

**Addendum**  
**Dayton Aviation Heritage National Historical Park**  
**Final General Management Plan Amendment**  
**and Environmental Impact Statement**  
**May 2006**

The draft general management plan amendment/environmental impact statement was available for public review from January to March 2006. Because the changes to the document were minor, it was not reprinted. Instead, this addendum was created to complete the final document. Included are:

1. Responses to comments on the draft general management plan amendment / environmental impact statement
2. Errata sheet

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## Responses to Comments on the Draft General Management Plan Amendment/ Environmental Impact Statement

Comment	Response
<div style="text-align: center;">  <p>UNITED STATES ENVIRONMENTAL PROTECTION AGENCY REGION 5 77 WEST JACKSON BOULEVARD CHICAGO, IL 60604-3590</p> <p style="font-size: small;">MAR 21 2005</p> <p style="font-size: 2em; font-weight: bold; opacity: 0.5;">COT</p> <p>REPLY TO THE ATTENTION OF:</p> <p style="margin-left: 100px;">B19-J</p> </div> <p>Mr. Lawrence Blake Superintendent Dayton Aviation Heritage National Historic Park P.O. Box 9280 Dayton, Ohio 45409</p> <p><b>RE: Comments on the Draft General Management Plan Amendment and Environmental Impact Statement (DEIS) for the Dayton Aviation Heritage National Historical Park, Dayton, Ohio, CEQ #20060014</b></p> <p>Dear Mr. Blake:</p> <p>The U.S. Environmental Protection Agency (U.S. EPA) has received the document listed above. Under the National Environmental Policy Act (NEPA), the Council on Environmental Quality regulations, and Section 309 of the Clean Air Act; U.S. EPA reviews and comments on major federal actions.</p> <p>In the DEIS, three alternatives are presented. Alternative A is the no action alternative, which would continue with the current management plan. Alternative B would be an enhanced experience for the traditional visitor to the national parks. The preferred alternative, Alternative C, would continue to serve traditional visitors to national parks. However, the primary goal of Alternative C would be to increase regional involvement, particularly in the interpretation, education, and outreach aspects of the park.</p> <p>The park units included in the general management plan amendment are the Wright Cycle Complex, Huffman Prairie Flying Field, the Huffman Prairie Flying Field Interpretive Center, and the Aviation Trail Visitor Center and Museum. For Alternative C, a new maintenance and storage facility would be built outside of park boundaries, but close to the Wright Cycle Company Complex. At Huffman Prairie Flying Field, a new hangar would be built, parking would be increased, and portable toilets would be made available. Parking would also be expanded at the Wright Memorial. Alternative C would require a new at-grade crossing of Ohio Highway 444 at Kauffman Avenue and a new 500-foot-long access road to Marl Road.</p> <p>U. S. EPA rates the preferred alternative as <b>EC-2, Environmental Concerns-Insufficient Information</b>. Overall, the DEIS was presented in an organized and clear manner. However, we have enclosed specific comments about air quality, wetlands and water quality.</p>	<p>See responses on page 4.</p>

Comment	Response
<p><b><u>Air Quality</u></b></p> <p>The section entitled, "Alternative C impacts on Transportation," on Page 279 of the DEIS, indicates that there will be a long-term, direct, adverse impact of major intensity on the traffic at the intersection of Ohio Highway 444 and Kauffman Avenue. Since there are impacts to traffic from the preferred alternative, please discuss the impacts to air quality in the FEIS. The Dayton /Springfield area is classified as nonattainment for the 8-hour ozone standard and for fine particulates (PM2.5). Please discuss the air quality monitoring data associated with ozone and PM2.5. For PM2.5, are there any transportation projects connected to this project that are of "air quality concern" and require a PM2.5 hot spot analysis?</p> <p>This area has no CO monitored problems; however, an area with a lot of traffic and congestion may need a CO hotspot analysis to demonstrate whether there may be a problem in the future.</p> <p><b><u>Wetlands</u></b></p> <p>The wetland impacts are described as negligible. However, a detailed survey for jurisdictional wetlands has not been performed for all roads. We suggest including quantitative (acreage) impacts to wetlands in the FEIS for the preferred alternative. Please include mitigation for any direct, indirect and cumulative impacts to wetlands.</p> <p><b><u>Water Quality</u></b></p> <p>Please discuss whether any of the water bodies are listed as impaired waters by the Ohio Environmental Protection Agency under Section 303 (d) of the Federal Clean Water Act. Include in the discussion what the listed impairment is for each water body. If this project will contribute to the impairment, the FEIS should discuss how those contributions will be avoided, minimized, and/or mitigated.</p> <p>Please consider the use of permeable surfaces for the construction of additional parking spaces. Please contact Julie Guenther of my staff if you would like further suggestions about permeable materials.</p> <p>If you have any questions regarding U.S. EPA's comments, please contact Ms. Guenther at (312) 886-3172 or email her at <a href="mailto:guenther.julia@epa.gov">guenther.julia@epa.gov</a>.</p> <p>Sincerely,</p>  <p>Kenneth A. Westlake, Chief NEPA Implementation Section</p> <p>Enclosures: <i>Summary of Ratings Definition and Followup Action</i></p>	<p><b>Response 1:</b> There would not be any change in traffic volumes in Alternative C (Please see page 279), only to the levels of service during weekday rush hours. The average park-related increases in traffic volumes at this intersection in 2025 are projected at 110 vehicles per hour, which is well within current traffic variability in the intersection (see page 150). It is unlikely that a study could distinguish project-related air quality impacts from impacts associated with normal traffic changes. Based on the impact thresholds used in the draft EIS, any change that is not detectable or measurable is classified as negligible.</p> <p>The NPS believes that levels for fine particulates (PM2.5) would be associated primarily with dust raised by the movement of traffic. Because traffic may be moving somewhat more slowly in the preferred alternative, PM2.5 levels could be slightly lower in Alternative C than in the no-action alternative. The difference caused by, at most, 880 vehicle trips per day would not be measurable and, therefore, would be of negligible intensity.</p> <p>As noted, the Dayton/Springfield area is in attainment for carbon monoxide. For the reasons noted above, the preferred alternative would have a negligible effect on carbon monoxide emissions in and near the intersection, and throughout the airshed. Therefore, there is no need for a carbon monoxide hotspot analysis.</p> <p><b>Response 2:</b> The proposed alignment for the new road is through an upland area (see page 264) that does not appear to include any wetlands. The National Park Service has included a provision to perform an on-site inspection for wetlands after the final alignment for the road is established. In the unlikely event that wetland areas are discovered by that survey, the National Park Service would realign the road to avoid any wetland impacts.</p> <p><b>Response 3:</b> Appendix B.2. of the Ohio Environmental Protection Agency's <i>2004 Integrated Water Quality Monitoring and Assessment Report</i> identifies the Mad River mainstem as impaired for aquatic life use and recreation use from its mouth to Donnels Creek, almost 18 miles upstream. This includes the Mad River segment that runs about a half mile north of Huffman Prairie Flying Field (shown on the map on page 3 of the draft EIS). The preferred alternative would have negligible effects on water quality and would not contribute to the impairment of any water bodies listed as impaired.</p> <p><b>Response 4:</b> The particulars of the construction of parking areas are outside the scope of this GMPA/EIS. The use of permeable surfaces for the construction of additional parking will be considered at the preliminary design phase.</p>

Comment	Response
<p><b>SUMMARY OF RATING DEFINITIONS AND FOLLOW UP ACTION*</b></p> <p><b>Environmental Impact of the Action</b></p> <p><u>LO-Lack of Objections</u> The EPA review has not identified any potential environmental impacts requiring substantive changes to the proposal. The review may have disclosed opportunities for application of mitigation measures that could be accomplished with no more than minor changes to the proposal.</p> <p><u>EC-Environmental Concerns</u> The EPA review has identified environmental impacts that should be avoided in order to fully protect the environment. Corrective measures may require changes to the preferred alternative or application of mitigation measures that can reduce the environmental impacts. EPA would like to work with the lead agency to reduce these impacts.</p> <p><u>EO-Environmental Objections</u> The EPA review has identified significant environmental impacts that must be avoided in order to provide adequate protection for the environment. Corrective measures may require substantial changes to the preferred alternative or consideration of some other project alternative (including the no action alternative or a new alternative). EPA intends to work with the lead agency to reduce these impacts.</p> <p><u>EU-Environmentally Unsatisfactory</u> The EPA review has identified adverse environmental impacts that are of sufficient magnitude that they are unsatisfactory from the standpoint of public health or welfare or environmental quality. EPA intends to work with the lead agency to reduce these impacts. If the potential unsatisfactory impacts are not corrected at the final EIS state, this proposal will be recommended for referral to the CEQ.</p> <p><b>Adequacy of the Impact Statement</b></p> <p><u>Category 1-Adequate</u> The EPA believes the draft EIS adequately sets forth the environmental impact(s) of the preferred alternative and those of the alternatives reasonably available to the project or action. No further analysis or data collecting is necessary, but the reviewer may suggest the addition of clarifying language or information.</p> <p><u>Category 2-Insufficient Information</u> The draft EIS does not contain sufficient information for the EPA to fully assess the environmental impacts that should be avoided in order to fully protect the environment, or the EPA reviewer has identified new reasonably available alternatives that are within the spectrum of alternatives analyzed in the draft EIS, which could reduce the environmental impacts of the action. The identified additional information, data, analyses, or discussion should be included in the final EIS.</p> <p><u>Category 3-Inadequate</u> EPA does not believe that the draft EIS adequately assesses potentially significant environmental impacts of the action, or the EPA reviewer has identified new, reasonably available alternatives that are outside of the spectrum of alternatives analyzed in the draft EIS, which should be analyzed in order to reduce the potentially significant environmental impacts. EPA believes that the identified additional information, data analyses, or discussions are of such a magnitude that they should have full public review at a draft stage. EPA does not believe that the draft EIS is adequate for the purposes of the NEPA and/or Section 309 review, and thus should be formally revised and made available for public comment in a supplemental or revised draft EIS. On the basis of the potential significant impacts involved, this proposal could be a candidate for referral to the CEQ.</p> <p><small>*From EPA Manual 1640 Policy and Procedures for the Review of the Federal Actions Impacting the Environment.</small></p>	

Comment	Response
 <p style="text-align: center;"><b>United States Department of the Interior</b> FISH AND WILDLIFE SERVICE</p> <p style="text-align: center;">Ecological Services 6950 Americana Parkway, Suite H Reynoldsburg, Ohio 43068-4127 (614) 469-6923/Fax: (614) 469-6919</p> <p style="text-align: center;">February 16, 2006</p> <p>Mr. Lawrence Blake National Park Service Dayton Aviation Heritage National Historic Park P.O. Box 9280 Wright Brothers Station Dayton, Ohio 45409</p> <p>Dear Mr. Blake:</p> <p>This is in response to your January 10, 2006 letter requesting review of the Draft Dayton Heritage Historical Park General Management Plan Amendment and Environmental Impact Statement. The Plan includes the Wright Cycle Company complex, Huffman Prairie Flying Field Interpretive Center at the Wright Memorial, and nearby Huffman Prairie Flying Field, all located in either Montgomery or Greene County, Ohio. The plan presents three alternatives for managing the park, including a preferred alternative.</p> <p>As described in the Draft Management Plan the three alternatives are as follows: Alternative A – No Action/Continue current management. Alternative B – Enhanced experience for the traditional visitor to national parks. This Alternative would have moderate to major impacts on the eastern massasauga rattlesnakes and other natural resources. Alternative C (Preferred Alternative) – Continue to serve traditional visitors to national parks; primary goal to increase regional involvement. Negligible effects on natural resources.</p> <p>We recommend that any proposed construction use best construction techniques along the entire construction corridor to minimize erosion. Unavoidable in-stream work should be conducted during low-flow periods. Construction equipment and extraneous fill material should be stored on an upland site away from the streams to prevent inadvertent contamination. Prevention of non-native, invasive plant establishment is critical in maintaining quality habitats. All disturbed areas should be mulched and re-vegetated with native plants. Biologists from this office are available to assist with selection of native plant seed mixes.</p> <p><b>ENDANGERED SPECIES COMMENTS:</b> The Dayton Heritage Historical Park and Huffman Prairie are within the range of the Indiana bat (<i>Myotis sodalis</i>), the clubshell mussel (<i>Pleurobema clava</i>), both Federally-listed endangered species, and the eastern massasauga (<i>Sistrurus catenatus</i>), a Federal candidate species. The U.S. Fish and Wildlife Service supports the selection of Alternative C as the Preferred Alternative, as described in the above referenced document. Alternative C would involve a very small number of trees that do not in general have characteristics suitable for Indiana bat (i.e. pine trees). Project plans would include an erosion control plan to prevent sedimentation in area waterways and minimize impacts to mussel habitat.</p>	<p>No response necessary.</p>

Comment	Response
<p>Project plans would not include any construction within the Prime Base Engineer Emergency Force where there is a known population of eastern massasauga. No impacts to Federally-listed or candidate species are anticipated with the implementation of Alternative C.</p> <p>This technical assistance letter is submitted in accordance with provisions of the Fish and Wildlife Coordination Act (48 Stat. 401, as amended; 16 U.S.C.661 et seq.), the Endangered Species Act of 1973, as amended, and is consistent with the intent of the National Environmental Policy Act of 1969, and the U.S. Fish and Wildlife Service's Mitigation Policy.</p> <p>If you have any questions regarding our response or if you need additional information, please contact Karyn Allman at extension 13.</p> <p>Sincerely,</p> <p></p> <p>Mary Knapp, Ph.D. Field Supervisor</p> <p>cc: ODNR, DOW, SCEA Unit, Columbus, OH</p>	

Comment	Response
<p>10 March 2006</p> <p>Larry Blake  Superintendent, Dayton Aviation Heritage National Historical Park  PO Box 9280  Dayton, OH 45409</p> <p>Subject: General Management Plan Amendment-GMPA (Draft)</p> <p>Dear Larry,</p> <p>On behalf of the trustees of the Aviation Heritage Foundation, I am pleased to provide comments on the subject GMPA. The need for the Amendment to the original General Management Plan was obvious, given the significant changes that have occurred since the publication of the Park's original GMP. The celebration of the Centennial of Powered Flight in 2003 was a catalyst for not only numerous changes in the Park, but with each of its partners and the neighborhoods where the Park operates. Overall, the document provides a thorough analysis of the various historical, environmental and socio-economic factors that impact the Dayton Aviation Heritage National Historical Park.</p> <p>Alternative C, which is the preferred alternative, clearly fits with the vision and mission of the Aviation Heritage Foundation, Inc and it is strongly endorsed. The Park is one of the most important assets of the newly created National Aviation Heritage Area and linking the Park more fully to the other organizations in the region is critical to the success of the Area. In addition, it allows the Park to take advantage of the support that can be provided by collaboratively working with the Aviation Heritage Foundation, Inc and all of its partners. This ensures the greatest efficiencies in presenting the history of Dayton to the Park's traditional visitors as well as serving the wider audience targeted by implementing Alternative C.</p> <p>The GMPA recognizes the Aviation Heritage Foundation to be "in a unique position among partners." (Page 23, paragraph 2.) To more precisely identify and define that uniqueness, it is suggested this paragraph be amended to state the following:</p> <p>"...position among partners as it formally represents all of the Park's legislated and non-legislated partners in accordance with the Foundation's articles of incorporation and by-laws. As such, it can provide support to the Dayton Aviation Heritage National Historical Park in implementing the plans identified in this GMPA.</p> <p>While all of the actions associated with Alternative C are important, several listed in the GMPA merit prompt execution. These include the following:</p> <ul style="list-style-type: none"> <li>• Construction of the road improvements at the intersection of SR 444 and Kaufman Avenue and Marl Road. <ul style="list-style-type: none"> <li>o Improvements will eliminate confusing access routes and time-consuming delays for park visitors seeking to enter the Huffman Prairie Flying Field.</li> <li>o Security operations associated with commercial vehicle traffic at Gate 16A will be performed more effectively by Wright-Patterson AFB security forces.</li> </ul> </li> </ul>	<p>No response necessary.</p>

Comment	Response
<ul style="list-style-type: none"> <li>· Construction of a shared maintenance and storage facility in the Wright Dunbar neighborhood. <ul style="list-style-type: none"> <li>o The lack of a maintenance and storage facility will have very negative effect on the long-term operation and viability of the Dayton Aviation Heritage National Historical Park. This deficiency must be addressed as soon as possible.</li> <li>o Developing such a facility with Wright Dunbar Inc and others offers an effective approach to correcting this problem.</li> </ul> </li> <li>· Establishing an education program and improving the Pekin Theater in cooperation with Wright-Dunbar Inc. <ul style="list-style-type: none"> <li>o The Park’s education program needs more space and resources. This initiative will satisfies both issues and supports the utilization of a key Wright-Dunbar Village asset.</li> <li>o Linking the Pekin Theater with the Wright Dunbar Interpretive Center ensures adequate space exists for the future growth in visitors to the Park.</li> </ul> </li> </ul> <p>In closing, the Aviation Heritage Foundation, Inc. stands ready to support this General Management Plan Amendment. The Dayton community has a proven track record of embracing and supporting this unique partnership park. If there is one weakness in the GMPA, it is its failure to fully quantify the tangible and intangible contributions made by all of the partners who are involved with the Park. This nationally significant history and these sites, to a large part, are being presented by organizations that are making significant financial commitments to operate a national park. The National Park Service must be prepared to do likewise. It is our hope this Plan will be accompanied by “fair share” funding by the Park Service, allowing for successful execution of the GMPA. Please feel free to call if you have any questions or if the Foundation can be of assistance in the future.</p> <p>Sincerely,</p> <p>Anthony F. Sculimbrene  Executive Director  Aviation Heritage Foundation, Inc.  CC: Mary Mathews, Chair, Aviation Heritage Foundation, Inc.</p>	

Comment	Response
 <p data-bbox="331 402 510 444">03/10/2006 04:15 PM EST</p> <p data-bbox="552 329 1087 412">To: cc: Subject: Response to the General Management Plan Amendment Environmental Impact Statement</p> <p data-bbox="233 492 449 513"><b>Public Comment Form</b></p> <p data-bbox="233 537 344 558"><u>Alternatives</u></p> <p data-bbox="233 583 1134 672">I select Alternative C. I respect the knowledge and expertise of the Dayton Aviation Heritage National Historical Park that selected Alternative C. It also appears to be the most logical selection in my view. Alternative C appears to be the most environmentally protective. (I enjoyed reading about the Indiana bat and Eastern massasauga rattlesnake.)</p> <p data-bbox="233 696 1148 807">Regarding the need for a warehouse, I would recommend looking for a building that could be restored rather than one built from scratch. While I applaud the role of regional agencies and organizations as park partners in developing programs and activities, it would have been good to have some specific examples of agencies and programs, as well as information regarding what agency would be paying for these activities.</p> <p data-bbox="233 831 1152 898">The Dayton Aviation Heritage National Historical Park is to be commended for its good work and should receive additional federal funds to carry out its mission. Thank you for providing a very comprehensive and informative draft report.</p> <p data-bbox="233 922 447 989">Marilyn K. Shannon Senior Program Officer The Dayton Foundation</p> <p data-bbox="233 1081 342 1102">In regard to</p> <p data-bbox="233 1127 1125 1161">Marilyn Shannon   Senior Program Officer   The Dayton Foundation   2300 Kettering Tower, Dayton, OH, 45423   Direct Dial (937) 225-9973</p> <p data-bbox="233 1182 1157 1201">The mission of The Dayton Foundation is to advance charitable giving and provide leadership to meet changing needs in our community.</p> <p data-bbox="233 1229 680 1250">Visit our web site at <a href="http://www.daytonfoundation.org">www.daytonfoundation.org</a></p>	<p data-bbox="1192 285 1419 310">No response necessary.</p>

Comment	Response
 <p data-bbox="625 391 732 407">March 6, 2006</p> <p data-bbox="275 472 642 573">       Mr. Lawrence Blake        Superintendent        Dayton Aviation Heritage National Historical Park        P.O. Box 9280        Dayton, Ohio 45409     </p> <p data-bbox="275 594 394 610">Dear Mr. Blake:</p> <p data-bbox="275 634 989 711">       Thank you for providing Wright Dunbar, Inc. with a copy of the draft "General Management Plan Amendment and Environmental Impact Statement for Dayton Aviation Heritage National Historical Park." I have carefully reviewed the draft document and on behalf of Wright Dunbar, Inc. I wish to express our full support for Alternative C as the Preferred Alternative.     </p> <p data-bbox="275 735 1020 812">       The national park exists as a critical component of the broader national efforts to preserve our Nation's heritage for the American people. Additionally, it provides important benefit to the entire Miami Valley by offering a heritage tourism destination of national significance. Alternative C would further enhance that experience.     </p> <p data-bbox="275 836 1035 937">       Wright Dunbar, Inc. believes that implementation of Alternative C is vital for the Dayton Aviation Heritage NHP to achieve its congressionally mandated mission as a partnership park. The National Park Service and the leadership at Dayton Aviation Heritage NHP have been successful in creating strong partnerships, and Alternative C will build on that foundation and establish Dayton Aviation Heritage NHP as a leader in developing and growing partnerships.     </p> <p data-bbox="275 961 1035 1062">       Just as important, this plan supports the goals and action steps of Wright Dunbar, Inc. strategic plan to revitalize the West Third Street corridor. Under Alternative C, Wright Dunbar, Inc. is prepared to proceed with discussions on developing an agreement with the National Park Service for the development and use of building/areas identified within the plan that will benefit the park, its partners, the community, and the region – a win-win for all involved.     </p> <p data-bbox="275 1086 1035 1203">       However, I would also note that it is critical that the National Park Service commit to provide the funding necessary to fully implement its Preferred Alternative - Alternative C. The NPS has yet to fully fund the recommendations outlined in the General Management Plan approved in 1997. For Dayton Aviation Heritage National Historical Park to meet the objectives outlined in the 1997 Plan and those being proposed by the National Park Service in the 2006 Amendment to that Plan, it is vital that the National Park Service advocate for the funding that will be required for full implementation.     </p> <p data-bbox="275 1227 1010 1263">       Thank you for your consideration. Should you require additional information, please do not hesitate to contact me.     </p> <p data-bbox="590 1287 905 1388">       Sincerely,          Idotha Bootsie Neal        Executive Director     </p>	<p data-bbox="1192 285 1419 310">No response necessary.</p>

Comment	Response
<div data-bbox="205 289 1060 386" style="background-color: black; color: white; padding: 5px;"> <p>Dayton Aviation Heritage National Historical Park</p> <p style="text-align: right; font-size: small;">National Park Service U.S. Department of the Interior</p> </div> <p><b>General Management Plan Amendment and Environmental Impact Statement</b></p> <hr/> <p style="text-align: center;">Public Comment Form      Reference Number _____</p> <p><b>ALTERNATIVES</b></p> <p>Select one alternative and please comment:</p> <p><input type="checkbox"/> Alternative A: No Action</p> <p><input type="checkbox"/> Alternative B: Enhanced experience for the traditional national park visitor.</p> <p><input checked="" type="checkbox"/> Alternative C: Continue to serve traditional visitors to national parks.</p> <p>The park evaluated an alternative to continue current management (the no action alternative), and two action alternatives that represent a change from current conditions. Please comment on the alternative selected, and use additional pages, if needed.</p> <div data-bbox="205 763 1060 982" style="border: 1px solid black; padding: 5px; margin: 10px 0;"> <p><i>Recommend the NPS consider acquiring 3 sites currently owned by the Aviation Heritage Foundation. They are 1.) Orville Wright lab site, 2.) Fifth Biplane Shop site, and 3.) Wright family home site. These are all located near the NPS headquarters and need to be kept to enhance the visitor experience in the Wright neighborhood.</i></p> </div> <p>General Comments on the General Management Plan Amendment and Environmental Impact Statement:</p> <hr/> <hr/> <hr/> <hr/> <hr/> <hr/> <p>You can submit comments by any of several methods. <b>Comments must be received by March 10, 2006, and must include name and address for comments to be considered.</b></p> <ul style="list-style-type: none"> <li>• You can fold and return this form with comments. Must include postage (if mailed).</li> <li>• You can send a letter to: Superintendent, Dayton Aviation Heritage National Historical Park, P.O. Box 9280, Wright Brothers Station, Dayton, OH 45409. Be sure to include your name on every page.</li> <li>• You can send an e-mail to: <a href="mailto:daav_gmpa@nps.gov">daav_gmpa@nps.gov</a></li> <li>• You can hand-deliver written comments to 30 South Williams Street, Dayton, Ohio.</li> </ul>	<p style="text-align: center; margin-top: 100px;">Comment 1</p> <p><b>Response 1:</b> Acquisition of these sites is beyond the scope of this GMP Amendment</p>

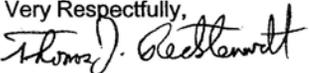
Comment	Response
<p style="text-align: center;">March 10, 2005</p> <p>United States Department of the Interior National Park Service Dayton Aviation Heritage National Historical Park P.O. Box 9280 Wright Brothers Station Dayton, Ohio 45409</p> <p><b>SUBJECT:</b> Personal Comments - General Management Plan Amendment</p> <p>I have two general comments in regard to the General Management Plan Amendment and Environmental Impact Statement for the Dayton Aviation Heritage National Historical Park.</p> <p><b>Comment 1:</b></p> <p>The three alternatives described appear to range from little associated cost to significant investment. Although I favor Alternative B, I feel that the proposed bridge spanning SR 444 is unnecessary and wasteful. On the other hand, Alternative C contains a more economically realistic and rational proposal for the creation of an intersection at Kauffman Road and SR 444, allowing controlled and easy access to the area behind Huffman Dam. However, does the process allow mix and match at this stage?</p> <p><b>Comment 2:</b></p> <p>Both Alternative B &amp; Alternative C call for the construction of a new structure at Huffman Prairie to permit the convenient storage of the replica Wright B Flyer. I have learned, from the public meeting held to examine this General Management Plan Amendment, the intention is erect a commercial type metal structure designed and located as such to be inconspicuous.</p> <p>My recommendation is to build a replica of the Wright's 1910 Hangar which played such an important part in the busy days of the Wright Airplane Company. It would also be quite compatible with the 1911 vintage aircraft being stored therein. This hangar would essentially make the Huffman Prairie story complete.</p> <p>I appreciate being extended the opportunity to comment on these carefully prepared alternative plans for the future..</p> <p>Jack Darst</p>	<p><b>Response 1:</b></p> <p>The selection of the preferred alternative included incorporating aspects that the team considered to be the best of each alternative.</p> <p><b>Response 2:</b></p> <p>As described in Alternative B, the design and materials used in the new hangar for the replica Wright B Flyer would be compatible with the surrounding landscape. (See p. 73)</p>

	<b>Response</b>
<div style="text-align: center;">  <p>To: cc: Subject: gmp</p> <p>03/08/2006 07:35 AM PST</p> <p>Lawrence Blake, Superintendent Dayton Aviation Heritage NHP P.O. Box9280 Dayton, OH 45409 March 6, 2006</p> <p>Dear Superintendent Blake, Thank you for providing me with a copy of the draft General Management Plan Amendment for Dayton Aviation Heritage National Historical Park. I have carefully reviewed the draft document and support Alternative C as the Preferred Alternative. I fully concur with the basic principles underlying Alternative C that include maintaining a quality experience for the traditional visitor while enhancing outreach activities to provide more diverse educational opportunities for the region and expanding the role of regional organizations and agencies as partners in developing programs and activities. To achieve these basic principles I support the specific components that comprise Alternative C, including the development of an at-grade public entrance to Huffman Prairie Flying Field utilizing Gate 18-C at Wright-Patterson AFB; working with a partner organization to develop a shared-use maintenance facility for the park and its partners, the development of a storage / hangar facility for Huffman Prairie Flying Field; and the utilization of the Pekin Theater (when rehabilitated) by the NPS for expanded educational and exhibit programming.</p> <p>However, I would also note that it is critical that the NPS provide the funding necessary to fully implement its Preferred Alternative - Alternative C. I would point out that the NPS has yet to fully fund the recommendations outlined in the General Management Plan approved by the NPS in 1997. For Dayton Aviation Heritage National Historical Park to meet the objectives outlined in the 1997 Plan and those being proposed by the NPS in the 2006 Amendment to that Plan, it is vital that the NPS advocate for the funding that will be required for full implementation.</p> <p>I repeat that I strongly support Alternative C of the GMP amendment although I do have two concerns and a suggestion. The concerns are that the "shared-use maintenance facility for the park and its partners" and "the development of a storage / hangar facility for Huffman Prairie Flying Field" be built in historic context. The maintenance facility should fit within the historic neighborhood where it will reside or adjoin, and the hangar within the context of the historic flying field where it will sit or adjoin. I feel that if these facilities do not fit then they should not be built.</p> <p>And my suggestion is that the Wright's home at 7 Hawthorne Street be reconstructed. I think that it is critical to the visitor's experience and that it can be done within the NPS standards for reconstruction.</p> <p>Please see these comments in the context of my generally strong support of the GMP Amendment Alternative C and I thank you for the opportunity to comment on the plan.</p> <p>Sincerely, Gerald Sharkey</p> </div>	<p><b>Response 1:</b> The location for a potential shared-use maintenance facility and whether it would entail use of an existing facility or new construction is undetermined at this time. However, should a shared-use maintenance facility requiring new construction be developed, one of the objectives would be development compatible with the surrounding area.</p> <p><b>Response 2:</b> Please see response to comment #1</p> <p><b>Response 3:</b> The Wrights' home is outside the scope of this GMP Amendment.</p>

Comment 1

Comment 2

Comment 3

Comment	Response
<p>Date: 27 January 2006</p> <p>Superintendent, Dayton Aviation Heritage National Historical Park  30 South Williams Street  P.O. Box 9280  Wright Brothers Station  Dayton, Ohio 45409-9280</p> <p>Dear Sirs:</p> <p>The attached comments are in response to your request for review as provided on the first page of your document: "General Management Plan Amendment Environmental Impact Statement." I downloaded the Adobe Acrobat copy of the document after reading an article in the Dayton Daily News several weeks ago. I then downloaded the file from your website at:</p> <p><a href="http://parkplanning.nps.gov/document.cfm?projectId=11018&amp;documentID=13538">http://parkplanning.nps.gov/document.cfm?projectId=11018&amp;documentID=13538</a></p> <p>I am particularly interested in the ongoing planning and development of bicycle trails in the Miami Valley. For more than eight years I have been involved in the promotion of bicycle trails and the dissemination of information about them in the Miami Valley. Through my website; "Miami Valley RailTrails" at <a href="http://www.miamivalleytrails.org">http://www.miamivalleytrails.org</a> , I have provided maps, pictures, trail reviews, location of accommodations and other information of interest to those who use our trail system.</p> <p>As a part of this effort, I work regularly with various trail planning organizations in this area including Clark and Miami County for whom I act as publicist. I also work with Five Rivers MetroParks (in a small way) to develop what is called the "Three Counties Trail". I am personally familiar with the terrain of your planned changes to WPAFB since I ran on Hebble Creek Road, Marl Road and Pylon Road every day for several years.</p> <p>Very Respectfully,    Thomas J. Recktenwalt</p>	<p><b>Response:</b> See page 17 for response.</p>

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<p style="text-align: center;"><b>Review of: General Management Plan Amendment Environmental Impact Statement</b></p> <p>Because I work closely with several bicycle development organization I may be aware of some information beyond what is evident in your draft document. Hence my comments below.</p> <p><b>Three Counties Trail</b> - At present, Five Rivers MetroParks (Montgomery County), Greene County Parks and Recreation (Greene County), and National Trail Parks and Recreation District (Clark County), are working in concert to develop the Three Counties Trail. When completed, it will run next to the Norfolk Southern railroad line from Eastwood MetroPark, through Huffman MetroPark and continue to Fairborn and Enon, a total of about 15.1 miles. This development may affect your "Preferred Alternative C".</p> <p>The bicycle trail plan is to run along the North side of the Norfolk Southern railbed which does not currently have track on it. The trail will run alongside the City of Dayton well field Northeast toward Huffman MetroPark. Near Harshman Road a short trail spur is planned to connect to the City of Riverside's new Center of Flight (old DAP plant site), as well to the National Museum of the Air Force and the main gate of Area "B" of the base. For more information see my webpage on this topic at: <a href="http://www.miamivalleytrails.org/three_counties_trail.htm">http://www.miamivalleytrails.org/three_counties_trail.htm</a></p> <p>At Huffman MetroPark a spur from the trail has been planned to go down the old farm road near SR-444 to gate 18A so that cyclists visiting the Air Force Museum can also reach the Wright Brothers Flying Field. For some time, there has been a small parking lot on the access road, created for cyclists' use while riding this proposed portion of the trail. Also in this area a bridge or tunnel (called the "T-Connector") will be built from Huffman MetroPark to the Wright Brothers Memorial.</p> <p><b>T-Connector</b> - The T Connector was planned some years ago to connect the planned trail in Huffman MetroPark (now called the "Three Counties Trail") to the Wright Brothers Memorial. This would connect the Wright Brothers Bikeway, which ends at the Wright Brothers Memorial, with the rest of the trail system. I have been informed by Congressman Hobson's office (who got an initial \$500K in 1999 for the trail) that when Five Rivers MetroParks establishes a trail to Huffman MetroPark that the Ohio Department of Transportation (ODOT) will build the bridge or tunnel to the Wright Brothers Memorial. For more information on this planned construction see my webpage at: <a href="http://www.miamivalleytrails.org/t-conn.htm">http://www.miamivalleytrails.org/t-conn.htm</a></p> <p>On page 9 of your document discussing "Alternative C" it says: Motorized vehicle access between the Wright Memorial and Huffman Prairie Flying Field would be through Gate 18C via a new,</p>	

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<p>at-grade crossing of Ohio Highway 444 at Kauffman Avenue and a new, 500-foot-long access road to Marl Road.</p> <p>On page 264 of your plan you state:  However, the alignment appears to be the former track of a dirt road with mixed upland old field and forest vegetation to the east and upland old field vegetation to the west.</p> <p>It would seem then that although the actual alignment has not yet been finally decided it will most likely be along the existing "track of a dirt road."</p> <p>I note that on page 40 of your plan you state:  Provide a Bikeway from Huffman Prairie Flying Field to the Interpretive Center. The park transportation plan (Burgess &amp; Niple, Limited 2002) called for a bikeway for pedestrians and non-motorized vehicles from Huffman Prairie Flying Field Interpretive Center to the flying field. This bikeway, which is not within the national park boundaries, currently is under development by the Greene County Park District and the Ohio Department of Transportation. It will link the Kauffman Avenue Bikeway with the Mad River Recreation Trail and the Huffman Prairie Flying Field bikeway.</p> <p><b>Comment 1</b> It would seem that while your plan is carefully thought out, there has been little coordination with either Five Rivers MetroParks, ODOT or the Miami Conservancy District (MCD).</p> <p>From what your document says, it would seem that you are aware to some extent of the planning going on for multi-use bicycle trails in the area. You say: "Transit linkages" should be considered from the National Museum of the United States Air Force to both the Wright Brothers Memorial and the Wright Brothers Flying Field. If cycling between these three venues can be established a historical link can be exploited between the Air Force and its roots in the Wright Brothers research, with your two park sites. It should always be remembered that the Wright Brothers flying research grow out of their expertise as <i>bicycle builders</i>.</p> <p>I suggest that you coordinate with the above organizations in order to provide access for cyclists from the proposed Three County Trail to the Wright Brothers Memorial and to the Wright Brothers Flying Field and to eliminate potential problems with overlapping development of the site.</p>	<p><b>Response 1:</b>  The park has consulted with Five River MetroParks, Greene County Parks District, Miami Conservancy District, the Ohio Department of Transportation, and the United States Air Force, and is aware of coordinated planning efforts to construct both the "T-Connector" and the Three Counties Trail.</p>

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## **Errata Sheet for Final General Management Plan Amendment / Environmental Impact Statement**

Page 23. Operations at WPAFB. "...to insure that interference with the base's hazardous cargo mission and other activities does not occur." Change "do" to "does."

Page 25. 1<sup>st</sup> full paragraph, column 1. Please revise the first sentence to read: "The Aviation Heritage Foundation is in a unique position among partners, as it formally represents all of the park's legislated and non-legislated partners in accordance with the Foundation's articles of incorporation and by-laws."

Page 287. List of Preparers. Sharon Miles "outdoor recreation planner" should be changed to "community planner."

Page 287. Bart Young should be identified as "formerly planner and facilitator."

Page 288. Consultants Mary Mathews' title should be changed to say, "formerly Executive Director, Carillon Historical Park; currently, Chair, Aviation Heritage Foundation, Inc."