



APPENDIX E - SECTION 4(f) EVALUATION



US Department of Transportation Federal Aviation Administration

DOT Section 303(c) Evaluation for the Pangborn Memorial Airport East Wenatchee, Grant County, Washington

December 2023

This Department of Transportation Section 303(c) Evaluation (Section 4(f) Evaluation) is submitted for review pursuant to the following public law requirements: Section 102(2)(c) of the National Environmental Policy Act of 1969; 49 USC 47106; Section 303 of 49 USC Code, Subtitle I; Section 106 of the National Historic Preservation Act of 1966.

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Pangborn Memorial Airport DOT Section 4(f) Evaluation

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PREFACE

This Department of Transportation (DOT) Section 303(c) (Section 4(f)) Evaluation (Evaluation) was prepared as Appendix E to the Environmental Assessment (EA) being conducted in response to a proposed rehabilitation and adaptive re-use project for the Pangborn Memorial Airport's (Airport) GA Terminal building. This Evaluation consists of the following sections:

1. Introduction – Describes the Proposed Action; provides a brief description of the Airport; provides the regulatory context for the Evaluation; and describes the Purpose and Need for the Proposed Action;
2. Identification of DOT Section 4(f) Resources – Examines the lands in the Project Study Area relative to DOT Section 4(f) and identifies those resources that the FAA determined to be potentially subject to DOT Section 4(f);
3. Alternative Analysis – Identifies possible alternatives to avoid or minimize impacts to Section 4(f) resources.
4. Coordination – Summarizes the efforts made to coordinate with agencies and parties owning DOT Section 4(f) lands on the potential effects of the Proposed Action.
5. Finding – Provides the FAA DOT Section 4(f) Finding

1. INTRODUCTION

Section 4(f) was initially codified in Title 49 of the United States Code (USC) § 1653(f) (Section 4(f) of the USDOT Act of 1966). In 1983, § 1653(f) was reworded and recodified as Title 49 USC § 303, but still commonly referred to as Section 4(f). Congress amended Section 4(f) in 2005 when it enacted the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users.

Section 4(f)/303:

Prohibits the use of land of significant publicly owned public parks, recreation areas, wildlife and waterfowl refuges, and land of a historic site for transportation projects unless the Administration determines that there is no feasible and prudent avoidance alternatives and that all possible planning to minimize harm has occurred.

1.1 Proposed Action

The Federal Aviation Administration (FAA) is currently considering actions (known as Proposed Action) requested by the Airport to rehabilitate and adaptively re-use the existing GA Terminal building to address known building deficiencies and potentially hazardous conditions in order to meet the needs of existing and future users.

During recent years, several on-site building assessments and multiple planning meetings with the Airport identified several verifiable deficiencies and potential hazards with the GA Terminal building. The identified deficiencies are related to architectural, electrical, civil engineering, structural, mechanical, and environmental concerns, further detailed in Section 1.5.3.

1.2 Airport Description and Surrounding Land Uses

The Airport is owned and operated by the Chelan-Douglas Regional Port Authority (Sponsor) which is governed by an elected board of directors. The Airport is located southeast of Wenatchee, Washington. This unincorporated area of Douglas County is located in the north-central part of Washington State near the confluence of the Columbia and Wenatchee rivers and the eastern foothills of the Cascade Range. Airport property covers approximately 700 acres and is surrounded mainly by agricultural and rural residential land uses. As shown in **Figure 1-1: Vicinity Map**, the Airport is approximately one mile north of the Columbia River.

The National Plan of Integrated Airport Systems classifies the Airport as a primary non-hub commercial service facility. It is classified by the Washington State Department of Transportation (WSDOT) as a commercial service facility and has been designated as an essential public facility. These classifications indicate the Airport is a public-use facility with scheduled air carrier service. The Airport is the 6th busiest commercial service airport in the State of Washington.¹ The Airport's facilities are intended to accommodate narrow-body commercial jet transports and medium-to large-cabin General Aviation (GA) business jets. Other operations include scheduled air cargo, U.S. Forest Service (USFS), firefighting activities, agricultural aviation activities, medical flights, and military operations.

The Airport has a single runway, Runway 12-30, which is 7,000 feet long and 150 feet wide with a general northwest to southeast orientation. The Runway 12 end was extended by 1,300 feet in 2016 to serve the current and future critical aircraft operating at the Airport. It has precision instrument capabilities, including a recently constructed Medium Intensity Approach Light System with Runway Alignment Indicator Lights (MALSR). The Airport's crosswind runway, Runway 7-25, was closed in 2009 due to deteriorating pavement.

The Airport supports a full parallel taxiway (Taxiway A) which runs the length of Runway 12-30. Five taxiways (A-1 through A-5) connect Taxiway A to Runway 12-30. Terminal facilities are situated in the northeast quadrant of the Airport and include parking, an airline terminal, and a hangar complex. There is a terminal aircraft apron to serve commercial aircraft and GA parking aprons to serve fixed-wing aircraft and helicopters. GA aircraft hangars include 39 buildings with 76 storage units. The Airport also has an aircraft rescue and firefighting building and snow removal equipment facilities.

The Executive Terminal includes two operation and maintenance hangars where the Sponsor's offices are located. The Sponsor operates Fixed-Base Operator (FBO) services, which are provided at the GA and Executive Terminal areas. Services provided at both the GA and the Executive Terminals include ground handling, fueling, and pilot supplies. Additional services offered in the GA area include a rental car wash, fueling stations, and vehicle maintenance buildings. See **Figure 1-2: Existing Airport Layout** for the location of the GA Terminal building and key Airport facilities.

¹ Mead & Hunt. *Pangborn Airport Master Plan*. P. 3

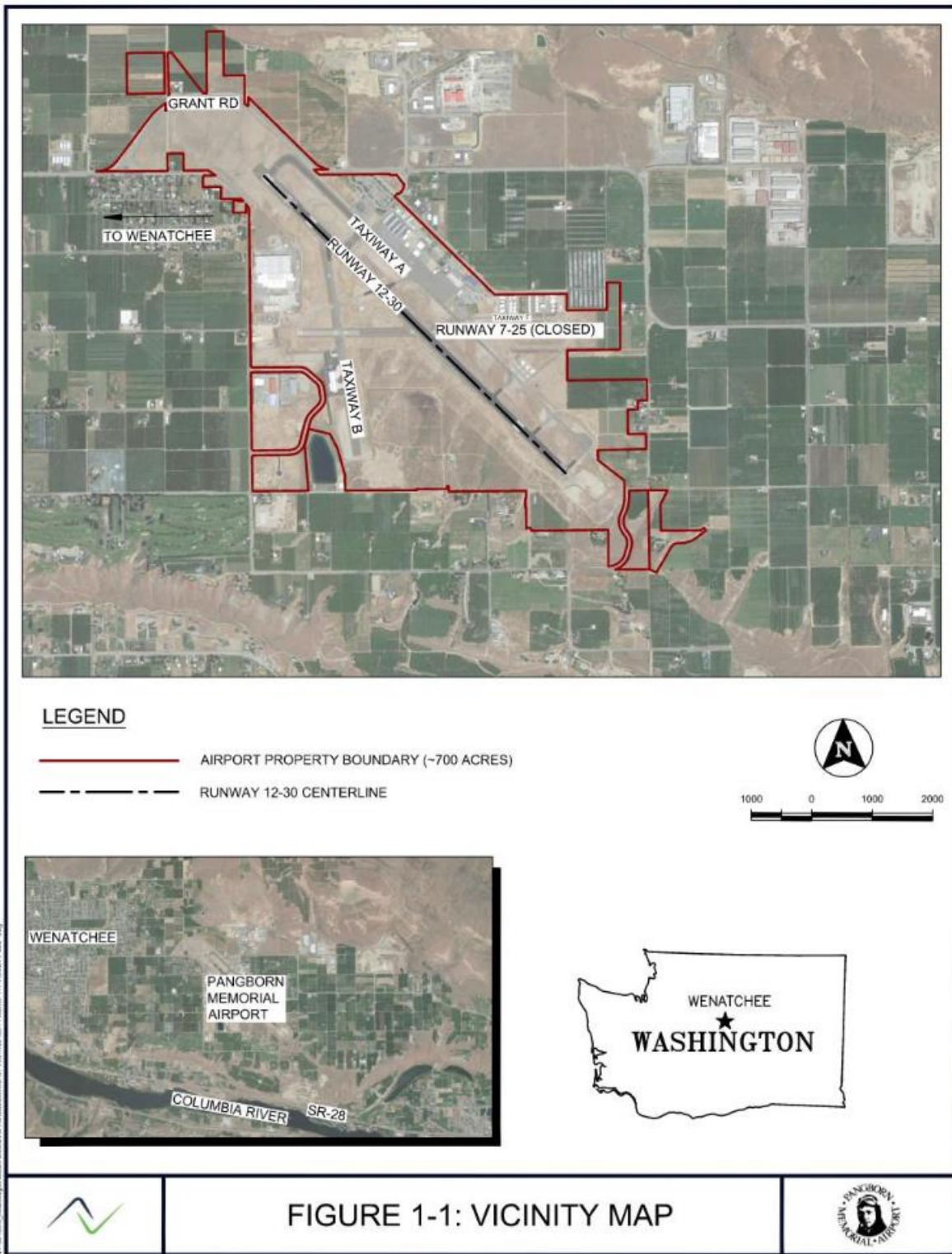


Figure 1-1: Vicinity Map

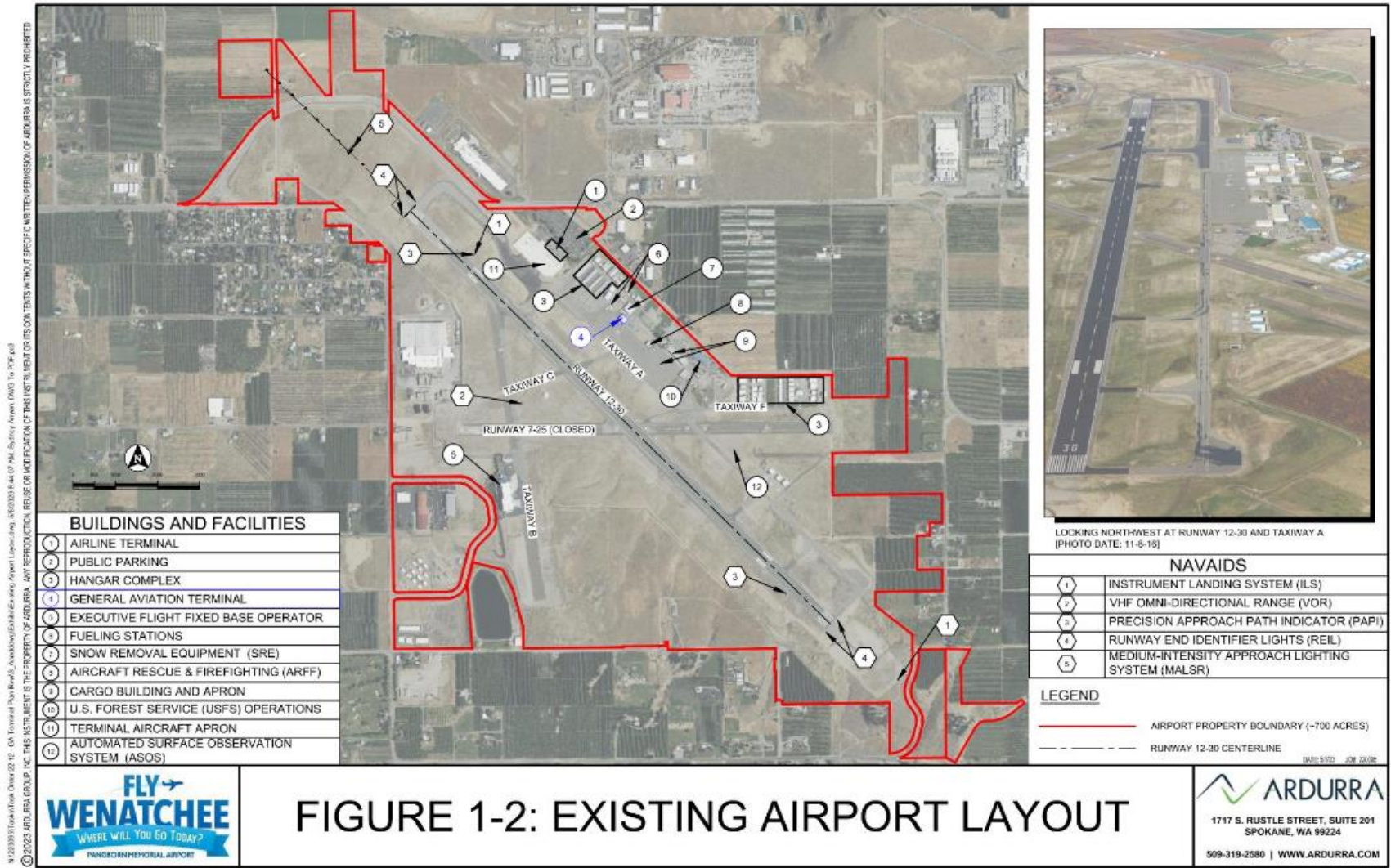


Figure 1-2: Existing Airport Layout

1.3 Regulatory Context

In a consultation letter sent by the FAA to Washington State's Department of Archaeology and Historic Preservation (DAHP), dated March 23, 2021, the FAA determined that the GA Terminal building (Property ID: 721677) was eligible for listing in the National Register of Historic Places (NRHP) under Criterion C. Therefore, the GA Terminal building qualifies as a Section 4(f) property and a Section 4(f) review is necessary.

The Proposed Action is currently undergoing National Environmental Policy Act (NEPA) review with an EA, which includes an impact assessment of the Proposed Action in relation to Section 106 of the National Historic Preservation Act (NHPA) and Section 4(f) of the U.S. DOT Act.

The criteria of an adverse effect under Section 106 are described by NHPA 36 CFR 800.5 (a) (1): “an adverse effect is found when an undertaking may alter, directly or indirectly, any of the characteristics of a historic property that qualify the property for inclusion in the National Register in a manner that would diminish the integrity of the property's location, design, setting, materials, workmanship, feeling, or association.”

As the Proposed Action will rehabilitate the GA Terminal building in a manner that involves the alteration of its distinctive characteristics that make it eligible for listing on the NRHP (namely, the concrete block walls, vaulted barrel roof, and T1-11 siding and battens), the Proposed Action will have an Adverse Effect on Historic Properties.

Below is a table that lists these Acts and the applicable effects determinations for each.

Table 1-1: Congressional Acts and Applicable Effects

Congressional Act	Applicability	Types of Possible Effects Determinations	
DOT	Section 4(f)	No Use Use, Temporary Occupancy*	No Impact
		Physical Use	<i>De minimis</i> Impact
		Physical Use* Constructive Use	Direct Impact* Constructive Impact
NHPA	Section 106	No Historic Properties Affected No Adverse Effect on Historic Properties Adverse Effect on Historic Properties*	
NEPA	Historic Resources category of EA	No Impact	No Impact
		Direct Impact* or Indirect Impact	No Significant Impact* or Significant Impact

*Effects determinations that apply to the GA Terminal building.

Section 4(f) requires that the FAA determine whether or not the impacts of the Proposed Action are *de minimis*. If impacts are determined not to be *de minimis*, a Section 4(f) Evaluation must be completed. The FAA may make a *de minimis* impact determination with respect to a physical use of Section 4(f) property if, after taking into account any measures to minimize harm, there is a Section 106 finding of No Adverse Effect or No Historic Properties Affected. Since the Proposed Action will result in an Adverse Effect on Historic Properties, a *de minimis* impact determination cannot be made.

FAA Order 1050.1F Section B-2.3 states that “when a project would involve the use of a Section 4(f) property and the FAA cannot make a *de minimis* impact determination, the FAA must prepare a Section 4(f) evaluation.”

1.3.2 Methodology for Determination of Section 4(f) Impacts

The GA Terminal building Section 4(f) resource was evaluated for potential impacts associated with each of the alternatives considered. The potential impact criteria evaluated for each site included direct impacts and constructive use impacts.

Physical Use (Direct Impact)

A physical use of Section 4(f) resources occurs if an action involves the actual physical taking of a Section 4(f) property through the purchase of land or a permanent easement, physical occupation of a portion or all of the property, or alteration of structures or facilities on the property. The temporary occupancy of a Section 4(f) property for construction-related activities does not usually constitute a physical use under Section 4(f).

Constructive Use (Constructive Impact)

A constructive use occurs when the project does not incorporate land from a Section 4(f) property (i.e., physical use), but the project's proximity impacts are so severe that the protected activities, features, or attributes that qualify the property for protection under Section 4(f) are substantially impaired. A substantial impairment would occur only if the protected activities, features, or attributes of the Section 4(f) property that contribute to its significance or enjoyment are substantially diminished so the value of the Section 4(f) property, in terms of its significance and enjoyment, is substantially reduced or lost.

1.4 Section 4(f) Feasible and Prudent Requirements

Programs or projects requiring the use of Section 4(f) lands will not be approved by the FAA unless there is no prudent and feasible alternative to the use of such land, and such programs and projects include all possible planning to minimize harm resulting from the use. The term “feasible”² refers to sound engineering principals, while the term “prudent” refers to rationale judgment. According to FAA Order 5050.4B, a project may be possible (feasible), but not prudent when one considers safety, policy, environmental, social, or economic consequences.

The following factors are to be used to decide if an alternative is prudent:

- Does it meet the project's Purpose and Need?
- Does it cause extraordinary safety or operational problems?
- Are there unique problems or truly unusual factors present with the alternative?
- Does it cause unacceptable and severe adverse social, economic, or environmental impacts?
- Does it cause extraordinary community disruptions?
- Does it cause additional construction, maintenance, or operational costs of an extraordinary magnitude?

² FAA Order 5050.4B, *National Environmental Policy Act Implementing Instructions for Airport Actions*. Page 10-10

- Does it result in an accumulation of factors that collectively, rather than individually, have adverse impacts that present unique problems or reach extraordinary magnitudes?

The FAA must clearly explain why an alternative is rejected as not being prudent and feasible if the project results in the use of Section 4(f) protected lands.

1.5 Purpose and Need

The Council on Environmental Quality (CEQ) Regulations for implementing the NEPA require that a NEPA document specify the underlying Purpose and Need to which an agency is responding in proposing alternatives (40 C.F.R. § 1502.13).

1.5.2 Purpose

The purpose of the project is for the Airport to have a GA Terminal building that meets the needs of existing and future users through a safe, functional, accessible, and energy-efficient facility.

1.5.3 Need

The project is needed to sufficiently serve the traveling public, aircraft pilots and staff, and Airport staff. As stated in Section 1.1, building deficiencies, energy inefficiencies, accessibility barriers, and potentially hazardous conditions exist with the GA Terminal building that require immediate attention. The building is aged and outdated.

Airport operations are forecasted to increase in the next decade. As part of the 2017 Master Plan Update (MPU) planning process, forecasts were developed for the Airport using 2015 aviation data. These forecasts projected the changes summarized in **Table 1-2** will occur over the 20-year planning horizon (2015–2035).

Table 1-2: Forecasted Airport Activity and Operations

FORECAST COMPONENT	2015 DATA*	2035 FORECASTED DATA*	PERCENT CHANGE
Based Aircraft	96	123	+28%
Air Cargo	1.15 million lbs.	2.01 million lbs.	+75%
Passenger Boardings	60,000	93,500	+56%
Operation Type			
Commercial	2,080	2,960	+42%
GA/USFS/Medical/Other	36,484	43,300	+19%
Air Cargo	1,500	1,750	+16%
Military	100	100	0%
Total Operations	40,164	48,200	+20%

* Source: MPU. Note per Table 2.8 in MPU: Forecast values rounded up to the nearest hundred, may not total. (Note: One flight equals two operations [landing and take-off]).

As shown in **Table 1-2**, GA operations at the Airport are expected to be 19% percent higher in 2035 than the 2015 baseline. Further, based aircraft, air cargo, and passenger boardings will increase by 28%, 75%, and 56%, respectively. This means more people using and relying upon the GA Terminal building and its services.

GA Terminal building deficiencies and potentially hazardous conditions, and the need to address them, are described in the sections below.

The Need to Address Building Deficiencies

Architectural Deficiencies

Damage to the exterior façade, masonry, paint, mortar joints, metal panel cladding, and building signage requires rehabilitation and replacement in order to keep the building in an adequate condition that is capable of serving the Airports' clients and the general public. Additionally, lack of insulation has caused damage to the masonry and has made it difficult to maintain indoor temperatures. Proper insulation is required to prevent further building damage and ensure the health and comfort of building users.

Electrical Deficiencies

Three primary electrical deficiencies associated with power supply and lighting need to be addressed.

Insufficient power supply has hindered the proper heating and cooling of the building. A power supply capable of achieving proper heating and cooling is needed to ensure the health and comfort of building users.

A mobile aircraft shore power unit requires relocation to the GA Terminal building. The building currently has a single-phase power supply which is insufficient for this purpose. Electrical upgrades to accommodate this power supply need are required.

The building has an obsolete T-12 fluorescent lighting system. In 2009, the U.S. Department of Energy began phasing out this type of lighting. The lighting system needs to be replaced to meet current standards.

Civil Engineering Deficiencies

Deficiencies associated with the septic system, stormwater conveyance, and ADA components exist, and need to be addressed.

The location of the current septic system and drain field is unknown. Without knowing the location of the system, it cannot be properly maintained and serviced. A replacement system is required in order to adequately meet the needs of the rehabilitated GA Terminal building.

Stormwater causes damage to the building due to the lack of a stormwater conveyance system and design flaws with the grade of the ground around the building. Water damage to the 1980s building addition is a result of the floor being 18 inches below the adjacent parking lot. A proper conveyance system needs to be installed to prevent stormwater from draining toward the building, causing water intrusion and damage to the building.

Due to the age of the building, it does not meet ADA standards, including those related to parking stalls, building entrance, and bathrooms. Current ADA components need to be installed to meet federal standards and to ensure safety and access is provided to all building users.

Structural Deficiencies

The roof presents a potential safety issue as it is overstressed and could eventually collapse, causing significant damage to the inside of the terminal or harm or loss of life to people within the building. Additionally, the roof needs to be rehabilitated to comply with IBC load requirements.

Mechanical Deficiencies

Most of the existing mechanical systems within the building, including the HVAC system and the building's plumbing, are beyond their service life do not meet current building code efficiency requirements.

The building's HVAC system produces insufficient air flow, leading to problems maintaining proper indoor temperature. Additionally, the majority of ductwork is not insulated, which contributes to the inefficiency of the system. Replacing the existing HVAC and power systems, and adding proper insulation is necessary to maintain the comfort and health of building users. During the winter, the Airport experiences snow and freezing temperatures. Having an operational heating and ventilation system is essential for the continued use of the building. Additionally, the hangar bay has no ventilation or exhaust. This needs to be installed to maintain proper airflow that ensures the safety of the users of the building.

The GA Terminal building's plumbing experiences reoccurring issues related to frozen pipes. Plumbing pipes require replacement to reliably provide water to the building and to maintain operation of the restrooms.

The Need to Address Potentially Hazardous Conditions

Potential Environmental Deficiencies

The GA Terminal building was tested for the presence of potentially hazardous materials, including asbestos and lead. The preliminary findings of the testing were presented in reports dated May 25, 2023, which found quantities of asbestos in the vinyl flooring and in the black tar of the roof of the former oil heater room. Quantities found exceeded the EPA's 1% limit for allowable concentrations of asbestos within building materials. Testing results for building paint were below the 0.5% lead content limit in all painted surfaces tested, therefore, no safety hazard exists related to paint.

The existing GA Terminal building may pose health and safety risks as concentrations of asbestos exceeding EPA allowable limits were found in some building materials.

2. IDENTIFICATION OF DOT SECTION 4(f) RESOURCES

DOT Section 4(f) lands are defined as "any publicly owned land from a public park, recreation area, or wildlife and waterfowl refuge of national, State, or local significance [...] or any land from an historic site of national, State, or local significance."³

To identify probable DOT Section 4(f) resources, an initial review of publicly available records was conducted to identify potential Section 4(f) resources located within the Project Study Area. For this study, the Area of Potential Effects (APE) under Section 106 of the NHPA corresponds to the Project

³ 23 U.S.C. 138 *Preservation of Parklands*.

Study Area under Section 4(f). The APE was defined by the FAA in consultation with the State Historic Preservation Officer (SHPO) at Washington State's DAHP. Based on July 21, 2023, correspondence, the APE consists of the existing GA Terminal building and the adjacent parking lot, approximately 55,000 square feet (1.25 acres) (see **Appendix A: Agency Correspondence** and **Figure 2-1: General Project Study Area**).

The review of publicly available records included those maintained by the National Park Service, the Washington State Department of Natural Resources, the NRHP, the City of Wenatchee, and Google Maps. The subsequent sub-sections outlines identified Section 4(f) resources per general type that are known to be in the project vicinity.

2.1 Parks and Recreational Resources

Publicly owned parks and recreational areas are considered to be Section 4(f) resources when they are of national, State, or local significance and open to the public. This can also include public school playgrounds if they are open to the general public during non-school hours for organized recreational purposes such as ballgames and other sporting events. Review of publicly available records did not identify any publicly owned parks and recreational resources within the Project Study Area.

2.2 Wildlife and Waterfowl Refuges

Publicly owned wildlife and waterfowl refuges are considered to be Section 4(f) resources when they are of national, State, or local significance and are open to the public. There are no wildlife or waterfowl refuges within the Project Study Area.

2.3 Historic Sites

Public and privately-owned historic sites are considered to be Section 4(f) resources when they are listed or eligible for listing in the NRHP regardless of whether they are open to the public. A Cultural Resource Survey was conducted at the Airport by Plateau Archaeological Investigations LLC (Plateau) in October 2020 to identify historic sites at the Airport that may be eligible for inclusion in the NRHP. The survey encompassed 172.6 acres that included the entire Airport property and adjacent areas. The survey documented twenty-nine (29) potentially historic resources on and adjacent to Airport property. It also included an evaluation of the Pangborn Memorial Airport as a whole for consideration as a historic district.

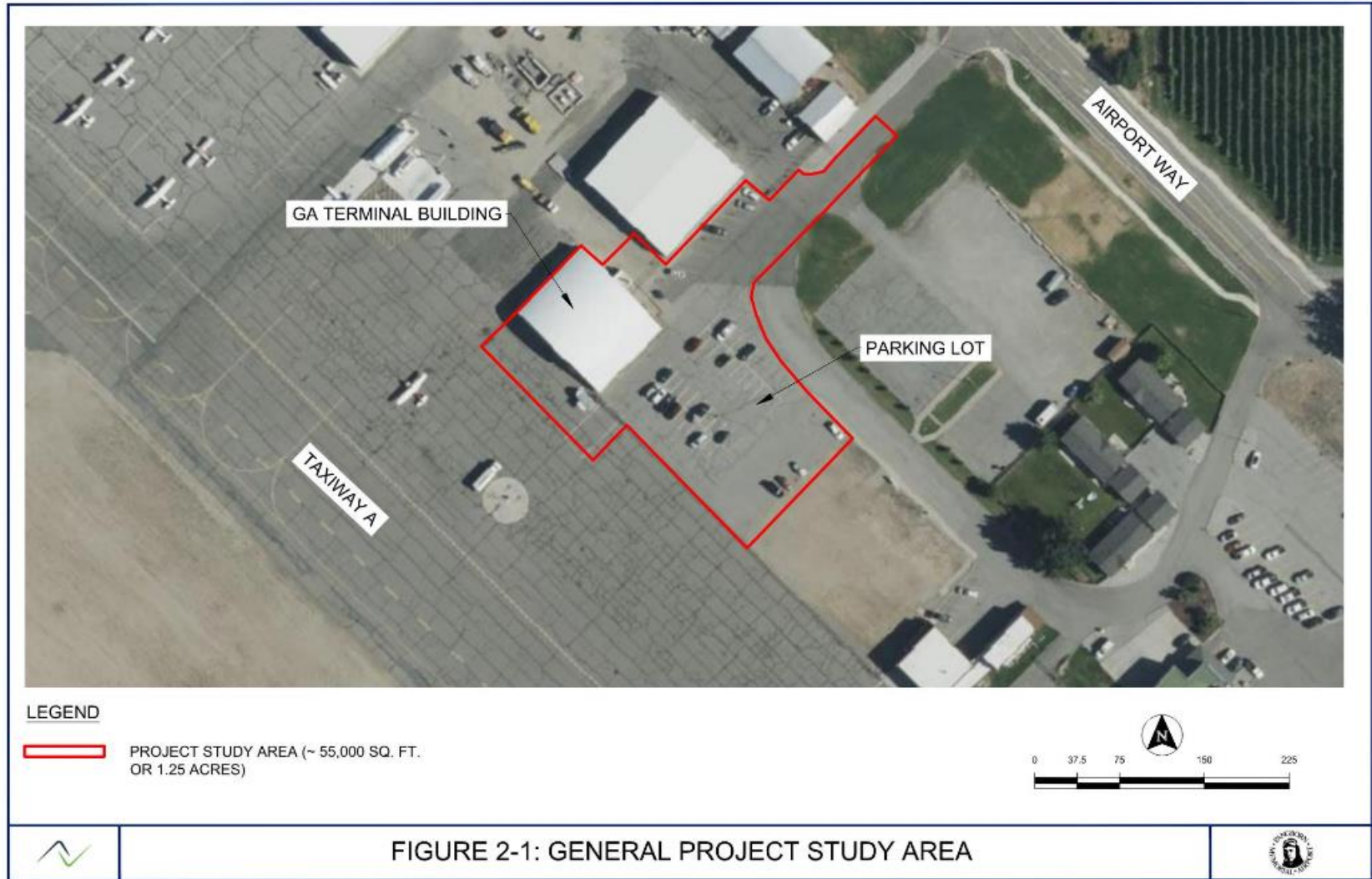


Figure 2-1: General Project Study Area

In order to determine if a resource is eligible for listing in the NRHP, it must be at least 50 years in age and significant in American history, archeology, architecture, engineering, or culture, and meet one of the criteria for NRHP eligibility. These four eligibility criteria are as follows:

- **Criterion A:** The property is associated with events that have made a significant contribution to the broad patterns of our history.
- **Criterion B:** It is associated with the lives of persons significant in our past.
- **Criterion C:** It embodies the distinctive characteristics of a type, period, or method of construction; represents the work of a master; possesses high artistic values; or represents a significant and distinguishable entity whose components may lack individual distinction.
- **Criterion D:** It yields, or may be likely to yield, information important in prehistory or history.

Historic resources must also retain overall integrity of location, setting, design, material, workmanship, feeling and association to convey significance under Criterion A, B, C or D. If a resource is found to be significant and to retain integrity, it is recorded as potentially eligible for listing in the NRHP.

Of the 29 identified properties, the FAA determined, and the DAHP concurred, that only three (3) were eligible for listing in the NRHP, namely, the GA Terminal building (Property ID #721677), Beacon Tower (Property ID #721566), and Very High Frequency Omnidirectional Range (VOR) Facility (Property ID #721709) (see **Appendix A: Agency Correspondence**). Of the three eligible properties, only the GA Terminal building is located within the Project Study Area and has relevance to this study. The Pangborn Memorial Airport was not eligible for listing in the NRHP as it did not meet the criteria for establishment as a Historic District. Please refer to **Appendix B: Cultural Resource Survey for the Pangborn Memorial Airport Capital Improvement Program 2020-2025** for more details on these findings. The GA Terminal building and its historic designation are described below.

2.3.2 GA Terminal Building

The 2020 Cultural Resource Survey resulted in Plateau's recommendation that the GA Terminal building should be eligible for inclusion in the NRHP under Criterion C. Plateau's report describes the structure as a vaulted hangar with a single-story room centered on the east face, and a one-story office across the southeast face (added circa 1966-1968). It has concrete block walls with standing seam metal "verges," and the office has T 1-11 siding. Typical windows of the hangar are pivot with steel casings and rowlock course headers, while those of the office are single or triple, sliding or fixed, with metal casings and no sill. The main entrance to the hangar is a sliding metal bay door, while the office entrance is a double-leaf glass door.⁴

The GA Terminal building remodel that occurred in 1967 maintained the historical characteristics of the building, and the structure has not significantly changed since that point in time. Therefore, Plateau determined that the structure has retained the integrity of its design, workmanship, materials, feeling, location, and association to the Airport as a hangar that supports general aviation activities, which makes it eligible under Criterion C. In a consultation letter sent by the FAA to the Washington State DAHP, dated March 23, 2021, the FAA determined that the GA Terminal building (Property ID: 721677) was eligible for listing in the NRHP under Criterion C. The DAHP responded on April 7, 2021, concurring

⁴ Plateau Archaeological Investigations, LLC. *Cultural Resource Survey for the Pangborn Memorial Airport Capital Improvement Program 2020-2025, East Wenatchee, Washington, October 2020.*

with the FAA determination that the GA Terminal building was eligible for inclusion in the NRHP. The agency correspondence is documented in **Appendix A**.

3. ALTERNATIVE ANALYSIS

This section describes the methodology used for determining impacts to Section 4(f) resources and provides details on the alternatives considered including potential impacts. Methods to minimize or mitigate impacts to the identified preferred alternative are also included.

3.1 Alternatives

The alternatives considered are discussed in Chapter 3 of the EA. Evaluating the alternatives involved a two-level screening process. The first step was to consider the ability of each alternative to meet the stated Purpose and Need. The second step involved an analysis of whether each alternative was feasible and prudent to implement. The alternatives that passed this screening process were then carried forward to Chapter 4 of the EA for further analysis of how each alternative would potentially impact the affected environment as well as how those potential impacts could be avoided, minimized, or mitigated.

For this project, three alternatives were considered:

- 1) Rehabilitate and adaptively re-use the existing GA Terminal building (Preferred Alternative / Proposed Action)
- 2) Demolish the existing GA Terminal building and construct an entirely new building.
- 3) Leave the existing GA Terminal building as is and do nothing (No Action Alternative).

NEPA requires that a No Action Alternative is considered as a baseline for the comparison of potential impacts to the Action Alternatives even though the No Action Alternative does not meet the stated Purpose and Need. The three alternatives are analyzed in detail in the following sections.

3.1.2 Action Alternatives Considered

Alternative 1

This alternative would rehabilitate the GA Terminal building, while adaptively re-using elements of the existing structure. **Figure 3-1** depicts an architectural rendering of what Alternative 1 may look like following construction. **Figure 3-2** shows the proposed floor plan, based on conceptual designs.

Rehabilitation improvements of the existing 6,400 square foot GA Terminal building would include the following primary components: pilot's lounge, public lounge, restrooms, locker rooms, showers, quiet rooms, and offices (FBO Office, Director's Office and Assistant's Office). A conference room and vestibule (485 square feet) would be added to the existing 6,400 square foot structure, for a total of 6,885 square feet. The locker rooms, showers, quiet rooms, offices, and conference room are ineligible for federal funding. The 1,760 square foot wood framed building addition constructed in the 1980s will be demolished and replaced with a covered outdoor area. The building would maintain the same maximum occupancy of 110 people.

Alternative 1 meets the stated Purpose and Need as follows:

- Building deficiencies, including those related to the exterior façade, masonry, paint, mortar joints, metal panel cladding, roof and eaves, plumbing pipes, HVAC, power, lighting, septic,

plumbing, stormwater conveyance systems, and building signage would be fixed through rehabilitation and replacement. Additionally, the rehabilitated building would be ADA-compliant and would include components such as ADA-accessible cabinets, grab bars, coat hooks, bathroom and shower stalls, and drinking fountains.

- The presence of asbestos exceeding EPA limits within building materials would be removed by qualified contractors during rehabilitation of the existing building.

The total cost to rehabilitate the existing GA Terminal building is estimated to be around \$5,000,000, which has been deemed feasible by the Airport. Alternative 1 meets the stated Purpose and Need and is feasible and prudent to implement. Alternative 1 would take the least time to construct, and would utilize the existing building foundation, footings, building slab, and most of the CMU walls. Less materials would be used, and less construction waste would be generated. In an effort to maintain the historic character of the building, Alternative 1 would rehabilitate the building in a similar shape to the existing GA Terminal building, particularly the vaulted roof, which has been designed to capture the style and feeling of the period in which the GA Terminal was originally constructed. Due to these reasons, Alternative 1 was carried forward as the Proposed Action.



Figure 3-1: Conceptual architectural rendering of the rehabilitated GA Terminal building (Proposed Action), presented by ALSC Architects

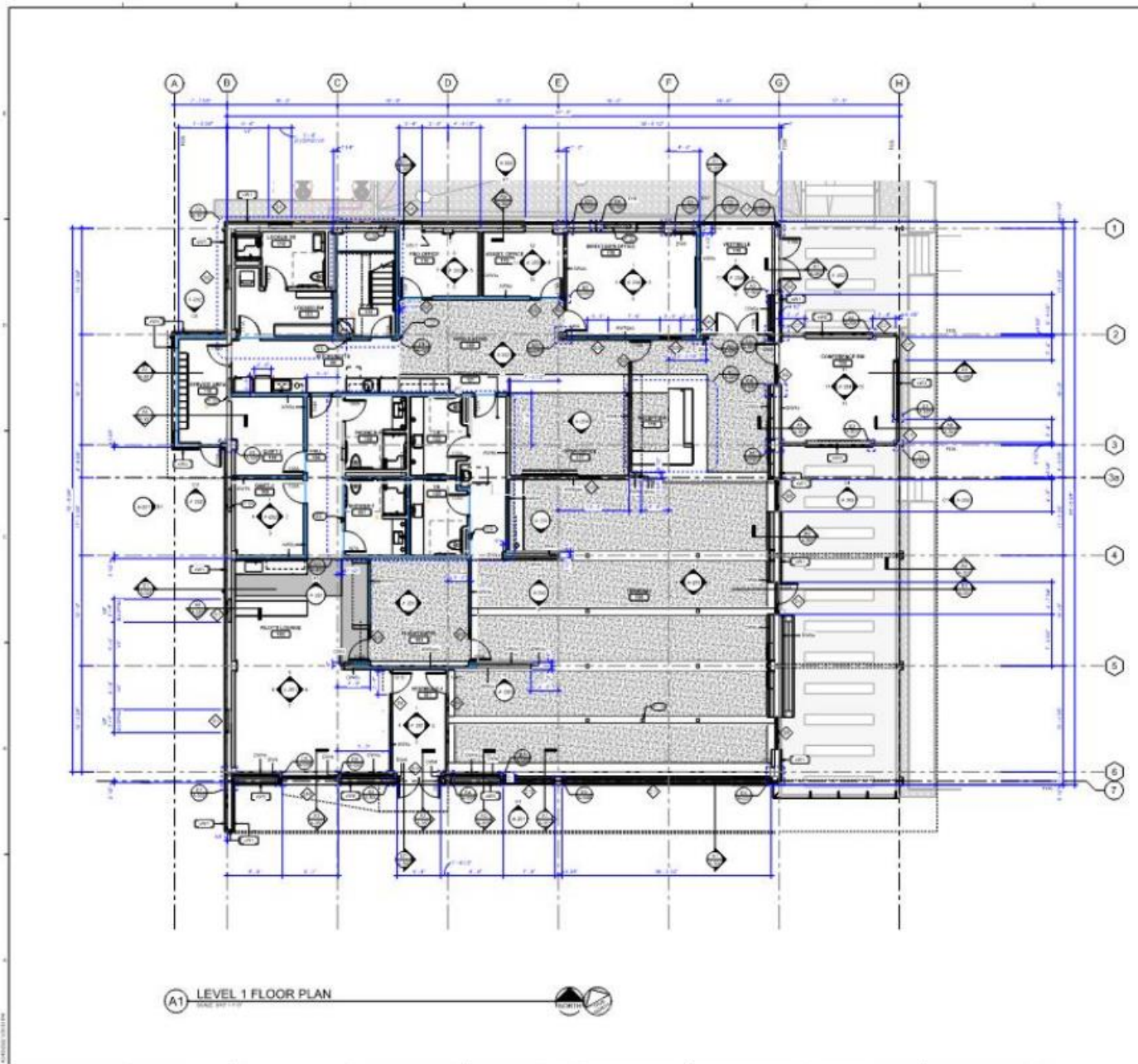


Figure 3-2: Conceptual design of the floor plan of the rehabilitated structure (Proposed Action)

Alternative 2

This alternative would involve the complete demolition of the existing 6,400 square foot GA Terminal building and the 1,760 square foot addition. A new structure with the same or similar architectural design as the Airport's Executive Flight Building would be constructed in the place of the demolished structures.

Alternative 2 meets the stated Purpose and Need as follows:

- Building deficiencies, including those related to the exterior façade, masonry, paint, mortar joints, metal panel cladding, roof and eaves, plumbing pipes, HVAC, power, lighting, septic, plumbing, stormwater conveyance systems, and building signage would be replaced with new building components after they were demolished. Additionally, the new building would be ADA-compliant and would include components such as ADA-accessible cabinets, grab bars, coat hooks, bathroom and shower stalls, and drinking fountains.
- The presence of asbestos exceeding EPA limits within building materials would be removed by qualified contractors during rehabilitation of the existing building. The new building would not be constructed with any materials deemed potentially hazardous.

The total cost to demolish and reconstruct the existing GA Terminal building is estimated to be around \$5,000,000, which has been deemed feasible by the Airport. Alternative 2 meets the Purpose and Need stated in Chapter 2 and is feasible and prudent to implement. Due to these reasons, Alternative 2 was carried forward for further analysis.

3.1.3 No Action Alternative

Under the No Action Alternative, the Airport would not rehabilitate the existing GA Terminal building, nor would it demolish and reconstruct it. No related improvements, changes, or actions would occur. The existing GA Terminal building would continue to be used in its current condition. As a result, the traveling public, aircraft pilots and staff, and airport staff would continue to experience the same conditions: namely, an overstressed roof, dilapidated building exterior, lack of ADA access, poor insulation, poor ventilation and heating, insufficient power, outdated lighting, damaged signage, plumbing and septic complications, and stormwater conveyance problems that would further deteriorate the building. Additionally, the building would continue to harbor potential environmental hazards related to the presence of asbestos. Should the Airport operations continue to grow as forecasted, this would only exacerbate the known problems through increased usage. As a result, the No Action Alternative does not meet the Purpose and Need of the project.

3.1.4 Alternatives Carried Forward for Analysis

Each alternative is carried forward for analysis. Alternative 1 (Proposed Action) and Alternative 2 meet the stated Purpose and Need and are feasible and prudent to implement, therefore, they will be carried forward for further analysis. Although the No Action Alternative does not meet the stated Purpose and Need, it will be retained for further analysis to serve as a baseline for a comparison of the potential impacts stemming from the Proposed Action and Alternative 2 and in accordance with NEPA requirements.

3.2 Description of DOT Section 4(f) Resources Impacts and Measures to Minimize Harm

3.2.1 No Action Alternative

The No Action Alternative would not affect the GA Terminal building or any other Section 4(f) resources. However, the No Action Alternative is not a reasonable course of action because it would not meet the Purpose and Need.

3.2.2 Proposed Action

Physical Use/Direct Impact: The Proposed Action will rehabilitate and adaptively re-use the GA Terminal building; therefore, it will physically use a Section 4(f) resource by altering the building, resulting in a direct impact.

Constructive Use/Constructive Impact: Since the Proposed Action involves physical use of the GA Terminal Building, and no other Section 4(f) properties occur within the Project Study Area or vicinity, the Proposed Action will result in no constructive use of Section 4(f) properties.

Proposed Mitigation: Mitigation is proposed under the Memorandum of Agreement (MOA), signed by the FAA, DAHP, and the Sponsor. The MOA was developed to mitigate the adverse effects to the GA Terminal building caused by the Proposed Action (see **Appendix C: MOA**). Proposed mitigation includes the following:

a) Adaptive Re-Use

The rehabilitation of the GA Terminal building will maintain the approximate shape/style of the vaulted barrel roof and adaptively re-use the majority of the Concrete Masonry Unit walls to retain historical architectural elements of the building.

b) Educational Signage

Permanent commemorative plaque(s) acknowledging the history of the building following project completion will be publicly displayed. The DAHP will be given the opportunity to review and provide comment on the content and proposed design of the plaque(s) before they are finalized.

3.2.3 Alternative 2

Physical Use/Direct Impact: Alternative 2 will demolish and reconstruct the GA Terminal building; therefore, it will physically use a Section 4(f) resource, resulting in a direct impact.

Constructive Use/Constructive Impact: Since Alternative 2 involves physical use of the GA Terminal building, and no other Section 4(f) properties occur within the Project Study Area or vicinity, Alternative 2 will result in no constructive use of Section 4(f) properties.

Proposed Mitigation: The demolition of the GA Terminal building does not meet the MOA mitigation measures agreed to by participating parties (that includes preservation of parts of the building) because the building will be demolished.

4. COORDINATION

Coordination among the FAA, DAHP, Sponsor, and public is summarized below. Consultation with the Confederated Tribes of the Colville Reservation, the Confederated Tribes of the Warm Springs Reservation of Oregon, and the Yakama Nation was also conducted during the EA process and is summarized below.

4.1 Coordination with the FAA and DAHP

Coordination with the FAA and DAHP was conducted concerning the GA Terminal building historic resource, the impacts to that resource from the Proposed Action, and all practical planning measures to avoid impacts. Where impacts could not be avoided, measures to minimize harm were included in the alternative development. Completed coordination and planned future coordination includes:

- In a consultation letter sent by the FAA to the Washington State Department of Archaeology and Historic Preservation (DAHP), dated March 23, 2021, the FAA determined that the GA Terminal building was eligible for listing in the NRHP under Criterion C. The DAHP responded on April 7, 2021, concurring with the FAA determination that the GA Terminal building was eligible for inclusion in the NRHP.
- July 21, 2023, correspondence between the FAA and the DAHP, resulted in the DAHP concurring with the APE as presented by the FAA. The DAHP also concurred that the Proposed Action would have an adverse effect to the GA Terminal building.
- Agency Scoping Letters were mailed to the aforementioned tribes with historical ties to the project area on June 20, 2023, requesting feedback on whether the Proposed Action would directly or indirectly impact cultural resources that are under their jurisdiction. No responses were received from the tribes within the 30-day comment period.
- Bi-weekly project team meetings between the FAA, Sponsor, and Ardurra were conducted to confirm the Project Study Area, project alternatives, and potential impacts of the Proposed Action. Meetings began on May 5, 2023, and are planned to continue until the completion of the EA.
- The FAA and DAHP are signatories to the MOA that outlines the mitigation measures to be completed for the Proposed Action.

4.2 Coordination with the Owner of Section 4(f) Resources

- The owner of the Section 4(f) resource, the Sponsor, is also a signatory to the MOA that outlines the mitigation measures to be completed for the Proposed Action.
- Bi-weekly project team meetings between the FAA, Sponsor, and Ardurra were conducted to confirm the Project Study Area, project alternatives, and potential impacts of the Proposed Action. Meetings began on May 5, 2023, and are planned to continue until the completion of the EA.

4.3 Coordination with the Public

- During the annual Festival of Flight community event held at the Airport on July 8, 2023, Ardurra, on behalf of the Sponsor, hosted an informational booth to provide the public with

information about the ongoing EA. The informational booth included a poster board description of the project, comment box, comment forms, sign-in sheets, and architectural model of the Proposed Action. No written comments were received; however, approximately 250 members of the public viewed and interacted with the booth and provided verbal feedback on the project. Feedback was documented in a Public Engagement Summary (see **Appendix D: Public Engagement Summary**). A public notice that publicized the Festival of Flight event, the ongoing EA process, and the provided informational booth, was published in the Wenatchee World newspaper and the Lake Chelan Mirror newspaper each week, two weeks prior to the event. Documentation of public notices are also provided in **Appendix D**.

- A 30-day public comment period to review the draft EA and associated Section 4(f) Evaluation will occur prior to finalization of the EA. Public comments will be incorporated into the final draft.

5. FINDING

After careful and thorough consideration, the FAA determined that there are no feasible and prudent alternatives to the use of Section 4(f) resources. The demolition of the GA Terminal building proposed by Alternative 2 does not meet the MOA mitigation measures agreed to by participating parties (that includes preservation of parts of the building) because the building will be demolished. Leaving the GA Terminal building as is (No Action Alternative) is not prudent from an environmental, social, or economic standpoint. As demonstrated in Section 1 of this Evaluation, the Proposed Action is needed to address building deficiencies and potentially hazardous conditions of the existing GA Terminal building in order to sufficiently serve the traveling public, aircraft pilots and staff, and Airport staff. As described in the MOA and summarized in Section 3 of this Evaluation, the Proposed Action includes several mitigation measures to minimize impacts to the Section 4(f) resource, thereby achieving the goal of mitigating the adverse effects to the GA Terminal building.



APPENDIX A - AGENCY CORRESPONDENCE





Allyson Brooks Ph.D., Director
State Historic Preservation Officer

July 21, 2023

Ms. Amanda Ogden
Environmental Protection Specialist
Seattle Airports District Office
Federal Aviation Administration

In future correspondence please refer to:
Project Tracking Code: 2023-06-03808
Property: Pangborn Memorial Airport General Aviation Terminal Building
Re: Adverse Effect

Dear Ms. Ogden:

Thank you for contacting the Washington State Department of Archaeology and Historic Preservation (DAHP) regarding the above referenced proposal. This action has been reviewed on behalf of the State Historic Preservation Officer (SHPO) under provisions of Section 106 of the National Historic Preservation Act of 1966 (as amended) and 36 CFR Part 800. Our review is based upon documentation contained in your communication.

First, we concur with the area of potential effect, as mapped in your documentation. We also concur that the project as proposed will have an adverse effect on a resource listed in, or eligible for listing in, the National Register of Historic Places.

In view of our concurrence on the adverse effect determination, we look forward to further consultation and the development of a Memorandum of Agreement (MOA). The MOA shall identify specific measures that when implemented will serve to mitigate the adverse effect on the property.

Also, we appreciate receiving any correspondence or comments from concerned tribes or other parties that you receive as you consult for this project. Our comments are based on the information available at the time of this review and on behalf of the State Historic Preservation Officer in conformance with Section 106.

Thank you for the opportunity to review and comment. Should you have any questions, please feel free to contact me.

Sincerely,

Dennis Wardlaw
Transportation Archaeologist
(360) 485-5014
dennis.wardlaw@dahp.wa.gov





April 7, 2021

Ms. Kate Key
Project Manager
Federal Aviation Administration

In future correspondence please refer to:
Project Tracking Code: 2019-10-07623
Property: Pangborn Memorial Airport Master Plan Improvements
Re: No Adverse Effect

Dear Ms. Key:

Thank you for contacting the Washington State Historic Preservation Officer (SHPO) and Department of Archaeology and Historic Preservation (DAHP) regarding the above referenced proposal. Your communication on this action has been reviewed on behalf of the SHPO under provisions of Section 106 of the National Historic Preservation Act of 1966 (as amended) and 36 CFR Part 800. Our review is based upon documentation provided in your submittal.

First, we concur with the revised project area of potential effect (APE) as mapped in your documentation. We also concur that Site 45DO1299 is NOT ELIGIBLE for inclusion in the National Register of Historic Places (NRHP). We also concur that the following properties are ELIGIBLE for inclusion in the NRHP:

- Property ID: 721677 Pangborn Memorial Airport -- General Aviation Terminal
- Property ID: 721709 Pangborn Memorial Airport -- Very High Frequency Omnidirectional Range Facility
- Property ID: 722566 Pangborn Memorial Airport -- Beacon Tower

We also concur that the following properties are NOT ELIGIBLE for inclusion in the NRHP:

- Pangborn Memorial Airport Historic District
- Property ID: 721547 Single-Family Residence at 3780 Grant Rd, East Wenatchee, Washington, 98802
- Property ID: 721630 Single-Family Residence at 3290 1st St SE, East Wenatchee, Washington, 98802
- Property ID: 721631 Single-Family Residence at 22 S Union Ave, East Wenatchee, Washington, 98802
- Property ID: 721632 Orchard and Mobile Home at 302 S Union Ave, East Wenatchee, Washington, 98802
- Property ID: 721633 Single-Family Residence at 120 S Union Ave, East Wenatchee, Washington, 98802
- Property ID: 721634 Single-Family Residence at 58 S Union Ave, East Wenatchee, Washington, 98802



- Property ID: 721635 Washington, 98802 Single-Family Residence at 50 S Union Ave, East Wenatchee,
- Property ID: 721636 Washington, 98802 Single-Family Residence at 110 S Texas Ave, East Wenatchee,
- Property ID: 721637 Washington, 98802 Single-Family Residence at 39 S Union Ave, East Wenatchee,
- Property ID: 721638 Washington, 98802 Single-Family Residence at 6 S Roland Ave, East Wenatchee,
- Property ID: 721639 Washington, 98802 Single-Family Residence at 89 S Texas Ave, East Wenatchee,
- Property ID: 721640 Washington, 98802 Single-Family Residence at 3111 Airway St, East Wenatchee,
- Property ID: 721641 Washington, 98802 Single-Family Residence at 3110 S Airway Ave, East Wenatchee,
- Property ID: 721642 Washington, 98802 Single-Family Residence at 3116 S Airway Ave, East Wenatchee,
- Property ID: 721643 Washington, 98802 Single-Family Residence at 3250 4th St SE, East Wenatchee,
- Property ID: 721644 Washington, 98802 Single-Family Residence at 3250 2nd St SE, East Wenatchee,
- Property ID: 721645 Washington, 98802 Single-Family Residence at 3021 Airway St, East Wenatchee,
- Property ID: 721646 Washington, 98802 Single-Family Residence at 111 S Texas Ave, East Wenatchee,
- Property ID: 721647 Washington, 98802 Single-Family Residence at 141 S Texas Ave, East Wenatchee,
- Property ID: 721648 Washington, 98802 Single-Family Residence at 191 S Texas Ave, East Wenatchee,
- Property ID: 721649 Washington, 98802 Single-Family Residence at 6 S Stark Ave, East Wenatchee,
- Property ID: 721650 Washington, 98802 Single-Family Residence at 5 S Stark Ave, East Wenatchee,
- Property ID: 721651 Washington, 98802 Single-Family Residence at 20 S Stark Ave, East Wenatchee,
- Property ID: 721652 Washington, 98802 Single-Family Residence at 139 S Texas Ave, East Wenatchee,
- Property ID: 721683 Apron Pangborn Memorial Airport -- Runways, Taxiways, Taxi Lanes, and
- Property ID: 723033 Washington, 98802 Single-Family Residence at 305 N Stark Ave, East Wenatchee,

However, DAHP does not concur with your determination that no historic properties will be affected by the current project as proposed. Our agency views the overall undertaking does pose visual effects, at a minimum, to the above-listed historic properties located at Pangborn Memorial Airport. However, it is our opinion these effects are not adverse to the characteristics that qualify them for inclusion in the NRHP, and therefore no historic properties will be adversely affected by the project as proposed.

AS no properties will be adversely affected by this undertaking, further contact with DAHP on this proposal is not necessary. However, if new information about affected resources becomes available and/or the project scope of work changes significantly, please resume consultation as our



assessment may be revised. Also, if any archaeological resources are uncovered during construction, please halt work immediately in the area of discovery and contact the appropriate Native American Tribes and DAHP for further consultation.

Thank you for the opportunity to review and comment. If you have any questions, please feel free to contact me.

Sincerely,



Dennis Wardlaw
Transportation Archaeologist
(360) 485-5014
dennis.wardlaw@dahp.wa.gov





U. S. Department
of Transportation

**Federal Aviation
Administration**

March 23, 2021

Dennis Wardlaw
Historic Preservation Review Officer
Washington State Department of Archaeological and Historic Preservation
1110 Capitol Way S, #30
Olympia, Washington 98504

Helena Airports District Office
2725 Skyway Drive, Suite 2
Helena, MT 59602-1213

Subject: Determinations of Eligibility and Effect on Historic Properties due to Proposed Improvements at the Pangborn Memorial Airport at East Wenatchee, Washington

Dear Mr. Wardlaw:

The Federal Aviation Administration (FAA) is examining the environmental impacts regarding proposed improvements at the Pangborn Memorial Airport (Airport) at East Wenatchee, Washington. Project descriptions and layouts of two proposed projects (undertakings) are enclosed with this letter. The proposed improvements and their associated activities are subject to the National Historic Preservation Act (NHPA) and its implementing regulations under Section 106 36 CFR part 800 (as amended) as well as the National Environmental Policy Act (NEPA). The FAA has initiated preparation of environmental documents to meet its regulatory obligations and intends to complete Section 106 in conjunction with the NEPA process.

A Cultural Resource Survey (CRS) was initiated in early 2020 at the Airport following a 2019 update to the Airport Layout Plan. Its purpose was to identify potentially historic resources for use in determining environmental effects in an Environmental Assessment (EA). The scope of the CRS was to perform a reconnaissance archaeological study across the full extent of the Airport, complete an intensive-level survey where future development is likely to occur within the next five years, and document the results of the investigation to identify and evaluate above-ground cultural resources. The CRS report was completed in late 2020.

The APE described in the CRS is shown on Figure 2 in the CRS and spans the locations of eleven (11) original project components of an EA spread through the Airport property. Later, a number of residential properties near the Airport were added to the survey of above-ground resources. Although the APE for the current undertakings is more reduced than the APE evaluated in the CRS, no changes were made to the CRS in order to retain and record the information and sites that were already evaluated prior to the reduction of the scope for NEPA being limited to undertakings that are reasonably foreseeable.

No new archaeological sites within the survey area were identified as a result of the reconnaissance archaeological study across the full extent of the Airport or the intensive-level

surveys. Archeologists observed one basalt flake from a monitored geotechnical test pit excavation; however, it was considered an isolate, and therefore the CRS recommended it as not eligible for listing in the National Register of Historic Places (NRHP). The FAA agrees with this recommendation and has determined that the isolate (45DO01299) is **not eligible** to the NRHP.

As requested by DAHP during review of the draft CRS, the buildings, structures, and features of the Pangborn Memorial Airport were evaluated for NHRP eligibility as a Historic District, and the CRS recommended it as not eligible for listing as a Historic District. The FAA considered the information presented in the CRS and has reached the following conclusions regarding establishment of a Historic District:

- Although it appears to have been constructed in the 1940s (possibly as late as 1959), and the Airport's location and development was initially considered to support WWII military operations, it was not chosen for development for this purpose; nor does it appear to have any associations with other broad patterns of history. It appears as the Airport has operated as a routine civil aviation facility and has experienced associated development and growth throughout its history, and is not eligible to the NRHP under Criteria A.
- Although named after Clyde Pangborn (1894-1958), who was a celebrity aerial stuntman and barnstormer, the airport has no direct link to Clyde Pangborn or his career; nor any other person significant in the past which would make the airport eligible under Criteria B.
- The Airport does not embody the distinctive characteristics of a type, period, or method of construction that would make it eligible under Criteria C; nor is it likely to yield additional information to make it eligible under Criteria D. Most aspects of integrity have been lost due to development on and around the Airport property.
- As discussed in the CRS, the quality of significance in U.S. history, architecture, engineering, and culture for any given historic district is present when it meets at least one of the Criteria for listing in the NRHP; when at least 51% of its historical components possess integrity of design, workmanship, materials, feeling, location, setting, and association (i.e., are historical, contributing components); and when the historical, contributing components collectively convey the significance of the proposed district. As the Pangborn Memorial Airport does not meet these criteria for establishment as a Historic District, the FAA has determined that the ***Pangborn Memorial Airport is not eligible as a Historic District.***

Above-ground resources recorded in the CRS are shown on Figures 13, 14, and 15 of the attached CRS. Twenty-nine (29) individual Historic Property Inventory form (HPIs) were documented individually as part of this survey effort (Twenty-five residences and four (4) Airport features).

Detailed discussion of these twenty-nine resources is provided in the text of the CRS and on the HPI's included as Appendix D of the CRS. The FAA considered the recommendations made in the CRS and of the 29 individually recorded resources, the FAA has determined three (3) of these resources as eligible to the NHRP, and the remaining twenty-six (26) resources not eligible to the NHRP under any Criteria. The resources relevant to the current undertakings are described in detail below, and the residences that are included as part of the previous scope for the CRS are discussed in a table. The FAA has made a determination of eligibility as follows:

Newly recorded resources on the Pangborn Municipal Airport:

Pangborn Memorial Airport – Beacon Tower (Property #721566)

- The CRS recommends the Beacon Tower as eligible for listing in the NRHP under Criterion A and C; however the FAA has determined that the Beacon tower is *eligible* for listing in the NRHP under Criteria C only.
- The structure, built sometime between 1942 and 1948, is a lighted navigation aid, or beacon tower. Its design resembles a description of the early standard design of airway beacon towers.
- From information that is not in the CRS, but researched by the FAA, the Transcontinental Airway System was a series of domestic aviation routes established under the Air Mail Act of 1925 (Kelly Act) and its subsequent associated acts. The airway system consisted of lighted airway beacons and other navigational aids to facilitate navigation along designated flight corridors prior to the development of radio navigation. The light beacon system was steadily replaced by a more reliable radio beacon system along airways in the 1940s and 1950s.
- While the beacon tower resembles the early towers and their historic association with the Transcontinental Airway System, the beacon tower at Pangborn Memorial Airport was constructed at a later date, and is unlikely to be associated with these historical events, which would make it eligible to the NRHP under Criteria A. However, as noted in the CRS, the style of the architecture resembles and embodies the distinctive characteristics of this type and method of construction, which the FAA believes qualifies the beacon tower for the NRHP under Criteria C.

Pangborn Memorial Airport – General Aviation Terminal (Property #721677)

- The General Aviation Terminal is *eligible* for listing in the NRHP under Criterion C.
- The building was constructed in 1956 and remodeled in 1967. It is a vaulted hangar, with a single-story room centered on the east face and a one-story office across the southeast face (added circa 1966-1968).
- As the remodel and addition occurred historically, and no major changes have been made since, the building appears to have retained the integrity of its design, workmanship, materials, feeling, location, and association to the airport as a hangar that supports general aviation activities. The integrity of the setting remains intact.
- As the building possesses concrete block walls, a vaulted barrel roof, and an addition with T 1-11 siding and battens, the building also represents the distinctive characteristics of a period (1956 and 1966-1968).

Pangborn Memorial Airport – Very High Frequency Omnidirectional Range Facility (Property #721709)

- The Very High Frequency Omnidirectional Range Facility (VOR) is *eligible* for listing in the NRHP under Criterion A and C.
- The building was built circa 1960-1962 and has a rectangular plan; standing seam metal walls; no windows; two flush metal doors; and a flat metal roof with a circular plan and projecting eaves, the west half of which oversails the main entrance. Rising 10 ft from the center of the roof is a cone-shaped receiving unit with sheet metal cladding.
- The building has retained the integrity of its location, setting, design, workmanship, materials, feeling, and association to the Pangborn Memorial Airport.
- It represents the historical pattern of establishing air navigation assistance on the ground at U.S. airport facilities in the first decade following the invention of the VOR. The building embodies the distinctive characteristics of a type of shortrange radio navigation

system that allows aircraft to determine relative position and course by means of radio signals transmitted through a network of fixed ground radio beacons, specifically during the 1960s period.

Pangborn Memorial Airport – Runways, Taxiways, Taxi Lanes, and Apron (Property #721683)

- The network of pavements at Pangborn Memorial Airport are *not eligible* for listing in the NRHP under any Criteria.
- Pavements at the Airport include Runway 7/25 (now abandoned), Runway 12/30, Apron, Taxiway A, Taxiway B, Taxiway C, and Taxiway F,
- Most of the pavements were originally constructed between 1942 to 1959, 1964-1967, or later. Pavements have been extended, abandoned, renamed, or otherwise modified; and all have undergone routine maintenance and repairs.
- The Pangborn Memorial Airport network of pavements is not eligible for listing in the NRHP due to a loss of integrity. The cumulative effect of the series of late-twentieth century changes, not only to the runway/taxiway network itself, but to the surrounding associated buildings and site features, compromises the structure's integrity. With only integrity of location intact, it is not able to communicate its historic associations and is ineligible for NRHP listing.
- However, the FAA has noted one feature that was not addressed in the CRS that merits further evaluation if it may be affected in the future: A compass rose was painted on the original Runway 10/33 and is still present. This stretch of pavement is now utilized and is a part of Taxiway B. The compass rose should be individually evaluated in the future.

One residence that is located within the APE for one of the undertakings is at 305 N. Stark Avenue, which is discussed in detail below. The location of the residence is not shown in the CRS, and so is shown in a supplemental figure provided with the attached descriptions of the undertakings.

Residence at 305 North Stark Avenue (Property #723033)

- The residence at 305 North Stark Avenue is *not eligible* for listing in the NRHP under any Criteria.
- The loft barn and single-family residence were constructed in 1968, soon after the establishment of the Greater Wenatchee Irrigation District. The parcel is composed of 3.78 acres of apple orchards and 1.0 acre dedicated to the homesite.
 - The loft barn has a rectangular footprint measuring 44 x 48 ft. From the historic satellite photos and the Douglas County Assessors website, it appears that no modifications or additions have been made to the footprint of the barn. The barn door on the south side was open and showed that the interior had been heavily modified and is now in use as a shop for mechanical repairs.
 - The single-family residence has a low-pitch gable roof with a composition asphalt shingle material. The house has a rectangular shape with an attached garage with a low-pitch gabled roof of the same composition asphalt shingles and a covered patio on the east side of the house.
 - Aerial photographs available on Google Earth show the 3.78 acres of apple orchards were planted sometime between 1990 and 1997; therefore, the orchard on this property is not historic.
- Two additional buildings, a machine shed measuring 3,780 sq ft, and a utility building measuring 1,612 sq ft are also located on the homesite, but were built in 1992 and 1993, respectively.

- The buildings at 305 North Stark Avenue are not eligible to the NRHP under any criterion. They appear to have retained the integrity of location, setting, and association to the surrounding neighborhood and orchards; however, the integrity of the building designs, workmanship, materials, and feeling have been compromised because of modifications to the windows, doors, and entrance.

Table for the eligibility determinations of other residences included in the analysis in the CRS:

Property Number	Address	Construction Date	Eligibility Determination	Justification
721547	3780 Grant Road	1966	Not Eligible	Recommended in the CRS as eligible under Criteria C, but does not rise to level of significance for eligibility to the NRHP – see comment below*
721630	3290 1st Street	1966	Not Eligible	Not eligible under any Criteria; loss of integrity
721631	22 South Union Avenue	1970	Not Eligible	Not eligible under any Criteria; loss of integrity
721632	302 South Union Avenue	1970 (Orchard)	Not Eligible	Not eligible under any Criteria; loss of integrity
721633	120 South Union Avenue	1958	Not Eligible	Not eligible under any Criteria; loss of integrity
721634	58 South Union Avenue	1946	Not Eligible	Not eligible under any Criteria; retains integrity, but does not embody distinctive characteristics
721635	50 South Union Avenue	1954	Not Eligible	Not eligible under any Criteria; loss of integrity
721636	110 South Texas Avenue	1962	Not Eligible	Not eligible under any Criteria; loss of integrity
721637	39 South Union Avenue	1964	Not Eligible	Not eligible under any Criteria; loss of integrity
721638	6 South Roland Court	Modern - Manufactured	Not Eligible	Not historic; originally thought to have been built during historic era
721639	89 South Texas Avenue	1955	Not Eligible	Not eligible under any Criteria; loss of integrity
721640	3111 Airway Street Southeast	1959	Not Eligible	Not eligible under any Criteria; loss of integrity
721641	3110 Airway Street Southeast	1953	Not Eligible	Not eligible under any Criteria; loss of integrity
721642	3116 Airway Street	1960	Not Eligible	Not eligible under any Criteria; loss of integrity
721643	3250 4th Street Southeast	1966	Not Eligible	Not eligible under any Criteria; retains integrity, but does not embody

				distinctive characteristics
721644	3250 2nd Street Southeast	1964	Not Eligible	Not eligible under any Criteria; loss of integrity
721645	3021 Airway Street	1942	Not Eligible	Not eligible under any Criteria; loss of integrity
721646	111 South Texas Avenue	1952	Not Eligible	Not eligible under any Criteria; loss of integrity
721647	141 South Texas Avenue	1971	Not Eligible	Not eligible under any Criteria; loss of integrity
721648	191 South Texas Avenue	1961	Not Eligible	Not eligible under any Criteria; loss of integrity
721649	6 South Stark Avenue	1948	Not Eligible	Not eligible under any Criteria; loss of integrity
721650	5 South Stark Avenue	1957	Not Eligible	Not eligible under any Criteria; loss of integrity
721651	20 South Stark Avenue	1970	Not Eligible	Not eligible under any Criteria; loss of integrity
721652	139 South Texas Avenue	1965	Not Eligible	Not eligible under any Criteria; loss of integrity

*Comment: Although the CRS recommends the residence at 3780 Grant Road as eligible to the NRHP under Criteria C, the FAA does not agree that the residence rises to the level of significance to be eligible to the NRHP under any criteria. Although it does embody the distinctive characteristics of the split-level ranch, it does not represent the work of a master or possess high artistic value. The structure is not associated with specific events associated with broad patterns of history, nor is it associated with any person significant in history, which would make it eligible under Criteria A and B. And, is not likely to yield information under Criteria D.

The FAA coordinated the original APE and invited the Confederated Tribes of the Colville Reservation, Confederated Tribes and Bands of the Yakama Nation, and the Spokane Tribe to provide information to CRS that the FAA should consider and to participate in government-to-government consultation for the undertakings. After being contacted and forwarded a copy of the CRS, a response was received from the Confederated Tribes of the Colville Reservation, stating that they concurred with a finding of no adverse effects to archaeological properties and objects, and that they envision a robust Discovery Plan. No other responses have been received to date.

In addition to the determinations of eligibility of resources to the NRHP, the FAA has also considered the effects of the proposed undertakings on historic resources.

The scope of the CRS was intended to provide an assessment for a Proposed Action of an EA, which originally included the following Project Components: East Parking Overflow (1#), Non-Aeronautical Building Pads (2#), Airline/Employee Auto Parking (3#), Airline Aircraft Apron Improvements & Glycol Collection (4#), Airline Passenger Terminal Expansion (5#), Relocate Taxiway A & Site Grading (6#), Terminal Parking Expansion and Reconfiguration (7#), Runway 12 RPZ Acquisition and MALSR Installation (8#), Executive Hangars Site Development (9#), Runway 12/30 Pavement Reconstruction and Blast Pad (10#), and Airport Operations Building (11#).

Of the eleven original Project Components, two undertakings (Proposed Projects #1 and #2) have been developed that are reasonably foreseeable actions for which Section 106 is being initiated with this letter. Proposed Project #1 corresponds to the original Project Component #08 with associated APE on Figure 2 of the CRS; and Proposed Project #2 corresponds to Project Components #04, #06, and #10 with the associated APEs shown on Figure 2 of the CRS. The other Project Components will be subject to NEPA when they are justified and reasonably foreseeable.

The following are brief descriptions of the Proposed Projects (undertakings) and the FAA determination of effect. Detailed descriptions and layouts of the Proposed Projects are provided in attached documents.

Proposed Project #1: Runway 12 RPZ Land Acquisition and MALSIR Installation

- Proposed Project #1 will acquire approximately 29 acres of land to control the area in the Runway Protection Zone (RPZ) Runway 12 End and install a Medium Intensity Approach Lighting System with Runway Alignment Indicator Lights (MALSIR).
- Structures associated with the property at 305 North Stark Avenue will be removed or demolished. The FAA has determined that the structures at 305 North Stark Avenue are not eligible to the NRHP.
- No known archaeological or historical resources are known that will be affected by the implementation of Proposed Project #1.
- The FAA has made a determination of *No Historic Properties Affected* for Proposed Project #1. The FAA will develop a Discovery of Unanticipated Resources Plan for implementation during construction, as requested by the Confederated Tribes of the Colville Reservation.

Proposed Project #2: Runway, Taxiway, and Apron Improvements

- Proposed Project #2 will reconstruct and grade the Airline Aircraft Apron, Taxiway A, and Runway 12-30 to meet FAA design standards and correct non-standard grade issues. To accomplish this, Taxiway A will be relocated to a distance of 400' from Runway 12-30 and all pavements will be reconstructed on appropriate grades.
- Proposed Project #2 contains the following three Project Components:
 - #1: Airline Aircraft Apron Improvements & Glycol Collection
 - #2: Relocate Taxiway A and Site Improvements
 - #3: Runway 12-30 Pavement Reconstruction and Blast Pad
- No archaeological or historic resources have been identified within the APE for Proposed Project #2, and the area has been heavily disturbed by construction activity for the Airport. None of the features eligible for the NRHP (Beacon Tower, General Aviation Terminal, or VOR) will be affected by the project, nor will the unrecorded compass rose that is painted on Taxiway B.
- The FAA has made a determination of *No Historic Properties Affected* for the construction of Proposed Project #2. The FAA will develop a Discovery of Unanticipated Resources Plan for implementation during construction, as requested by the Confederated Tribes of the Colville Reservation.

Please review these findings and the enclosed documentation and provide either your concurrence or non-concurrence on these determinations. You can provide your response, comments, or recommendations to me at diane.stilson@faa.gov or send them to me at the following address:

Diane Stilson, P.E.
FAA Helena Airport District Office
2725 Skyway Drive, Suite 2
Helena, Montana 59602-1213

I can also be reached by phone at (406) 441-5411.

Thank you in advance for any comments or information you have to offer.

Sincerely,

A digital signature block for Diane Stilson. It features a red checkmark icon to the left of the name 'DIANE STILSON'. To the right of the name, it says 'Digitally signed by DIANE STILSON' and 'Date: 2021.03.23 08:26:01 -0600'.

Diane Stilson, P.E.
Civil Engineer
Environmental Protection Specialist

Enclosures:

Project Descriptions and Project Layouts
Cultural Resource Survey for the Pangborn Memorial Airport Capital Improvement
Program 2020-2025, East Wenatchee, Washington (October 2020)

cc: (Via e-mail)

Chelan-Douglas Regional Port Authority
T-O Engineers
file

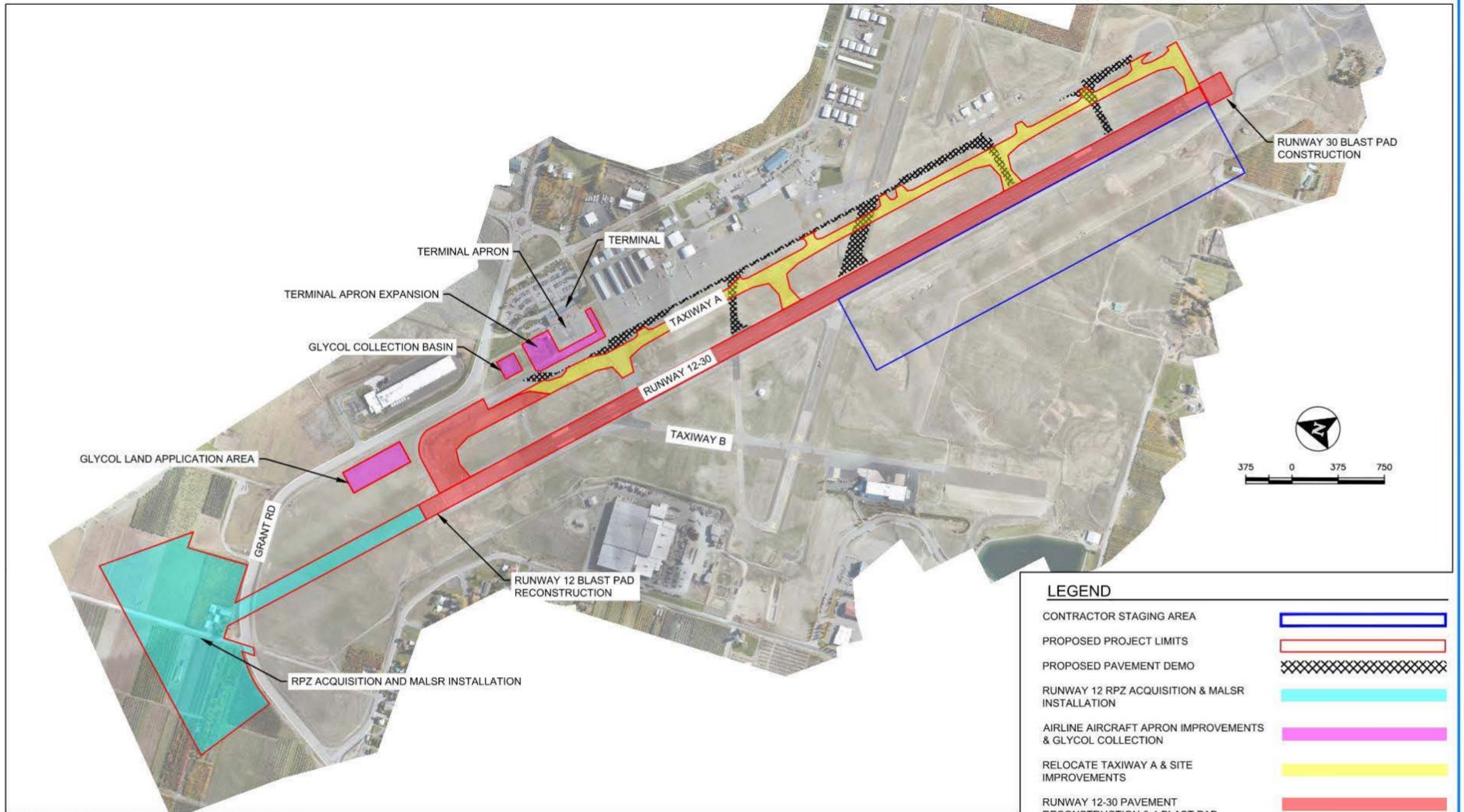
Project Descriptions for Improvements to the Pangborn Memorial Airport:

The Chelan-Douglas Regional Port Authority, the Airport Sponsor, has proposed improvements to the Pangborn Memorial Airport in East Wenatchee, Washington. The FAA will review environmental documents to meet regulatory obligations under NEPA for the proposed projects.

It is anticipated that two (unrelated) projects will be analyzed under NEPA:

- Proposed Project #1 for **Runway 12 RPZ Land Acquisition and MALSR Installation** will be addressed in an Environmental Assessment (EA).
- Proposed Project #2 for **Runway, Taxiway, and Apron Improvements** will be addressed under a Categorical Exclusion (CAT-EX).

The Proposed Projects are shown in **Figure 1, Proposed Improvements Exhibit** (dated 1/29/21) and described in the following pages.



NOTE: AERIAL PHOTO BY T-O ENGINEERS OCTOBER 2019

LEGEND

CONTRACTOR STAGING AREA	
PROPOSED PROJECT LIMITS	
PROPOSED PAVEMENT DEMO	
RUNWAY 12 RPZ ACQUISITION & MALSR INSTALLATION	
AIRLINE AIRCRAFT APRON IMPROVEMENTS & GLYCOL COLLECTION	
RELOCATE TAXIWAY A & SITE IMPROVEMENTS	
RUNWAY 12-30 PAVEMENT RECONSTRUCTION & 1 BLAST PAD CONSTRUCTION (RUNWAY 30) & 1 BLAST PAD RE-CONSTRUCTION (RUNWAY 12)	



FIGURE 1: PROPOSED PANGBORN MEMORIAL AIRPORT IMPROVEMENTS



K:\18105671_Aerial\18105671_MASTER_EXHIBIT.dwg

Proposed Project #1:

Runway 12 RPZ Acquisition & MALSR Installation

Proposed Project #1 will acquire land to control the area in the Runway Protection Zone (RPZ) Runway 12 End and install a Medium Intensity Approach Lighting System with Runway Alignment Indicator Lights (MALSR).

To control the future Runway 12 approach RPZ, the Proposed Project must gain control of approximately 29 acres of land. Six (6) individual parcels (totaling 28.29 acres) have been identified for fee simple purchase by the Sponsor; the remaining land is Douglas County right-of-way (0.56 acres) and will be controlled through an aviation easement. All six of the private parcels are presently used for agricultural land uses, but only one parcel contains existing structures (shown within Parcel #3 on **Figure 2, Runway 12 RPZ Acquisition and MALSR Installation**). It is assumed that all of the existing structures on Parcel # 3 will be demolished or removed to construct the MALSR. There may be an opportunity to lease some land back through short term leases at the Airport's discretion, allowing some agricultural uses as long as there is no conflict in operation (e.g. wildlife attractants). The future Runway 12 RPZ will be in effect after the MALSR is installed.

The installation of a MALSR system includes Runway Alignment Indicator Lights placed 200' beyond the threshold of the runway and 12 subsequent light structures placed every 200' (+/- 20'), as shown in **Figure 2**. Installation of this Project Component will ultimately allow for a reduction in approach visibility minimums, driving the increased design standard for the RPZ. Related construction activities include overhead powerline removal.

This project is planned to move forward at the conclusion of the NEPA process in 2021/2022.

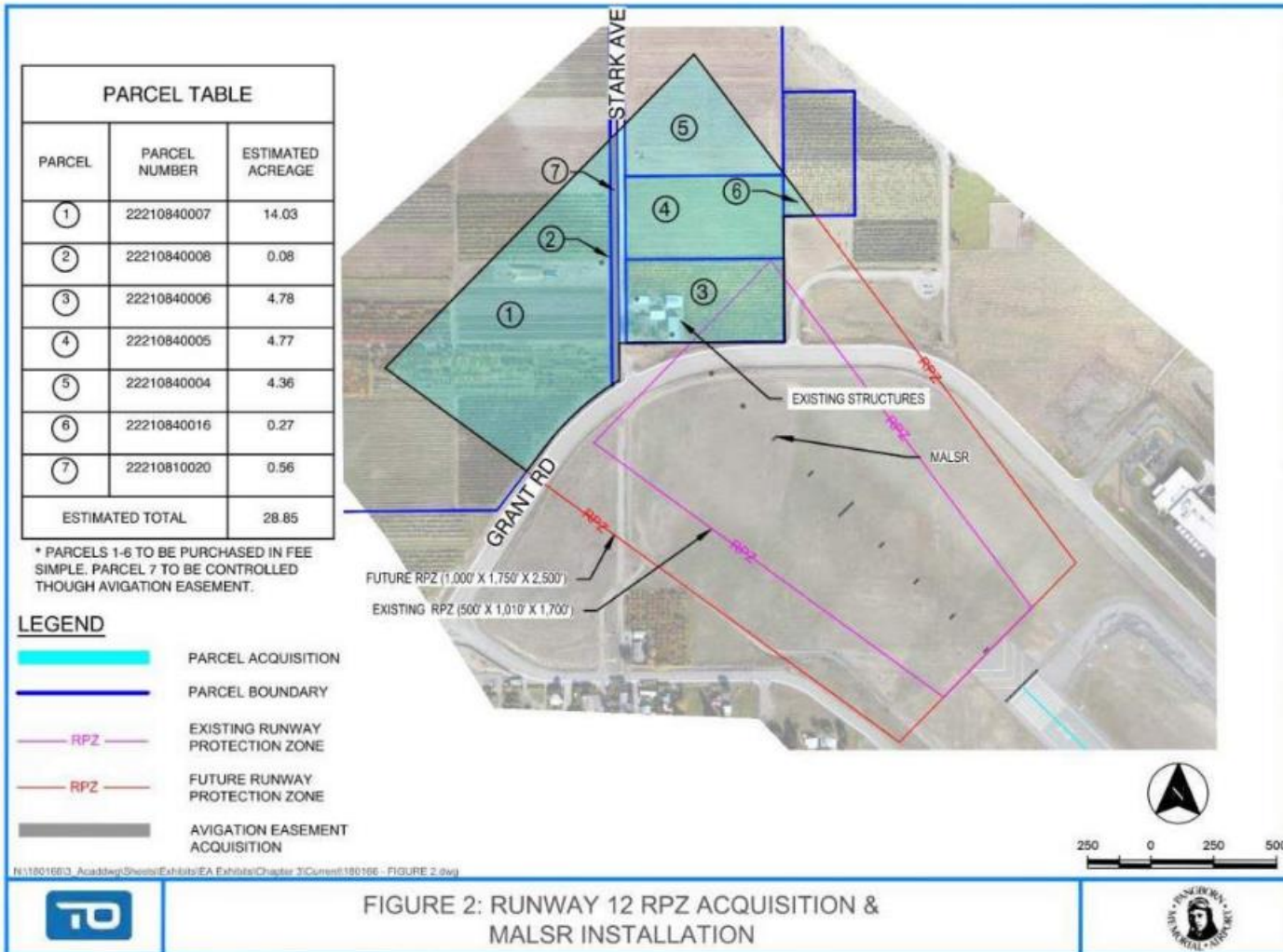
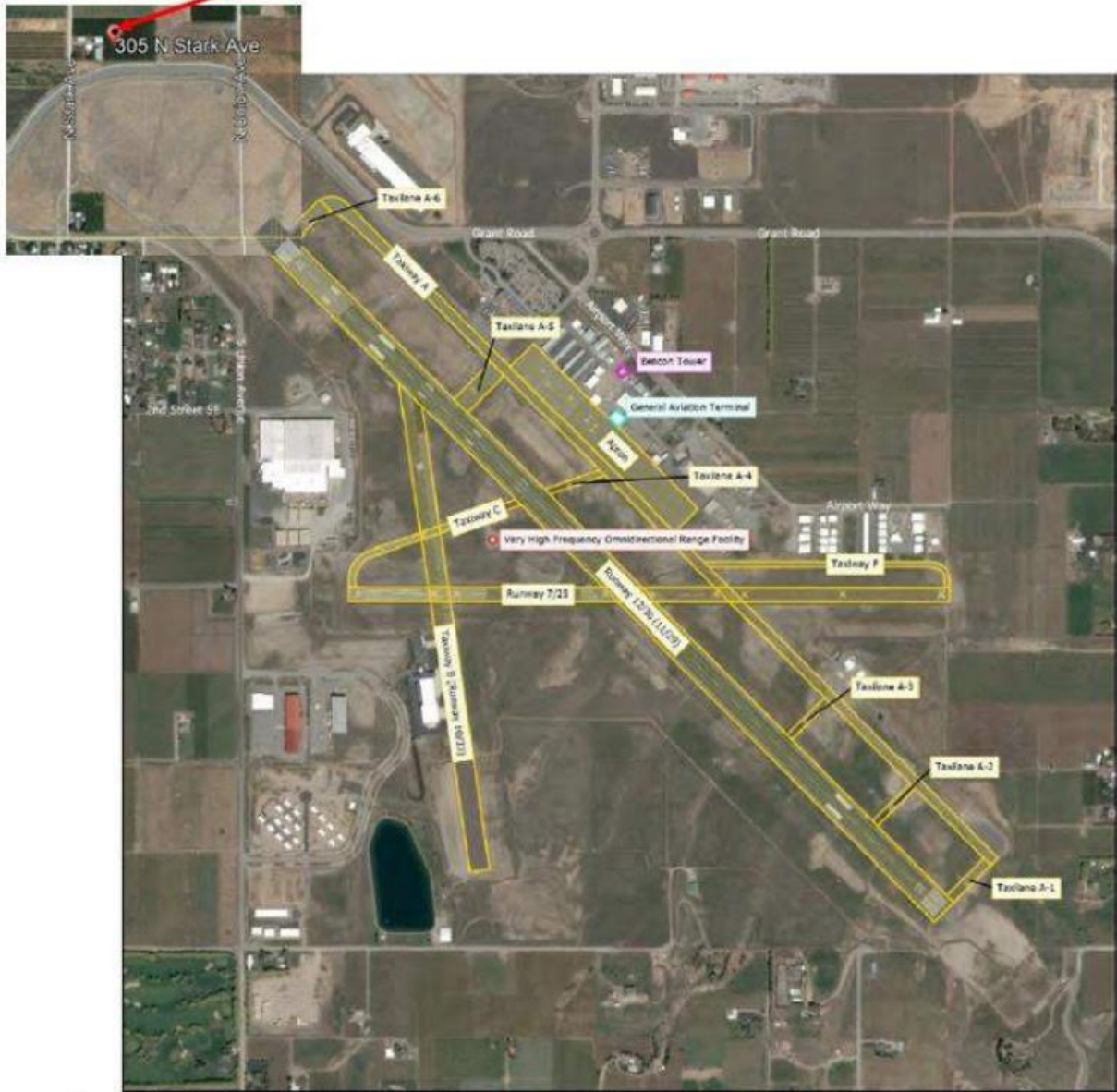


Figure 2: Runway 12 RPZ Acquisition & MALSR Installation, adapted from 2021 Draft EA (dated 1/29/21)

305 N Stark Avenue



(Modified) Figure 13. Historical elements recorded at the Pangborn Memorial Airport.

Proposed Project #2:
Runway, Taxiway, and Apron Improvements

Proposed Project # 2 contains the following 3 Project Components:

- #1: Airline Aircraft Apron Improvements & Glycol Collection
- #2: Relocate Taxiway A and Site Improvements
- #3: Runway 12-30 Pavement Reconstruction and Blast Pad

Proposed Project #2 will reconstruct and grade the Airline Aircraft Apron, Taxiway A, and Runway 12-30 to meet FAA design standards and correct non-standard grade issues. To accomplish this, Taxiway A will be relocated to a distance of 400' from Runway 12-30 and all pavements will be reconstructed on appropriate grades.

An FAA Modification to Standards (MOS) is currently utilized at the Airport due to a runway-to-taxiway elevation differential (the runway is currently below the parallel taxiway elevation). The proposed Project Components will address this deficiency while reconstructing pavements to improve strength and address deteriorating condition. Concurrent design of all three Project Components will ensure that grades between aprons, taxiways, the existing Runway 12 end blast pad, the proposed Runway 30 end blast pad, and Runway 12-30 align and meet FAA design standards.

In addition to the pavement reconstruction, the airline aircraft apron will be expanded, a glycol collection basin and associated conveyance will be installed for aircraft de-icing, and one 200' x 200' blast pad will be added to the Runway 30 end.

The work is expected to be accomplished in multiple phases beginning with Project Component #1 in 2021, Project Component #2 in 2022, and Project Component #3 in 2025.

The Project Components are individually discussed further in the subsequent pages.

Proposed Project #2: Runway, Taxiway and Apron Improvements

Project Component #1:

Airline Aircraft Apron Improvements & Glycol Collection

Project Component #1 under Proposed Project #2 will expand and reconstruct the existing airline aircraft terminal apron and install a commercial aircraft glycol collection system as shown in **Figure 3, Airline Aircraft Apron Improvements & Glycol Collection**.

Under this proposed Project Component, the existing airline aircraft apron will be extended to the northwest, increasing the overall area from 87,300 to 162,000 square feet. This expansion will accommodate two Airplane Design Group (ADG)-III parking positions and one ADG-III deicing bay. A glycol collection basin will be installed northwest of the extended airline aircraft apron.

During deicing operations on the designated deicing pad, glycol will be collected in a trench drain system and piped to the glycol collection basin. After allowing solids from the glycol to settle out in the collection basin, the remaining fluid will be discharged to the on-site land application system within the Runway 12 End RPZ.

This Project Component also includes taxiway edge light removal and installation, stormwater improvements, pavement markings, clearing and grubbing, grading, apron light installation, installation of a glycol recovery system, and removal/replacement of pavement as needed to accommodate the improvements.

Construction is planned to occur in 2021.

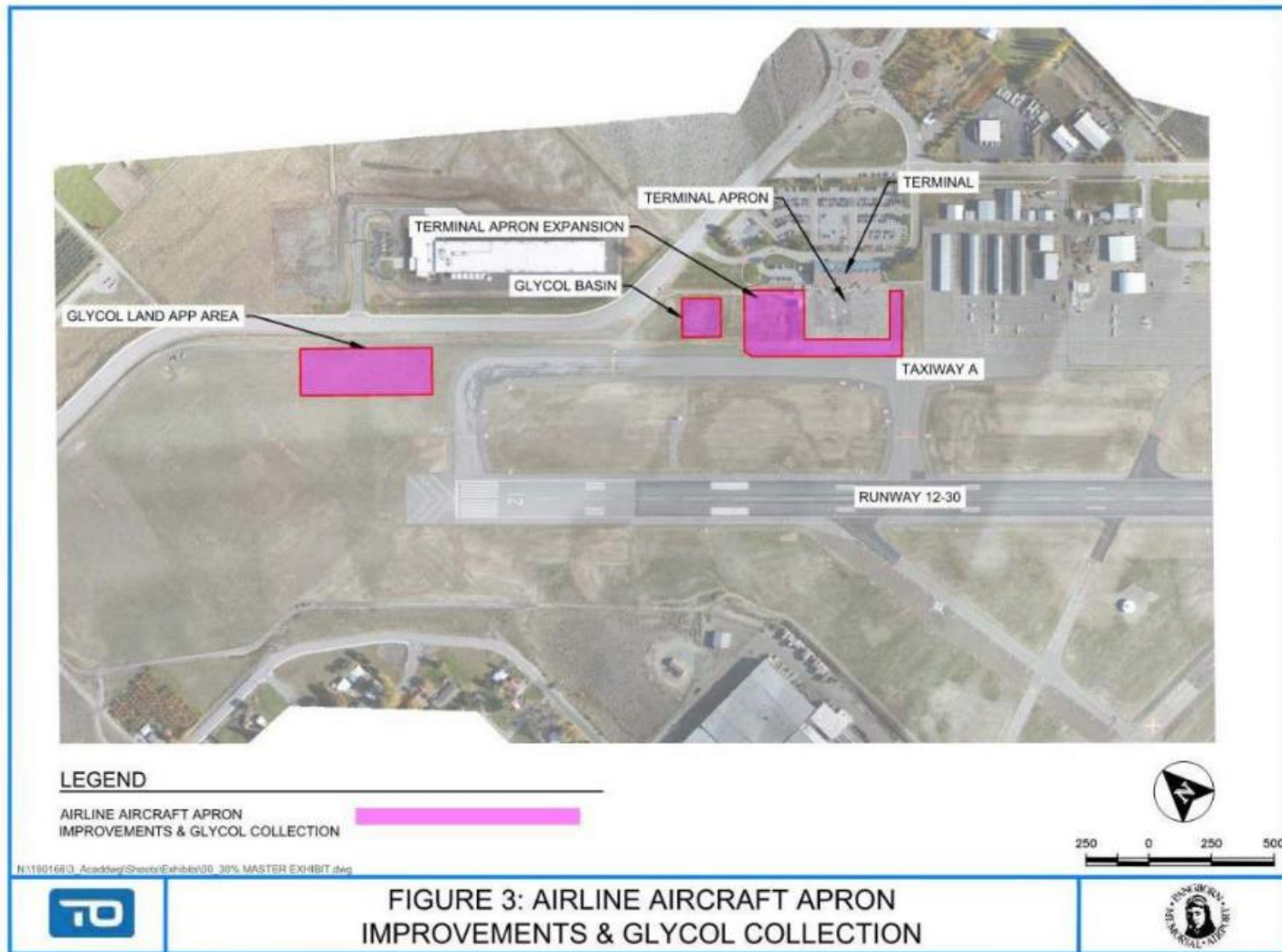


Figure 3: Airline Aircraft Apron Improvements & Glycol Collection, adapted from Proposed Improvements Exhibit, (dated 1/29/21)

Proposed Project #2: Runway, Taxiway, and Apron Improvements

Project Component #2:

Relocate Taxiway A and Site Improvements

Project Component #2 under Proposed Project #2 will relocate and reconstruct Taxiway A (except for the northern section, which is included in Project Component #3), as shown in **Figure 4, Relocate Taxiway A and Site Improvements**. This will bring Taxiway A closer to the runway and meet pavement strength and dimensional standards specified for the current (Bombardier Q400) and future (Embraer EMB-175) critical aircraft.

Taxiway A will be relocated to bring runway-to-taxiway centerline separation to 400'. This will increase the separation between Taxiway A and the aprons and hangars, improving safety and maneuverability and decreasing apron congestion. The site will be graded so the new pavements align with the apron from Project Component #1 and the Runway 12-30 reconstruction in Project Component #3, both in Proposed Project #2. Taxiway A will be reconstructed to meet FAA design standards for ADG III and Taxiway Design Group (TDG) 5.

This Project Component also includes the installation of taxiway lighting along the relocated Taxiway A and connecting taxiways, relocation of NAVAIDs, pavement markings, topsoil and seeding, signage, and removal of pavement as needed to accommodate the improvements. Stormwater improvements will be completed in conjunction with the installation of the new pavements.

Construction is planned to occur in 2022.

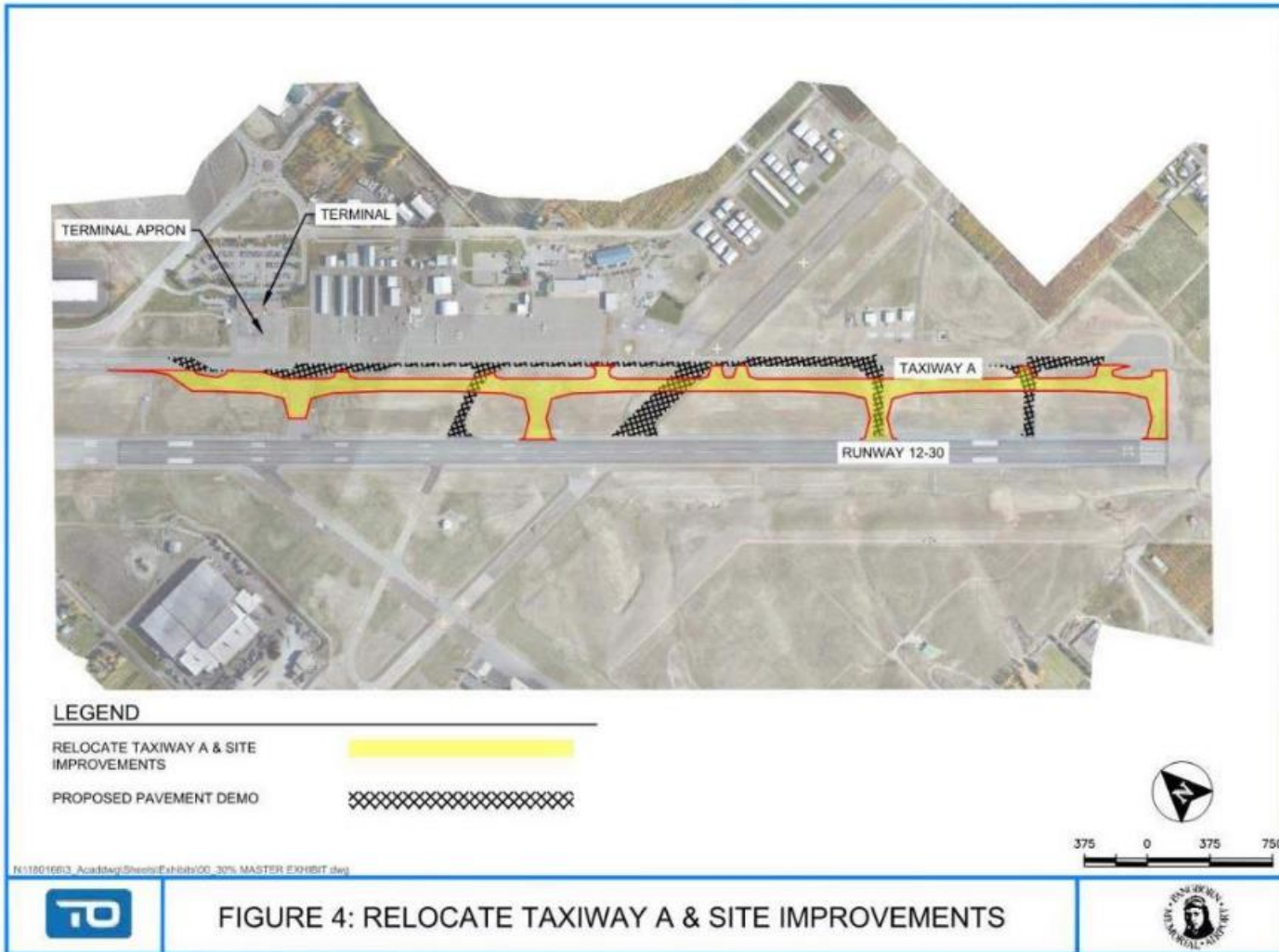


Figure 4: Relocate Taxiway A and Site Improvements, adapted from Proposed Improvements Exhibit, (dated 1/29/21)

Proposed Project #2: Runway, Taxiway, and Apron Improvements

Project Component #3:

Runway 12-30 Pavement Reconstruction and Blast Pad

Project Component #3 under Proposed Project #2 will reconstruct the entire length of Runway 12-30 to comply with design standards. The reconstruction and relocation of the northern section of Taxiway A is also included in this phase. The project footprint is shown in **Figure 5, Runway 12-30 Reconstruction and Blast Pad**.

This Project Component proposes to raise the elevation of the runway to meet the FAA standards and guidelines, correcting the non-standard placement of the runway below the parallel taxiway elevation. The reconstructed Runway 12-30 will also meet the future critical aircraft pavement strength requirements of 150,000 pounds Dual Wheel Gear (DWG) and have 25' shoulders along the length of the runway. As part of the effort to correct runway design deficiencies, a normal crown will be implemented in Runway 12-30. This change will subsequently require the existing Runway 12 end blast pad to be reconstructed to match the Runway 12-30. Additionally, a 200' x 200' blast pad will be constructed off the Runway 30 end.

This Project Component also includes utility relocation, edge lighting, pavement markings, topsoil and seeding, and signage. Stormwater improvements will be completed in conjunction with the installation of the new pavements.

Construction is planned to occur in 2025.

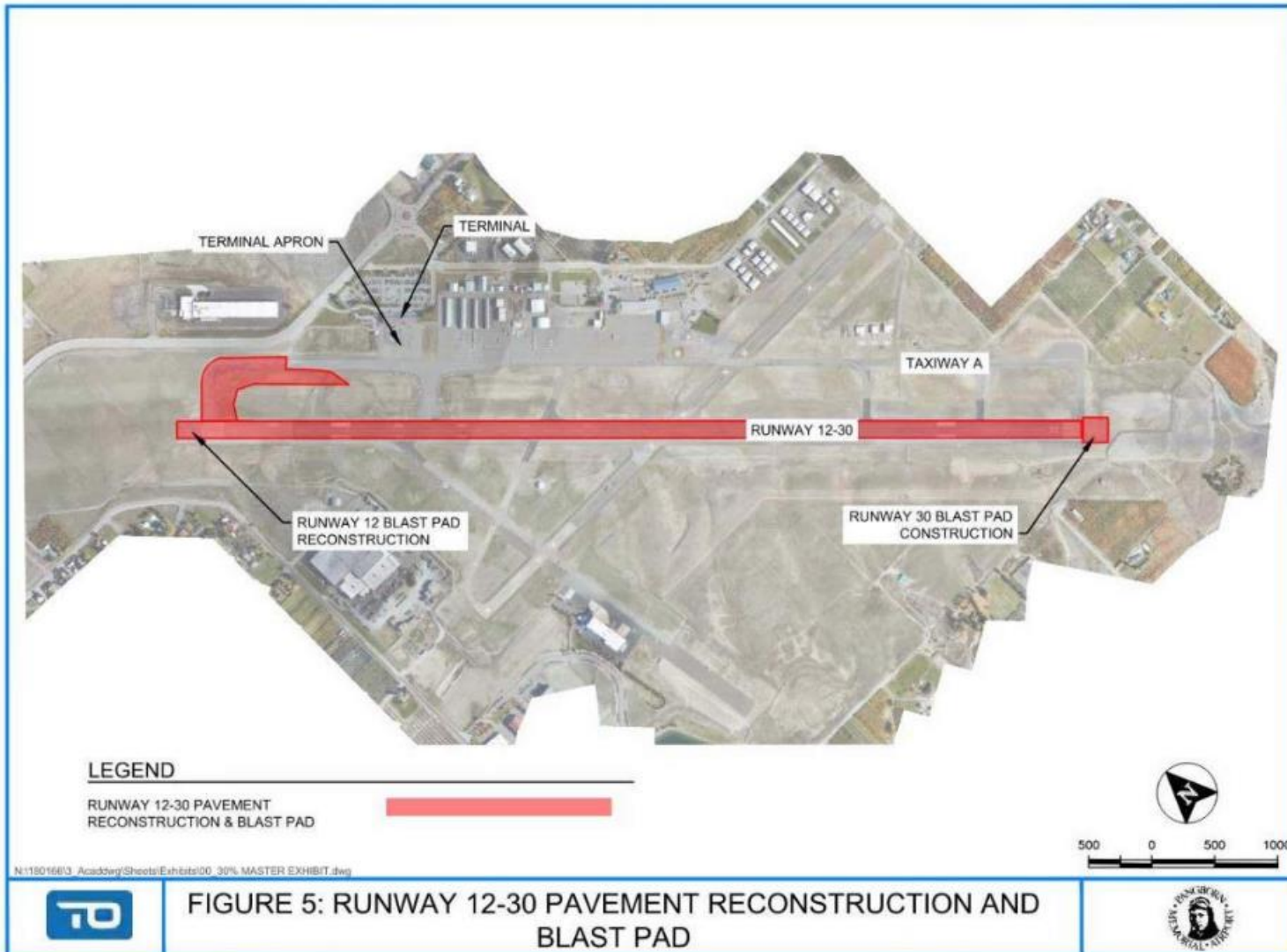


Figure 5: Runway 12-30 Reconstruction and Blast Pad, adapted from Proposed Improvements Exhibit, (dated 1/29/21)



APPENDIX B - CULTURAL RESOURCE SURVEY

CULTURAL RESOURCES REPORT COVER SHEET

DAHP Project Number: 2019-10-07623

Author: Samantha L. Fulgham, Lauren M. Walton, and David A. Harder

Title of Report: Cultural Resource Survey for the Pangborn Memorial Airport Capital Improvement Program 2020-2025, East Wenatchee, Washington

Date of Report: October 09, 2020

County(ies): Douglas County Section: 08, 15, 16, and 17 Township: 22 North Range: 21 East E/W

Quad: Rock Island 1966/1977 Acres: 172.6

PDF of report submitted (REQUIRED) Yes

Historic Property Inventory Forms to be Approved Online? Yes No

Archaeological Site(s)/Isolate(s) Found or Amended? Yes No

TCP(s) found? Yes No

Replace a draft? Yes No

Satisfy a DAHP Archaeological Excavation Permit requirement? Yes # No

Were Human Remains Found? Yes DAHP Case # No

DAHP Archaeological Isolate #:
45DO01299

Cultural Resource Survey for the Pangborn
Memorial Airport Capital Improvement
Program 2020-2025, East Wenatchee,
Washington

By:

Samantha L. Fulgham, Lauren M. Walton,
and David A. Harder



October 2020

Cultural Resource Survey for the Pangborn
Memorial Airport Capital Improvement
Program 2020-2025, East Wenatchee,
Washington

Prepared for:
T-O Engineers
121 W. Pacific Ave.
Spokane, WA 99201

By:
Samantha L. Fulgham, Lauren M. Walton,
and David A. Harder

PLATEAU 
ARCHAEOLOGICAL INVESTIGATIONS, LLC
P.O. Box 714, Pullman, Washington 99163
(509) 332-3830 VOICE/FAX

October 2020

ABSTRACT

Cultural Resources Survey for the Pangborn Memorial Airport Capital Improvements Program 2020-2025, East Wenatchee, Washington

Pangborn Memorial Airport has developed a Capital Improvements Program for 2020-2025, which proposes projects that will involve the construction of new hangars, runway reconstruction and realignment, parking expansion, and several other projects. The project area covers 172.6 acres within Sections 08, 15, 16, and 17 of Township 22 North, Range 21 East, Willamette Meridian.

An Environmental Assessment (EA) is being prepared to meet the National Environmental Policy Act (NEPA) requirements. As the Federal Aviation Administration (FAA) is managing the proposed undertaking, each project of the undertaking must comply with NEPA and Section 106 of the National Historic Preservation Act by evaluating the potential effect of the projects on historic properties. To that end, the project proponent, T-O Engineers, retained Plateau Archaeological Investigations (Plateau) to record and evaluate for National Register of Historic Places (NRHP) eligibility any historic properties located within the area of potential effects (APE), and to assess the potential effects of the projects thereto.

Pre-field research included a review of known cultural resources within a 1.0-mile radius of the APE, as inventoried at the Washington State Department of Archaeology and Historic Preservation (DAHP) through the Washington Information System for Architectural and Archaeological Data. The DAHP's predictive model placed the APE in an area of "High Risk" for encountering cultural resources, and advised survey of the APE.

Fieldwork was completed in a manner consistent with RCW 27.53.030, including inspection techniques to identify subsurface, surface, and above-ground cultural resources. Plateau Archaeologists excavated 66 subsurface probes throughout Project Component 01/East Parking Overflow project area and Project Component 09/Executive Hangars project area, and observed no archaeological resources. Archaeologists monitored geotechnical test pit excavation, and observed one basalt flake in geotechnical pit STP1 (45DO01299). The flake is considered an isolate, and is **Not Eligible for Listing in the NRHP**. The archaeologists conducted a pedestrian survey over the entire APE, and observed no archaeological resources. Plateau's Architectural Historian surveyed and recorded 26 buildings and one structure (each on individual Historic Property Inventory forms [HPIs]) and six paved features (all on one HPI) identified as potentially historical within the APE. Each Historic Property was evaluated for eligibility for listing in the NRHP. Plateau recommends that the FAA determine the Beacon Tower (Property #721566), General Aviation Terminal (Property #721677), Very High Frequency Omnidirectional Range Facility (Property #721709), and residence at 3780 Grant Road (Property #721547) each to be individually **Eligible for Listing in the NRHP**. As research revealed the Pangborn Airport as a whole to hold no historical significance, Plateau recommends it is **Not Eligible for Listing in the NRHP as an Historic District**. As the proposed undertaking will not directly or indirectly compromise the integrity of the characteristics that convey the historical significance of each historic property, Plateau recommends that the FAA determine that the undertaking will result in **No Historic Properties Affected**.

KEY INFORMATION

PROJECT

The Pangborn Memorial Airport Capital Improvements Program 2020-2025, East Wenatchee, Washington

LOCATION

Pangborn Memorial Airport, East Wenatchee

DAHP PROJECT NUMBER

2019-10-07623

USGS QUADS

Rock Island, Washington 7.5 minute, 1966/1977

LEGAL LOCATION OF PROJECT

Sections 08, 15, 16, and 17 of Township 22 North, Range 21 East

ACREAGE

172.6 acres

PROJECT DATA

28 new historic property inventories
1 newly recorded archaeological isolate

AUTHORS

Samantha L. Fulgham, Lauren M. Walton, and David A. Harder

MANAGING AGENCY

Federal Aviation Administration (FAA)

PROJECT UNDERTAKEN AND REPORT PREPARED FOR

T-O Engineers

FIELD NOTE DISPOSITION

Archived at the office of Plateau Archaeological Investigations LLC, Pullman.

PRINCIPAL INVESTIGATOR

David A. Harder, M.A.

DATE

October 2020

CERTIFICATION OF RESULTS

I certify that this investigation was conducted and documented according to Secretary of Interior's Standards and Guidelines and that the report is complete and accurate to the best of my knowledge.



Signature of Reporter

October 09, 2020

Date

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PROJECT DESCRIPTION AND LOCATION

The Pangborn Memorial Airport is preparing to undertake 11 development projects from 2020 to 2025, all within existing airport property and newly acquired parcels adjacent to the airport in Douglas County (Table 1, Figure 1). Anticipated direct physical effects include excavations, compaction of sediments, and other ground-disturbing construction activities, as well as indirect (visual and audial) effects to some surrounding properties. The area of both direct and indirect potential effects (APE) covers approximately 172.6 acres, and lies within Section 08, 09, 15, 16, and 17 of Township 22 North, Range 21 East, Willamette Meridian (Figure 2).

The Federal Aviation Administration (FAA) is in the process of approving the unconditional airport layout plan and is potentially funding the Capital Improvement Program. Each of these undertakings requires compliance and coordination with the National Environmental Policy Act (NEPA) and Section 106 of the National Historic Preservation Act to assess the effect of the undertakings on historic properties. In order to identify historic properties, T-O Engineers has retained Plateau Archaeological Investigations (Plateau) to conduct a cultural resource survey—consisting of both an archaeological investigation and a built environment survey—of the APE. The APE is composed of 11 proposed projects as listed in the table below and as illustrated in Figure 2.

Table 1. Proposed Projects for the Pangborn Memorial Airport 2021-2025.

Project Component	Project Description	Approx. Acres	Year of Construction
01	East Parking Overflow (Acquire parcel, if required)	3.8	2021
02	Non-Aeronautical Building Pads	8.8	2021
03	Airline/Employee Auto Parking	1.2	2021
04	Airline Aircraft Apron Improvements and Glycol Collection	8.6	2021
05	Airline Passenger Terminal Expansion	0.5	2022
06	Relocate Taxiway A and Site Grading	67	2022
07	Terminal Parking Expansion and Reconfiguration	6.7	2022
08	Runway 12 RPZ and MALSR Installation	35	2021
09	Executive Hangar Site Development	15	2024
10	Runway 12-30 Pavement Reconstruction and Blastpad	78	2025
11	Airport Operations Building	10	2025

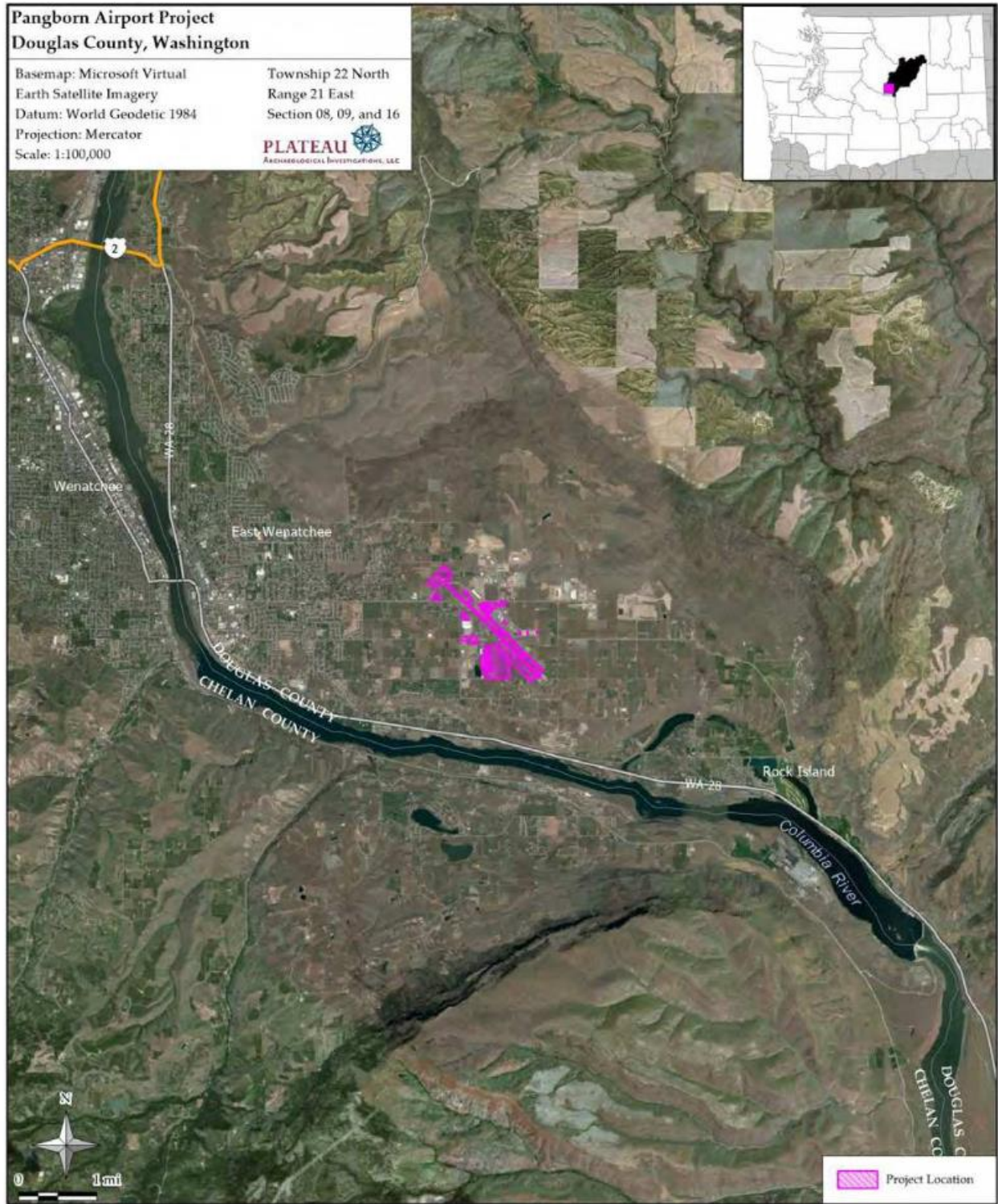


Figure 1. Location of the APE within Douglas County.

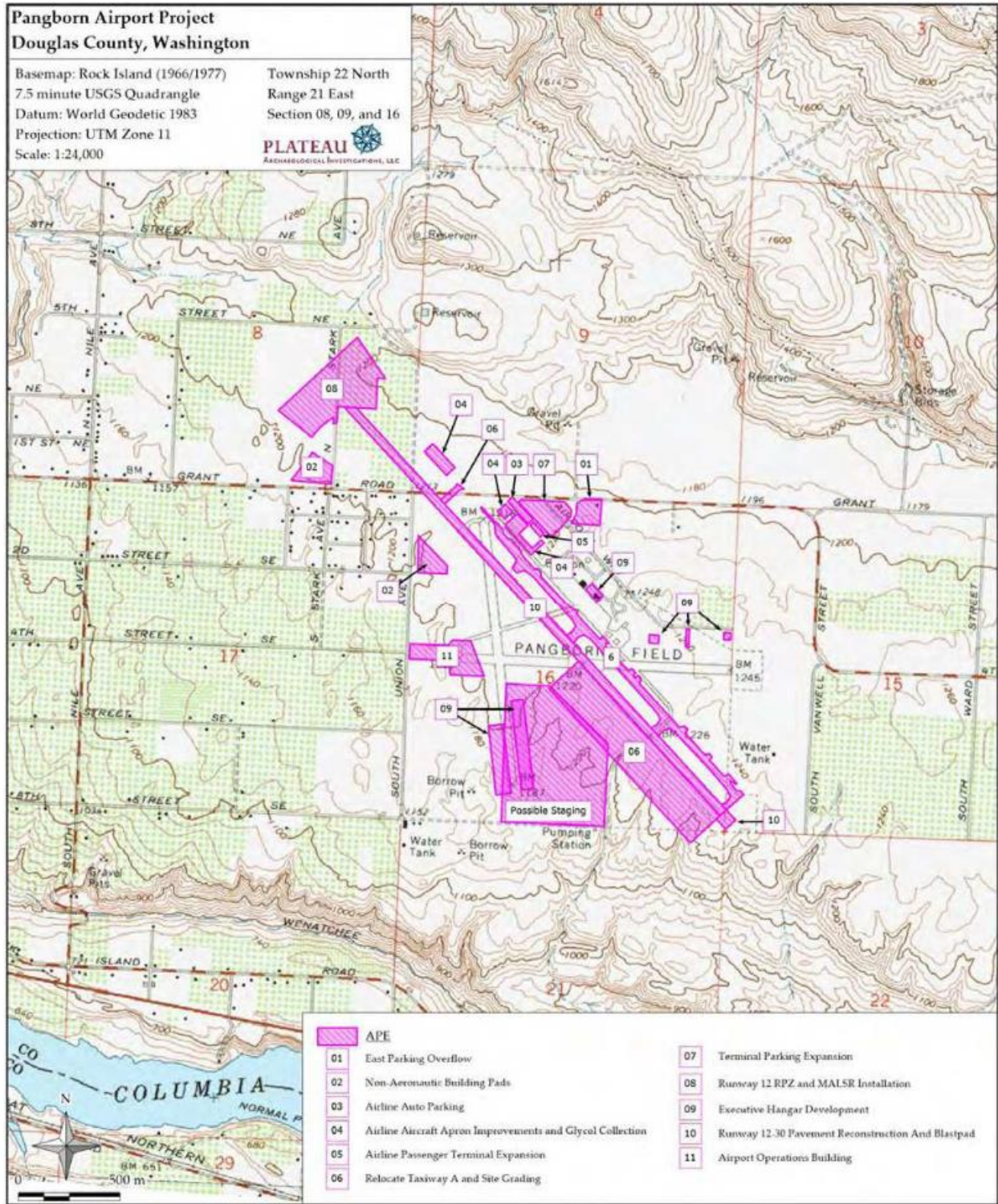


Figure 2. The APE shown on the Rock Island (1966/1977) USGS Topographic Map.

STATEMENT OF OBJECTIVES

The cultural resource survey of the Planned Airfield Improvements for the Pangborn Memorial Airport is intended to identify potential historic properties, including archaeological and built environment cultural resources, within the APE prior to execution of the proposed projects. The pre-field research is designed to identify any known historic properties, including archaeological sites and isolates; historic property inventories of buildings, structures, and historic districts; and cemeteries located in or near the APE. Fieldwork procedures are intended to identify areas of moderate to high probability for such cultural resources, previously recorded or otherwise. This report describes the pre-field research, methodology, results, and recommendations for the cultural resources aspect of the proposed project.

ENVIRONMENTAL SETTING

The APE is within the Columbia Basin, situated between the Rocky Mountain and Cascade Mountain ranges. The region consists of gently rolling hills amidst the Channeled Scablands, which are features that resulted from Pleistocene-era mega-floods ranging in size from small stream-like trenches to large coulees measuring miles wide and hundreds of feet deep. Elevations in this region range between 200 feet (ft) (61 meters [m]) above mean sea level (AMSL) near the Columbia River to over 4,500 ft (1,372 m) AMSL in outlying ridges and low mountains (Fenneman 1946; Hunt 1967).

According to the Natural Resources Conservation Service (2020), the APE contains nine soil types (Table 2).

Table 2. Soil types within the APE.

Soil Type Number	Description	Percent in APE
500	Pits	<0.1
265	Pogue gravelly fine sandy loam	0.2
74	Burch loam	0.3
257	Peshastin fine sandy loam, compacted substratum	1.1
80	Cashmere fine sandy loam	2.6
427	Torriorthents	2.7
270	Pogue loam	2.9
229	Magallon fine sandy loam	3.6
262	Pogue fine sandy loam	86.6

The predominant draw for human populations in this region was, and still is, the extensive river systems. The most significant environmental feature is the Columbia River, which flows for more than 1,200 mile(mi) (2,000 kilometers [km]) from the base of the Canadian Rockies in southeastern British Columbia to the Pacific Ocean at Astoria, Oregon. Ten major tributaries—the Cowlitz, Deschutes, Kootenay, Lewis, Okanogan, Spokane, Snake, Wenatchee, Willamette, and Yakima—complete the drainage system. The APE is located approximately 0.9 mi (1.51 km) north of the Columbia River.

The vegetation around the APE falls within the *Artemisia tridentata*—*Agropyron spicatum* habitat type, characterized by arid sagebrush steppe (Daubenmire 1970; Taylor 1992). Big sagebrush (*Artemisia tridentata*) and bluebunch wheatgrass (*Agropyron spicatum*) are dominant in this environment. The plant community includes threetip sagebrush (*Artemisia tripartita*), gray horsebrush (*Tetradymia canescens*), spiny hopsage (*Grayia spinosa*), green rabbitbrush (*Chrysothamnus viscidiflorus*), and gray rabbitbrush (*Chrysothamnus nauseosus*). Grasses and forbs include needle and thread (*Stipa comata*), Thuber's needlegrass (*Stipa thurberana*), bottlebrush squirreltail (*Sitanion hystrix*), Cusick's bluegrass (*Poa cusikii*), Indian paintbrush (*Castilleja* spp.), lupine (*Lupinus* spp.), Woolly plantain (*Plantago patagonica*), longleaf phlox (*Phlox longifolia*) and Arrowleaf balsamroot (*Balsamorhiza sagittata*). Additional species of flora thrive along the shores of the Columbia River, including bitterbrush (*Purshia tridentata*), quaking aspen (*Populus tremuloides*), willow (*Salix* spp.) and currant (*Ribes* spp.) (Daubenmire 1970). Many of these plants have been incorporated in Native American use as medicinal plants, food sources, and other employment.

The APE lies within a region that historically contained an abundance of life. It is likely, though, that Native Americans had access to an even larger variety of resources during the past that played a role in aboriginal use, settlement, and travel patterns in relation to the APE. Mammals include sagebrush voles (*Lemmyscus curtatus*), Great Basin pocket mice (*Perognathus parvus*), deer mice (*Peromyscus maniculatus*), bushy-tailed wood rat (*Neotoma cinerea*), Washington ground squirrel (*Urocitellus washingtoni*), northern pocket gopher (*Thomomys talpoides*), yellow bellied marmot (*Marmota flaviventris*), white-tailed hare (*Lepus townsendii*), Nuttall cottontail (*Sylvilagus nuttallii*), North American porcupine (*Erethizon dorsatum*), American beaver (*Castor canadensis*), muskrat (*Ondatra zibethica*), Bighorn sheep (*Ovis canadensis*), coyote (*Canis latrans*), bobcat (*Lynx rufus*), American badger (*Taxidea taxus*), and long-tailed weasel (*Mustela frenata*). The occasional American bison (*bison bison*) is also thought to be available prehistorically (Burt and Grossenheider 1961; Ingles 1965; Schroedl 1973).

Many types of fowl also were available in the past, including Swarth blue grouse (*Dendragapus obscurus pallidus*), Columbian ruffed grouse (*Bonasa umbellus affinis*), Columbian sharp-tailed grouse (*Pedioecetes phasianellus*), western sage grouse (*Centrocercus urophasianus phaios*), mallard duck (*Anas platyrhynchos platyrhynchos*), western harlequin duck (*Histrionicus histrionicus pacificus*), American common merganser (*Mergus merganser americanus*), the lesser snow goose (*Chen hyperborea hyperborea*), and the Great Basin Canada goose (*Branta canadensis moffitti*). Seasonally available birds

like Gadwall (*Anas strepera*), wood duck (*Aix sponsa*), redhead (*Aythya americana*), and the northern ruddy duck (*Oxjura jamaicensis rubida*) resided in the region in the summer. Winter game birds of the region included canvasback (*Aythya valisineria*) and American greater scaup (*Aythya marila nearctica*) (Lothson 1977).

The climate in the Columbia Basin was cool and moist at the end of the last glacial period. Gradually, climatic conditions became markedly warmer and dryer by approximately 9,000 years before present (B.P.). The warm dry climatic trend reached its maximum around 6,500 B.P. and then conditions reverted to a cooler and moister regime (Fryxell and Daugherty 1962). Comparatively, the present climate is arid with mild moist winters and hot dry summers (Meinig 1968). The mean seasonal temperatures recorded at the Wenatchee Pangborn Airport weather station (#459082) between 1959 and 2016 are 30.3° Fahrenheit (F) in winter and 71.2° F in the summer. Extreme temperatures of -21° F and 106° F have been recorded at the same station. Yearly precipitation averages 8.08 inches (Western Regional Climate Center 2020).

REGIONAL PRECONTACT BACKGROUND

The Project Area is located within the Plateau culture area, which corresponds roughly to the geographic region drained by the Fraser, Columbia, and Snake rivers. The Plateau culture area is bordered on the west by the Cascade Mountains and on the east by the Rocky Mountains. The northern border of the culture area is in Canada where the Plateau culture area gives way to Arctic culture patterns. The southern portion of the Plateau culture area mixes gradually with the Great Basin culture area (Walker 1998:1-3).

A cultural chronology provides a time line describing the adaptations, material culture, subsistence, and sometimes settlement patterns of the people who inhabited a specific area. Based originally on archaeological investigations at 45KT28, the Sunset Creek Site, a chronological sequence identifying technological trends through time emerged for the middle Columbia River (Nelson 1969). Over the succeeding years, this chronology changed as new archaeological discoveries added to the body of knowledge for the middle Columbia River area. In general, settlement patterns of the region are believed to have followed the same trends as elsewhere in the Columbia Plateau. Below is a brief overview of the current cultural chronological model for the area.

Paleoindian

Evidence of established Paleoindian populations dating as early as 11,500 Before Present (B.P.) (Meltzer 1993) and Clovis artifacts are found across the North American continent including near the Columbia River in East Wenatchee, Washington (Gramly 1993:6-7; Mehringer and Foit 1990). Reid (1991:63) reports the existence of a fluted point base and two channel flakes from separate fluted points at the Mitchell Site (45WW62) in the Ice Harbor Reservoir. These artifacts are in a private collection. It is therefore reasonable to hypothesize that Paleoindian hunter-gatherers were present along the Snake and Columbia rivers.

Windust Phase

The Windust Phase dates from 10,000 to 8,000 B.P. (Leonhardy and Rice 1970) and its existence has been well-established, although components are not well represented along the mid-Columbia River. The principal raw material used was cryptocrystalline silicates (CCS), but andesite also was used. The typical "Windust Points" were short-bladed with shoulders of varying prominence, straight to contracting stems, and bases that were straight to slightly concave (see Leonhardy and Rice 1970:4-5). It is speculated that Windust Points were hafted to the tips of thrusting spears. Lanceolate points are represented during the Windust Phase, though rarely, and large tabular flakes and prismatic blades also were found in assemblages from this phase. Cobble tools were utilized, and included large scrapers, unifacial and bifacial choppers, and utilized spalls. Other items recovered in small numbers include relatively large end scrapers and single- and multi-faceted burins. Bone tools were found in Windust assemblages with good preservation, such as Marmes Rockshelter (Rice 1969:40-43) and Lind Coulee (Daugherty 1956:252-255; Irwin and Moody 1978:84-106). These included composite bone tools, tips of awls, shaft fragments, atlatl spurs, needles, projectile points, and bone beads.

Several species of fauna have been found in association with Windust artifacts, including elk (*Cervus canadensis*) that are larger than modern individuals, deer (*Odocoileus* spp.), pronghorn antelope (*Antilocapra americana*), rabbits (*Lepus* spp. and *Sylvilagus* spp.), and North American beaver (*Castor canadensis*). River mussels (*Margaritifera falcata* or *Gonidea angulata*) indicate some use of riverine resources. The people who produced the physical record of the Windust Phase were foragers who relied upon a broad spectrum of plant and animal resources throughout a wide range of topographic settings (Endacott 1992:127; Sappington 1994:375).

Vantage Phase

The Vantage Phase dates from 8,000 B.P. to 4,000 B.P. Artifacts belonging to this phase include leaf shaped (Cascade) projectile points, and knives, flake tools, scrapers, tabular cores, edge ground cobbles, bone needles, awls, burins, and *Olivella* beads. The Cold Springs subphase of the Vantage Phase arose after the eruption of Mt. Mazama at approximately 6,850 B.P. (Bacon 1983). The subphase is delineated by the presence of Cold Springs Side-Notched projectile points found in association with Cascade points. Nelson (1969:27) indicates that manos, conical pestles, grinding stones, and atlatl weights are other characteristics of this phase.

Frenchmen Springs Phase

The Quilomene Bar Phase, which was defined originally by the presence of base-notched projectile points, was split into two phases, the Frenchman Springs Phase and the later Sunset Creek Phase (Galm et al. 1981:55). The Frenchmen Springs Phase dates from 4,000 to 2,500 B.P. (Nelson 1969:33; Galm et al. 1981:55).

Swanson delineated and described this phase largely based upon perishable materials and features (Nelson 1969:28). He found cordage, sewn and woven matting, coiled basketry, and wooden tools, as well as a small housepit and a probable mat lodge (Swanson 1962:39). A wide variety of point

types were present during this phase, including: leaf-shaped points (stemmed, non-stemmed and shouldered varieties), rectangular stemmed points (called Rabbit Island Stemmed), tanged points (some with serrations), Cold Springs Side-Notched, and corner-notched points (Nelson 1969:28; Swanson 1962:39). Other items associated with this phase are: awls of stone, wood, and bone; drills; milling stones and hopper mortars; scrapers of all types; cobble tools; wooden tools; and the fire-drill.

Sunset Creek Phase

The Sunset Creek Phase dates from 2,500 to 250 B.P. (Galm et al. 1981:82). This phase was separated into sub-phases based upon cordage styles (Swanson 1962), housepit styles, and associated artifacts (Nelson 1969). These subphases will not be discussed here as they are not immediately pertinent to this discussion. The most prominent feature of the Sunset Creek Phase are winter villages, which may be made up of dozens of housepit features and are normally located in protected areas near confluences of rivers or near lakes. These villages are noted in close physical proximity to other contemporary sites, such as fishing stations, storage shelters and pits, cemeteries, and pictographs and petroglyphs (Nelson 1969:38). "The basic hunting-gathering equipment of earlier phases is retained *in toto*" (Nelson 1969:49), although technological additions to the material culture included specialized fishing gear like composite harpoons and leisters (Galm et al. 1981). The terminus of the Sunset Creek III sub-phase is marked by the introduction of items with a "European" origin (Nelson 1969:96).

Ethnography

The APE falls within territory traditionally occupied by the Wenatchi ('wə'nächē)—a group of Middle Columbia River Salishans who occupied the middle Columbia River in northwestern Washington. Eight regional groupings constitute the Middle Columbia River Salishans, including the Chelan, Entiat, Methow, Nespelem, Sanpoil, Sinkayuse, Southern Okanogan, and Wenatchi (Miller 1998). The Middle Columbia River Salishans spoke two closely related Interior Salish languages—Columbian and Okanagan-Colville—the former spoken by the Wenatchi and other down-river bands including the Sinkayuse, Entiat, and Chelan (Miller 1998:253).

The Wenatchi name stems from the Sahaptian label given by the Yakama (Teit 1928:90), loosely meaning "water coming out," possibly referring to the opening of Tumwater Canyon on the Wenatchee River near present day Leavenworth (Ruby et al. 2010:381). The Wenatchis' name for themselves, and preferred name, is "*P'squosa*," as formerly reaffirmed in 1999 (Ruby et al. 2010:383). Out of respect for the band, and in the interest of using readily recognized ethnographic terms, we will refer hereafter to the *P'squosa* as *P'squosa* or Wenatchi based on the relevant text source. The band is currently referred to primarily as Wenatchi in documents produced by the Confederated Tribes of the Colville Reservation.

The Wenatchi lived along the river and valley that bears their name (*P'squosa* River during the fur trade era, Wenatchee River today), and had a major fishery/trading center at the Wenatchee River and Icicle Creek confluence (Miller 1998:255). Along this river and its tributaries the Wenatchi

established villages and camps. As with other Plateau culture groups, Wenatchi villages and food procurement followed the seasons. Winter habitation sites were occupied during the coldest months of the year. People probably settled in for the winter in mid- or late-October. During the next four or five months they relied upon stored foods and any game that could be taken. In early spring, winter supplies began to dwindle and people began making forays to gather emergent root crops (Nelson 1973). Spring, summer, and fall hunting and gathering took place at areas away from the winter villages as did berry collecting, root gathering, and processing. Task groups often went to specific areas to hunt, to quarry toolstone, to collect berries, or to gather other resources such as tules to make mats (Aikens 1993:90). Salmon runs took place at predictable times of the year and provided a valuable resource for immediate use and to store for winter provisions (Schalk 1977). By the end of summer, reserves of dried salmon and prepared roots were stocked for winter.

The ethnographic background of the *P'squosa* and, more generally, the Plateau region, have been discussed by Aikens (1993), Anastasio (1972), Miller (1998), Nelson (1973), Ray (1936, 1939, 1942), Ruby, Brown, and Collins (1998), Smith (1988), Spier (1936), and Teit (1928) and, if pertinent, will be discussed further within the results of this report.

REGIONAL HISTORICAL BACKGROUND

Contact with peoples on the west coast of the continent was well established by the end of the eighteenth century by British, Spanish, and Russian trading vessels that made regular visits to the coastline. These trading expeditions began the first contact between aboriginal groups and outside cultures. Written historic accounts of the area, though, really begin when Lewis and Clark journeyed through the region in 1805.

In 1809, Oregon Territory saw an influx of trappers and fur traders, beginning with the Canadian-owned North West Company as they made their way into the region and built Spokane House in 1810, located near the confluence of the Spokane River and Hangman Creek. Spokane House became the first permanent European settlement in the State of Washington (McCart and McCart 2000:213). For a time, Spokane House thrived as both a trading center and a gathering place for fur traders. In 1825, the Hudson's Bay Company closed Spokane House and moved its local operations north to Fort Colville at Kettle Falls.

Subsequent to the opening of the Oregon Trail in 1840, Euroamerican settlers flooded the area, bringing trade, religion and disease into Native-occupied areas. In 1846, the United States took control of the Oregon territory in the Oregon Treaty. With increasing population and economic and political pressures of immigrants and the Whitman massacre, the Territory of Oregon (Oregon Territory) was officially established in 1848. By 1850, nearly 12,000 immigrants had passed through the Plateau region along the Oregon Trail (Beckham 1998; Walker and Sprague 1998). With the establishment of the Oregon Territory in 1848 and Washington Territory in 1853, federal involvement proliferated. Treaties between Native tribes and the new state and federal governments were soon underway.

Washington Governor Isaac Stevens, also appointed as Superintendent of Indian Affairs by President Pierce, worked jointly with Joel Palmer, Superintendent of Indian Affairs in Oregon, to negotiate a series of treaties between 1854 and 1855. These treaties were difficult to maintain in light of the Chinook jargon used in negotiations, rapid influx of miners following the several “rushes,” and settlers who were eager for property. Almost immediately after signing the Walla Walla Council Treaty of 1855, gold was discovered on several promised reservations in the Plateau, and miners began to confiscate the mineral-rich lands. The introduction of disease, treaty violations, and other stresses introduced by the new settlers caused mistrust and eventually, warfare. Several battles took place in the area between 1855 and 1858 during the Plateau Indian War.

On June 9, 1855, the Yakama, Palouse, Piquouse, Klikitat, Klinquit, Kowwassayee, Liaywas, Skin, Wishram, Shyiks, Ochechotes, Kahmiltpah, and Seapcat, along with the Wenatchi, signed a treaty that ceded 10,816,000 acres of ancestral homeland to the U.S. Government. Among the fourteen signatories of the Yakama Treaty of 1855 was Kamiakin and Wenatchi Chief Tecolekun. The fourteen tribes, not necessarily assembled by traditional ways, language, or by mutual agreement, but by administrative ease, were grouped as one: the Yakama (Yakama). Thus, the Confederated Tribes and Bands of the Yakama Nation were established (Schuster 1998; Sprague 1998; and Yakama Nation 2013).

In exchange for the ceded lands, the Yakama negotiated and secured agreements for the 1,200,000-acre Yakama Reservation, as well as agreements that no Euroamericans could live on the reservation without express permission. Under the terms of the treaty, the U.S. Government agreed to provide two schools, a hospital and physician, a sawmill, a flour mill, a farmer and craftsmen to teach trades, as well as annuities (Schuster 1998:343). Additionally, the treaty reserved the rights of the Confederated Tribes of the Yakama Nation to hunt, fish, access and use traditional cultural sites, gather traditional foods and medicines, graze livestock, and access water in sufficient quantity and quality in all their usual and accustomed places in the ceded areas. Finally, the terms of the treaty provided a period of two years to allow the various bands and tribes to migrate to and resettle on their new reservations (Schuster 1998; Sprague 1998; Yakama Nation 2013).

Fatefully, twelve days after the treaty was signed, gold was discovered east of the Cascades and the rush was on. Governor Stevens illegally opened the reserved lands to afford miners passage and access to the newfound resources. Believing the reserved areas open to settlement, Euroamericans rushed onto the sovereign Native American land. Seeing that the government had failed to observe the terms of the treaty within days of the council, and in light of immediate mistreatment of the Yakama, Chief Kamiakin withdrew what had been his abiding support for cooperation. The Yakama attempted to protect their reserved land and resources, and resulting confrontations led to the death of several miners as well as Indian Agent Andrew J. Bolon (Schuster 1998: 343-344). The Yakama Wars had begun.

As the U.S. Army moved in to retaliate for Bolon's killing, Chief Kamiakin led a group of warriors in attacking Major Granville O. Haller's troops near Toppenish Creek. Major Haller, recognizing that Governor Stevens had illegally opened lands, an action that resulted in the violence at hand, acquitted the Yakama of wrongdoing in their attack (Schuster 1998:344).

On November 14, 1855, Major Gabriel Rains and his soldiers advanced on the Saint Joseph Mission. During the raid, soldiers "discovered" a cask of gunpowder buried in the garden. Citing this as an act of aggression toward the U.S. Army, and believing that the priests were aiding the Native Americans, the soldiers burned Saint Joseph Mission to the ground. This was only one of countless travesties that marked the era of policymaking, gross treaty violations, and Indian Wars that would play out for the next several years. On March 26, 1856, Yakama, Klikitat, and Cascades warriors attacked an Army outpost, killing 14 settlers and three U.S. soldiers in what became known as the Cascades Massacre. Army reinforcements drove out the warriors and nine Cascade Indians, including Chief Chenoweth (Schuster 1998:344).

Between 1855 and 1858, ineffectual efforts were made to limit the incursion of emigrants and others into reserved Indian territories. After the Puget Sound War broke out in the summer of 1856, Fort Simcoe was established 20 mi (32.8 km) southwest of the modern City of Yakama in order to create a stronghold in the Yakama Valley, as well as to prevent Euroamerican settlement (Schuster 1998:344). General Wool pointed out that "the army cannot furnish guards to farm houses dotted among hostile tribes" (Meinig 1968:165).

The settlement prohibition, established in 1855, was only a temporary solution to an inevitability. People settled and volunteer militias attacked indiscriminately and fueled the fire under uncertain relations. The unrest culminated with Colonel Wright's campaign in 1858 that resulted in the executions and murders of sixteen Indians, including a Yakama chief named Owhi and his son, Qualchan (Beckham 1998).

While Wright's campaign was underway, Major R.S. Garnett led approximately 300 soldiers on a sweep from Fort Simcoe up through the Yakama country, through Wenatchee, and as far as the Similkameen River. Garnett's sweep resulted in the summary executions of ten Indians suspected of having attacked miners, and the loss of one private who was lagging behind the company and was presumably shot by an Indian (Wilson 1990:62). This sweep resulted in the end of armed Native resistance within the region.

The Moses Reservation was established in 1879 and enlarged in 1880. The enlarged reservation reached from Lake Chelan, north to the Canadian border, and from the crest of the Cascade Mountains to the Okanogan River (Ruby et al. 2010:205). In 1883, miners insisted on the reduction of the reservation to exclude a 15-mile strip along the Canadian border, which was approved through an executive order (Ruby et al. 2010:205). Later that year, Chiefs Moses, Lot, and Sarsarpkin relinquished the reservation in favor of a move to the Colville Reservation (Miller 1998:267). An agreement was made between the U.S. Government and the people of the Moses

Reservation whereby the Indians would be allowed to remain in the area as settlers or to move onto the Colville Reservation. Numerous allotments were permitted on the former Moses Reservation and those who moved were provided with farm equipment and, in some cases, cash and yearly stipends, and the Moses band and others moved to the Colville Reservation.

Most Wenatchis refused to take allotments on the Yakama Reservation, as they were more closely related to Middle Columbia River Salishans, and were more distantly tied to the Upper Yakama through the Wentashapam Fishery. Through this refusal by most to settle on the Yakama Reservation, the Wenatchi managed to remain on their homeland for many years after the cessation of the Yakama Wars. As a term of the 1855 Yakama Treaty, the Wenatchi had reserved a 36 square-mile tract of land and rights to the Wenatshapam Fishery at the confluence of Icicle Creek and the Wenatchee River (Thompson 2002).

Douglas County

Douglas County, named after former U.S. Senator Stephen A. Douglas, is a predominately rural county in central Washington (Becker 2006; Douglas County 2018). The county is almost entirely encircled by the Columbia River's channel and equalizing reservoirs (Becker 2006). The region's landscape is quite variable, with basalt outcrops and glacial erratics at higher elevations, and irrigated orchard land at lower elevations. Elevations range from 600 ft (183 m) near the Columbia River to 4,000 ft (1,219 m) at Badger Mountain (Douglas County 2018). The county ranks 17th in size among Washington State's counties, encompassing 1,821 square mi (4,716 square km) (Becker 2006). As of 2016, the population of Douglas County is 41,327, with East Wenatchee and Bridgeport being the largest cities (U.S. Census Bureau 2018).

Prior to Euroamerican contact, much of the region that is now Douglas County was home to the Colville Tribe and the Sinkayuse. In the 1860s, Chinese immigrants—many of whom came from California following the trails of Native Americans, fur traders, and miners—began placer mining for gold along the banks of the Columbia River (WHPC 1904:521; Becker 2006). Douglas County was first settled by Euroamericans in 1871 when John Marlin and his family built a residence and ranch in an area that would eventually become the Town of Krupp. Aside from Marlin and a few other cattlemen, the area remained largely uninhabited by European Americans until 1883 (WHPC 1904:521-523), the year that Douglas County was officially created (Douglas County 2018). Sheep and cattle ranchers first populated the area within a few months of the creation of the county.

In 1884, the Douglas County government was formed under an organic act that was passed by the legislature. The newly formed government created a boom in the City of Okanogan (now part of Okanogan County), which had been named the county seat in the same act (WHPC 1904:532-533). In 1886, the City of Okanogan lost its "identity as a town" when it lost the county seat to the Town of Waterville as a result of Okanogan's lack of water (WHPC 1904:534).

By 1886, sheep and cattle ranchers began disputing over grazing rights. These disputes ended during the winter of 1889/1890, when frigid weather resulted in the death of nearly all livestock due to starvation or exposure. In the wake of the stock losses, many ranchers began turning to wheat farming and other forms of agriculture, which remain a significant part of Douglas County's economy today (WHPC 1904:549; Becker 2006).

During the late 1880s and 1890s, the extension of the Central Washington Railroad and the Great Northern Railroad into parts of Douglas County spurred growth to the area (WHPC 1904:545-553; Becker 2006). Significant impacts to the economy occurred with the creation of the Rock Island, Chief Joseph, Rocky Reach, and Wells dams throughout the twentieth century. Since their creation, the hydroelectric dams have provided steady year-round employment and relatively inexpensive electrical power to the residents of Douglas County (Becker 2006).

Today, Douglas County's economy is primarily based on agriculture (Douglas County 2018). It is the fifth-highest wheat producing county in Washington State. The commercial fruit business attracts seasonal workers who tend and harvest apples, cherries, and pears (Becker 2006). Ranching, warehousing, manufacturing, retail, K-12 education, and the hydroelectric dams play a significant role in the economy as well (Becker 2006; Douglas County 2018).

East Wenatchee and Wenatchee

The histories of Wenatchee and East Wenatchee are closely tied due to proximity. Non-native settlers, fur traders, missionaries, and the military arrived in the Wenatchee Valley as early as the 1860s. Two traders, Ingraham and McBride, set up a commercial operation at Rock Island circa 1867, moving five years later to the future site of Wenatchee, Chelan County, founded in 1888. The 1870s and 1880s saw an influx of settlers and Chinese miners to the area as gold fever swept the region.

The first efforts at commercial agriculture were undertaken between 1880 and 1900. One pioneer in the area, Philip Miller, began with livestock, alfalfa, hay, and apples. This and other successful orchard efforts lead to the construction of irrigation canals (Arksey 2008).

The Wenatchee Bridge Company designed and constructed an irrigation pipeline on a supporting bridge that would, beginning in 1908, convey water across the Columbia River for agricultural purposes to what would become the City of East Wenatchee (Wenatchee Reclamation District 2017). According to Mitchell (1968:28), the water delivered by the irrigation pipeline to East Wenatchee led to land development that both increased land value and benefitted the local economy. The construction of the irrigation line essentially birthed the orchard industry of East Wenatchee that would drive the economy of the city into the present. The irrigation system that facilitated the initial development of East Wenatchee's orchard crops received water from the Wenatchee Valley High Line Canal (later renamed the Wenatchee Reclamation District Canal). Construction of the Grand Coulee Dam, a major component of the hydroelectric and irrigation system of the Columbia Basin Project, began construction in 1933, attracting more people to the East Wenatchee area

(Barnhart 1995). East Wenatchee was a small hamlet for some years before it was recognized as a city. It was not until 1935, when the town had reached the 300-person minimum requirement to vote on incorporation, that it became an incorporated city (Kershner 2010). In 1940, however, the Census reports 268 people living in East Wenatchee. Barnhart (1995) reports that many homes were built in East Wenatchee during the 1940s due to the availability of land and the lower cost to build a home there than in Wenatchee. The population grew to 389 between 1940 and 1950. In 1951, the Aluminum Corporation of America, or Alcoa Wenatchee Works, constructed a smelter (the first to be built in the Pacific Northwest, following WWII) southwest of East Wenatchee in the City of Wenatchee, and operations began in 1952 (Wenatchee World Staff 2007). East Wenatchee reportedly grew substantially at this time, as hundreds of Alcoa workers built new houses in the mostly agricultural setting of the small city. Although the 1960 Census reports 383 people living in East Wenatchee, the population outside of the city limits at that time was estimated to be nearly 6,000, and growing by 50 people per month. The number of Alcoa employees grew as the Alcoa facilities were expanded in the 1960s, which translated to a greater number of people settling in East Wenatchee.

Presently, the Wenatchee Reclamation District delivers water to a portion of East Wenatchee (Wenatchee Reclamation District 2017), while the Greater Wenatchee Irrigation District (GWID), which was constructed at a later date, delivers water to other portions of East Wenatchee (GWID 2020). The APE is located within the East Unit of the GWID (RH2 Engineering 2020). Construction of the GWID irrigation system, including the East Unit, was negotiated between the Secretary of the Interior and a five-person board of representatives from various units expected to benefit from the construction of an irrigation system in East Wenatchee. The East Unit representative on the five-person board was Peter Van Well (the eldest of three family members by the same name to work for the Van Well Nursery Company). The East Unit of the GWID began to be constructed in 1960, was completed in 1962, was tested in 1963, and its first crops were harvested in 1964 (GWID 2020). Over time, three square miles of the aforementioned suburbs on the outskirts of East Wenatchee were annexed to the city, and the population of the city grew exponentially, almost doubling every decade between 1980 and 2010 (Wenatchee World Staff 2007).

Pangborn Memorial Airport

In 1941, the U.S. government indicated that, if the City of Wenatchee would set aside an area of land for development in the Wenatchee Valley, the federal government would construct an airfield there to support WWII military operations (Kershner 2010). The City of Wenatchee set aside land in East Wenatchee for such a purpose; however, the federal government ultimately chose not to build an airfield in that location (Kershner 2010).

As an area in East Wenatchee already had been roughly prepared for airfield development, the City of Wenatchee, without federal support, moved forward with the construction of the Pangborn Memorial Airport there. The exact date of the airport's construction is unknown, but the following information allows for an estimated built date. According to the Pangborn Memorial Airport, the airport has "been in existence since 1941" (2020d). Rushing (2010:1) states that the FAA declared

the construction of the airport “complete” in 1942. Similarly, SkyVector Aeronautical Charts (2020) lists the airport’s “activation date” as 1942, and indicates that the airspace was established prior to May 15, 1959. Kershner (2010) describes the airport as having hosted its first commercial passenger flights (by Northwest Airlines) in 1945. Historical topographic maps depict no airport features at the location of the present-day Pangborn Memorial Airport in 1934, 1947, or 1954 (HistoricAerials.com 2020 [topographic maps: 1934, 1947, 1954]), but do in 1957 in the form of the main airport features (i.e., runways 7/25, 10/33, and 11/29 [12/30]) (USGS 1992 [1957]). Rushing (2010) states that an administrative building and “other” operations and maintenance facilities were constructed in 1943, and that grading and paving took place in 1947, meaning that the first two years of commercial passenger flights to and from the airport were executed on unpaved surfaces. As the City was issued revenue warrants to construct “more hangars, shop buildings, and taxi strips” circa 1956-1958 and was awarded federal aid for “runway reconstruction” in 1959 (Rushing 2020:2), initial airport construction must have been completed before this. Collectively, the available information suggests that the Pangborn Memorial Airport was constructed sometime between 1942 and 1959.

The General Aviation Terminal building was built in 1956 (Pangborn Memorial Airport 2018) using the revenue warrants issued to the City in 1956-1958. The original terminal for commercial aviation was constructed in 1959 (Rushing 2010:2). Between 1960 and 1962, the airport constructed a new storage warehouse and very high frequency omnidirectional range facility, or VOR instrument approach station, but securing funds for basic airport maintenance projects was, to that point, reportedly difficult. This led to poor runway conditions by 1963 (Rushing 2010:3). In 1965, in an effort to better address the airport’s needs, ownership and operation of the airport was transferred from the City of Wenatchee to the Port of Chelan County and the Port of Douglas County (Pangborn Memorial Airport 2020d). Now functionally consolidated into The Chelan Douglas Regional Port Authority (as of January 1, 2020), the airport continues to host passenger flights (by Alaska Air and Horizon Air) (Kershner 2010).

In 1978, 1,000 ft of cross-wind runway and taxiways were repaired (Rushing 2010:3). The original terminal eventually was razed and, in 1992, a new terminal building was constructed, which remains in operation today. Runway 12/30 was extended to accommodate larger aircraft (Pangborn Memorial Airport 2020a, Phillips 2011), and several changes were made to the taxiways, in 2016. In 2019, the airfield underwent repairs, which included asphalt crack sealing of Runway 12/30 and Taxiways B, C, and F (Pangborn Memorial Airport 2020a). As of this writing (2020), the airport is preparing to make improvements to its facilities once again.

Currently, the airport supports general aviation services, with some air taxiing. The airport also receives airline passenger flights (Alaska Airlines and Horizon Air) and minimally supports military flights (FAA 2020). SkyVector Aeronautical Charts (2020) lists other services provided by the airport, including air freight services (FedEx Feeder), air ambulance services (Ameriflight), glider service, pilot instruction, aircraft rental, and glider towing services. The majority of the

aircraft based at the airport are single engine, with some gliders, jets, and multi-engine planes, as well as a small number of helicopters and ultralight aircraft (FAA 2020). According to Rushing (2010), the Pangborn Memorial Airport provides the Greater Wenatchee area with commercial flight connections to other commercial airports in the Pacific Northwest.

The airport is named for an individual significant in history: Clyde Pangborn (1894-1958). Pangborn, also known as “Upside Down Pang,” has been described as a celebrity aerial stuntman of the early twentieth century, “one of the leading ‘barnstormers’...of the 1920s” (Long 2005), and a “dare devil” (National Aviation Hall of Fame 2020). Throughout the 1920s, Pangborn performed as a barnstormer as part of the Gates Flying Circus. In 1929, Pangborn test flew and sold products for the New Standard Aircraft Corporation as a co-owner, but the company failed as soon as it began as a result of the stock market crash that initiated the Great Depression. Between 1929 and 1931, Pangborn and Hugh Herndon, Jr. carried passengers and performed aerial stunts under the name “The Flying Fleet.” They attempted, in 1931, to break the time record for an around-the-world flight, but, when this plan fell through, they instead successfully carried out the first non-stop, trans-Pacific flight from Japan to the United States, landing in Fancher Field of Wenatchee, Washington (a few miles west of the present-day Pangborn Memorial Airport) (Washington State University Libraries: Manuscripts, Archives, and Special Collections [MASC] 2020). Pangborn and Hugh Herndon, Jr. were awarded the Aviation League’s Harmon Trophy for the achievement in 1931 (National Aviation Hall of Fame 2020), as well as the White Medal of Merit from Japan (Long 2005). Prior to U.S. involvement in WWII, Pangborn enlisted in the Royal Air Force and recruited U.S. pilots through Canada to aid the British in their military efforts, despite neutrality laws that prohibited U.S. citizens from fighting in the war. As a member of the Royal Air Force’s Eagle Squadron, he and many U.S. pilots recruited by him fought in the Battle of Britain. Once the U.S. joined the war, Pangborn enlisted in the U.S. military, serving a similar role (MASC 2020). It is these accomplishments of Clyde Pangborn that the City of Wenatchee sought to memorialize in naming the airport “Pangborn Memorial Airport.” However, the airport itself has no direct link to Clyde Pangborn or his career.

Area of Potential Effect (APE)

The 1892 cadastral map (Cavanaugh 1892) shows no built environment features within the APE. The 1912 Malaga USGS topographic map shows a structure in the NW¹/₄NE¹/₄ of Section 16, potentially within the APE. It also shows a building in the NW¹/₄NW¹/₄ of Section 16, within the APE, and on the border of Section 16 and 17. Another building in the E¹/₂SE¹/₄ in Section 08 is depicted within the APE. No other built environment features are depicted within the APE.

The 1932 atlas shows an airport and field in Sections 15 and 16 (Metsker 1932). In the north portion of the APE, in Section 09, the C&O Nursery Company owned a small parcel of land in the SW¼SW¼. In Section 22, in the southeast portion of the APE, George Batterman, Sr. owned the N½ of the Section. No built environment is shown in these sections, aside from the airfield.

According to the Bureau of Land Management (2020), the State of Washington was awarded a patent in 1975 for Section 16, Township 22 North, Range 20 East for a State Grant-School Section.

PLACES OF CULTURAL SIGNIFICANCE

Traditional Cultural Places (TCPs) are important for the “role the property plays in a community’s historically rooted beliefs, customs and practices” as stated in the *National Register Bulletin 38* (U.S. Department of the Interior 1990). Although these places can be difficult to identify and evaluate from an etic perspective, an initial search of pertinent publications can be helpful toward identifying the types of properties that may be expected. *National Register Bulletin 38* goes on to state that “examples of properties possessing such significance include:

- a location associated with the traditional beliefs of a Native American group about its origins, its cultural history, or the nature of the world;
- a rural community whose organization, buildings and structures, or patterns of land use reflect the cultural traditions valued by its long-term residents;
- an urban neighborhood that is the traditional home of a particular cultural group, and that reflects its beliefs and practices;
- a location where Native American religious practitioners have historically gone, and are known or thought to go today, to perform ceremonial activities in accordance with traditional cultural rules of practice; and
- a location where a community has traditionally carried out economic, artistic, or other cultural practices important in maintaining its historic identity” (1990:1).

A review of ethnographies was undertaken to help identify cultural contexts and any known TCPs within or near the APE. This is a preliminary review performed using publicly available resources, and should not be construed as an exhaustive identification of potential resources. The works of Anastasio (1972), Ray (1939, 1942), Ruby and Brown (1986), Smith (1988), Spier (1936), and Swanton (1968) were consulted. Several collections of published legends were consulted to identify points of legendary significance within the APE. These include publications by Clark (1969), Erdoes and Ortiz (1984), Hill-Tout (1978), Judson (1910), Mourning Dove (1990), Ray (1933), and Yanan (1971). Although many tales involved features throughout the region, none directly referenced the APE.

As stated previously, the APE is located within the lands ceded by the Confederated Tribes and Bands of the Yakama Nation during the Walla Walla Treaty Council of 1855. The Wenatchi, comprised in the early 19th century of five bands, had traditional homeland along the west and east banks of the Columbia River and the Wenatchee River in the Wenatchee River Valley. However, it is unlikely that one would be able to draw a resolute boundary between the peoples of the Wenatchee Valley and their neighbors, as economic, social, spiritual, political, kinship, and linguistic traditions are dynamic, and Wenatchi activities had a much broader range than the valley itself. Indeed, the Wenatchi made regular trips to The Dalles and across the Cascades to the Puget Sound. Spier noted that the term Wenatchi had earlier been used to refer to all Salish groups west of the Columbia River from the Yakama Valley northward to the mouth of the Okanogan River (Spier 1936:14). Further, some anthropologists assert that an earlier band of Wenatchi lived further south in the Kittitas Valley where Shahaptian linguistic identities shifted and lifeways effectively merged with the Kittitas band of the Upper Yakamas (Ruby et al. 2010:381).

The first written description of the Wenatchi appears in writings by David Thompson, who traveled through the area on Jul 7, 1811 (Nisbet 2009). The Wenatchis were later represented in the maps and journals of Lewis and Clark (Ruby et al. 2010:381). In 1841, Lt. Robert Johnson, a member of Lt. Charles Wilkes' United States Exploring Expedition, observed Wenatchis at the mouth of the Wenatchee River growing potatoes in soil enclosures (Ruby et al. 2010:381). Captain George McClellan, on his colorful Pacific Railroad Survey in 1853, was entertained by Wenatchis at the mouth of the river racing horses (Ruby et al. 2010:381).

Verne F. Ray identified native group distributions and their village localities in the Columbia Basin as they existed around 1850 by interviewing over a dozen informants (Ray 1936). Ray mentions four villages that were remembered along the Wenatchee River by his informants (Ray 1936:142-143). The village of *kawa'xtcn* ("living on the banks"), is located at the mouth of Rock Island Creek, 5.64 mi (9.08 km) southeast of the APE. Other nearby villages include *tapi'skin*, a permanent settlement of about fifty at the mouth of Colockum Creek (8.46 mi [13.62 km] southeast of the APE) and *skilkatin*, a permanent village of over 300 located at the mouth of Stemilt Creek (2.06 mi [3.32 km] southwest the APE) (Ray 1936:142).

It should be noted that TCPs, place names, and landscape narratives are highly sensitive and often sacred. Native American traditional knowledge and landscape narratives are extensive within traditional territories, which extend well-beyond current Reservation boundaries and include the APE. Due to the significance of TCPs, as well as their esoteric and sacred importance, and out of genuine and reasonable concern for their safety, tribes often do not share information regarding TCPs, and published materials often do not reveal locations of sensitive properties or narratives. Given their access to qualitative data, narratives, and traditional knowledge, the Confederated Tribes of the Colville Reservation, which represent the Wenatchi, are uniquely qualified to do additional review. If further review of TCPs is required, it is recommended that one make arrangements with the Tribes directly.

PRE-FIELD RESEARCH

Pre-field research included the review of known archaeological resources within a 1.0 mi (1.6 km) radius of the APE as inventoried at the Washington State Department of Archaeology and Historic Preservation (DAHP) in Olympia, Washington. This review was completed using DAHP's secure electronic database known as the Washington Information System for Architectural and Archaeological Data (WISAARD). This database includes recorded archaeological resources, historic property inventories (HPIs), properties and districts on the National Register of Historic Places (NRHP) and the Washington Heritage Register (WHR), identified cemeteries, and previously conducted cultural resource surveys found throughout the state.

Plateau also conducted cartographic analysis of landform, topography, proximity to water using topographic maps, and the United States Department of Agriculture (USDA) online soil survey. Secondary historic resources, on file at the DAHP and the Plateau office in Pullman, were consulted to identify other potential historic resources. In addition, available survey and overview reports and ethnographic accounts of the region were consulted. This background review allows for the identification of previously recorded historic and archaeological resources within or near the APE.

Previous Archaeological Research

A review of previously recorded cultural resources and archaeological surveys was completed through the WISAARD on January 17, 2020. The review covered areas within Sections 07, 08, 09, 10, 15, 16, 17, 20, 21, and 22 of Township 22 North, Range 21 East. This review revealed 12 cultural resources within 1.0 mi (1.6 km) of the APE (Table 3).

Table 3. Previously Recorded Cultural Resources within 1.0 mi of the APE.

Site Number	Site Type	Recorder(s)	Distance from APE	Eligibility
45DO399	Talus Pit	Gough and Eller 1981	0.75-1.0 mi NE	Undetermined
45DO700	Historic Grave	Sara Scott 1986	0-0.25 mi N	Undetermined
45DO482	East Wenatchee Clovis Cache	R.R. Mierendorf 1987	0.25-0.5 mi NE	Eligible
45DO968	Historic-era debris scatter	Schroeder 2013	0.5-0.75 mi NE	Potentially Eligible
45DO1204	Debris Scatter	Dampf 2017	0.5-0.75 mi NE	Undetermined
45DO1222	Precontact Cairn	Kassa 2017a	0.5-0.75 mi NE	Eligible
45DO1223	Precontact Isolate - Lithic	Kassa 2017b	0.25-0.5 mi NE	Not Eligible
45DO1224	Precontact Lithics	Kassa 2017c	0.5-0.75 mi NE	Eligible
45DO1247	Precontact Isolate - Lithic	Kassa 2018	0.5-0.75 mi NE	Not Eligible
45DO1256	Historic Objects Site	Meyer 2018a	0.5-0.75 mi NE	Not Eligible
45DO1255	Historic Rock Piles	Meyer 2018b	0.5-0.75 mi N	Not Eligible
45DO1268	Historic Public Works	Meyer 2018c	0.5-0.75 mi N	Not Eligible

Site 45DO482, known as the East Wenatchee Clovis Site, was originally recorded in 1987 (Mierendorf 1987). The East Wenatchee Clovis Site is one of the most important, and well known, archaeological sites in Washington State. The site was discovered in an orchard, north of the Columbia river, while orchard workers were installing irrigation lines. It is located approximately 0.25 mi east of the current APE. The site is defined as a Clovis Cache, a rare type of archaeological assemblage representing some of the earliest tool forms in North America. Clovis points have a distinctive flute from the base of the point that runs along the central length of the point, often terminating at about 1/3 of the total length (Mierendorf 1987). The clovis cache was recovered from a silty sand matrix and was surrounded by a dark yellowish brown silty sand to sandy silt loess (Mierendorf 1987). The purpose for the East Wenatchee Clovis Cache is still debated today, with no clear answer for if this was a cache for trade, security, or ritual. To date, only a portion of the total site has been excavated, and no future plans for further excavation have been expressed.

A total of 133 HPIs have been inventoried, or derived from the Douglas County Assessor's records within 1.0 mi (1.6 km) of the APE. Of those 133, 121 of the properties have had no determination made for eligibility, and 12 have been determined not eligible for inclusion on the NRHP.

There have been 41 previously conducted cultural resource surveys within 1.0 mi (1.6 km) of the APE (Table 4). Five of these surveys intersect with the APE (Harder 2005, Harder and Hannum 2007, 2009, 2011; Harder et al. 2011). Six of the surveys yielded newly recorded cultural resources (Berger 2017, 2018a; Cowan and Ozbun 2014; Schroeder and Landreau 2013; Schumacher 2006a, 2006b).

Table 4. Previously Conducted Cultural Resource Surveys within 1.0 mi of the APE.

Author	Project	Distance from APE	Results
Amara (2004)	Scharrp, Lancaster, and Dudek EQIP Projects	0.25-0.5 mi E	Negative
Arthur and Chambers (2004)	Grant Road Channelization and Signalization Project	0.25-0.5 mi W	Negative
Cooper (2005)	Greater Wenatchee Regional Landfill Expansion Project	0.75-1.0 mi E	Revisited site 45DO400
Harder (2005)	Pangborn Memorial Airport Improvements	Intersects APE	Negative
Orvald,(2006)	Gregg Coach and Drainfield Project	0.5-0.75 mi NE	Negative
Schumacher (2006a)	New Information Reported in Vicinity of the East Wenatchee Clovis Cache (45DO482) and the Battermann Industrial Park	0.25-0.5 mi NE	Precontact Isolate of unknown provenience
Schumacher (2006b)	Archaeological Assessment of the Battermann Industrial Park Property, East Wenatchee	0.0-0.25 mi NE	Precontact Isolate of unknown provenience
Shong and Miss (2006)	3rd Street and Mary Avenue Regional Detention Pond Project	0.5-0.75 mi W	Negative
Harder and Hannum (2007)	Pangborn Airport Improvements and Runway Protection Zone Land Acquisition Project	Intersects APE	Negative
Root and Ferguson (2007a)	Shirley's LLC Short Plat, North Parcel, East Wenatchee	0.25-0.5 mi E	Negative
Root and Ferguson (2007b)	Breathless Ridge Development, East Wenatchee, Parcel 22210930014	0.25-0.5 mi N	Negative
Root, Lenz, and Ferguson (2007a)	InterGate.Columbia I Project	0.25-0.5 mi NE	Negative
Root, Lenz, and Ferguson (2007b)	Proposed InterGate.Columbia II Project	0.0-0.25 mi NE	Negative
Schumacher (2007)	Red Apple Flyer Area Project	0.75-1.0 mi E	Negative
Root and Ferguson (2008)	Airway Industrial Park, East Wenatchee, Washington	0.0-0.25 mi N	Negative
Woody, Kiona, and Shellenberger (2008)	Greg Bossini 10-Acre Land Parcel in East Wenatchee	0.25-0.5 mi S	Negative

Table 4. Previously Conducted Cultural Resource Surveys within 1.0 mi of the APE. (Continued)

Author	Project	Distance from APE	Results
Harder and Hannum (2009)	Airport Way Re-alignment Project Pangborn Memorial Airport	Intersects APE	Negative
Lenz (2009)	Highlander Golf Club	0.25-0.5 mi SW	Negative
Shapley (2009)	S Nile to Rapids Project, Rock Island	0.75-1.0 mi SE	Negative
Cowen (2011)	Sprint Boat Race Project, East Wenatchee	0.5-0.75 mi NE	Negative
Harder and Hannum (2011)	Pangborn Airport Business Park Project, East Wenatchee	Intersects APE	Negative
Harder, Hannum, and Creighton (2011)	Pangborn Memorial Airport Runway 12/30 Extension Project, East Wenatchee	Intersects APE	Negative
Kelly (2013)	Rock Island Sandpit Project, Rock Island	0.25-0.5 mi SE	Negative
Kelly and Hartmann (2013)	Schaffer Dock Project in Wenatchee	0.75-1.0 mi SE	Negative
Schroeder and Landreau (2013)	Legacy LLC Irrigation Pipeline Project, East Wenatchee	0.0-0.25 mi NE	One newly recorded site
Cowan and. Ozbun (2014)	Beaches Exposed in an Extraordinary Drawdown on Rock Island Reservoir	0.75-1.0 mi S	Five newly recorded sites
Hartmann (2015)	H2 PreCast Facility Expansion, East Wenatchee	0.0-0.25 mi NE	Negative
Schumacher and Berger (2015)	BSP 14-01 Project, East Wenatchee	0.25-0.5 mi N	Negative
Berger (2016a)	Eastside Rock Quarry Project, East Wenatchee	0.75-1.0 mi NE	Negative
Kassa (2016)	Veedol Substation Project, East Wenatchee	0.25-0.5 mi NE	Negative
Berger (2017)	Chamberlin Ag Project, East Wenatchee	0.25-0.5 mi NE	Two newly recorded sites and one newly recorded isolate
Dampf, Tarman, and Schultze (2017)	APL Development Project	Adjacent to APE	Negative

Table 4. Previously Conducted Cultural Resource Surveys within 1.0 mi of the APE. (Continued)

Author	Project	Distance from APE	Results
Fulkerson, Frierson, and Harder (2017)	Parcel 22212240006 and Parcel 22212240007	0.5-0.75 mi SE	Negative
Berger (2018a)	Chamberlin Ag Project, East Wenatchee	0.25-0.5 mi NE	One newly recorded isolate
Berger (2018b)	Western Sunset Properties and Urban Industrial Way Extension Project, East Wenatchee	0.5-0.75 mi NE	Negative
Ellis (2018)	Shypoke Project Cultural Resources Survey Report	0.25-0.5 mi NE	Negative
Ferguson and Root (2018)	Archaeological Monitoring of the InterGate.Columbia II Project, Douglas County, Washington	0.25-0.5 mi NE	Negative
Harder and Cohen (2018)	Eastmont School District Transportation Facility Project	0.0-0.25 mi W	Negative
Allen and Hackenberger (2019a)	Parcel 45400000800, East Wenatchee	0.0-0.25 mi NE	Negative
Allen and Hackenberger (2019)	Moody Parcel, East Wenatchee	0.0-0.25 mi NE	Negative

In 2005, Plateau completed a cultural resource survey of the Pangborn Memorial Airport Improvements Project (Harder 2005). The pedestrian survey covered the southern portion of the airport and specifically overlaps with the Project Components 02, 07, 11, 12, and 13 of the APE. No precontact or historic-era cultural materials were identified during this survey.

In 2007, Plateau returned to the Pangborn Memorial Airport to conduct a cultural resource survey for the Airport Improvements and Runway Protection Zone Land Acquisition Project (Harder and Hannum 2007). A portion of that survey intersects with the current Project Components 07 and 08 of the APE. No precontact or historic-era cultural materials were identified during this survey.

In 2009, Plateau conducted a cultural resource survey for the Airport Way Re-Alignment Project (Harder and Hannum 2009). The survey intersects with Project Component 08 of the APE. No precontact or historic-era cultural resources were identified during this survey.

In 2011, Plateau conducted a cultural resource survey for the Pangborn Airport Business Park Project (Harder and Hannum 2011). The surveyed area is adjacent to Project Component 09/Executive Hangar Site Development of the current APE; however, it does not intersect with the proposed work. No precontact or historic-era cultural materials were identified during this survey.

In 2011, Plateau conducted a cultural resource survey of the Pangborn Memorial Airport Runway 12/30 Extension Project (Harder et al. 2011). The surveyed areas intersect the Project Components 02, 05, and 09 of the current APE in the northwest portion of the airport. No precontact or historic-era cultural materials were identified during this survey.

EXPECTED PROPERTIES

Previous archaeological investigations typically correlate Native American sites with areas that have relatively flat terrain, well-drained soils, a close proximity to water, and sweeping vistas. Major rivers, such as the Columbia River, provided corridors for humans and other animals to move across the landscape. It is along these rivers that ethnographers and archaeologists, historically, documented large village sites of indigenous communities. At the time of documentation, it was observed that residence and food procurement of indigenous communities correlated with the seasons, and that small creeks were typically associated with seasonal fishing, hunting and plant gathering activities by relatively small, task-oriented groups of people. In the context of archaeological investigations, “sites” that represent such tasks can manifest themselves as, among other things, low to moderate densities of stone tools concentrated in one or more loci; tools or other objects of bone, wood, or other material; and/or hearths, middens, stained soil, and/or other feature. An “isolate,” which is a single item of cultural material (i.e. excluding features and groups of cultural material items) also can provide important information about the areas visited and/or exploited by past populations. While sites can be found eligible or not eligible for inclusion in the NRHP, isolates are categorically excluded from inclusion in the NRHP.

Based upon the proximity of the East Wenatchee Clovis Site to the APE (less than 0.25 mi east), and the location of the APE near the Columbia River (approximately 1.0 mi north), there is a high probability for encountering cultural resources. DAHP’s predictive model places the APE in an area of Very High risk for encountering cultural resources (DAHP 2020).

Background research identified 26 buildings, one structure, and six features within the APE that are potentially historical. As these cultural resources are believed to be at least 50 years old, they will be recorded on Historic Property Inventory forms (HPIs) during the field survey, and evaluated for significance (per NRHP Criteria A, B, C, and D; or Criteria Considerations A, B, C, D, E, F, and G, if applicable), as well as for integrity of location, setting, design, material, workmanship, feeling, and association. If any of the historical cultural resources are found to be significant *and* to retain integrity, they will be recorded as potentially eligible for listing in the NRHP and identified in this report as an “historic property.” If an area is found to contain a group of buildings, structures, and/or features that are historically related, they will be assessed collectively for shared historical and/or architectural significance, and evaluated for NRHP eligibility as an historic district.

FIELD METHODS AND RESULTS

Geotechnical Monitoring

Survey work was completed in accordance with the Secretary of the Interior's Standards and Guidelines for Archaeology and Historic Preservation (48 FR 44716, September 29, 1983) and under the supervision of Principal Investigator, David Harder. Plateau archaeologists David Harder, Samantha Fulgham, and Justin Fitzpatrick conducted geotechnical monitoring from January 21, 2020 until January 29, 2020. Rex Lloyd, of Budinger and Associates, conducted the geotechnical work and escorted Plateau archaeologists throughout the APE. Thirty-two geotechnical test pits were excavated using a John Deere 310L Backhoe with a 68 cm (26.77 in) excavator attachment. Geotechnical units ranged from 130 cm (4.3 ft) to 366 cm (12 ft) in depth, and nine total strata were identified (Table 5).

Table 5. Strata identified during geotechnical monitoring.

Stratum Number	Description of the Stratum
Stratum I	10YR5/4 yellowish brown loam/sandy loam
Stratum II*	10YR4/4 dark yellowish brown sandy loam
Stratum III	10YR5/3 brown sand
Stratum IV	Coarse black and white (salt and pepper) sand
Stratum V	Mix of road gravel and fill
Stratum VI	10YR6/3 pale brown medium sand
Stratum VII	10YR3/3 dark brown sandy loam with some clay content
Stratum VIII	10YR4/4 dark yellowish brown sandy fill
Stratum IX	2.5Y4/4 olive brown ashy loam

*Stratum II is the same soil description as that of the sandy loam surrounding 45DO482.

Geotechnical test pit units were excavated until they reached flood sands (Stratum IV) or until a depth of more than 4 ft. Several test pits had inundation tests conducted, which involved filling the pit with a certain quantity of water and timing how long it took to drain from the bottom. A majority of the test pits did not undergo inundation tests.

The geotechnical test pits revealed highly disturbed sediments. Two of the geotechnical test pits had burn layers between 40 cm and 80 cm below surface. One burn area was the remains of a building that the volunteer fire department used to conduct building fire training in 2005, the other was an area where airport personnel would dump trash and burn it during terminal construction starting at least 30 years ago. None of the burnt materials could be dated, and were all non-diagnostic. One geotechnical test pit (in Project Component 09/Executive Hangar Site Development, STP1) had a flaked basalt cobble that was recovered in the screen (Figures 3, 4, 5, and 6).



Figure 3. Basalt flake recovered from STP1. Ventral Side.



Figure 4. Basalt flake from STP1. Dorsal side.



Figure 5. Platform preparation flaking on the proximal end.



Figure 6. Flaking exhibited near the distal edge of the basalt flake.

The cobble flake exhibited battering on the platform, likely for platform preparation, and four flake scars on the dorsal side. The flake has a hinge termination and measures 7.3 cm long, 4.4 cm wide, and 1.3 cm thick. No other precontact or historic cultural materials were identified during the geotechnical testing. A summary table of all 32 geotechnical test pits can be found in Appendix A, and an isolate form (45DO01299) for the cobble flake can be found in Appendix B.

Pedestrian Survey and Subsurface Probing

Archaeologists Justin Fitzpatrick and Shawnee Bearcub Marshand conducted pedestrian survey and subsurface shovel probing from February 3 to February 7, 2020. The archaeologists conducted pedestrian survey over the entire APE. Subsurface probes were limited to Project Component 09/Executive Hangars where the flaked basalt was identified; and Project Component 01/East Parking Overflow, which is less than 0.25 mi (0.4 km) west of the East Wenatchee Clovis Site. No other precontact or historic-era cultural materials were identified during pedestrian survey of the APE.

Project Component 09/Executive Hangars

Project Component 09 of the APE includes a small grassy section of the airport located south of Airport Way between two airplane hangars to the east and west. The component measures 0.74 acres, and is 110 m long and 29 m wide. A utility locate was conducted by Budinger and located irrigation lines running along the east and west lengths of the component and a fire hydrant at the south end of the component.

A pedestrian survey was conducted over Project Component 09 of the APE (Figure 7). Two transects, spaced 15 m apart, were walked north/south along the entire length of the component. Ground surface visibility varied between 100% in the north end of the component along the gravel road to 80% in the grassy portions of the component. The area seems to exhibit a high level of disturbance given the irrigation lines, fire hydrant, and gravel roads that are within the component.

Ten subsurface probes were excavated throughout Project Component 09 of the APE as 40 cm holes (Figure 8 and Figure 9, Table 6). The archaeologist removed sediment in arbitrary 10 cm levels, screened spoils through ¼-inch wire mesh, and recorded sediment characteristics on standardized forms with the color, composition, and degree of compaction noted. The archaeologist took representative photographs of the component, and all subsurface probes and other relevant geospatial data were recorded using a handheld GPS unit. Two strings of subsurface probes, spaced 15 m apart, were placed north/south along the length of the component. Each string had 5 probes each, and probes ranged in depth from 87-100 cm depth.

No precontact or historic-era cultural materials were observed during subsurface probing and pedestrian survey.

Table 6. Subsurface Probe Results of Project Component 09 of the APE.

SSP	UTMZ10 NAD83	Depth cm	Soil Description	Cultural Material
1A	711255E, 5253432N	100	0-48 Stratum I (10YR3/4 silty sand with rounded to subrounded gravels, very compact) 48-100 Stratum II (10YR4/3 coarse sand with rounded gravels)	Asphalt at 0-20 cm
2A	711255E, 5253412N	100	0-29 Stratum I 29-66 Stratum II 66-100 Stratum III (Coarse black and white sandy with 10% subrounded to rounded gravels)	Clear, blue, and yellow plastic fragments at 50-60 cm
3A	711257E, 5253390N	100	0-95 Stratum II, moisture increase w/depth 95 Terminated at dense tree roots	Negative
4A	711256E, 5253370N	100	0-30 Stratum I 30-52 Stratum III 52-71 Stratum II 71-100 Stratum III	Negative
5A	711256E, 5253346N	100	0-17 Stratum I 17-58 Stratum II 58-100 Stratum III	Negative
5B	711274E, 5253347N	100	0-31 Stratum I 31-79 Stratum II 79-100 Stratum III	Negative
4B	711273E, 5253360N	87	0-23 Stratum I 23-71 mix of Strata II and III	Styrofoam at 20-30 cm Irrigation pipe at 87 cm
3B	711273E, 5253389N	100	0-24 Stratum I 24-55 Stratum III 55-79 Stratum II 79-100 Stratum III	Negative
2B	711279E, 5253410N	100	0-24 Stratum I 24-63 Stratum II 63-100 Stratum III	Negative
1B	711273E, 5253431N	100	0-25 Stratum I 25-65 Stratum III 65-74 Stratum II 74-100 Stratum III	Negative



Figure 7. Project Component 09 of the APE/Executive Hangar transects and probe locations.



Figure 8. Overview of Project Component 09/Executive Hangars.



Figure 9. Subsurface probe in Project Component 09/Executive Hangars.

Project Component 01 of the APE/East Parking Overflow

Project Component 01 of the APE includes a 3.81 acre parcel of land located at the intersection of Airport Way and Pangborn Road. The component contains a working orchard of apple and cherry trees, and has a gravel driveway and parking lot, a small building, and a large garden space. Prior to the field visit, a utility locate was requested under ticket #20042524. This locate identified one subsurface utility line, a communication line running from Grant Road south along the west edge of the property along Pangborn Road. The archaeologists met with the property owner, Mary Ann Recchia, to identify irrigation lines that had been installed throughout the component for the orchard.

A pedestrian survey was conducted over the entire Project Component 01 of the APE (Figure 10). Transects ran north/south and were spaced 20 m apart, resulting in a total of seven transects over the entire component. Ground surface visibility varied between 100% in the areas where vegetation was cleared for the garden, to 50% in the areas within the orchard where more vegetation was growing. No precontact or historic-era cultural materials were identified during this pedestrian survey.

Fifty four subsurface probes were excavated throughout Project Component 01 of the APE as 40 cm holes (Figure 11 and Figure 12, Appendix C). The archaeologist removed sediment in arbitrary 10 cm levels, screened spoils through ¼-inch wire mesh, and recorded sediment characteristics on standardized forms with the color, composition, and degree of compaction noted. The archaeologist took representative photographs of Project Component 01, and all subsurface probes and other relevant geospatial data were recorded using a handheld GPS unit.

The 54 subsurface probes were placed throughout most of Project Component 01 of the APE as a 15 m grid; however, the gravel parking lot was not probed because the thick layer of gravel impeded digging efforts. Probes were evenly dispersed throughout the orchard and garden areas of the component, and varied in depth from 35 to 106 cm. Probes that did not reach a full 100 cm in depth were terminated due to compaction or large roots from the trees in the orchard. All of the subsurface probes were negative for precontact or historic-era cultural materials; however, some probes did contain plastic or glass fragments within the top 50 cm of soil. Given that the Orchard has been in operation since the 1950s, disturbance across the entire Project Component 01 of the APE is high.

No precontact or historic-era cultural materials were identified during the pedestrian survey or the subsurface probing.



Figure 10. Project Component 01 of the APE/East Parking Overflow transects and probe layout.



Figure 11 Overview of a portion of Project Component 01/East Parking Overflow.



Figure 12. Irrigation lines in Project Component 01/East Parking Overflow.

Historic Property Inventories

On February 27, 2020, Plateau Archaeologists Idah Wisenant and Samantha Fulgham visited the portion of the APE surrounding the Pangborn Memorial Airport in order to assist Plateau Architectural Historian Lauren Walton with the completion of an architectural history survey of buildings, features, and structures identified during pre-field research to be at least 45 years of age (Figure 13, Figure 14, and Figure 15). A total of 24 buildings were recorded on February 27, 2020. On March 24, 2020, Plateau Architectural Historian Lauren Walton visited the Pangborn Memorial Airport, escorted by Eric Meurlott of T-O Engineers, to record two buildings and six features within the boundaries of the airport identified by the FAA and DAHP to be at least 45 years of age and within the APE. On July 17, 2020, Plateau Archaeologist Tiffany Fulkerson visited the Pangborn Memorial Airport, escorted by Todd Flaget, Airport Maintenance Supervisor of the Pangborn Memorial Airport, to record a structure located within the APE that was identified by the Pangborn Memorial Airport to be potentially historical.

Each building, structure, and feature was recorded with photographs and field notes. When possible, photographs were taken of each face and oblique angle of the buildings and structure. Overview photographs were taken of all buildings, structures, and features, with the intention of capturing the setting thereof. Field notes included observations of materials, architectural elements, signage, associated features, and any apparent modifications thereto.

Ms. Walton used DAHP's Architectural Description Guide (OAHP 1977), several architectural guides, survey photographs and notes, historical and current maps and aerial photographs, and research data to compile physical descriptions of each building, structure, and feature.

Research and survey information was used to evaluate each building, structure, and feature for individual NRHP eligibility per the U.S. Department of the Interior, National Park Service's (NPS's) National Register Bulletin II. Where applicable, the NPS's National Register Bulletin 43 (Milbrooke 1998) was used as a guide for the documentation and evaluation of the resources located within the airport, and the National Register Bulletin 34 was used to document and evaluate any buildings or structures at the airport that historically acted as aids to navigation. When possible, the Preservation Office Guide to Historic Roads (2010) and the American Association of State Highway and Transportation Officials Practitioner's Handbook on Consulting Under Section 106 of the National Historic Preservation Act (2007) were consulted to discuss the physical makeup of the travelway and setting of each paved feature within the Pangborn Memorial Airport. Because the Pangborn Memorial Airport is composed of a group of buildings, structures, and features that are historically related, the airport as a whole was considered for listing in the NRHP as an historic district.

The NRHP evaluations and physical descriptions for each recorded resource were incorporated into intensive level Historic Property Inventory (HPI) forms (Appendix D), which were uploaded to the WISAARD, along with photographs and locational information specific to each resource. Historical and recent-era aerial photographs of the Pangborn Memorial Airport are available in Appendix E.



Figure 13. Historical elements recorded at the Pangborn Memorial Airport.



Figure 14. Parcel with residential building recorded north of Pangborn Memorial Airport.

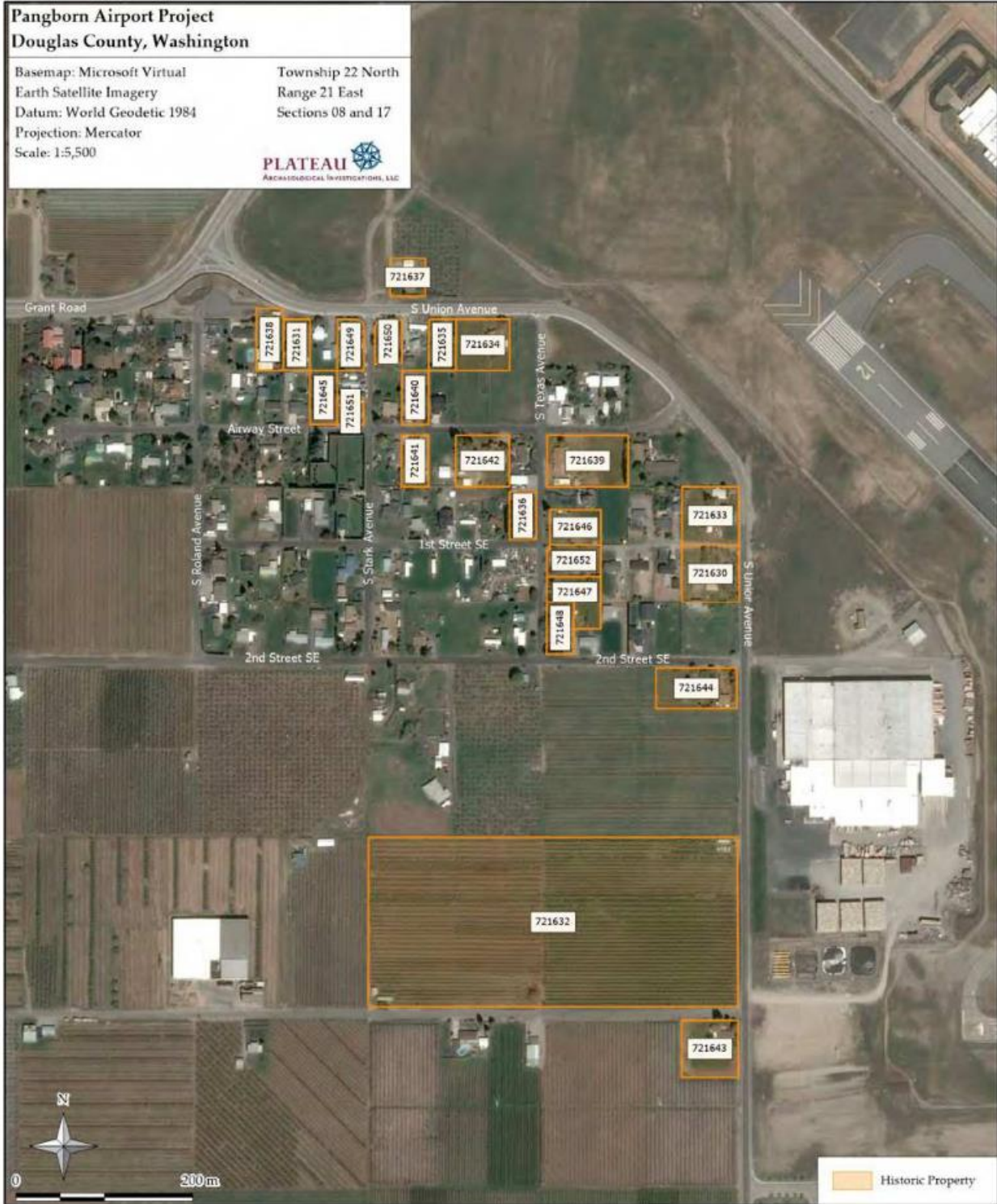


Figure 15. Parcels with residential buildings and orchards recorded west of Pangborn Memorial Airport.

Historical contexts for the Pangborn Memorial Airport and the surrounding properties within the APE were developed in order to evaluate the NRHP eligibility of each building, structure, and feature. To that end, additional information was acquired through research, interviews, and a comparative analysis of both recent-era and historic-era maps, aerial photographs, and statistics.

Initial research included a review of publicly accessible records at the Douglas County Assessor for each building, feature, and structure within the APE. Because the information available online sometimes excludes older data or contains inaccurate information, an information request was submitted to the Douglas County Assessor to obtain the original appraisal cards of each property. Unfortunately, these records were not readily available for public distribution, but phone conversations with the Douglas County Assessor's office allowed Plateau to obtain some additional appraisal card information for properties on a case-by-case basis (personal communication 2020).

The physical growth of East Wenatchee across time was investigated in order to better understand the agricultural, industrial, and suburban development of the city, and the influence (if any) of the Pangborn Memorial Airport thereto. This included research, interviews, and a perusal of Census and economic data concerning the construction of major irrigation and agricultural projects, the history of the Pangborn Memorial Airport in East Wenatchee, and the Alcoa Corporation's industrial development in the nearby City of Wenatchee (which attracted to East Wenatchee large numbers of workers seeking affordable housing). Pangborn Memorial Airport affiliates provided anecdotal information as well as documents containing historical information, which assisted with the identification and evaluation of historical resources at the airport.

In the case of potentially historical orchard crops within the APE, Plateau contacted the Douglas County Assessor, Douglas County Historical Society, Wenatchee Valley Museum and Cultural Center, East Wenatchee Chamber of Commerce, Washington Apple Commission, Greater Wenatchee Irrigation District (GWID), Chelan Douglas Regional Port Authority, and Van Well Nursery for historical information regarding the orchards and agricultural irrigation of East Wenatchee, generally, and of parcels within the APE, specifically.

For NRHP evaluations under Criterion B, the names of current and previous owners of historical buildings and features within the APE were collected from Douglas County Assessor's records and were cross-referenced with available newspaper articles and online sources to determine any association of a given property to individuals significant in history.

The following are summaries of the HPI information uploaded to the WISAARD for each recorded historic-era building, structure, and feature located within the APE. Each building and structure was recorded on its own individual HPI, and all paved features of the Pangborn Memorial Airport were recorded on one HPI, per the request of the FAA and DAHP (for a total of 28 HPIs).

For the full physical descriptions and NRHP eligibility evaluation recommendations, refer to the full-length HPIs in Appendix D.

Residence – 3780 Grant Road According to the Douglas County Assessor, the building at 3780 Grant Road (Property ID #721547) was constructed in 1966 (2020a). The building is a split-level ranch home with a rectangular plan and T 1-11 siding around the upper story and clapboard with endboards around the lower story. The standing seam metal roof is a low side gable with an oversailing eave. There is a wide, exterior, chimney with clapboard siding and endboards. Typical windows are horizontal sliding with metal casings and no sill. The main entrance is a 6-panel door with sidelights and a fanlight transom. The attached garage is incorporated into the lower level.

The building has retained the integrity of its location, setting, and association to the surrounding neighborhood. Changes were made to the rear entrance, but the integrity of design, workmanship, materials, and feeling remains intact. In its historical context, the building is not associated with specific events that have made a significant contribution to the broad patterns of history (Criterion A). It lacks associative value to any person significant in history, and is not associated with any significant aspect of an important person's life (Criterion B). While the building does not possess high artistic value and does not represent the work of a master, it does embody the distinctive characteristics of the split-level ranch type (e.g., varied exterior wall materials, oversailing eaves, wide chimney, incorporated garage, horizontality, and a main entrance whose design is typical of post-Modern interpretations of the Federal and Colonial Revival styles of the post-WWII era (Criterion C). It has not yielded, and is not likely to yield, information important in history (Criterion D). Because it appears to meet Criterion C, Plateau recommends the building is **Eligible for Listing in the NRHP**.



Figure 16. Residence at 3780 Grant Road, East Wenatchee. View to southwest.

Residence – 3290 1st Street According to the Douglas County Assessor, the building at 3290 1st Street (Property ID #721630) is a single-family residence that was constructed in 1966 (2020b). It is composed of a single-wide mobile home and a frame building that adjoins the south face of the mobile home. There is a three-stall carport on the north face, an open porch on the east face, and there appears to be an open porch on the west face as well.

The building at 3290 1st Street appears to have retained the integrity of its location, setting, and association to the surrounding neighborhood; however, the integrity of its design, workmanship, materials, and feeling has been moderately compromised as a result of modifications to its siding and rear entrance, and the addition to the side. In its historical context, the building does not represent any national or local level events, series of events or activities, or patterns of the area’s development, and is not associated with events that have made a significant contribution to the broad patterns of U.S., Washington, or Douglas County history (Criterion A). It lacks associative value to any individual person significant in history and is not associated with any significant aspect of an important person’s life (Criterion B). The building does not embody the distinctive characteristics of a type, period, or method of construction, and it does not possess high artistic value or represent the work of a master (Criterion C). As the building at 3290 1st Street has not yielded, and is not likely to yield, information important in history, Plateau recommends that the building is **Not Eligible for Inclusion in the NRHP**.



Figure 17. Residence at 3290 1st Street, East Wenatchee. View to west-northwest.

Residence – 22 South Union Avenue According to the Douglas County Assessor (2020c), the building at 22 South Union Avenue (Property ID#721631) was constructed in 1970; however, certain architectural elements (e.g., massing, roof pitch, symmetry, and fenestration) suggest a design from an earlier period (circa 1930s-early 1940s). It has a T-shaped plan, vinyl siding, high side gable roof, interior concrete block chimney, single-hung windows, one-stall carport, and a detached two-car garage. Since its construction, it has undergone alterations.

The building has retained the integrity of its location, setting, and association to the neighborhood; however, its design, workmanship, materials, and feeling have been moderately compromised due to modifications to the cladding. In its historical context, the building does not represent any national or local level events, series of events, or significant patterns of the area's development, and is not associated with events that have made a significant contribution to the broad patterns of U.S., Washington, or Douglas County history (Criterion A). It lacks associative value to any individual person significant in history or with any significant aspect of an important person's life (Criterion B). As the building was constructed in what appears to be a transitional ranch design with a high-pitched roof, relatively shallow eaves, and symmetrical massing, it does not represent a design common to 1970. The building does not embody the distinctive characteristics of a type, its period, or a particular method of construction, in a way that would raise it to a level of NRHP eligibility; and it does not possess high artistic value and does not represent the work of a master (Criterion C). It has not yielded, and is not likely to yield, information important in history (Criterion D). For these reasons, Plateau recommends that the building is **Not Eligible for Inclusion in the NRHP**.



Figure 18. Residence and detached garage at 22 South Union Avenue, East Wenatchee. View to southeast.

Residence and Orchard – 302 South Union Avenue The Douglas County Assessor (2020d) lists two addresses, 302 South Union Avenue (Property ID#721632) and 3111 4th Street Southeast, associated with Parcel 75000002501. The parcel is composed of 19.67 acres of apple orchard, with one building and garage located at the southwest corner of the parcel (at address 3111 4th Street Southeast), and one building and four travel trailers located at the northeast corner of the parcel (at address 302 South Union Avenue). The building at 3111 4th Street Southeast is a manufactured, single-wide home of a Liberty make and Liberty model, built in 1987; and has a detached garage that was built in 1987 (Douglas County Assessor 2020). Aerial photographs show that the garage was built on the parcel sometime between 1964 and 1990 (HistoricAerials.com 2020a, 2020b), which corroborates a 1987 site-build date for the garage. Aerial photographs, however, show that the Liberty manufactured home was placed on the parcel sometime between 1990 and 1998 (HistoricAerials.com 2020b, 2020c), indicating that the manufactured house, while built in 1987, was placed on the parcel at a later date (i.e. 1990-1998). Because this home is not historical, it was not recorded.

The assessor's records indicate that the building at 302 South Union Avenue is a manufactured, single-wide home of an Allen Homes make and Four Seasons model, built circa 1970-1971 (online assessor's records list 1970; appraisal card lists 1971); and has four travel trailers associated with it (Douglas County Assessor 2020). Aerial photographs reveal that the Allen Homes manufactured home and the four associated travel trailers were placed on the parcel sometime between 1990 and 1998 (HistoricAerials.com 2020b, 2020c). The Douglas County Assessor indicated during a personal communication (2020) that records currently not available online note that at least one mobile home was transferred to the parcel in 1996. As both the Liberty and Allen Homes manufactured houses are shown in aerial photographs to have been placed on the parcel sometime between 1990 and 1998 (HistoricAerials.com 2020b, 2020c), it is likely that both were placed on the parcel in 1996. Although the Allen Homes manufactured home is historical (i.e. built circa 1970-1971), it does not have an historical association to the parcel, since it was placed on the parcel circa 1996.

Because a small portion of the nearby orchard was listed in the assessor's records as having been planted in 1970 (Douglas County Assessor 2020), it was presumed to be historical and was recorded and evaluated. It was discovered during research that the orchard has been replanted at least once (possibly up to five times) since 1970; and that the type, spacing, height, width, and support structure of the trees comprising the orchard has changed greatly since 1970. Whereas each tree of the original 1970 orchard would have stood on its own, possessed a root stock that occupied 20 square feet (sq ft), reached a height requiring a ladder to harvest the fruits thereof, and possessed a scion of the Golden Delicious variety, the present-day crop of trees grows on trellises, possesses a root stock that occupies only 3 sq ft, reaches a height of 12 ft, and probably possesses a scion of a different variety of apple or may have been replaced with cherry trees (Pete Van Well, personal communication 2020). Also, the original trees of the orchard would have been planted with a low density of trees, but are presently high density (Pete Van Well, personal communication 2020). Thus, although the original orchard represented a significant pattern in local/state history, its integrity of design, workmanship, materials, feeling, location, and association was extensively compromised when it was replanted. Also, the current orchard was planted in the recent-era (i.e., it is not historical). For this reason, Plateau recommends it is **Not Eligible for Listing in the NRHP**.



Figure 19. Residence, travel trailers, and orchard at 302 South Union Avenue; East Wenatchee. View to west-northwest.



Figure 20. Residence, travel trailers, and orchard at 302 South Union Avenue; East Wenatchee. View to west-southwest.

Residence – 120 South Union Avenue According to the Douglas County Assessor (2020e), the building at 120 South Union Avenue (Property ID#721633) was constructed in 1958. It has one story, metal “clapboard” siding, a side gable roof, no chimney (unusual for a Mid-Century Modern home), single-hung windows with no surround or sill, two picture windows, and an off-center main entrance with a row of three frosted face lights. There is a one-car, attached garage with a hipped roof. Southwest of the building, there is a detached garage.

The building at 120 South Union Avenue appears to have retained the integrity of its location, setting, and association to the surrounding neighborhood; however, the integrity of its design, workmanship, materials, and feeling has been extensively compromised as a result of modifications to its massing, windows, and entrance (and possibly the removal of the original chimney). In its historical context, the building is not associated with specific events that have made a significant contribution to the broad patterns of U.S., Washington, or Douglas County history (Criterion A). It lacks associative value to any individual person significant in history, and it is not associated with any significant aspect of an important person’s life (Criterion B). The building does not embody the distinctive characteristics of a type, or its period, or a particular method of construction; and it does not possess high artistic value and does not represent the work of a master (Criterion C). The building at 120 South Union Avenue has not yielded, and is not likely to yield, information important in history (Criterion D). For these reasons, the building is **Not Eligible for Inclusion in the NRHP**.



Figure 21. Residence at 120 South Union Avenue, East Wenatchee. View to the southwest.

Residence – 58 South Union Avenue According to the Douglas County Assessor (2020f), the building at 58 South Union Avenue (Property ID#721634) was constructed in 1946. This building is a one-story WWII-era cottage with an L-shaped plan, shake shingle siding with scalloped vertical planks in the verges, cross-gable roof, exterior brick chimney, single-hung windows with no sill, a picture window, a centered flush wood door, and a detached, two-stall garage.

The building appears to have retained the integrity of its location, setting, association to the surrounding neighborhood, design, workmanship, materials, and feeling. In its historical context, it represents the terminal stage of the national trend of WWII-era cottage construction; however, the building is not associated with specific events that have made a significant contribution to the broad patterns of U.S., Washington, or Douglas County history (Criterion A). It lacks associative value to any individual person significant in history, and is not associated with any significant aspect of an important person's life (Criterion B). Although common to its era, the building does not embody the distinctive characteristics of a type, period, or method of construction; and it does not possess high artistic value and does not represent the work of a master (Criterion C). It has not yielded, and is not likely to yield, information important in history (Criterion D). For these reasons, Plateau recommends that the building is **Not Eligible for Inclusion in the NRHP**.



Figure 22. Residence at 58 South Union Avenue, East Wenatchee. View to the south.

Residence – 50 South Union Avenue According to the Douglas County Assessor (2020g), the building at 50 South Union Avenue (Property ID#721635) was constructed in 1954; however, the building’s massing and fenestration are elements that were popular during the 1940s. It appears to be a WWII-era cottage design that was remodeled, with an addition to the rear.

The building appears to have retained the integrity of its location, setting, association to the surrounding neighborhood; however, the integrity of its design, workmanship, materials, and feeling have been moderately compromised due to the replacement of the main entrance door, cladding, and roofing, as well as the addition to the rear. It was built during the initial wave of population growth in East Wenatchee following the construction of the Alcoa Wenatchee Works smelter south of Wenatchee. In its historical context, its construction corresponds, on a local level, with this initial burgeoning of population growth in the city; however, the building is not associated with specific events that have made a significant contribution to the broad patterns of U.S., Washington, or Douglas County history (Criterion A). It lacks associative value to any individual person significant in history, and is not associated with any significant aspect of an important person’s life (Criterion B). It represents a late manifestation of the WWII-era cottage design, but does not embody the distinctive characteristics of the type, or its period, or a particular method of construction in a manner that would raise it to a level of NRHP eligibility; and does not possess high artistic value and does not represent the work of a master (Criterion C). It has not yielded, and is not likely to yield, information important in history (Criterion D). For these reasons, the building is **Not Eligible for Inclusion in the NRHP**.



Figure 23. Residence at 50 South Union Avenue, East Wenatchee. View to south-southwest.

Residence – 110 South Texas Avenue According to the Douglas County Assessor, the building at 110 South Texas Avenue (Property ID#721636) was constructed in 1962 (2020h). The building, which is a raised ranch design, has a rectangular plan; one story with a slightly projecting, oversailing, raised split level; composite clapboard siding with brick veneer wainscoting; low gable front roof with oversailing eaves; exterior brick chimney; sliding windows; off-center main entrance; and a garage connected to the house by a breezeway.

The building appears to have retained the integrity of its location, setting, association to the surrounding neighborhood, and feeling; however, the integrity of its design, workmanship, and materials have been moderately compromised due to the replacement of the cladding and roofing. In its historical context, its construction correlates, on a local level, with the expansion of the Alcoa Wenatchee Works facilities (Wenatchee World Staff 2007), and the resulting population growth of East Wenatchee; however, the building is not associated with specific events that have made a significant contribution to the broad patterns of U.S., Washington, or Douglas County history (Criterion A). It lacks associative value to any individual person significant in history; and is not associated with any significant aspect of an important person's life (Criterion B). Having undergone changes that have compromised its integrity, it does not embody the distinctive characteristics of the split-level ranch type, or its period, or a particular method of construction; and it does not possess high artistic value and does not represent the work of a master (Criterion C). It has not yielded, and is not likely to yield, information important in history (Criterion D). For these reasons, the building is **Not Eligible for Inclusion in the NRHP**.



Figure 24. Residence at 110 South Texas Avenue, East Wenatchee. View to south-southwest.

Residence – 39 South Union Avenue According to the Douglas County Assessor, the building at 39 South Union Avenue (Property ID#721637) was constructed in 1964 (2020i). It has a ranch design, including a sprawling rectangular plan, one story, a basement, T 1-11 siding, a low side gable roof with projecting eaves and an oversailing widows peak, and a carport.

The building appears to have retained the integrity of its location, setting, and association to the surrounding neighborhood; however, the integrity of its design, workmanship, materials, and feeling have been extensively compromised due to the replacement of the cladding, roof, and windows with incompatible materials. In its historical context, its construction correlates, on a local level, with the expansion of the Alcoa Wenatchee Works facilities (Wenatchee World Staff 2007), and the resulting population growth of East Wenatchee; however, the building is not associated with specific events that have made a significant contribution to the broad patterns of U.S., Washington, or Douglas County history (Criterion A). It lacks associative value to any individual person significant in history, and is not associated with any significant aspect of an important person’s life (Criterion B). Having undergone changes that have compromised its integrity, it does not embody the distinctive characteristics of the ranch type, or its period, or a particular method of construction; and it does not possess high artistic value and does not represent the work of a master (Criterion C). It has not yielded, and is not likely to yield, information important in history (Criterion D). For these reasons, the building is **Not Eligible for Inclusion in the NRHP**.



Figure 25. Residence at 39 South Union Avenue, East Wenatchee. View to the east-southeast.

Residence – 6 South Roland Court Because initial research suggested that the building might have been built during the historic era, Plateau surveyed and evaluated the building at 6 South Roland Court (Property ID#721638). According to the Douglas County Assessor (2020j), however, it was constructed in 1999 (i.e., during the recent era). The building is a manufactured, double-wide manufactured home by Marlette. It has one story, a rectangular plan, and a concrete block foundation. According to the Douglas County Assessor (2020j), the cladding consists of “vinyl lap;” however, during the 2020 survey, the building was observed to have T 1-11 siding with endboards and both horizontal and vertical battens in places. The roof is a low side gable, typical windows are single hung with vinyl casings, nonfunctional shutters, plain wood lintel head surround, and wood lower surround with no sill. The main entrance is a five-panel composite door, and there is a detached, two-car garage and a detached, one-car garage.

As the building is not historical and does not meet Criteria Consideration G as an exceptionally important building achieving significance within the past 50 years, it is **Not Eligible for Listing in the NRHP**.



Figure 26. Residence at 6 South Roland Court, East Wenatchee. View to the southeast.

Residence – 89 South Texas Avenue According to the Douglas County Assessor (2020k), the building at 89 South Texas Avenue (Property ID#721639) is a single-family residence that was constructed in 1955. The building, which originally had a ranch design, has a rectangular plan, one story, T 1-11 siding, side gable roof, sliding windows with metal casings, composite door as the main entrance, and an attached garage. South of the house, there are three outbuildings.

The building retains the integrity of location, setting, and association to the neighborhood; however, its design, workmanship, materials, and feeling have been extensively compromised due to the replacement of its cladding, roofing material, and windows. In its historical context, its construction correlates, on a local level, with the construction of the Alcoa Wenatchee Works facilities in Wenatchee (Wenatchee World Staff 2007), and the resulting population growth of East Wenatchee; however, the building is not associated with specific events that have made a significant contribution to the broad patterns of U.S., Washington, or Douglas County history (Criterion A). It lacks associative value to any individual person significant in history, and is not associated with any significant aspect of an important person's life (Criterion B). It is a modified version of a design common to its era (ranch home), but, having undergone changes that have compromised its integrity, it does not embody the distinctive characteristics of the type, or its period, or a particular method of construction; and it does not possess high artistic value and does not represent the work of a master (Criterion C). It has not yielded, and is not likely to yield, information important in history (Criterion D). For these reasons, the building is **Not Eligible for Inclusion in the NRHP**.



Figure 27. Residence at 89 South Texas Avenue, East Wenatchee. View to the east.

Residence – 3111 Airway Street Southeast According to the Douglas County Assessor, the building at 3111 Airway Street Southeast (Property ID#721640) was constructed in 1959 (2020I). It has a ranch design, including a rectangular plan, one story, T 1-11 siding with composite or wood clapboard in the verges and brick veneer wainscoting, a low side gable roof, horizontal sliding windows with metal casings, and a detached garage connected by a breezeway.

The building at 3111 Airway Street Southeast appears to have retained the integrity of its location, setting, and association to the surrounding neighborhood; however, the integrity of its design, workmanship, materials, and feeling have been extensively compromised due to the replacement of its cladding, roofing material, windows, and main door. In its historical context, its construction correlates, on a local level, with the construction of the Alcoa Wenatchee Works facilities in the nearby city of Wenatchee, and the resulting population growth of East Wenatchee (Wenatchee World Staff 2007); however, the building is not associated with specific events that have made a significant contribution to the broad patterns of U.S., Washington, or Douglas County history (Criterion A). It lacks associative value to any individual person significant in history; and is not associated with any significant aspect of an important person's life (Criterion B). Having undergone changes that have compromised its integrity, it does not embody the distinctive characteristics of a type, period, or method of construction (Criterion C). It has not yielded, and is not likely to yield, information important in history (Criterion D). For these reasons, the building is **Not Eligible for Inclusion in the NRHP**.



Figure 28. Residence at 3111 Airway Street SE, East Wenatchee. View to the north.

Residence – 3110 Airway Street Southeast According to the Douglas County Assessor, the building at 3110 Airway Street (Property ID#721641) was constructed in 1953 (2020m). The original portion was a ranch design with a very low side gable roof, and stucco cladding with rubble course basalt wainscoting. A half-story addition was made to the top, and a half-pile addition was made to both the south face and the center of the north face. The cladding of the top addition is T 1-11, and that of the garage, rear, and front additions is composite clapboard.

The building at 3110 Airway Street Southeast appears to have retained the integrity of its location, setting, and association to the neighborhood; however, its design, workmanship, materials, and feeling have been extensively compromised due to the alteration to its massing and roof pitch, the addition of a garage, and the replacement of its cladding, windows, and door. In its historical context, its construction correlates, on a local level, with the initial construction of the Alcoa Wenatchee Works facilities in the nearby city of Wenatchee (Wenatchee World Staff 2007), and the resulting population growth of East Wenatchee; however, the building is not associated with specific events that have made a significant contribution to the broad patterns of U.S., Washington, or Douglas County history (Criterion A). It lacks associative value to any individual person significant in history; and is not associated with any significant aspect of an important person's life (Criterion B). It has been extensively altered and does not embody the characteristics of the ranch type, or of its early 1950s period, or of a particular method of construction; and, it does not possess high artistic value and does not represent the work of a master (Criterion C). It has not yielded, and is not likely to yield, information important in history (Criterion D). For these reasons, the building is **Not Eligible for Inclusion in the NRHP**.



Figure 29. Residence at 3110 Airway St SE, East Wenatchee. View to the southwest.

Residence – 3116 Airway Street According to the Douglas County Assessor, the building at 3116 Airway Street (Property ID#721642) was constructed in 1960 (2020n). The building has a rectangular plan with a northeast corner wing, one story, T 1-11 cladding (originally with brick veneer wainscoting), a low hip roof, sliding and shoulder windows with metal casings, a main entrance centered on the north face of a cutaway porch, and a detached garage. The roof was reconstructed at some point.

The building appears to have retained the integrity of its location, setting, and association to the surrounding neighborhood; however, its design, workmanship, materials, and feeling have been moderately compromised due to the alteration to its roof, and the replacement of its cladding and main door. In its historical context, its construction correlates, on a local level, with the expansion of the Alcoa Wenatchee Works facilities in the nearby city of Wenatchee, and the resulting population growth of East Wenatchee (Wenatchee World Staff 2007); however, it is not associated with specific events that have made a significant contribution to the broad patterns of U.S., Washington, or Douglas County history (Criterion A). The building at 3116 Airway Street Southeast lacks associative value to any individual person significant in history; and is not associated with any significant aspect of an important person's life (Criterion B). The building, although common to its era, has undergone changes that have compromised its integrity and it does not embody the distinctive characteristics of a type, period, or method of construction; and it does not possess high artistic value and does not represent the work of a master (Criterion C). It has not yielded, and is not likely to yield, information important in history (Criterion D). For these reasons, the building is **Not Eligible for Inclusion in the NRHP**.



Figure 30. Residence at 3116 Airway Street SE, East Wenatchee. View to the southeast.

Residence – 3250 4th Street Southeast According to the Douglas County Assessor (2020o), the building at 3250 4th Street Southeast (Property ID#721643) is a single-family residence with a ranch design, constructed in 1966. It has a rectangular plan, attached garage at the northwest corner (creating an L-shaped plan), full basement (the east face of which is fully exposed), T 1-11 siding with wide clapboard wainscoting (except for the east face of the basement, which is entirely T 1-11 siding), low hip roof, interior split Roman brick chimney, and sliding metal windows.

The building has retained the integrity of its location, setting, association to the surrounding agricultural development, design, workmanship, materials, and feeling. In its historical context, its construction correlates, on a local level, with the expansion of the Alcoa Wenatchee Works facilities in the nearby city of Wenatchee, and the resulting population growth of East Wenatchee (Wenatchee World Staff 2007); however, it is not associated with specific events that have made a significant contribution to the broad patterns of U.S., Washington, or Douglas County history (Criterion A). It lacks associative value to any individual person significant in history, and is not associated with any significant aspect of an important person's life (Criterion B). Although possessing some characteristics of the ranch form, it does not embody the distinctive characteristics of the type, or its period, or a particular method of construction in a manner; and it does not possess high artistic value and does not represent the work of a master (Criterion C). As the building at 3250 4th Street Southeast has not yielded, and is not likely to yield, information important in history (Criterion D). For these reasons, the building is **Not Eligible for Inclusion in the NRHP**.



Figure 31. Residence at 3250 4th Street SE, East Wenatchee. View to the south.

Residence – 3250 2nd Street Southeast According to the Douglas County Assessor (2020p), the building at 3250 2nd Street Southeast (Property ID#721644) was constructed in 1964. The building has a rectangular plan, one story, and a basement (the south and east faces of which are exposed), T 1-11 siding, low side gable roof, brick chimney, sliding vinyl windows, single leaf door with a face light, and a detached three-car garage.

The building has retained the integrity of its location, setting, association to the surrounding agricultural development; however, it lacks integrity of design, workmanship, materials, and feeling due to alterations. In its historical context, the building's construction correlates, on a local level, with the expansion of the Alcoa Wenatchee Works facilities in the nearby city of Wenatchee, and the resulting population growth of East Wenatchee (Wenatchee World Staff 2007); however, the building is not associated with specific events that have made a significant contribution to the broad patterns of U.S., Washington, or Douglas County history (Criterion A). It lacks associative value to any individual person significant in history. Also, it is not associated with any significant aspect of an important person's life (Criterion B). Having undergone alterations that have compromised its integrity, it does not embody the distinctive characteristics of a type, or of its period, or of a particular method of construction; and does not possess high artistic value and does not represent the work of a master (Criterion C). As the building at 3250 2nd Street Southeast has not yielded, and is not likely to yield, information important in history (Criterion D). For these reasons, the building is **Not Eligible for Inclusion in the NRHP**.



Figure 32. Residence at 3250 2nd Street, East Wenatchee (courtesy Google Maps 2020). View to northeast.

Residence—3021 Airway Street According to the Douglas County Assessor (2020q), the building at 3021 Airway Street (Property ID#721645) was constructed in 1942. Assessor photographs (2020q) reveal the house was originally a Minimal Traditional design, but remodeled after 2009. The building has a square plan, one story, wide board-and-batten cladding with composite clapboard in the verges, and fixed vinyl windows with horizontal sliding or single-hung sidelights.

The building has integrity of location, setting, and association to the surrounding neighborhood; however, its design, workmanship, materials, and feeling have been extensively compromised due to the replacement of the doors, windows, and cladding with incompatible materials, as well as the restructuring of the roof and porches. In its historical context, the building correlates with the “Small House Movement,” or FHA minimum housing national trend, of the U.S. between 1919 and 1945 (Ames and McClelland 2002:59-62); however, it is not associated with specific events that have made a significant contribution to the broad patterns of U.S., Washington, or Douglas County history (Criterion A). It lacks associative value to any individual person significant in history, and is not associated with any significant aspect of an important person’s life (Criterion B). Having undergone alterations that compromised its integrity, it does not embody the distinctive characteristics of a type, period, or method of construction; and it does not possess high artistic value and does not represent the work of a master (Criterion C). As the building at 3021 Airway Street Southeast has not yielded, and is not likely to yield, information important in history (Criterion D). For these reasons, the building is **Not Eligible for Inclusion in the NRHP**.



Figure 33. Residence at 3021 Airway Street SE, East Wenatchee. View to the northwest.

Residence – 111 South Texas Avenue According to the Douglas County Assessor, the building at 111 South Texas Avenue (Property ID#721646) was constructed in 1952 (2020r). It has been remodeled. The building has a square plan, one story, shiplap siding with wide clapboard in the verges (and T 1-11 cladding on the additions), a medium side gable roof, sliding vinyl windows, and attached garage and carport. A bay door beside the south addition entrance has been sealed.

The building has retained the integrity of its location, setting, and association to the surrounding neighborhood; however, its design, workmanship, materials, and feeling have been extensively compromised due to the replacement of the doors, windows, and cladding with incompatible materials, as well as the restructuring of the roof and porches. In its historical context, its construction correlates, on a local level, with the initial construction of the Alcoa Wenatchee Works facilities in the nearby city of Wenatchee, and the resulting population growth of East Wenatchee (Wenatchee World Staff 2007); and, on a national level, with a late manifestation of the “Small House Movement,” (popular in the U.S. between 1919 and 1945) (Ames and McClelland 2002:59-62). It is not associated with specific events that have made a significant contribution to the broad patterns of U.S., Washington, or Douglas County history (Criterion A). It lacks associative value to any individual person significant in history; and is not associated with any significant aspect of an important person’s life (Criterion B). The original design, uncommon for its period, has undergone extensive changes and does not embody the distinctive characteristics of a type, period, or method of construction; and it does not possess high artistic value and does not represent the work of a master (Criterion C). It has not yielded, and is not likely to yield, information important in history (Criterion D). For these reasons, the building is **Not Eligible for Inclusion in the NRHP**.



Figure 34. Residence at 111 South Texas Avenue. View to the northwest.

Residence – 141 South Texas Avenue According to the Douglas County Assessor (2020s), the building at 141 South Texas Avenue (Property ID#721647) was constructed in 1971. It has an irregular plan, one story, T 1-11 siding, a very low gable front roof with monitor roof, sliding vinyl windows, flush wood door in a cutaway porch, attached garage, and a carport addition. It was remodeled.

The building has retained the integrity of its location, setting, and association to the surrounding neighborhood; however, the integrity of its design, workmanship, materials, and feeling have been extensively compromised due to the alteration to its windows, doors, and the addition of a carport. In its historical context, the original portion of the building represents the national trend of ranch house construction in the U.S., post-WWII; however, the building is not associated with specific events that have made a significant contribution to the broad patterns of U.S., Washington, or Douglas County history (Criterion A). It lacks associative value to any individual person significant in history; and it is not associated with any significant aspect of an important person's life (Criterion B). It has been extensively altered, and no longer displays characteristics of the ranch type, or the post-WWII period, or a particular method of construction; and it does not possess high artistic value and does not represent the work of a master (Criterion C). It has not yielded, and is not likely to yield, information important in history (Criterion D). For these reasons, the building is **Not Eligible for Inclusion in the NRHP**.



Figure 35. Residence at 141 South Texas Avenue. View to the southeast.

Residence – 191 South Texas Avenue According to the Douglas County Assessor (2020t), the building at 191 South Texas Avenue (Property ID#721648) was constructed in 1961. Several features indicate it was originally a Minimal Traditional home. It was remodeled between 2005 and 2009. The building has a rectangular plan, one story, and a two-story side addition to the south, and a single-pile addition to the north; cedar clapboard siding, a low side gable roof, a variety of vinyl windows, and a detached, one-car garage with a flared whaleback roof and corrugated metal siding.

The building has retained the integrity of its location, setting, and association to the neighborhood; however, its design, workmanship, materials, and feeling have been extensively compromised due to alterations. In its historical context, its construction correlates, on a local level, with the expansion of the Alcoa Wenatchee Works facilities, and the resulting population growth of East Wenatchee (Wenatchee World Staff 2007); and, on a national level, with a late manifestation of the “Small House Movement” popular in the U.S. between 1919 and 1945 (Ames and McClelland 2002:59-62). However, it is not associated with specific events that have made a significant contribution to the broad patterns of U.S., Washington, or Douglas County history (Criterion A). It lacks associative value to any individual person significant in history; and is not associated with any significant aspect of an important person’s life (Criterion B). It does not embody the distinctive characteristics of the type, or its period, or any particular method of construction; it has undergone extensive alterations, which have changed the character of the house; and it does not possess high artistic value and does not represent the work of a master (Criterion C). As the building has not yielded, and is not likely to yield, information important in history (Criterion D). For these reasons, the building is **Not Eligible for Inclusion in the NRHP**.



Figure 36. Residence at 191 South Texas Avenue, East Wenatchee. View to the east.

Residence – 6 South Stark Avenue According to the Douglas County Assessor (2020u), the building at 6 South Stark Avenue (Property ID#721649) is a single-family residence constructed in 1948. It appears the original design was Minimal Traditional, but it has undergone several alterations. The building has an irregular plan (originally, L-shaped, but subsequently altered), one story, an addition to the west face of the main massing, an addition to the south face of the main massing, and an attached two-car garage addition to the south face of the aforementioned south addition. It has T 1-11 siding with clapboard in the verges, varying rooflines (medium cross-gable, medium tiered side gable, low side gable, low shed form), and vinyl and metal windows.

The building has retained the integrity of its location, setting, and association to the neighborhood; however, its design, workmanship, materials, and feeling have been extensively compromised due to alterations and additions. In its historical context, the building is not associated with specific events that have made a significant contribution to the broad patterns of U.S., Washington, or Douglas County history (Criterion A). It lacks associative value to any individual person significant in history or to any significant aspect of an important person's life (Criterion B). The house but does not embody the distinctive characteristics of a type, period, or any particular method of construction; it has undergone extensive alterations, which have changed the character of the house greatly; and it does not possess high artistic value and does not represent the work of a master (Criterion C). It has not yielded, and is not likely to yield, information important in history (Criterion D). For these reasons, the building is **Not Eligible for Inclusion in the NRHP**.



Figure 37. Residence at 6 South Stark Avenue, East Wenatchee. View to the southwest.

Residence – 5 South Stark Avenue According to the Douglas County Assessor (2020v), the building at 5 South Stark Avenue (Property ID#721650) was constructed in 1957. It originally had a ranch design with a rectangular plan. It has one story, T 1-11 siding with battens, a low side gable roof, interior brick chimney, varied window sizes and shapes, a two-panel wood door with an oval light, and a south addition (creating an L-shaped plan).

The building has retained the integrity of its location, setting, and association to the neighborhood; however, its design, workmanship, materials, and feeling have been extensively compromised due to the alteration to its windows, doors, and cladding, as well as an addition to the south face. In its historical context, the construction of the building correlates, on a local level, with a period of residential development that resulted from the expansion of the Alcoa Wenatchee Works facilities in the nearby city of Wenatchee (Wenatchee World Staff 2007); and, on a national level, with the post-WWII trend of ranch house construction in the U.S. However, the building is not associated with specific events that have made a significant contribution to the broad patterns of U.S., Washington, or Douglas County history (Criterion A). It lacks associative value to any individual person significant in history or with any significant aspect of an important person's life (Criterion B). It has been extensively altered, and no longer possesses some of the key characteristics of the ranch type, and does not represent the late 1950s period or any particular method of construction; and it does not possess high artistic value and does not represent the work of a master (Criterion C). It has not yielded, and is not likely to yield, information important in history (Criterion D). For these reasons, the building is **Not Eligible for Inclusion in the NRHP**.



Figure 38. Residence at 5 South Stark Avenue, East Wenatchee. View to the southeast.

Residence – 20 South Stark Avenue According to the Douglas County Assessor (2020w), the single-family residence at 20 South Stark Avenue (Property ID#721651) was constructed in 1970. The massing is atypical of architectural trends of 1970. It appears the building underwent several renovations, including additions to the massing, and changes to the roof, cladding, doors, and windows. It has an irregular plan, one to two stories, wide masonite clapboard with random course basalt wainscoting, a varied roofline, no chimney, square or horizontally rectangular vinyl windows of varying size, and five doors (none of which are overtly the “main entrance”).

The building has retained the integrity of its location, setting, and association to the surrounding neighborhood; however, the integrity of its design, workmanship, materials, and feeling has been extensively compromised as a result of several renovations, including additions to the massing, and changes to the roof, cladding, doors, and windows. The building does not represent an event, a series of events or activities, or patterns of the area’s development, and is not associated with events that have made a significant contribution to the broad patterns of U.S., Washington, or Douglas County history (Criterion A). It lacks associative value to any individual person significant in history or with any significant aspect of an important person’s life (Criterion B). It does not embody the distinctive characteristics of a type, period, or method of construction, and it does not possess high artistic value or represent the work of a master (Criterion C). It has not yielded, and is not likely to yield, information important in history (Criterion D). For these reasons, the building is **Not Eligible for Inclusion in the NRHP**.



Figure 39. Residence at 20 South Stark Avenue, East Wenatchee. View to the southwest.

Residence – 139 South Texas Avenue According to the Douglas County Assessor (2020x), the building at 139 South Texas Avenue (Property ID#721652) was constructed in 1965. It has a split-level ranch design with a two-story gable front, and a one-story wing with attached garage. The upper level of the two-story massing slightly oversails its lower level. The siding is clapboard, with a panel of T 1-11 centered on the west face of the upper level of the two-story massing, and split Roman brick veneer around the lower level of the two-story massing. There are two wide, split Roman brick chimneys, sliding vinyl and metal windows, and the main entrance is under a cutaway porch.

The building has retained the integrity of its location, setting, association to the neighborhood, feeling, and much of its design, workmanship, and materials; however, its materials have been moderately compromised. In its historical context, the building represents, on a local level, the expansion of the Alcoa Wenatchee Works facilities, and the resulting population growth of East Wenatchee (Wenatchee World Staff 2007); and, on a national level, the building represents the post-WWII trend of split-level ranch house construction in the U.S. However, it is not associated with specific events that have made a significant contribution to the broad patterns of U.S., Washington, or Douglas County history (Criterion A). It lacks associative value to any individual person significant in history, or with any significant aspect of an important person's life (Criterion B). While it possesses a design common to its era, it does not embody the characteristics of a type or period, or any particular method of construction (due to alterations that have compromised its integrity); and it does not possess high artistic value and does not represent the work of a master (Criterion C). It has not yielded, and is not likely to yield, information important in history (Criterion D). For these reasons, the building is **Not Eligible for Inclusion in the NRHP**.



Figure 40. Residence at 139 South Texas Avenue, East Wenatchee. View to the southeast.

Residence - 305 North Stark Avenue According to the Douglas County Assessor (2020), the barn and single-family residence at 305 North Stark Street (Property ID #723033) were built in 1968 on Parcel 22210840006. The parcel is composed of 3.78 acres of apple orchards and 1.0 acres dedicated to the homesite. Two additional buildings, a machine shed measuring 3,780 sq ft, and a utility building measuring 1,612 sq ft are also located on the homesite but were built in 1992 and 1993 respectively. Aerial photographs available on Google Earth show the 3.78 acres of apple orchards were planted some time between 1990 and 1997; therefore, the orchard on this property is not historic and will not be included in the historic property inventory.

According to the assessor's records, the Loft Barn was constructed in 1968 and is 2,112.0 sq ft (Douglas County Assessor 2020y). According to the County Assessor plans, the barn has a rectangular footprint measuring 44 x 48 ft (Douglas County Assessor 2020y). From the historic satellite photos and the assessors website, it appears that no modifications or additions have been made to the footprint of the barn. The barn has a gambrel roof which terminates in a low-pitched shed extension to the north that appears to be enclosed (Figure 41). The barn features wood siding clapboard that is painted a classic barn red, wooden sliding barn doors with white trim around the door and door frame, and white wood-trimmed windows set into the sliding barn doors. The second story loft space has two small windows that appear to be newer vinyl windows, and a hayloft door that is wooden with trim painted white. The barn door on the south side was open and showed that the interior had been heavily modified and is now in use as a shop for mechanical repairs.

The single-family residence located at 305 N Stark Avenue was constructed in 1968, soon after the establishment of the Greater Wenatchee Irrigation District (Douglas County Assessor 2020y). The home has a low-pitch gable roof with a composition asphalt shingle material. The house has a rectangular shape with an attached garage with a low-pitch gabled roof of the same composition asphalt shingles and a covered patio on the east side of the house (Figure 42). The gable on the attached garage has a decorated bargeboard facing the street, while the rest of the house has exposed eaves along the front of the house. The house has a veranda or gallery porch with simple posts that have added decorations facing the street. The house has a centrally located chimney on the rear slope of the house, metal or vinyl windows, and a wooden door located on the center main of the house. The front of the house has one large picture window, three square double-hung sash windows, and a large bay window with a central 4x4 paned portion, and two 2x4 paned side windows. The north side of the house has a sliding box window and a horizontal sliding window with decorative white shutters, both windows appear to be vinyl and newer. The north side of the house is where the garage door is located, which appears to be a newer wood or vinyl door with square windows across the top. It is evident from this side of the house that the vertical wood paneling changes to horizontal wood paneling as the pitch of the roof begins on the gabled sides (North and South).

The buildings at 305 North Stark Avenue appear to have retained the integrity of their location, setting, and association to the surrounding neighborhood and orchards; however, the integrity of the building designs, workmanship, materials, and feeling have been compromised as a result of modifications to the windows, doors, and entrance. In its historical context, the barn and the single-family residence does not represent any national or local level historical events, series of events, or significant patterns of the area's development, and is not associated with events that have made a significant contribution to the broad patterns of U.S., Washington, or Douglas County history (Criterion A). It lacks associative value to any individual person significant in history or with any significant aspect of an important person's life (Criterion B). As the building was constructed in what appears to be a transitional ranch design with a low pitched roof, shallow eaves, and symmetrical massing, it does not represent a design common to 1968. The building does not embody the distinctive characteristics of a type, a period, or a particular method of construction, in a way that would raise it to a level of NRHP eligibility, and it does not possess high artistic value and does not represent the work of a master (Criterion C). It has not yielded and is unlikely to yield, information important in history (Criterion D). For these reasons, Plateau recommends that the loft barn and single-family residence is **Not Eligible for Inclusion in the NRHP**.



Figure 41. Barn at 305 North Stark Avenue, East Wenatchee. View to the East.



Figure 42. Residence at 305 North Stark Avenue, East Wenatchee. View to the southeast.

Pangborn Memorial Airport – Beacon Tower The structure (Property ID#721566), built sometime between 1942 and 1948, is a lighted navigation aid, or beacon tower. It is a 51 ft tall, four-sided, self supporting tower composed of four vertical, bent plate, galvanized steel support beams that taper toward the top and form a square plan at the base. Each leg is set in a subterranean, poured concrete foundation. Near the center of the platform at the top of the tower, there is a four-sided beacon mounted with a white rotating light and a stationary green course light.

As its current design resembles a description of the early standard design of airway beacon towers (Majors 2009), it is inferred that the structure has retained the integrity of its original design, workmanship, materials, feeling, and association to the Pangborn Memorial Airport as a lighted navigation aid for night time air travel. It appears to have retained the integrity of its location and airport setting (despite the construction of several buildings nearby during the recent era). In the historical context of aids to navigation, the structure represents the broad pattern of national history in which the use of high-intensity beacon towers along U.S. airway routes was at its zenith. (Criterion A). It is not associated with the significant aspects of any significant person's life (Criterion B). A description of the standard beacons from the initial development of beacon towers (i.e., 1922-1926) is nearly identical to that of the Pangborn Memorial Airport Beacon Tower; thus, the structure embodies the distinctive characteristics of a specific type and method of construction (Criterion C). It has not yielded, and is not likely to yield, information important in history (Criterion D). Plateau recommends that the Beacon Tower of the Pangborn Memorial Airport is **Eligible for Inclusion in the NRHP under Criteria A and C.**



Figure 43. Pangborn Memorial Airport – Beacon Tower. View to west.

Pangborn Memorial Airport – General Aviation Terminal The building (Property ID#721677), constructed in 1956 and remodeled in 1967, is a vaulted hangar with a single-story room centered on the east face, and a one-story office across the southeast face (added circa 1966-1968). It has concrete block walls with standing seam metal “verges,” and the office has T 1-11 siding. Typical windows of the hangar are pivot with steel casings and rowlock course headers, while those of the office are single or triple, sliding or fixed, with metal casings and no sill. The main entrance to the hangar is a sliding metal bay door, while that of office is a double-leaf glass door.

As the remodel and addition occurred historically, and no major changes have been made since, the building appears to have retained the integrity of its design, workmanship, materials, feeling, location, and association to the airport as a hangar that supports general aviation activities. The integrity of the setting remains intact. The building is not associated with specific events that have made a significant contribution to the broad patterns of history (Criterion A). The building does not possess direct associative value to any significant person or a significant aspect of an significant person’s life (Criterion B). The building represents a type of passenger terminal [on land] for commercial and general aviation. Specifically, it embodies the distinctive characteristics of a type: hangar. As the building possesses concrete block walls, a vaulted barrel roof, and an addition with T 1-11 siding and battens, the building also represents the distinctive characteristics of a period (1956 and 1966-1968) (Criterion C). It has not yielded, and is not likely to yield, information important in history (Criterion D). Plateau recommends that the General Aviation Terminal of the Pangborn Memorial Airport is **Eligible for Inclusion in the NRHP under Criterion C**.



Figure 44. Pangborn Memorial Airport – General Aviation Terminal. View to north.

Pangborn Memorial Airport – Very High Frequency Omnidirectional Range Facility The building (Property ID#721709) built sometime between 1960 and 1962, has a rectangular plan; standing seam metal walls; no windows; two flush, metal doors; and a flat metal roof with a circular plan and projecting eaves, the west half of which oversails the main entrance. Rising 10 ft from the center of the roof is a cone-shaped receiving unit with sheet metal cladding.

The building has retained the integrity of its location, setting, design, workmanship, materials, feeling, and association to the Pangborn Memorial Airport. It represents the historical pattern of establishing air navigation assistance on the ground at U.S. airport facilities in the first decade following the invention of the VOR (Criterion A). Apart from the name of the airport at which the building is located, the building does not possess direct associative value to any significant person or any significant aspect of an historically significant person's life (Criterion B). The building embodies the distinctive characteristics of a type of short-range radio navigation system that allows aircraft to determine relative position and course by means of radio signals transmitted through a network of fixed ground radio beacons, specifically during the 1960s period (Criterion C). It has not yielded, and is not likely to yield, information important in history (Criterion D). Plateau recommends that the Very High Frequency Omnidirectional Range Facility of the Pangborn Memorial Airport is **Eligible for Inclusion in the NRHP under Criteria A and C.**



Figure 45. Very High Frequency Omnidirectional Range Facility at Pangborn Memorial Airport. View to southeast.

Pangborn Memorial Airport – Runway 7/25 Runway 7/25 (Property #721683), constructed sometime between 1942 and 1959. Originally unpaved, a portion of was graded and paved circa 1947, and its construction was completed in 1959 (Rushing 2010:2). It is a flat, linear, asphalt-paved feature that runs east/west and measures 4,460 ft long by 75 ft wide (1,359 m x 23 m). At some point, Runway 7/25 was abandoned. Several yellow “Xs” have been painted on the pavement to indicate to incoming traffic that the paved feature is no longer functioning as a runway.

Its integrity of design, workmanship, materials, feeling, and location remains intact. Although Runway 7/25 has been abandoned, it has not lost its association to the Pangborn Memorial Airport. Despite several buildings and features constructed at the airport since Runway 7/25 was built, the setting of Runway 7/25 still reflects the basic operations of an airport, so the integrity of its setting remains intact. It is not associated with specific events that have made a significant contribution to the broad patterns of history (Criterion A). It is not associated with the lives of persons significant in history (Criterion B). Although it possesses traits of an aviation runway, it does not embody the distinctive characteristics of a type, period, or method of construction; it does not possess high artistic value; and it does not represent the work of a master (Criterion C). It has not yielded, and is not likely to yield, information important in history (Criterion D). For these reasons, Plateau recommends that Runway 7/25 is **Not Eligible for Inclusion in the NRHP**.



Figure 46. Pangborn Memorial Airport – Runway 7/25. View to northwest.

Pangborn Memorial Airport–Runway 12/30 The runway (Property ID#721683) was constructed sometime between 1942 and 1959, unpaved. A segment was paved circa 1947. Its construction was completed in 1959. Between 1964 and 1967, its southeast end was extended. Between 1990 and 1998, its name changed from “Runway 11/29” to “Runway 12/30.” Between 1998 and 2006, the southeast end of Runway 12/30 was extended to its current position. A plan to extend Runway 12/30 in order to accommodate large aircraft was actualized in 2016 by means of acquiring nearby residentially and agriculturally developed parcels and relocating a road and utilities. In 2019, it underwent asphalt crack sealing. Runway 12/30 is a flat, linear, asphalt-paved surface that runs northwest/southeast and measures approximately 1.4 mi long by 207 ft wide (2.19 km x 63.1 m).

The original segment of the runway is extant, but extensions have been made to both its ends (between 1964 and 1967, between 1998 and 2006, and in 2016), and areas of the runway have been resurfaced (between 1967 and 1990, and between 2015 and 2020); thus, the integrity of design, workmanship, materials, feeling, and location have been slightly compromised. Despite later additions to the airport, it has retained the integrity of its setting and association to the Pangborn Memorial Airport. It is not associated with events that have made a significant contribution to the broad patterns of history (Criterion A). It is not associated with any significant persons in history (Criterion B). Although it has traits of an aviation runway, it does not embody the distinctive characteristics of a type, period, or method of construction; nor does it possess high artistic value or represent the work of a master (Criterion C). It has not yielded, and is not likely to yield, information important in history (Criterion D). Plateau recommends it is **Not Eligible for Inclusion in the NRHP**.



Figure 47. Pangborn Memorial Airport – Runway 12/30. View to northwest.

Pangborn Memorial Airport – Apron Portions of the present-day Pangborn Memorial Airport terminal apron were constructed in 1959. A 1964 aerial photograph shows an apron-like paved surface south of the terminal building (at the location of what is now the southeast end of the apron). The taxilane-like surface runs immediately southwest of the terminal and three hangars, northwest from the apron-like feature, then bends to run southwest to meet Taxiway A (HistoricAerials.com 2020 [1964]). In 1967, the area between the taxilane- and apron-like features and Taxiway A was completely paved, and the northwest end of the apron was extended slightly (HistoricAerials.com 2020 [1964, 1967], Pangborn Memorial Airport 2018). It was slightly extended at the northwest end sometime between 1998 and 2006 (HistoricAerials 2020 [1998, 2006]). All cracks were sealed in 2019 (Pacific Appraisal Associates 2019). The apron (Property ID#721683) is composed of flat, asphalt pavement that measures approximately 1755 ft (535 m) long (northwest/southeast) by 250 ft (76 m) wide (southwest/northeast). It is located southwest of the General Aviation Terminal and northeast of Taxiway A, abutting Taxiway A.

Despite several alterations, the apron appears, overall, to have retained the integrity of its location, setting, feeling, design, workmanship, materials, and association to the Pangborn Memorial Airport. It is not associated with specific events that have made a significant contribution to the broad patterns of (Criterion A). It is not associated with a significant person (Criterion B). Although it possesses the characteristics an airport apron, it does not embody the distinctive characteristics of a type, period, or method of construction; or possess high artistic value; or represent the work of a master (Criterion C). It has not yielded, and is not likely to yield, information important in history (Criterion D). Plateau recommends that the apron of the Pangborn Memorial Airport is **Not Eligible for Inclusion in the NRHP**.



Figure 48. Pangborn Memorial Airport – Apron. View to southeast.

Pangborn Memorial Airport – Taxiway A Taxiway A (Property ID#721683) was constructed sometime between 1942 and 1959. It is a flat, linear, asphalt-paved surface that runs northwest/southeast, just northeast of, and parallel with, Runway 12/30, intersecting Runway 7/25. It measures 1.32 mi (2.12 km) long and 75.25 ft (22.94 m) wide, with southwest and northeast shoulders measuring 31 ft (9.5 m) wide each. It was extended sometime between 1967 and 1990 and sometime between 1998 and 2006. There are six southwest/northeast taxilanes that connect Taxiway A to Runway 12/30, including (from south to north): Taxilane A-1 (built between 1998 and 2006), Taxilane A-2 (built between 1967 and 1990), Taxilane A-3 (built between 1942 and 1959), Taxilane A-4 (built between 1942 and 1959 [previously part of “Taxiway C”]), Taxilane A-5 (built circa 2015-2020), and Taxilane A-6 (built circa 2015-2020).

Its integrity of design, workmanship, materials, location, and feeling is slightly compromised due to extensions and partial repavings, but the integrity of its association to Pangborn Memorial Airport as a taxiway is intact and, despite some recent-era construction at the airport, the setting still reflects the basic operations of an airport and, therefore, has retained integrity. Taxiway A is not associated with specific events that have made a significant contribution to the broad patterns of (Criterion A). It is not associated with a significant person (Criterion B). Although it possesses common traits of an airport taxiway, it does not embody the distinctive characteristics of a type, period, or method of construction; or possess high artistic value; or represent the work of a master (Criterion C). It has not yielded, and is not likely to yield, information important in history (Criterion D). Plateau recommends that Taxiway A of the Pangborn Memorial Airport is **Not Eligible for Inclusion in the NRHP**.



Figure 49. Pangborn Memorial Airport – Taxiway A. View to southeast.

Pangborn Memorial Airport – Taxiway B What is now Taxiway B (Property ID#721683) is a segment of what was originally Runway 10/33, constructed sometime between 1942 and 1959. Originally, it was unpaved. A portion of it may have been graded and paved circa 1947. Its construction was complete by 1959. Sometime between 2015 and 2020, the segment of Runway 10/33 north of Runway 12/30 was razed, and the southern 812 ft (248 m) of Runway 10/33 was abandoned by the airport and repurposed for private commercial use (now fenced off and used for motorcycle driving instruction). The remaining middle segment of Runway 10/33 was repurposed to serve as Taxiway B. Taxiway B is a flat, linear, asphalt-paved surface that runs north/south and measures 2,720 ft long and 145 ft wide (829 m x 44.5 m). Its northern extent connects with the north quarter-segment of Runway 12/30, just north of Taxiway A-5. In 2019, the airfield underwent repairs, which included asphalt crack sealing of Taxiways B (Pangborn Memorial Airport 2020a). The compass rose that was painted on the original 10/33 runway is still present.

Taxiway B has retained the integrity of its location, setting, feeling, design, workmanship, materials, and association to the Pangborn Memorial Airport. It is not associated with specific events that have made a significant contribution to the broad patterns of history (Criterion A). The taxiway is not directly associated with any aspect of a significant person's life (Criterion B). Although it possesses the traits of a runway and serves as a taxiway, it does not embody the distinctive characteristics of a type, period, or method of construction; it does not possess high artistic value; and it does not represent the work of a master (Criterion C). It has not yielded, and is not likely to yield, information important in history (Criterion D). For these reasons, Plateau recommends that Taxiway B is **Not Eligible for Inclusion in the NRHP**.



Figure 50. Pangborn Memorial Airport – Taxiway B. View to west, overlooking compass rose.

Pangborn Memorial Airport – Taxiway C Taxiway C (Property ID#721683), constructed sometime between 1942 and 1959, is a flat, linear, asphalt-paved surface that measures 2,228 ft long by 51 ft wide (618 m x 15.5 m) and runs northeast/southwest. Originally, it ran southwestward from Taxiway A at the apron, intersected Runway 11/29 (now Runway 12/30), intersected Taxiway B, and then curved southward to connect with the west extent of Runway 7/25. At some point, the segment of Taxiway C between Taxiway A and Runway 12/30 was re-purposed for use as Taxilane A-4. Approximately 190 ft (58 m) southwest and northeast from its intersection with Runway 12/30, Taxiway C has been re-surfaced. In 2019, it underwent asphalt crack sealing. Southwest of its intersection with Taxiway B, yellow “Xs” are painted on the pavement of Taxiway C.

Despite the slight functional change of one of its segments, the original design, workmanship, materials, location, and association of Taxiway C to the Pangborn Memorial Airport have retained integrity. Also, despite the construction of several buildings and features at the airport since Taxiway C was built, its setting still reflects the basic operations of the airport, so the integrity of its setting remains intact. It is not associated with specific events that made a significant contribution to the broad patterns of history (Criterion A). It is not associated with the life of significant person (Criterion B). Although it possesses the traits of an aviation taxiway, it does not embody the distinctive characteristics of a type, period, or method of construction; it does not possess high artistic value; and it does not represent the work of a master (Criterion C). It has not yielded, and is not likely to yield, information important in history (Criterion D). Plateau recommends that Taxiway C of the Pangborn Memorial Airport is **Not Eligible for Inclusion in the NRHP**.



Figure 51. Pangborn Memorial Airport – Taxiway C. View to southwest.

Pangborn Memorial Airport – Taxiway F Taxiway F (Property ID#721683) is a flat, asphalt-paved surface, aligned east/west with six unnamed taxilanes extending north from it. It measures 1,798 ft (548 m) long by 38 ft (11.6 m) wide. The west end of Taxiway F connects with Taxiway A. Taxiway F runs north of, and parallel to, the east end of Runway 7/25, curving at its east end to meet Runway 7/25. In 2019, it underwent asphalt crack sealing. The easternmost quarter-segment of Taxiway F is the only portion of Taxiway F that has the potential to be historical (its exact build date is unknown), as it was constructed sometime between 1967 and 1990. The original segment of Taxiway F served as a taxiway from Runway 7/25 to one hangar. After Taxiway F was extended (sometime between 1990 and 1998), the portion of it that connected with Runway 7/25 was abandoned, and the rest of it served as a taxiway from Taxiway A to 24 hangars. The abandoned segment of Taxiway F remains extant.

The integrity of its design, workmanship, materials, location, feeling, and association to the Pangborn Memorial Airport remains intact. Despite the construction of several buildings and features since Taxiway F was built, its setting still reflects the basic operations of an airport, so the integrity of its setting remains intact. It is not associated with events that have made a significant contribution to the broad patterns of history (Criterion A). It is not associated with the lives of individuals significant in history (Criterion B). Although it possesses the traits of an aviation taxiway, it does not embody the distinctive characteristics of a type, period, or method of construction; it does not possess high artistic value; and it does not represent the work of a master (Criterion C). It has not yielded, and is not likely to yield, information important in history (Criterion D). Plateau recommends Taxiway F is **Not Eligible for Inclusion in the NRHP**.



Figure 52. Pangborn Memorial Airport – Taxiway F. View to east.

Pangborn Memorial Airport: Evaluation for NRHP Eligibility as an Historic District

Collectively, the buildings, structure, and features of the Pangborn Memorial Airport were evaluated for their potential eligibility for listing in the NRHP as an historic district. The quality of significance in U.S. history, architecture, engineering, and culture for any given historic district is present when it meets at least one of the Criteria for listing in the NRHP; when at least 51% of its historical components possess integrity of design, workmanship, materials, feeling, location, setting, and association (i.e., are historical, contributing components); and when the historical, contributing components collectively convey the significance of the proposed district. As the Pangborn Airport does not appear to meet any of the NRHP Criteria (i.e., it does not possess historic significance), Plateau recommends that the FAA determine that the Pangborn Memorial Airport, as a whole or in part, is **Not Eligible for Listing in the NRHP as an Historic District**.

Statement of Significance Many of the paved surfaces of the Pangborn Memorial Airport are at least 50 years old (i.e., are historical), including Runway 7/25, Runway 12/30, Taxiway A, Taxiway B, and Taxiway C (all built sometime between 1942 and 1959); and the apron (built between 1959 and 1967). Taxiway F is potentially historical (built sometime between 1967 and 1990). Seven buildings and one structure of the Pangborn Memorial Airport are known to be historical (built sometime between 1942 and 1967), and at least 10 buildings are potentially historical (built sometime between 1967 and 1990). Individually, none of the paved surfaces appear to be eligible for listing in the NRHP; one structure and two buildings appear to be individually NRHP eligible; and the remaining buildings have not been evaluated for individual NRHP eligibility. Apart from some elements of the airport being historical and some also being individually eligible for listing in the NRHP, the airport as a whole does not meet any of the NRHP Criteria.

Historical Context In 1941, the U.S. government indicated that the federal government would construct an airfield to support WWII military operations in East Wenatchee; however, the federal government ultimately chose not to build an airfield in that location (Kershner 2010). As an area in East Wenatchee already had been roughly prepared for airfield development, the City of Wenatchee, without federal support, moved forward with the construction of the Pangborn Memorial Airport there. According to the Pangborn Memorial Airport, the airport has “been in existence since 1941” (2020d). Rushing (2010:1) states that the FAA declared the construction of the airport “complete” in 1942. Similarly, SkyVector Aeronautical Charts (2020) lists the airport’s “activation date” as 1942, and indicates that the “airspace” was established prior to May 15, 1959.

Kershner (2010) describes the airport as having hosted its first commercial passenger flights (by Northwest Airlines) in 1945. Historical topographic maps depict no airport features at the location of the present-day Pangborn Memorial Airport in 1934, 1947, or 1954, but do in 1957 in the form of the main airport features (USGS 1992 [1957]). The first two years of commercial passenger flights to and from the airport were executed on unpaved surfaces (Rushing 2010). According to Barnes (2010), the “Pangborn Field Airway Beacon” was constructed between 1942 and 1948. As the City given funds to construct “more hangars, shop buildings, and taxi strips” circa 1956-1958 and was

awarded federal aid for “runway reconstruction” in 1959 (Rushing 2010:2). Collectively, the available information suggests that the Pangborn Memorial Airport was constructed sometime between 1942 and 1959, with the original features consisting of Runway 7/25, Runway 10/33, Runway 11/29 (12/30), Taxiway A (including what is now Taxilane A-3), and Taxiway C (including what is now Taxilane A-4).

As for the built-up components of the airport, the General Aviation Terminal building (recorded during the 2020 survey) was built in 1956 (Pangborn Memorial Airport 2018) using the revenue warrants issued to the City in 1956-1958 (Rushing 2010). The original terminal for commercial [rather than general] aviation was constructed in 1959 (Rushing 2010:2), designed by the architectural firm Newhall, Peach, Fraley & Leighton, and constructed by the Lowry Construction Company (commemorated on a plaque once mounted on the terminal, but now in storage at the Pangborn Memorial Airport). Sometime between 1942 and 1966, four other buildings were constructed, including the General Aviation Terminal building [that was built in 1956], a small building with a square plan northeast of the General Aviation Terminal, and two hangars with long rectangular plans and metal walls northwest of the General Aviation Terminal (Pangborn Memorial Airport 2020d, USGS 1967 [1966]). Between 1960 and 1962, the airport constructed a new storage warehouse and the VOR instrument approach station. Securing funds for basic airport maintenance projects was reportedly difficult. This led to poor runway conditions by 1963 (Rushing 2010:3).

In 1965, ownership and operation of the airport was transferred from the City of Wenatchee to the Port of Chelan County and the Port of Douglas County (Pangborn Memorial Airport 2020d), and the airport continued to host passenger flights (by Alaska Air and Horizon Air) (Kershner 2010).

Available aerial photographs of the eastern half of the airport reveal that at least eleven more buildings were constructed at the airport during that period. In 1992, the original terminal was razed and a new terminal building was constructed, which remains in operation today. Runway 12/30 was extended to accommodate larger aircraft (Pangborn Memorial Airport 2020a, Phillips 2011), and several changes were made to the taxiways in 2016. In 2019, the airfield underwent repairs, which included asphalt crack sealing of Runway 12/30, Taxiway B, Taxiway C, and Taxiway F (Pangborn Memorial Airport 2020a). As of 2020, the airport is preparing to make improvements to its facilities once again.

Today the airport supports general aviation services, with some air taxiing, receives airline passenger flights (Alaska Airlines and Horizon Air) and minimally supports military flights (FAA 2020). Other services provided by the airport, includes air freight services (FedEx Feeder), air ambulance services (Ameriflight), glider service, pilot instruction, aircraft rental, and glider towing services. The majority of the aircraft based at the airport are single engine, with some gliders, jets, and multi-engine planes, as well as a small number of helicopters and ultralight aircraft (FAA 2020).

NRHP Evaluation According to National Register Bulletin 43 (NRB 43), *Guidelines for Evaluating and Documenting Historic Aviation Properties*, United States history is interwoven with the development of aviation technology, and a number of buildings, structures, objects, sites, and historic districts eligible for listing in the NRHP reflect this rich history (Milbrooke et al. 1998). The Bulletin discusses significant periods of programmatic and technological advancements in U. S. Aviation (Milbrooke et al. 1998:7-12), and lists a timeline of specific events relevant to each period (Milbrooke et al. 1998:12-19). Historic aviation properties may be listed individually or as part of a district, and can be eligible for listing in the NRHP on a local/state or national level. Using the historical context of the Pangborn Memorial Airport, as well as the historical contexts presented in NRB 43, the Pangborn Memorial Airport is evaluated below for eligibility for listing in the NRHP as a district.

Criterion A In the historical context of “General Aviation” in U.S. history (Milbrooke et al. 1998:9-10), the Pangborn Memorial Airport, which currently serves the purpose of supporting general aviation, does not represent the broad pattern in early U.S. aviation history of rising passenger plane production and popularity (which occurred circa 1920s-1930s), as the airport was built sometime between 1942 and 1959—decades after this historical pattern. The only tie the airport has to the early era of popular general aviation is its namesake, Pangborn; however, as described below in the evaluation of the Pangborn Memorial Airport under Criterion B, no part of the airport is directly associated with the productive life of the person for whom it is named.

In the historical context of U.S. “Commercial Aviation” (Milbrooke et al. 1998:10), which the airport has supported on a small scale since 1945, the Pangborn Memorial Airport possesses no significance, either on a local/state or national level. Also, none of the major commercial airlines (Alaska Airlines, Horizon Air, Northwest Airlines) to utilize the Pangborn Memorial Airport represent any of the founding conglomerate aviation manufacturers or operators whose businesses formed and flourished during the 1930s and 1940s (Milbrooke et al. 1998:10-11).

In the historical context of “World War II Aviation” and the U.S. federal government’s funding of airport construction as part of the Development of Landing Areas for National Defense program (administered by the Civil Aeronautics Administration) (Milbrooke et al. 1998), the Pangborn Memorial Airport holds no significance, either on a local/state or national level. Although there

was initial hope in 1941 that the U.S. government would build an airfield in the Wenatchee Valley if the City of Wenatchee set aside land for it, the federal government, ultimately, chose not to build the airfield (Kershner 2010). In the end, the City of Wenatchee built the airport without monetary support from the federal government, and for purposes other than military support.

In the historical context of the Cold War and the “Space Race” (Milbrooke et al. 1998:12), the Pangborn Memorial Airport, again, served no military purpose apart from allowing occasional military aircraft to land, if needed. Also, there is no evidence that the airport was altered in order to better serve any military-supported effort that would match the Soviet Union in aeronautic technological advancements during the 1950s or 1960s (or at any time).

To obtain information about the economic significance of the Pangborn Memorial Airport to the City of East Wenatchee, the Wenatchee Valley, and Douglas County, Plateau reviewed the Chelan Douglas Regional Port Authority’s (CDRPA) 2020 Aviation Economic Impact Study for Pangborn Memorial Airport. The study states that the airport “supports 1,248 jobs and has a total economic impact/business revenues of \$253.8 million annually” (Pangborn Memorial Airport 2020b).

Compared to the economic value of other industries in the Wenatchee Valley, the Pangborn Memorial Airport appears to represent only a small portion of the economic value of businesses in East Wenatchee. For instance, the Wenatchee Valley (in which the Pangborn Memorial Airport is located) is one of five major apple producers in Washington State that collectively support 60,000 jobs and have a \$7 billion total economic impact on the state (Globalwise, Inc. 2012). If the statewide economic value of the apple orchard industry were equally divided between all five major producers of apples in the state, the economic value of Wenatchee Valley’s apple orchard industry would still far exceed that of the Pangborn Memorial Airport. The same is true of the number of jobs the Pangborn Memorial Airport provides locally compared to other industries.

Given the available information, the Pangborn Memorial Airport appears not to be associated with specific events that have made a significant contribution to the broad patterns of national or local history. For this reason, Plateau recommends that the Pangborn Memorial Airport is **Not Eligible for Inclusion in the NRHP as an Historic District under Criterion A.**

Criterion B The airport is named for an individual significant in history: Clyde Pangborn (1894-1958). Pangborn, also known as “Upside Down Pang,” has been described as a celebrity aerial stuntman of the early twentieth century, “one of the leading ‘barnstormers’...of the 1920s” (Long 2005), and a “dare devil” (National Aviation Hall of Fame 2020). Throughout the 1920s, Pangborn performed as a barnstormer as part of the Gates Flying Circus. In 1929, Pangborn test flew and sold products for the New Standard Aircraft Corporation as a co-owner, but the company failed as soon as it began as a result of the stock market crash that initiated the Great Depression. Between 1929 and 1931, Pangborn and Hugh Herndon, Jr. carried passengers and performed aerial stunts under the name “The Flying Fleet.” They attempted, in 1931, to break the time record for an around-the-world flight, but, when this plan fell through, they instead successfully carried out the first non-

stop, trans-Pacific flight from Japan to the United States, landing in Fancher Field of Wenatchee, Washington (a few miles west of the Pangborn Memorial Airport) (Washington State University Libraries: Manuscripts, Archives, and Special Collections [MASC] 2020). Pangborn and Hugh Herndon, Jr. were awarded the Aviation League's Harmon Trophy for the achievement in 1931 (National Aviation Hall of Fame 2020), as well as the White Medal of Merit from Japan (Long 2005). Prior to U.S. involvement in WWII, Pangborn enlisted in the Royal Air Force and recruited US pilots through Canada to aid the British in their military efforts, despite neutrality laws that prohibited US citizens from fighting in the war. As a member of the Royal Air Force's Eagle Squadron, he and many US pilots recruited by him fought in the Battle of Britain. Once the U.S. joined the war, Pangborn enlisted in the U.S. military, serving a similar role (MASC 2020).

Apart from its name, the Pangborn Memorial Airport does not possess associative value to Clyde Pangborn, and is not associated with any significant aspect of his life. Research did not reveal an association between the airport and any other significant individual in history. For these reasons, Plateau recommends that the Pangborn Memorial Airport is **Not Eligible for Inclusion in the NRHP as an Historic District under Criterion B.**

Criterion C The Pangborn Memorial Airport possesses the typical components of an airport (e.g., an apron, runways, taxiways, taxilanes, hangars, terminals, etc.); however, the airport does not embody the distinctive characteristics of a specific type, or period, or particular method of construction, as the airport is a patchwork of different construction events across various periods, using various, sometimes undocumented construction methods. Also, the airport does not possess high artistic value and does not represent the work of a master. For these reasons, Plateau recommends that the Pangborn Memorial Airport is **Not Eligible for Inclusion in the NRHP as an Historic District under Criterion C.**

Criterion D The research conducted to create the historical contexts by which to evaluate the airport has exhausted the information potential of the airport as a cultural resource, and no new information was uncovered during said research that would improve our understanding of any aspect of local/state or national history. As it has not yielded, and is not likely to yield, information important in history, Plateau recommends that the Pangborn Memorial Airport is **Not Eligible for Inclusion in the NRHP as an Historic District under Criterion D.**

RECOMMENDATIONS AND MANAGEMENT PLAN

Plateau Archaeologists conducted a pedestrian survey over the entire APE, and excavated a total of 64 subsurface probes: 10 in Project Component 09/Executive Hangars, and 54 in Project Component 01/East Parking Overflow. Subsurface probes ranged in depth from 14 in to 42 in (35-106 cm). The archaeological surface and subsurface investigations of the Pangborn Airport resulted in no new cultural resources identified.

Geotechnical monitoring resulted in the identification of one basalt flake in Project Component 09/Executive Hangars (45DO1299). By virtue of being an isolate, the flake is **Not Eligible for Listing in the NRHP**.

Plateau's Architectural Historian documented and evaluated 26 buildings, one structure, and six features within the APE (for a total of 28 HPIs). Based on these evaluations, Plateau recommends that the FAA find the following structure and buildings to be **Eligible for Listing in the NRHP**:

- Property ID #721566 (Pangborn Memorial Airport – Beacon Tower),
- Property ID #721677 (Pangborn Memorial Airport – General Aviation Terminal),
- Property ID #721709 (Pangborn Memorial Airport – Very High Frequency Omnidirectional Range Facility), and
- Property ID #721547 (3780 Grant Road; East Wenatchee, Washington).

Also based on these evaluations, Plateau recommends that the FAA find the following buildings and features to be **Not Eligible for Listing in the NRHP**:

- Property ID #721630 (3290 1st Street; East Wenatchee, Washington),
- Property ID #721631 (22 South Union Avenue; East Wenatchee, Washington),
- Property ID #721632 (302 South Union Avenue; East Wenatchee, Washington),
- Property ID #721633 (120 South Union Avenue; East Wenatchee, Washington),
- Property ID #721634 (58 South Union Avenue; East Wenatchee, Washington),
- Property ID #721635 (50 South Union Avenue; East Wenatchee, Washington),
- Property ID #721636 (110 South Texas Avenue; East Wenatchee, Washington),
- Property ID #721637 (39 South Union Avenue; East Wenatchee, Washington),
- Property ID #721638 (6 South Roland Court; East Wenatchee, Washington),
- Property ID #721639 (89 South Texas Avenue; East Wenatchee, Washington),
- Property ID #721640 (3111 Airway Street SE; East Wenatchee, Washington),
- Property ID #721641 (3110 Airway Street SE; East Wenatchee, Washington),

- Property ID #721642 (3116 Airway Street SE; East Wenatchee, Washington),
- Property ID #721643 (3250 4th Street; East Wenatchee, Washington),
- Property ID #721644 (3250 2nd Street; East Wenatchee, Washington),
- Property ID #721645 (3021 Airway Street; East Wenatchee, Washington),
- Property ID #721646 (111 South Texas Avenue; East Wenatchee, Washington),
- Property ID #721647 (141 South Texas Avenue; East Wenatchee, Washington),
- Property ID #721648 (191 South Texas Avenue; East Wenatchee, Washington),
- Property ID #721649 (6 South Stark Avenue; East Wenatchee, Washington),
- Property ID #721650 (5 South Stark Avenue; East Wenatchee, Washington),
- Property ID #721651 (20 South Stark Avenue; East Wenatchee, Washington),
- Property ID #721652 (139 South Texas Avenue; East Wenatchee, Washington),
- Property ID #723033 (305 North Stark Avenue, East Wenatchee, Washington)
- Property ID #721683 (Pangborn Memorial Airport – Runways, Taxiways, Taxilanes, and Apron)

Furthermore, based on an evaluation of the airport as a whole, Plateau recommends that the FAA find that the Pangborn Memorial Airport is **Not Eligible for Listing in the NRHP as an Historic District**.

Some of the proposed projects of the undertaking will alter portions of the historic-era paved features of the Pangborn Memorial Airport. Specifically, Project 04 will make improvements to the apron; Project 06 will include site grading of Taxiway A, Taxilane A-1, Taxilane A-3, and Taxilane A-5, and the relocation of Taxiway A; Project 10 will reconstruct the pavement of Runway 12/30; and Project 11, related to an airport operations building, will alter the west ends of Runway 7/25 and Taxiway C. A portion of Project 09, which includes the development of executive hangars, will be adjacent to the General Aviation Terminal building; however, the construction of a hangar or hangars near the General Aviation Terminal (which is, itself, a hangar) will not effect the integrity of the General Aviation Terminal's setting or feeling.

As none of the proposed projects of the undertaking will alter the characteristics of any of the NRHP eligible historic properties within the APE, Plateau recommends that the FAA find that the undertaking will result in **No Historic Properties Affected**.

However, due to the discovery of a basalt flake within Project Component 09 of the APE, Plateau **recommends monitoring** of ground-disturbing activities within Project Component 09 of the APE. Additionally, Plateau **recommends monitoring** of Project Component 01 of the APE, given its proximity to the East Wenatchee Clovis Site, and that all other ground-disturbing work be conducted under the guidance of an **Inadvertent Discovery Plan** (Appendix F).

Should ground-disturbing activities reveal any cultural materials (e.g., structural remains, precontact or historic-era artifacts, etc.), activity will cease and the FAA and Washington State Historic Preservation Officer (SHPO) should be notified immediately. The results and recommendations in this document concern the specified APE. The proponent is advised that the results and recommendations reported herein do not apply to areas of potential effect altered after the cultural resource survey. A supplementary cultural resource review will be necessary should the area of potential effect be altered, per 36 CFR 800.4.

If ground-disturbing activities encounter human skeletal remains during the course of construction, then all activity that may cause disturbance to those remains *will* cease. The area of the find will be secured and protected from disturbance until the State provides notice to proceed. The finding of human skeletal remains *will* be reported to the Douglas County medical examiner/coroner *and* local law enforcement in the most expeditious manner possible. The remains will not be touched, moved, or further disturbed. The Douglas County medical examiner/coroner will assume jurisdiction over the human skeletal remains and make a determination as to whether those remains are forensic or non-forensic. If the Douglas County medical examiner/coroner determines that the remains are non-forensic, then they will report that finding to the DAHP who will then take jurisdiction over the remains. The DAHP will notify any appropriate cemeteries and all affected Tribes of the find. The State Physical Anthropologist will make a determination as to the possible ethnic or cultural affiliation of the remains and will report that finding to any appropriate cemeteries and affected Tribes. The DAHP will then handle all consultation with the affected parties as to the future preservation, excavation, and disposition of the remains.

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APPENDIX C - MOA

MEMORANDUM OF AGREEMENT

BETWEEN THE FEDERAL AVIATION ADMINISTRATION

AND THE WASHINGTON STATE DEPARTMENT OF ARCHAEOLOGY AND HISTORIC PRESERVATION

REGARDING THE PROPOSED GENERAL AVIATION TERMINAL BUILDING REHABILITATION AT PANGBORN MEMORIAL AIRPORT IN DOUGLAS COUNTY, WASHINGTON

WHEREAS, the Federal Aviation Administration (FAA) is considering funding for rehabilitation of the General Aviation (GA) terminal (the undertaking) at the Pangborn Memorial Airport (EAT) in Douglas County, Washington, pursuant to 49 USC § 47107(a)(16), FAA Order 5100.38D, Airport Improvement Program Handbook ; and

WHEREAS, the undertaking consists of rehabilitation of the GA terminal (preliminary building image included in Appendix A); and

WHEREAS, the FAA has determined that this undertaking is subject to the National Environmental Policy Act (NEPA) as well as the National Historic Preservation Act (NHPA) and its implementing regulations under Section 106, 36 CFR Part 800 (as amended); and

WHEREAS, the FAA is the lead agency complying with NEPA; Section 106 of the NHPA as amended, and the regulations implementing Section 106 of the NHPA (36 CFR Part 800); and Government-to-Government consultation under Executive Order 13175; and

WHEREAS, the Chelan Douglas Regional Port Authority is the entity proposing rehabilitation of the terminal building at Pangborn Memorial Airport; and

WHEREAS, the FAA has defined the undertaking's area of potential effect (APE), as defined at 36 CFR part 800.16(d), as shown on the layout provided in Appendix A; and

WHEREAS, the FAA has determined that the undertaking may have an adverse effect on the GA terminal (Property ID #721677), which is eligible for the National Register of Historic Places (NRHP) under Criteria C, and has consulted with the Washington State Department of Archaeology and Historic Preservation (DAHP) pursuant to 36 CFR Part 800, regulations implementing Section 106 of the National Historic Preservation Act (16 USC Section 470f); and

WHEREAS, the FAA has consulted with the Confederated Tribes and Bands of the Yakama Nation, Confederated Tribes of the Colville Reservation, and the Confederated Tribes of the Warm Springs Reservation of Oregon, in accordance with Section 106 of the NHPA and its implementing

regulations 36 CFR Part 800 regarding the effects of the undertaking on historic properties and Executive Order 13175 regarding government-to-government consultation; and

WHEREAS, the FAA received no responses from any of the Tribes aside from one offer for a potential offsite mitigation option; and

WHEREAS, the FAA has consulted with Chelan Douglas Regional Port Authority regarding the effects of the undertaking on the GA Terminal building and has invited them to sign this MOA as a concurring party; and

WHEREAS, in accordance with 36 CFR Section 800.6(a)(1), the FAA has notified the Advisory Council on Historic Preservation (Council) of its adverse effect determination with specified documentation regarding the GA Terminal (Property ID #721677) and the Council has chosen not to participate in the consultation pursuant to 36 CFR Section 800.6(a)(1)(iii);

NOW, THEREFORE, the FAA, the DAHP State Historic Preservation Officer (SHPO), and the Chelan Douglas Regional Port Authority agree that the undertaking shall be implemented in accordance with the following stipulations in order to take into account the effect of the undertaking on historic properties.

STIPULATIONS

The FAA shall ensure that the following measures are carried out:

I. ADAPTIVE RE-USE

The rehabilitation of the GA Terminal building will maintain the approximate shape/style of the vaulted barrel roof and adaptively re-use the majority of the Concrete Masonry Unit walls to retain historical architectural elements of the building.

II. EDUCATIONAL SIGNAGE

Permanent commemorative plaque(s) acknowledging the history of the building following project completion will be publicly displayed. A conceptual rendering of the interpretive display's location inside of the GA Terminal building can be found in Appendix A, along with proposed text to be displayed on the plaque. The DAHP will be given the opportunity to review and provide comment on the content and proposed design of the plaque(s) before they are finalized.

III. EMBODIED CARBON REPORT

FAA will produce an Embodied Carbon Report (Report) (Appendix B) calculating the carbon savings of adaptively re-using the GA Terminal Building versus demolition and construction of a new building. The DAHP will be given the opportunity to review and provide comment on the Report prior to its finalization.

IV. PRESS RELEASE

FAA will create and distribute a Press Release about the GA Terminal Building project, touting the environmental benefits of its adaptive re-use, which will be informed by the Report in Stipulation III. The DAHP will be given the opportunity to review and provide comment on the content of the Press Release prior to distribution to the media.

V. MONITORING AND REPORTING

The Chelan Douglas Regional Port Authority will notify the FAA when it completes the GA terminal rehabilitation including mitigation as described above. Upon confirmation that the rehabilitation and mitigation are complete, the FAA will notify the DAHP.

VI. UNANTICIPATED DISCOVERIES AND EFFECTS

- A. A Plan for Discovery of Unanticipated Cultural Resources can be found in Appendix C of this MOA. If proposed project activities encounter a previously unknown cultural resource, or if project activities directly or indirectly affect a known resource in an unanticipated manner, the terms of this Plan will be followed.
- B. Design and initiation of data recovery or other mitigation measures will be implemented as expeditiously as possible. If data recovery is deemed necessary, it will be based upon a Data Recovery Plan developed in consultation with the DAHP. In the event a dispute arises with regard to appropriate mitigation measures, the FAA will consult with the Council in accordance with Stipulation IX to resolve the issue.

VII. DISCOVERY OF HUMAN REMAINS

If construction or other project personnel identify what they believe to be human remains, they will immediately halt construction at that location and notify the East Wenatchee Police Department and the Douglas County Coroner in accordance with Washington Code Title 68, Chapter 68.50, Section 68.50.645. The Coroner has five (5) business days to determine if the remains represent a crime scene or if the remains must be removed in order to determine if they are a crime scene. No one else has the authority to make this determination or remove any evidence or remains. The Coroner should make every reasonable effort to accomplish the determination without disturbing the remains. Upon determination that the remains are not related to a crime, the Coroner must notify the Washington State Department of Archaeology and Historic Preservation (DAHP) within two (2) business days. DAHP will notify the appropriate local cemeteries, the landowner (if this has not already occurred), and the Tribes. The State Physical Anthropologist must then determine if the remains are Indian or non-Indian within two (2) business days from the Coroner's notification that the remains were not related to a crime. If the remains are determined to be Indian, DAHP must notify the Tribes within two (2) business days. The affected Tribes have five (5) business days to respond to DAHP as to their interest in the remains. The FAA will consult with all signatories to the MOA to determine if and when construction activities in the location of the discovery may resume.

VIII. DURATION

This agreement will be null and void if its terms are not carried out within five (5) years from the date of its execution. Prior to such time, the FAA may consult with the other signatories to reconsider the terms of the agreement and amend in accordance with Stipulation X below.

IX. DISPUTE RESOLUTION

Should any signatory to this MOA object at any time to any actions proposed or the manner in which the terms of this MOA are implemented; the FAA shall consult with such party to resolve the objection. If the FAA determines that such objection cannot be resolved, the FAA will:

- A. Forward all documentation relevant to the dispute, including the FAA's proposed resolution, to the ACHP. The ACHP shall provide the FAA with its advice on the resolution of the objection within thirty (30) days of receiving adequate documentation. Prior to reaching a final decision on the dispute, the FAA shall prepare a written response that takes into account any timely advice or comments regarding the dispute from the ACHP and signatories, and provide them with a copy of this written response. The FAA will then proceed according to its final decision.
- B. If the ACHP does not provide its advice regarding the dispute within the thirty (30) day time period, the FAA may make a final decision on the dispute and proceed accordingly. Prior to reaching such a final decision, the FAA shall prepare a written response that takes into account any timely comments regarding the dispute from the signatories to the MOA, and provide them and the ACHP with a copy of such written response.
- C. The FAA's responsibility to carry out all other actions subject to the terms of this MOA that are not the subject of the dispute remain unchanged.

X. AMENDMENTS

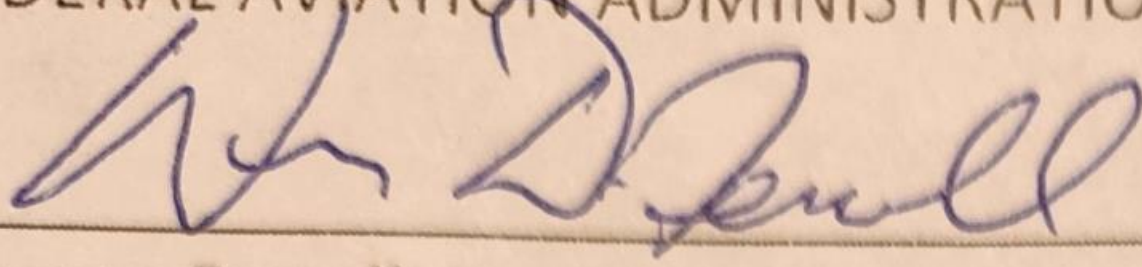
This MOA may be amended when such an amendment is agreed to in writing by all signatories. The amendment will be effective on the date a copy signed by all of the signatories is filed with the ACHP.

XI. TERMINATION

- A. If any signatory to this MOA determines that its terms will not or cannot be carried out, that party shall immediately consult with the other signatories to attempt to develop an amendment per Stipulation X, above. If within thirty (30) days (or another time period agreed to by all signatories) an amendment cannot be reached, any signatory may terminate the MOA upon written notification to the other signatories.
- B. Once the MOA is terminated, and prior to work continuing on the undertaking, the FAA must either (a) execute an MOA pursuant to 36 CFR § 800.6 or (b) execute a PA pursuant to 36 CFR § 800.14 or (c) request, take into account, and respond to the comments of the ACHP under 36 CFR 800.7. The FAA shall notify the signatories as to the course of action it will pursue.
- C. Execution of this MOA and implementation of its terms evidence that the FAA has taken into account the effects of this undertaking on historic properties and afforded the ACHP an opportunity to comment.

SIGNATORIES:

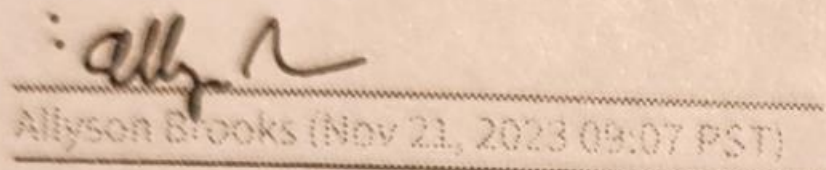
UNITED STATES OF AMERICA
FEDERAL AVIATION ADMINISTRATION



Date 11/30/23

Warren Ferrell
Seattle Airports District Office Manager

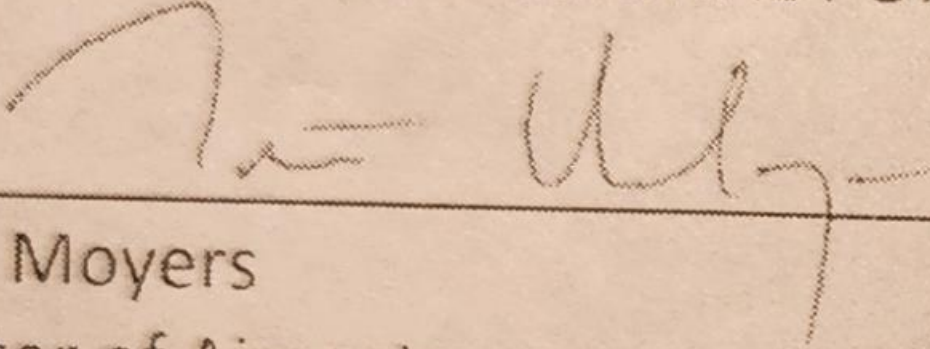
WASHINGTON STATE HISTORIC PRESERVATION OFFICER


Allyson Brooks (Nov 21, 2023 09:07 PST)

Date Nov 21, 2023

Dr. Allyson Brooks, Ph.D.
State Historic Preservation Officer

CHELAN DOUGLAS REGIONAL PORT AUTHORITY



Date Nov 16, 2023

Trent Moyers
Director of Airports

LIST OF APPENDICES:

- Appendix A: Project Background and Description
- Appendix B: Embodied Carbon Report
- Appendix C: Plan for Discovery of Unanticipated Cultural Resources

APPENDIX A

TO THE MEMORANDUM OF AGREEMENT REGARDING THE PROPOSED GENERAL AVIATION (GA) TERMINAL BUILDING REHABILITATION AT PANGBORN MEMORIAL AIRPORT (EAT) IN DOUGLAS COUNTY, WASHINGTON

Project Background and Description

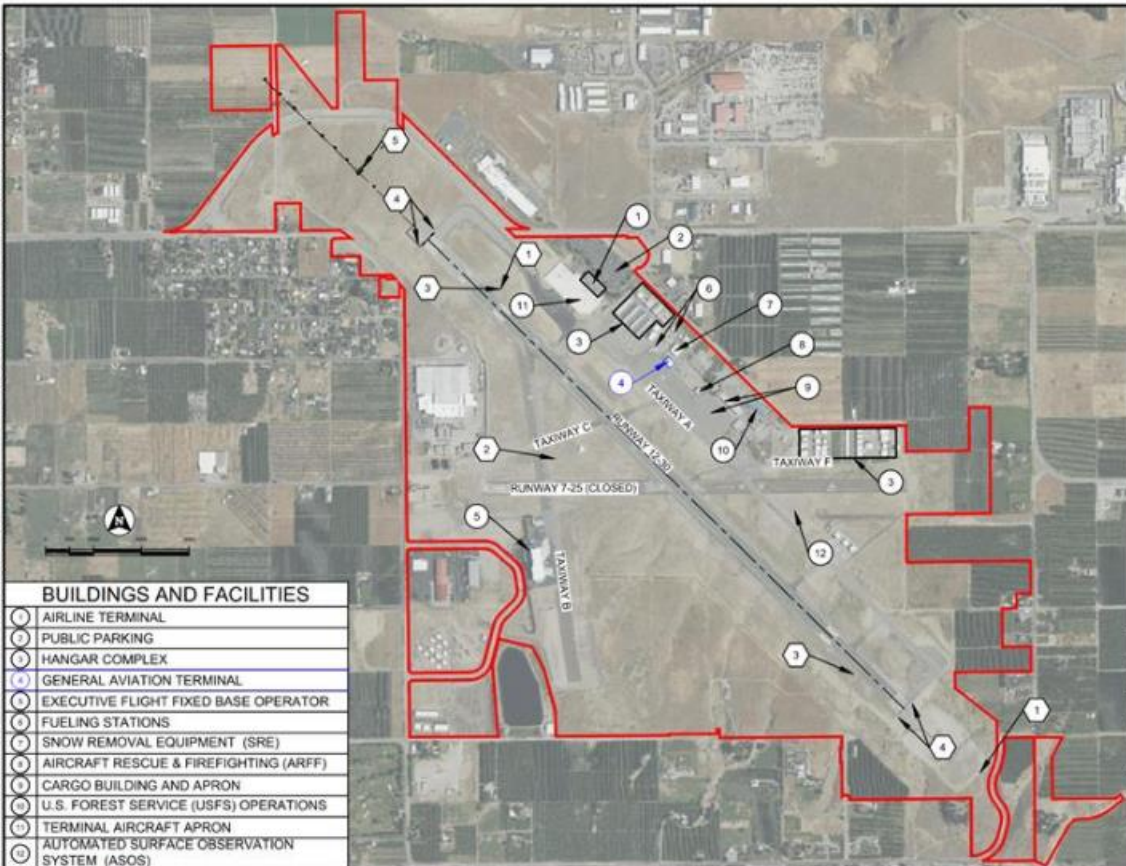
The Airport is owned and operated by the Chelan-Douglas Regional Port Authority which is governed by an elected board of directors. The Airport is located southeast of Wenatchee, Washington. This unincorporated area of Douglas County is located in the north-central part of Washington State near the confluence of the Columbia and Wenatchee rivers and the eastern foothills of the Cascade Range. Airport property covers approximately 700 acres and is surrounded mainly by agricultural and rural residential land uses. The Airport is approximately one mile north of the Columbia River.

The project (Undertaking) involves the rehabilitation and adaptive re-use of the Airport's existing General Aviation (GA) Terminal building to address structural damage, design deficiencies, and potentially hazardous conditions in order to meet the needs of existing and future users. The GA Terminal building is located north of Taxiway A, near the eastern/central portion of the Airport property boundary, as shown in Figure 1. Figure 2 shows a photo of the current GA Terminal building, and an architectural rendering of the proposed rehabilitation of the GA Terminal building in the same general footprint. Construction is anticipated to begin in the spring/summer of 2024.

The Undertaking is needed to sufficiently serve the traveling public, aircraft pilots and staff, and Airport staff. Several deficiencies currently exist associated with the GA Terminal building that require immediate attention. Some of the known conditions include an overstressed roof, dilapidated building exterior, lack of ADA access, poor insulation, poor ventilation and heating, insufficient power, outdated lighting, plumbing and septic problems, and stormwater conveyance problems. Additionally, the building contains asbestos, which may be potentially hazardous.

Components of the Undertaking include, but are not limited to, a pilot's lounge, public lounge, restrooms, locker rooms, showers, quiet rooms, offices, conference room, vestibule, and exterior improvements. Figure 3 shows a conceptual rendering of a commemorative plaque that will be displayed within the GA Terminal building that will acknowledge the history of the building. All Airport improvements will comply with FAA design safety standards and recommendations for airport design, as well as County and State jurisdiction codes and regulations.

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BUILDINGS AND FACILITIES	
1	AIRLINE TERMINAL
2	PUBLIC PARKING
3	HANGAR COMPLEX
4	GENERAL AVIATION TERMINAL
5	EXECUTIVE FLIGHT FIXED BASE OPERATOR
6	FUELING STATIONS
7	SNOW REMOVAL EQUIPMENT (SRE)
8	AIRCRAFT RESCUE & FIREFIGHTING (ARFF)
9	CARGO BUILDING AND APRON
10	U.S. FOREST SERVICE (USFS) OPERATIONS
11	TERMINAL AIRCRAFT APRON
12	AUTOMATED SURFACE OBSERVATION SYSTEM (ASOS)



LOOKING NORTHWEST AT RUNWAY 12-30 AND TAXIWAY A
[PHOTO DATE: 11-8-18]

NAVAIDS	
1	INSTRUMENT LANDING SYSTEM (ILS)
2	VHF OMNI-DIRECTIONAL RANGE (VOR)
3	PRECISION APPROACH PATH INDICATOR (PAPI)
4	RUNWAY END IDENTIFIER LIGHTS (REIL)
5	MEDIUM-INTENSITY APPROACH LIGHTING SYSTEM (MALSR)

LEGEND	
	AIRPORT PROPERTY BOUNDARY (~700 ACRES)
	RUNWAY 12-30 CENTERLINE

DATE: 1/27/23 JOB: 20008



EXISTING AIRPORT LAYOUT



Figure 1: Existing Airport Layout.



Figure 2: Existing GA Terminal building (above) and an architectural rendering of the rehabilitated building (Proposed Action).



Figure 3: Conceptual rendering of the inside of the GA Terminal building with the commemorative plaque on display.

Proposed Plaque Text:

THIS PROPERTY WAS ELIGIBLE FOR LISTING ON THE
NATIONAL REGISTER OF HISTORIC PLACES
BY THE UNITED STATES
DEPARTMENT OF THE INTERIOR

THE PANGBORN MEMORIAL AIRPORT GENERAL AVIATION TERMINAL WAS CONSTRUCTED AS AN AIRCRAFT HANGAR IN 1956 AND REPRESENTED THE DISTINCTIVE CHARACTERISTICS AND METHODS OF CONSTRUCTION OF AIRCRAFT HANGARS OF THAT TIME, QUALIFYING IT UNDER CRITERION C TO BE ELIGIBLE FOR LISTING ON THE NATIONAL REGISTER OF HISTORIC PLACES. THE HANGAR POSSESSED A VAULTED BARREL ROOF, CONCRETE BLOCK WALLS, AND PLYWOOD SIDING AND BATTENS. IT WAS BROUGHT INTO SERVICE IN 1956, REMODELED IN 1966, AND UNDERWENT ADDITIONAL IMPROVEMENTS IN 1967 AND 1968. THE STRUCTURE SERVED AS A FIXED-BASE OPERATOR BUILDING CONDUCTING REPAIR SERVICES, FLIGHT TRAINING, AND AS A PILOT LOUNGE. SINCE THE EARLY 2000'S, OPERATIONS PROVIDED THESE SAME SERVICES PLUS CONCIERGE SERVICE, CAR RENTAL ARRANGEMENTS, AND AVGAS AND JET FUEL SUPPLY SERVICES.

IN 2024, THE AIRPORT UNDERTOOK REHABILITATION OF THE GENERAL AVIATION TERMINAL TO MEET THE NEEDS OF EXISTING AND FUTURE USERS THROUGH A SAFE, FUNCTIONAL, ACCESSIBLE, AND ENERGY-EFFICIENT FACILITY. THE REHABILITATION PROVIDED NEW SAFETY AND UTILITY SYSTEMS WHILE UTILIZING THE HISTORIC DESIGN OF THE VAULTED BARREL ROOF WHICH YOU SEE TODAY, ADAPTIVELY RE-USING MUCH OF THE ORIGINAL CONCRETE BLOCK WALLS, AND SHOWCASING THE AESTHETIC AND SETTING OF THE STRUCTURE AND AIRPORT. THE AIRPORT INTENDED THAT THESE ARCHITECTURAL DESIGN DECISIONS WOULD ALLOW THE MEMORY OF THE GENERAL AVIATION TERMINAL TO BE EXPERIENCED AND ENJOYED BY CURRENT AND FUTURE USERS.

APPENDIX B

TO THE MEMORANDUM OF AGREEMENT REGARDING THE PROPOSED GENERAL AVIATION (GA) TERMINAL BUILDING REHABILITATION AT PANGBORN MEMORIAL AIRPORT (EAT) IN DOUGLAS COUNTY, WASHINGTON

Embodied Carbon Report

Per Stipulation III of the MOA, an Embodied Carbon Report (attached) was generated using the Carbon Avoided Retrofit Estimator (CARE) tool. Using quantitative data for the existing building and proposed improvements, the tool compared the metric tons of carbon dioxide equivalent (CO₂e) impacts over 25 years related to the proposed rehabilitation of the GA Terminal Building versus replacing it with a new building. The total emissions associated with rehabilitation of the GA Terminal Building are estimated at 880 metric tons of the CO₂e, versus 910 metric tons of CO₂e from constructing a new building. This equals an estimated reduction of 30 metric tons of CO₂e over 25 years.

General Aviation Terminal Building Rehabilitation...

General Information

PROJECT LOCATION

Country	USA
State/Province	WA
Postal Code	98802

CLIMATE INFORMATION

Heating Degree Days	N/A
Cooling Degree Days	N/A

MODEL INFORMATION

Modeled Timeframe	25
-------------------	----

ELECTRICITY GRID EMISSIONS

Default

Existing Building

BUILDING CHARACTERISTICS

Total Floor Area	6400 ft ²
Floors Above Grade	1
Floors Below Grade	0
Type of Structure	Hybrid
Window-to-Wall Ratio	0.35

BUILDING USE

Primary Use	Transportation Terminal
Floor Area	6400 ft ²
Secondary Use	N/A
Floor Area	N/A

OPERATIONAL ENERGY AND EMISSIONS

Existing Building EUI	37.4 kBtu/ft ² -yr
Existing Building Emissions Intensity	4 kgCO ₂ e/ft ²

Existing Operational Emissions Intensity

4.0 kgCO₂e/ft²-yr

Building Reuse

BUILDING CHARACTERISTICS

Does the Reuse include an addition?	Yes
Total Floor Area Reused	6400 ft ²
Reused Floors Above Grade	1
Reused Floors Below Grade	0
Total Floor Area of Addition	485 ft ²
Addition Floors Above Grade	0
Addition Floors Below Grade	0

BUILDING USE

Will there be a change of use in the Existing Reused Building?	No
--	----

REUSED FLOOR AREA

Primary Use	TransportationTerminal
Floor Area	6400 ft ²
Secondary Use	N/A
Floor Area	N/A

ADDITION

Primary Use	TransportationTerminal
Floor Area	485 ft ²
Secondary Use	N/A
Floor Area	N/A

OPERATIONAL ENERGY AND EMISSIONS

Establish Baseline

Reuse Baseline EUI	37.4 kBtu/ft ² -yr
Reuse Baseline Emissions Intensity	4 kgCO ₂ e/ft ²

Set Target - Reuse

Reuse: Target reduction in energy use	0%
Reuse EUI Target	37.4 kBtu/ft ² -yr
Installing all electric systems and equipment?	No

Set Target - Addition

Does addition have a distinct EUI target?	No
Addition: Target reduction in energy use	N/A
Addition EUI Target	37.4 kBtu/ft ² -yr
Installing all electric systems and equipment?	No

Set Target - Renewables

Percentage of electricity produced by on-/off-site renewables	N/A
---	-----

Reuse Operational Emissions Intensity

4.0 kgCO₂e/ft²-yr

EMBODIED EMISSIONS

EMBODIED EMISSIONS INTENSITY

Structural System Reuse	14.5 kgCO ₂ e/ft ²
Extent of Structural Reinforcement or Replacement	80%
Lateral Upgrade	No

Envelope Reuse	4.7 kgCO ₂ e/ft ²
Exterior Walls	ReplaceHalf
Windows/Glazing	Minor
Roofing	Major
Insulate Walls	Yes

Interior Reuse	3.5 kgCO ₂ e/ft ²
Extent of Restore/Refurbish Finishes	50%
Extent of New Finishes	50%
Extent of Rebuilding/Reconfiguration	50%

Mechanical, Electrical, Plumbing Systems Reuse	4.1 kgCO ₂ e/ft ²
Major	

Addition

Hybrid

Modifiers

No modifiers

Reuse Embodied Emissions Intensity

27.0 kgCO₂e/ft²-yr

New Building

BUILDING CHARACTERISTICS

Total Floor Area	6885 ft ²
Floors Above Grade	1
Floors Below Grade	0

BUILDING USE

Primary Use	Transportation Terminal
Floor Area	6885 ft ²
Secondary Use	N/A
Floor Area	N/A

OPERATIONAL ENERGY AND EMISSIONS

Establish Baseline

New Building EUI Baseline	37.4 kBtu/ft ² -yr
New Building Baseline Emissions Intensity	4 kgCO ₂ e/ft ²

Set Target

Target reduction in energy use	N/A
New Building EUI Target	37.4 kBtu/ft ² -yr
Installing all electric systems and equipment?	No
Percentage of electricity produced by on-/off-site renewables	0%

New Building Operational Emissions Intensity

4.0 kgCO₂e/ft²-yr

EMBODIED EMISSIONS

Hybrid

Modifiers

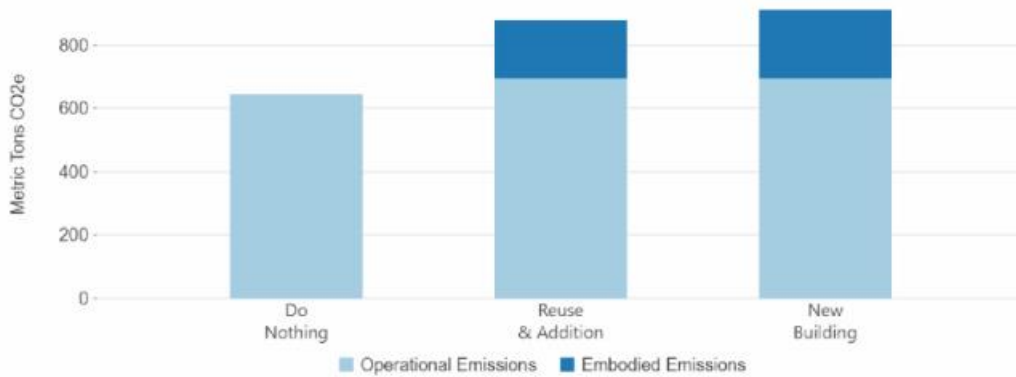
High Performance Mechanical, Electrical, Plumbing System

New Building Embodied Emissions Intensity

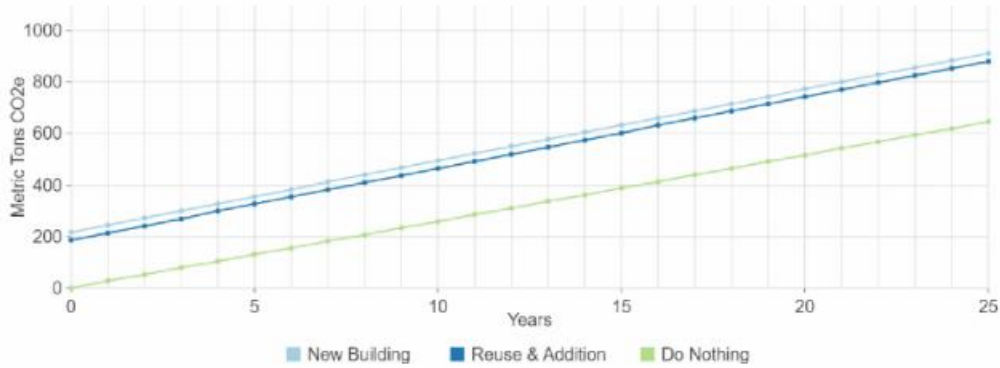
31.4 kgCO₂e/ft²-yr

Results

Total Added Embodied & Operational Emissions over 25 Years



Cumulative Emissions Over Time



	DO NOTHING	REUSE & ADDITION	NEW BUILDING
Embodied Emissions (Metric Tons CO ₂ e, cradle to gate)	N/A	186	216
Operational Emissions (Metric Tons CO ₂ e / 25 years)	645	694	694
Total Emissions (Metric Tons CO ₂ e / 25 years)	645	880	910
Total Emissions Intensity (kgCO ₂ e/ft ² / 25 years)	101	128	132

APPENDIX C

TO THE MEMORANDUM OF AGREEMENT REGARDING THE PROPOSED GENERAL AVIATION (GA) TERMINAL BUILDING REHABILITATION AT PANGBORN MEMORIAL AIRPORT (EAT) IN DOUGLAS COUNTY, WASHINGTON

Plan for Discovery of Unanticipated Cultural Resources

Cultural resources can be found during any ground-disturbing activity. If a monitor is onsite, he/she may determine if the discovery should trigger the procedures described in this document. If no monitor is onsite, all excavation and work in the area must stop, and the procedures as described below must be followed. If in doubt, follow the procedures outlined in this document. Unanticipated discoveries can vary and include evidence or remnants of historic-era and precontact activities by humans. Cultural resources can include, but are not limited to:

- Stone flakes, arrowheads, stone tools, bone or wooden tools, baskets, beads;
- Historic building materials such as nails, glass, metal such as cans, barrel rings, farm implements, ceramics, bottles, marbles, beads;
- Layers of discolored earth resulting from hearth fire;
- Structural remains such as foundations;
- Shell Middens; and
- Human skeletal remains and/or bone fragments which may be whole or fragmented.

In the event that previously unknown cultural resources are discovered within the Area of Potential Effects from construction activities of the undertaking, or should those activities directly or indirectly impact known historic properties in an unanticipated manner, the following actions, at a minimum, will be initiated by the FAA, or a representative duly authorized to perform these tasks:

1. All activities will halt in the immediate vicinity of the discovery and all actions that might adversely affect the property will be redirected to an area at least 200 feet from the point of discovery.
2. The FAA and the Chelan Douglas Regional Port Authority will be notified immediately (within 24 hours), and the FAA will notify the Washington Department of Archaeology and Historic Preservation (DAHP) and any Indian tribe that might attach religious and cultural significance to the affected property.
 - a. If not already onsite, a professional archaeologist who meets the Secretary of the Interior's qualifications (36 CFR Part 61) will be called in within 48 hours to assess the discovery.

3. Upon arriving at the site of the discovery, the professional archaeologist shall assess the resource. The assessment shall include:
 - a. The nature of the resource (e.g., number and kinds of artifacts, presence/absence of features). This may require screening of already disturbed deposits, photographs of the discovery, Global Positioning System (GPS) data, and other necessary documentation. The archeologist will have basic archaeological excavation tools on hand.
 - b. The spatial extent of the resource. This may require additional subsurface examination, mapping or inspection, as is appropriate to the resource.
 - c. The nature of deposition/exposure. This may require interviews with construction personnel and with other persons having knowledge about the resource or the expansion of existing disturbance to establish the characteristics of the deposits.
4. The professional archaeologist will complete a brief summary of the assessment and submit the report to the FAA, Chelan Douglas Regional Port Authority, and the DAHP within 10 days of fieldwork for further instruction. The FAA will also notify any Indian Tribe that might attach religious and cultural significance to the affected property.
5. The FAA will consult with the Chelan Douglas Regional Port Authority, the DAHP, and any Indian tribe that might attach religious and cultural significance to the affected property to determine if and when construction activities in the location of the discovery may resume.
6. After consultation, the FAA will issue appropriate determinations of eligibility of any resources discovered and a determination of effect before construction in the location of the discovery may resume. Consistent with 36 CFR § 800.13(b)(3) (Post-review discoveries) Tribes and the DAHP will have 72 hours to respond to the determinations.
7. If unanticipated discoveries are made due to the undertaking, a technical report will be written at the end of the project by the on-site professional archaeologist and will be submitted within four months to the DAHP by the FAA. Reports dealing with sensitive information regarding sacred areas or other similar resources of historical or cultural importance to Native Americans will be reviewed only by those who have responsibility for National Register eligibility determinations or management concerns of such properties.
8. Report and documentation efforts shall conform with the Secretary of the Interior's Standards and Guidelines for Archaeology and Historic Preservation (48 FR. 44716-44740), as well as with all applicable standards, guidelines, and forms for historic preservation, including Historic American Buildings Survey/Historic American Engineering Record/Historic American Landscapes Survey (HABS/HAER/HALS) guidance, and guidance established by the DAHP.

9. Points of Contact:

FAA: Amanda Ogden, SEA ADO - (206) 231-4130

Chelan Douglas Regional Port Authority (CDRPA): Trent Moyers, Director of Airports - (509) 884-4700

CDRPA Consultant, Ardurra: Vince Barthels, Environmental Services Manager – (509) 951-9564

DAHP: Maureen Elenga, Architectural Historian – Transportation Project Reviewer – (360) 972-4539



APPENDIX D - PUBLIC ENGAGEMENT SUMMARY



Pangborn's Festival of Flight Event and Environmental Assessment Open House Public Engagement Summary

The Pangborn Memorial Airport hosted its annual Festival of Flight community event at the Airport on July 8, 2023, from 9AM to 3PM. More than 100 airplanes were showcased, and food, music, entertainment, and informational exhibits were provided. Several thousand people were in attendance. Ardurra hosted an informational booth (see **Figure 1**) to provide the public with information about the ongoing Environmental Assessment (EA) for the Airport's proposed General Aviation Terminal rehabilitation project. The Wenatchee World and the Lake Chelan Mirror newspapers were utilized to inform the public about the upcoming Festival of Flight event and the ongoing EA process, with notices published June 28 and July 5.



Figure 1: (Left) Photo of the informational booth containing a poster board description of the project, comment box, comment forms, sign-in sheets, and architectural model of the Proposed Action. (Right) Members of the public reading the poster board and viewing the architectural model.

This memo was developed to document the public engagement activities that took place during Pangborn's Festival of Flight event. Five staff from Ardurra were present, and two staff from Ardurra's subconsultant, ALSC Architects were present to provide expertise on the project. Approximately 250 members of the public viewed the booth and/or engaged with staff by asking questions or leaving verbal comments. The following bulleted list provides a summary of the public comments and questions that were received. No members of the public opted or elected to leave a written comment.

General Summary of public feedback:

- One negative comment was received, which was in regard to the use of federal tax dollars applied to an aviation centric project.
- Noteworthy, all other comments were characterized as neutral or positive.
- Examples of comments, questions, and engagement:
 - A woman stated her displeasure that public funds would be used to rehabilitate the GA Terminal building which would be used for private aviation. She was asked if she would like to leave written comment, but she declined and walked away.

- "This rehabilitation project is long overdue. I'm glad this is getting done."
- "When will the project begin?"
- "How long will construction take?"
- "I park my aircraft in the GA Terminal hangar, and I've worried about the condition of the roof. I'm glad this project is underway to fix that problem."
- "I only use the bathroom in the GA Terminal for emergency situations. I am really looking forward to the new and improved bathrooms."
- After viewing the model and the before and after photo comparisons many people said, "wow, what an improvement. This is going to look great."
- A second-year university architecture student was interested in the architectural model of the building and said that she thought it would look good when finished.
- Many children viewed the architectural model and were very interested in the display.

See Proof on Next
Page

Affidavit of Publication

STATE OF WASHINGTON
COUNTY OF CHELAN

Wenatchee World is a legal newspaper published in the Chelan County, Washington, and approved as such by the Superior Court of said County and State. Serving the counties of Chelan, Douglas, Grant & Okanogan.

That said newspaper was regularly issued and circulated on those dates.

28 Jun 2023

5 Jul 2023

Subscribed to and sworn to me this 5th day
of July, 2023



Notary Public, Chelan County Washington

Donna Hillock

My Commission Expires: 08/30/25



PUBLIC NOTICE:

**Environmental Assessment for the Proposed Improvements to the
General Aviation Terminal Building at Pangborn Memorial Airport
East Wenatchee, Washington**

Pangborn Memorial Airport is in the process of preparing an Environmental Assessment (EA) pursuant to the National Environmental Policy Act (NEPA) for the Federal Aviation Administration (FAA) in order to assess the environmental impacts of proposed improvements to the Airport's historic General Aviation (GA) Terminal building. On Saturday, July 8 from 9:00 AM to 3:00 PM, the Airport is hosting an Open House Poster Session at 1 Pangborn Drive, East Wenatchee, WA 98802 in conjunction with Pangborn's Festival of Flight, a family friendly, community event. The objective of the Open House Poster Session is to inform the public of the ongoing EA and solicit comments to be considered in preparation of the EA. Information regarding the EA process and the proposed improvements can be found in an informative flyer located on the Airport's website at <https://www.flywenatchee.com/>. Hard copies are available at the Chelan Douglas Regional Port Authority offices located at 1 Campbell Parkway, Suite A. If you cannot obtain an electronic or hard copy of the flyer, please contact Vinco Barthels by email at vbarthels@ardurra.com and one will be mailed to your address upon request.

NCW Media, Inc.

Corporate Office

P.O. Box 39
Leavenworth, WA 98826
509-548-5286

STATE OF WASHINGTON)

) S.S.

COUNTY OF CHELAN) **Affidavit of Publication**

Laura Husa, being first duly sworn, on oath deposes and says:

That she is the Administrative Assistant of the **Lake Chelan Mirror, Cashmere Valley Record and Leavenworth Echo** and that said newspaper is a legal newspaper and it now is and has been for more than six months prior to the date of publication hereafter referred to, published in the English language continually as a weekly newspaper in Leavenworth, Cashmere, and Chelan, Chelan County, Washington, and it is now and during all of said time published in an office maintained at the aforesaid place of publication of said newspaper.

That the annexed is a true copy of **Ardurra EA Gnrl. Aviation Terminal Bldg. Pangborn Airport Ad#5909** published in regular form (and not in supplement form) of said newspaper(s) once a week for a period of **2 week(s)** commencing on the **28th of June, 2023**, and ending on the **5th of July, 2023**, and that such newspaper regularly distributed to its subscribers during all of said period.

That the full amount of the fee charges foregoing publication is the sum of **\$188.50**.

This newspaper has been approved as a legal newspaper by order of the Superior Courts of Chelan County, Washington, as provided in Chapter 213 Session of Laws of 1941.

Laura Husa

Subscribed and sworn before me this *10th* day of *July* 20 *23*



Ruthedna Keys

Notary Public in and for the State of Washington

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Ardurra

Classified Insertion Order

#5909 Ardurra EA Gnrl Aviation Terminal Bldg Pangborn Memorial Airport E. Wenatchee

Contact: Patrick Waite	Sales Rep: Laura	Order Date: 6/20/2023
Address: Ardurra 7950 N. Meadowlark Way Ste A Coeur d'Alene ID 83815 USA	Phone: 208-508-2121 Email: pwaite@ardurra.com	Order Number: 5909
		Advertiser No: 2451

Start Date	End Date	No. of Runs	No. of Publications	Description	Classification	Ad Size	Price
6/28/2023	7/5/2023	2	1	#5909 Ardurra EA Gnrl Aviation Terminal Bldg Pangborn Memorial Airport E. Wenatchee	Public Notices	6.4382 Inches	\$188.50

Publications: Lake Chelan Mirror

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Public Notices

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Published in the Lake Chelan Mirror on June 28, July 5, 2023. #5909