



December 20, 2013

Ms. Diahann Howard
Port of Benton
3100 George Washington Way
Richland, WA 99354

Dear Ms. Howard,

Enclosed is the final version of the Port of Benton Heritage Resources Management Plan. As you will recall, we produced a draft of the plan for the Port in December 2012, which was then sent to the Washington Department of Archaeology and Historic Preservation (DAHP), DOE-RL, and the tribes for review and comment. Comments were received from the Confederated Tribes of the Umatilla Indian Reservation (CTUIR), which were reviewed by the Port attorney. We then addressed the CTUIR and attorney's comments and produced the Plan, which we are delivering today, along with a comment resolution form that documents the CTUIR comments and how we addressed each comment.

The Port can now distribute the complete plan to DAHP, DOE-RL, and the tribes. If the Port has other people who would benefit from the Plan, for example staff or contractors, we have provided a version without Appendix A, which contains sensitive archaeological information.

The enclosed package includes the following:

- printed copy of the complete plan (main body and appendixes)
- a printed copy of the completed comment resolution form.
- a CD, containing the following:
 - the complete plan in Word so that the Port can update the Plan as necessary
 - the plan in Word without Appendix A
 - PDFs of the complete plan and the plan without Appendix A
 - The completed comment resolution form.

If there is anything else we can do for the report, please let me know.

Regards,

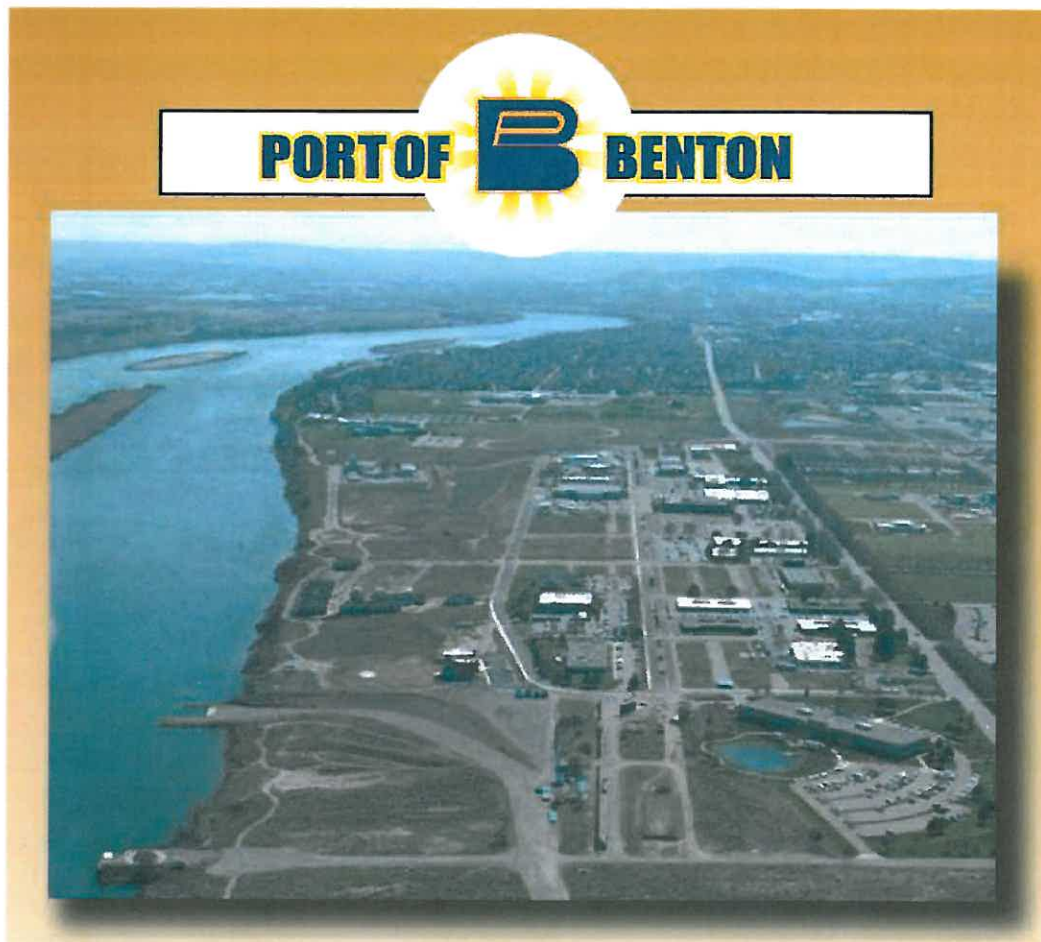
A handwritten signature in blue ink, appearing to read "Darby Stapp", is written over a horizontal line.

Darby Stapp, PhD, RPA
Northwest Anthropology LLC

Port of Benton

Heritage Resources Management Plan

December 2013



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Port of Benton Heritage Resources Management Plan

Executive Summary

The Port of Benton has prepared a Heritage Resources Management Plan to facilitate its mission to foster economic development, trade and tourism by providing quality infrastructure and multimodal transportation. The Port operates 14 sites including airports, manufacturing centers, and tourist facilities, and manages over 300 leases. The management plan fulfills obligations that result from land acquisitions, development partnerships, land sales, and leases at sites located throughout Benton County, located on the Columbia River in south-central Washington State. These obligations include complying with federal requirements such as Section 106 of the National Historic Preservation Act; state requirements such as the Washington State Environmental Policy Act and Washington Executive Order 0505 (EO 05-05); and individual agreements made with the Confederated Tribes of the Umatilla Indian Reservation, the Yakama Nation, the Washington Department of Archeology and Historic Preservation, and the U.S. Department of Energy, Richland Operations. The Port of Benton Heritage Resources Management Plan provides descriptions of the 15 major sites operated by the Port, describes the history and context of the heritage resources that are located in and around these sites, and describes the review processes and protective measures that are in place to meet the Ports requirements and commitments.



Photograph, circa 1948, of the North Richland Construction Camp, showing the area known today as the Port of Benton Technology & Business Campus. The land was acquired from the U.S. Government in 1961. A present-day photograph is seen on the cover of this plan.

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Introduction

The Port of Benton (Port) is a municipal corporation of the State of Washington, governed by three elected commissioners. The Port currently operates fourteen commercial/industrial sites, including two airports, a barge slip, short line rail, and a campground. In addition to operating its sites, the Port purchases, sells, leases, and partners with agencies and private businesses to foster economic development, trade, and tourism, as such opportunities arise.

The Port of Benton is located within Benton County (Figure 1), in south-central Washington along the Columbia River, on lands located within ceded boundaries of the Treaties of 1855 for both the Confederated Tribes of the Umatilla Indian Reservation and the Yakama Nation.

The recent growth of the Port operations, combined with increasing federal and state requirements to protect the cultural heritage, have led to increasing attention to heritage resources under the purview of the Port. A number of Port sites have heritage resources associated with Native Americans, farming history, and military history. Depending on the source of funds involved in any undertaking, the Port may be required to follow federal or state law or to meet conditions stated in the original land transfer agreements. To meet the Port's obligations, the Port has prepared this *Port of Benton Heritage Resources Management Plan*.

The *Management Plan* provides descriptions of the major facilities operated by the Port; describes the history, resources, and contexts of heritage resources located in and around the Port sites; and describes the heritage compliance review processes and protective measures in place to meet the Port's requirements and commitments. The plan was prepared in consultation with the Washington Department of Archaeology and Historic Preservation, the Confederated Tribes of the Umatilla Indian Reservation, the Wanapum, the Yakama Nation, the U.S. Department of Energy, and the U.S. Maritime Administration.

Port of Benton Mission and History

In 1911, the Washington Port District Act authorized local voters to create publicly owned and managed port districts to maintain public ownership of the waterfront and facilitate economic development. Public port districts are independent government bodies run by directly elected commissioners (HistoryLink.org, 2012). There are currently 75 public port districts in Washington, more than any other state (Oldham, 2011).

The Port District was created by a referendum vote of the people in 1958 prompted by the formation of the City of Richland, out of the Hanford Nuclear Reservation. The Port was chartered to promote industrial development and transportation, including general aviation, in Benton County.

The Port is governed by three elected Commissioners. Each Commissioner represents a separate district within the Port boundaries. The day-to-day operations of the Port are managed by an Executive Director selected by the Commission.

The Port District is located south of the Hanford Site and the Hanford Reach National Monument, and includes the towns of Benton City, Prosser, and Richland. The District is bordered on the west by Yakima and Klickitat Counties, on the northeast by the Columbia River,

on the east by the Port of Kennewick, and on the south, again, by the Columbia River. The district extends northeastward from Yakima County along the Columbia River to the City of Richland and southward down to the confluence of the Yakima River, then westward along the north side of the Yakima River to the North-South line separating Range 25 and 26 just west of Benton City, then directly south to the East-West line separating Township 8 and 9, then east to the North-South line separating Range 27 and 28 and then directly south to the Columbia River. From there, it extends westward along the Columbia River back to Klickitat County. Contained within the Port district is the entire Hanford Nuclear Reservation, three quarters of the city of Richland, all of Benton City, all of Prosser and other smaller communities.

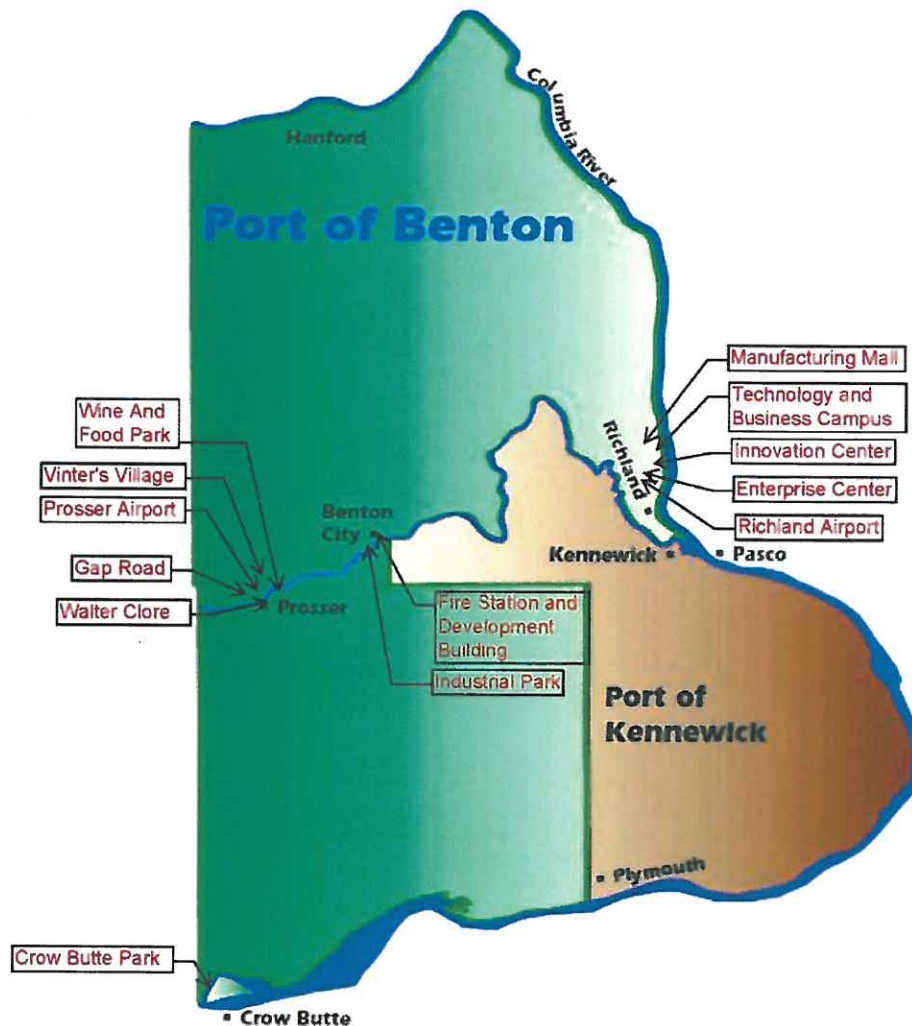


Figure 1. Map of Benton County, Washington, showing boundaries of the Port of Benton and the locations of the major facilities (Port of Benton, 2011).

The Port began acquiring property soon after its formation. By 1961 it owned the Richland Airport and 290 acres in north Richland along the river. Since then the Port has acquired land from various federal, state, county, city, and private sources in Richland, Benton City, Prosser, and throughout Benton County. Land holdings increased significantly in the mid-1990s, when changes to federal law were made to encourage reuse of federal assets to spur economic competitiveness. For example, in 1994, the Port worked with Department of Energy (DOE-RL), the General Services Administration, the U.S. Department of Transportation, and the U.S. Maritime Administration (MARAD) to obtain buildings and 71 acres in north Richland. In 1998, the Port obtained 760 acres of Hanford's 1100 Area. Today, the Port has approximately 300 leases in force with local businesses at more than 13 sites, detailed below.

Overview of Port of Benton Sites

The Port operates sites in Richland (Figure 2), Prosser (Figure 3), Benton City, and Crow Butte (Figure 1) near Plymouth. Brief descriptions of individual sites are provided below.

Richland

- The **Technology & Business Campus** consists of approximately 290 acres of former Hanford lands located in north Richland. The site is bounded by the DOE Pacific Northwest Science Office site to the north, George Washington Way on the west, the Columbia River to the east, and Washington State University–Tri-Cities to the south. The site is relatively flat and was heavily disturbed by the 1940s development of the North Richland Construction Camp. The site includes a barge facility used by the U.S. Navy; a housing community; office buildings; the Penford Food Ingredients, Co.; a starch plant; and several acres of vacant property, which are still available for development. Recently, a small area was set aside as the USS Triton Sail Park to commemorate the accomplishments of the first vessel to circumvent the world submerged. (See Appendix A:24–27)
- The **Richland Innovation Center** is located to the east of the Technology & Business Campus. The area became a Port site in 1996 when 71 acres were transferred from the U.S. Government through the Maritime Administration (MARAD). The center consists of large warehouse buildings, several office buildings, other buildings used for light manufacturing, and property is available for new development. (See Appendix A:28–30)
- The **Manufacturing Mall** is located to the west of the Richland Innovation Center, in north Richland. The area became a Port site in 1998 when 768 acres of the former Hanford 1100 Area were transferred from the U.S. DOE to the Port. The original transfer included a number of buildings and the Hanford railroad. The 16 miles of railroad continues south to the Richland Junction, where it connects to the Union Pacific Railroad and is accessed by Burlington Northern Santa Fe Railway. Since the transfer, acreage has been leased for a gravel pit (Figure 4) and other businesses, and additional lands are currently being marketed. (See Appendix A:31–39)

- The **Richland Airport** became Port property in 1960 when it was acquired from the U.S. Atomic Energy Commission. Until that time, private air traffic was not allowed at the airport. This site contains 650 acres within the City of Richland approximately two and one-half miles northwest of downtown Richland. (See Appendix A:40–41)
- The Port of Benton's **Intermodal Transload Facility** opened in 2008 to serve a variety of uses, including local agricultural commodity growers. Small shippers are able to assemble and combine custom quantities of their agricultural products for customers located throughout the United States. It is located at the corner of Queensgate and Battelle Blvd (Figure 1).
- The **Tri-Cities Enterprise Center** is a 18,000-sq-ft building on 4.5 acres off Highway 240 in the Horn Rapids Business Park. The building was built in 1987 as a small business incubator. Included among the tenants is the B-Reactor Museum Association, which coordinates tours of the historic Hanford B-Reactor; the White Bluffs Brewery; and the Ethos Bakery (Figure 1).

Prosser

- The **Prosser Vintner's Village** land is a 32-acre site is located in north Prosser next to Interstate-82 within the city limits. Since acquiring the land, the Port has sold various parcels to commercial wineries. To continue growth in this region, the Port negotiated and recently purchased an 18.5-acre-parcel to the south and adjacent to Vintner's Village. The new property contains a historic residence that was sold and turned into a private sector bed and breakfast in support of agri-tourism in this region. (See Appendix A: 46–47)
- The **Prosser Wine and Food Park**, a 90-acre site, was purchased and developed in 1962 and is located two miles northeast of the City of Prosser along the south bank of the Yakima River (Figure 5). Access to the site is via U.S. Interstate I-82 and Wine Country Road, with rail service provided by Burlington Northern. The Port has sold a majority of the site to private industry, but has retained approximately 5 acres for further development and possible sale. A 35-acre orchard property adjacent to the west side of the park has been purchased for future development. This orchard currently grows cherries and apples and will continue to be operated as an orchard until demand for development. (See Appendix A: 48–50)
- The **Prosser Airport**, formerly Beardsley Field, was built in 1935 for the City of Prosser. In 1961, the City transferred ownership and management of the airport to the Port. It features a single 3,450-foot runway with retro-reflective taxiway markers and a taxiway crossover for visiting pilots. There are approximately 30 private aircraft located at the Prosser Airport. Commercial activity is located on the south side of the airport along Nunn Road which intersects with Wine Country Road. The Port's Prosser Airport Development Building presently houses the Chukar Cherry Company. This site originally contained approximately 90 acres, and has increased to 120 acres as the result of acquisition of adjacent properties. It is located about one-half mile north of downtown Prosser. (See Appendix A: 51–53)

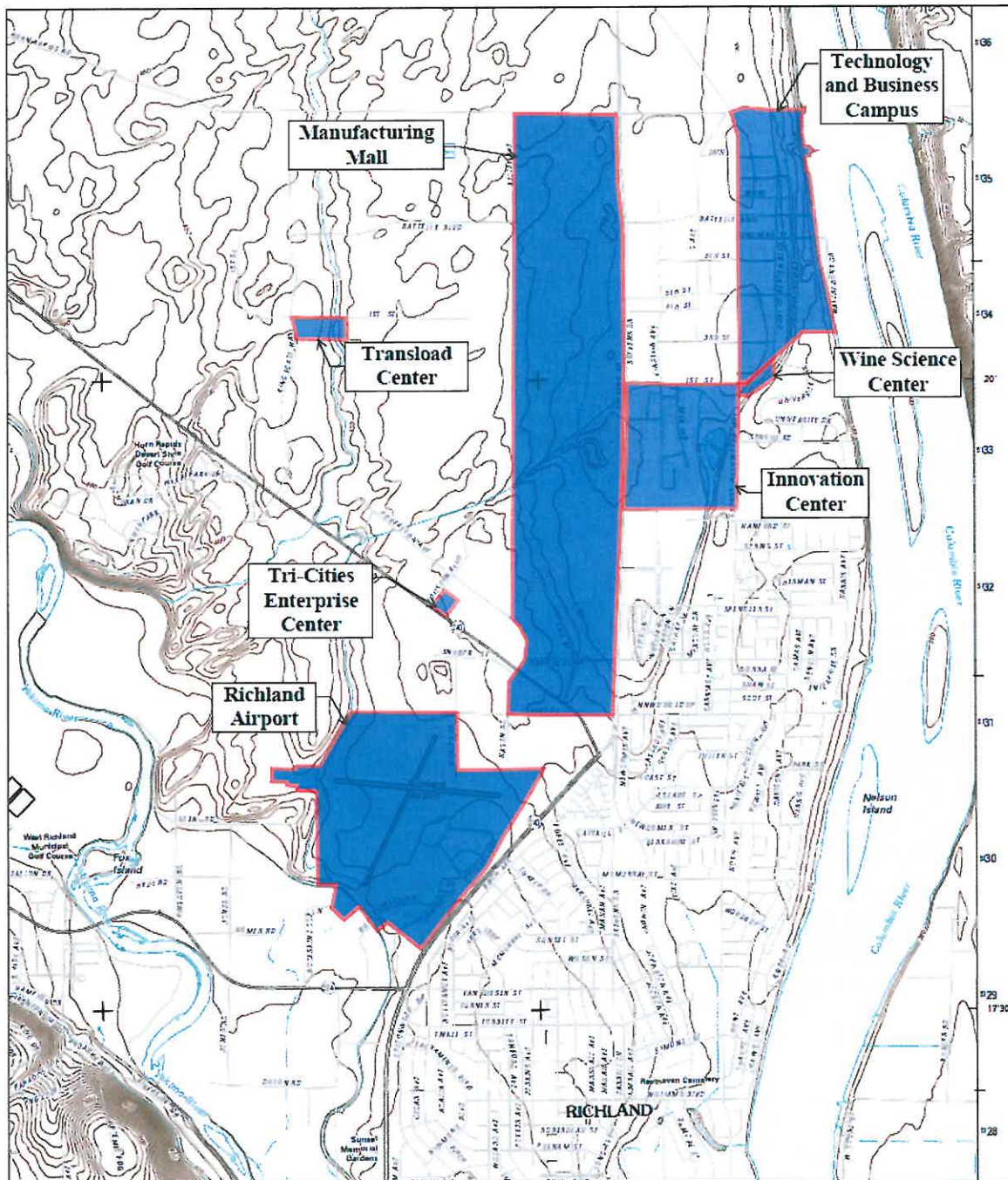


Figure 2. Map of Richland, Washington, showing location of Port Sites in blue.



Figure 3. Google earth aerial of Prosser showing locations of Port sites.



Figure 4. Field inspection of an area slated for future development north of the gravel pit in the Manufacturing Mall site.

- **Walter Clore Wine & Culinary Center.** This 16-acre site was purchased by the Port in 2003 and is located on the east end of the City of Prosser. The facility will open in 2014. (See Appendix A: 42–45)
- **Gap Road Industrial Site.** This 20-acre site was purchased for the development of the Port's Biomass Gasification Project. The site has rail access and is located one-half mile north of Prosser on Gap Road. (See Appendix A: 54–56)



Figure 5. Prosser Wine and Food Park, looking north, up the Yakima River toward the town of Prosser.

Benton City

- The Port purchased the **Old Fire Station** in downtown Benton City in 2009. The building will be sold, 'as is' to businesses seeking retail space or tourism activities in Benton City. (See Appendix A:59)
- The **Benton City Development Building** was an historic 1910 building in downtown Benton City that was purchased by the Port in 2007. The building has been divided into two sections and is currently leased to Sew Me Pretty, a consignment/sewing business; and to Logar Pharmacy. (See Appendix A:60)
- The **Benton City Industrial Park** is on a 26-acre site off the Yakima River purchased by the Port in 1975. The park is zoned for industrial use and features infrastructure improvements consisting of water lines, sanitary sewer, heavy truck access and conduits for future power and telephone service. The park lies immediately west of Benton City within the city limits adjacent to the former Union Pacific Railroad line. (See Appendix A:57–58)

Crow Butte

- The 275-acre **Crow Butte Park** is leased from the Corps of Engineers and is located on a 1500-acre island in the Columbia River 13 miles west of Paterson, Washington (Figure 6). The Port works closely with the Confederated Tribes of the Umatilla Indian Reservation to protect Crow Butte, which is considered a traditional cultural place by the Tribe. The intended use for this property is to provide a camping area with RV pads, boat launches, docks, trails and a day use area. (See Appendix A: 61–63)



Figure 6. Crow Butte Park, located near Patterson, Washington. The Crow Butte Park is located at the left where the trees are located.

Port of Benton Long-Term Plan

The long-term plan for the Port is to continue economic development of the area by obtaining and maintaining sites, adding and improving infrastructure, and working with other entities as opportunities arise. The Port will continue to operate its sites and continue to sell and to lease land as market conditions allow and as new lands are obtained. The Port will continue to pursue new development opportunities in partnership with the U.S. Department of Energy, other federal agencies, local municipalities, and the private sector.

The *Port of Benton Comprehensive 2013 Plan* (POB, 2013) identifies scheduled improvements and future activities being considered for each site.

Heritage Resources Management

This section presents the Port's approach to heritage resource management. The section begins with the goals that guide the Port's approaches and decision making. The types of resources that have been found on Port sites and their cultural and historical contexts are then presented, followed by recent accomplishments. The section continues with the identification of heritage requirements and commitments made by the Port, and concludes with the Port procedures and measures that are in place to ensure compliance and protection. Detailed information pertaining to each Port site is found in the site summary sheets in Appendix A.

Heritage Resources Management Goals

The Port's goals for heritage resources are:

- **Protect** those important resources known to be on Port lands and sites—documented resources eligible for the National Register of Historic Places or otherwise considered important include:
 - Crow Butte, a place of religious and cultural significance to Confederated Tribes of the Umatilla Indian Reservation and other the Native American Tribes, where the Port operates a public park and campground
 - 45BN27, a pre-contact archaeological site on the Columbia River in north Richland, within the Port's Technology & Business Campus
 - 45BN1125, the Richland Irrigation Canal, of which small segments of varying integrities are located within the Port's Manufacturing Mall and Richland Airport
 - Historic artifacts located in former Hanford buildings representing the Hanford Manhattan Project and Cold War Historic District, under the Port's care until they are transferred to the U.S. Department of Energy
 - North Richland Construction Camp infrastructure, consisting of a bathhouse foundation, for which a protective covenant has been secured.

In addition to these important resources are a number of areas owned by the Port with potential for additional resources to be found. For example, the north end of the Technology & Business Campus is adjacent to land administered by the U.S. Department of Energy, Pacific Northwest Science Office, which contains known locations of religious and cultural significance to Mid-Columbia Indian Tribes. Similarly, the remains of historic farmsteads in the Port's Manufacturing Mall (45BN1108, BN1109, BN1137, and BN1568, and BN1576), although not considered eligible for the National Register of Historic Places, do document historic activity and therefore suggest potential that subsurface deposits could be located there.

- **Fulfill** commitments made when land was received or land was leased by the Port—primary examples are
 - the Crow Butte lease between the U.S. Army Corps of Engineers and the Port of Benton
 - Manufacturing Mall/1100 Area stipulations included in the draft Memorandum of Agreement developed by the U.S. Department of Energy, the Washington State Department of Archaeology and Historic Preservation, and the Port of Benton.

- **Comply** with cultural review requirements established by the federal and state government—the Port has developed a procedure to ensure all projects comply with:
 - National Historic Preservation Act Section 106 for all projects involving federal lands, permits, or funding
 - Washington Executive Order 0505 (EO 05-05), which requires that all state agencies with capital improvement projects consult with the Washington Department of Archaeology and Historic Preservation and Native American Tribes regarding compliance with appropriate and relevant requirements.
 - Washington State Environmental Policy Act (SEPA), which requires the lead agency to answer questions about potential impacts on resources; Question 13 concerns known cultural resources, evidence of cultural resources, and proposed actions to reduce impacts to cultural resources.
- **Respond** to inadvertent and unexpected discoveries of cultural resources—The Port has developed a procedure to ensure that Port staff, its contractors, and its lease owners will stop work if archaeological deposits or human remains are discovered and make appropriate notifications (Appendix B and C).
- **Incorporate** heritage resources into the Port mission where appropriate—examples include creating the Triton Sail Park (Figure 7), and participating in the 2010 Cultural Resources Protection Summit on the Suquamish Indian Reservation, and preparing this Heritage Management Resources Plan.

These goals are incorporated into Port determinations concerning new projects, operation and maintenance of its sites, and development of its lands.

Heritage Resources and their Cultural Contexts

The heritage resources found in and around the Port's sites are associated with a number of cultural and temporal contexts. Brief descriptions of the major contexts are provided below. More detailed descriptions of these cultural contexts are found in various reports associated with Port sites: pre-contact (Wislon, Ogle, and Fagan, 2005); contemporary Native American (Senn, 2009); farming (Cadoret, Sharpe, and Hale, 1999; Harvey 2005; Mishkar et al., 2010a,b); Manhattan Project/Cold War (Mishkar et al., 2008). In addition, the DOE Hanford Cultural Resources Management Plan provides a good cultural overview for the area north of Richland (DOE, 2003).

Contemporary Native American

When Europeans first arrived in the Northwest, the descendants of ancient Native peoples were still living a traditional lifestyle. Native peoples that lived and used the area and its resources included the Chamnapum, the Wanapum, the Walla Walla, Yakama, the Umatilla, the Nez Perce, the Palouse, and others. When the Treaties of 1855 were signed, many of these peoples and their descendants moved to reservations, while some, such as the Wanapum, did not.

The descendants of the Native American groups that were displaced by the arrival of the early settlers and later the U.S. Government continue to live in the region, practicing their traditional religions. These contemporary Indian people continue to rely on the water; on traditional plants, medicines, and animals; and on salmon and other fish. Throughout the year,

people will access lands to hunt, fish, collect plants and other resources, and pray. Tribal representatives continue to urge protection of cemeteries and graves, pre-contact and historic archaeological sites, on traditional use areas, and on other places of cultural and religious significance.

Ancient Times

A sequence covering the last 12,000+ years has been established for the Mid-Columbia region and lower Yakima River valley (Ames, Dumond, Galm, and Minor, 1998). The earliest peoples, including Clovis people, arrived over 10,000 years ago. By 10,000 years ago, well-established economies were in place that span several thousand years; names given by archaeologists to these early eras are "Early Pre-historic," "Windust," "Cascade." In later times, these early economies developed systems and technologies that made greater use of the natural environment and the number of people increased dramatically. This era, referred to as the Tucannon in the Mid-Columbia, developed the economy that is seen as the forerunner of the seasonal round ethnographic pattern that was in place when Americans and Europeans arrived. Heritage resources associated with this cultural context could be on any of the Port sites, but are documented at the following:

- Technology & Business Campus (45BN28, BN500, BN1315)
- Manufacturing Mall (three isolated finds: 45BN500, BN1635, BN1636)
- Crow Butte Park (numerous archaeological sites adjacent to Park boundaries).

Historic Period—Agriculture

Agriculture came to the area at the end of the nineteenth century, and evolved from ranching to farming as irrigation development occurred. Places associated with this time period on or near Port facilities are:

- The Manufacturing Mall, where remains of farms (45BN1108, BN1109, BN1137, and BN1568, and BN1576) and associated features, and the Richland Canal (45BN1125) are documented.
- The Walter Clore Center, where a farm operated prior to purchase (45BN1588).
- Crow Butte, where evidence of farming was found across the landscape.

Historic Period—World War II and Cold War

The U.S. Government condemned over 600 square miles of what became known as the Hanford Site in 1943 to produce materials for the atomic bomb. Following the end of WWII, Hanford continued operating as part of the nuclear arsenal. From the beginning, the U.S. Army maintained a presence to protect the nuclear facilities, culminating with the operation of Camp Hanford in North Richland from 1951 to 1961. Places associated with this time period on or near Port facilities are:

- The Technology & Business Campus, where remains of the North Richland Construction Camp (1946–1949), which later became the U.S. Army Camp Hanford (1949–1959), are found.
- The Manufacturing Mall, where the Hanford Railroad and other Hanford buildings and structures were located.

- The Richland Innovation Center, where various Hanford buildings were located.
- The Richland Airport, which operated as the Hanford Site airport until 1959.

Heritage Resource Accomplishments

The Port and others have conducted a number of heritage resource compliance reviews since 2005 by cultural resource professionals. These include the following:

- Crow Butte monitoring and testing for upgrades (Gough et al., 2004; Senn, 2009)
- Transload Site (Chobot and Harrison, 2008)
- Manufacturing Mall—American Rock Expansion, Larson Road Expansion (Mishkar et al., 2010a; Mishkar et al., 2010b; Steinmetz, 2011; Solimano, 2012)
- Prosser Clore Center (Harder, 2005; Woody, 2009)
- Prosser Airport (Landreau, 2006)
- Vintner's Village (Lally, Woody, and Corpuz, 2009)
- Business and Technology Campus (Harvey, 2005)
- USS Triton Sail Park (Mishkar et al., 2008).

In addition to these reviews, the Port has contributed to enriching the cultural environment by creating the Triton Sail Park (Figure 7). The Port also participated in the 2010 Cultural Resource Protection Summit held at the Suquamish Reservation near Poulsbo, Washington, making a presentation on Port activities in a session about Public Ports in Washington.



Figure 7. Triton Sail Park newspaper article on the dedication in November 11, 2011.

Heritage Requirements and Commitments

The type of cultural resource review that will be conducted is dependent on land ownership, source of funds, and the need for a federal permit. The Port may be required to follow federal or state law, or meet conditions stated in the transfer agreement. If there are no existing requirements, the Port will use best management practices and proceed based upon the type of activity and the known resources in the area. The process that the Port will use to determine requirements or identify actions is shown in Figure 8.

Regardless of funding sources, state laws prohibits anyone from disturbing known archaeological sites or human burials (Indian Graves and Records Act, RCW 27.44; Archaeological Sites and Resources Act, RCW 27.53; Archaeological Excavation and Removal Permit, WAC 25.48; and the Abandoned Historic Cemeteries and Graves Act, RCW 68.60; Discovery of Human Remains, RCW 27.44). Therefore, if a proposed project will impact a known site or burial, mitigation measures may be required. Once a project begins, in the event that archaeological or historic materials are discovered during project activities, work in the immediate vicinity must stop, the area secured, and the concerned tribes and the Department of Archaeology and Historic Preservation (DAHP) must be notified (Whitlam, 2010). In the case of Crow Butte, located on federal land, the Native American Graves Protection and Repatriation Act will apply.

Federal Requirements

In cases when federal land is involved, such as the Crow Butte land leased to the Port from the U.S. Army Corps of Engineers, or when federal funds, such as Transportation Funds are used, the federal agency will take the lead in implementing the cultural resource requirements, and the Port will only play a support role. If the federal agency assigns the Port the responsibility to conduct the consultations and arrange for the assessments, the Port will conduct the necessary activities. On federal lands, such as Crow Butte, federal laws such as the Archaeological Resources Protection Act of 1979, the Native American Graves Protection and Repatriation Act of 1990, and the National Historic Preservation Act of 1966 are in force and will be implemented by the federal agency, in this case the U.S. Army Corps, Portland District.

State Requirements

For non-federal projects, the Washington State Environmental Policy Act (SEPA) requires an assessment of historic and cultural resources by the lead agency using Question 13 on the SEPA checklist. In addition, Washington Executive Order 0505 (EO 05-05) requires that all state agencies with capital improvement projects to integrate the Department of Archaeology and Historic Preservation (DAHP), the Governor's Office of Indian Affairs (GOIA), and concerned tribes into their capital project planning process. The following categories of State-funded capital projects require EO 05-05 review:

- any capital construction projects
- land acquisition projects for the purpose of capital construction.

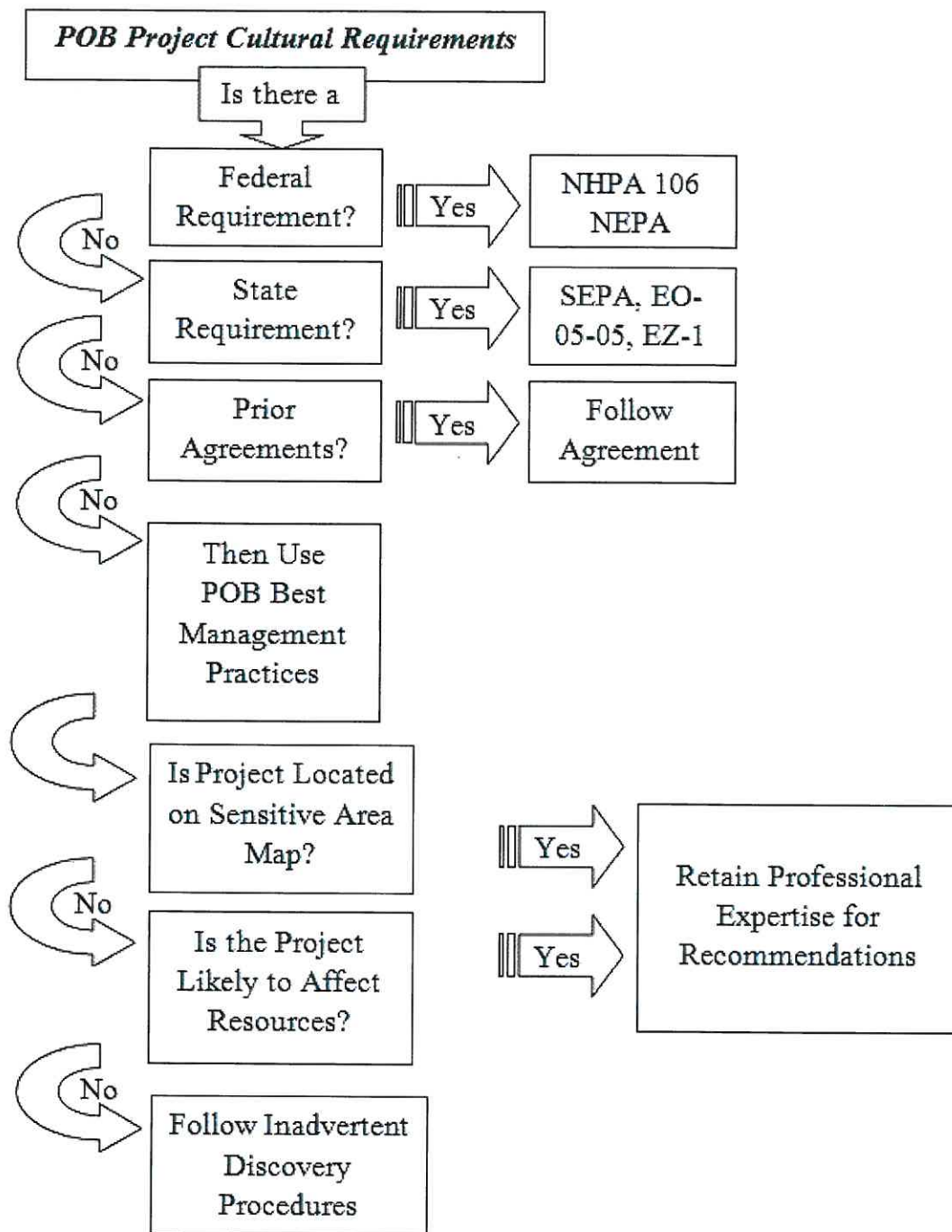
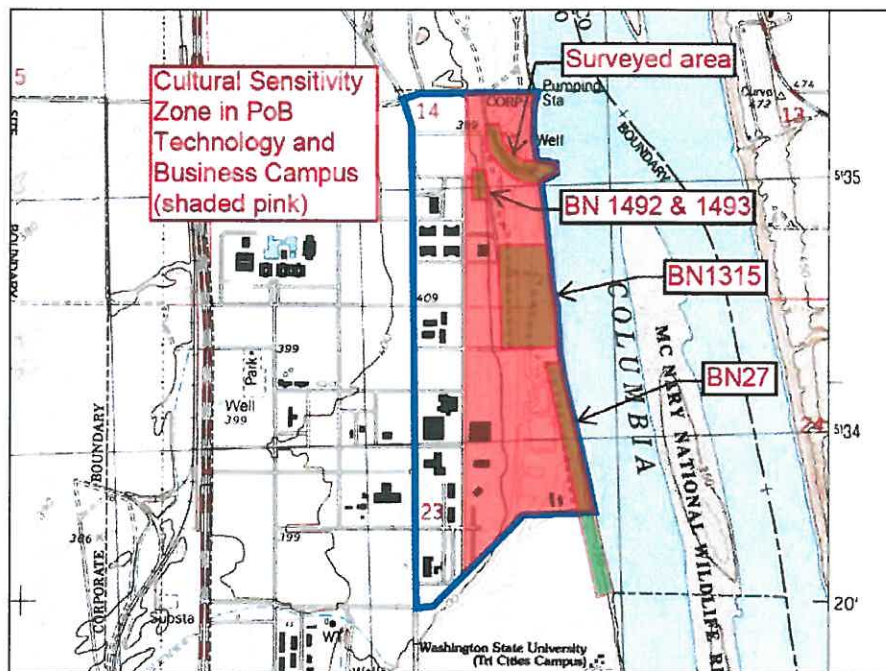
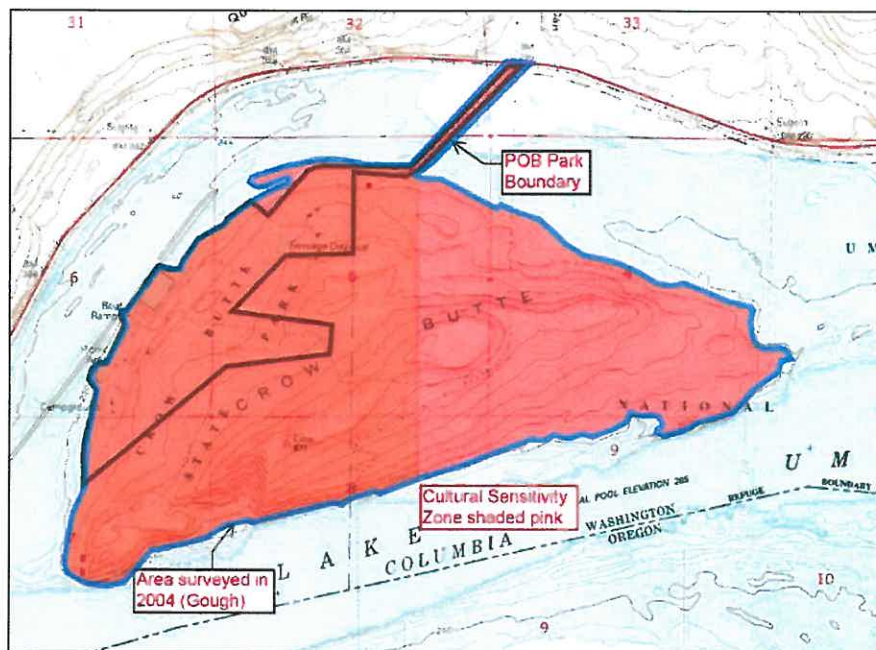


Figure 8. The Port of Benton process for determining cultural resource requirements.

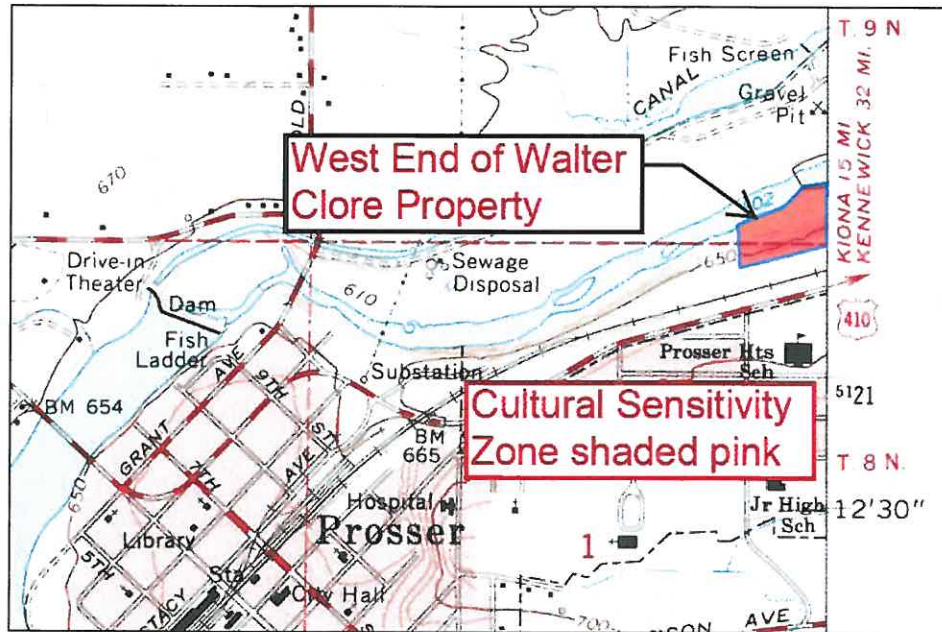


a) Technology & Business Campus sensitive area

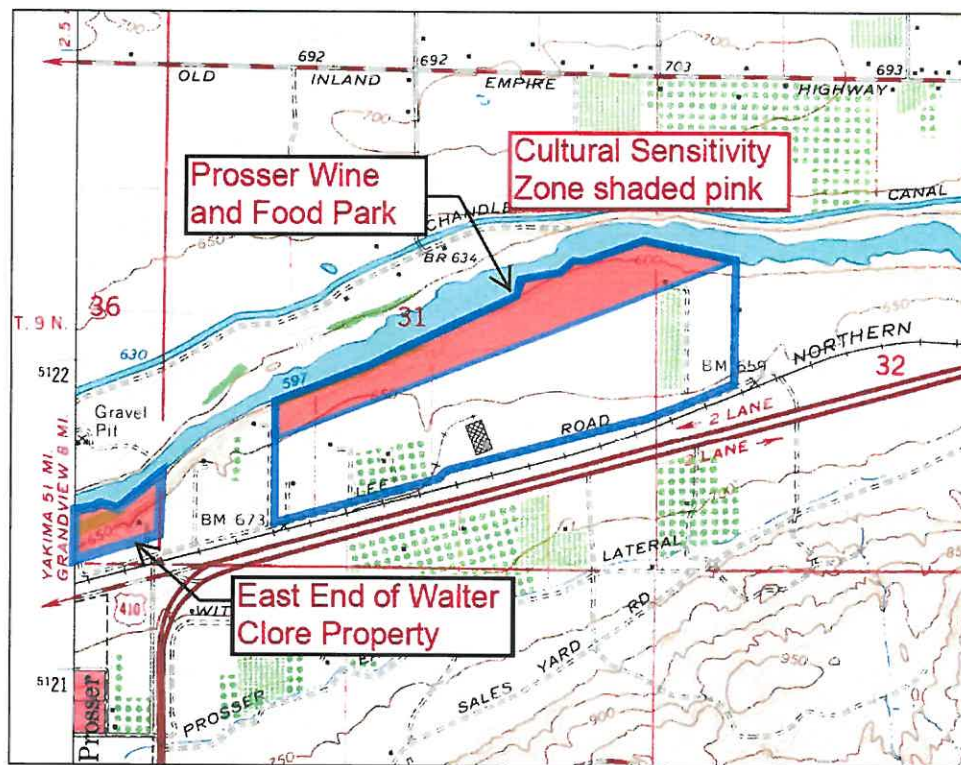


b) Crow Butte sensitive area

Figure 8 (cont'd). The Port of Benton process for determining cultural resource requirements.



c) Prosser Walter Clore Center sensitive area



d) Prosser Wine and Food Park sensitive area

Figure 8 (cont'd). The Port of Benton process for determining cultural resource requirements.

Typical funding sources for these types of projects could be in the form of grants from state agencies such as Commerce, the Transportation Improvement Board, County Road Administration Board, Freight Mobility Strategic Investment Board, Public Works Board, and Ecology.

To integrate DAHP, GOIA and concerned tribes into the capital planning process, the Port will use the EZ-1 Project Review Sheet to provide a description of the project, a description of known cultural resources in the project area, and the proposed actions that will be taken to avoid adverse impacts to important cultural resources. If the consultation process identifies any additional action to be taken, the Port may arrange for the work to be accomplished by a cultural resource professional meeting the U.S. Department of Interior standards for professional archaeologists and historians. In the past, the Port has contracted for cultural resource services with Paragon Research Associates, LLC; Northwest Anthropology LLC; the Confederated Tribes of the Umatilla Indian Reservation; and the Yakama Nation.

Agreements and Commitments

Various Port sites have existing agreements in place. These agreements are identified in greater detail in the Port site summary sheets presented in Appendix A. Briefly, they include the following:

- **Richland Innovation Center**—This land is owned by the Port with deed restrictions placed by the federal agency MARAD. No resources are known to exist and no major development is planned, however, future undertakings may require compliance with Section 106 of the National Historic Preservation Act.
- **Crow Butte**—This land is owned by the U.S. Army Corps of Engineers and leased to the Port. Under the lease agreement, the Port shall comply with all relevant rules and regulations (i.e., NHPA and NEPA) and report any disturbance of archaeological sites to the Corps. The Port identifies annual activities and works with the CTUIR to design appropriate protective measures each year. Future undertakings require compliance with Section 106 of the National Historic Preservation Act.
- **Manufacturing Mall**—Prior to the transfer from DOE, the entire parcel was surveyed and eighteen historic sites and one pre-contact isolate were documented (Hale, 1998:7). In consultation with the Washington Department of Archaeology and Historic Preservation, three farmsteads were investigated further for National Register of Historic Places eligibility determinations (Cadoret, Sharpe, and Hale, 1999:14). No sites were recommended eligible for the National Register of Historic Places, with the exception of three portions of the Richland Irrigation Canal. Some artifacts from the Manhattan Project have been identified in buildings operated by the Port, where they will remain until transferred to DOE. The Port has been performing cultural reviews of new developments in the Manufacturing Mall since 2005. Any future leases or sales of land within the Manufacturing Mall will be reviewed prior to any transfer or lease in accordance with the prior agreements clause illustrated in Figure 8.

Contacts for different agencies, tribes, and others that have been or could be involved in heritage resources compliance and protective efforts are provided in Appendix B.

Heritage Procedures and Administration

This section identifies the Port-specific procedures and administrative responsibilities of Port management and employees. In addition to the procedures associated with new projects and maintenance activities, the Port leases require the Lessee to comply with all applicable laws and regulations. If Port land is sold, any existing covenants will be transferred with the land. Port managers are aware that before they commit the Port to any new projects, or activities, information concerning potential heritage-related issues should be obtained so that potential costs are understood before decisions are made.

Heritage-Related Procedures

To assist the Port in accomplishing its mission and its heritage-related goals, one new procedure has been developed and one existing procedure has been modified. The new procedure concerns unanticipated discoveries of archaeological deposits or human remains that occur during construction, maintenance, or natural events (see Figure 8). The procedure instructs the responsible staff member to stop work in the immediate area and contact the appropriate organization. For example, on Port Sites other than Crow Butte (which is federal and therefore subject to NAGPRA), if human remains are discovered, state law (RCWs 68.50.645, 27.44.055, and 68.60.055) requires immediate notification of the county sheriff and the county coroner, and if determined to be nonforensic in nature, the Washington State Physical Anthropologist, who will take custody, and accept responsibility for notifying the affected Native American tribes. Upon notification of county sheriff and county coroner, the Port will also notify the appropriate Native American tribes. A copy of the procedure is provided in Appendix C.

To assist project managers in complying with federal, state, and Port requirements, a section has been added to the Port of Benton Construction Project Checklist. The new Section G includes the following language:

<i>G.</i>	<i>Heritage Resource Compliance</i>	<i><u>Date of Notice</u></i>	<i><u>Date Completed</u></i>
	<ul style="list-style-type: none"><i>Regulatory Review Identified or Not Required</i><i>Consultation Package Prepared/Sent</i><i>Professional Assessment Obtained</i><i>Project Actions Identified</i><i>Procedure Provided to Project Personnel.</i>		

Management and Staff Responsibilities

At any given time, Port managers and staff can be involved in discussions concerning possible projects, existing leases, operations, or maintenance. Staff are informed about heritage resources located on Port lands, commitments made by the Port to protect heritage resources, and the procedures for which they are responsible. It is the intent of the Port to make a good faith effort to prevent any harm to known or undiscovered resources.

Specific responsibilities are identified below:

- The Executive Director of the Port reports to the Port of Benton Commissioners and is responsible for all Port staff and Port activities. The Executive Director ensures that the Port staff comply with all appropriate laws and regulations and that Port procedures are followed.
- Project managers are responsible for ensuring that their projects comply with applicable regulations. Project Managers will complete Section E of the *Port of Benton Construction Project Checklist* (see previous section). If the project is required to consult with a state or federal agency or Native American Tribes, the project manager (often a contractor to the Port) will obtain information about the project, the property involved, and the effort that the Port believes is appropriate to ensure protection of important heritage resources, and initiate consultation.
- Employees are responsible for complying with the Unanticipated Discovery Procedure (Appendix C).

Curation and Records

The Port has not generated a large artifact collection over the years. The Port currently has one possible artifact recovered from the Manufacturing Mall, which is housed at 3100 George Washington Way. From the 1100 area transfer, two artifacts from Hanford remain in the Railroad annex building because it was decided to keep Hanford artifacts in the buildings where they are in context; the items will be transferred to DOE when they can no longer be kept by the Port.

When collections are obtained as the result of cultural resource investigations, the preference will be to rebury the artifacts following analysis. If the collection is sufficiently important that the collection should be retained as a professional collection, an arrangement with a state-approved repository will be made. Several items were recovered during the investigation of 45BN1573 and arrangements were made with the Burke Museum at the University of Washington to house them.

Records are stored in the 3100 George Washington Way Building, organized by Port Site and project. Archaeological site information is held by the Port in the form of project reports prepared by consultants in project files.

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Appendix A

Port of Benton Site Heritage Resources Summary Sheets*

Richland

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Technology & Business Campus

Description

The Technology & Business Campus consists of 259-acres located at the north end of Richland and adjacent to the Columbia River, between Washington State University–Tri-Cities and the Department of Energy Pacific Northwest Science Office. The Port of Benton purchased this acreage from the U.S. Government in 1962 in order to provide facilities and land for industrial and transportation purposes. Since acquisition, the Port has sold and leased various parcels and today has over 25 tenants. A marine barge terminal is also part of the campus, used primarily by the U.S. Navy.

Boundaries include George Washington Way on the west, Horn Rapids Road on the north, the Columbia River on the east, and Washington State University Tri-Cities to the south (Figure A-1). The land is relatively flat, lies at an elevation above flood level and has direct access to the river (Figure A-2). Plans call for continuing its current operations and pursuing development opportunities for the remaining 20 acres of land available for commercial and industrial development (Port of Benton, 2013).

Heritage Resources

The Technology & Business Campus is located in a culturally sensitive area, containing resources associated with ethnohistoric and ancient fishing villages and other places of cultural and religious importance to Native American Tribes, approximately 68 acres of which have been surveyed (Wisaard 2013). The area was used extensively by the Wanapum and other Native American groups prior to the arrival of non-Indians in the nineteenth century. Native American place names are found upriver and downriver; for example, the island located adjacent to the Technology & Business Campus is known by the Wanapum as *Shu Wipa* (Relander, 1956:301). Today, the Tribes with historical ties to the area—the Confederated Tribes of the Umatilla Indian Reservation, the Nez Perce Tribe, the Wanapum, and the Yakama Nation—continue to revere the area and work with agencies, municipalities, and landowners to protect important resources.

One area of particular concern to Tribes relates to the burials and burial grounds of their ancestors. Ethnohistoric cemeteries are located close to the Technology & Business Campus; one burial was reportedly unearthed on the Campus in the 1980s at the location of an operating gravel pit at the north end ca. 1980 (Paglieri, 1985).

In addition to human remains, archaeological remains of former camps and village are documented along the river from the north end to the south end and on to the Washington State University Campus. In 1947, the Smithsonian River Basin Survey recorded numerous pre-contact archaeological sites along this stretch of the river, including one (45BN27) that today is located on Port land (Figure A-3). Although there has been extensive disturbance in the area since 1948, parts of 45BN27 remain.

Another pre-contact site (45BN1315) was identified more recently north of 45BN27 when cultural resources investigations were conducted as part of the Riverwalk retail development project (Dickson, 2004a) (Dickson, 2004b). Additional work was conducted to determine National Register of Historic Places eligibility (Wilson, et al., 2005). The 2005 testing recommended that the site is not eligible for listing on the National Register of Historic Places. In 2012, the development project was abandoned and the Port repurchased the land.

Information about potential historic sites in the Technology & Business Campus was gained when the Port commissioned an historic overview of the Campus in anticipation of building the Triton Sail Park (Harvey, 2005). This work focused on the area that was once the North Richland Construction Camp (1945–1949) and the U.S. Army's Camp Hanford (1949–1959). A more thorough background study and cultural resource assessment was then conducted by the Port in 2008 (Mishkar, et al., 2008). Foundations from the construction camp bath house and a sewer manhole were noted, and at the request of DAHP, the Port agreed to a protective covenant, a fence, and signage. Additionally, an undocumented segment of the Richland Canal (45BN1125) is found on the south-end of the campus.

Table A-1. Heritage resources located within the Technology & Business Campus.

Site #	Site Type	Context	Eligibility (WISAARD)	Port of Benton Determination	SHPO Concurrence
BN27	Pre-contact	Campsite	Inventory	-	
BN1492	Historic	Bathhouse	Potential	Not Eligible	
BN1493	Historic	Manhole	Potential	Not Eligible	
BN1315	Pre-contact	Lithic Scatter	Inventory	-	

Covenants and Stipulations

None.

Future Development

Future activities being considered for the Technology & Business Campus include:

- Continue maintenance, such as slurry sealing of Port owned roadways within the site
- Continue landscaping and sidewalk improvements
- Construct signage for the USS Triton Sail Park
- Purchase additional land and buildings as needed (Port of Benton, 2013).

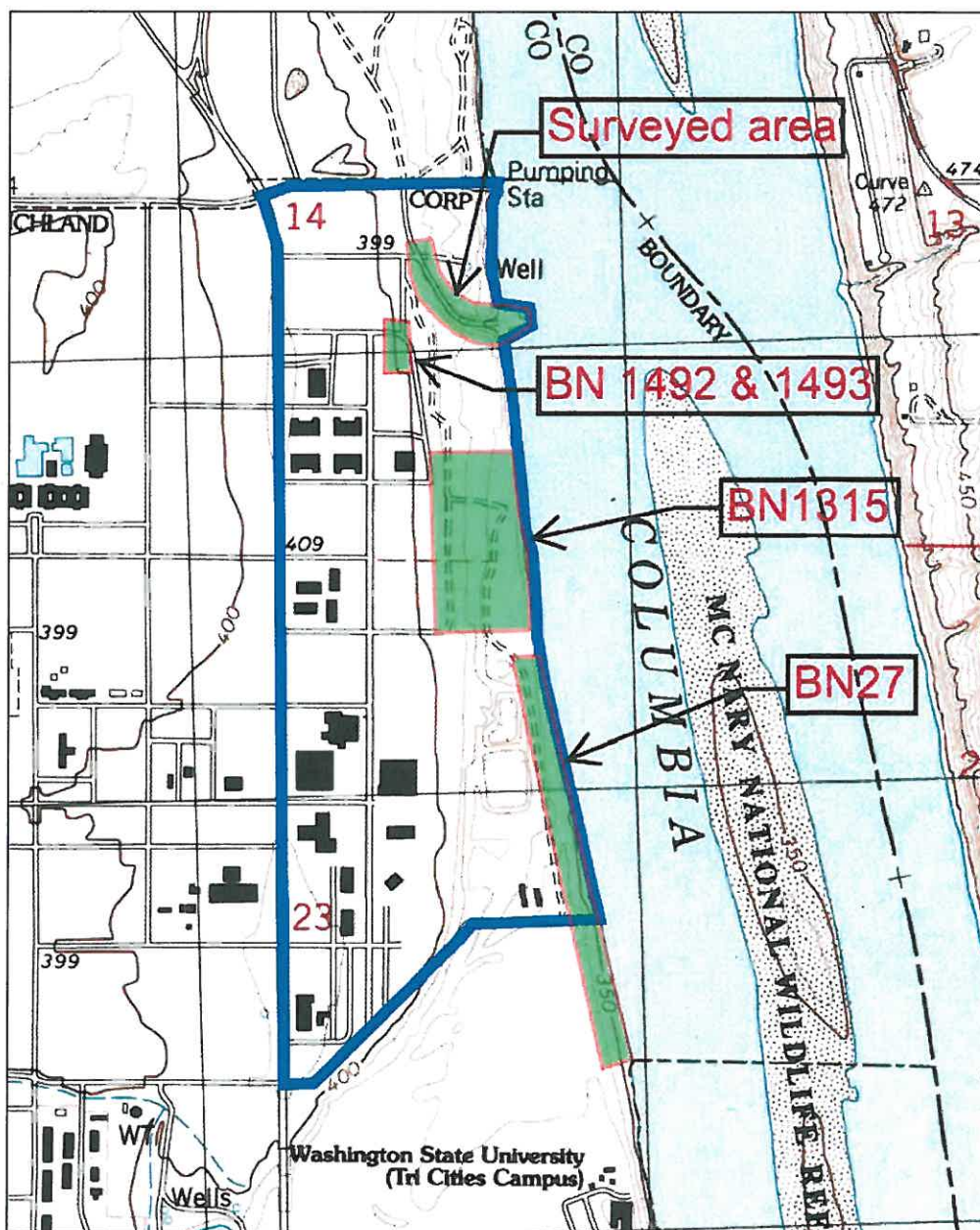


Figure A-1. Technology & Business Campus and associated heritage resources. USGS excerpt, Richland Quadrangle 7.5' series (2011).



Figure A-2. 1948 photograph of the North Richland Construction Camp; the Richland Technology & Business Campus is located along the river at the lower left.



Figure A-3. Photograph of the Technology & Business Campus, looking downriver (Port of Benton, 2013).

Richland Innovation Center

Description

The Richland Innovation Center site consists of 71 acres of land in north Richland, just south and west of the Technology & Business Campus (Figure A-4). The purpose of the Center is to provide facilities and land for technical firms, laboratories, small business and generic office space; manufacturing and medium industrial facilities; and integrated electrical thermal production, solar dish generating systems and commercial scale fuel cells. The Center includes large warehouse buildings, several office buildings, and a number of smaller buildings used for light manufacturing. The Port currently has approximately 20 tenants at the Center. Several lots have been leased and buildings are either under construction or will be in the future. In addition, there are 12 acres of leased land available (Port of Benton, 2013).

How and When Acquired

In 1996, the U.S. DOE transferred 71 acres in north Richland to the U.S. Maritime Administration, which then conveyed the property to the Port of Benton (Richard, 1996).

Heritage Resources

The 71-acre site was first part of the North Richland Construction Camp (1946–1949), and later transferred to the U.S. Army and incorporated into its Camp Hanford (1949–1959) (Figure A-5). It was then transferred to the Atomic Energy Commission and its successor organization, the Department of Energy–Richland Operations. The area had been heavily developed with industrial buildings, roadways, and associated infrastructure (Figure A-6).

Prior to the initial transfer in 1996, DOE evaluated 17 buildings for National Register of Historic Places Eligibility (HCRC#94-3000-001) and conducted a review of archaeological resources (HCRC #95-3000-004). All buildings were determined to be not eligible for listing in the National Register of Historic Places (Building 1154 was initially determined to be eligible and then determined to be not eligible). A segment of the Richland Canal (45BN1125) was determined not eligible for listing, and the extensive ground disturbance of the area was determined to have severely limited the potential for the discovery of any significant archaeological resources (Griffith, 1996).

Covenants and Stipulations

No preservation covenant for historic property was required in the transfer indenture because it was determined that there were no historic properties affected (Maritime Administration, 2006).

Future Activities

Future activities being considered for the Richland Innovation Center:

- Upgrade 2750 and 2770 Salk building
- Follow Tri-Cities Research District master plan for property development.
- Purchase additional land and buildings as needed (Port of Benton, 2013).

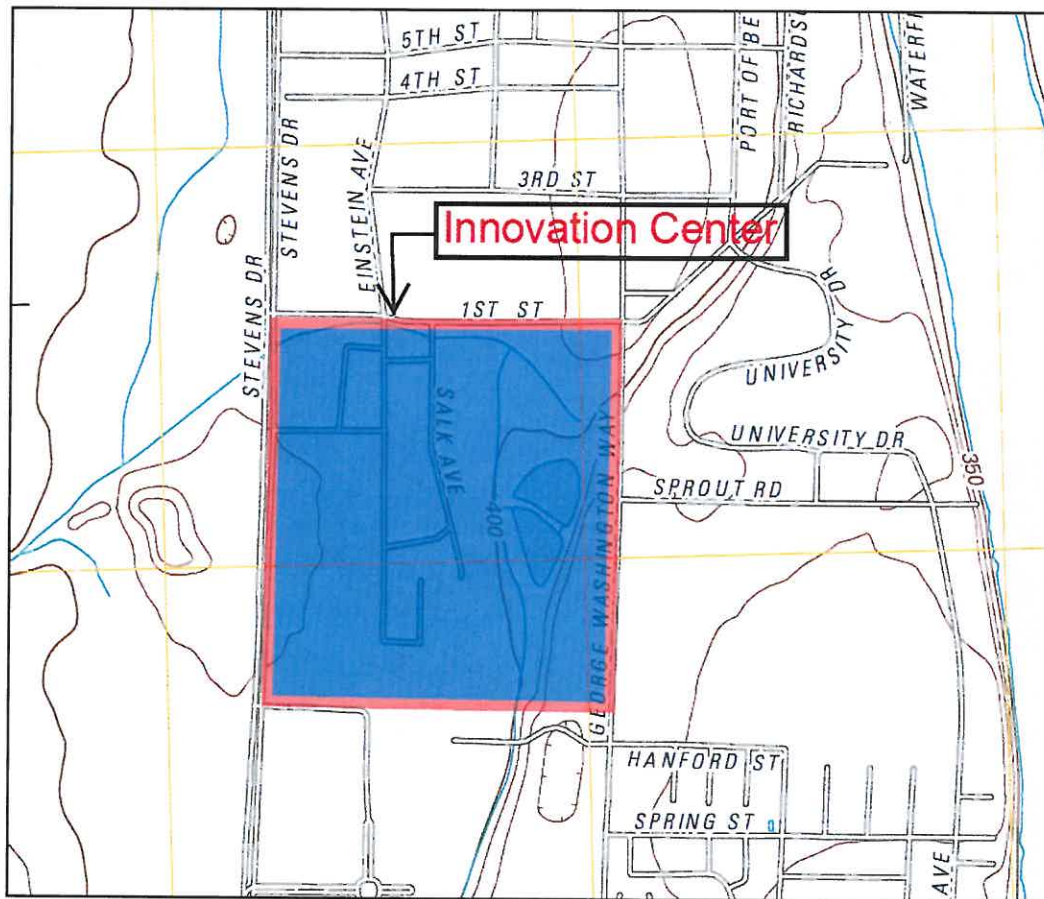


Figure A-4. The Richland Innovation Center. USGS excerpt, Richland Quadrangle 7.5' series (2011).



Figure A-5. The North Richland Construction Camp, ca. 1947, where the Richland Innovation Center is located today.



Figure A-6. Present-day picture of the Richland Innovation Center.

Manufacturing Mall

Description

The Richland Manufacturing Mall is located at the northwest end of the Richland, bordered on the east by Stevens Drive, and bordering the southernmost edge of the Hanford Site at Horn Rapids Road (Figure A-7). The 760-acre site includes 199 acres of developed land, buildings, and infrastructure with easy access to the remaining undeveloped acreage. The Mall is zoned for light and heavy industrial and is ideal for high-tech industries, manufacturing, and warehousing. The 16 miles of railroad continues south to the Richland Junction, where it connects to the Union Pacific Railroad and is accessed by Burlington Northern Santa Fe Railway (Port of Benton, 2013).

The purpose of the site is to provide facilities and land for:

- Facilities and land for start-up tenants
- Manufacturing
- Rail and motor vehicle transfer and terminal facilities
- Rail traffic, including cargo and related rail services
- Transload, warehouse, and other storage facilities
- Storage and improvements relating to industrial and manufacturing activities
- Technical firms, laboratories and generic office space
- Fueling facilities for vehicle usage
- Commercial service-oriented facilities
- Temporary mining operation for land development purposes (Figure A-8).

Current Operations

The Manufacturing Mall office and warehouse are currently at full occupation (Table A-4). There are approximately 18 companies in lease agreements with the Port. In addition to the office and warehouse, the Port of Benton has 300 acres of undeveloped land within the Manufacturing mall that is available for commercial and industrial lease (Port of Benton, 2013). The intent is to lease or sell all of these lands and efforts to accomplish this goal are ongoing (Figure A-9).

Heritage Resources

Numerous archaeological sites and isolates have been recorded within the boundaries of the Manufacturing Mall (Figure A-10; Table A-2). The Manufacturing Mall is located in an area that was used by Native American peoples prior to the arrival of non-Indians in the nineteenth century. Although not located on a permanent waterway, the area is situated between the Columbia River and the Yakima River, where Native American villages have been documented. The area was likely used by Native Americans for hunting, obtaining plant resources, and for trails. Evidence of this use has been found in the form of isolated finds.

Historic settlement of the area began in the late nineteenth century but accelerated in the early twentieth century after the construction of irrigation canals, which provided water for farms. The Richland Canal, which commenced at Horn Dam on the Yakima River, passed through the area and several farms operated into the 1940s, when the U.S. Government acquired the land for the Manhattan Project. Numerous sites associated with these farms were documented during the cultural resource surveys conducted prior to the transfer of the land from DOE to the Port (Hale, 1998). National Register evaluations also conducted prior to the transfer concluded that none of the sites, except for three segments of the Richland Canal (45BN1125, Segments Aa, G, and H) met the criteria for listing (Cadoret et al., 1999). However, because the evaluation report was never submitted by the DOE to the Washington Department of Archaeology and Historic Preservation (DAHP), there has never been concurrence. In 2010, a portion of the Manufacturing Mall was re-surveyed as part of the Quarry expansion and recorded additional farming-related sites, none of which were recommended as eligible for the National Register (Mishkar, et al., 2010a); (Solimano, 2012). In 2010, a cultural assessment was completed on a small parcel of the Manufacturing Mall for a solar panel project, with two historic sites relocated, neither considered eligible for the National Register (Hoyt, et al., 2010). Additionally, in 2010, Paragon Research Associates surveyed the portion of the Larson Road extension project and relocated several sites along the right-of-way, none of which were recommended eligible for the National Register (Mishkar, et al., 2010b).

The area encompassing the Manufacturing Mall was obtained by the U.S. Government in 1943 to support the Hanford operations and continued to play an important role at Hanford until it was transferred in 1998. The eastern portion was used for the Hanford Railroad and various buildings were constructed over the years to support Hanford activities. The railroad, buildings, and historic artifacts associated with Hanford operations were identified and evaluated prior to the 1998 transfer (Hale, 1998). Important buildings were documented and numerous artifacts were left in buildings 1167, 1170, 1171, X-1, and X-4 (Hale, 1998), with the understanding that they would be transferred to DOE when the Port could no longer keep them. A survey of the artifacts in 2005 documented the current locations, and identified some that are missing (Table A-3). Additional work was then conducted to determine if any of the archaeological sites were eligible for listing in the National Register of Historic Places. Only three segments of the canal (45BN1125) were identified as eligible, Segment Aa, G, and H (Cadoret, et al., 1999).

In 2009, the Port contracted with Entrix to have Dave Harvey check on the status of the artifacts (Entrix, 2009) (Marceau, 2011).

How and When Acquired

The Manufacturing Mall became a Port site in 1998 when it was transferred from the United States Government through the Department of Energy. The land had been part of the Hanford Site until it was declared excess and transferred to the Port.

Covenants and Stipulations

To fulfill transfer requirements, the indenture, Section XXIII indicated the following (Jacob, 1998):

Cultural Artifacts and Historic Structures:

- A. Grantor conducted an inspection of the Real Property on 3 February 1998, in compliance with Part V, Paragraph C of the “Programmatic Agreement for the Built Environment,” which states that the Grantor’s Cultural Resources Program shall undertake a cultural assessment of the contents of historic buildings and structures to locate and identify artifacts that may have interpretive or educational value as exhibits for local, State of Washington, or national museums. Said assessment has been completed, and artifacts identified are listed in attachment J.
- B. Grantor and Grantee shall jointly execute a Memorandum of Understanding (“MOU”) with the Washington State Department of Community, trade, and Economic Development, Office of Archaeology and Historic Preservation that will address cultural resource issues associated with the Real Property and Railroad. After joint negotiation of an acceptable MOU, Grantee shall be bound by the terms of said MOU for the purpose of cultural artifacts disposition and care under the terms of this Indenture (Jacob, 1998).

The draft MOU that was prepared stated the Port of Benton would do the following:

- A. Upon execution of this agreement, DOE-RL will ensure that the following measures are carried out
 - 1) National Register of Historic Places Evaluations
 - 2) Collect Diagnostic Artifacts for Comparative Collection
- B. Upon execution of this agreement the Port of Benton will ensure that the following measures are carried out to ensure site and resource protection.
 - 1) Development of Cultural Resources Management Plan
 - 2) Interim Compliance with the Hanford Site Cultural Resource Management Plan
 - 3) Protection of Manhattan Project and Cold War Era Artifacts and Records
 - 4) Transfer of Protective Measures
- C. Administrative Conditions
 - 1) Listed on agreement
 - 2) Listed on agreement (DOE-RL, WA DAHP, Port of Benton, 1998).

The MOU, however, was never signed. DOE did complete the items in A above.

Status of Management Plan (B1): Completed December 2013 (this document).

Status of Artifacts: The items under the care of the Port of Benton were identified in 1998 and tagged for preservation or documentation (Cadoret, et al., 1999). In 2006, Hanford contractors conducted an inventory of the historic items that had been tagged (Marceau, 2011). In 2008, the Port contracted with Entrix to also check on the locations (Entrix, 2009). Some items had been removed by DOE and stored at Energy Northwest, several items were still on location in the 1100 Area, and 25 items were missing. The status of these items is provided below (Marceau, 2011).

Status of Protective Measures: The three segments of the Historic Richland Canal (45BN1125) were inadvertently destroyed during development between 1998 and 2005. Since 2005, the Port has been doing cultural reviews. The *Port of Benton Heritage Resources Management Plan* documents the measures that will be taken to protect important resources (Port of Benton, 2013).



Figure A-7. Aerial photograph of Manufacturing Mall (Port of Benton, 2011).



Figure A-8. Photograph of the quarry located with the Manufacturing Mall and in the process of being expanded (Port of Benton, 2013).



Figure A-9. Aerial photograph of Manufacturing Mall, looking south. Horn Rapids Road runs across the bottom of the photograph (Port of Benton, 2013).

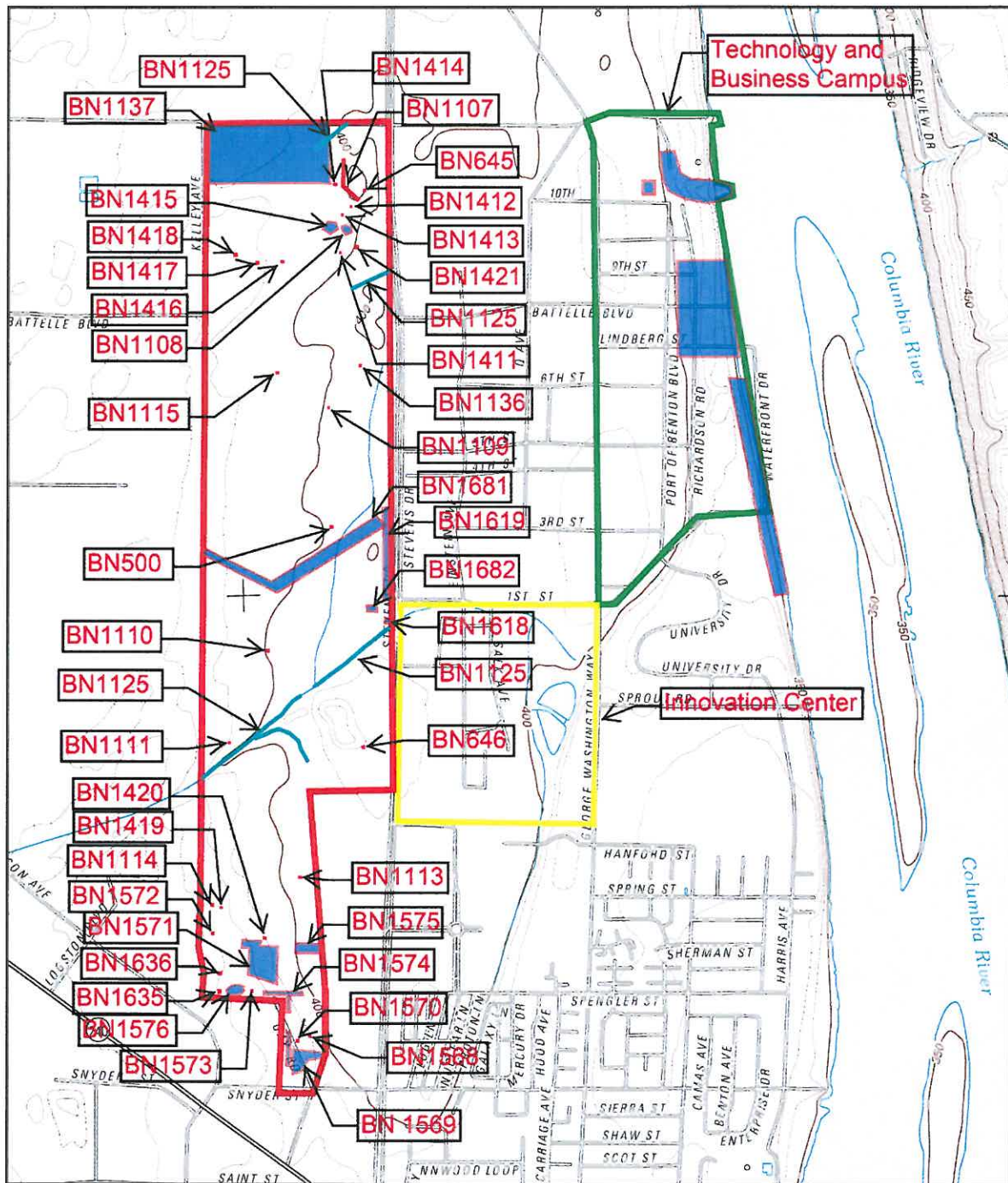


Table A-2. Heritage resources located within the boundaries of the Manufacturing Mall.

Site #	Site Type	Context	Eligibility (Wisaard)	Port of Benton Determination	SHPO Concurrence
BN00500	Pre-contact	Isolate	Inventory	Not Eligible	N/A
BN00645	Pre-contact	Isolate	Inventory	Not Eligible	N/A
BN00646	Pre-contact	Faunal remains	Inventory	Not Eligible	N/A
BN01107	Historic	Rail Spur	Potential	Not Eligible	-
BN01108	Historic	Homestead	Potential	Not Eligible	-
BN01109	Historic	Farmstead	Potential	Not Eligible	-
BN01110	Historic	Refuse Scatter	Potential	Not Eligible	-
BN01111	Historic	Farmstead	Potential	Not Eligible	-
BN01114	Historic	Refuse Scatter	Potential	Not Eligible	-
BN01115	Historic	Refuse Scatter	Potential	Not Eligible	-
BN01125	Historic	Irrigation canal	Eligible	Sections not eligible	-
BN01136	Historic	Ag field/dump	Potential	Not Eligible	-
BN01137	Historic	Ag field/dump	Potential	Not Eligible	-
BN01411	Historic	Refuse Scatter	Inventory	Not Eligible	-
BN01412	Historic	Refuse Scatter	Inventory	Not Eligible	-
BN01413	Historic	Refuse Scatter	Inventory	Not Eligible	-
BN01414	Historic	Refuse Scatter	Potential	Not Eligible	-
BN01415	Historic	Refuse Scatter	Inventory	Not Eligible	-
BN01417	Historic	Refuse Scatter	Potential	Not Eligible	-
BN01418	Historic	Refuse Scatter	Inventory	Not Eligible	-
BN01419	Historic	Refuse Scatter	Inventory	Not Eligible	-
BN01420	Historic	Refuse Scatter	Potential	Not Eligible	-
BN01421	Historic	Refuse Scatter	Inventory	Not Eligible	-
BN01568	Historic	Refuse Scatter	Not Eligible	Not Eligible	Concur
BN01569	Historic	Refuse Scatter	Not Eligible	Not Eligible	Concur
BN01570	Historic	Refuse Scatter	Not Eligible	Not Eligible	Concur
BN01571	Historic	Historic Structure	Not Eligible	Not Eligible	Concur
BN01572	Historic	Refuse Scatter	Not Eligible	Not Eligible	Concur
BN01573	Historic	Cairn	Potential	Not Eligible	-
BN01574	Historic	Road	Not Eligible	Not Eligible	Concur
BN01575	Historic	Historic Structure	Not Eligible	Not Eligible	Concur
BN01576	Historic	Refuse Scatter	Not Eligible	Not Eligible	Concur
BN01618	Historic	Refuse Scatter	Potential	Not Eligible	-
BN01619	Historic	Rail Spur	Potential	Not Eligible	-
BN01635	Pre-contact	Isolate	Inventory	Not Eligible	N/A
BN01636	Pre-contact	Isolate	Inventory	Not Eligible	N/A
BN01681	Historic	Sewer	Potential	Not Eligible	-
BN01682	Historic	Refuse Scatter	Potential	Not Eligible	-

Table A-3. Status of Manhattan Project/Cold War Artifacts (Marceau, 2011).

Building Number	Artifacts	Disposition
1167/1167A Warehouse/Office	None	-
1170 Bus Terminal/Dispatcher Facility (Walkdown dates – February 3, 1998; November 14, 2001; October 2003)	1170-1 Hanford Site Railroad Map on wall	Still in 1170
-	1170-2 Sample storage boxes	Removed September 30, 1998. At Energy Northwest, Building 298 (CREHST storage).
-	1170-3 Bus route/shuttle bus designation sign	Missing
-	1170-4 City of Richland bus route map	Removed September 30, 1998. At Energy Northwest, Building 298 (CREHST storage).
-	1170-5 Command center clock	Still in 1170
1171 Maintenance Office/Shops	32 artifacts tagged. I've never seen the "Walkthrough and Assessment of 1100 Area, Hanford Site" report dated December 11, 1998 in which these are documented.	In 2006, WCH hired a consultant to determine the disposition of tagged artifacts. Her table lists only 8 of the 32 items. The remaining 24 are unaccounted for.
-	1171-1 Sign from Tool Line Grinder	Removed September 30, 1998. At Energy Northwest, Building 298 (CREHST storage)
-	1171-2 Sign from Walker Turn Drill press	Energy Northwest 298
-	1171-7 Ladder	Energy Northwest 298
-	1171-8a Safety Rules, document signed May 7, 1964	Energy Northwest 298
-	1171-8b Safety Rules, document signed May 7, 1964	Energy Northwest 298
-	1171-10 Fire Blanket	Removed September 30, 1998. Energy Northwest 298
-	1171-16 Sign taken from Peterson Surface Grinder	Energy Northwest 298
-	1171-19 Sign taken from Norman Valve Re-Grinder Machine	Energy Northwest 298
X-1 Railroad Scale House	X-1-1 Railroad Scale	Still in X-1 Building
-	X-1-2 Railroad Map	Transferred to CREHST June 21, 2005
-	X-1-3 Oak Desk	Transferred to CREHST June 21, 2005
X-4	None	

Table A-4. Leases At the Manufacturing Mall

Leases	Cultural Work	Results
American Rock	No cultural work was done prior to the initial development of the rock quarry.	During the expansion of the American rock quarry, a section of the Richland Irrigation canal was inadvertently destroyed.
American Rock Expansion 2010	Paragon conducted a survey prior to the expansion (Larry Mishkar, Bryan Hoyt, Katherine F. Chobot, and Paula Johnson 2010)	A possible burial was located during the survey but later determined to not be a burial (Solimano 2012).
Bechtel Warehouse	No cultural work was done prior to construction	During construction of the warehouse, a section of the Richland Irrigation canal was inadvertently destroyed.
City of Richland Solar Project	A survey of the proposed location was conducted (Hoyt, et al., 2010)	Relocated two non-eligible historic sites.
1st Avenue Lot Development	Currently there is a cultural review in process.	No results have been developed at this time.
Energy Solutions building and black top parking area.	Currently there is a cultural review in process.	No results have been developed at this time.
Tans load Facility	Before the development of the Trans Load facility, a cultural review was ordered and completed by Paragon (Chobot and Harrison 2008).	There were no findings, with the exception of one possible artifact.

Future Development

Future activities being considered for the Manufacturing Mall:

- Complete light system upgrades
- Crack seal bus parking lot
- Upgrade 2345 HVAC unit
- Add parking lot lights
- Site development
- Purchase additional land and buildings as needed (Port of Benton, 2013).

Richland Airport

Description

The Richland airport totals 650-acres with 290-acres designed for airport operations (Figure A-11), with an additional 40-acres ready to be developed for office, commercial, or industrial use. The airport is located approximately two and one-half miles northwest of downtown Richland. The airport is zoned light-to-medium industrial. The Richland Airport leasing operation is currently at full capacity. Motor vehicle access is available through the main entrance on the Bypass Highway or alternate entry points from Van Giesen at the south end of the property and Highway 240 on the north end.

Current Operations

The airport has two 4,000-foot paved and lighted runways, both capable of serving commuter aircraft, as well as single and light twin engine general aviation users. Aviation fuel is available from two fuel pumps on the ramp area. The Richland Airport continues to grow and presently has approximately 180 private aircraft based at the airport.

The purpose of the site is to provide facilities and land for:

- Provide facilities for air traffic, charter, cargo medical and related air services
- Improve air traffic safety
- Provide facilities or sites suitable for the construction of aircraft service and maintenance buildings, aircraft storage, warehouse, and other general storage facilities
- Make improvements relating to development of industrial and manufacturing facilities.

Future activities being considered for the Richland Airport:

- Taxiway B relocation, circle area hangar, Phase I design
- General Maintenance improvements, including HVAC systems and flooring
- Rehabilitation of the apron
- Add hangars to the grass circle area
- Purchase additional land and buildings as needed.

How and When Acquired

The Richland Airport became Port of Benton property in 1960 when it was acquired from the U.S. Atomic Energy Commission. Until that time, private air traffic was not allowed.

Heritage Resources

Segments of the Richland Canal (45BN1125) are located on the property but not threatened by any planned activities (Figure A-12).

Covenants and Stipulations

Compliance with FAA requirements.



Figure A-11. Photograph of the Richland Airport.

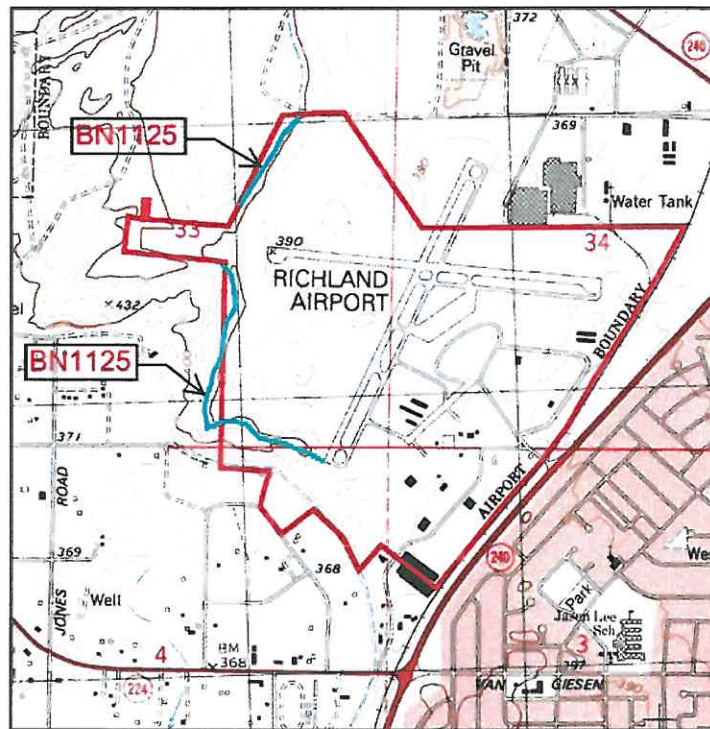


Figure A-12. Richland Airport and associated Heritage resources. USGS excerpt, Richland Quadrangle 7.5' series (1992).

Walter Clore Wine and Culinary Center

Description

The Walter Clore Wine and Culinary Center is a 16-acre site located in Prosser, Washington (Figures A-13, A-14, A-15, A-16, A-17). The Port of Benton purchased this land in 2003 with the intended use of building and leasing. This center will provide a facility to highlight the birthplace of wine production in the State of Washington and will be a focal point for marketing local wineries and their products. The facility will open in 2014.

Current Operations

The purpose of the site is to provide facilities and land for:

- Viticulture
- Promote education and tourism activities
- Agricultural use as vineyard.

Future activities being considered for the Walter Clore Wine and Culinary Center:

- Complete construction of the Event Center
- Work toward design and construction of main building through grants
- Continue efforts to work with Walter Clore Wine and Culinary Center committee, Prosser Economic development Association, Benton County and the City of Prosser to develop the Viticulture center.

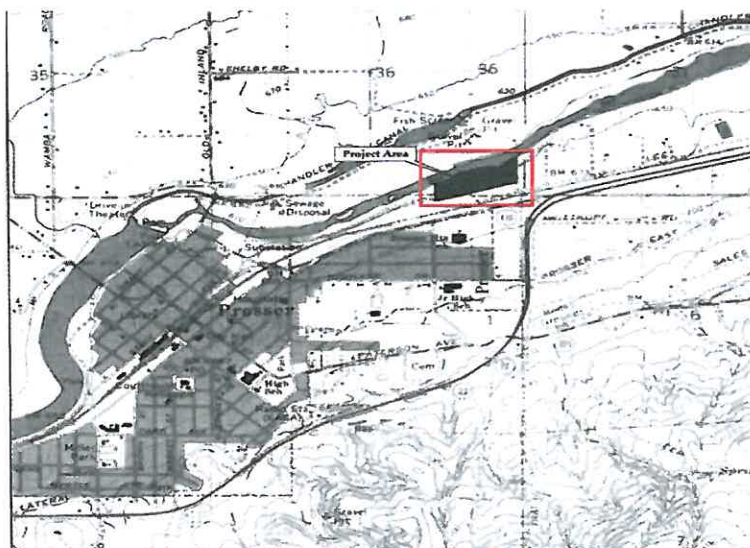


Figure A-13. Map of the Walter Clore Wine and Culinary Center.

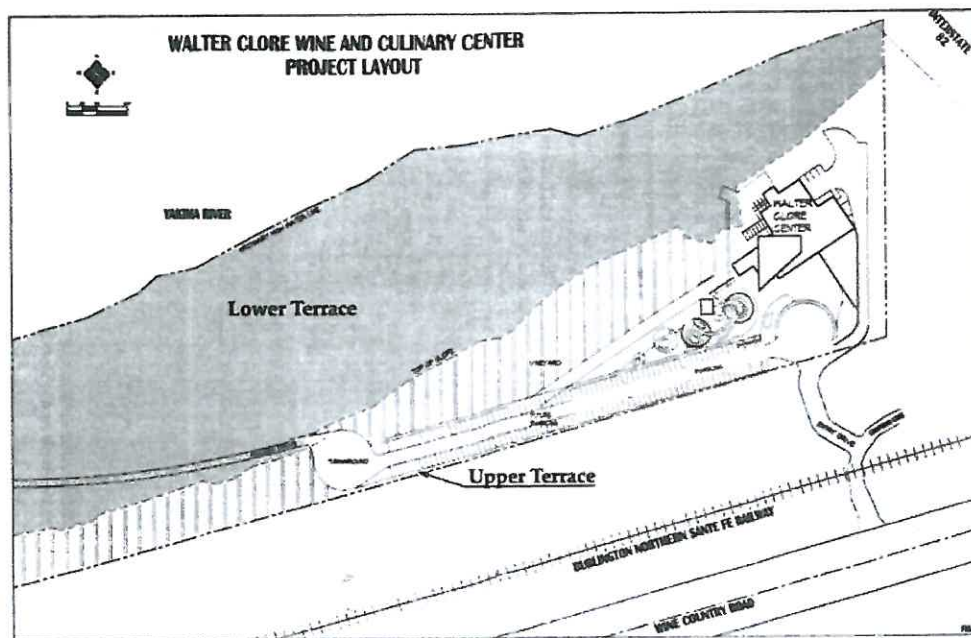


Figure A-14. Map of the Walter Clore Wine and Culinary Center.



Figure A-15. Photograph of the Walter Clore Wine and Culinary Center (Google Earth 2012).

How and When Acquired

This 16-acre site was purchased by the Port in 2003.

Heritage Resources

In 2005, David A. Harder of Plateau Investigations completed a cultural resource survey of this area (Harder, 2005). In November of 2009, Dave M. Woody of the Yakama Nation completed a Cultural Resource Monitoring Report of the Clore Wine and Culinary Center for the Port of Benton (Woody, 2009). The monitoring was deemed necessary in the 2009 meetings between the Yakama Nation and the Port of Benton because of the proximity to the Yakima River and the lack of subsurface investigation in the 2005 survey.

As stated in the 15 April 2010 letter to Marv Kinney, the Department of Archaeology and Historic Preservation has determined that there are no Historic properties affected in the Walter Clore Development (Whitlam, 2010).

Covenants and Stipulations

Comply with applicable statutes and regulations.

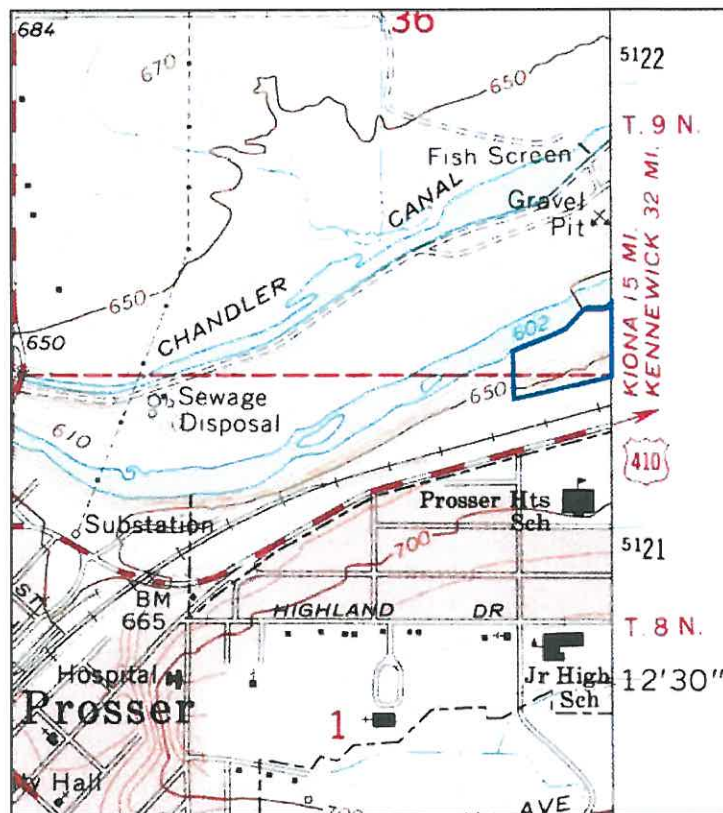
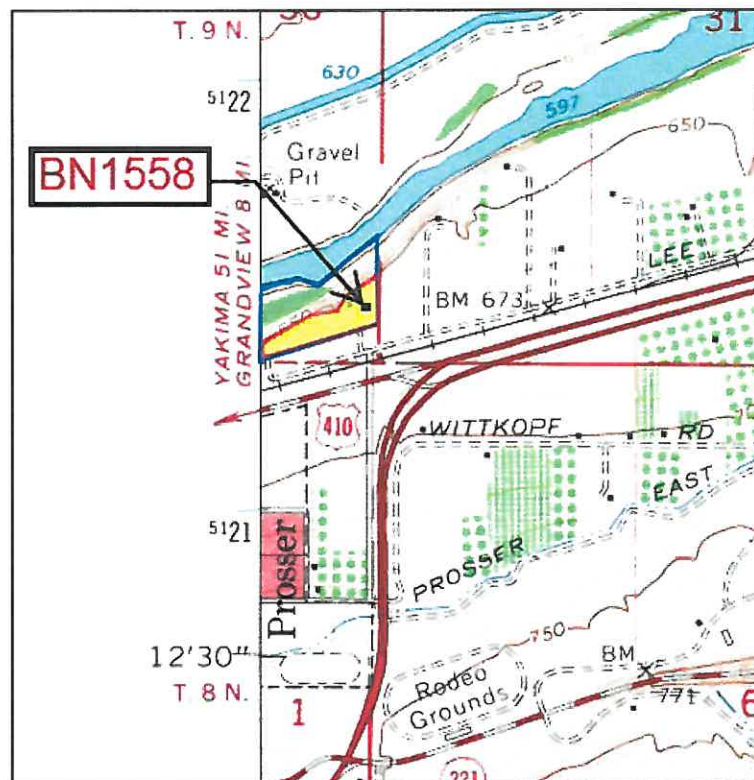


Figure A-16. Walter Clore Wine and Culinary Center (East end). Property line marked in blue. USGS excerpt, Prosser Quadrangle 7.5' series (1965).



Prosser Vintner's Village

Description

This 32-acre site is located in north Prosser next to I-82 and within the city limits (Figure A-18). The last parcel of land was sold in 2009. To continue growth in this region, the Port negotiated and purchased an 18.5-acre parcel to the south and adjacent to Vintner's Village. The new property contains a historic residence that was sold and turned into a private sector bed & breakfast in support of agri-tourism in this region.

Current Operations

The Prosser Vintner's Village is currently at full occupation until the development of Phase II is complete. Phase II will add 18.5 acres to be leased and or sold. The purpose of the site is to provide facilities and land for:

- Provide infrastructure and land for tenants
- Wine production, distribution and sales
- Plant nursery
- Improvements relating to existing tenant activities.

Future activities being considered for the Prosser Vintner's Village:

- Complete infrastructure construction for Phase II
- Market completed sites in Phase II
- Purchase additional land and buildings as needed.



Figure A-18. Photograph of Vintner's Village in Prosser, Washington.

How and When Acquired

The Prosser Vintner's Village was purchased by the Port in 2000. Phase II was acquired a few years later.

Heritage Resources

No resources are known to exist on the property, however no survey of heritage resources has been performed for the property (Figure A-19).

Covenants and Stipulations

None.

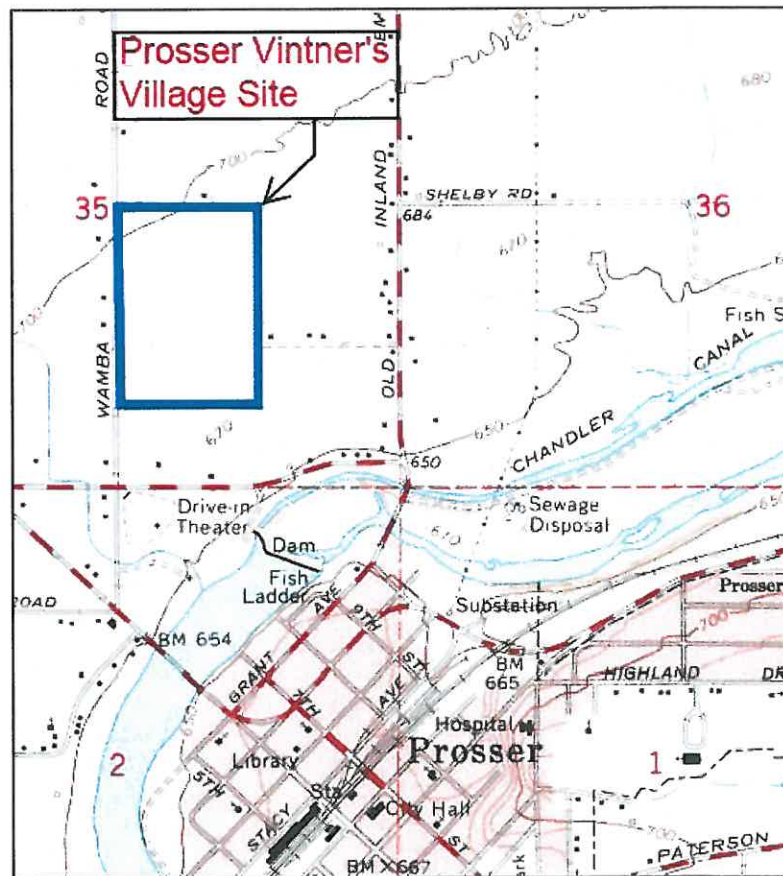


Figure A-19. Prosser Vintner's Village, no known heritage resources. USGS excerpt, Prosser Quadrangle 7.5' series (1965).

Prosser Wine & Food Park

Description

The Prosser Wine & Food Park, a 90-acre site, was purchased and developed in 1962 and is located two miles northeast of the City of Prosser along the south bank of the Yakima River (Figures A-20 and A-21). Access to the site is via U.S. Interstate I-82 and Wine Country Road. Burlington Northern provides rail service. The Port has sold a majority of the site to private industry, but has retained approximately 5-acres for further development and possible sale. A 35-acre orchard property adjacent to the west side of the park has been purchased for future development. This orchard currently grows cherries and apples and will continue to be operated as an orchard until 2012.

The Prosser Wine & Food Park is also home to a 15,000 square foot development building that serves small businesses. A 35-acre property adjacent to the west side of the park has been purchased for future development. This property will be developed into processing plants, warehouses and high-end wineries.

Current Operations

The Prosser Wine & Food Park is home to 10 companies. There are approximately 39-acres of industrial/commercial land available for purchase or lease. The purpose of the site is to provide facilities and land for:

- Provide facilities and land for start-up tenants
- Manufacturing, freezing or processing of food products
- Rail and motor vehicle transfer and terminal facilities
- Warehouse and other storage facilities
- Wine production and sale
- Distilled alcohol production and sale
- Agriculture storage and improvements relating to industrial and manufacturing activities
- Provide facilities for tourism events.

Future activities being considered for the Prosser Wine and Food Park:

- Continue efforts to market remaining sites
- Purchase additional land and buildings as needed.

How and When Acquired

The Prosser Wine & Food Park was purchased and developed in 1962.

Heritage Resources

No heritage resources are known to exist, however no survey of heritage resources has been performed for the property (Figure A-22).



Figure A-20. Photograph of the Prosser Wine & Food Park.



Figure A-21. Photograph of the Prosser Wine & Food Park.

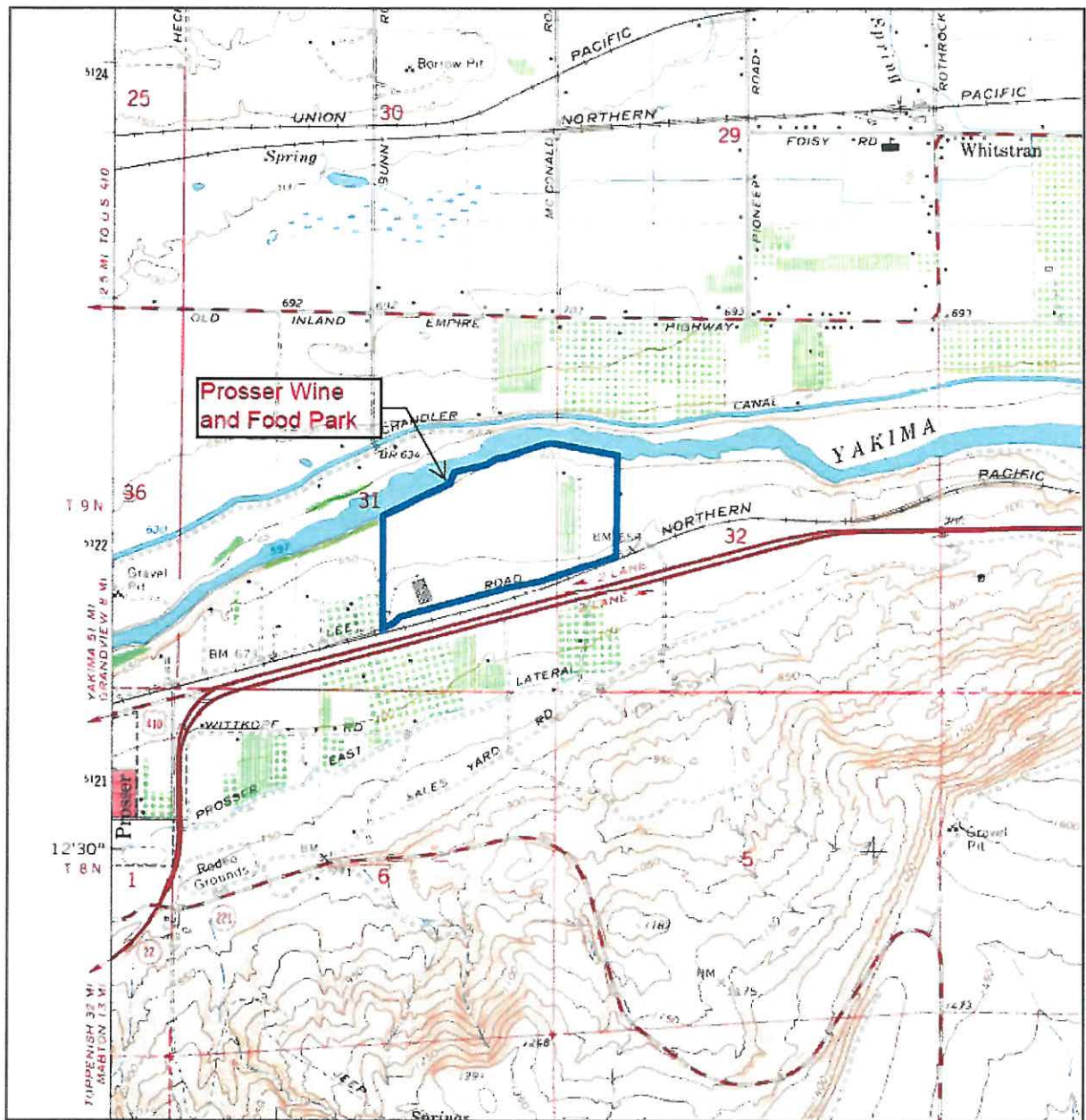


Figure A-22. Prosser Wine & Food Park. No documented heritage resources present. USGS excerpt, Whitstran Quadrangle 7.5' series (1965).

Covenants and Stipulations

None.

Prosser Airport

Description

The Prosser Airport features a 3,450 foot runway with retro-reflective taxiway markets and a taxiway crossover for visiting pilots (Figures A-23 and A-24). There are approximately 30 private aircraft located at the Prosser Airport. Commercial activity is located on the south side of the airport along Nunn Road and along the west side of Wine Country Road. The Port's Prosser Airport Development Building presently houses with the Chukar Cherry Company. This site originally contained approximately 90-acres, which has since increased to 120-acres as the result of acquisition of adjacent properties, and is located about one-half mile north of Prosser.

Current Operations

The purpose of the site is to provide facilities and land for:

- Facilities for scheduled and non-scheduled air traffic
- Sites and facilities for flight services, pilot training, fuel and aircraft maintenance
- Sites for the construction of service and maintenance buildings, aircraft storage, warehouse, and other general purpose storage facilities
- Improvements relating to the development of industrial and commercial activities.

Future activities being considered for the Prosser Airport:

- Complete apron rehab design
- Install additional tie downs
- Relocate housing on west side of airport
- Purchase additional land and buildings as needed (Port of Benton, 2013).

How and When Acquired

The Prosser Airport, formerly Beardsley Field, was built in 1935 for the city of Prosser. In 1961, the City transferred ownership and management of the airport to the Port of Benton. The Port later acquired additional land for a clear zone.

Heritage Resources

The Port of Benton commissioned a visual reconnaissance of a parcel of pasture and agricultural use land in Benton County, Washington because a portion of the land had been designated for a 75' x 1058' westward runway shift of the existing runway 7 at Prosser Airport in order to obtain a clear Runway Protection Zone (RPZ) (Landreau, 2006). This project was designed to fulfill the Federal 36CFR800 Section 106 guidelines related to this shift. No significant resources were located.

Covenants and Stipulations

None.



Figure A-23. Photograph of the Prosser Airport.

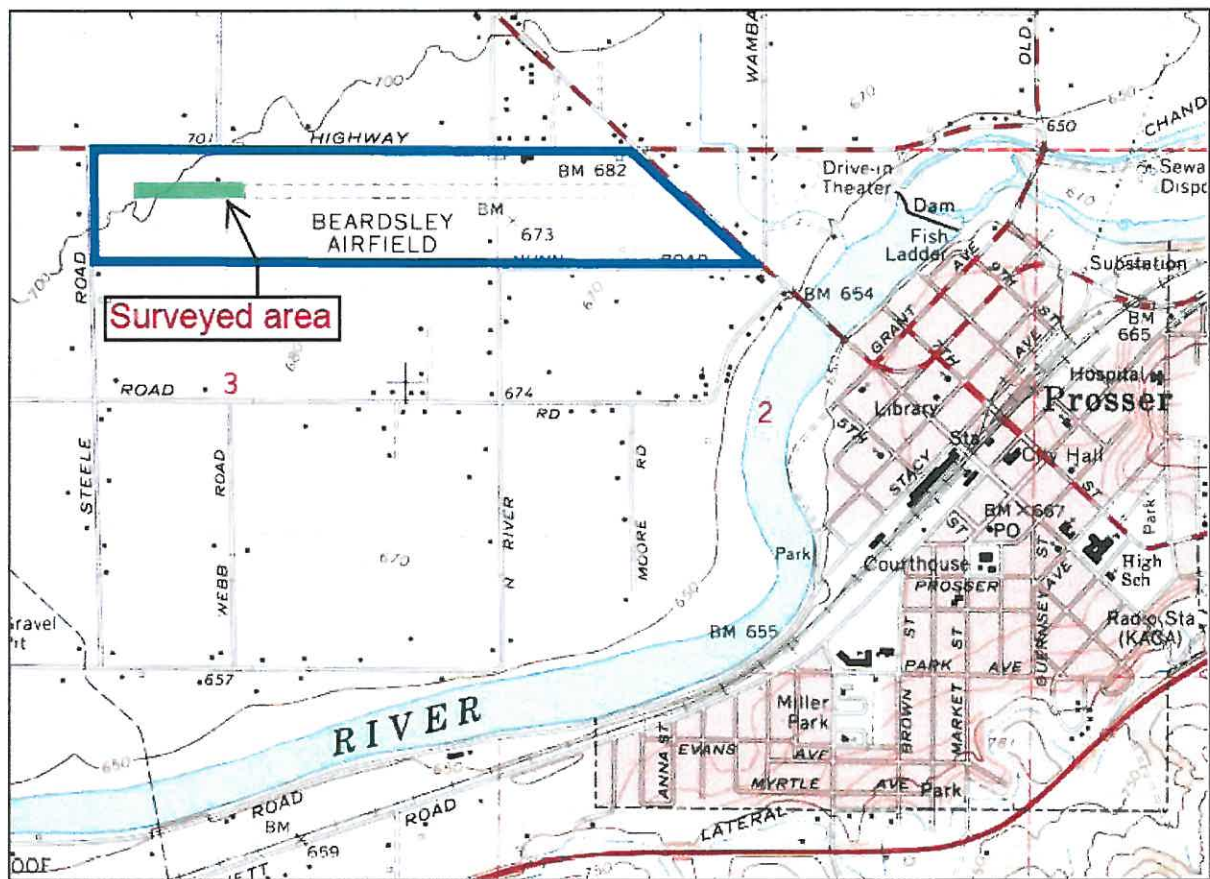


Figure A-24. Prosser Airport (Beardsley Airfield). Property boundary in blue, surveyed area shaded green. USGS excerpt, Prosser Quadrangle 7.5' series (1965).

Gap Road Industrial Site

Description

The 20-acre site was purchased for the development of the Port's Biomass Gasification Project. The site has rail access and is located ½ mile north of Prosser on Gap Road (Figures A-25 and A-26). The Port completed an initial feasibility study proving biomass can be converted into pellets and efficiently turned into heat. The Port was successful in obtaining a grant from the Department of Ecology; however had difficulty in securing the funding. The demonstration project and subsequent funding has been turned over to WSU-Tri Cities and Battelle Pacific Northwest National Laboratory for continuing research.

Current Operations

No operations are currently in place.

Future activities being considered for the Gap Road Industrial Site:

- Improve water infrastructure
- Market the property to prospective buyers.

How and When Acquired

The 20-acre site was purchased for the development of the Port's Biomass Gasification Project.

Heritage Resources

No resources are known to exist on the property, however no survey of heritage resources has been performed for the property.

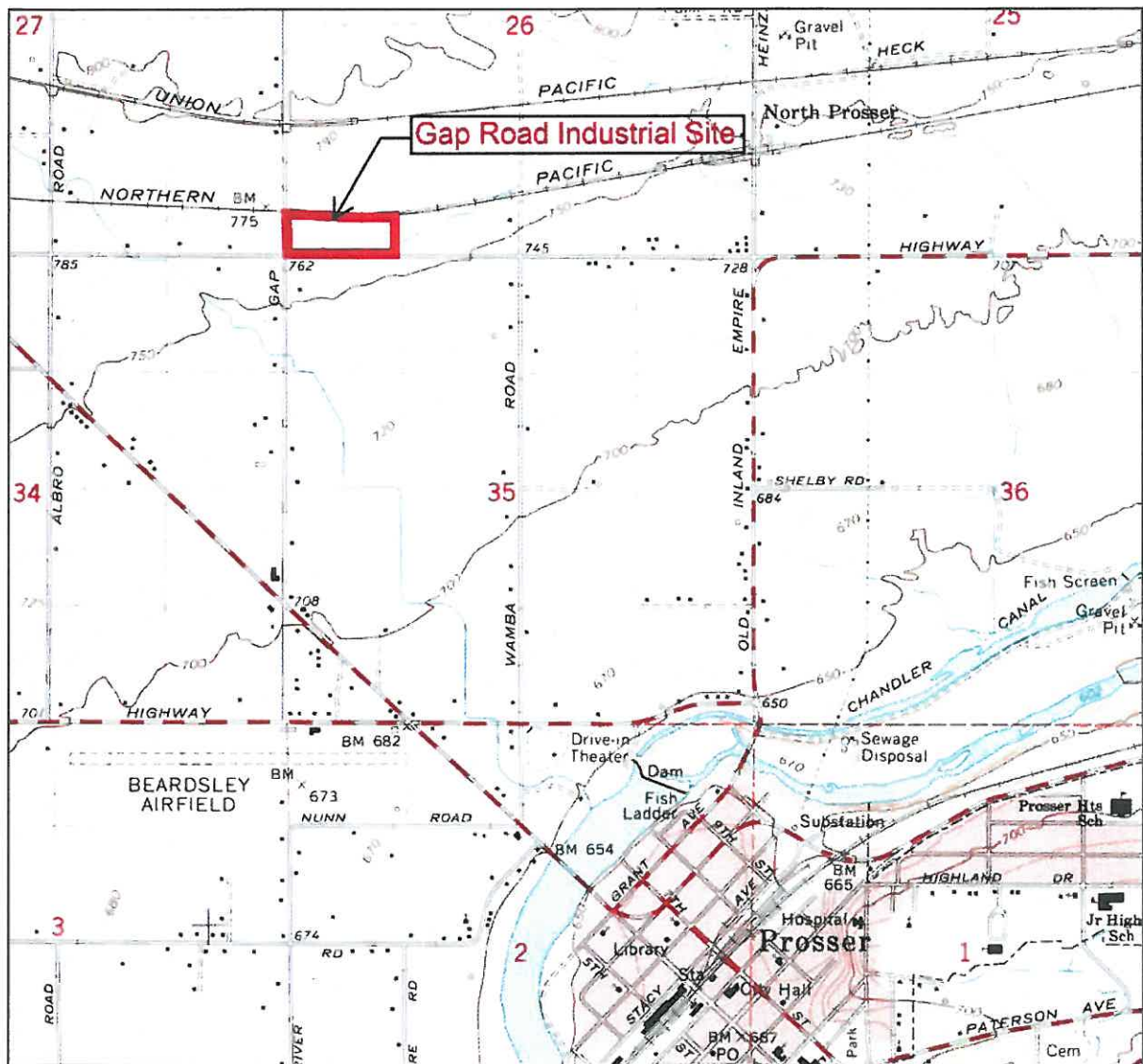


Figure A-25. Gap Road Industrial Site. No known heritage resources. USGS excerpt, Prosser Quadrangle 7.5' series (1965).



Figure A-26. Photograph of the Gap Road Industrial Site.

Benton City Industrial Park

Description

The Benton City Industrial Park is on a 26-acre site purchased by the Port in 1975 (Figure A-27). It is located halfway between Richland and Prosser. The park is zoned for industrial use and features infrastructure improvements consisting of water lines, sanitary sewer, heavy truck access and conduits for future power and telephone service. The Park lies immediately west of Benton city within the city limits adjacent to the former Union Pacific Railroad Line.

Current Operations

The Benton City Industrial Park currently has five companies on site and has ½-acre plots of land available for light industrial and commercial use. The purpose of the site is to provide facilities and land for:

- Provide facilities and land for development
- Manufacturing
- Warehouse and other storage facilities
- Agricultural storage and improvements relating to industrial and manufacturing activities.

Future activities being considered for the Benton City Industrial Park:

- No future improvements of the Benton City Industrial Park are anticipated.

Heritage Resources

No resources are known to exist on the property, however no survey of heritage resources has been performed for the property.

Covenants and Stipulations

None.



Figure A-27. Photographs of Benton City Industrial Park.

Benton City Fire Station

Description

The Port purchased the old fire station in downtown Benton City in 2009. The building will be sold, as is to a business seeking retail space or tourism activities in Benton City.

Current Operations

There are no current operations at this Port of Benton Facility. The purpose of the site is to provide facilities and land for:

- Start-up tenants
- Increase tourism.

Future activities being considered for the Benton City Fire Station:

- There are no anticipated future plans for the Benton City Fire Station Building.

How and When Acquired

The Port purchased the old fire station in downtown Benton City in 2009. The building will be sold, as is to business seeking retail space or tourism activities in Benton City.

Covenants and Stipulations

None.

Heritage Resource Studies

No resources are known to exist on the property, however no survey of heritage resources has been performed for the property.

Benton City Development Building

Description

The Port purchased an existing building in downtown Benton City in 2007 (Figure A-28). This building was built in 1910 and has been a mainstay in downtown Benton City for almost 100 years.

Current Operations

The building has been divided into two sections and is currently leased to Sew Me Pretty, a consignment/sewing business, and to Logar Pharmacy. The purpose of the site is to provide facilities and land for:

- Start-up tenants.

Future activities being considered for the Benton City Development Building:

- There are currently no anticipated future plans for this site.

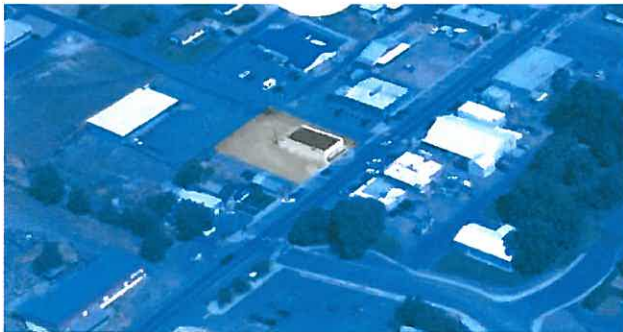


Figure A-28. Photographs of the Benton City Development Building.

How and When Acquired

The Port purchased an existing building in downtown Benton City in 2007.

Heritage Resources

No evaluation of the building has been done concerning heritage resources.

Covenants and Stipulations

None.

Crow Butte

Description

Crow Butte Park is a 275-acre site located on a 1500-acre island in the Columbia River 13 miles west of Paterson, Washington (Figures A-29, A-30, A-31). The Port of Benton leased the park in August 2007. A web site exists for the public to access information (<http://www.crowbutte.com/>).

Current Operations

The intended use for this property is to provide a camping area with RV pads, boat launches, docks, trails and a day use area. Continued improvement of the land for such purposes includes maintenance and refurbishing the outbuildings, irrigation system, domestic well, septic system, electrical systems, parking lots and RV dump.

The Purpose of the site in to provide facilities and land for:

- RV pads with electricity and water
- Boat launches
- Day use picnic area
- Toilets with showers
- Swimming area
- Hiking trails.

Future activities being considered for Crow Butte Park:

- Repair dock
- Replace restroom in group camping area



Figure A-29. Photograph of Crow Butte (Port of Benton, 2013).



Figure A-30. Photograph of Crow Butte Park (Port of Benton, 2013)

How and When Acquired

The Port of Benton leased the Crow Butte Park from the Corp of Engineers on 1 August 2007. The park had been operated until 2002 by the State of Washington. Port of Benton and the Confederated tribes of the Umatilla Indian Reservation are in an agreement to work together on current and future projects regarding improvements and cultural resources.

Heritage Resources

In December 2004, a Cultural Resource Survey of Irrigon, Boardman, and Crow Butte Parks, Morrow County, Oregon and Benton County, Washington were completed (Gough, et al., 2004). A total of 766.2-acres were surveyed at Crow Butte Park. In 2009, Amy K. Senn completed an archaeological investigation for the proposed campground improvements at Crow Butte. The report concluded that there was no effect (Senn, 2009). DAHP concurred. The Port of Benton is aware that the entirety of Crowe Butte is culturally sensitive, and will act in accordance with that knowledge.

Covenants and Stipulations

As stated in the lease agreement under Historic Preservations:

- The Lessee shall not remove or disturb, or cause or permit to be removed or disturbed, any historical archaeological, architectural or other cultural artifacts, relics, remains or objects of antiquity. In the event such items are discovered on the premises, the Lessee shall immediately notify the District Engineer and protect the site and the material from further disturbance until the District Engineer gives clearance to proceed.

As stated in lease exhibit b of the development plan for Crow Butte:

- The lessee is responsible for complying with all applicable Federal, state and local laws, rules and regulations pertaining to cultural resources preservation, including but not limited to:

- A. The Archaeological Resource Protection Act (16 U.S.C. & 470aa et seq.);
- B. The Native American Graves Protection and Repatriation Act (25 U.S.C. & 3001 et seq.);
- C. The National Historic Preservation Act (16 U.S.C. & 470 et seq.);
- D. Indian Graves and Records (R.C.W. & 27.44.); and
- E. Archaeological Sites and Resources (R.C.W. & 27.53).

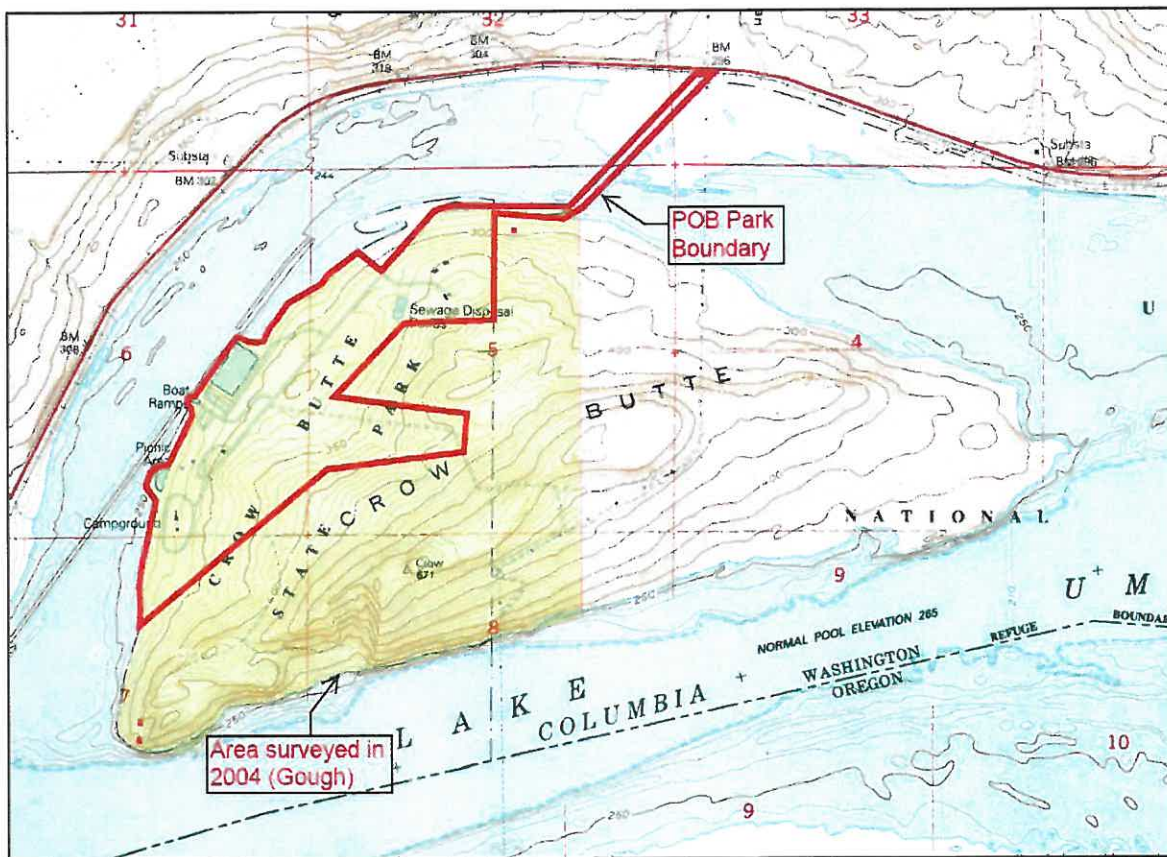


Figure A-31. Map of Crow Butte Park showing Port administrative boundary (in red) and area surveyed (shaded green). USGS Crow Butte Quadrangle 7.5' series (1993).

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Appendix B

Cultural Resource Contacts

Position/ Organization	Contact	Phone	E-Mail	Role
State Historic Preservation Officer	Allyson Brooks	(360) 586-3066	Allyson.Brooks@ Dahp.wa.gov	Overall Program Administration
State Archaeologist	Rob Whitlam	(360) 586-3080	Rob.Whitlam@ Dahp.wa.gov	Federal Section 106
Assistant State Archaeologist	Stephanie Kramer	(360) 586-3083	Stephanie.Kramer@ Dahp.wa.gov	Excavation permits, collections
Local Government Archaeologist	Gretchen Kaehler	(360) 586-3088	Gretchen.Kaehler@ Dahp.wa.gov	Local governments, SEPA
State Physical Anthropologist	Guy Tasa	(360) 586-3534	Guy.Tasa@ Dahp.wa.gov	Human Remains
State Architectural Historian	Michael Houser	(360) 586-3534	Michael.Houser@ Dahp.wa.gov	Built environment, National Register
Transportation Archaeologist	Mathew Sterner	(360) 586-3076	Mathew.Sterner@ Dahp.wa.gov	Transportation projects
Benton County Sheriff	Steven Keane	(509) 735-6555	Steven.Keane@co.bent on.wa.us	Human Remains discoveries
Benton County Coroner	John Hansens	(509) 222-3720	john.hansens@co.benton.wa.us	Human Remains discoveries
Confederated Tribes of the Umatilla Indian Reservation	Teara Farrow Ferman; Carey Miller	(541) 429-7230 (541) 429-7234	tearafarrowferman@ ctuir.org; careymiller@ctuir.org	CRPP Manager; CTUIR THPO
Yakama Nation	Johnson Meninick	(509) 865-5121		Cultural Resources Program Manager
Nez Perce Tribe	Vera Sonneck	(208) 843-7313	vers@nezperce.org	Cultural Resources Program Manager
Wanapum	Alyssa Buck	(509) 754-0500	Abuck1@ gcpud.org	Interface Office
U.S.A.C.O.E Portland District	Daniel M.Mulligan, Michael Flowers, Amy M. Holmes, Christopher M. Page	(503) 808-4768 (503) 808-4762 (503) 334-5231 (503) 808-4389	daniel.m.mulligan@usa ce.army.mil michael.a.flowers@usa ce.army.mil amy.m.holmes@usace. army.mil christopher.m.page@us ace.army.mil	Cultural Resources Contact
U.S.A.C.O.E Walla Walla Dist.	Alice Roberts	(509) 527-7274	Alice.K.Roberts@ usace.army.mil	Cultural Resources Contact
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Appendix C

Port of Benton Procedure for the Unanticipated Discovery of Archaeological Materials and Human Skeletal Remains

1. INTRODUCTION

This Port of Benton (Port) procedure was developed to address the discovery of archaeological materials and human remains during construction, operations, or routine maintenance. The procedure outlines the steps that should be followed if such a discovery is made, in accordance with state and federal laws.

On federal lands, e.g., Crow Butte Park, the procedure follows regulations associated with Section 106 of the National Historic Preservation Act (36CFR800.13, Post-Review Discoveries), the Archeological Resources Protection Act of 1979 (ARPA), and the Native American Graves Protection and Repatriation Act of 1990 (Section 10.4, Inadvertent Discoveries). On non-federal lands, the procedure follows The Revised Code of Washington (RCW) 25.49, 27.44, 27.53, and 68.50.

2. RECOGNIZING ARCHAEOLOGICAL AND HUMAN REMAINS

A discovery of archaeological or human remains may not always be obvious, but often will involve the unexpected presence of prehistoric or historic artifacts or bones. Examples include:

- stone tools or waste flakes (e.g., an arrowhead, or stone chips)
- an area of charcoal or very dark stained soil with artifacts
- an accumulation of butchered animal bones
- clusters of tin cans or bottles, logging or agricultural equipment, or an architectural foundation any of which appear to have antiquity.
- a grave or group of human bones.

When in doubt, the discovering party should notify the project manager or supervisor, who will seek a definitive identification.

3. ON-SITE RESPONSIBILITIES

STEP 1: STOP WORK. If any Port employee, contractor or subcontractor believes that he or she has uncovered archaeological materials or human remains at any point in the development, operation, or maintenance of a project, all work in the area of the discovery shall stop; it could be a crime scene. The discovery location shall be secured.

STEP 2: NOTIFY MONITOR. If there is a cultural resource monitor for the project, then notify that person. If there is a monitoring plan in place, the monitor will follow its provisions. If there is no archaeological monitor or no monitoring plan in place, go to Step 3.

STEP 3: NOTIFY THE PROJECT MANAGER OR APPROPRIATE SUPERVISOR. The project manager or field supervisor will be responsible for making the appropriate notifications.

4. NOTIFICATIONS

STEP 1: NOTIFY PROPER AUTHORITIES.

The Project Manager or Field Supervisor will make the appropriate notifications, as outlined below, and proceed as directed:

- Federal Land (e.g., Crow Butte)
 - Human Remains: Contact federal agency and inform them of the discovery.
 - Archaeological Remains: Contact federal agency and inform them of the discovery.

The federal agency will be responsible for contacting the affected Indian Tribe(s).

- Non-Federal Land:
 - Human Remains: Contact County Sheriff and Coroner to determine if forensic.
 - Human Remains: If County Sheriff and Coroner determine the discovery is nonforensic, contact first the Washington Department of Archaeology and Historic Preservation (DAHP) Physical Anthropologist, and second the appropriate Indian Tribe (DAHP will also make tribal contacts according to their procedures).
 - Archaeological Remains: Contact first DAHP and second the appropriate Indian Tribe.

5. RESOLUTION

- Federal Land (e.g., Crow Butte)
 - Human Remains: The federal agency will develop a plan for the disposition of non-Native American human remains in consultation with DAHP, the affected Indian Tribe(s), and the Port. If the remains are determined to be Native American, federal actions will follow the process identified in 43CFR10, Subpart B, in consultation with the appropriate Native American tribe.
 - Archaeological Remains: The federal agency will develop a plan for the disposition of archaeological materials in consultation with DAHP, appropriate Indian Tribe(s), and the Port, as directed by 36CFR800.12 and 36CFR800.13. Contractors will follow ARPA.
- Non-Federal Land
 - Human Remains: DAHP will conduct the necessary consultations and work with the Port to coordinate any additional effort, as directed by RCW 25.48, RCW 27.44, RCW 27.53 RCW 68.50. The DAHP Physical Anthropologist will determine if the skeletal human remains are Indian or non-Indian (RCW 27.44.055(3)(c)). For Indian remains on non-federal lands, the DAHP physical anthropologist will develop and implement a plan in consultation with the appropriate Indian tribe(s) and the Port (RCW 27.44, RCW 68.50, RCW 68.60).
 - Archaeological Remains: The Port will consult with DAHP and the appropriate Indian Tribe(s) to develop a plan for evaluating the significance of the discovery and completing appropriate mitigation, if necessary.

6. PROCEEDING WITH CONSTRUCTION

At the discretion of the Project Manager or Supervisor, project construction outside the discovery location may continue while notifications identified in Sections 3 and 4 are made.

Project construction in the area of the discovery will resume as follows:

- Federal Land: As directed by the federal agency.
- Non-Federal Land: Following completion of the appropriate measures developed during consultation with DAHP and the appropriate Indian Tribe(s).

7. CONTACT INFORMATION

Position/ Organization	Contact	Phone	E-Mail	Role
State Historic Preservation Officer	Allyson Brooks	(360) 586-3066	Allyson.Brooks@Dahp.wa.gov	Overall Program Administration
State Archaeologist	Rob Whitlam	(360) 586-3080	Rob.Whitlam@Dahp.wa.gov	Federal Section 106
Assistant State Archaeologist	Stephanie Kramer	(360) 586-3083	Stephanie.Kramer@Dahp.wa.gov	Excavation permits, collections
Local Government Archaeologist	Gretchen Kaehler	(360) 586-3088	Gretchen.Kaehler@Dahp.wa.gov	Local governments, SEPA
State Physical Anthropologist	Guy Tasa	(360) 586-3534	Guy.Tasa@Dahp.wa.gov	Human Remains
Benton County Sheriff	Steven Keane	(509) 735-6555	Steven.Keane@co.benton.wa.us	Human Remains discoveries
Benton County Coroner	John Hansens	(509) 222-3720	john.hansens@co.benton.wa.us	Human Remains discoveries
Confederated Tribes of the Umatilla Indian Reservation	Teara Farrow Ferman; Carey Miller	(541) 429-7230 (541) 429-7234	tearafarrowferman@ctuir.org; careymiller@ctuir.org	CRPP Manager; CTUIR THPO
Yakama Nation	Johnson Meninick	(509) 865-5121		Cultural Resources Program Manager
Nez Perce Tribe	Vera Sonneck	(208) 843-7313	vers@nezperce.org	Cultural Resources Program Manager
Wanapum	Alyssa Buck	(509) 754-0500	Abuck1@gcpud.org	Interface Office
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