is covered with wood drop siding and the roof has composition shingles.	Contributing

## Vancouver Barracks (continued)

Characteristic Feature	Feature Type	Current Use	Structure No.	Date Constructed/ Reconstructed	Characteristics	Contribution
Motor Repair Shop	Building	Storage and Vehicle Parking	748	1918	This is a one-story, 4 bay, rectangular wood-frame structure with a gable roof, concrete foundation, and a combination of wood drop siding, stucco and plywood exterior. The roof is finished with composition shingles. There are two shed-roofed extensions on either side.	Contributing
NCO Family Quarters	Building		635, 641, 643, 665	1935	These two-story duplexes are built in the Colonial Revival style. Each structure is a 4 bay, rectangular building with hipped roofs and enclosed front and back porches with wooden pilasters. Each also has a single story enclosed sun porch. The foundations are concrete, the exteriors are red brick, and the roofs still have the original slate roofing.	Contributing
NCO Family Quarters	Building		642, 644, 664	1935	These Colonial Revival duplexes are two-story, rectangular-shaped, 4 bay, brick buildings with gable roofs and two one-story enclosed sun porches on the sides. Each has a concrete foundation, brick exterior, and the original slate roofing as well as two short brick interior chimneys. Building 664 has been relocated due to freeway development.	Contributing
Offices	Building		704	1935	Building 704 is a simple, one-story, 6x3 bay, rectangular, wood-frame building with a gable roof. The foundation consists of exposed wood posts on concrete block, and the exterior is covered with wood drop siding.	Non-Contributing
Post Commandant Quarters	Building		875	1881		Contributing
Post Chapel and Lecture Room	Building		701	1892		Contributing

## Vancouver Barracks (continued)

Characteristic Feature	Feature Type	Current Use	Structure No.	Date Constructed/ Reconstructed	Characteristics	Contribution
Post Exchange Restaurant	Building	Orderly Room	725	1914	This is a one-story, 3x7 bay, rectangular, wood-frame building with a gable roof and a shed on the west side. The building rests on a brick pier foundation and has a wood drop sided exterior. The roof is finished with composition shingles. Porches and extensions were added prior to 1944, as was the chimney on the west elevation.	Contributing
Post Headquarters	Building	Headquarters 1st Brigade 104th Training Division	991	1905	This is a two-story, wood-frame, H-shaped, Colonial Revival building with a hip roof and cupola. The foundation is limestone, the exterior has horizontal wood lap-siding, wood gutter heads, and corner boards, and the roof is finished with black composition tiles. The building also has a concrete tiled addition on the northeastern corner that was added post-1956. There is a porch at the north elevation with Doric columns and a shed roof as well as an interior brick chimney.	Contributing
Post Hospital	Building	Headquarters 6229th USAR School	614	1903	This is a primarily rectangular, two and one-half story, 20x3 bay, red brick, Colonial Revival building with a basement and two enclosed sun porches on the north and south sides, as well as a brick annex on the south end of the enclosed porch. It rests on a limestone block foundation and has a wood and iron mesh skirt, wood floor framing, and a common bond brick and vertical wood siding exterior with louvered vents under the windows. The gable roof is finished with composition shingles and has end turns. The south end annex, originally built in 1887 to the west of the main building, was moved to the south end of the main hospital in 1952 due to highway construction.	Contributing
Post Laundry	Building		778			Non-Contributing

## Vancouver Barracks (continued)

Characteristic Feature	Feature Type	Current Use	Structure No.	Date Constructed/ Reconstructed	Characteristics	Contribution
Quartermaster Storehouse	Building	Post Exchange	752	1905	This is a two-story, 18x3 bay, rectangular, wood-frame building with a gable roof, brick pier foundation, and a wood lap siding exterior. The roof has exposed rafters, two large metal vents, one interior brick chimney and is covered with composition shingles. At the north elevation there is a flat roof supported by square posts over the entrance. On the south there is an addition with a shed roof.	Contributing
Quartermaster Storehouse	Building		754	1909	This is a simple one-story, concrete, 11 bay, rectangular building, with a medium hip roof. The exterior is painted concrete and the structure rests on a concrete foundation. The roof has large metal vents and is finished with red composition shingles.	Contributing
Red Cross	Building		636	1918	This partial two-story, wood frame building was constructed in 1918. The primary structure is a rectangular, 19 bay, Colonial Revival structure with a cross-axial gable roof with end returns. There is a rear wing and enclosed porch as well. The exterior is painted Portland cement stucco over the primary structure and rear wing, with horizontal wood lap siding on the porch enclosure. The foundation is comprised of concrete block with smooth stucco finish and wooden lattice skirting.	Contributing
Storage	Building		749	1941	This is a small one-story, wood-frame, rectangular shed with a gable roof. The exterior walls and roof are finished with metal sheeting and there is one door on the west elevation.	Non-Contributing
Storage	Building		750	1943	This is a small one-story, wood-frame, rectangular shed with a slightly curved roof. It has a concrete pier and wood post foundation and a wood drop siding exterior.	Non-Contributing

## Vancouver Barracks (continued)

Characteristic Feature	Feature Type	Current Use	Structure No.	Date Constructed/ Reconstructed	Characteristics	Contribution
Storage	Building		753	1917	This is a one-story, rectangular, wood-frame building with a gable roof. It has a brick pier foundation over concrete and the exterior is wood drop siding with corner boards. The roof has exposed rafters and bracketed gable ends and is finished with composition shingles.	Contributing
Storage	Building		785	1906		Contributing
Work Shops	Building		786	1905	This is a two-story, 14 bay, rectangular, wood-frame building with a gable roof and multiple entrances. It has a brick pier foundation and a wood lap siding exterior. The roof has exposed curved rafters, three interior brick chimneys, two metal vents, and is finished with composition shingles.	Contributing
Army Reserve	Building	Vehicle Maintenance Shop	400	1983	This is a large brick-faced, cube-shaped utility structure that functions as a maintenance shop and storehouse. It is of modern design and constructed after the period of significance.	Non-Contributing
Flammable Material Storehouse, depot	Building		401	1990	This building is of modern design and was constructed after the period of significance.	Non-Contributing
USAR Vehicle Maintenance	Building		402	1983	This is a large brick-faced, cube-shaped utility structure that functions as a maintenance shop and storehouse. It is of modern design and constructed after the period of significance.	Non-Contributing
National Guard Vehicle Maintenance Shop	Building		404	1983	This is a large brick-faced, cube-shaped utility structure that functions as a maintenance shop and storehouse. It is of modern design and constructed after the period of significance.	Non-Contributing
Aircraft Maintenance Hangar	Building		405	1983	This is a large brick-faced, cube-shaped utility structure that functions as a maintenance shop and storehouse. It is of modern design and constructed after the period of significance.	Non-Contributing

## Vancouver Barracks (continued)

Characteristic Feature	Feature Type	Current Use	Structure No.	Date Constructed/ Reconstructed	Characteristics	Contribution
Army Reserve Center Building	Building	Garage-Storage	406	1935	This is a one-story, 7 x 3 bay, rectangular, wood-frame building with a gable roof, wood drop siding exterior, and seven wooden garage doors on the north elevation. The roof is finished with red composition shingles.	Contributing
USAR Center – Paint Shop – Fire Station	Building		408	1935	This is a one-story, rectangular, wood-frame building with a gable roof, painted concrete block exterior, and a flat-topped tower on its southern elevation. The tower is sided with wood shingles and topped with a wood railing while the rest of the roof is finished with red composition shingles and end returns. The building has one interior brick chimney.	Contributing
Flammable Materials Storage	Building		409	1990	This building is of modern design and was constructed after the period of significance.	Non-Contributing
USAR Center Building	Building	Auto repair shop	410	1935	This is a one-story, wood-frame, rectangular building with a gable roof, wood drop siding exterior, and four large metal doors on both the east and west elevations. The roof is finished with red composition shingles and large metal vents.	Contributing
USAR Center	Building	Issue/Receiving Warehouse	422	1935	This is a one-story, rectangular, wood-frame building with a long and narrow plan. The foundation is wood post on concrete, the exterior is wood drop siding, and the roof is finished with red composition shingles.	Contributing
Federal Highway Administration	Building			1909		Non-contributing
Washington State Patrol	Building			1970s		Non-Contributing
Shed adjacent to picnic shelter	Structure					Non-Contributing

## Vancouver Barracks (continued)

Characteristic Feature	Feature Type	Current Use	Structure No.	Date Constructed/ Reconstructed	Characteristics	Contribution
Sheds (2) adjacent to maintenance building	Structure					Non-Contributing
Band stand in parade ground	Structure			1979		Non-Contributing
Picnic shelter	Structure					Non-Contributing

## Officers' Row

Characteristic Feature	Feature Type	Current Use	Structure No.	Date Constructed/ Reconstructed	Characteristics	Contribution
Officers' Row House	Building		1012, 14	1885	This house has a simple two-story, square plan with a mansard roof and gabled roof wings extending to the rear. The foundation is brick with lattice skirting and the exterior is finished with wood drop siding and corner boards on the first floor, wood shingles on the face of the mansard roofs, and composition shingles on the top. The rear wing is one story and a portico with a flat roof is located on the west elevation.	Contributing
Officers' Row House	Building		1015, 17	1884-85	This house is a two-story, rectangular, wood-frame building with a hip roof and a single gable at the south elevation with a gable roofed back wings on the north elevation as well. It has a brick foundation with lattice skirting, a wood drop siding exterior with corner boards, and composition shingles on the roof. The house also has a veranda-style front porch on the south elevation that wraps around to the east and west elevations, as well as three interior brick chimneys.	Contributing

## Officers' Row (continued)

Characteristic Feature	Feature Type	Current Use	Structure No.	Date Constructed/ Reconstructed	Characteristics	Contribution
Officers' Row	Building	Marshall House	1013, 15	1886	This is the most ornate structure on Officers Row. Named because George C. Marshall occupied this house while serving as Brigadier General at Vancouver Barracks in 1936, it is a Queen Anne style Victorian building with an irregular and asymmetrical shape. It has a gable roof, a turret-like windowed tower at the southeast corner, and a porch on the south elevation. The exterior is wood clapboard siding with considerable decoration in the form of moldings, carvings, raised panels, and trims. The foundation is brick with lattice skirting and the roof is finished with composition shingles. There is an irregular wing projecting from the rear of the house. The house also has a veranda-style porch along the front (south) elevation and along the eastern wing.	Contributing
Officers' Row House	Building		1014, 16	1885	This is a two-story, rectangular, wood-frame house constructed with a gable roof, gabled dormers, two interior brick chimneys, and a brick foundation with lattice skirting. The exterior is finished with wood lap siding and has corner boards. The roof is finished with composition shingles. The house also has a veranda-style front porch that wraps from the south elevation to the east and west elevations.	Contributing

## Officers' Row (continued)

Characteristic Feature	Feature Type	Current Use	Structure No.	Date Constructed/ Reconstructed	Characteristics	Contribution
General O.O. Howard House	Building		875	1879	<p>This is a two and on-half story, L-shaped, wood frame house with hip and gable roofs, a brick and lattice skirt foundation, and two interior brick chimneys. The exterior is covered with wood drop siding with corner bands and the roof is finished with composition shingles. There is also a veranda-style porch on the south and east elevations of the house with a flat roof, and a back portico on the northern elevation. The eastern and northern wings have been added to the original structure since it was first constructed in 1879.</p> <p>The house served as the residence for General O. O. Howard.</p>	Contributing
Officers' Row House	Building		1016, 18	1884-1885	<p>This house is a two-story, rectangular, wood-frame building with a hip roof and a single gable at the south elevation with a gable roofed back wings on the north elevation as well. It has a brick foundation with lattice skirting, a wood drop siding exterior with corner boards, and composition shingles on the roof. The house also has a veranda-style front porch on the south elevation that wraps around to the east elevation, as well as four interior brick chimneys.</p>	Contributing
Officers' Row House	Building		1017, 19	1884-1885	<p>This house is a two-story, rectangular, wood-frame building with a hip roof and a single gable at the south elevation with a gable roofed back wings on the north elevation as well. It has a brick foundation with lattice skirting, a wood drop siding exterior with corner boards, and composition shingles on the roof. The house also has a veranda-style front porch on the south elevation that wraps around to the east and west elevations, as well as two interior brick chimneys.</p>	Contributing

## Officers' Row (continued)

Characteristic Feature	Feature Type	Current Use	Structure No.	Date Constructed/ Reconstructed	Characteristics	Contribution
Officers' Row House	Building		1018, 20	1884-1903	This is a two-story, U-shaped, wood-frame house with gable roofs and shed-roofed dormers. It has a brick foundation with lattice skirting, wood drop siding with corner boards on the exterior, and composition roof shingles as well as two interior brick chimneys. There is a veranda-style front porch on the south elevation.	Contributing
Officers' Row House	Building		1019, 21	1903	This is a wood-frame, U-shaped house with two-stories, gable roofs and a full third-story attic with windows. It has a brick foundation with lattice skirting, wood lap siding and corner boards on the exterior, and composition shingles on the roof. There are also six interior brick chimneys.	Contributing
Officers' Row House	Building		821, 1	1885-86	This house has two stories, a rectangular plan, and is of wood-frame construction with a hip roof that has centered gables on three sides. The foundation is brick with lattice skirting and the exterior is finished with wood drop siding and corner boards. The roof is finished with composition shingles and has three interior chimneys. It has a veranda-style porch on the south elevation that wraps around to the east and west elevations, as well as a porch at the north elevation.	Contributing
Officers' Row House	Building		823, 4	1885-86	This house is a two-story, rectangular, wood-frame building with a hip roof that has a centered gable on three sides and a tower with a pyramidal roof on one corner. There is a back wing extension with a hip roof, a brick foundation with lattice skirting, and the exterior is finished with wood drop siding and has corner boards. The roof is finished with composition shingles and has two interior brick chimneys. There is also a veranda-style front porch on the south elevation that wraps around to the east and west elevations.	Contributing

## Officers' Row (continued)

Characteristic Feature	Feature Type	Current Use	Structure No.	Date Constructed/ Reconstructed	Characteristics	Contribution
Officers' Row House	Building		825, 5	1881	This is a two-story, wood-frame house built with a T-shaped plan, a gabled roof and gabled dormers. It has a brick foundation with lattice skirting, wood drop siding and corner boards on the exterior, and the roof is finished with composition shingles. The building also has three interior brick chimneys.	Contributing
Officers' Row House	Building		827, 6	1906-07	This is a two and a half story, wood-frame, rectangular shaped house built with a rear wing, gable roof, dormers and three interior brick chimneys. The foundation is stone wall with lattice skirting, the exterior is finished with wood lap siding and corner boards, and the roof is finished with composition shingles. The house has two porches, one wrapping from the south to the east elevation and the other from the south to the west elevation. Both are accessible from the south elevation.	Contributing
Officers' Row House	Building		834, 2	1885	This house has a simple two-story, square plan with a mansard roof and gabled roof wings extending to the rear. The foundation is brick with lattice skirting and the exterior is finished with wood drop siding and corner boards on the first floor, wood shingles on the face of the mansard roofs, and composition shingles on the top. The rear wing has two stories and the main roof has one central brick chimney.	Contributing
Officers' Row House	Building		835, 3	1885	This house has a simple two-story, square plan with a mansard roof and gabled roof wings extending to the rear. The foundation is brick with lattice skirting and the exterior is finished with wood drop siding and corner boards on the first floor, wood shingles on the face of the mansard roofs, and composition shingles on the top. The rear wing is one story.	Contributing

## Officers' Row (continued)

Characteristic Feature	Feature Type	Current Use	Structure No.	Date Constructed/ Reconstructed	Characteristics	Contribution
Officers' Row House	Building		913, 7	1867	This is a two-story, wood-frame, rectangular-shaped house with a gable roof, a one-story service wing at the rear, and wood lap siding with corner bands on the exterior. The foundation is brick with lattice skirting, the roof is finished with composition shingles, and there is one central brick chimney. This is the second oldest house on Officers Row.	Contributing
Officers' Row House	Building		914, 8	1867	This house is nearly as old as building 7. It is a two-story, wood-frame, rectangular-shaped house with a one and a half story service wing at the rear. It has a brick foundation with lattice skirting, a wood lap siding exterior with corner boards, and the roof is finished with composition shingles. There is one central brick chimney and a two-story front porch at the south elevation.	Contributing
Officers' Row House	Building		916, 9	1886-87	This house is a two-story, rectangular, wood-frame building with a hip roof that has a centered gable on three sides and a tower with a pyramidal roof on one corner. There is a back wing extension with a hip roof, a brick foundation with lattice skirting, and the exterior is finished with wood drop siding and has corner boards. The roof is finished with composition shingles and has two interior brick chimneys. There is also a veranda-style front porch on the south elevation that wraps around to the east and west elevations and two back porticos at the north elevation.	Contributing

## Officers' Row (continued)

Characteristic Feature	Feature Type	Current Use	Structure No.	Date Constructed/ Reconstructed	Characteristics	Contribution
Officers' Row House	Building		918, 10	1885-86	This house has two stories, a rectangular plan, and is of wood-frame construction with a hip roof that has centered gables on three sides. The foundation is brick with lattice skirting and the exterior is finished with wood drop siding and corner boards. The roof is finished with composition shingles and has four interior chimneys. It has a veranda-style porch on the south elevation that wraps around to the east and west elevations, as well as two flat roofed porticos at the north elevation.	Contributing
Officers' Row	Building	Grant House	920, 11	1849	The oldest house in Officers Row, this building got its name from the fact that Ulysses S. Grant frequented it while stationed at Fort Vancouver from 1852-1853. It is a two-story, originally rectangular house with an added wing that later gave it an L-shaped plan. Built in 1849 and remodeled around 1885, the original building was constructed of hewn logs and later covered with lap siding. The hip roof is finished with wood shingles and extends over a two-story porch at all elevations. The house also has a two-story veranda-style porch wrapping around the whole house as well as four interior brick chimneys.	Contributing
Officers' Row House	Building		924, 13	1886-87	This house is a two-story, rectangular, wood-frame building with a hip roof that has a centered gable on three sides and a tower with a pyramidal roof on one corner. There is a back wing extension with a hip roof, a brick foundation with lattice skirting, and the exterior is finished with wood drop siding and has corner boards. The roof is finished with composition shingles and has three interior brick chimneys. There is also a veranda-style front porch on the south elevation that wraps around to the east and west elevations.	Contributing

## Officers' Row (continued)

Characteristic Feature	Feature Type	Current Use	Structure No.	Date Constructed/ Reconstructed	Characteristics	Contribution
Officers' Row House	Building		922, 12	1886	This is a two-story, U-shaped, wood-frame building constructed with gable roofs and shed-roofed dormers. It has a brick foundation with lattice skirting, wood drop siding and corner boards on the exterior, and composition shingles on the roof. There are two interior brick chimneys. The house also has a veranda-style front porch at the south elevation that wraps around to the east and west elevations.	Contributing
Allee along Evergreen Boulevard	Structure				Maple allee was originally planted in 1880s	Contributing

## Hudson's Bay Company

Characteristic Feature	Feature Type	Current Use	Structure No.	Date Constructed/ Reconstructed	Characteristics	Contribution
Ranger residence	Building	Offices		1961		Non-Contributing
Bastion	Building		000401, 08	1845 1972	The Bastion is a three-story structure with chinked, square timbers on the exterior and a pyramidal roof with wood shingles. The first two stories are square and the third is octagonal with each side containing a gun port.	Contributing
Carpentry Shop	Building		101894, 21	1844-45 1997	This is a rectangular, one-story, post-on-sill building with a gable roof covered with boards and a chinked, square timber exterior. There are wood plank doors on the east and south elevations.	Contributing
Belfry	Building		101892, 20, 239249	1840s 1974	Bell tower that is located to the east side of the carpenter's shop.	Contributing
Kitchen	Building		000408, 11	1837-1838 1976	This is a one and one-half story, rectangular, post-on-sill building. It has a gable roof covered with boards, central brick chimney, covered front porch, exposed and chinked square timbers on the exterior of the first story, and a wood plank door on the east elevation.	Contributing

### Hudson’s Bay Company (continued)

Characteristic Feature	Feature Type	Current Use	Structure No.	Date Constructed/ Reconstructed	Characteristics	Contribution
Chief Factor’s House	Building		000407, 10	1837–38 1976	This is a one-story house with weatherboard siding painted white, a hip roof covered with wood shingles, and a single interior brick chimney. The building is of post-on-sill construction and a front porch that extends along the front, or south, elevation.	Contributing
Bake House	Building		000402, 09	1844 1974	This is a rectangular, one and one-half story building of post-on-sill construction. The gable roof is finished with wood shingles and the exterior is exposed square timbers painted white.	Contributing
Wash House	Building		000403, 12	1840 1976	This is a one-story, rectangular, post-on-sill building with a board-covered roof that has exposed rafters. The exterior has exposed, chinked, squared timbers with board and batten at the gable ends. Historical information pertaining to this structure is not sufficient, thus it was reconstructed based upon “usual Company building practices.” Currently, the structure houses public restrooms.	Contributing
Blacksmith Shop	Building		030081, 16	1836–41 1982	This is a rectangular, one-story, post-on-sill building with an exposed, chinked, square timber exterior at the first story and batten wood siding above on the gable ends. The gable roof is finished with boards and has two interior brick chimneys.	Contributing
Indian Trade Shop	Building		030082, 17	1836–41 1982	This structure is a rectangular, one and one-half story building of post-on-sill construction with a simple plan. The exterior is exposed, chinked, square timber and batten wood siding at the gable ends. The roof has exposed rafters and is finished with shingles.	Contributing
Fur Store	Building		030205, 18	1841 1992–94	This is a two-story building of post-on-sill construction with a hip roof that is covered with wood shingles. It is the largest of the reconstructed buildings within the fort and is one of four similar general warehouses at Fort Vancouver.	Contributing

### Hudson’s Bay Company (continued)

Characteristic Feature	Feature Type	Current Use	Structure No.	Date Constructed/ Reconstructed	Characteristics	Contribution
Jail	Building		235698, 22	1844 2000	This is a rectangular, one story, post-on-sill building with a gable roof finished with wood shingles. The exterior is exposed, chinked, squared timbers.	Contributing
Counting House	Building	Office		1845 2003	This is a rectangular, one and a half story, post-in-sill building with a hip roof.	Contributing
Well	Structure		005179, 06	HBC era 1974	Located near the east wall of the palisade.	Contributing
Flagpole	Structure		101894, 19, 239121	HBC era 1974	Located adjacent to the east elevation of the fur warehouse, next to the palisade.	Contributing

### National Park Service Visitor Center Complex

Characteristic Feature	Feature Type	Current Use	Structure No.	Date Constructed/ Reconstructed	Characteristics	Contribution
Fort Vancouver National Historic Site Visitor Center	Building			1961	This is a rectangular, wood frame structure reflective of Park Modern Architecture of the Mission 66 era. The building rests on a concrete foundation, is covered in Douglas fir board and batten type lumber, and its roof is finished with three tab composition shingles. Steel beams and glass panels punctuate all but the west façade.	Contributing
NPS Administration Building	Building			1961	This structure was built on the Mission 66 standard three-bedroom house plan B. It is a one-story, wood-frame house with a concrete foundation and wood truss gable roof with cedar shingles. The exterior is covered with Douglas fir wood drop siding. The building was modified from its original construction to fulfill the need for office space and to incorporate an accessible bathroom.	Contributing
NPS maintenance building	Building			1961	This is a rectangular, one-story building constructed on a concrete slab. The exterior consists of Douglas fir board and batten construction with Cedar shingle roofing.	Contributing
Residence	Building					Contributing

## National Park Service Visitor Center Complex (continued)

Characteristic Feature	Feature Type	Current Use	Structure No.	Date Constructed/ Reconstructed	Characteristics	Contribution
Visitor Center access road	Structures					Contributing
Visitor Center parking lot	Structures					Contributing
Access Road to employee area	Structures					Contributing
Sidewalk and concrete path	Structures				Sidewalk and concrete path located between Visitor Center and employee area	Contributing
Picnic Shelter	Structures					Non-contributing
Playground	Structures					Non-contributing
Visitor Center Flagpole	Small scale feature					Contributing
Park Entrance Sign at Visitor Center	Small scale feature					Contributing
Park sign at fort reconstruction parking lot	Small scale feature					Non-contributing

## Pearson Airpark

Characteristic Feature	Feature Type	Current Use	Structure No.	Date Constructed/ Reconstructed	Characteristics	Contribution
Air Corps Storehouse	Building		102	1904	Historic Air Corps storehouse. One-story structure was originally built as an ordnance storehouse for Vancouver Barracks	Contributing
Original Pearson Hangar	Building		189	1921	This is a large rectangular structure with gambrel roof, clad with wood lap-siding. Roofs are covered with corrugated metal painted with yellow and black checkered pattern.	Contributing

### Pearson Airpark (continued)

Characteristic Feature	Feature Type	Current Use	Structure No.	Date Constructed/Reconstructed	Characteristics	Contribution
Pearson Field Office Building	Building	Office building	194	1918	Built as part of Spruce Mill production but moved to present site around 1929	Contributing
Hangar Replica	Building				North Hangar replica	Non-contributing
Jack Murdock Aviation Center	Building			1997	Museum	Non-Contributing
Hangars	Building	9 T-hangars, 1 other hangar				Non-Contributing
Chkalov Monument	Structure			1977		Non-Contributing

### Water Resources Education Center

Characteristic Feature	Feature Type	Current Use	Structure No.	Date Constructed/Reconstructed	Characteristics	Contribution
Water Resources Education Building	Building	City of Vancouver Water Treatment Facility			Recent	Non-contributing
Kaiser Shipyard Overlook	Structure	Overlook			Recent	Non-contributing

### Circulation Routes

Characteristic Feature	Feature Type	Current Use	Structure No.	Date Constructed/Reconstructed	Characteristics	Contribution
E Evergreen Boulevard	Structure				Exclusive of the traffic circle (historically Grant Avenue)	Contributing
E 5th Street	Structure					Contributing
E Reserve Street	Structure					Contributing

### Circulation Routes (continued)

Characteristic Feature	Feature Type	Current Use	Structure No.	Date Constructed/ Reconstructed	Characteristics	Contribution
McLoughlin Road	Structure				The portion between East 5th Street and McClellan Road	Contributing
Hathaway Road	Structure					Contributing
Barnes Road	Structure					Contributing
McClellan Road	Structure					Contributing
Alvord Road	Structure					Contributing
Concrete sidewalks	Structure				Concrete sidewalks within the residential, maintenance, and commissary areas of the post; and along both sides of East Evergreen Boulevard	Contributing

### Archeological Sites

Characteristic Feature	Feature Type	Current Use	Structure No.	Date Constructed/ Reconstructed	Characteristics	Contribution
Riverside and Pond Area	Site					Contributing
Hudson's Bay Company Fort	Site					Contributing
HBC Village	Site					Contributing
Hudson's Bay Company Barns	Site					Contributing
Hudson's Bay Company Shcoolhouses	Site					Contributing
Hudson's Bay Company Cemetery	Site					Contributing
Spruce Mill	Site					Contributing
Officer's Row	Site					Contributing
Parade Ground	Site					Contributing

## Archeological Sites (continued)

Characteristic Feature	Feature Type	Current Use	Structure No.	Date Constructed/ Reconstructed	Characteristics	Contribution
CCC Complex	Site					Contributing
Quartermaster's Depot	Site					Contributing
Parade Ground	Site					Contributing
Evergreen Arboretum	Site					Contributing

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*Cultural Landscape Report: Fort Vancouver National Historic Site, Vancouver, Washington, Parts 1 & 2 1992.* Teri Taylor, Patricia C. Erigero, Seattle, WA: NPS, U.S Dept. of Interior, Pacific NW Region.

*Draft Cooperative Management Plan and Environmental Impact Statement: Vancouver National Historic Reserve, Clark County, Washington, July 1999,* (Reserve Partners) National Park Svc., City of Vancouver, U.S. Army, Office of Archeology and Historic Preservation, National Park Service, U.S Dept. of Interior.

*Cultural Landscape Inventory of Vancouver Barracks, Fort Vancouver National Historic Site, Vancouver, Washington Oct. 1998,* Janene Caywood, Historic Research Associates

*National Park Service Cultural Landscape Inventory 2000,* Vancouver Barracks, Fort Vancouver National Historic Site 2000. Susan Dolan, NPS Pacific West Region, Seattle

*National Register of Historic Places Registration Form,* (District nomination), Nov 2003, Erica Owens, NPS Pacific West Region, Seattle

*National Register of Historic Places Registration Form* (District nomination), Dec 2001, Barbara Smith-Steiner, NPS Pacific West Region, Seattle

### Notes

(1) Some buildings and structures carry different numbers for different periods of ownership. All known numbers for a given buildings are listed.

(2) In the National Register of Historic Places Registration Form (2001 District Nomination), several NPS Visitor Center buildings and structures were determined to be contributing due to their Mission 66 architectural style.

## APPENDIX B

### *Non-native Plants Used in Ornamental Landscape*

#### **Trees**

Cherry (*Prunus* 'Pink Perfection')

Juniper (*Juniperus* spp.)

Giant sequoia (*Sequoia giganteodendron*)

Pin oak (*Quercus palustris*)

English holly (*Ilex aquifolium*)

London plane tree (*Platanus acerifolia*)

California black oak (*Quercus kelloggi*)

Spruce (*Picea* spp.)

#### **Shrubs**

Lilac

Climbing rose

Hybrid rhododendron

Boxwood

#### **Forbs**

Hydrangea

Viburnum

Spirea

Honeysuckle

Azalea

Camellia

## *Agricultural Plants*

### **Trees (orchard)**

apple  
peach  
pear  
orange  
lemon  
plum  
fig  
citron  
cherry  
pomegranate  
nectarine

### **Field crops**

potato  
peas  
beans  
wheat  
oat  
barley  
Indian corn  
timothy  
buckwheat  
turnip  
flax  
hemp  
rye  
clover  
pumpkin  
tare  
cole

### **Garden Plants**

onion  
beans  
turnip  
cabbage  
lettuce  
marjoram  
radish  
carrot  
parsnip  
mustard  
olefry  
beet  
celery  
cucumber  
leek  
thyme  
muskmelon  
watermelon  
parsley  
chive  
cress  
broccoli  
kale  
grapes  
strawberry  
squash  
quince  
gooseberry  
chickweed  
blackberry  
raspberry  
currant  
apricot  
eggplant

### **Note**

Refer to *Fort Vancouver National Historic Site Cultural Landscape Report* (1992) for complete species and variety list and the chronological use of agricultural plants.

# APPENDIX C

## Key Native Plant Species of the Willamette Valley

### Trees

Scientific Name	Common Name	Characteristics	Bottomland-Hardwood Forest	Wet Prairie	Upland Prairie	Grassland/Savanna
<i>Abies grandis</i> 1,2,3	Grand fir	Evergreen, to 40m tall, ethnobotanical use	X			
<i>Acer macrophyllum</i> 1,2,3	Bigleaf maple	Deciduous, to 24m tall, ethnobotanical use	X			
<i>Alnus rubra</i> 1,2,3	Red alder	Deciduous, to 25m tall, ethnobotanical use	X			
<i>Arbutus menziesii</i> <sup>1,3</sup>	Pacific madrone	Deciduous, to 25m tall, ethnobotanical use				X
<i>Cornus nutallii</i> <sup>2,3</sup>	Pacific dogwood	Deciduous to 9m tall, ethnobotanical use	X			
<i>Fraxinus latifolia</i> <sup>1,2,3</sup>	Oregon ash	Deciduous, to 15m tall, ethnobotanical use	X	X		
<i>Pinus ponderosa</i> <sup>3</sup>	Ponderosa pine	Evergreen, to 25m tall, ethnobotanical use	X		X	X
<i>Populus. Trichocarpa</i> 1,2,3	Black cottonwood	Deciduous, to 30m tall, ethnobotanical use	X			
<i>Pseudotsuga menziesii</i> <sup>1,2,3</sup>	Douglas fir	Evergreen, to 60m tall, ethnobotanical use	X			X
<i>Quercus garryana</i> <sup>1,2,3</sup>	Oregon white oak	Deciduous, to 25m tall, ethnobotanical use	X		X	X
<i>Taxus brevifolia</i> <sup>1,2</sup>	Pacific yew	Evergreen, 4.5-9m tall, ethnobotanical use	X			
<i>Thuja plicata</i> 1,2,3	Western red cedar	Evergreen, to 45m tall, ethnobotanical use	X			
<i>Tsuga heterophylla</i> <sup>2</sup>	Western hemlock	Evergreen, to 35-50m tall, ethnobotanical use	X			

## Shrubs

Scientific Name	Common Name	Characteristics	Bottomland-Hardwood Forest	Wet Prairie	Upland Prairie	Grassland/Savanna
<i>Acer circinatum</i> <sup>1,2,3</sup>	Vine maple	Deciduous shrub to 7m tall, ethnobotanical use	X			
<i>Amelanchier alnifolia</i> <sup>1,2,3</sup>	Serviceberry	Understory deciduous, to 5m tall, ethnobotanical use	X			X
<i>Arctostaphylos uva-ursi</i> <sup>1,2</sup>	Kinnikinnick	Deciduous, to 0.2m tall, ethnobotanical use				X
<i>Ceanothus sanguineus</i> <sup>3</sup>	Redstem ceanothus	Understory deciduous, to 3m tall				X
<i>Cornus stolonifera</i> <sup>3</sup>	Red-osier dogwood	Deciduous, to 6m tall, ethnobotanical use	X			X
<i>Corylus cornuta</i> <sup>1,2,3</sup>	Beaked hazel	Understory deciduous, to 4m tall, ethnobotanical use	X			X
<i>Crateagus douglasii</i> <sup>1,2,3</sup>	Black or Douglas Hawthorn	Understory deciduous, to 6m tall, ethnobotanical use	X	X		X
<i>Gaultheria shallon</i> <sup>1,2</sup>	Salal	Evergreen, 0.2 to 5m tall, ethnobotanical use	X			
<i>Holodiscus discolor</i> <sup>1,3</sup>	Oceanspray	Understory deciduous, to 4m tall, ethnobotanical use	X			X
<i>Lonicera involucrata</i> <sup>3</sup>	Twinberry	Deciduous	X			
<i>Mahonia aquifolium</i> <sup>3</sup>	Tall Oregon grape	Evergreen, 0.6-1m tall, ethnobotanical use	X			X
<i>Mahonia nervosa</i> <sup>1,2</sup>	Dwarf Oregon grape	Evergreen, 0.6m tall, ethnobotanical use	X			
<i>Malus fusca</i> <sup>3</sup>	Western crabapple	Deciduous, to 9m tall, ethnobotanical use	X			
<i>Oemleria cerasiformis</i> <sup>1,3</sup>	Indian plum	Understory deciduous, to 5m tall, ethnobotanical use	X			X
<i>Philadelphus lewisii</i> <sup>1,3</sup>	Mockorange	Deciduous, to 3m tall, significant ethnobotanical use	X			X
<i>Physocarpus capitatus</i> <sup>3</sup>	Pacific ninebark	Deciduous, to 4m tall, ethnobotanical use	X			X

## Shrubs (continued)

Scientific Name	Common Name	Characteristics	Bottomland-Hardwood Forest	Wet Prairie	Upland Prairie	Grassland/Savanna
<i>Prunus emarginata</i> <sup>1,2,3</sup>	Bitter cherry	Deciduous, 2 to 15m tall, ethnobotanical use	X			
<i>Prunus virginiana</i> <sup>3</sup>	Chokecherry	Deciduous, to 3-6m tall, ethnobotanical use	X			X
<i>Rhododendron macrophyllum</i>	Pacific rhododendron	Deciduous shrub to 8m tall	X			
<i>Rhamnus purshiana</i> <sup>3</sup>	Cascara	Deciduous, 3-6m tall	X			X
<i>Ribes sanguineum</i> <sup>2,3</sup>	Red flowering currant	Deciduous, to 2.5m tall, ethnobotanical use	X			
<i>Rosa nutkana</i> <sup>1,2,3</sup>	Nootka rose		X	X	X	X
<i>Rosa pisocarpa</i> <sup>3</sup>	Clustered rose		X	X		
<i>Rubus parviflorus</i> <sup>3</sup>	Thimbleberry	Deciduous, to 3m tall, ethnobotanical use	X			X
<i>Rubus spectabilis</i> <sup>1,3</sup>	Salmonberry	Deciduous shrub to 1.8-2.4m tall, ethnobotanical use	X			
<i>Rubus ursinus</i> <sup>1,2,3</sup>	Trailing blackberry	Deciduous shrub to 5m tall, ethnobotanical use	X			X
<i>Salix lasiandra</i> <sup>3</sup>	Pacific willow		X			
<i>Salix scouleriana</i> <sup>3</sup>	Scouler willow		X			
<i>Salix sitchensis</i> <sup>3</sup>	Sitka willow	Deciduous, to 8m tall, ethnobotanical use	X			
<i>Sambucus racemosa</i> <sup>1,3</sup>	Red elderberry	Deciduous shrub to 6m tall, ethnobotanical use	X	X		
<i>Spiraea douglasii</i> <sup>2,3</sup>	Douglas spirea	Deciduous, to 2m tall, limited ethnobotanical use	X	X		
<i>Symphoricarpos albus and s. mollis</i> <sup>1,2,3</sup>	Snowberry	Understory deciduous, to 1.5m tall, ethnobotanical use	X			X

## Shrubs (continued)

Scientific Name	Common Name	Characteristics	Bottomland-Hardwood Forest	Wet Prairie	Upland Prairie	Grassland/Savanna
<i>Vaccinium ovalifolium</i> <sup>1</sup>	Oval-leaf huckleberry	Deciduous shrub to 2m tall, ethnobotanical use	X			
<i>Vaccinium parvifolium</i> <sup>1,2</sup>	Red huckleberry	Deciduous shrub to 1.8m tall, ethnobotanical use	X			
<i>Vaccinium ovatum</i> <sup>1,2</sup>	Evergreen huckleberry	Deciduous shrub to 1.8m tall, ethnobotanical use	X			
<i>Viburnum ellipticum</i> <sup>3</sup>	Oval-leaf viburnum	Understory deciduous, to 3.5m tall, ethnobotanical use	X			X

## Forbs

Scientific Name	Common Name	Characteristics	Bottomland-Hardwood Forest	Wet Prairie	Upland Prairie	Grassland/Savanna
<i>Achillea millefolium</i> <sup>3</sup>	Common Yarrow				X	X
<i>Achlys triphylla</i>	Vanillaleaf	Less than 3m tall	X			
<i>Anaphalis margaritacea</i> <sup>3</sup>	Pearly Everlasting					X
<i>Aquilegia formosa</i> <sup>3</sup>	Red Columbine				X	X
<i>Aster subspicatus</i> <sup>3</sup>	Douglas Aster			X	X	
<i>Athyrium filix-femina</i> <sup>3</sup>	Ladyfern	Less than 3m tall.	X			
<i>Aruncus dioicus</i> <sup>3</sup>	Goatsbeard	Less than 3m tall.	X			
<i>Blechnum spicant</i> <sup>3</sup>	Deerfern	Less than 3m tall.	X			
<i>Camassia quamash</i> <sup>1,2,3</sup>	Common camas	Below 3m in height		X		
<i>Claytonia siberica</i>	Western springbeauty	Less than 3m tall.	X			

## Forbs (continued)

Scientific Name	Common Name	Characteristics	Bottomland-Hardwood Forest	Wet Prairie	Upland Prairie	Grassland/Savanna
<i>Delphinium menziesi</i> <sup>3</sup>	Larkspur	Less than 3m tall.			X	X
<i>Dicentra formosa</i> <sup>3</sup>	Western bleeding heart	<.5 m	X			
<i>Eriophyllum lanatum</i> <sup>3</sup>	Woolly Sunflower			X	X	X
<i>Fragaria vesca</i> <sup>3</sup>	Woods strawberry	<.5 m		X	X	X
<i>Galium pp.</i>	Bedstraw	Below 3m in height	X	X		X
<i>Geum macrophyllum</i> <sup>3</sup>	Large leaf avens			X	X	X
<i>Iris tenax</i> <sup>3</sup>	Oregon Iris	Less than 3m tall.			X	X
<i>Lilium columbianum</i> <sup>3</sup>	Tiger Lily		X		X	X
<i>Linnaea borealis</i>	Twinflower	Less than 3m tall.	X			
<i>Lupinus micranthus</i> <sup>3</sup>	Small-flowered Lupine			X	X	X
<i>Maianthemum dilatatum</i> <sup>3</sup>	False lily-of-the-valley	Less than 3m tall.	X			
<i>Oxalis oregana</i>	Oregon oxalis	Less than 3m tall.	X			
<i>Polystichum munitum</i>	Swordfern	Less than 3m tall.	X			
<i>Potentilla gracilis</i> <sup>3</sup>	Slender cinquefoil			X	X	X
<i>Pteridium aquilinum</i> <sup>1,2</sup>	Bracken fern	Less than 3m tall.	X		X	
<i>Sanguisorba annua</i> <sup>3</sup>	Small burnet	Under 3m in height		X	X	X
<i>Smilacina racemosa</i> <sup>3</sup>	False Solomon's Seal	Under 3m in height	X			

## Forbs (continued)

Scientific Name	Common Name	Characteristics	Bottomland-Hardwood Forest	Wet Prairie	Upland Prairie	Grassland/Savanna
<i>Tellima grandiflora</i> <sup>3</sup>	Fringecups	Less than 1m	X			
<i>Tiarella trifoliata</i> <sup>3</sup>	Foamflower	Less than 3m tall.	X			
<i>Vancouveria hexandra</i> <sup>3</sup>	Inside-out flower	Less than 3m tall.	X			
<i>Veratrum viride</i> <sup>3</sup>	American false hellebore	Important ethnobotanical use	X			

	Bottomland-Hardwood Forest	Wet Prairie	Upland Prairie	Grassland/Savanna
Totals	69	22	24	46

## Sources

<sup>1</sup> *Klickitat Trail of Southcentral Washington, from Indians, Fire, and the Land*, ed. Robert Boyd, by Norton, Boyd, and Hunn, 1999.

<sup>2</sup> *Fort Vancouver Cultural Landscape Report*, by Terri Taylor and Patricia Erigero, National Park Service, 1992.

<sup>3</sup> *Restoring Rare Native Habitats in the Willamette Valley: A Landowner's Guide for Restoring Oak Woodlands, Wetlands, Prairies, and Bottomland Hardwood Forests*, by Bruce Taylor, Biodiversity Partnership, 2004.

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