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Introduction

Frenchtown Historical Foundation

Frenchtown Historical Foundation (FHF) is a non-profit organization dedicated to the preservation and interpretation of the grounds of the 1855 Battle of Walla Walla (also known as the Battle of Frenchtown), the St. Rose of Lima Mission, and the St. Rose Cemetery. The St. Rose of Lima Mission and the St. Rose Mission Cemetery were established in 1876 in the heart of Frenchtown on a central portion of the historic battlefield, which was the largest military encounter between Euro-Americans and Native Americans in Washington State's history. The FHF is the organization responsible for the preparation of this master plan.

Site Location and Purpose of the Master Plan

■ *Site Location and General Description*

The Frenchtown Historic Site is an approximately fifty-acre site located on **US 12**, **eight** miles west of Walla Walla, Washington. The establishment of the Frenchtown Historic Site as a protected place is the result of efforts of the FHF and a broader group of Frenchtown Partners to protect the culturally and historically important cemetery, preserve the site's archaeological resources, restore it to native vegetation, and provide enhancement that will help visitors learn of the rich stories it holds of the ways and interactions of a variety of cultures, including Indian peoples, French-Canadians, Americans, and Métis.

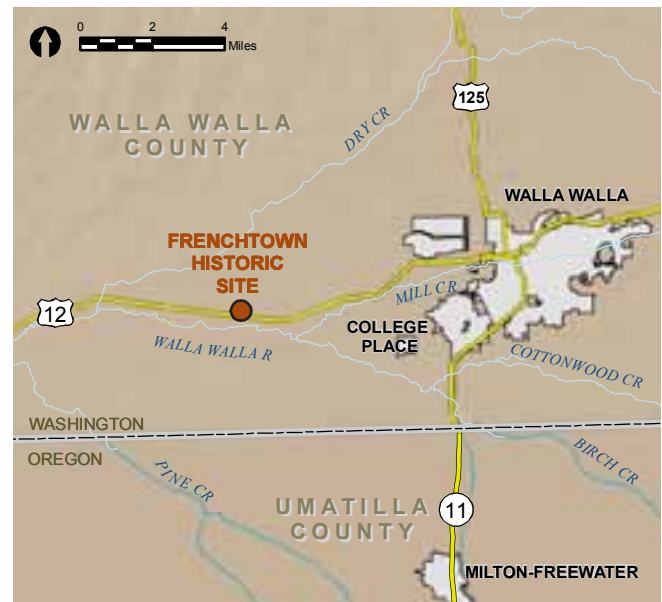
■ *Purpose of the Master Plan*

The purpose of this master plan is to provide a comprehensive guide to the development and operation of the Frenchtown Historic Site. The

master plan reflects the thoughtful and purposeful goals of the FHF and its desire to protect and enhance the Frenchtown Historic Site for the long-term education and use of the public. The master plan demonstrates that the FHF understands and has given careful consideration to the means, methods, and costs of developing a historic site for cultural and educational purposes.

Vision Statement

The Frenchtown Historic Site will be a place of respect for and understanding of our past, and of stewardship for our future. It will honor the sacredness of the ground where our ancestors lived and died, as well as the cultures they came from and helped develop here. It will restore native vegetation, and rehabilitate the river area. It will teach us for many generations to come.



Vicinity Map

Goals

■ *Guide Long-Term Development*

The master plan should provide a pathway to the efficient and cost-effective development of the Frenchtown Historic Site. Site development will very likely occur in stages as funding becomes available to design and construct improvements.

One goal of the master plan is to guide the orderly development of improvements so that basic amenities are provided first, with additional amenities added in a coordinated fashion that neither precludes future options nor causes otherwise unnecessary costs. Some flexibility in the phasing of development is included to account for funding opportunities that may arise.

■ *Facilitate Historical Interpretation*

Another important goal of the master plan is to provide visitors with an educational experience allowing them to appreciate the historical and cultural significance of the site. Interpretive material should be placed logically at appropriate pre-determined nodes along the site trail system so that visitors are able to view what is being interpreted. The interpretive material should include the region's role in trade and the social integration of Indian peoples and French Canadians, as contrasted with the experience of other Europeans in the area and region.

■ *Provide Safe and Enjoyable Visitor Experience*

The Frenchtown Historic Site should be designed to be safe and accessible for all visitors.

■ *Protect Archaeological/Historical Resources*

Much of the Frenchtown Historic Site has been under active agricultural use since the 1800s. The types of agricultural crops grown have required plowing, disking, water line trenching, and other soil-disturbing activities. Most recently, the upper portion of the site has been planted to alfalfa and wheat, and the lower portion to onions. Nonetheless, site development activities that require substantial excavation should be avoided where possible, and the site disturbed only when archaeological monitoring is available.

Project Objectives

■ *Restore the Site*

A primary objective is to restore the site from agricultural use to a native plant community. This restoration effort is important for the interpretation of the natural history and for the long-term site sustainability through use of plants best adapted to site conditions.

■ *Design a Sustainable Site*

Sustainability goals will require creating an ecologically-balanced site that will function with minimal input, requiring low amounts of energy for building maintenance, heating and cooling. Consideration of the regional climate and site micro-climate will enhance the design and siting of buildings to maximize natural methods of reducing energy costs and to create comfortable outdoor spaces for visitors.

■ *Define Archaeological Resource Protection Measures*

The St. Rose of Lima Mission Cemetery perimeter should be established and demarcated on the ground. Likewise, the site of the St. Rose of Lima Mission Church should be established from available records and demarcated at the site.

■ *Plan Accessible Routes Throughout*

Site and building accessibility generally means that persons of differing physical abilities are able to



Much of the Frenchtown Historic Site has been under active agricultural use since the 1800s.

experience the site in the same manner as fully-able visitors. For the Frenchtown Historic Site, careful consideration of trail gradients and surface materials is necessary to provide visitors with sight or mobility challenges and impairments a means of accessing each of the planned interpretive areas. If accessible grades and surfaces can not be provided to all interpretive areas, a "like experience" will need to be created in accessible areas on site.

■ *Plan for Potential Community Hall*

The Frenchtown Hall is a private, non-profit, community gathering place in nearby Lowden. In the future, the hall may need to be relocated and rebuilt. The Frenchtown Historic Site could physically accommodate a new community hall and the associated parking and driveways required. One of the goals of the master plan is to plan for the possibility that the Frenchtown Hall could be located on the historic site without detracting from the interpretive and preservation goals of the project.

■ *Interpret Views From the Site*

The views to the surrounding landscape from the site include the Blue Mountain range and the Walla Walla River. Those views are an important part of the visitor's ability to comprehend the context of the surrounding regional landscape. Similarly, the location of other sites of historical significance, such as the somewhat distant Whitman Mission, as well as the nearby location of the LaRoque cabin where Chief Peo-peo-mox-mox of the Walla Wallas was killed during the fighting, are important parts of the historical interpretation.

■ *Develop a Rich Interpretive Program*

The interpretive program for the Frenchtown Historic Site should include the Battle of Frenchtown, the St. Rose of Lima Mission Church, the St. Rose Cemetery, early European settlement history, and pre-settlement interpretation of the lifeways of Indian peoples in the area.

Overview of Master Planning Process

■ *Consultant Selection*

In July of 2007 the FHF issued a Request for

Qualifications (RFQ) to firms with expertise in planning and design. According to the RFQ, the work to be performed by the consultant consists of preparing a master plan for the establishment and operation of an interpretive park on approximately 50 acres of land, including the site of the St. Rose of Lima Mission and Cemetery located on a key portion of the grounds of the Battle of Walla Walla. The major elements to be addressed by the master plan, as specified by the RFQ, include:

- An interpretive overlook
- Historic cemetery restoration
- Location and schematic design of an interpretive center
- Location and design of the historic mission church foundation
- Walkways
- Parking area
- (Fishing facilities" deleted)
- Restoration of native vegetation
- Site maintenance and operation

Two consulting companies, Otak, Inc. and James Stenkamp, Architect were asked by the FHF to consider acting as a team for the master planning effort. Otak proposed to take the lead role with assistance from James Stenkamp in a major consultant role. This was approved by the FHF. The consultant team worked closely with the FHF on the development of the master plan. The team also coordinated with FHF partners, including representatives from the Confederated Tribes of the Umatilla Indian Reservation (CTUIR).

■ *Site Investigation and Analysis*

Site investigation for planning level work included gathering readily-available data about the physical character of the site, including topographic surveys, plat maps, soil surveys, zoning, and other geographic information system data. Analysis of this information included examining the opportunities and constraints for locating improvements and amenities on the site.

■ *Information Gathering*

Information gathering for this master plan project

relied heavily on documented resources as well as knowledge of the FHF members – many of whom have direct family ties to the land and mission that occupied the site. Other resources included published materials about early exploration and settlement.

■ *Conceptual Design*

The conceptual site design for this project was an **interactive** process between the planning team and the FHF members. Many different aspects of the placement of the site improvements were considered and prioritized as a part of determining a recommended site plan. On-site meetings with the FHF members and the consultants were particularly useful in locating proposed improvements.

■ *Draft Document*

A draft of the master plan provided the FHF with an opportunity to provide further input, correct factual errors, and to assess if the information and

analysis presented was adequate. The planning team has revised the draft document to address the comments of the FHF.

■ *Public Input*

A public meeting was held in September, 2008 to receive input from interested community members. Other project stakeholders, including owners of adjacent properties and personnel from local transportation and planning agencies, were invited to attend the public meeting and comment on the draft master plan.

■ *Final Draft*

The final master plan incorporates the combined wisdom of all the participants and the direction of the FHF. As such, the master plan sets forth the values and priorities of the FHF, and will be relied upon to guide further decision making, **subject to appropriate amendments to be made from time to time.**



Claro Bergevin, Curtis LaPierre, and Russ Bergevin visited the Frenchtown Historic Site in September 2007.



Site visits in November 2007

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Historical Background

Why This Site and Area are Historically Significant

The Frenchtown site offers an important contrast between members of the French-Canadian community, particularly their relationship with indigenous peoples of the region, and the Euro-Americans in the area, including those involved in the nearby Whitman Mission. In addition to the cultural, economic, and religious differences of these two groups, the Frenchtown battleground highlights the expansion of the Europeans and the resistance of the Indian peoples to the loss of homelands.

Chronological Use of the Site

■ *Native Americans*

The area's indigenous people, river people of southeastern Washington, Northeastern Oregon, and Western Idaho, comprised a broad culture sharing the Sahaptin language. The Walla Walla, Cayuse, and Umatilla tribes contributed extensively to this culture.

■ *French Canadians/Hudson Bay Company*

While the Lewis and Clark Expedition of 1805/1806 moved the imagination of the nation, the Hudson Bay Company and its predecessors, specifically the French Canadian trappers they employed, altered the cultural landscape by marrying indigenous women and remaining in the Northwest. After fulfilling their contracts with the Hudson Bay Company and others, they often settled on the land with the companionship of a Native American wife and the camaraderie of the wives' tribe.

■ *Métis*

The children of the French Canadian and

indigenous people are known as Métis, and enjoyed the benefits of both cultures and experienced the burden of not being entirely affiliated with a single ancestry.

■ *Europeans/Euro-Americans*

While a few preceded them, mostly missionaries, large numbers of Europeans and Euro-Americans settled in the area after the Indian Wars of 1855-1858. Pivotal events included the Cayuse Indian attack and killing of the Protestant American missionaries at the Whitman Mission by Cayuse



St. Rose Mission Cemetery obelisk monument

Indians in 1847 following the opening of the Oregon Trail through the area and the onset of fatal epidemics; the signing of treaties in the summer of 1855 establishing restricted reservations for the Indian population; the discovery of gold at the mouth of the Pend Oreille River the same year leading to incursions by miners; and the outbreak of a general Indian War resulting in the Battle of Walla Walla, followed by an ongoing US army presence in the area.

Historical Events – The Battle of Walla Walla

■ Description of Battle

A central portion of the Battle of Walla Walla, also known as the Battle of Frenchtown, took place on and adjacent to the Frenchtown Historic Site. The battle began when over 300 Oregon Mounted Volunteers (OMVs) headed east across the Touchet River with hostages – Chief Peo-peo-mox-mox and four other Walla Wallas – to establish a permanent camp on the ruins of the old Whitman Mission. A running battle ensued with a large body of Walla Walla, Cayuse, Umatilla, Deschute, and members

of other tribes, who made a strong stand at the LaRoque cabin just west of the Frenchtown site and where Peo-peo-mox-mox and the other captives were killed, before being driven back to a second French-Canadian site, the Tellier cabin to the east. The battle raged back and forth between the two cabin sites for four days before OMV reinforcements arrived from Fort Henrietta and the Indians finally abandoned the field and the valley. Seven Oregon Mounted Volunteers and approximately 75-100 Indians died during the battle.



Sketch of Chief Peo-Peo-Mox-Mox of the Walla Walla; drawing by Gustav Sohon, 1855.



Detail from map of Washington Territory, 1854

■ *Significance in Washington State History*

The Battle of Frenchtown signified the end of resistance by the indigenous people of southeastern Washington to their inevitable removal from their ancestral homelands. It precipitated a severe decline in their wealth, the corresponding growth of a prosperous European community on the rich agricultural lands of the area, and what was soon to become the major trading and outfitting center for the inland gold fields and empire.

Mission of St. Rose of Lima

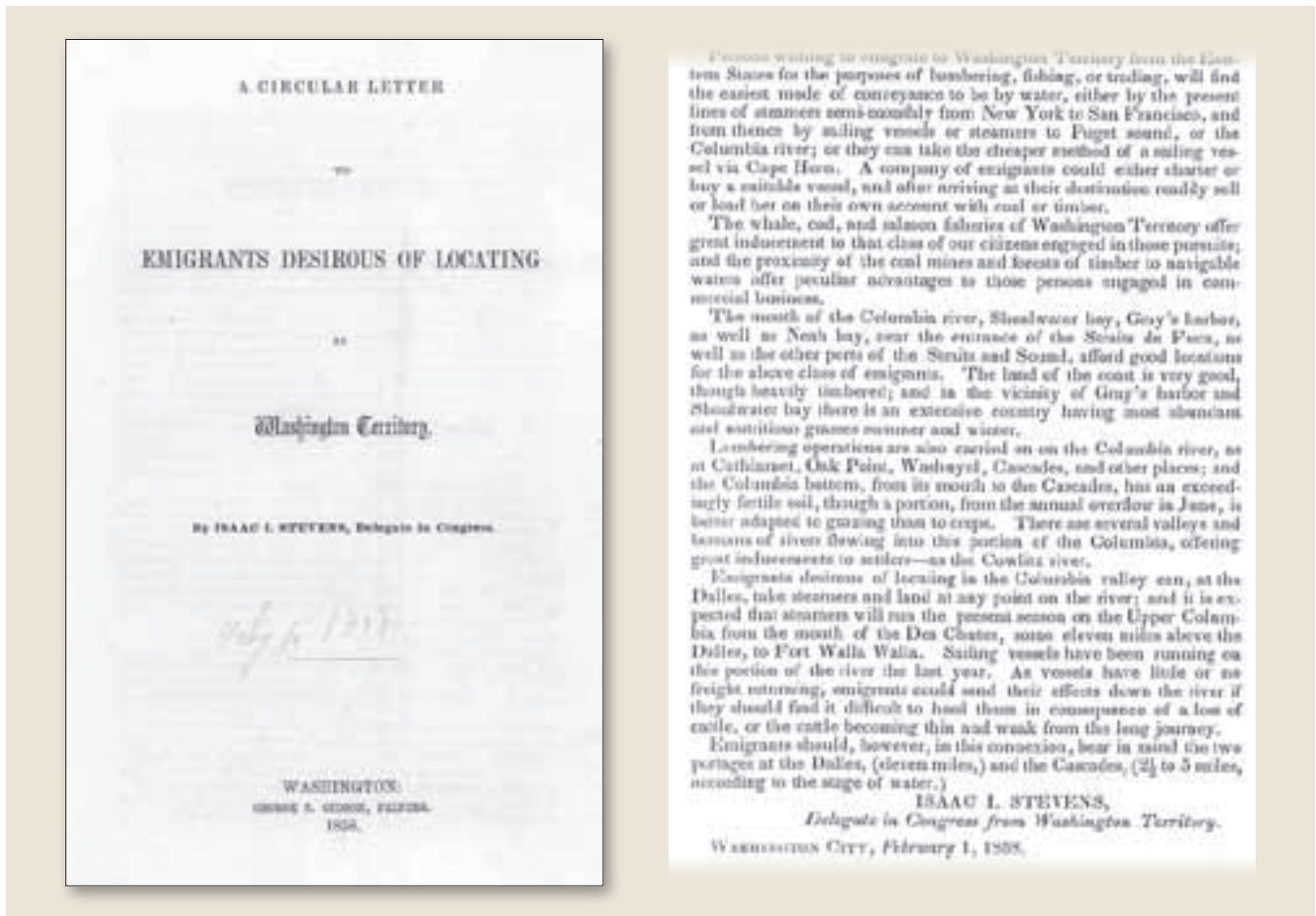
■ *Mission of St. Rose of Lima Church*

The St. Rose of Lima Mission Church was dedicated on the Frenchtown site in 1876. It was the third Roman Catholic mission building to be named St. Rose in the area. The first was established in 1853 near the mouth of Yellowhawk Creek, called St.

Rose of the Cayouse, and was burned two years later in the Indian wars. The second was a log cabin built in 1863 near the same site, and shortly after that moved to the vicinity of the Frenchtown site. By 1900, the St. Rose of Lima congregation had dwindled, and the mission property and church were sold by the diocese in 1911.

■ *St. Rose Cemetery*

The current cemetery on the low hill at the Frenchtown site is the third St. Rose Cemetery. The first was part of the St. Rose of the Cayouse at an unknown location on the Yellowhawk. The second was established in 1863 somewhere along the Walla Walla River in the vicinity of the Frenchtown site and was moved to the present location because of flooding. The cemetery contains the remains of Native American, French Canadian, Métis, and Euro-American people.



Courtesy University of Washington Libraries, Pacific Northwest Historical Documents Collection

Pamphlet promoting emigration to Washington Territory, 1858.



General idea of Frenchtown area 1872
 As remembered by Thomas Bergevin 1866 - 1958
 Information courtesy of Teresa Bergevin Davin
 Interpreted by Jeanne Bergevin Butkus
 1977

Frenchtown, Washington Territory, 1872

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Site Analysis

The site analysis informs the planning team of any special considerations that could affect the placement of improvements upon the land.

Geologic History

■ *Post Pleistocene Geomorphology*

Much of the landscape and topography of the site and surrounding area was shaped by events that occurred at the end of the last Ice Age. Catastrophic glacial floods shaped much of Eastern and Central Washington as massive amounts of water, soil, and rock carved out new forms and left behind material carried from upstream. Post glacial winds also shaped the land by depositing loess soils as large dunes that form the Palouse Region. The meandering of the Walla Walla River cut a flat valley through the rolling landscape. The Frenchtown Historic Site occurs in both the valley formation and the rolling loess hillside.

■ *Post Settlement Landscape*

The Walla Walla River valley was recognized as having the soils, climate, and water available for irrigation needed for the production of successful agricultural crops in this region. Previously-dug irrigation ditches are no longer visible on the site and have been replaced by piped irrigation from the river and wells located upland.

Archaeological Resources

■ *Cemetery Site*

The cemetery site includes a monument that includes some of the family names of the Frenchtown inhabitants. The marble monument is visible from the **Old Hwy. 12**, and is presently the only indication of the presence of a cemetery.

■ *Church Site*

The location of the St. Rose of Lima Mission Church site is known from deed records and surveys, and artifacts in the form of period glass shards – presumably from windows of the church – were discovered in the vicinity of the site during an archeological survey. The original church was moved from the site in 1912. An inscribed granite roadside monument commemorates both the mission site and the Battle of Frenchtown.



Frenchtown Monument on old US 12

■ *Site Artifacts*

Artifacts presumably related to the Battle of Frenchtown and the LaRoque cabin were located in a recent archaeological investigation commissioned by the Frenchtown Historical Foundation at the Terry Bergevin farm adjoining the Frenchtown site to the west. The Walla Walla (Frenchtown) Battlefield Survey (Emerson and Gough) describes the investigation methods and findings.

Regional Context

■ *Population Centers*

Walla Walla is located in the southeastern corner of Washington, eight miles east of the Frenchtown Historic Site. The city is less than one hour (45 miles) east of the Tri Cities area; four hours (242 miles) northeast of Portland; four and a half hours (272 miles) southeast of Seattle; and two and a quarter hours (114 miles) southwest of Pullman. According to the 2000 census report, Walla Walla had a population of 29,686. According to the 2000 census report, the Tri Cities, second closest population center to the Frenchtown Historic Site, have a combined population of 125,467.

■ *Traveling to the Site*

The Frenchtown Historic Site is located west of Walla Walla along **US 12** between **Lowden and Walla Walla**. Transportation to Walla Walla includes air service through Walla Walla Regional Airport and highway access primarily from **US 12**. Daily air service is also available from the Pasco Airport, less than an hour drive from Walla Walla. Walla Walla is served by Valley Transit, the local bus system throughout College Place and Walla Walla, although the Frenchtown site is not on any Valley Transit bus route. Bicycle riders accessing the site could use the US 12 paved shoulder or a combination of rural roads, **including Old Hwy. 12**. The Grape Line bus system runs from the Pasco Airport to Walla Walla with stops in Burbank, Wallula, and Touchet. The Touchet bus stop is the closest stop to the Frenchtown site.

■ *Agricultural Focus*

The regional economy is predominantly agricultural. Wheat is the county's most significant commercial

crop. Other important crops include asparagus, spinach, potatoes, green peas, alfalfa hay, barley, corn, wine grapes, string and lima beans, and sweet onions. The wine industry, which brings in an estimated \$100 million annually, is an important and growing aspect of the local economy. Currently, there are over 100 wineries and 40 vineyards in the area which employ approximately 300 permanent, year-round employees.

■ *Tourism and the Wine Industry*

Many of the future visitors to the Frenchtown Historic Site may come to the Walla Walla area to visit wineries, other historic sites, or the colleges. The site's location on US 12 (both existing and proposed alignments) means that there will be direct visibility of the site from the highway.

Currently, the wine industry is the most significant



Courtesy Brent Berghern, Tourism Walla Walla

Sweet onions are one of Walla Walla's many famous crops.



Walla Walla wine-related tourism brings \$100 million to the area annually.

tourist draw to the Walla Walla Valley. Winery tours, tasting rooms, and retail shops attract visitors from the Puget Sound region, nationally, and internationally. The *Seattle Business Monthly* reported that an estimated 220,000 visitors had an overnight stay in Walla Walla in 2005 and another 170,000 visitors spent the day. Several important wineries are located within a few miles of the Frenchtown Historic Site. The **Old Hwy. 12**, which bisects the site, is anticipated to be a main route for wine tourism in the valley.

■ *Colleges*

Walla Walla is home to two colleges, Whitman College and Walla Walla Community College. Walla Walla University is located in adjoining College Place. College events, including commencement ceremonies and parent weekends, attract many visitors to the valley who may be interested in the area history. Many students come to the valley for higher education. Whitman College, Washington’s first college, has a reputation for excellence in education. Walla Walla Community College has taken advantage of the growing wine industry by establishing an Institute of Enology and Viticulture. Walla Walla University, a private Christian university in College Place, provides liberal arts, professional, and technical programs.

■ *Retirement Center*

Retirees are attracted to Walla Walla’s small-town feel, year-round temperate climate, relatively low

housing costs, and its many cultural activities, including a symphony orchestra and a vibrant art community.

■ *History*

In addition to the rich history of the Frenchtown Historic Site and the surrounding region, there are several significant historic sites in proximity to Frenchtown.

Whitman Mission: Whitman Mission is a national historic site, managed by the National Park Service, located just west of Walla Walla along Mill Creek. This site marks the former Whitman Mission at Waiilatpu, established in 1836. In November of 1847 the Whitman Family and 11 others were massacred by a few members of the Cayuse Tribe. The site commemorates the Whitman Family, their role in establishing the Oregon Trail, and the challenges encountered when two cultures met. The Whitman Mission National Historic Site is located about two miles from the Frenchtown Site and receives about 55,000 visitors a year, according to the National Park Service.

Fort Walla Walla: Fort Walla Walla was a military reservation in Walla Walla, Washington from 1858 to the early 1900s. In addition to 15 surviving original 19th century buildings on the current Veterans Administration hospital grounds, the site now includes a park and museum that features



Fort Walla Walla Museum and Park attracts approximately 25,000 visitors yearly.

five large exhibit halls, a 17-building pioneer village with many original buildings, living history performances, and children’s programs. According to the museum staff, approximately 25,000 visitors come each year to this museum 14 miles east of Frenchtown.

■ *Recreational Opportunities*

Recreational activities in the valley include fishing, hunting, hiking, horseback riding, boating, canoeing, wildlife viewing, and camping. Fort Walla Walla Park offers BMX racing, disc golf, and skateboarding. Winter sports in the area include downhill and cross-country skiing, snowboarding, and snowmobiling. The Walla Walla River, which forms the Frenchtown Historic Site’s south boundary, is popular for steelhead fishing, waterfowling and floating.

Neighborhood Context

■ *Existing Land Use*

Existing land uses in the site vicinity generally include rural residential uses and agricultural crop production – primarily alfalfa and wheat on the upland portions and onions in the lower valley soils. A small feed lot operation exists west of the Frenchtown Historic Site. Properties north and east of the site are primarily in agricultural production with several homes and outbuildings.

The Frenchtown Historic Site property and all of the adjacent parcels are zoned Agriculture Residential 10. The Agricultural Residential 10 zoning designation allows “park” uses such as the proposed Frenchtown Historic Site as an outright permitted use.

■ *Potential Land Use*

Zoning: The Agricultural Residential 10 zoning would allow the adjacent parcels to be developed as single family or duplex residential uses or as other business uses – some of which require a conditional use review and permit.

Planned Projects: The property north of the Frenchtown Historic Site on the opposite side of the future US 12 right-of-way is planned as a 570-acre golf course/residential community. The property

east of the upper (north half) of the Frenchtown Historic Site is proposed to be platted into approximately 1.25 acre rural residential lots.

FHF Development Agreements: Four development agreements related to the neighboring properties are under negotiation. One is a view easement over a portion of the property east and south of old US 12 from the Frenchtown Historic Site. The balance are water rights for the Frenchtown Historic Site and access agreements between FHF and neighbors for maintenance of pumping equipment.

The Surrounding Built (and Soon-to-be-Built) Environment

■ *Transportation*

Old Hwy. 12: Old Hwy. 12 currently bisects the Frenchtown Historic Site. Previously, the highway was located slightly north of its present location where a power line corridor is present. US 12 provides the only public access to the upper and lower portions of the site. **The old highway is a paved two-lane road with paved shoulders and previously a 60 MPH posted speed limit in the vicinity of the site, which will be lowered to county road speeds.** The road is very flat and straight with effectively no limit to entering and stopping sight distances in the site vicinity of the Frenchtown Historic Site.

New US 12 – Noise/Air/Visual Impacts: A portion of US 12 is being relocated north of the Frenchtown Historic Site. A new four-lane divided highway will



Old US Route 12

be constructed as a means of reducing congestion and intersection-related accidents and enhancing economic vitality, according to the Washington Department of Transportation (WSDOT). About 7,000 to 13,000 vehicles are expected to use the roadway daily. About one third of those vehicles are likely to be trucks. This new section of highway is expected to open to traffic in the fall of 2009. Eastbound traffic will ascend a relatively steep grade adjacent to the Frenchtown Monument and Cemetery location.

According to WSDOT, the only identified impact from the proposed highway to tribal resources is at the Frenchtown Monument. WSDOT recognized that the cemetery contains both native and Euro-American grave sites. According to the WSDOT US 12 website: "WSDOT conducted studies and adjusted the project to avoid the monument and the cemetery."

Union Pacific Railroad (WATCO): Railroad tracks bisect the site immediately south of the current **Old Hwy.12** right-of-way. Union Pacific currently leases these railroad tracks to WATCO Companies. The tracks will be crossed with a single at-grade crossing, allowing visitors and maintenance access to the southern portion of the site. A road crossing installation will need to be coordinated through the Union Pacific Real Estate division.

■ *Utilities*

Power Lines: Power lines cross the north half of the site in an east-west direction at the location



Power lines cross the north half of the site.

of the **Old Inland Empire Highway right-of-way (removed some years ago)**. The area under the power lines is under cultivation. The power lines serve an area larger than the existing neighborhood and are carrying too much voltage to be feasible to place underground.

Water Well and Pump/Irrigation Ditch: There are two sources of water on the site: one is a pump on a slough of Walla Walla River and the other is the well on the northern portion of the site. Both are owned, operated, and maintained by Alfalfa LLC. The pump pulls irrigation water from the Walla Walla River and is expected to continue to serve properties adjacent to the Frenchtown Historic Site. The well delivers potable water from the northern portion of the site. The Alfalfa LLC has agreed to give FHF ten (10.0) acre feet of water per year with



The water well and pump/irrigation ditch provide water to the site.

additional water paid for at the same rate as Alfalfa LLC is charged.

Utilities Available to Site – Gas/Well Water/ Telecom/Septic: The utilities available to the site are water, electricity, and telephone. A septic system would need to be constructed to service future wastewater discharge from any restrooms or kitchen facilities. No natural gas is available at or in proximity to the site.

Natural Character

■ *Climate/Microclimate*

The Western Regional Climate Center reports an annual mean temperature of about 52 degrees F. as recorded at the nearby Whitman Mission. Summer temperatures average around 69 degrees, but can reach over 100 degrees on the hottest days. Fall and spring temperatures average around 51 degrees. Winter temperatures average around 36 degrees but occasionally drop below zero. Total average precipitation for the area is just over 14 inches with an average total snowfall of nine inches. June, July, August, and September rainfall averages under one inch with most of the precipitation from November through March.

The site is relatively exposed to winds because of the open nature of the landscape (except at the riparian zone). Winds are primarily from the south and consistently around 8 MPH throughout the year. The higher elevations of the north half of the site are exposed to occasionally strong winds from the south.

■ *Topography/Drainage*

The north half of the site could be characterized as rolling topography. However, the south half is flat except at the Walla Walla River stream bank. The highest point on the site is elevation 605' in the northeast corner. The site slopes to the south with slopes in the 10–12 percent range, and some intermediate benches in the terrain. The sloping northern portion of the site could be naturally dry given the south aspect, natural drainage direction, and exposure to the wind. Similarly, the flatter half of the site to the south could have saturated soil conditions because of the silty nature of the soils and lack of drainage.

The natural drainage pattern in the north half of the site includes overland flow (sheet flow) that is concentrated at the southwest corner of the north portion of the site near the **Old Hwy. 12** right-of-way. The contributing basin for the site's runoff includes a number of acres to the north of the Frenchtown Historic Site. The Bergevin family, longtime residents of the area, reported occasional ponding of runoff during the wetter winter months at that location. A culvert under **Old Hwy. 12** normally drains this area but has filled with field debris that impedes the flow of stormwater to the

south at the natural discharge point which is the Walla Walla River.

New US 12 Drainage: The natural pattern of drainage from north to south across the Frenchtown Historic Site is expected to be maintained via large culverts under the new roadway. The location of the culvert outfalls should be considered in locating site improvements.

■ *Vegetation*

Existing Agriculture: The Frenchtown Historic Site has long been under cultivation as an alfalfa field on the north portion of the site (north of US 12) which is currently in wheat; the south half has most recently been an onion field. The Northwest Power and Conservation Council have established a Walla Walla Sub-Basin Management Plan that describes the flora classifications that are applicable to the Frenchtown Historic Site. The portion of the site currently used for agriculture is classified as grassland, and the remainder of the site is classified as riparian.

Riparian: The riparian areas of the site are largely intact native vegetation with few invasive species growing, notably a tree-of-heaven (*Ailanthus altissima*) and a sycamore (*Platanus L.*).

Eco-region wildlife/habitat managers recommend the following ranges of conditions for the specific riparian habitat attributes described below:



Current Walla Walla River riparian area on site

- 40 to 60 percent tree canopy closure (cottonwood and other hardwood species)
- Multi-structure/age tree canopy (includes trees less than six inches in diameter and mature/decadent trees)
- Woody vegetation within 328 feet of shoreline
- Tree groves greater than one acre within 800 feet of water
- 40 to 80 percent native shrub cover (greater than 50 percent comprised of hydrophytic shrubs)
- Multi-structured shrub canopy greater than three feet in height

Grassland: The Walla Walla Sub-Basin Management Plan describes the portion of the site currently used for agriculture as grassland. Grasshopper sparrow, bighorn sheep, and mule deer are focal species selected to represent interior grassland wildlife species. The range of conditions recommended for interior grassland habitat includes:

- Native bunchgrasses greater than 40 percent cover
- Native forbs 10 to 30 percent cover
- Herbaceous vegetation height greater than 10 inches
- Visual obstruction readings (VOR) at least six inches
- Native non-deciduous shrubs less than 10 percent cover
- Exotic vegetation/noxious weeds less than 10 percent cover
- Multi-structured fruit/bud/catkin producing deciduous trees and shrubs (macrophyllus draws and riparian sites) dispersed throughout the landscape.

Native Vegetation (Historic): Around 1850 the Walla Walla River was much more sinuous than it is today. The river's riparian area extended 984 feet out from the river in some places. In the early 1950s, much of the river's riparian zone transitioned into agricultural land. The historic vegetation that inhabited the riparian areas before this transition closely matched riparian plant species listed later in this master plan.

■ *Soils*

NRCS Description Classification (Series): The Natural Resources Conservation Service (NRCS) soil

mapping of the Frenchtown Historic Site vicinity includes several different soil series classifications that are primarily silt loam soils in the upland portions of the site and alluvial soils at the Walla Walla River. The upland soils are described by the NRCS as having no significant restrictions to development of roads or buildings on the upland soils. The upland soils classified as Umpine silt loam, 0–3 percent slopes are the most suitable soils at the Frenchtown Historic Site for septic tank absorption fields suitability according to the NRCS. The Umpine soils are on the north half of the site, generally in a wide band along the power line easement. Conversely, downslope of the Umpine series along **US 12** is the Stanfield silt loam, 0–3 percent slopes series. The Stanfield series is very limited with regard to septic tank absorption field use because of shallow depths to hard pan and the saturated zone.

■ *Walla Walla River*

The Walla Walla River, which flows across the southernmost portion of the site, originates in the Blue Mountains of Oregon and terminates at the Columbia River near the small town of Wallula. Originally supporting several species of anadromous salmonids, the river has succumbed to considerable alterations due to its continued use for regional agriculture and development. The river still boasts a run of steelhead trout during winter months, and even has an occasional Chinook salmon spawn. The



The Walla Walla River flows across the southernmost portion of the site. **Does this photo show only the desired portion of the river?**

temperatures in the lower (and slower) portions of the river prevent increased trout migrations. Efforts are presently underway to provide shading of the river to cool its waters and facilitate better oxygenation to improve fish populations. According to the Walla Walla Sub-Basin Management Plan, the riparian areas of the site should view yellow warbler, great blue heron, and beaver as focal species, representing wildlife species associated with riparian and riverine habitats.

Other species of sport fish that inhabit the Walla Walla River near the site include smallmouth bass, perch, channel catfish, and northern pike minnow. Rainbow trout and bull trout often inhabit the upper (cooler) reaches of the river but are rarely found downstream of College Place. Current 2008/2009 sport fishing regulations for this stretch of the river allow for statewide rules to apply from June 1 through October 31 for all game fish, with up to three hatchery steelhead being retained. From November 1 through March 31, catch-and-release regulations apply to all game fish, with up to three hatchery steelhead being retained.

Other Important Site Conditions

■ *Viewshed Agreement*

A viewshed easement agreement is being negotiated between the 173 Baker Ranch Road property and the Frenchtown Historic Site. The viewshed easement is over the neighboring 6.44 acres immediately west of the southern half of the Frenchtown Historic Site. The agreement is conditional on the non-public use of the service and maintenance access across the property to the Frenchtown Historic Site.

■ *Access – Pump/Well Easements*

The irrigation water pump on the Walla Walla River and the well near the north property boundary of the Frenchtown Historic Site will be maintained by the Alfalfa LLC or its assignees through an Easement of Way agreement. Access to these mechanisms is accommodated through the temporary use of the trail system by service vehicles.

Challenges and Opportunities

Every site is a mix of challenges and opportunities

with regard to its potential site development program. Ultimately, a master plan should illustrate solutions to the challenges and demonstrate how to take best advantage of the site's inherent positive characteristics.

■ *Challenges to Quality of Visitor Experience*

Accessibility (Old Hwy. 12/RR Impacts): The site is currently split in half by a major roadway with a posted speed of 60 mph. This is scheduled to change to a county road with a 45-50 mph posted speed on the opening of the new 4-lane Highway 12 north of the site in 2009-10. For some visitors, such as those with young children or with mobility impairments, crossing Old Hwy. 12 will be a challenge, which will be lessened with the change to a county road. In addition, because the roadway is straight and level, there is adequate sight distance for drivers to see and react to pedestrians crossing the roadway and vehicles entering the roadway from the site. The next sections of the master plan outline several possible means of mitigating the difficulty of crossing existing US 12.

Off-Site Impacts – New US 12 Alignment:

A realignment of US 12 is under construction immediately north of the Frenchtown Historic Site at the time of this writing. The new highway will potentially affect visitors' experiences of the Frenchtown Historic Site as follows: aesthetic impacts from viewing the roadway and traffic; vehicle noise impacts; and ambient air quality impacts from vehicle exhaust. Noise impacts, if unmitigated, are likely to affect visitor experience quality because of the close proximity of the roadway, elevation of the proposed roadway, and relatively steep road gradient. A potential mitigation measure involving construction of an earth berm is discussed in the following section.

Site Disturbance/Archaeological (Limits and Type of Disturbance):

The Frenchtown Battlefield archaeological survey prepared by Eastern Washington University (EWU) (Emerson and Gough, 2008) recommends that "landowners seek legal advice and comply with all applicable laws" prior to undertaking any ground-disturbing activities that could affect the St. Rose Cemetery site. According to the study, the Frenchtown

Cemetery is protected by various ordinances including the Indian Graves and Records law (RCW 27.53) and the Cemeteries, Morgues and Human Remains law (RCW 68). Any site improvements in the vicinity of the cemetery site should therefore avoid excavation where possible. There are not specific recommendations regarding site-disturbing activities for the remaining portions of the site in the EWU study, with the exception of the mission church site. Due to the long history of cultivation for crops and irrigation ditching, the site has been heavily disturbed for many decades.

Other Considerations – Utilities/Easements/Drainage: Other conditions that may restrict the type and location of improvements on the Frenchtown Historic Site include a power easement that runs east/west through the central portion of the north half of the site and various easements for access to an irrigation pump and well. Given the size of the site and location of the easements, the presence of easements does not present significant restrictions to locating improvements at the site. For the purpose of planning, the power easement is assumed not to restrict the construction of a driveway and parking lot within the easement.

■ *Opportunities*

Historic Importance and Provenance: Although obviously less tangible than the physical site characteristics, the historic provenance of the site is the single most important factor in establishing the Frenchtown Historic Site. The property is where a portion of the Battle of Frenchtown took place and was the location of the St. Rose Mission Church and Cemetery. In addition, other important parts of the battlefield are adjacent and visible from the Frenchtown Historic Site.

Tourism Development: Local tourism can provide a major portion of the yearly visitation to the site. Capturing the incidental wine tourist traffic and heritage tourism traffic will be important to the long-term success of the Frenchtown Historic Site. The overall appearance and first impressions of the site by motorists **traveling along the old and new Hwy. 12 is important** – showing the site as a worthwhile place to visit. The uniqueness of the site, buildings, and signs can help tempt people to visit. Information on other sites should also be available.

Walla Walla River Recreation Access paragraph deleted.

Ecological Restoration (Natural History Interpretive): The restoration of the site to a natural grassland will set the site apart from adjacent agricultural and residential properties. Given the scale of the acreage to be restored, the vegetation cover could be the single most noticeable characteristic of the improved site.

Site Character/Beauty – (Size/Shape/Views/Aspect): One of the more significant opportunities to enhance the Frenchtown Historic Site is the location and nature of the property. The rectangular 50 acre site has wonderful distant views of the Blue Mountains and local territorial views of the Frenchtown Historic Site, the surrounding landscape, and the Walla Walla River as the south boundary. The generous size of the site makes it possible to create a distinct sense of place for visitors that could otherwise be lacking on a smaller site. Similarly, the large size of the site provides for a variety of experiences such as walking up to the cemetery and down to the riparian zone.

Site Program Elements

4

Frenchtown Historic Site Program

The following list of site improvements was defined by the FHF in consultation with the master plan consultants. Each element is listed with the design and performance criteria that are expected to meet the overall project objectives.

■ *Driveways/Parking/Access*

The main entry to the northern half of the site should be located where there is maximum sight distance for vehicles entering and turning off of the highway. The alignment of the driveway at the highway intersection should be tangential to the centerline of the highway for visibility and safer turning movements to and from the site.

Parking should be located on both sides of Old Hwy. 12 so that visitors will have the option to either drive across the highway or cross on foot. The main parking area should be located within close walking distance to the interpretive center and picnic shelter and to the church site on the south side of the site. Parking on the south side could be constructed as part of a widened shoulder wayside pull off area. This already exists to some extent as a granite roadside monument that commemorates the Battle of Frenchtown.

The driveway and parking lot should be constructed of compacted crushed rock at a depth engineered to support traffic. The use of crushed rock is aesthetically and environmentally more appropriate for the site although the maintenance will be more frequent than that required for an asphaltic concrete driveway and parking.

The width of the driveway should accommodate two vehicles passing in opposite directions, without appearing too wide. A maximum 24-foot wide driveway should be sufficient for regular vehicular and emergency access. Parking in the gravel lot

should be “controlled” by use of concrete or recycled plastic wheel stops that are securely pinned in place.

The number of parking stalls provided should be directly proportional to the phasing of the picnic area and interpretive buildings. Initially, about forty parking spaces will be needed for the picnic shelter.

■ *Trails/At-Grade Crossings/River Access*

Trails must be designed and constructed at an accessible width, gradient, and surface. The width and paving section should also accommodate maintenance vehicles/equipment as necessary. Trail centerline gradients should follow Americans with Disabilities Act (ADA) guidelines for accessibility and generally should not exceed five percent net slope. Crushed rock surfacing should not exceed 1/2" in size (100 per cent should pass through a 1/2" screen). The horizontal alignment of the trails should consist primarily of broad radius curves to progressively reveal site amenities to entice visitors to continue discovering what lies ahead. The general layout of trails should give the visitor a variety of experiences without duplication, backtracking, or having the perception of being forced to follow an arbitrarily circuitous route.

■ *Picnic Shelter (Size/Location)*

Architecturally, the picnic shelter should display a sense of being based on history without an outright duplication of a historic model. To be successful as a means of attracting visitors, the picnic shelter should accommodate groups of 50 to 75 people. This capacity would allow for day use for gatherings for such events as historic reenactments, story telling, tribal ceremony gatherings, or group functions. The picnic shelter should be unique, not ubiquitous. The picnic structure should be designed specifically

for the site – not a standard park-type shelter from a catalog. The materials and construction must be very durable, require little maintenance, and be resistant to vandalism.

■ *Overlook*

The overlook is best situated at the highest point of the site in the northeast corner of the property to take best advantage of the views to surrounding areas. The overlook should be designed to blend with the natural topography so as not to compete visually with the cemetery and monument in the northern portion of the site. The construction of the overlook should be the minimum necessary for visitors to perceive it as a special place – worthy of the climb up the hill – but in harmony with the natural rolling topography. Topography at the overlook should be designed so that people and improvements in that vicinity are minimally visible.

■ *Cemetery/Church Site Demarcation and Groundcover/Irrigation*

One of the foremost goals of the FHF is to demarcate the site of the St. Rose of Lima Mission Church and Cemetery. The form of boundary demarcation used should not be potentially confused as historic. The materials chosen to demarcate the church and cemetery should be long-lasting, durable materials such as locally-quarried stone – provided that the stone can be finished and set so that it is not assumed to be historic. In addition, the footprint of the church and the interior of the cemetery should have a ground surface treatment different than the surrounding areas. The most practical solution for the cemetery is turfgrasses that are irrigated and mowed. Turfgrass species should be selected for adaptability and low maintenance requirements. Turfgrasses should be capable of being established with no more ground disturbance than was experienced during previous crop cultivation.

■ *Upland Grass Restoration*

Frenchtown Historic Site visitors will gain a sense of what the landscape of the Frenchtown area was like prior to settlement by changing the vegetative cover from agricultural crops to native vegetation. Upland areas in particular should be restored

to grasses, shrubs, and forbs indigenous to the area. Restoration with native vegetation is a more sustainable means of maintaining the site than using turfgrasses and ornamental trees.

■ *Riparian Restoration*

Like the restoration of the site's upland areas, the enhancement of the riparian zone along the Walla Walla River will add to the visitor experience by providing a sense of what the wooded areas along the river were like prior to settlement. Most properties along the Walla Walla River have riparian zones that were reduced to increase crop cultivation in the floodplain zones. The Frenchtown Historic Site riparian zone may be differentiated from the adjacent upstream and downstream properties by reestablishing riparian vegetation toward the outer limits of the floodplain where it likely was prior to settlement.

■ *New US 12 Buffering*

As previously mentioned, the construction of US 12 at a new alignment and gradient immediately north of the Frenchtown Historic Site will likely result in noise and aesthetic impacts at the historic site. Vehicle noise could be considered a distinct distraction to enjoying a historic site visit. Mitigating highway noise is typically accomplished in urban areas with concrete noise walls. At the Frenchtown Historic Site however, there is adequate horizontal distance to construct an earth berm between the roadway and the northern portions of the site – specifically, the cemetery. The berm should be constructed to the maximum height possible with side slopes of 3:1 or flatter to minimize soil erosion and to blend with the surrounding topography. The alignment of the berm should extend the length of the northern boundary of the site, and WSDOT's planned highway culvert for water runoff should be repositioned and extended beyond the berm, consistent with the site improvements contemplated in this plan, and the need to protect the historically and culturally important cemetery and surrounding site from negative impacts, particularly in light of WSDOT's recent raising of the highway design to be above the level of the cemetery.

Building Program

■ *Picnic Shelter*

Picnic Shelter (Size/Location): Refer to discussion on the previous page. The picnic shelter can be designed to be expandable and moveable if desirable to facilitate site development in phases.

■ *Potential for Community Hall*

Early in the process of this master plan study, consideration was given to including an assembly hall in the program. While it appears that this possibility has been greatly reduced, there is a location available on the site that would work adequately for such a structure. This location is in the northwest corner of the site. A community hall will require about 60 additional parking stalls if an assembly hall for 300

occupants were created. The building would need to be harmonious with the other structures, and carefully situated so as not to draw more attention than the interpretive center. It is important to recognize that current Walla Walla County zoning codes do not allow an assembly occupancy to be on this site, therefore it would be necessary to pursue a zoning change if the assembly hall is desired.

The proposed master plan includes an interpretive plan element and a conceptual site plan. The interpretive plan outlines the topics and means of providing information to visitors. The conceptual site plan identifies and locates recommended site improvements.

Interpretive Plan

5

Proposed Master Plan

■ *Introduction*

Interpretation at the Frenchtown Historical Site is envisioned to be conveyed through interpretive panels at several hubs along pathways on site, as well as through other types of displays, monuments, and artworks as funding and resources permit. Interpretation may also be conveyed from time to time through on-site volunteers/docents who are knowledgeable about the specific natural and cultural history of the site and surrounding area.

Interpretation will play a critical role in enhancing visitors' experiences at the Frenchtown Historical Site – leaving them with a clear understanding of the history, an appreciation of the need for preservation and ongoing stewardship of the site, and a lasting memory of their visit.

Ken Francis, a specialist in interpretation describes its purpose as follows.

"Interpretation of our heritage must communicate the unfamiliar into simple language using not only words but photography, maps, illustrations, and graphics that enhance the public's understanding and appreciation of our past, as well as our obligations for the future."

The proposed topics to be interpreted at the Frenchtown Historic Site are listed below, followed by descriptions of the interpretive improvements that will be provided at the various hubs/locations.

■ *Topics for Interpretation*

Generally, the main topics for historic, cultural, and natural history interpretation should include the following:

- Geologic history of the area
- Pre-settlement/Native American history
- French Canadian/Métis/Euro-American settlement
- Battle of Frenchtown
- St. Rose Mission Church and Cemetery
- Natural history (ecological restoration) and flora and fauna

Proposed Interpretive Improvements

■ *Visitor Orientation and Interpretation at the Parking Area*

A sign placed at the driveway entrance will label the site. As they enter the site, visitors will experience an overview of the northern portion of the site. Restoration of the landscape will distinctly differentiate the site from adjacent sites, allowing the visitor to gain an understanding of the extent of the site. Signage to label parking for access to the southern portion of the site will be much smaller than the sign placed at the driveway entrance in order to limit visual distraction in the entrance area. Signage directing visitors to other heritage sites should also be considered.

■ *Interpretive Pathway and Hubs*

Parking Area: There will be multiple interpretive displays adjacent to the parking area. If initially installed prior to the construction of a picnic shelter, these signs will be relocated to the picnic shelter when it is completed. The displays will contain maps for visitor orientation, a summary of site significance and brochures or some other method for visitors to enjoy a self-guided tour of the site.

Frenchtown Cemetery: Interpretive displays at the cemetery will convey the history of the cemetery including its movement to the current location and

the history of the obelisk.

Frenchtown Historic Site Overlook: The overlook affords visitors a full view of the site, the valley, the river, and the mountains beyond. The displays located here will review the full history of the site in the regional context. This site history will include restored site features and vegetation, the people who lived and settled in the area, and Frenchtown and battle history, using visible features to cue visitors to elements of these **stories**. A geological summary of the site will explain the forces that created the region from the Pleistocene to present.

Entrance to the Southern Portion of the Site: On the south side of Old Hwy. 12, along with the existing historical marker, there will be multiple displays. The Baker Railroad history will be one topic addressed at this location. Another will be the process of restoration efforts.

St. Rose Mission Church: Interpretive displays at the church site will focus on the St. Rose Mission history, specifically its iterations and movement in the valley that culminated here. An adjacent display will highlight the restored landscape and relate its

significance to the Battle of Walla Walla.

LaRoque Cabin Viewpoint: This French Canadian cabin was a central point in the Battle of Walla Walla. The events surrounding the battle and details of the battle will be displayed at the LaRoque Cabin Viewpoint, which will be located off the proposed riverside trail/pathway.

River Viewpoint: Additional interpretive displays along the riverside pathway will provide interpretation about the riparian habitat restoration and the ecological and cultural values of the Walla Walla River, as well as other subjects related to the cultural history of the Frenchtown area.

Interpretive Programs, Media, and Design Guidelines

■ *Self-Guided Tour*

Visitors will normally experience the Frenchtown Historic Site through self-guided tours, following the pathways and stopping at points of interest along the way to learn about Frenchtown natural and cultural history. It is recommended that a



Restored grassland in area near Walla Walla

brochure be developed and offered at the site to aid this experience. Website posting of the self-guided tour map and interpretation information is also recommended. The story points at the hubs along the pathway system could be keyed to GPS coordinates available for download. There are also various programs being developed that provide mobile phone guided tours, and these may be appropriate for the site given the good cellular service in the area. Eventually, if funding becomes available, the development of an audio and/or video CD/DVD could also be considered to further aid the self-guided tour experience and to educate visitors from near and far about the unique history of Frenchtown. Table 1 summarizes the self-guided tour exterior display positions and information. Self-guided tour points-of-interest are shown in Table 2.

■ *Docent/Volunteer Programs*

The role of volunteers/docents at the Frenchtown Historical Site will be important, not only for needs related to year-round maintenance and upkeep of facilities, but also for hosting visitors and providing on-site interpretation. Until such time as the FHF has the means to provide a part- or full-time caretaker at the site, regular volunteer presence is recommended, particularly during the travel season (late spring through early fall). Volunteers/docents who have a strong knowledge

of the cultural and natural history of the site and surrounding areas should be available on site during key visitation times (weekends, summer holidays, commemorations, living history presentations, and other events) to tell the stories of Frenchtown. Reenactors and other history experts can also be involved in telling these stories as part of special events at the site. Tribal members also will play an important role in teaching visitors about their cultural history, traditions, and perspectives.

■ *Interpretive Design Guidelines*

Purpose and Intent: Each display should be designed to support and enhance the interpretive themes and inspire visitors. The design guidelines presented here will help unify the interpretation throughout the Frenchtown Historic Site.

Imagery Influencing Design: The imagery selected for interpretive panel graphics should support and enhance the topics and interpretive themes, and blend with the surroundings.

Design Style: Color palette, typography, shapes, and layout techniques should support and enhance the interpretive topics and themes.

Typography: Typography (the arrangement and appearance of text) will influence the effectiveness of the interpretive panels. Effective typography increases readability and comprehension. Consider

TABLE 1. EXTERIOR DISPLAY POSITIONS AND INFORMATION

Item	Location	Information
A	Picnic shelter wall	Trail map and brochure information, regional map behind plastic or other protective means (or fabricated of highly durable media)
B	Interpretive center	Relocate above from shelter when constructed
C	Northeast of interpretive center	Native flora and fauna; grassland ecosystem restoration
D	Scenic overlook	Site history and geology summary; view to Whitman Mission
E	Adjacent to cemetery	Cemetery history
F	Railroad crossing	Baker Railroad history
G	St. Rose Mission Church	St. Rose Church history
H	La Roque cabin view	Battle of Walla Walla
I	River viewpoint	Frenchtown cultural history; riparian/ecosystem restoration

TABLE 2. SELF-GUIDED TOUR POINTS-OF-INTEREST

Item	Location	Information
1	Northeast of interpretive center	Native flora and fauna; grassland ecosystem restoration
2	North route to overlook	View to monument and history
3	Scenic overlook	Site history; geology; view to Whitman Mission
4	Cemetery	Cemetery history
5	South route from overlook	Information on mounds; ecosystem restoration
6	Railroad crossing	Baker Railroad history
7	St. Rose Church	St. Rose Church history
8	La Roque cabin view	Battle of Walla Walla/Chief Peo-Peo-Mox-Mox
9	Flora transition	Ecological transitions on-site
10	Adjacent to river	Walla Walla River information
11	River overlook	Frenchtown history; riparian restoration; cultural importance of river
12	East route from river	Grasslands cultural importance

the following items related to the use of type in the Frenchtown graphics:

- Type (font) style has unique and expressive character that can be used to enhance interpretation.
- Size of type suggests order to be read.
- Set text flush left and ragged right (generally).
- Symbols and objects are often more identifiable than words; they may be the only means of communication for nonreaders and foreign visitors. Use standard symbols, such as those developed by the American Institute of Graphic Arts (AIGA) and the U.S. Department of Transportation, available free of charge at <http://www.aiga.org/content.cfm/symbol-signs>, and standard map symbols developed by the National Park Service, available at <http://www.nps.gov/hfc/carto/map-symbols.htm>
- Try not to mix too many font styles, it creates disharmony. Use italics, bold, and print size variation for emphasis.
- Print size should depend not only on emphasis but also on viewing distance.
- Consider readers who may be visually impaired. Contrasting colors between characters and background are most readable; light letters on a dark background are typically the easiest to read under most conditions.

Layout: The layout techniques used in the Frenchtown interpretive graphics should be influenced by the historical and natural context of the area and historical materials relative to the site, such as:

- Earthy colors
- Sepia-toned photos
- Historical font styles

Image Selection: The saying “A picture is worth a thousand words” has much validity in interpretive design. When graphic images are combined with text narrative, the result is a powerful tool that communicates a complete concept to the viewer.

Powerful graphic images convey a message visually. A single graphic image can replace many words, focus attention, and lead the eye through a message sequence. A strong image will catch the visitor’s attention more than any other element. There are a variety of graphic images that can be used in the Frenchtown interpretive graphics, including:

- Photographs
- Illustrations
- Diagrams
- Logos
- Contemporary, historic, and visitor orientation maps

It is important to obtain permission to reproduce copyrighted works (text, graphics, maps,

photographs, and illustrations) from their sources. Several agencies and institutions, including historical societies, museums, tribes, and universities own the rights to many Frenchtown Historic Site-related materials, graphics, illustrations, and historic photographs. Although some graphics and information are already considered to be within the “public domain” and are available for general public use, it is always important to verify the ability to use all materials proposed for interpretive exhibits.

Make sure all images and illustrations are historically and culturally accurate, and permission has been granted before using them. When interpreting historical events or scenes, the use of the types of images described in Table 3 (listed in order of priority), can increase visitors’ understanding of the site’s story.

The selected images should reveal information that is not readily apparent, instead of duplicating what is seen at the site. Reward is high and effort minimal for interpretive graphics that convey detailed stories and ideas in concise and dramatic ways. They add beauty, interest, and can give an interpretive panel a

compelling personality.

Some widely-accepted rules-of-thumb often used by interpretive designers include:

- Keep the sign layout simple and uncluttered with enough open, unused space to create visual interest. Try to keep one-third of the panel area open and unused. Avoid cluttering elements such as excessive decorative borders, complex typefaces, and too much text.
- Develop a strong center of interest or focal point, and a visual sequence from that focal point. Design with a planned order that guides the viewer through images and text, from big items to small, from color to non-color, and from the unusual to the usual. Emphasis and contrast will let visitors know what is important and will create interest.
- Color is effective. Color attracts attention, improves readability, and increases memory retention. Warm advancing colors such as reds, oranges, and yellow are stimulating, while cool retreating colors like greens, blues, and violets are more relaxing.
- Lines direct viewers, tie elements together, and

TABLE 3. EXAMPLES OF THE TYPES OF IMAGES USED TO ACCURATELY AND CREDIBLY INTERPRET HISTORICAL EVENTS AND SCENES.¹

Type of Image	Pros	Cons
Photograph of event/place, taken <i>when</i> the historical episode took place	Authentic	May be hard to find
Photograph of the event/place, taken <i>soon after</i> the historic event	Timely or dramatic	May have been arranged
Sketch/line drawing of event/place, done by an artist who was there <i>during or soon after</i> the historic event	Done by a professional artist and witness	May be subject to interpretation
Sketch of event/place done by a participant <i>during or soon after</i> the historic event	Done by an amateur who was there	May be subject to interpretation
Art of the event/place, by a contemporary artist who was <i>not at the event</i>	Done by a professional in that time period	May be subject to interpretation
Art of the event/place, done by an artist who was <i>not alive during the event</i>	Done by a professional	May not be accurate
Photograph of a reenacted scene taken at the place <i>by a photographer today</i>	May be accurate	May appear staged
Art of the event/place done by an <i>artist today</i>	Done by a professional with the help of experts	May be expensive

¹ United States Department of the Interior, National Park Service. *Wayside Exhibit Guidelines*, 1998.

create a mood. Vertical lines suggest power, horizontal lines relay tranquility, and converging and diverging lines add depth and tension.

- Texture can create emphasis, separation, or unity.
- Use universally-accepted symbols in addition to other graphics.
- Use balance. Asymmetrical layouts will make text and graphics appear to be in motion, leading the reader through the design, while symmetrical balance is more static.
- Keep texts short and concise. Avoid using lengthy passages. Try to limit the main text for the interpretive panel to 100-150 words, or four to six sentences. Try to limit the text to one third of the space. Write simply and avoid jargon.
- Use captions to clarify the main theme with text and photos.

Sign Panels – Materials and Finishes: All sign panels should be constructed of durable material such as phenolic resin (a hardened plastic), a very adaptable and cost effective material. These embedded graphic panels have digitally-printed subsurface images fused into a single panel by the effect of high temperature and pressure. Phenolic resin panels are fire retardant and weather-resistant. Graffiti can be removed more easily from phenolic resin than other surfaces. Phenolic resin panels should be ordered with a minimum of a ten year warranty. Interpretive panels should be constructed of .50" to 1-inch (depending upon site conditions and vandalism risk), exterior grade phenolic resin, protected with a satin finish acrylic overlay and an ultraviolet (UV) inhibitor.

Sign Panels – Maintenance: Phenolic resin panels are very durable and can last up to 20 years. They can withstand intense sun, corrosive agents, extreme heat and cold, and vandals. They do not require frequent or complex care. Stains can usually be removed by an application of soap and water or baking soda or dilute bleach followed by rinsing with water. Spray paint, lacquer, and crayon graffiti can usually be removed with paint thinner, lacquer thinner, or similar solvents.

Quarterly inspections of sign panels can enhance and extend their life. Cleaning the panel with mild soap and water before inspection can reveal hidden damage, can remove dirt or debris that may cause more damage, and can improve the general

appearance of the panel. Poorly maintained signs are less effective because visitors are less likely to be attracted to them.

Sign Panels – Replaceability: Phenolic resin panels are durable, some lasting 25 or more years. When panels need to be rehabilitated because of environmental damage, vandalism, or new information, they can be easily replaced if the original digital artwork files have been preserved. A 42" x 24" interpretive panel can cost roughly \$850 to replace (2008 dollars). Production lead times are approximately 30 business days after approval of artwork.

Interpretive Display Bases, Stands, and Frames (Materials and Finishes): The materials and finishes used in the bases, stands, and frames for the interpretive displays should be attractive, durable, and should complement other elements in the landscape. Pre-fabricated displays, as shown in Figure 1, are typically constructed of welded metal plate (steel or aluminum) and rectangular tubing, mill finish, with exterior high-grade Polyurethane enamel or Polyacrylic enamel painted finish. Custom-designed and fabricated displays may be constructed of welded metal or can employ more dramatic materials that echo the site's natural and built environments.

Conceptual Site Plan

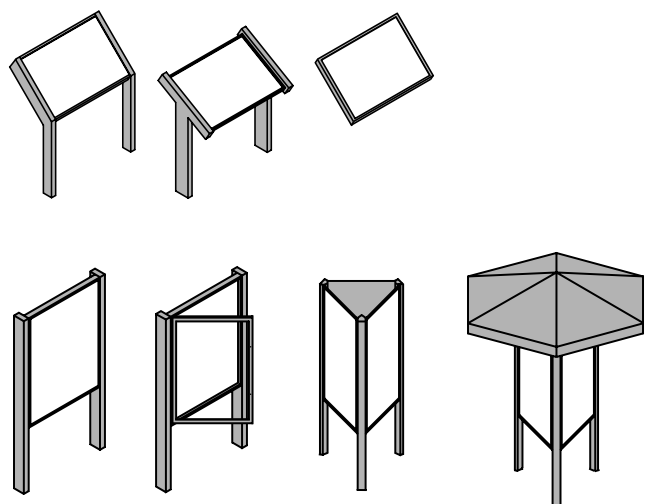


Figure 1. National Park Service-style prefabricated bases, frames, and stands for interpretive displays.

■ *Overview – General Site Organization*

Figures 2 and 3 illustrate the site development plan and details. The locations of the picnic shelter and interpretive center are shown to occupy a position in line with the existing overhead power lines on the north portion of the property. This location is somewhat equidistant from the cemetery and the St. Rose Church site, and is situated where grading has previously been performed for the abandoned US 12. Because site adjustments have already occurred in this area, the possibility of disturbance of historic artifacts likely would be minimal. Adjacency to the power lines will also reduce the need for excavation for underground power distribution. The buildings and parking area are positioned and oriented to align with the cemetery monument. This alignment of the buildings will emphasize the importance of the cemetery and monument.

■ *Parking and Access*

A 24-foot wide curved gravel access road connects the parking area with the **Old Hwy. 12** roadway, directly across from the pull off area and roadside historical marker. An asphalt paved apron at the approach should be used **to connect the driveway to the roadway**. The parking area is slightly curved, with the monument being the center point of curvature as a subtle recognition of the prominence of the monument. The gravel parking area is sized to provide 40 parking stalls. The parking configuration would allow for incremental expansion of the parking lot if necessary. Four of the spaces are ADA accessible and paved with asphalt to comply with ADA and Walla Walla County requirements. Wheel stops are used to define the individual parking spaces. Limiting the use of asphalt paving will keep development costs minimized, allow for more natural surface water drainage, and reduce the “heat island” effects created by dark absorptive materials. The parking access aisle is terminated at the north end by a bus turn-around. A gated 12-foot wide gravel road continues beyond the turnaround to allow for permitted vehicular access to the well and overlook/cemetery area.

The picnic shelter is located to the southwest of the parking area, and the interpretive center to the northeast. Locating the two structures opposite each

other allows for independent use of each structure without visual or auditory compromises. An 8-foot wide gravel path encircles the lawn to help keep the lawn from spreading into the native grasses, and to provide an alternative circulation route to and from the parking area.

■ *Circulation (Pathways and Driveways)*

Circulation on site is in the basic form of a figure-8 for both the northern and southern portions of the site. This allows visitors to select an appropriate distance for themselves while guiding them along a predetermined path. These paths are placed on the site to immerse the visitor in the site – weaving through the reintroduced mounds, climbing and sinking into the mound at the overlook as well as transitioning from the grasslands and riparian areas to find oneself peering at the Walla Walla River. Benches are placed along the way to rest and pause throughout the site.

■ *Materials/Surfacing*

Crushed aggregate will be used to pave the driveway. The trails will be paved with fine crushed aggregate on top of a base course of crushed aggregate. The trails will be crowned to encourage positive drainage. Entrance walkways to the Picnic Shelter and Interpretive Center will be concrete. The four ADA-accessible parking spaces will be paved with asphalt.

■ *Overlook*

The overlook will be built upon the original grade so as not to disrupt anything below grade, as shown in Figure 4. Concrete will be used to retain the surrounding mounds with stepped seat walls and support the displays.

Picnic Shelter: The picnic shelter is illustrated in Figure 5. The picnic shelter is anticipated to be the first structure built on the site. It is shown as 48' x 32', with the long axis in alignment with the monument. The building is composed of a sheltered picnic area approximately 32' x 32', and a maintenance storage room about 32' x 16'. The picnic area allows for twelve, 6-foot-long picnic tables, which would seat about 72 persons. This area is connected to the parking area by an eight-

foot wide ADA-accessible concrete path. The maintenance storage room is anticipated to house a riding mower, landscaping tools, a workbench, and miscellaneous supplies. These supplies may include chemicals. Therefore, the room will need to be ventilated. The picnic shelter should include (as an option) ADA-accessible restrooms within the structure.

The picnic shelter is intended to be efficiently constructed and easy to maintain. It is shown to have a reinforced concrete slab and foundation, concrete masonry walls and pillars, and scissor-trussed roof with stone-coated steel roofing shingles. A cedar plank ceiling is indicated to enclose the truss volume to prevent birds and insects from inhabiting the structure. The 6/12 roof slope matches that of the interpretive center. Water, electricity, and septic system utilities are all optional. Electricity would probably be the easiest service to provide, but water may be the most needed for equipment cleaning.

Sheltered space is available on the wall separating the picnic area from the maintenance storage room for displays relevant to the history of the site. Possibilities include a copy of the self-guided tour brochure and trail maps. A copy of the Walla Walla Valley Frenchtown Settlement Map would also be desirable. These would need to be protected by a covering or fabricated of highly durable material.

Church and Cemetery Sites: The St. Rose Mission Church site is inferred from records. Figure 6 shows the location that is best described in the records. The church will be oriented with the altar to the west and the entrance pathway leading in from the east. The church footprint will be stone paving with bench pews made of wood or other appropriate material that are two feet tall, two feet deep and six feet long. The pews will be placed at a height of 18 inches from the surface of the stone paving surrounding them. **A wooden cross similar to the cross adjacent to the obelisk of the cemetery will be erected to the rear of the altar in the church footprint.**

The St. Rose Mission Cemetery will be demarcated using at-grade markers of stone at regular intervals

at the perimeter of the cemetery. The stones will be at least six inches square and no more than 24 inches square. Buffalo grass, or Idaho fescue or similar grass will be planted in the cemetery and surrounding boundary area, 134 feet by 76 feet. This area will be irrigated and mowed, as needed. A gravel path will be provided to and around the monument for viewing purposes.

Interpretive Center – Conceptual Architectural Plans: Figure 9 illustrates the proposed interpretive center. The interpretive center is shown to be 48' x 88' overall, including 8-foot-wide porches on the front and back. It is positioned in alignment between the picnic shelter and the cemetery monument, and the main entry, lobby, and exit are centered on this axis. This axis extends to the parking area and to a viewpoint along a paved path. This primary circulation through the building is meant to emphasize the importance of the monument. The porches at the front and back allow for protection of the exterior wall displays and viewing areas and are architectural features similar to period French Canadian residences. Similarly, the roof configuration and simple profile are also reminiscent of French Canadian structures. The building has both public and private spaces. The main display lobby occupies the heart of the building, and is to contain the primary display



Cemetery cross to be **restored**

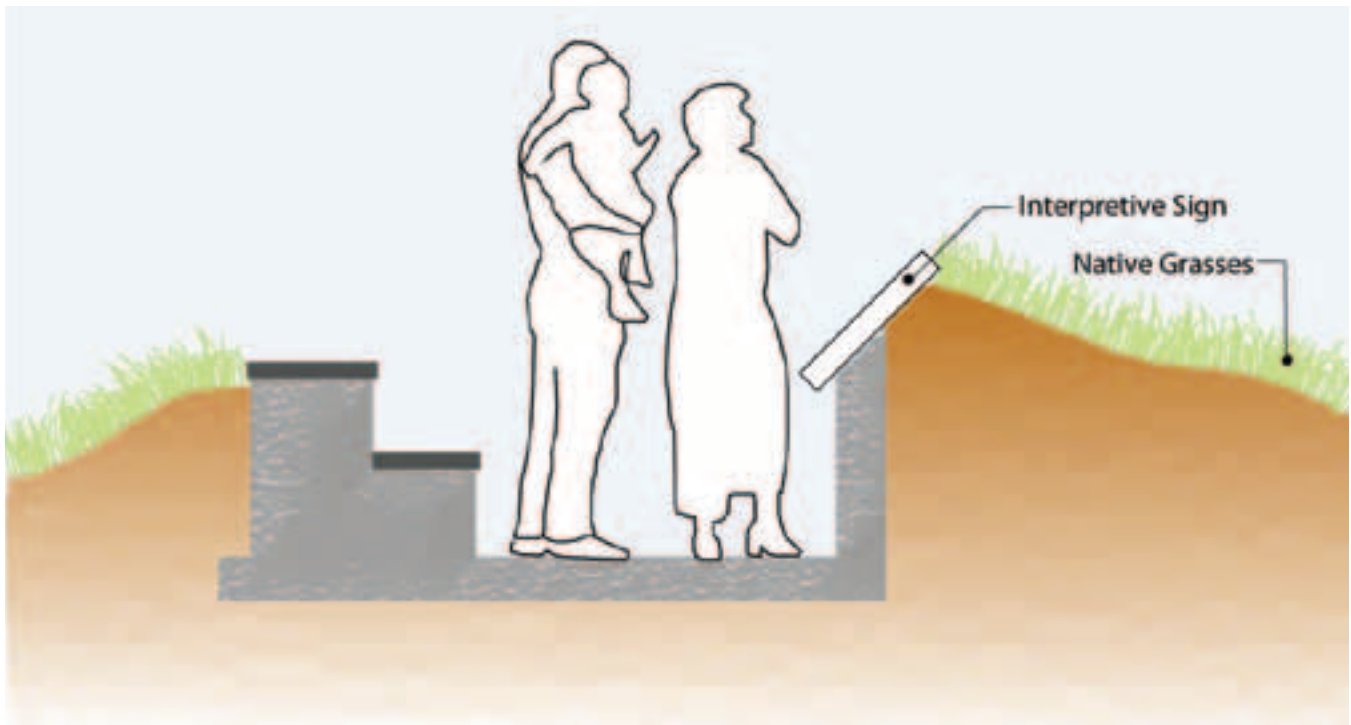


Figure 4. Overlook section with interpretive sign and seat wall set in berm. The overlook is recessed into the slope to minimize visual disruption on the historic site.

items. These items could include maps, books, photos, journal articles, models, artifact replicas, murals, and possibly items which are intended for sale. A donation box is to be placed near the front door. The vestibule can contain copies of the self-guided tour brochure for visitors to use during times when the interpretive center is closed.

The southern wing (to the right upon entry) is composed mostly of the caretaker's apartment. This one bedroom apartment is about 700 square feet in size, and includes a bathroom, laundry closet, living and dining areas, and fully equipped kitchen. Also occupying the southern wing is an office for the caretaker, and a library/conference room. The office is positioned to have good visual proximity to the entry and lobby areas. The library/conference room can contain more valuable artifacts requiring better protection or care, as well as provide space for continued research.

The northern wing has ADA-accessible restrooms, and a presentation room sized to hold as many as 48

people (in a seated layout). This presentation room can be used for classroom-style lectures, roundtable discussions, film presentations, etc. There is wall space available in this room for additional displays. A storage room adjacent to the presentation room would be used primarily for chair storage, but it might also contain seasonal displays.

The interpretive center is composed of a reinforced concrete slab and foundation, wood stud perimeter bearing walls with stucco finish and R-21 batt insulation, and a wood trussed roof with 6/12 slope, R-30 insulation, and stone-coated steel roof shingles. Wood posts support and define the perimeter of the porches. A cedar plank ceiling above the porches prevents birds and insects from inhabiting the eaves. Stucco finish is suggested for the exterior because it is non-combustible and reminiscent of French Canadian structures.

All interior wall surfaces are anticipated to be painted gypsum wall board. Flooring within the public spaces is suggested to be stained concrete, while carpeting and sheet vinyl are appropriate

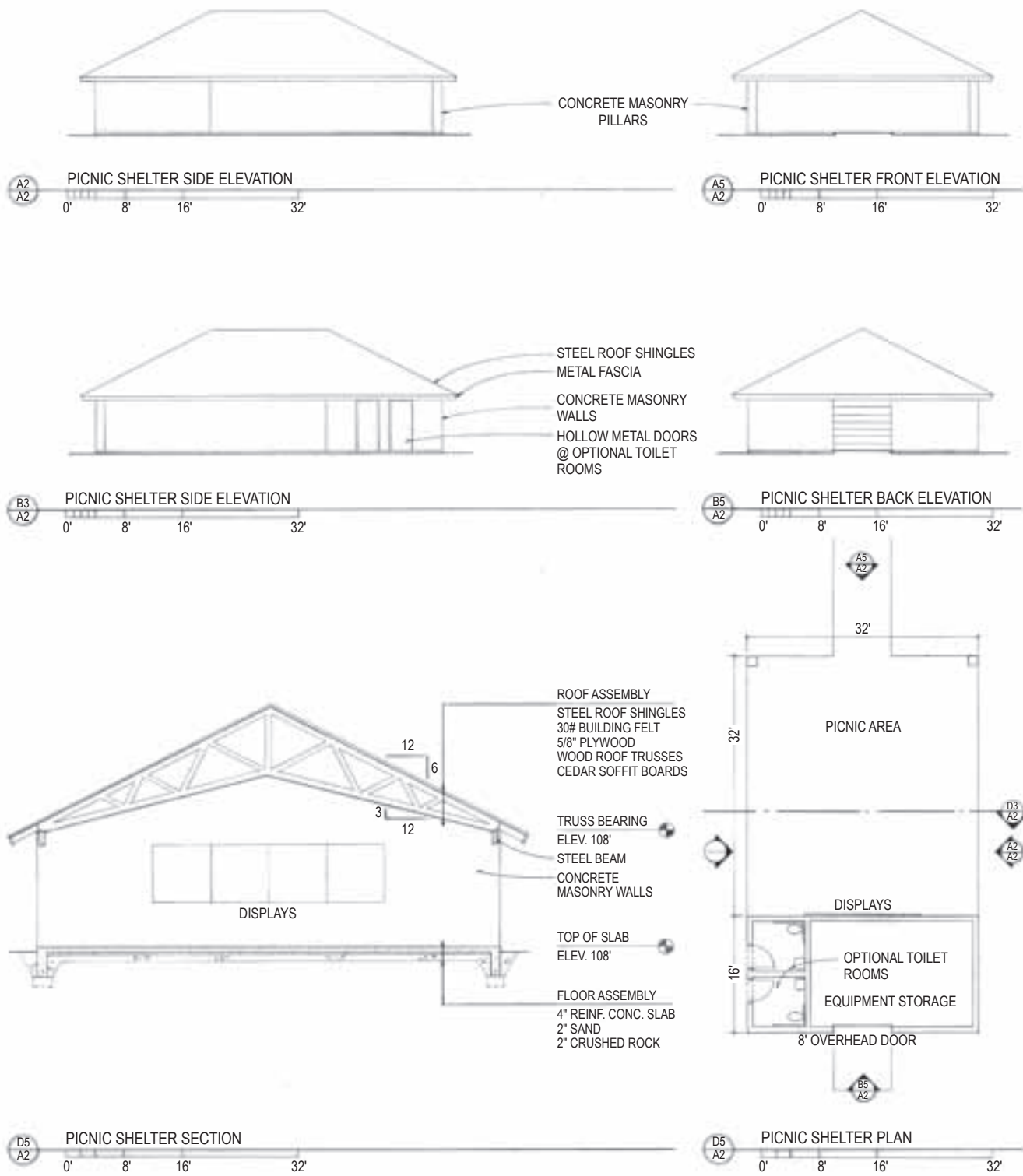


Figure 5. Picnic Shelter Concept



Figure 6. Proposed Church Siting Diagram

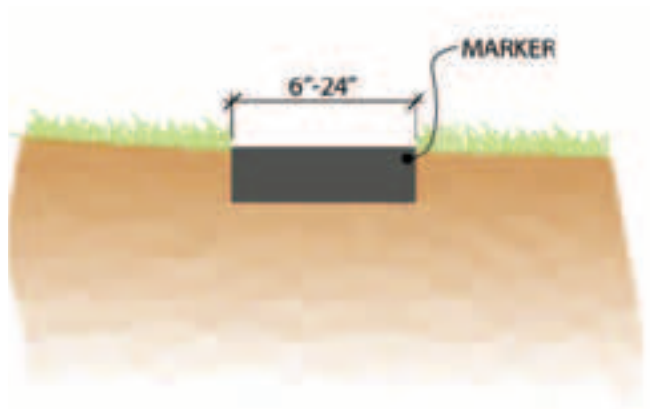


Figure 7. Cemetery Demarcation Section

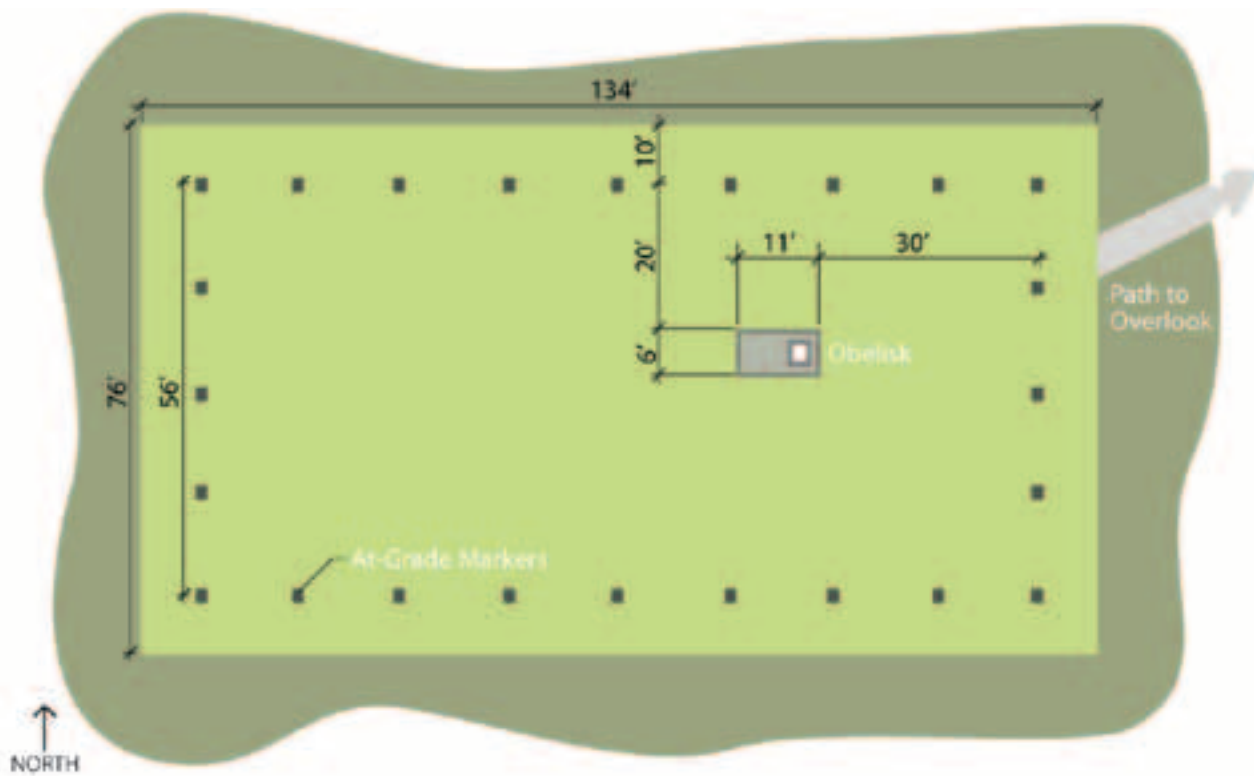


Figure 8. Cemetery Demarcation Diagram

choices for the caretaker’s apartment. Tile flooring is desirable for the toilet rooms. Suspended acoustic ceilings are useful in the public areas, and painted gypsum board is best in the caretaker’s apartment. Utilities necessary for the interpretive center include electrical service from the overhead power lines, potable water from the municipal supply system north of the new highway, and septic system and drainfield to be located south of the building. The suggested mechanical system is composed of two split-system electrical heat pumps – a 2.5 ton unit for the apartment, and a five ton unit for the public areas. These units would be mounted at grade, with ductwork located in the attic spaces. The interpretive center does not need a fire sprinkler system due to its limited size.

Ecological Restoration:

Native Vegetation/Planting Palette – Riparian: The planting design and installation may be guided by the CTUIR staff. Some of the native vegetation species that should be reintroduced in the riparian areas of the site are listed in Table 4.

Native Vegetation/Planting Palette – Upland: The upland planting may also be guided by the CTUIR staff. Some of the native vegetation species that may be reintroduced in the grassland areas of the site are listed in Table 5. Cover crops may be utilized to help stabilize soil and add nutrients when planting cannot occur at the optimum times. Any soil in the grasslands areas of the site should be free of weeds before seeding.

Restoration Timeline: The recommended times to plant native grasses and riparian trees and shrubs are in the late fall and early spring. Consult with the seed supplier for the best soil preparation and timing, depending on the composition of seed mix that is chosen.

New US 12 Berm: A berm is proposed in the site plan along the north boundary of the site. As envisioned, the berm would have a 3:1 maximum side slope with a topmost elevation approximately eight feet higher than the cemetery. The berm should be revegetated on the south-facing slope (visible from the cemetery and overlook) by WSDOT with the same native grasses used on other upland portions of the site. A portion of

TABLE 4. RIPARIAN RESTORATION PLANTINGS

Major Dominants	<i>Populus trichocarpa</i>	Black Cottonwood
	<i>Alnus rhombifolia</i>	White Alder
Lesser Vegetation	<i>Crataegus douglasii</i>	Black Hawthorn
	<i>Salix spp.</i>	Willow
	<i>Cornus spp.</i>	Dogwood
	<i>Rubus spp.</i>	Salmonberry
	<i>Sambucus spp.</i>	Elderberry

the berm will be on the Frenchtown site, and a portion is within the US 12 right-of-way: the revegetation effort should be coordinated with the WSDOT project manager. The type of grasses and management could change on the side of the berm not visible from the site.

Cost Estimate

■ *Cost Estimate for Proposed Improvements*

Estimated Frenchtown Historic Site improvement costs for each phase of the project are detailed in Table 6.

Timeline/Phasing of Improvements

■ *Sequencing of Improvements*

It is anticipated that the development of the site and buildings will occur in phases. Logistically, the driveway access and parking area would be constructed first along with all of the trails or a first phase of the trails. The cemetery demarcation and turf grass establishment should also occur as a beginning phase. The picnic shelter should be constructed next, followed by the interpretive center. Utility construction would also be performed on an as-needed basis, with electrical power being provided from the overhead power lines, potable water distributed from the future municipal supply to the north of the new US 12, and irrigation water coming from the well to the north of the building site. Any sewage disposal will have to be handled by a septic system and drainfield.

■ *Strategies for Completion of Each Phase*

There are two distinct advantages in completing the phasing of improvements sooner rather than later. The first advantage is lower construction costs given the trend of sharp increases in concrete, aggregates,

TABLE 5. UPLAND GRASS RESTORATION PLANTINGS

Major Dominants		<i>Pseudoroegneria spicata</i>	Bluebunch Wheatgrass	
		<i>Festuca idahoensis</i>	Idaho Fescue	
		<i>Leymus cinereus</i>	Basin Wildrye	
		<i>Poa secunda</i>	Sandberg Bluegrass	
Lesser Vegetation	Shrubs	<i>Ericameria nauseosa</i>	Rubber Rabbitbrush	
		<i>Phlox longifolia</i>	Longleaf Phlox	
	Perennial forbs	<i>Achillea millefolium</i>	Common Yarrow	
		<i>Astragalus spaldingii</i>	Spalding's Milkvetch	
		<i>Balsamorhiza careyana</i>	Balsamroot	
		<i>Brodiaea douglasii</i>	Largeflower triteleia	
		<i>Calochortus macrocarpus</i>	Sagebrush Mariposa Lily	
		<i>Elymus lanceolatus</i>	Thickspike Wheatgrass	
		<i>Thinopyrum ponticum</i>	Tall Wheatgrass	
		<i>Erigeron pumilus intermedius</i>	Shaggy Fleabane	
		<i>Koeleria macrantha</i>	June Grass	
		<i>Lithophragma glabrum</i>	Bulbous Woodland-Star	
		<i>Lithospermum ruderale</i>	Western Stoneseed	
		<i>Lomatium macrocarpum</i>	Bigseed Biscuitroot	
		<i>Lomatium triternatum</i>	Nineleaf Biscuitroot	
		<i>Nothocalais troximoides</i>	Sagebrush False Dandelion	
		<i>Senecio integerrimus exaltatus</i>	Columbia Ragwort	
		<i>Tragopogon dubius</i>	Yellow Salsify	
		<i>Besseyia rubra</i>	Red Besseyia	
		<i>Crepis atribarba originalis</i>	Slender Hawksbeard	
		<i>Erigeron corymbosus</i>	Longleaf Fleabane	
		<i>Geum triflorum</i>	Old Man's Whiskers	
		<i>Haplopappus liatriformis</i>	Smallhead Goldenweed	
		<i>Haplopappus liatriformis</i>	Scouler's Woollyweed	
		<i>Lupinus sericeus</i>	Silky Lupine	
		<i>Potentilla gracilis</i>	Cinquefoil	
		<i>Zigadenus venenosus gramineus</i>	Grassy Deathcamas	
		Annuals	<i>Bromus tectorum</i>	Cheatgrass
			<i>Descurainia pinnata</i>	Western Tansymustard
			<i>Draba verna</i>	Spring Draba
	<i>Epilobium paniculatum</i>		Tall Annual Willowherb	
	<i>Vulpia octoflora</i>		Sixweeks Fescue	
	<i>Vulpia microstachys</i>		Desert Fescue	
	<i>Lactuca serriola</i>		Prickly Lettuce	
	<i>Lappula occidentalis</i>		Flatspine Stickseed	
	<i>Microsteris gracilis</i>		Slender Phlox	
<i>Myosurus aristatus</i>	Bristly Mousetail			
<i>Plantago patagonica</i>	Largebracted Plantain			
<i>Holosteum umbellatum</i>	Jagged Chickweed			
<i>Bromus japonicus</i>	Field Brome			
<i>Collomia linearis</i>	Tiny Trumpet			
<i>Montia linearis</i>	Narrowleaf Minerslettuce			
<i>Stellaria nitens</i>	Shiny Chickweed			

6

Implementation and Management

steel and other construction materials in the past few years. The second advantage to building out the improvements on a compressed schedule is the public first impression of the project as being very limited in amenities if the project remains for a period of years as only a driveway, parking lot and trails.

■ *Master Plan Evaluation Procedures (How Future Ideas/Proposals May Fit within Site Plan)*

An effective master plan must allow for adoption of new ideas in an environment where funding and partnering opportunities might hinge on making some changes in the priorities, schedule and character of the improvements. Likewise, new ideas and technologies may arise that could be a good fit with the overall project goals.

When presented with new ideas and opportunities or “changes” however, the FHF should ask the following types of questions as a means of evaluating if that idea is a good fit with the vision and mission of FHF:

1. Does the proposed change **affect** project goals and objectives defined in the master plan and inherently understood by the Foundation Members? This is an especially important question with regard to the goals of protecting historic and archaeological resources.
2. Could the proposed change alter or even preclude a planned element of the master plan?
3. Would the proposed change fit logistically into the project phasing or could the change create additional costs in a future phase of work?
4. Is the change in accordance with grant contracts and partnering agreements and within the expectations of the project partners?
5. Would the change likely be acceptable to

community members, visitors, and other project stakeholders?

As new opportunities arise and after several years of working with an adopted master plan, FHF should consider the value of updating the master plan to reflect the adoption of new ideas and changes in priorities.

Site Management Plan

■ *Maintaining Restored Natural Resources*

Maintaining restored natural resources will primarily involve vegetation management of the upland and riparian areas. Generally, for the grasslands, long-term maintenance will include the control of invasive non-native species and woody tree or shrub species that may volunteer into the grassland areas. Field burning and spot weed control through chemical or hand removal are two typical methods of maintaining the native grassland.

Similarly, the riparian area will have to be monitored for evidence of invasive non-native species and control measures developed that are specific to the species and proximity to the river. The best defense against invasive plants will be a vigorously growing native plant community consisting of species like willows that will tend to out-compete invasive species. Stream bank erosion from channel migration and flooding may also be reduced through extensive planting of the stream banks with native species. Herbivore damage may also effect the establishment of the native vegetation.

The FHF should consult with the local office of the Natural Resource Conservation Service and other agencies for specific assistance with the long-term management of the native grasslands and riparian zone.

TABLE 6. ESTIMATED FRENCHTOWN HISTORIC SITE IMPROVEMENT COSTS (2008 DOLLARS)

Item Description	Unit	Unit Cost (\$)	Phase One		Phase Two		Phase Three		Total Qty.
			Qty.	Subtotal (\$)	Qty.	Subtotal (\$)	Qty.	Subtotal (\$)	
Driveway (gravel paved)	SY	19.25	900	17,325.00	0	0	0	0	900
Expanded parking/shoulder	SF	3.30	0	0	3,120	10,296.00	0	0	3,120
Parking lot (gravel paved)	SY	19.25	355.5	6,843.38	1,055.5	6,333.00	0	0	1,411
Parking lot (asphalt paved)	SF	24,000.00	0	0	1	24,000.00	0	0	1
Septic tank and leach field*	EA	6,500.00	1	6,500.00	0	0	0	0	1
Picnic shelter	SF	57.00	1,532	88,000.00	0	0	0	0	1,532
Picnic shelter restrooms	EA	15,000.00	1	15,000.00	0	0	0	0	1
Interpretive center building	SF	150.00	0	0	2,816	422,400.00	0	0	2,816
Benches (7)	EA	1,000.00	3	3,000.00	2	2,000.00	2	2,000.00	7
Interpretive sign design/fabrication/installation (15)	EA	9,000.00	5	45,000.00	5	45,000.00	5	45,000.00	15
Riparian zone restoration planting	AC	22,000.00	0	0	3.4	74,800.00	3.4	74,800.00	6.8
Grassland soil prep	AC	275.00	23	6,325.00	25.4	6,985.00	0	0	48.4
Grassland weed control	AC	35.00	23	805.00	25.4	889.00	52.4	1,834.00	100.8
Grassland revegetation	AC	165.00	23	3,795.00	25.4	4,191.00			48.4
Gravel trails	SF	2.00	22,800	45,600.00	34,200	68,400.00	0	0	57,000
Site grading, low mounds, berm (allowance)	EA	25,000.00	1	25,000.00	0	0	0	0	1
Church footprint Trex® decking	SF	9.00	0	0	930	8,370.00	0	0	930
Church wood pews	EA	1,000.00	0	0	12	12,000	0	0	12
Cemetery demarcation stones	LF	10.00	330	3,300.00	0	0	0	0	330
Subtotal				\$266,493.38		\$685,664.00		\$123,634.00	\$1,075,791.30
Final Design and Contract Documents (12% of Project Subtotal)									\$127,314.00
Permitting/Construction Administration (5% of Project Subtotal)									\$53,048.00
Total									\$1,256,153.30

*Placeholder allowance (needs confirmation).

SF = Square Foot, SY = Square Yard, EA = Each, AC = Acre, LF = Linear Foot

■ *Maintaining Built Features*

Maintaining the buildings, driveways, and pathways will include custodial duties and longer term scheduled actions such as repainting. The FHF should anticipate and budget for long-term maintenance and repairs.

A detailed plan describing expected individual maintenance, repair and replacement items for the Frenchtown Historic Site landscape and built features should be developed as part of an operations manual under the final design work. The operations manual will need to be updated as each of the three or more phases is designed and constructed. Typically, a maintenance plan will identify the frequency and anticipated costs of major tasks such as repainting a building or regarding a parking lot so that facility operations budgets may be based on a long-term planned level of effort.

In addition to typical building maintenance and repair items and ongoing upkeep tasks, the FHF (?) should expect the following major maintenance items:

1. Regrade and replenish the gravel for the trails, driveway and parking lots
2. Burn the upland grass areas at the direction of a qualified botanist to limit the number of invasive and volunteer tree species
3. Replace the interpretive panels at the end of the panel lifespan which will vary depending on the material used
4. Replacing any turfgrass irrigation
5. Replacing the septic field as necessary

■ *Maintaining/Managing Public Use*

Maintaining the Frenchtown Historic Site for public use should include regularly scheduled maintenance activities, long-term programmed replacement and restoration and special actions to repair damage. The outward appearance of the site will form the public perception of how well cared for the site is. For example, litter, uncollected trash, and damage that is not repaired would instill the perception that the site is not well cared for and could lead to vandalism and non-desirable use of the site.

FHF Role

On-going implementation of this master plan and management and operation of the Frenchtown Historic Site will require a strong ongoing commitment by FHF members. The FHF will need to follow these steps to implement the master plan:

- Determine preferred Phase 1 elements for implementation
- Define management and operational needs at the site and determine appropriate staffing
- Seek funding for design and construction of Phase 1 elements
- Retain design professionals to develop design and construction drawings/documents
- Bid the project for construction
- Oversee the construction process
- Provide staffing and resources to manage and operate the site

Partners

Ongoing involvement of partners in master plan implementation will be important. Ongoing involvement and coordination with the Confederated Tribes of the Umatilla Indian Reservation will be critical as the project moves forward through design and construction.

The FHF may be able to access various types of funding sources through relationships with local and state agencies – such as additional Scenic Byway Program funds with assistance from the Washington State Department of Transportation. The FHF will need to determine specific responsibilities of individuals on the board and continue to work with partners to define their roles and responsibilities as the project moves forward. Some of the types of activities that may need to be considered by FHF related to project implementation (in addition to design, construction, and operations of the site) are listed below.

- Communications/media relations (responsible for newsletters, meeting invitations, flyers, press releases, media relations, etc.)

- Grant writing/fundraising
- Marketing and promotions
- Agency/government/political liaisons
- Business and industry liaisons
- Community and public involvement

Potential Funding Sources

The Frenchtown Historic Site project is eligible for various types of grants and government funding. One of the responsibilities of the FHF and its leadership will be to continue to investigate possible funding sources and to pursue funding through various sources. Pursuit of funding for design and construction will be the first step, followed by securing of funds for ongoing operations and maintenance on a regular basis. The FHF envisions that ongoing operations and maintenance will be addressed through a combination of volunteer resources and fundraising. An annual fundraising event specifically for the Frenchtown Historic Site maintenance and operations should be considered (such as a dinner/auction event like the Frenchtown Barbecue). The FHF could partner with local wineries in proximity to the site to sponsor the event.

Some examples of the types of funding sources that the FHF should pursue are listed below. The appendix includes a more in-depth table of potential funding sources that has been prepared for use by scenic byway organizations and similar groups. The table provides more specific descriptions of various federal, state, and local programs, as well as private and non-profit funding sources. (Please note that not all of the sources listed in the table in the appendix may be applicable for use at the Frenchtown Historic Site.)

- Federal Highway Administration Scenic Byway Program grants
- Transportation Enhancement grants
- Other federal grant programs
- State grant and capital funding programs
- Regional and local governmental and nonprofit organization funding opportunities
- Public/private partnerships
- Private foundations and corporate giving programs

- Private donations and development projects
- Community fund-raising – community clubs/organizations (i.e. Optimists, Elks, Rotary Clubs, etc.)
- Volunteers and in-kind resources

Timeline

The completion schedule is of course subject to many outside influences – especially the availability of capital improvement funding. A guideline for the completion of the facility could be:

■ *Year One*

Develop a multi-faceted long-range strategy for funding that identifies annual capital improvement fund raising milestones along with potential partnering organizations and funding sources. Once adopted, implement the strategy and continue to refine and adopt new strategies over the course of developing the facility capital improvements.

Final design, contract document preparation and permits for the first phase of improvements could begin at this time as funds allow.

■ *Year Two*

Continue strategies for funding capital improvements. Construct the Phase One improvements such as the driveway, parking lot, trails, grassland restoration, picnic shelter with restrooms (and septic field); improvements to the church site and cemetery; and interpretive panels.

Complete final design for Phase Two elements.

■ *Year Three*

Continue strategies for funding capital improvements. Construct the Phase Two improvements including the interpretive center, additional parking and trails, additional restoration of the upland and riparian areas and interpretive materials.

Complete final design for Phase Three or remaining items from previous phases.

■ *Year Four*

Continue strategies for funding capital improvements as necessary to complete the project. Construct the Phase Three improvements including

completion of trails, completion of the interpretive materials and any remaining landscape restoration in the upland and riparian areas.



The master plan reflects the thoughtful and purposeful goals of the FHF and its desire to protect and enhance the Frenchtown Historic Site for the long-term enjoyment of the public.

