Oregon
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DATE: November 16, 2012

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Archaeological Resources

File Code:

Wasco County

The Dalles South Quad

T2N, R13E, Section 39

SUBJECT: **Section 106 Programmatic Agreement Memo 4C**
Finding of No Historic Properties Affected
The Dalles Transportation Center
T2N, R13E, Section 39, The Dalles South Quad
City of The Dalles, Wasco County
ODOT Key No. 18104
Federal Aid No. S000(212)PE

The Mid-Columbia Council of Governments (MCCOG) is proposing to build a transportation center on Chenoweth Loop at the north end of The Dalles, Wasco County, Oregon (Figures 1 and 2). The proposed project is located in Section 29 of Township 2 North, Range 13 East, Willamette Meridian. The project site, zoned for commercial use, consists of approximately 3.9 acres on the 800 block of Chenoweth Loop Road (Photo 1). It is confined to two lots, the west lot is presently occupied by a 1953 one-story building, and the east lot is vacant (Photos 2 and 3). The project is funded by federal monies and is being administered by the Oregon Department of Transportation (ODOT).

The project purpose is to consolidate MCCOG's Wasco County transportation operations in The Dalles. The centralized location will include a Park-and-Ride and buildings to house offices for transit service operations and vehicle storage. The project will entail the removal of the one-story, 1953 Westgate Super Market building to make way for the construction of two office buildings: a multi-level 1,858-square-meter (m2) (20,000-square-foot [ft2]) building and a one-story 372 m2 (4,000 ft2) office and vehicle maintenance structure.

Records available within the AINW library and on file at the Oregon State Historic Preservation Office (SHPO) were examined to determine if archaeological sites had been previously recorded within or near the project Area of Potential Effects (APE). The records indicate that no archaeological sites have been recorded within the project APE. However, the area surrounding the project APE has previously recorded sites. A cultural resource survey conducted 0.3 kilometers (km) (0.2 miles [mi]) east of the project APE in 2008 identified two prehistoric lithic isolates (08/1685-1 and 08/1685-2) and three historic-period resources (08/1685-3, 08/1685-4, and 08/1685-5). The isolates are not eligible for listing in the National Register of Historic Places (NRHP) and the historic-period resources were also recommended as not eligible for listing in the NRHP (Adams and Fagan 2008).

The records review revealed that the closest archaeological site, 35WS262, is located 0.9 km (0.6 mi) north of the project area. The site consists of a prehistoric rockshelter with an associated pictograph (Connolly 1993). Records indicate that West 6th Avenue, located 0.25 km (0.16 mi) east of the project APE and known as the Historic Columbia River Highway (Highway 30), was built from 1912 to 1922 and was designated a National Historic Landmark in May 16, 2000 (Hadlow 2000).

General Land Office (GLO) maps and other historical maps were examined in order to determine whether historic-period buildings and structures are located within the proposed project area. The GLO maps of 1860 and 1865 show that the project area is located within the John Irvine Donation Land Claim No. 39 (GLO 1860, 1865). A separate historical account notes that Irvine had a two-story house near Chenoweth Creek, approximately 183 meters (m) (597 feet [ft]) north of the project APE, at 834 Irvine Street (Rootsweb 2003). A second road on the 1860 GLO is depicted to veer southwest from the Columbia River south bank to meet the "Road to Dalles," paralleling Irvine's cultivated field near the approximate location of Chenoweth Loop Road.

Emily Ellwood, M.A., R.P.A., AINW Supervising Archaeologist who meets the Secretary of Interior's Professional Qualification Standards for Archeology, examined the proposed project area on October 4, 2012 (Photos 1 through 4). Approximately two-thirds of the project area's ground surface is paved in asphalt. The southern and easternmost portions of the project APE are not paved and the ground surface is covered in various weeds (Figure 2; Photos 3 and 4). The mineral soil surface visibility was between 0 and 5 percent. No artifacts were identified during the field examination of the project area.

One structure, the Westgate Super Market is present within the project APE (Photo 2). Dating to 1953, the market was sold in 1978 (Gorgenews.com 2012) and modifications to the existing structure occurred shortly thereafter. The Westgate Super Market does not retain historic integrity of design, workmanship, or materials and therefore does not meet eligibility criteria for listing in the NRHP. None of the commercial or residential buildings appear to be individually eligible for listing in the NRHP. No right-of-way will be acquired from the neighboring historic-period buildings or structures and these buildings will not be affected by the proposed project (O'Brien 2012).

The records review has determined that the proposed project activities are unlikely to impact significant historic-period resources. Although the archaeological pedestrian survey did not observe prehistoric resources, the project APE lies within an area that possesses high probability for containing archaeological resources; therefore, AINW recommends that an archaeological monitor be present during any project-related ground-disturbing activities. Should project plans require significant ground disturbance such as trenching or deep excavations of the unpaved southern portion of the project APE, AINW recommends that shovel testing occur prior to the disturbance.

According to the Programmatic Agreement Regarding Implementing Section 106 of the National Historic Preservation Act for the Federal-Aid Highway Program in Oregon executed December 23, 2011, the proposed project does not require formal SHPO review on a project level, but will be reviewed by SHPO with the Programmatic Agreement's annual report. The AINW Cultural Resources staff, who meet the requirements of 36 CFR Part 61, Appendix A in the fields of history, architectural history, or archaeology reviewed the project using the standards set forth in Section 106 of the National Historic Preservation Act (16 USC 470f).

ODOT's internal review of the findings resulted in the following determinations: The project would have no or minimal potential to cause effects to historic properties.

Tobin C. Bottman, ODOT Cultural Resources Specialist, contacted Casey Barney with the Confederated Tribes and Bands of the Yakama Nation, Catherine Dickson with the Confederated Tribes of the Umatilla Indian Reservation, Roberta Kirk with the Confederated Tribes of Warm Springs and Executive Chairman Silas Whitman with the Nez Perce Tribe and notified them of the intent and scope of this project.

ODOT internally reviewed the proposed undertaking under Stipulation 4C of the Programmatic Agreement dated December 23, 2011. Carolyn Holthoff is the lead Cultural Resources reviewer for this project. For further information, contact her at (503) 986-3309, or Mr. Bottman at (5903) 986-3783.

ODOT Qualified Cultural Resources Specialist — November 16, 2012 Date

Attachments:

Figure 1. The Dalles Transportation Center project location.
Figure 2. The Dalles Transportation Center project APE.
Photos 1 – 4.

Copies to:

Casey Barney, Confederated Tribes and Bands of the Yakama Nation
Catherine Dickson, Confederated Tribes of the Umatilla Indian Reservation
Roberta Kirk, Confederated Tribes of Warm Springs
Executive Chairman Silas Whitman, Nez Perce Tribe
Anthony Boesen, FHWA Operations Engineer
Teresa Brasfield, ODOT Region 4 REC
Tobin C. Bottman, ODOT Archaeologist
Key No. 18104, File Type C
SHPO Tracking File

References Cited:

Adams, Ron L., and John L. Fagan
2008 *Cultural Resource Survey of the Proposed Retail Development Project Area, The Dalles, Oregon.* Archaeological Investigations Northwest, Inc. Report No. 2238. Prepared for PAC LAND, Portland, Oregon.

Connolly, Tom
1993 Site form for 35WS262. On file, State Historic Preservation Office, Salem, Oregon.

Land Office (GLO)
1860 *Plat of Township No. 2 North, Range No. 13 East, Willamette Meridian*. Microfiche on file, U.S. Bureau of Land Management, Oregon State Office, Portland, Oregon.
1865 *Plat of Township No. 2 North, Range No. 13 East, Willamette Meridian*. Microfiche on file, U.S. Bureau of Land Management, Oregon State Office, Portland, Oregon.

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2012 Dorothy 'Dot' Kruger. *The Dalles Chronicle*, Wednesday, January 25, 2012. Electronic document, https://www.thedalleschronicle.com/news/?p=12216, accessed October 9, 2012.

Hadlow, Robert W.
2000 National Historic Landmark Nomination for the Historic Columbia River Highway. On file, Oregon State Historic Preservation Office, Salem.

O'Brien, Elizabeth J.
2012 *Programmatic Agreement, Historical Resources, The Dalles Transportation Center*. Draft. Archaeological Investigations Northwest, Inc. Report No. 3003. Submitted to Kevin Thelin, P.E., Vice President, Murray, Smith & Associates, Inc., Portland, Oregon.

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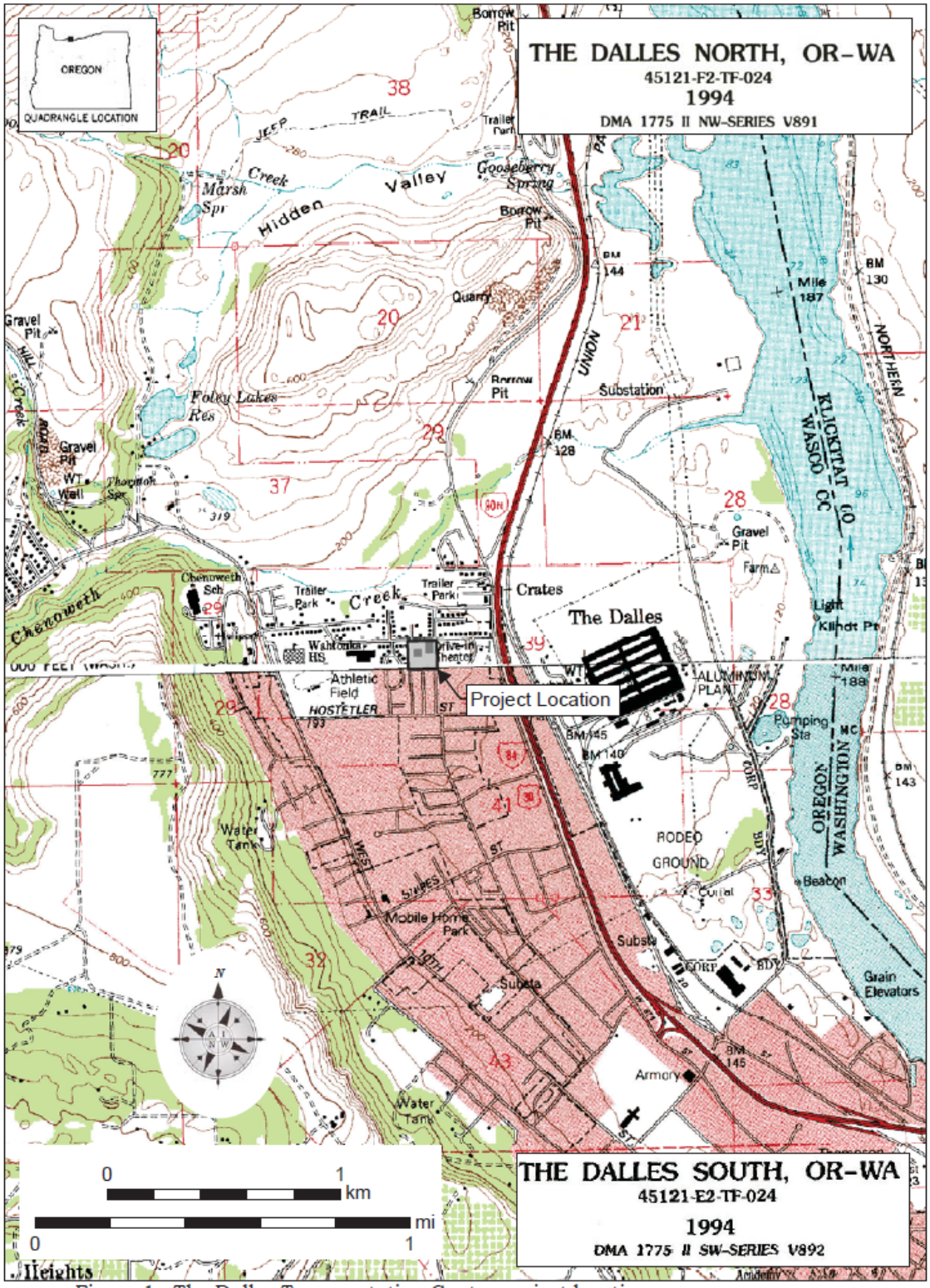

Figure 1. The Dalles Transportation Center project location.

Figure 2. The Dalles Transportation Center Project APE.

Photo 1. Overview of Chenoweth Loop Road and the northern paved portion of the project area. The view is towards the east.

Photo 2. Overview of the existing Westgate Super Market on the westernmost lot of the project APE. The view is towards the southwest.

Photo 3. Overview of the vacant, undeveloped eastern portion of the project APE. The view is towards the north.

Photo 4. Overview of the back of the Westgate Super Market structure (to the right) and the unpaved southernmost portion of the project APE. The view is towards the west.