Appendix B

Cultural Resources Technical Report

SOUNDTRANSIT

Cultural Resources Technical Report

South Tacoma Station Access Improvements Project

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Author:
Historical Research Associates, Inc.

Prepared for:
David Evans and Associates, Inc.
801 Second Avenue, Suite 200
Seattle, WA 98104

SoundTransit

Summary

The Central Puget Sound Regional Transit Authority's (Sound Transit's) current Sounder Commuter Rail System includes two operating lines, Sounder North and Sounder South. Sound Transit is planning to expand Sounder South rail capacity to meet future anticipated demand in King and Pierce counties, Washington. In its capacity as lead agency, Sound Transit is reviewing the South Tacoma Station Access Improvements Project under the State Environmental Policy Act (SEPA). SEPA requires that project proponents identify possible environmental impacts that may result from government decisions, including impacts to cultural resources. Cultural resources include historic built-environment resources (buildings, structures, and objects) and archaeological sites that qualify for or are listed in local (city or county), state, and/or national registers of historic places.

In 2023, Sound Transit began conducting early design and conceptual engineering (Phase 2) for the Project. In support of Phase 2, Historical Research Associates, Inc. (HRA), and David Evans and Associates, Inc. (DEA) prepared this cultural resources technical report, which documents the results of archival and field research and provides recommendations for the treatment of cultural resources within the project area. The report identifies known cultural resources and previously undocumented cultural resources and considers the probability of encountering additional resources during project implementation.

The Project is located in Tacoma, Pierce County, Washington. It is located in Sections 7, 18, 19, and 30 of Township 20 N, Range 03 E, and Sections 12, 13, 24, 25, 38 and 40 of Township 20 N, Range 02 E. The area of impacts (AI) for the Project (the area in which project improvements could impact cultural resources, including the viewsheds of historic resources) includes the construction footprint (the area of anticipated ground disturbance) for alternatives under consideration and a one-parcel buffer in locations where new construction may directly or indirectly impact built-environment resources.

Surface and subsurface archaeological survey also occurred as part of this effort. HRA observed no precontact or historic-period cultural materials during the survey.

Archival research indicated that there are no previously identified historic built-environment properties listed in or eligible for listing in the National Register of Historic Places (NRHP), Washington Heritage Register (WHR), or Tacoma Register of Historic Places (TRHP) located in the AI for the Project. Based on survey results, HRA recommends one resource, a former bank building at 5448–5450 South Tacoma Way, eligible for listing in the NRHP, WHR, and TRHP.

While HRA recommends that there is one eligible historic property in the AI, the proposed project will not impact the resource, either directly or indirectly. As no other cultural resources, either built-environment or archaeological, are present, HRA recommends that the Project does not have the potential to impact cultural resources. HRA recommends that no further cultural resources study is necessary unless the project design changes substantially. If so, additional survey and inventory may be necessary. If archaeological deposits are inadvertently discovered during construction in any portion of the AI, procedures outlined in the Project's inadvertent discovery plan should be followed (see Appendix G).

Table of Contents

1 INTRODUCTION 1

1.1 Project description 1

1.1.1 S 58th Street and S 60th Street Connections (A1, A27, A46, A24, A28, A56, A42, A54) – Priority 1 2

1.1.2 S 56th Street Bicycle Pathway (A58) – Priority 1 2

1.1.3 Station Area Improvements (A48, A55, E1, E2, E4, E7, E8, E9) – Priority 1 3

1.1.4 S Adams Street Connections (A23, A23A, A23B, A26, B2, B3) – Priority 1 3

1.1.5 S Pine Street Connection to Water Flume Line Trail (A41.A) – Priority 1 4

1.1.6 S Fife Street Bicycle Boulevard (A40) – Priority 1 4

1.1.7 Bus and Bus Stop Improvements (B5, B6, B7, B8, B10) – Priority 1 4

1.1.8 Other Bike Connections (A9, A37) – Priority 1 5

1.1.9 Other Potential Improvements (A49, A50, E11) – Priority 1 5

1.1.10 S Tyler Street Protected Bike Lanes (A43) – Priority 2 5

1.1.11 S 60th Street east of S Puget Sound Avenue (A29) – Priority 2 5

1.1.12 S Washington Street Sidewalks (A21) – Priority 2 5

1.1.13 S 45th Street Bicycle Sharrows – Priority 2 6

1.1.14 SERA Campus Shared Parking Lot (D1) – Priority 2 6

1.1.15 S 66th Street Bike Lanes (A4) – Priority 2 6

1.2 Purpose of the report 6

1.3 Key personnel 6

1.4 Regulatory context 7

1.4.1 NRHP requirements for listing 7

1.4.2 Additional historic register criteria for listing 9

1.5 Agency and Tribal coordination 9

1.6 Area of impacts 9

2 ARCHIVAL RESEARCH 13

2.1 Research methods and materials reviewed 13

2.2 Archival research results 13

2.2.1 Previous cultural resources studies 13

2.2.2 Previously recorded archaeological resources 15

2.2.3 Cemeteries 15

2.2.4 Historic-period maps 16

2.2.5 Historic register properties 19

2.2.6 DAHP predictive model 19

3 ENVIRONMENTAL CONTEXT 22
3.1 Topography and geology 22
3.2 Climate and vegetation 22
3.3 Fauna 23

4 CULTURAL CONTEXT 23
4.1 Precontact Background 23
4.2 Ethnographic Background 25
4.3 Historic Background 25

5 ARCHAEOLOGICAL EXPECTATIONS 28

6 FIELD STRATEGY AND METHODS 29
6.1 Archaeological Reconnaissance and Utility Locates 29
6.2 Subsurface Survey 29
6.3 Architectural Inventory 30

7 ARCHAEOLOGICAL SURVEY RESULTS 30
7.1 Archaeological reconnaissance and utility locates 30
7.2 Subsurface survey 31

8 ARCHITECTURAL INVENTORY RESULTS 33
8.1 4331 S Tacoma Way 34
8.2 5448–5450 S Tacoma Way 38
8.3 5447–5449 S Tacoma Way 42
8.4 5602 S Tacoma Way 44
8.5 3512–3514 S 56th Street 48
8.6 5647 S Tacoma Way 50
8.7 5801 S Adams Street 50
8.8 5802 S Tacoma Way 52
8.9 5812 S Adams Street 55
8.10 5802 S Washington Street 57
8.11 5832 S Adams Street 60
8.12 5838 S Adams Street 62
8.13 3509 S 60th Street 64
8.14 3762 S 60th Street 66
8.15 6001 S Tacoma Way 69
8.16 6602 S Adams Street 71

9 SUMMARY AND RECOMMENDATIONS 73
9.1 Archaeological resources 73
9.2 Built-environment resources 73

10 REFERENCES CITED 74

Figures

Figure 1-1 Project location and vicinity 11
Figure 1-2 Aerial of project location and vicinity 12
Figure 2-1 AI overlaid on DAHP statewide archaeological sensitivity predictive model 21
Figure 7-1 Overview of the east side of the SERA park property within the project improvement D1 footprint, view south 31
Figure 7-2 Overview of the ROW north of the SERA park property within the project improvement A58 footprint, view north 31
Figure 7-3 Subsurface survey results 33
Figure 7-4 Extent of SP 10 showing disturbed sediments 33
Figure 8.1-1 Wells and wellhouses at 4331 S Tacoma Way, view northeast 35
Figure 8.1-2 Wellhouse 11A at 4331 S Tacoma Way, view northeast 36
Figure 8.1-3 Wellhouse 6 at 4331 S Tacoma Way, view southwest 36
Figure 8.2-1 5448–5450 S Tacoma Way, view northwest 38
Figure 8.2-2 5448–5450 S Tacoma Way, view northeast 39
Figure 8.2-3 5448–5450 S Tacoma Way, view west 39
Figure 8.2-4 5448–5450 S Tacoma Way, North Pacific Bank, 1958, courtesy of Historic Tacoma, view west 40
Figure 8.2-5 5448–5450 S Tacoma Way, North Pacific Bank, 1928, courtesy of Historic Tacoma, view northwest 40
Figure 8.3-1 5447–5449 S Tacoma Way, view northeast 43
Figure 8.3-2 5447–5449 S Tacoma Way, view northwest 43
Figure 8.4-1 5602 S Tacoma Way, view southwest 45
Figure 8.4-2 5602 S Tacoma Way, view west 45
Figure 8.4-3 5602 S Tacoma Way, view southeast 46
Figure 8.4-4 5602 S Tacoma Way, Tacoma Daily Ledger, March 21, 1926, Newspapers.com 46
Figure 8.5-1 3512–3514 S 56th Street, view southwest 48
Figure 8.5-2 3512–3514 S 56th Street, view southeast 49
Figure 8.6-1 5647 S Tacoma Way, view northeast 50
Figure 8.7-1 5801 S Adams Street, view northeast 51
Figure 8.7-2 5801 S Adams Street, view southeast 51
Figure 8.8-1 5802 S Tacoma Way, view west 53
Figure 8.8-2 5802 S Tacoma Way, view southwest 53
Figure 8.8-3 5802 S Tacoma Way, view southeast 54
Figure 8.9-1 5812 S Adams Street, view northeast 56

Figure 8.9-2 5812 S Adams Street, view southeast....56
Figure 8.10-1 5802 S Washington Street, view northwest....58
Figure 8.10-2 5802 S Washington Street, view southwest....58
Figure 8.10-3 5802 S Washington Street, view south....59
Figure 8.11-1 5832 S Adams Street, view northwest....61
Figure 8.11-2 5832 S Adams Street, view southwest....61
Figure 8.12-1 5838 S Adams Street, view northwest....63
Figure 8.12-2 5838 S Adams Street, view southwest....63
Figure 8.13-1 3509 S 60th Street, view north....65
Figure 8.13-2 3509 S 60th Street, view northeast....65
Figure 8.14-1 3762 S 60th Street, view south....67
Figure 8.14-2 3762 S 60th Street, view south....67
Figure 8.14-3 3762 S 60th Street, view east....68
Figure 8.15-1 6001 S Tacoma Way, view northeast....69
Figure 8.15-2 6001 S Tacoma Way, view southwest....70
Figure 8.15-3 Former gas station, 6001 S Tacoma Way, 1946, courtesy of Tacoma Public Library....70
Figure 8.16-1 6602 S Adams Street, view southwest....72
Figure 8.16-2 6602 S Adams Street, view southeast....72

Tables

Table 1-1 Key personnel.... 6
Table 2-1 Previous cultural resource studies within 0.25 mile of the AI....14
Table 2-2 Historic-period maps and plats that include the AI....16
Table 8-1 Surveyed built-environment resources within the AI....33

Appendices

Appendix A: South Tacoma Station Access Improvements Aerial

Appendix B: South Tacoma Plans, Preliminary

Appendix C: Historic Maps

Appendix D: Shovel Probe Table

Appendix E: Built Environment Survey Results

Appendix F: Historic Property Inventory Forms

Appendix G: Inadvertent Discovery Plan

Acronyms and Abbreviations

ADA	Americans with Disabilities Act
AI	area of impacts
DAHP	Department of Archaeology and Historic Preservation
DEA	David Evans and Associates, Inc.
GLO	General Land Office
HBC	Hudson's Bay Company
HPI	Historic property inventory
HRA	Historical Research Associates, Inc.
I-5	Interstate 5
mi	mile
NADB	National Archeological Database
NPRR	Northern Pacific Railroad
NPS	National Park Service
NRHP	National Register of Historic Places
PSAC	Puget Sound Agricultural Company
RCW	Revised Code of Washington
ROW	right-of-way
SEPA	State Environmental Policy Act
SERA	South End Recreation & Adventure
SP	Shovel probes
TRHP	Tacoma Register of Historic Places
USDA	U.S. Department of Agriculture
USGS	U.S. Geological Survey
USSG	U.S. Surveyor General
WHR	Washington Heritage Register
WISAARD	Washington Information System for Architectural and Archaeological Records Data
WSDNR	Washington State Department of Natural Resources

1 INTRODUCTION

The Central Puget Sound Regional Transit Authority's (Sound Transit's) current Sounder Commuter Rail System includes two operating lines, Sounder North and Sounder South.

Sound Transit is planning to expand Sounder South rail capacity to meet future anticipated demand in King and Pierce counties, Washington. In its capacity as lead agency, Sound Transit is reviewing the South Tacoma Station Access Improvements Project under the State Environmental Policy Act (SEPA). SEPA requires that project proponents identify possible environmental impacts that may result from government decisions, including impacts to cultural resources. Cultural resources include historic built-environment resources (buildings, structures, and objects) and archaeological sites that qualify for or are listed in local (city or county), state, and/or national registers of historic places.

The improvements included in this analysis are a result of the alternatives analysis conducted in Phase 1 of the South Tacoma Station Access Improvements Project. The Phase 1 analysis identified two tiers of projects identified as Potential Improvements (herein titled Priority 1) and Possible Alternates (herein titled Priority 2). Three key criteria were used to identify Priority 1 and Priority 2 projects. These criteria were:

- Improves connections for underserved communities.
- Addresses a substantial travel barrier.
- Located within proximity of the station.

For the purposes of the environmental analysis, all Priority 1 and Priority 2 projects are included. In 2023, Sound Transit began conducting early design and conceptual engineering (Phase 2) for the project. In support of Phase 2, Historical Research Associates, Inc. (HRA), and David Evans and Associates, Inc. (DEA) prepared the cultural resources technical report, which documents the results of archival and field research and provides recommendations for the treatment of cultural resources within the project area. The report identifies known cultural resources and previously undocumented cultural resources and considers the probability of encountering additional resources during project implementation.

The document is organized as follows: Section 1 provides a brief introduction to the project, the project's regulatory environment, and its area of impacts (AI); Section 2 reviews the methods used to conduct archival research and summarizes the results of that research; Section 3 provides a summary of the environmental context of the project vicinity; Section 4 provides a cultural context; Section 5 summarizes the archaeological expectations for the project vicinity; Section 6 documents the methods used to conduct field research; Section 7 provides the results of the archaeological study; Section 8 provides the results of the built-environment study; and Section 9 provides a summary of the study's findings and documents resulting recommendations. Finally, Section 10 provides a list of cited sources. Appendices provide additional supporting data, as required.

1.1 Project description

The proposal consists of several individual improvements designed to improve access and connections to and from the South Tacoma Station. Sound Transit proposes to improve access to the South Tacoma Station and surrounding area by improving walking, bicycling, and bus facilities. Proposed improvements include new and updated sidewalks, Americans with

Disabilities Act (ADA) compliant ramps, and bike lanes. Appendices A and B provide an overview of the study area with descriptions of the improvements outlined in the following sections.

1.1.1 S 58th Street and S 60th Street Connections (A1, A27, A46, A24, A28, A56, A42, A54) – Priority 1

The improvements proposed within the S 58th Street and S 60th Street corridors would facilitate crossing South Tacoma Way (a principal arterial) and connect the station to neighborhoods to the east, the Water Flume Line Trail, Edison Elementary School, and Wapato Hills Park.

The improvements along S 58th Street include the following:

- Provide sidewalks on south side of S 58th Street from the station to South Tacoma Way, upgrade curb ramps, and mark crosswalks.
- Provide protected bike lanes on S 58th Street from the station to South Tacoma Way, including bike and pedestrian priority at the signal on South Tacoma Way.
- Improve bicycle and pedestrian crossings at the S Puget Sound Avenue intersection with striping or other priority treatments and improve the crossing for pedestrians.
- Construct sidewalk, curb ramps, and bike boulevard improvements from S Lawrence Street to S Fife Street.

The improvements along S 60th Street include the following:

- Construct bike facilities on the north side of S 60th Street from S Adams Street to South Tacoma Way and transitioning to a bike boulevard to S Puget Sound Avenue.
- Provide a signalized pedestrian crossing at S 60th Street and South Tacoma Way and upgrade intersection crossing of S 60th Street and S Puget Sound Avenue to include pedestrian and bicycle safety treatments.
- Install curb ramps, gutter, lighting, and sidewalk on north side of S 60th Street between S Adams Street and South Tacoma Way. Include crossing at the SERA Campus entrance at S Adams Street and S 60th Street.

Additional elements that may be included along South Tacoma Way in the vicinity of S 56th Street and S 58th Street are installing station wayfinding, plantings trees along the curb line, and reducing the South Tacoma Way travel way width by providing parking in select locations.

This project grouping also includes extending the existing bike lanes on S Puget Sound Avenue to include the section between S 54th Street and S 56th Street and to include bicycle detection at S 56th Street/S Puget Sound Avenue.

1.1.2 S 56th Street Bicycle Pathway (A58) – Priority 1

A bicycle and pedestrian travel way would be constructed between S Tyler Street and the station to provide the ability for bicyclists and pedestrians to travel to the west and avoid S 56th Street between the station and S Madison Street. This facility includes:

- A shared sidewalk facility on S 56th Street between S Tyler Street and S Madison Street.

- A shared use path facility on S Madison Street between S 56th Street and northern boundary of the SERA Campus.
- Continue shared use path facility along northern edge of the SERA Campus between S Madison Street and S Adams Street. This path would tie into improvements on S 60th Street connecting S Adams Street and the station that are described in Section 1.1.1 above.

1.1.3 Station Area Improvements (A48, A55, E1, E2, E4, E7, E8, E9) – Priority 1

The South Tacoma Station area improvements are proposed to enhance access conditions for sight impaired, non-English-speaking, and disabled persons, as well support non-motorized access. These include the following upgrades to the station:

- Provide parking for micromobility modes such as scooters and bicycles.
- Install a public address system.
- Provide additional security cameras with signage notifying that cameras are active at the station and in the parking lot.
- Provide accessible wayfinding for sight impaired persons, including braille for ticketing and tactile strips between platform and drop-off areas on S Washington Street.
- Provide signage for non-English-speaking persons.
- Provide a mini-high shelter so riders with mobility devices can wait closer to where they board the train.
- Improve non-motorized crossings at both at-grade crossings of S 56th Street and S 60th Street with sidewalk crossing arms and 4-quadrant crossing arms, additional warning signage, and other accessibility improvements.

In addition, ADA-compliant curb ramps will be retrofitted/upgraded at 35 sidewalk locations within 0.5 mile of the station. Station area sidewalks will be constructed and improved within 0.5 mile of the station. The park-and-ride at S 60th Street, where riders wait while trains cross, will be provided with additional protection from the elements along the southern portion of the platform.

Wayfinding will be improved for traffic from the northeast to the station (via South Tacoma Way or via S Washington Street), from the northwest, and from the south (for drop-off rather than parking). Wayfinding will also be provided for non-motorized users from South Tacoma Way.

1.1.4 S Adams Street Connections (A23, A23A, A23B, A26, B2, B3) – Priority 1

Sidewalk and crossing improvements will be constructed on S Adams Street between S 56th Street and S 66th Street. Three options were developed for this corridor including:

- Add bike lanes and complete sidewalks on both sides of S Adams Street between S 56th and S 66th streets. This option would include crosswalks and ADA ramp upgrades at S Adams Street/S 60th Street and remove parking on one side of the street to accommodate the improvements within City of Tacoma right-of-way (ROW) (A23).
- Complete sidewalks on east side of S Adams Street and add shared use path on west side of street. This option would include crosswalks and ADA ramp upgrades at S Adams Street/S 60th Street, reduce vehicle lane widths, and move the western curb to

the east to accommodate the improvements within the city ROW, and remove parking in limited areas (A23A).

- Complete sidewalks on both sides of S Adams Street and add shared use path on west side of street within Metro Parks ROW. This option would include crosswalks and ADA ramp upgrades at S Adams Street/S 60th Street, utilizing both city ROW and Metro Parks ROW to accommodate the improvements, and would remove parking in limited areas (A23B).
- Provide signalized pedestrian crossing of S 66th Street at S Adams Street to facilitate transit access, bike connectivity, stripe crosswalks, and upgrade ADA ramps (A26).
- At the S Adams Street intersection with S 66th Street, provide improved passenger amenities, including shelter, pedestrian-scale lighting, and bench (B2, B3).
- Several options will be evaluated to replace parking removed with S Adams Street non-motorized improvements. These include potential additional parking areas within existing city ROW on the north side of S 58th Street between S Durango Street and S Adams Street (Extra Parking Option 1), and additional parking spaces in ROW on the east side of S Adams Street from S 64th Street to approximately 300 feet to the south (Extra Parking Option 2).

1.1.5 S Pine Street Connection to Water Flume Line Trail (A41.A) – Priority 1

S Pine Street provides a north-south connection between the station area and the employment center near the Tacoma Mall area. This project would construct bicycle lanes on S Pine Street from S Center Street to S 47th Street by removing through or turn lanes. S Pine Street turns into S Oakes Street approaching S 47th Street. These bicycle lanes would tie into the S Fife Street improvement described below.

1.1.6 S Fife Street Bicycle Boulevard (A40) – Priority 1

The project would include a bicycle boulevard on S Fife Street from S 48th Street to S 74th Street. At the north end, the corridor turns onto S 48th Street to S Oakes Street and on S Oakes Street between S 48th Street and S 47th Street, thus tying into the S Pine Street bicycle lanes described in Section 1.1.5 above.

The S Fife Street bicycle boulevard would include a pedestrian signal at S 56th Street and vehicle turn restrictions to safely support movement of bicyclists and pedestrians across the S 56th Street arterial.

1.1.7 Bus and Bus Stop Improvements (B5, B6, B7, B8, B10) – Priority 1

Pierce Transit Route 3 runs up South Tacoma Way from the Lakewood Transit Center and extends north through the project area, and would serve the access improvements. A number of transit stops, ROW, and intersections in this area are proposed for improvements. These are described in more detail below.

The project will provide improved passenger amenities, such as shelter, bench, and pedestrian-scale lighting at South Tacoma Way intersections with S 56th, S 58th, and S 62nd streets. Intersection improvements along South Tacoma Way will also include transit signal priority at intersections along South Tacoma Way (S 56th Street, S 58th Street, and S 66th Street).

1.1.8 Other Bike Connections (A9, A37) – Priority 1

The project includes bicycle improvements along the following corridors:

- S Sprague Avenue – Would construct bike lanes on S 37th Street/S Sprague Avenue from South Tacoma Way to S Steele Street. This would provide a connection to the non-motorized crossing of Interstate 5 (I-5) at S 37th Street. (The nearest I-5 crossing for bicycles and pedestrians is half a mile to the north or south, and those crossings do not provide separation for bicyclists and pedestrians from vehicles).
- S 35th Street Bike Lanes – Would construct bike lanes on S 35th Street between S Pine Street and S Sprague Avenue, connecting S Sprague Avenue and the S 37th Street crossing to the improved north-south S Pine Street corridor bike lanes (described in Section 1.1.5).

1.1.9 Other Potential Improvements (A49, A50, E11) – Priority 1

Other potential improvements include the following:

- Leading Pedestrian Intervals at Signals – Upgrade signals to include Leading Pedestrian Intervals at signalized intersections within 0.25 mile; include accessible pedestrian signals and no right turn on red (static or actuated signage).
- Bike Detection Intersection Upgrades – Include bike detection at select intersections along existing bike routes within 0.25 mile of station.
- Street Lighting Improvements – Install street lighting on priority roadways within 0.25 mile of the station.

1.1.10 S Tyler Street Protected Bike Lanes (A43) – Priority 2

S Tyler Street serves as a primary north-south route for bikes adjacent to the station, to the north. The project would add horizontal and vertical protection to existing bicycle lanes from S 74th Street to S Wright Avenue by removing turn or through lanes.

1.1.11 S 60th Street east of S Puget Sound Avenue (A29) – Priority 2

The area east of S Puget Sound Avenue and bounded by S 56th Street, S Wapato Street, and S 66th Street includes approximately 0.5 square mile of residents and includes Edison Elementary School, Wapato Hills Park, and the Water Flume Line Trail. This improvement would add sidewalks and bike boulevard treatments on S 60th Street between S Puget Sound Avenue and S Prospect Street, providing for a connection from this area to and from the South Tacoma Station.

1.1.12 S Washington Street Sidewalks (A21) – Priority 2

The section of S Washington Street connecting the station to the north does not include sidewalks. This project would construct sidewalks on the western side of the street between S 56th Street and S 58th Street.

1.1.13 S 45th Street Bicycle Sharrows – Priority 2

Bicycle sharrows will be added to S 45th Street from S Union Avenue to S Lawrence Street, and extend along S Union Avenue to connect to the Water Flume Line Trail/S 47th Street/South Tacoma Way.

1.1.14 SERA Campus Shared Parking Lot (D1) – Priority 2

Improvements to existing parking at the SERA Campus will include expanding the existing SERA parking lot, located west of the South Tacoma Station, by an additional 50 parking stalls and making improvements to parking, including parking management, to allow for shared parking. Improvement includes accessible connecting routes to and street crossing of S Adams Street.

1.1.15 S 66th Street Bike Lanes (A4) – Priority 2

Add protected bike lanes and upgrade existing bike lanes to protected bike lanes on S 66th Street from S Orchard Street to S Puget Sound Avenue.

1.2 Purpose of the report

HRA and DEA prepared this cultural resources technical report to document the findings of archaeological and built-environment survey and inventory investigations within the AI for the project. The report will be used to support environmental review and support consultation with Tribes and the Department of Archaeology and Historic Preservation (DAHP) regarding cultural resource eligibility.

1.3 Key personnel

Cultural resources inventory, survey work, and cultural resources evaluations were performed by the consultants identified in Table 1-1.

Table 1-1 Key personnel

Name	Qualifications	Roles and Responsibilities
Lynn Compas, MS	MA, Cultural Resources Management, Principal Archaeologist	Principal Investigator and Principal Archaeologist
Chrisanne Beckner, MS	MS, Historic Preservation/English, Senior Architectural Historian	Project Manager, Principal Investigator, and Architectural Historian
Matthew Warren, PhD	PhD, Archaeology, Archaeologist 2	Principal Investigator and Archaeologist
Cecelia Wolman, MA	MA, Anthropology/Computer Science, Archaeologist 1	Archaeological Investigator
Taylor Smith, BA	BA, Anthropology, Archaeological Technician	Archaeological Investigator

HRA conducted an archaeological survey for the project. HRA Principal Investigator Matthew Warren, who meets the Secretary of the Interior's professional qualification standards for archaeology, led the field team, including Cecelia Wolman and Taylor Smith, and completed pedestrian and subsurface survey for the project under the supervision of Lynn Compas, Principal Archaeologist. Warren authored sections of the report with the help of Wolman and Harriman.

Additionally, HRA conducted a built-environment survey for the project. HRA Principal Investigator Chrisanne Beckner, MS, who meets the Secretary of the Interior's professional qualification standards for architectural history, conducted a field survey for the project, provided evaluations of surveyed resources, and prepared historic property inventory (HPI) forms. She authored sections of the report with the help of Wolman.

1.4 Regulatory context

Sound Transit is reviewing this project under SEPA in its capacity as lead agency. SEPA requires that project proponents identify possible environmental impacts that may result from government decisions, including impacts to cultural resources. Cultural resources include historic built-environment resources (buildings, structures, and objects) and archaeological sites that qualify for or are listed in local (city or county), state, and/or national registers of historic places. Under SEPA, cultural resources located on or adjacent to the project should be evaluated for their eligibility at the local, state, and national levels.

The project does not include funding from the State of Washington and therefore does not require compliance with Governor's Executive Order 21-02.

In addition to SEPA, the State of Washington requires compliance with the cultural resources laws and regulations under the Revised Code of Washington (RCW) 27.53 Archaeological Sites and Resources, RCW 27.44 Indian Graves and Records, and RCW 68.50.645 Skeletal Human Remains—Duty to Notify.

Archaeological resources and historic-period, built-environment resources were evaluated for their eligibility for listing in the National Register of Historic Places (NRHP). Additional built-environment resources were evaluated for their eligibility to the Washington Heritage Register (WHR) and the Tacoma Register of Historic Places (TRHP). Certified local governments are considered the experts on whether resources meet the criteria for local listing in city or county registers of historic places. Consulting parties, including the Washington DAHP, provide expert opinions on whether resources meet the criteria for listing in state and national registers of historic places and whether proposed projects have the potential to adversely impact cultural resources.

Other local regulations that were reviewed during the assessment included the City of Tacoma's Municipal Code, Section 13.07, Landmarks and Historic Special Review Districts.

1.4.1 NRHP requirements for listing

1.4.1.1 Criteria for significance

To be eligible for listing in the NRHP, a resource must meet one of four criteria for significance and possess sufficient integrity to express its significance based on the guidelines of the National Park Service (NPS) (NPS 1997).

Sound Transit evaluates resources using the following guidelines established by the NPS. To be eligible for listing in the NRHP, a property must be significant under one of the following criteria:

- Criterion A: Under Criterion A, properties can be determined eligible for listing in the NRHP if they are associated with events that have made a significant contribution to the broad patterns of our history.
- Criterion B: Under Criterion B, properties can be determined eligible for listing in the NRHP if they are associated with the lives of persons significant in our past (i.e., persons whose activities are demonstrably important within a local, state, or national context).
- Criterion C: Under Criterion C, properties can be determined eligible for listing in the NRHP if they embody the distinctive characteristics of a type, period, or method of construction, represent the works of a master, or possess high artistic values, or represent a significant and distinguishable entity whose components may lack individual distinction (i.e., are part of a district). Discrete features, a particular building for example, may best be documented under this Criterion, though collections of resources may also have significance under Criterion C for architecture or engineering association.
- Criterion D: Under Criterion D, properties may be eligible for the NRHP if they have yielded, or may be likely to yield, information important in history. To be eligible under Criterion D, the property must have, or have had, information to contribute to our understanding of human history and that information must be considered “important” (NPS 1997). Most commonly applied to archaeological sites, buildings, structures, and objects may be eligible under Criterion D if they are the principal source of information.

1.4.1.2 Integrity

Integrity is the ability of a property to convey its significance. To be eligible for the NRHP, a property must not only be shown to be significant under NRHP criteria (A–D above), but it must also have integrity. The evaluation of integrity is grounded in an understanding of a property’s physical features and how they relate to its significance. Historic properties either retain integrity (that is, convey their significance) or they do not. To retain integrity, a property will always possess several, and usually most, of the seven aspects of integrity, which are:

- Location. Location is the place where the historic property was constructed or the place where the historic event occurred.
- Design. Design is the combination of elements that create the form, plan, space, structure, and style of a property.
- Setting. Setting is the physical environment of a historic property.
- Materials. Materials are the physical elements that were combined or deposited during a particular period of time and in a particular pattern or configuration to form a historic property.
- Workmanship. Workmanship is the physical evidence of crafts of a particular culture or people during any given period in history or prehistory.
- Feeling. Feeling is the property’s expression of the aesthetic or historic sense of a particular period of time.
- Association. Association is the direct link between an important historic event or person and a historic property (NPS 1997).

1.4.2 Additional historic register criteria for listing

1.4.2.1 Washington Heritage Register

To be individually eligible for listing in the WHR, a property must be significant within a historic context. Sites that are listed in the NRHP are automatically added to the WHR (25-12 Washington Administrative Code). As such, a separate nomination is not needed and, for the purposes of this report, the same four criteria utilized for the NRHP (A through D above) are used to evaluate resources for eligibility for listing in the WHR (DAHP 2023a).

1.4.2.2 Tacoma Register of Historic Places

The City of Tacoma is a certified local government and manages the TRHP. To be eligible for listing in the TRHP, a property must be at least 50 years old. It must possess integrity of location, design, setting, materials, workmanship, feeling, and association such that it is able to convey its historical, cultural, or architectural significance, and it must meet one of the following criteria:

a. Is associated with events that have made a significant contribution to the broad patterns of our history; or

b. Is associated with the lives of persons significant in our past; or

c. Embodies the distinctive characteristics of a type, period, or method of construction, or represents the work of a master, or possesses high artistic values, or represents a significant and distinguishable entity whose components may lack individual distinction; or

d. Has yielded or may be likely to yield, information important in prehistory or history; or

e. Abuts a property that is already listed on the Tacoma Register of Historic Places and was constructed within the period of significance of the adjacent structure; or

f. Is already individually listed on the National Register of Historic Places; or

g. Owing to its unique location or singular physical characteristics, represents an established and familiar visual feature of the neighborhood or City (City of Tacoma 2023).

1.5 Agency and Tribal coordination

Copies of this technical report will be distributed to Tribes and DAHP for their review and comment. Sound Transit will allow 30 days for review of the documents. Sound Transit will also request formal NRHP and WHR eligibility determinations from DAHP for resources newly identified by this effort. These practices are not required under SEPA but are part of Sound Transit's best practices for cultural resources compliance.

1.6 Area of impacts

The AI for a project defines the boundary within which the project has the potential to impact cultural resources. Because there are multiple improvements under consideration, the project is assumed to have one AI that encompasses all potential project elements (Figure 1-1 and

Figure 1-2). The vertical impacts of the project are varied across the proposed improvements. All details have not been finalized; however, basic aspects of the design have been completed for most improvements to provide estimated height ranges for project elements. The expected depths of proposed improvements vary.

Where the adjacent parcel is ROW, the AI extends to the next adjacent parcel (up to 200 feet) to account for any potential impacts on the viewsheds of neighboring resources. Where activities have no potential to impact viewsheds (i.e., at-grade improvements or improvements not exceeding 1 foot in height), the AI is limited to the area of anticipated ground disturbance. Because the project will take place in an urbanized environment, and there are no expected impacts associated with the addition of light poles or signage, the AI is limited to the area of anticipated ground disturbance where these elements are proposed.

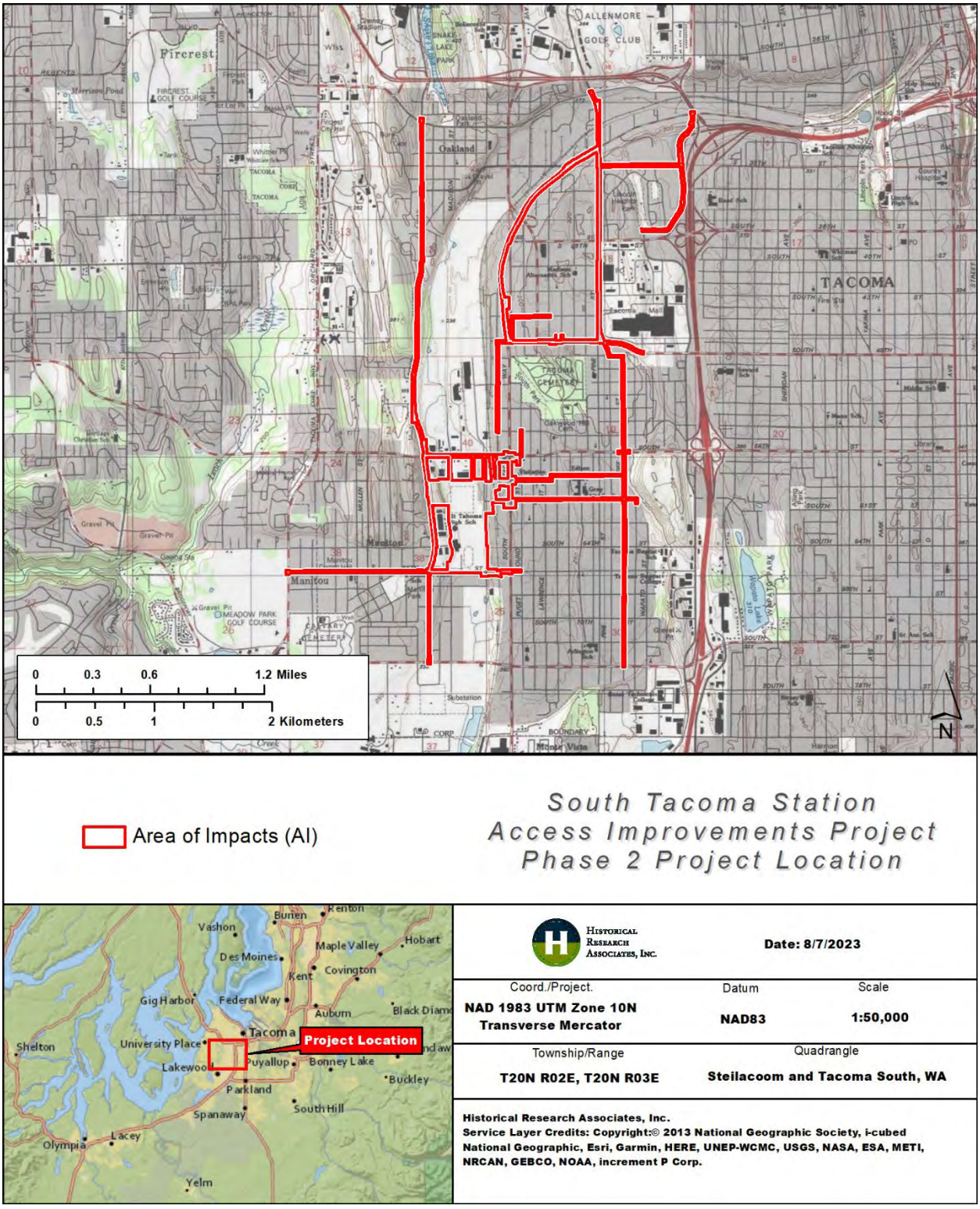
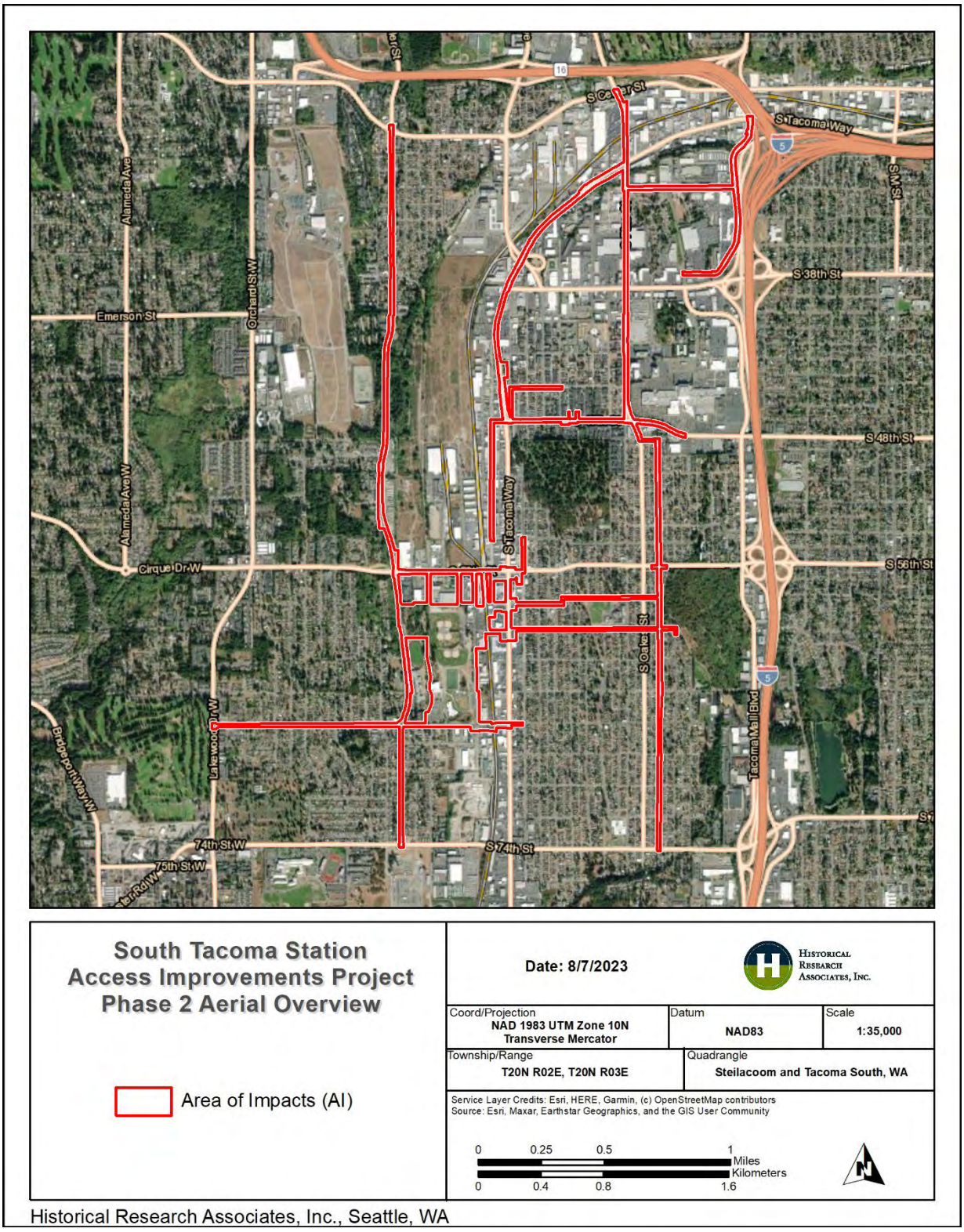


Figure 1-1 Project location and vicinity



Historical Research Associates, Inc., Seattle, WA

Figure 1-2 Aerial of project location and vicinity

2 ARCHIVAL RESEARCH

To identify previously recorded cultural resources within the AI, HRA conducted archival research using published and electronic sources, including those provided by state and local governments.

2.1 Research methods and materials reviewed

HRA Archaeologist Matthew Warren, PhD, conducted an archival record search for the project using a research radius of 0.25 mile. Warren reviewed the DAHP online database (Washington Information System for Architectural and Archaeological Records Data [WISAARD]) for archaeological site records, cultural resources survey reports, historic register information, and cemetery records. Warren also reviewed the statewide archaeological predictive model on WISAARD for probability estimates for encountering archaeological resources within the AI.

Warren searched HRA's in-house library for information on the environmental, archaeological, and historical context of the AI and vicinity. He reviewed historic-period plats from the U.S. Surveyor General (USSG) General Land Office (GLO) for the presence of structures and features that might have been present within the AI, as well as indicators of potential archaeological sites and past land-use patterns. He also reviewed other historic-period maps and atlases (i.e., Metsker, Plummer, Sanborn, and U.S. Geological Survey [USGS] maps) for historic-period structures, sites, and features, and changes in the vicinity of the AI. In addition, Warren reviewed ethnographic sources (e.g., Dailey 2020; Hilbert et al. 2001) for information regarding place names, burials, and land-use practices.

2.2 Archival research results

2.2.1 Previous cultural resources studies

Five previous cultural resources studies that overlap the AI have been conducted since 1995 (see Table 2-1). The first of these studies included a historic building inventory that was an update to several previous cultural resources surveys of historic-period architectural resources within the South Tacoma and South End areas. A total of 197 historic-period buildings were revisited in the study, 3 of which are listed in the NRHP (Eysaman & Company 2005). Two of these buildings, the Tacoma Mausoleum (45PI629) and the Coffee Pot Restaurant/Bob's Java Jive (45PI1330), are within 0.25 mile of the AI. One study was conducted for a highway infrastructure improvements project, a portion of which overlapped the AI at S Pine Street, S 35th Street, and along S Sprague Avenue. The study included archaeological reconnaissance and test trench excavations within archaeologically sensitive areas, during which no intact archaeological deposits or features were identified, as well as a historic building inventory. A total of 35 historic-period structures were inventoried, none of which were assessed to be eligible for listing in the NRHP (Bard 2008). One study was conducted for an infrastructure improvement project along S Tyler Street that included pedestrian and subsurface surveys, during which no cultural resources were identified. The study also included a historic building inventory of one historic-period structure, which was found to lack integrity and was therefore not recorded (Earley 2009).

Two cultural resources studies were conducted for a railway improvement project along the Burlington Northern Santa Fe line. The first of these studies included pedestrian and subsurface survey, as well as an historic building inventory. A total of 3 historic-period archaeological sites,

2 historic-period archaeological isolates, and 37 historic-period buildings were inventoried, 3 of which were assessed to be eligible for listing in the NRHP; none of these resources are within 0.25 mile of the AI (Chasteen et al. 2008). The second study included subsurface survey and a historic building inventory, during which one precontact archaeological isolate and nine historic-period properties were identified, respectively. None of these resources are within 0.25 mile of the AI. DAHP determined that two of the historic-period structures were eligible for listing in the NRHP and one of the structures was not eligible for listing in the NRHP (Van Galder et al. 2012).

An additional five cultural resources studies have been conducted within 0.25 mile of the AI since 1995. The first of these studies included a historic building inventory that was an update to a previous cultural resources inventory conducted in 1993. A total of 254 historic-period buildings were revisited in the study, 14 of which are listed in the NRHP; none of these resources are within 0.25 mile of the AI (Eysaman & Company 2004). One study was conducted for a telecommunications installation project approximately 0.1 mile northwest of the AI that included a historic building inventory, during which one historic-period building was inventoried and recommended not eligible for listing in the NRHP (Schultz 2006). Another study was conducted for a telecommunications installation project approximately 0.2 mile from the AI between South Tacoma Way and S Pine Street that included pedestrian survey and a visual effects survey, during which no cultural resources were identified (Baker 2014).

Two studies were conducted for a highway improvements project along I-5, portions of which were located less than 0.1 mile east of the AI. The first of these studies included pedestrian survey, during which no cultural resources were identified (Kopperl 2004). The second of these studies included a historic building inventory, during which 11 historic-period buildings were inventoried; none of these were formally evaluated for listing in the NRHP (Weaver 2004).

Table 2-1 Previous cultural resource studies within 0.25 mile of the AI

Reference	NADB[1]	Title	Distance and Direction from AI	Cultural Resources Identified Within the AI
Eysaman & Company 2004	1350236	Survey and Inventory in the Hilltop Area of Tacoma Update 2004	0.2 mile north	None
Kopperl 2004	1343451	Cultural Resources Clearance Survey SR 5 HOV Lane Construction 48th Street to Pacific Avenue, Tacoma, Pierce County	< 0.1 mile east	None
Weaver 2004	1343924	Cultural Resources Assessment for the I-5 High Occupancy Vehicle Project, Tacoma, Washington Addendum Considering Historic Properties	< 0.1 mile east	None
Eysaman & Company 2005	1348257	*Reconnaissance Level Survey Update of South Tacoma Edison/Excelsior & the South End Fern Hill & Lincoln Park*	Overlaps the AI	None
Schultz 2006	1684720	*SE5554B/Center Street/Comstock 3323 S. Lawrence Street, Tacoma, Washington 98409*	0.1 mile northeast	None

Reference	NADB[1]	Title	Distance and Direction from AI	Cultural Resources Identified Within the AI
Bard 2008	1351211	*Tacoma/Pierce County HOV Program, SR 16: Westbound Nalley Valley, SR 16: Eastbound Nalley Valley and Sprague Valley Interchange, I-5: SR 16 – I-5 Realignment and HOV Connections Historic, Cultural, and Archaeological Resources Discipline Report*	Overlaps the AI	None
Chasteen et al. 2008	1351522	*Final Cultural Resources Survey/Discipline Report: Point Defiance Rail Bypass Project, Pierce County, Washington*	Overlaps the AI	None
Earley 2009	1352461	*Cultural Resources Assessment of the South Tyler Street Improvement Project, Tacoma, Washington*	Overlaps the AI	None
Van Galder et al. 2012	1683008	*Section 106 Survey Report Historic, Cultural, and Archaeological Resources/Discipline Report: Federal Railroad Administration–WSDOT Point Defiance Bypass Project Environmental Assessment*	Overlaps the AI	None
Baker 2014	1686084	*Cultural Resource Survey: Proposed Telecommunications Tower Site, Site Name: TAC Montgomery – New Build, Tacoma, Pierce County, Washington*	0.1 mile east/west	None

Note: NADB = National Archeological Database.

2.2.2 Previously recorded archaeological resources

There are no previously recorded archaeological resources within 0.25 mile of the AI. The nearest archaeological site, 45PI1375 (Asotin's Olde Retaining Wall), is located approximately 0.5 mile east of the AI near the intersection of S Asotin Street and S 47th Street and consists of an early twentieth-century dimensional timber retaining wall and associated historic debris scatter (Hayman 2015). The site has not been formally evaluated for listing in the NRHP (DAHP 2023b).

2.2.3 Cemeteries

There are no cemeteries within the AI, and six cemeteries within 0.25 mile of the AI (DAHP 2023). These include the Old Tacoma Cemetery (45PI899), Prairie Cemetery (45PI896); Calvary Catholic Cemetery (45PI892), Pierce County/Potters Field Cemetery (45PI970), the Tacoma Mausoleum (45PI629), and Mountain View Memorial Park (45PI871).

2.2.4 Historic-period maps

The oldest depictions of the AI are on a series of GLO plats dated to between 1867 and 1869 (Table 2-2; Appendix C). The plats indicate an unidentified road passing through the north end of the AI near present-day S Hood Street, the home of an “E. Spinning” near the present-day intersection of S 66th Street and S Fife Street, and the “Renevan” home near the present-day intersection of S 60th Street and S Cedar Street. By 1869, the land claims of John Neisson (Claim No. 40) and John Rygney (Claim No. 38) had been established across the central and southwestern portions of the AI, respectively, as well as the neighboring land claims of W. P. Dougherty (Claim No. 37) and John Bradly (Claim No. 39) located to the south of the AI. The plats also show that much of the terrain between present-day S Tyler Street and S Adams Street, including most of what is now the SERA campus, consisted of marshland (USSG 1867, 1868, 1869a, 1869b). A pair of maps produced in the late 1880s show that several new roads and the Northern Pacific Railway had been constructed by this time, the latter of which passed from north to south through the center of the AI. Two new parks, Cascade Park and Monticello Park, had been developed in the central portion of the AI, and several new properties had also been established across different portions of the AI (Plummer 1889a, 1889b). Residential development across the AI continued in earnest over the following decade, such that the small communities of Edison (north-central portion of the AI), Excelsior (south-central portion of the AI), and Rigney (at the southeast end of the AI) had emerged south of Tacoma by the end of the century. At the same time, urban sprawl extending southward from Tacoma encroached on the north end of the AI, and two additional railway lines passed through the west and east sides of the AI near the present-day alignments of S Tyler Street (“T. Railway & Motor Co.”) and S Pine Street (Tacoma Lakepark and Columbia River” Railway), respectively (USGS 1897).

The next publicly available maps depicting the AI date to the mid-twentieth century and indicate that considerable residential, infrastructural, and commercial development had occurred across it in the intervening decades. By the early 1940s, the AI had formally become part of Tacoma, being specifically situated within the neighborhood communities of Oakland (northwest end of the AI), Manitou Park (southwestern corner of the AI), and South Tacoma (the remainder of the AI). Gridded streets crosscut the AI by this time; U.S. Route 99 had been constructed along the present-day alignment of South Tacoma Way; and several schools had been established across the area (USGS 1940, 1941). Over the following two decades, the South Tacoma area became increasingly well developed and integrated into the rest of the city, with virtually all modern street alignments in place by the early 1960s (Metsker 1951a, 1951b, 1960a, 1960b, 1960c, 1960d; USGS 1948, 1959, 1961).

Table 2-2 Historic-period maps and plats that include the AI

Title	Reference	Description
Township No 20 North, Range No 3 East Willamette Meridian	USSG 1867	AI: home of E. Spinning; one unidentified road Research Radius: home of “Renevan”
Township No 20 North Range No 3 East Will. Mer.	USSG 1868	AI: property of John Neisson Research Radius: None
Township No 20 North Range No 2 East Will Mer.	USSG 1869a	AI: unidentified marsh; property of J. Neison [sp.] Research Radius: unidentified agricultural fields (possibly property of J. Neisson and “Hentaleman”)

Title	Reference	Description
Township No 20 North Range No. 2 East Will. Mer.	USSG 1869b	AI: donation land claims of John Neisson (Claim No. 40) and John Rygney (Claim No. 38) Research Radius: donation land claim of W. P. Dougherty (Claim No. 37)
Township 20 North Range 2 East	Plummer 1889a	AI: unidentified creek and marsh; donation land claims of John Neisson (Claim No. 40) and John Rygney (Claim No. 38); three properties with identified owners (names illegible); unidentified railroad (Northern Pacific Railway); unidentified road Research Radius: donation land claim of W. P. Dougherty (Claim No. 37); one property with identified owner (name illegible)
Township 20 North Range 3 East	Plummer 1889b	AI: unidentified creek; unidentified railroad (Northern Pacific Railway); three unidentified roads; Monticello Park; Cascade Park; several properties with identified owners Research Radius: several properties with identified owners
Tacoma. Washington 1:125,000, topographic quadrangles	USGS 1897	AI: unidentified marsh; city of Tacoma; communities of Edison, Excelsior, and Rigney; “T. Ry. & Motor Co.” railway; Northern Pacific Railway; “Tacoma Lakepark and Columbia River” railway; numerous unidentified roads; numerous unidentified buildings Research Radius: numerous unidentified roads; numerous unidentified structures
Anderson Island. Washington 1:62,500, topographic quadrangles	USGS 1940	AI: Hanna Pierce Road; unidentified road; transmission line Research Radius: Meadow Park Golf Club; numerous unidentified loose-surface graded, dry weather roads; two unidentified dirt roads; two unidentified paths; several unidentified structures
Tacoma South. Washington 1:62,500, topographic quadrangles	USGS 1941	AI: South Tacoma Swamp; city of Tacoma; communities of Oakland, South Tacoma, and Manitou Park; Great Northern/ Northern Pacific Railroad; U.S. Route 99/410/State Route 1; numerous unidentified light-duty roads Research Radius: unidentified lake; Madison School; Edison School; Arlington School; unidentified cemetery; numerous unidentified structures; numerous unidentified light-duty roads
Steilacoom. Washington 1:24,000, topographic quadrangles	USGS 1948	AI: community of Manitou; two unidentified heavy-duty roads Research Radius: unidentified golf course; unidentified heavy-duty road; numerous light-duty roads; numerous unidentified structures

Title	Reference	Description
Township 20 N., Range 2 E. W.M.	Metsker 1951a	AI: city of Tacoma; Northern Pacific Railway; numerous identified roads; numerous identified properties Research Radius: Meadow Park Golf Course; Calvary Cemetery; numerous identified roads; numerous identified properties
Township 20 N., Range 3 E. W.M.	Metsker 1951b	AI: city of Tacoma; community of South Tacoma; numerous identified roads; numerous identified properties Research Radius: Allenmore Golf Course; Tacoma Cemetery; numerous identified roads; numerous identified properties
Steilacoom. Washington 1:24,000, topographic quadrangles	USGS 1959	AI: community of Manitou; Manitou-Custer Road; Ferdinand Street; unidentified light-duty road Research Radius: Meadow Park Golf Course; Calvary Cemetery; numerous unidentified light-duty roads; numerous unidentified structures
Township 20 N., Range 2 E. W.M. Northeast Quarter	Metsker 1960a	AI: city of Tacoma; So. Manitou Way/Tyler Street; So. Bantz Blvd.; So. Tac. Way; two unidentified roads Research Radius: Snake Lake; Tacoma Airport; Department of Public Utilities; Met. Park; Oakland Playfield; Oakland School; Northern Pacific Railroad; numerous identified roads; numerous identified properties
Township 20 N., Range 2 E. W.M. Southeast Quarter	Metsker 1960b	AI: city of Tacoma; Mt. Tahoma High School; numerous identified roads; several unidentified properties Research Radius: Northern Pacific Car Shops; Meadow Park Golf Course; Calvary Cemetery; Elementary School Site; numerous identified roads; numerous identified and unidentified properties
Township 20 N., Range 3 E. W.M. Northwest Quarter	Metsker 1960c	AI: city of Tacoma; numerous identified roads Research Radius: Elks – Allenmore Golf Course; Reed School; Madison School; Northern Pacific Railroad; numerous identified roads; numerous identified and unidentified properties
Township 20 N., Range 3 E. W.M. Southwest Quarter	Metsker 1960d	AI: city of Tacoma; numerous identified roads Research Radius: Tacoma Cemetery; Oakwood Cemetery; Visitation School; Edison School; Gray Jr. High School; Arlington School; numerous identified roads; numerous identified and unidentified properties

Title	Reference	Description
Tacoma South. Washington 1:24,000, topographic quadrangles	USGS 1961	AI: city of Tacoma; communities of Oakland, South Tacoma, and Manitou; Mt. Tahoma High School; Northern Pacific Railroad; numerous identified and unidentified roads; numerous unidentified structures. Research Radius: Snake Lake; South Tacoma Swamp; Snake Lake Park; Allenmore Golf Club; Reed School; South Tacoma Airport; Madison School; Tacoma Cemetery; Oakwood Cemetery; Mausoleums; Visitation School; Edison School; Gray Jr. High School; Arlington School; numerous identified and unidentified streets; numerous unidentified structures

2.2.5 Historic register properties

There are no properties listed in the NRHP, WHR, or TRHP within the AI. There are two properties listed in the NRHP, WHR, and TRHP within 0.25 mile of the AI (City of Tacoma 2020; DAHP 2023a). The first of these, the Tacoma Mausoleum (45PI629), was dedicated in 1910 and is located at the south end of Oakwood Hill Cemetery at the intersection of S 53rd Street and S Cedar Street, approximately 0.2 mile west of the AI. The reinforced concrete mortuary complex, comprising two buildings, was designed by Northwest architects George Gove and Silas Nelson and built between 1910 and 1956 (Pavia 1999). The second property, Bob's Java Jive (45PI1330), also known as the Coffee Pot Restaurant, is located at the intersection of South Tacoma Way and S Ferry Street less than 0.1 mile west of the AI. Bob's Java Jive, a wood-frame structure with a smooth stucco exterior, was constructed in 1930. Designed in the memetic or programmatic style, the structure is shaped like a 1920s stovetop coffeepot. A large banquet hall addition was added to the rear of the building in 1940, and a pool room was added off the banquet hall in 1956 (Staaz and Mitchell 2013). One additional property that is listed only in the TRHP, the White Shield Home, is located at the intersection of S 52nd Street and S State Street approximately 0.25 mile east of the AI (City of Tacoma 2020).

There is one NRHP- and WHR-eligible property within the AI, the Northern Pacific Railway (Property ID 85129), which crosses the AI at S 66th Street between S Adams Street and South Tacoma Way (DAHP 2023a). There are an additional 10 NRHP- and WHR-eligible properties within 0.25 miles of the AI (DAHP 2023a). These include the 66th Street OC Bridge (Property ID 85105), the South Tacoma Pump Station (Property ID 31844) at the intersection of S Clement Avenue and S 62nd Street, a residence at 6028 S Warner Street (Property ID 503426), Gray Intermediate School at 3109 S 60th Street (Property ID 31843), a residence at 5605 S Warner Street (Property ID 519574), a residence at 2919 S 52nd Street (Property ID 535791), the Tacoma Water Works Administration Building at the intersection of S Union Avenue and S 35th Street (Property ID 31800), the Tacoma Mall Office Building at 4301 S Pine Street (Property ID 724771), the Northwest Chair Company at 2201 South Tacoma Way (Property ID 112685), and the Roman Meal Building at 2101 South Tacoma Way (Property ID 49921).

2.2.6 DAHP predictive model

DAHP has generated a predictive model for the likelihood of encountering archaeological sites based on statewide information and large-scale factors. Information on geology, soils, site types, landforms, and features depicted on the GLO maps were used to establish or predict

probabilities for archaeological resources throughout the state. The DAHP model uses five categories of prediction: Low Risk, Moderately Low Risk, Moderate Risk, High Risk, and Very High Risk. The DAHP predictive model map indicates that the AI is generally predicted to be of High Risk for the identification of archaeological sites. Some portions of the AI are, however, predicted to be of Moderately Low to Moderate Risk for the identification of archaeological sites, including along S 66th Street between Lakewood Drive W and S Orchard Street, along S Tyler Street between S 62nd Street and S Manitou Way, along S Pine Street north of South Tacoma Way, S 35th Street east of S Pine Street, and along S Sprague Avenue (Figure 2-1).

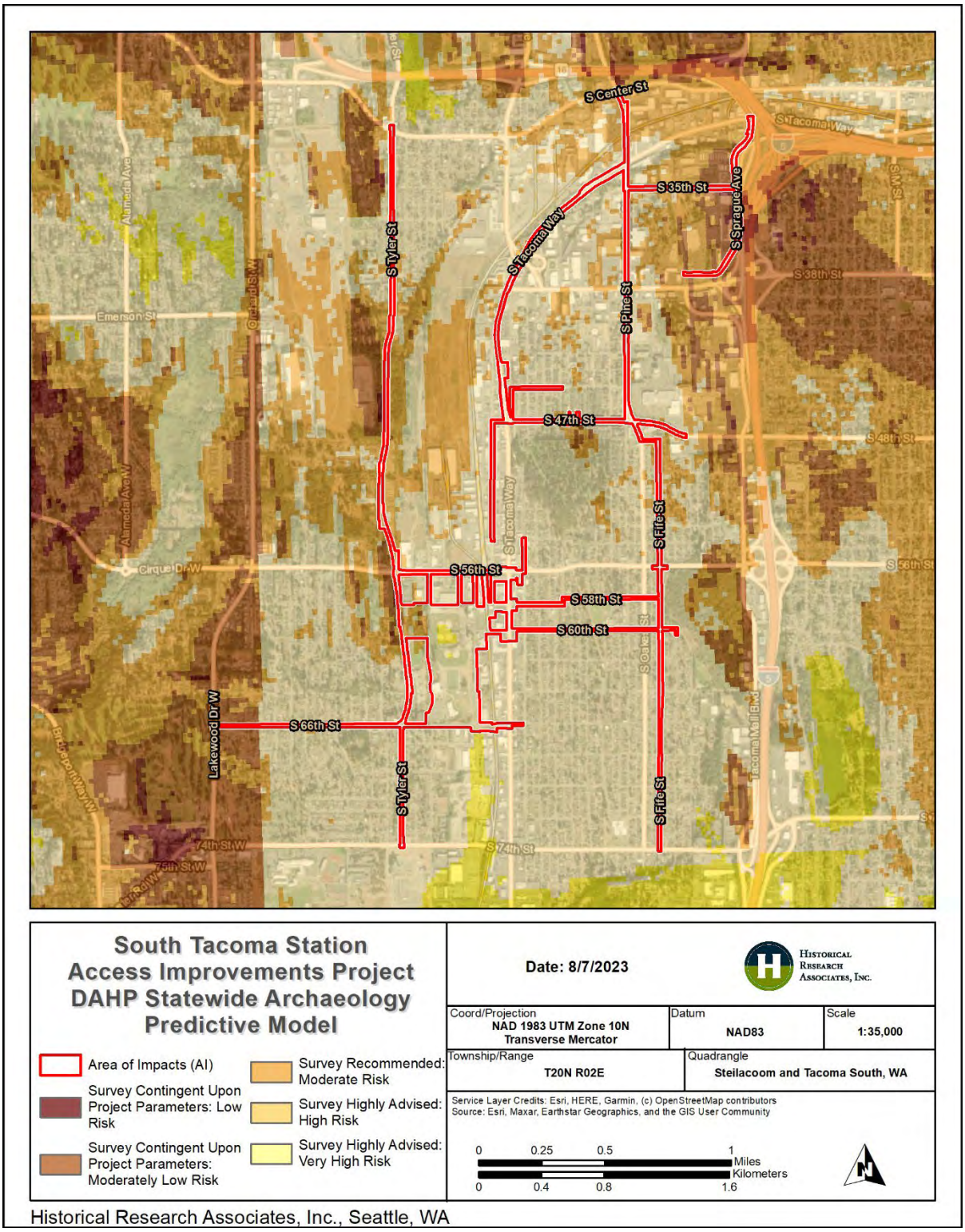


Figure 2-1 AI overlaid on DAHP statewide archaeological sensitivity predictive model

3 ENVIRONMENTAL CONTEXT

Environmental variables, such as geology, climate, topography, fauna, and flora, affect the way humans use the landscape. The information below presents the resources that would have been available to precontact and ethnographic-period groups inhabiting, seasonally frequenting, and traversing the AI and surrounding vicinity.

3.1 Topography and geology

The AI is situated in a well-developed urban area in the city of Tacoma in Pierce County, Washington. It lies within the northern half of the Puget Trough Physiographic Province of western Washington. The north-south trough of the Puget Lowland separates the Olympic Mountains to the west from the Cascade Range to the east. This lowland region was carved out by glacial activity during the final period of Pleistocene glaciation of western Washington (the Vashon Stade) (Franklin and Dyrness 1973:17). As the glaciers retreated at the end of the Pleistocene, the coastal and adjacent lowlands experienced isostatic rebound and were extensively inhabited by new plant and animal communities.

The surface geology in the vicinity of the AI consists primarily of Pleistocene (Fraser-age) continental glacial draft and outwash deposits. Pleistocene continental glacial till deposits are present along much of S Tyler Street and within the adjacent northwest corner of the SERA park property (Washington State Department of Natural Resources [WSDNR] 2023). The soils within most of the SERA park property and across the northern half of the AI are classified as Urban land, 0 to 5 percent slopes, indicating extensive previous ground disturbance has occurred in these areas. Soils across the southern half of the AI and along S Tyler Rd. are primarily classified as a patchwork of Urban land–Alderwood complex, 0 to 35 percent slopes; Alderwood–Everett–Urban land complex, 12 to 35 percent slopes; and Alderwood–Everett complex, 0 to 60 percent slopes. The U.S. Department of Agriculture (USDA) specifies that a typical soil profile of each of these soil complexes is characterized by gravelly sandy loam from 0 to 7 inches below ground surface and very gravelly sandy loam from 7 to 59 inches below ground surface. These soils are moderately well drained, with a water table from 18 to 35 inches below ground surface (USDA Soil Survey 2023).

3.2 Climate and vegetation

The AI is located within a Tsuga heterophylla, or Western Hemlock, vegetation zone. The dominant climax species in this zone include Douglas-fir (*Pseudotsuga meniesii*), western hemlock (*Tsuga heterophylla*), and western red cedar (*Thuja plicata*), with red alder (*Alnus rubra*) and big-leaf maple (*Acer macrophyllum*) dominating in disturbed areas (Franklin and Dyrness 1973:72). Understory species commonly found in the forested areas of this zone include vine maple (*Acer circinatum*), Pacific rhododendron (*Rhododendron macrophyllum*), oceanspray (*Holodiscus discolor*), western yew (*Taxus brevifolia*), Pacific dogwood (*Cornus nuttallii*), red huckleberry (*Vaccinium parvifolium*), Oregon grape (*Mahonia nervosa*), salal (*Gaultheria shallon*), trailing blackberry (*Rubus ursinus*), devil's club (*Oplopanax horridus*), and creeping snowberry (*Gaultheria hispidula*) (Franklin and Dyrness 1973). The regional climate is characterized by cool summers and mild, relatively wet winters (Suttles 1990:17).

The AI is presently located within a well-developed urban commercial and neighborhood setting. It is primarily located within paved ROW, as well as grass- and shrub-covered road shoulders and irrigation ditches. The AI also includes the SERA park property, which includes manicured ball fields, restroom facilities, and paved and graveled parking lots bounded by vegetated strips,

as well as a wooded area at its northwest corner and narrow lines of native trees (including Douglas-fir, big-leaf maple, and red alder) along stretches of its margins.

3.3 Fauna

Historically common animal species in the vicinity of the AI included black-tailed deer (*Odocoileus hemionus*), elk (*Cervus elaphus*), black bear (*Ursus americanus*), cougar (*Felis concolor*), bobcat (*Felis rufus*), coyote (*Canis latrans*), red fox (*Vulpes vulpes*), fisher (*Mustela sp.*), marten (*Mustela sp.*), muskrat (*Ondatra zibethica*), beaver (*Castor canadensis*), bald eagle (*Haliaeetus leucocephalus*), and a variety of owls, ducks, and small song birds. Large mammals had fairly extensive ranges and were more common in upland areas. Riverine and wetland habitats typically support a specialized but diverse array of fauna that includes raccoon (*Procyon lotor*), river otter (*Lutra canadensis*), beaver, and a variety of migratory waterfowl and woodland birds (Eder 2002; Kruckeberg 1991; Larrison 1967).

Within the AI, eastern gray squirrel (*Sciurus carolinensis*), crows (*Corvus brachyrhynchos*), and various songbirds were observed during the fieldwork.

4 CULTURAL CONTEXT

This section provides an overview of human occupation over the past 14,500 years in North America, and more specifically, in the Pacific Northwest. Understanding how humans interacted with the landscape helps archaeologists determine the probability of cultural deposits and provides a framework for expectation of archaeological materials.

4.1 Precontact Background

Based upon current scientific understandings of the archaeological record, the earliest human occupations in the Pacific Northwest were characterized by highly mobile bands of broad-spectrum foragers. The widespread Clovis culture, the first well-defined cultural complex in North America, has been dated to between 12,800 and 13,200 calibrated years before present (cal. B.P.) (Ames and Maschner 1999:65–66; Kirk and Daugherty 2007:13). Recent research suggests that large-stemmed projectile points (i.e., Western Stemmed complex) may have been produced by populations predating Clovis (e.g., Jenkins et al. 2012). Such points have been identified at the Cooper's Ferry site in western Idaho, which has been dated to between 16,560 and 15,280 cal. B.P. (Davis et al. 2019). These early Paleoindian cultures consisted of small, nomadic bands that specialized in hunting a variety of small- to large-sized game animals, including megafauna that went extinct across North America at the end of the Pleistocene (e.g., woolly mammoth [*Mammuthus primigenius*], mastodon [*Mammut americanum*], ancient bison [*Bison antiquus*]) (Kirk and Daugherty 2007:13).

In western Washington, examples from this period include the Manis Mastodon Site (45CA218) and the Bear Creek Site (45KI839). At the Manis Site, located approximately 64 miles northwest of the AI near Sequim, a human-made bone point was found lodged in the ribs of a mastodon. Encountered within a peat bog, these remains provided clear evidence of early large-game hunting in the region (Waters et al. 2011). At the Bear Creek Site, located approximately 34 miles northeast of the AI in Redmond, a diverse stone tool assemblage was found dating to between approximately 12,500 to 10,000 cal. B.P. (Kopperl et al. 2015). This site appears to have been occupied for several thousand years and contained evidence of the procurement and processing of plant, mammal, and fish resources. Across other parts of Washington State,

Western Stemmed and Clovis projectile points have also been found dating to this period (Beck and Jones 2010).

Following the Clovis period, early and middle Archaic period populations across western Washington produced large, willow leaf-shaped ("Olcott" phase) projectile points, in addition to lanceolate points and scrapers (Ames and Maschner 1999; Kopperl et al. 2016:116; Nelson 1990:483). Similar projectile points have been found in sites from the Fraser River Valley in British Columbia down to the margins of the Columbia River, indicating the wide dispersal of related groups across the broader Northwest Coast during this period. Sites containing Olcott material are most commonly documented well inland from the coast along rivers, suggesting that these populations were likely still subsisting largely upon terrestrial plant and animal resources and had not yet developed the extensive reliance upon littoral food resources observed among later Coast Salish peoples (Kopperl et al. 2016:116; Nelson 1990:483).

Between approximately 6400 and 2500 cal. B.P., there was a gradual shift across the Northwest Coast to an increasingly heavy reliance on marine and riverine resources for subsistence. This shift was coincident with a general trend toward increasing sedentism as more sites were settled along river courses, estuaries, and productive marine environments (Ames and Maschner 1999:93–94; Nelson 1990:483). During this period, which has been subdivided into the Early Pacific (6400–3700 cal. B.P.) and Middle Pacific (3700–2400 cal. B.P.), settlements began to be occupied on a seasonal basis. Larger, denser artifact concentrations have been identified within Early and Middle Pacific period sites, and deep shell middens have been dated to as early as 5,200 years ago (Larson and Lewarch 1995; Mierendorf 1986:57; Wessen 1988). It was during this time that coastal and neighboring inland communities developed their complex suites of lithic, bone, and antler tool technologies suited for marine mammal hunting, riverine fishing, and the further exploitation of terrestrial plant and animal resources (Ames and Maschner 1999:93–95; Blukis Onat et al. 1980:29–30; Kopperl et al. 2016:117–118). Early evidence of the use of marine littoral resources in the region, primarily shellfish, was encountered at the Dupont Southwest Site (45PI72), located approximately 10 miles west of the AI. Shell lenses, stone tools, and other faunal materials consistent with the use of the site for shellfish processing were encountered in deposits dating up to 6180 to 5930 cal. B.P. (Kopperl et al. 2016; Wessen 1988).

Along with steady population growth and increasingly intensive resource utilization across the broader Northwest Coast, Late Pacific (2400–200 cal. B.P.) precontact archaeological sites in the region demonstrate the emergence of status differentiation and complex social hierarchies (Ames and Maschner 1999:95–96). Increased reliance on stored foods and controlled access to resources, including salmon and shellfish, also developed during this period. By this time, the general ethnographic pattern observed along the Northwest Coast had become well-developed, although these societies saw increasingly dramatic changes due to the arrival of Euroamerican explorers, traders, and settlers beginning in the late 1700s (Ames and Maschner 1999:95–96, 112; Kopperl et al. 2016:118–120).

A number of shell midden sites dating to the past several thousand years have been recorded in and around the Puget Sound area. The West Point Sites (45KI428 and 45KI429), located at Discovery Park approximately 30 miles north of the AI, have been interpreted as long-term camping and food-processing activity areas (Larson and Lewarch 1995). Five distinct cultural components indicate use of the sites between 4200 and 200 cal. B.P. These sites included a number of personal items, including beads, bracelets, and labrets, which may be related to developing social inequality in the region (Ames and Maschner 1999). The West Point Sites also yielded a highly diverse tool kit, including bone, as well as ground and chipped stone, implements used for capturing and processing prey (Larson and Lewarch 1995). Their highly

diverse faunal assemblages include sea mammals, fish, terrestrial mammals, birds, and shellfish, indicating exploitation of a number of available niches.

4.2 Ethnographic Background

Confidential Information – Not for Public Distribution.

4.3 Historic Background

The earliest non-transitory interactions by Euroamericans in the Pacific Northwest were in the early nineteenth century. In 1824, Hudson's Bay Company (HBC) first came to the Puget Sound, making landfall in what is now Eld Inlet, approximately 24 miles southwest of the AI. The purpose of the visit was exploratory, and HBC was only in the fur business at that time. HBC began construction of their strategically located Fort Nisqually in 1833, just 6 miles northwest of the AI in present-day Steilacoom. Fort Vancouver had been established in the intervening nine years in present-day Vancouver, Washington. The route between these two forts became one of the most important transportation corridors in Washington for both goods and people (Williams 2021).

Realizing the diminishing returns of the regional fur trade, the HBC formed a new company, the Puget Sound Agricultural Company (PSAC), in 1840 to shift its operations in the area toward agricultural production, bringing in settlers from Canada to lease local farm plots in exchange for a share of their harvest and profits (Artifacts Architectural Consultants, Inc. 2008:14–15; Nisbet and Nisbet 2011). The PSAC land in Hunt's Prairie, the area of the AI, was established as a sheep ranch (Forsman et al. 1998).

During the period of the 1830s into the 1840s, HBC was the unofficial governing, law-keeping, and only commercial establishment in the area. All sales and purchases of goods and services went through HBC, giving them a monopoly in the lumber, fur, and agriculturally rich Puget Sound. These operations were short-lived, however, as American settlers began moving into the region by the mid-1840s, and the Treaty of Oregon (1846) set the boundary between the U.S. and British territories at the 49th parallel shortly thereafter. South of the new border, HBC was thus in the United States' domain, which resulted in the curtailing of many privileges enjoyed up until then (Williams 2021).

Relations with the local Native American tribes were occasionally tense during this early colonial settlement period, and a Snoqualmie attack on Fort Nisqually in 1849 prompted the U.S. military to establish Fort Steilacoom near Chambers Bay, about 6 miles southwest of the AI. The Oregon Donation Land Act was passed by Congress in 1850, giving the United States formal possession of the land, even though no treaties had been signed (Williams 2021).

Growing numbers of settlers arriving to the Puget Sound region increased the exposure of Native Americans to devastating diseases. By 1853, an estimated 30 to 90 percent of the Native American population were killed by diseases brought by traders and White settlers in the area. In the same year, Washington Territory was assigned its first governor, Isaac Ingalls Stevens, who arrived in Olympia in November. The following year, Stevens sought a solution to the heightened tensions between Euroamericans and Native Americans through treaties which forced Native peoples onto reservations. By the close of 1854, the Indigenous peoples of the southern Puget Sound, including the Puyallup, Nisqually, and others, had signed Steven's Treaty of Medicine Creek (Williams 2021).

Local development was subsequently halted by the Indian War in 1855–1856, when Native Americans fought back against being forced onto reservations by attacking settlers. A small sawmill had been established on Commencement Bay in 1852 by Swedish settler Nicholas Delin (Wilma and Crowley 2003). Although the small community which had built up around Delin's sawmill was abandoned due to the conflict, other mills were established in the Pierce County area around this time. Ohio native Andrew Byrd constructed a sawmill and grist mill along Chambers Creek to the southwest of present-day Tacoma in the early 1850s, and the first legally established road in what would become Washington State connected the mills to the growing port town of Steilacoom (Tate 2004).

As a result of the reduced privileges, increasing tribal hostilities, and growing numbers of settlers, HBC closed operations in the United States in 1860 and moved their headquarters north to Vancouver Island to Fort Victoria. Development resumed in the Tacoma area later in the 1860s, as the number of settlers grew, and tribal hostilities subsided. In 1867 and 1869, the two township ranges in which the AI is located were first platted. At the time of first platting, only HBC's PSAC and three private settlers were landowners in the AI (USSG 1867, 1869).

In 1873, the Northern Pacific Railroad (NPRR) made the remarkable decision to use Tacoma as the terminus of its transcontinental railroad, after which it became known as the "City of Destiny." The NPRR formed the Tacoma Land Company, which began to buy up 3,000 acres of land, with plans to plat and grow a new city, which it called New Tacoma. That year, NPRR also began construction of their spur between New Tacoma and Kalama, on the Columbia River north of Vancouver (Wilma 2005). NPRR's great plans were put on hold almost as soon as they were formed, however, with the Panic of 1873. This banking crisis, the worst of the post-Civil War banking crises, began with European companies selling their American railroad bonds. Many railroads ended up bankrupt by the sudden overabundance of unwanted bonds, including NPRR (U.S. Department of Treasury 2023). Despite these obstacles, NPRR was able to complete the new spur to Kalama and began service in January 1874 (Wilma 2005).

NPRR survived the Panic and crawled out of bankruptcy, and by 1875, New Tacoma was platted in competition with the original Tacoma located to the northwest. By 1881, 1,000 people had settled New Tacoma and were ready to see tracks finally laid across the Cascade Mountains using business loans secured by the town's first bank, co-founded by Dr. Henry Clay Bostwick in October 1880. That month, a smallpox epidemic struck New Tacoma, eventually grinding the town to a halt. Trains ceased stopping at the station on their way through, and New Tacoma was quarantined. In mid-December, the quarantine was lifted, and business was able to resume (Morgan 2017).

Tacoma and New Tacoma were merged into a single city in January 1884, and the original Tacoma settlement became what is now Old Tacoma (Caldbick 2015; U.S. General Services Administration [USGSA] 2019). The introduction of the railroad made Tacoma a hub for industrial trade, and the lumber industry boomed. Between 1880 and 1890, the population grew from 1,098 to 36,006, and by the turn of the century, Tacoma had become the "Lumber Capital of the World". This population growth was aided by the completion of the transcontinental railroad through Stampede Pass in 1887, terminating in Tacoma. This railroad, combined with the Kalama–Tacoma NPRR line, permitted immigrants to travel to Tacoma for settlement from many newly accessible parts of the country, as well as other countries connected to ports therein (Wilma and Crowley 2003).

NPRR maintenance shops were moved from downtown Tacoma to the prairie land in the southwestern area of the AI in 1890, from S 56th Street to S Union Avenue. The move sparked an explosion of urban development spearheaded by quick construction of buildings for repair

and maintenance of NPRR locomotives for the western region of the system (Reiter 2007:20). Realty investors immediately began advertising to draw property buyers near the shops with promises of rapid gains. NPRR built infrastructure including boarding houses, single family houses, and inns and hotels for its anticipated new workforce (Reiter 2007). Tacoma Land Company lots meant for new settlers were a mere 25 by 125 feet and required new owners to construct a building within one year. The materials available resulted in homes built almost exclusively of wood (Marshall 2000; Radebaugh 1889). In the same year, the Tacoma & Lake City Railway company completed a passenger train line running from Tacoma to Lake City in north Seattle and connected to the NPRR by a spur (Shaw 1959). The NPRR shops opened in 1891, and a cross street was built up as a commercial strip named Edison Street based on a promise by the Edison Electric Company, which never panned out (later changed to South Tacoma Way in 1926). Other industries began to grow in the Edison neighborhood, taking advantage of the new railroad.

The boom years that began in the 1870s ended in 1893, when an economic depression struck the region, and NPRR declared bankruptcy for the second time (Caldbick 2019). Until that point, however, civic infrastructure development laid the groundwork for the modern city of Tacoma. The area in the vicinity of the AI was renamed South Tacoma in 1895 (Cafazzo 2007). Sanborn maps from 1896 show a wide variety of industrial facilities within the AI, including milling factories, laundries, canneries, furniture manufacturing, and a wide variety of track and railcar parts manufacturing shops, as well as several schools, churches, and a large network of city water supply lines (Sanborn 1896). The Kenworthy Grain and Milling Company opened in the southwestern area of the AI in 1907, right on the eastern side of the NPRR tracks (Reiter 2007; Sanborn 1912). Union Pacific Railroad opened a local route, the Tacoma & Lake City Railway, in the 1890s just west of the NPRR line, crossing the southern AI (Sanborn 1896; Spadoni 2014).

Automobile popularity boomed in the 1910s, demonstrated by the 1912 Sanborn map's depiction of dozens of new garages throughout the AI (Sanborn 1912). By the early 1920s, roadway development exploded, creating new paved roads and replacing rails. These developments prompted NPRR to move their headquarters to Seattle in 1920, but the NPRR shops remained in place, employing more than 1,000 workers by the 1940s (Cafazzo 2007).

U.S. involvement in World War I led to the construction of large shipyards on the tidal flats of the Puyallup River and Army base Camp Lewis in 1917, followed by the Port of Tacoma in 1918. Despite this flurry of wartime spending and military activity in the greater Tacoma area, the city experienced a minor economic decline in the 1920s, due to a slump in lumber prices that was exacerbated by the Great Depression. While some major manufacturers continued to open, including the Pacific Match Factory in 1924 and the Jordan Baking Company in 1937, it was only with the renewed increase in military spending at the beginning of World War II that the fortunes of the area began to improve. The construction of new steel-hulled vessels at Tacoma's shipyards made the city a key contributor to the war effort (Wilma and Crowley 2003).

With the region's World War II-era growth came changes in infrastructure. In South Tacoma, South Tacoma Way remained the main north–south corridor, but in 1938, the city's streetcars gave way to buses, and drive-in restaurants began appearing along the thoroughfare (Cafazzo 2007).

The 1940s were a time of significant demographic change for the city. Local Japanese Americans were forcibly incarcerated after the bombing of Pearl Harbor and the formal entry of the United States into World War II, and most did not return to Tacoma in the post-war period. With the high demand for labor and most of the city's young men drafted into the military, local

women constituted much of the traditionally male work force. They were joined by several thousand African Americans from the southern United States, who were encouraged to move to Tacoma to work in its plants (Wilma and Crowley 2003).

In 1944, Tacoma voters approved additional city-wide urban improvements. After the war, federal funding helped the city build new schools, overhaul its street and sewer systems, redevelop the port, and generally improve the conditions of its downtown area.

Tacoma became increasingly interconnected with the suburban communities of the surrounding region after the construction of the Tacoma Narrows Bridge in 1950 and I-5 in 1960. In 1965, the Tacoma Mall replaced farmland and homes in the northeastern AI, providing employment stability for many when the railroad shops closed a few years later (Reiter 2007). Tacoma's port facilities became an increasingly important economic driver for the city with the construction of container terminals beginning in the 1970s. Alongside its importance as a major shipping hub, the Port of Tacoma was a construction site for service buildings that were subsequently shipped to the Trans Alaska Pipeline and its associated oil fields (Wilma and Crowley 2003). The NPRR merger with Burlington Northern in 1974 prompted the closure of the shops and the demolition of most of the brick buildings (Cafazzo 2007; Reiter 2007). Coincident with these economic developments, however, came a dramatic decline in the use of the passenger rail system, and Union Station was abandoned after its final train departed in 1984 (USGSA 2019).

5 ARCHAEOLOGICAL EXPECTATIONS

HRA developed probabilities for encountering precontact and historic-period archaeological resources within the AI prior to the fieldwork. Probabilities were based on a review of the background research (Section 2), the environmental context (Section 3), and the cultural context (Section 4). This expectation assisted with the development of archaeological survey methods and the treatment of cultural materials if they would be encountered.

HRA expected a low likelihood of encountering precontact archaeological resources within the AI. The AI is within 3 miles of several ethnographically recorded Puyallup village sites along the shore of Commencement Bay and the Puyallup River, and the DAHP predictive model indicates a generally High Risk for the identification of archaeological resources within the AI. However, the surface geology of the AI consists primarily of Pleistocene continental glacial drift, outwash, and till deposits. Such deposits have little to no potential to contain deeply buried archaeological resources. Most of the remaining soils identified within the AI are classified as urban land or complexes that include Urban land, indicating extensive previous ground disturbance in these areas. Additionally, virtually all the terrain within the AI has been disturbed by historic and modern road construction, utility installation, and landscaping activities, greatly reducing the likelihood that intact precontact archaeological deposits remain. Precontact archaeological resources within the AI could include lithic, bone, and shell artifacts, as well as features such as hearths (e.g., fire-modified rock, charcoal, burnt earth) and shell middens (dense layers of shell, organic-rich soil, and associated artifacts).

HRA expected a moderately low likelihood of encountering historic-period archaeological resources within the AI. Historic-period maps depicting the project area indicate that roads and railroads were being constructed across the AI by the end of the nineteenth century, and that residential development of the area was well underway by the mid-twentieth century. The remains of domestic or farming activities may be present within the AI, although any such archaeological resources would likely have been disturbed by road construction, utility installation, and other urban development efforts. Historic-period archaeological resources

within the AI could include low-fired and bisque ceramics with subdued colors, or blue/pink willow-like design; thick-bodied pieces, indicating crockery, non-tempered glass, violet-colored glass, stopper-topped glass jars or bottles, press-capped (cork gasket liner) heavy-walled soda bottles (not twist-top, thin-walled), zinc and vitreous glass-lidded glass canning jars with colored body; miscellaneous fragments of metal (or plated) clothing closures (buttons, hooks and eyes, and suspender fittings, but not zippers); sawed animal bone, bakelite, celluloid, glass and shell buttons (but no nylon or polystyrene); enameled ironware; punch-opened and solder-sealed beverage cans, solder-sealed food tins, general lack of thin-walled aluminum and welded steel cans; older automotive parts; and knob-and-tube electrical insulators, and features such as building foundations and abandoned asphalt, concrete, or gravel roadways.

6 FIELD STRATEGY AND METHODS

6.1 Archaeological Reconnaissance and Utility Locates

HRA conducted an archaeological reconnaissance of the AI and marked areas suitable for shovel probing on March 6, 2023. Archaeologists walked in pedestrian transects spaced at 20-meter intervals within the footprints of project improvements D1 (SERA Shared Parking Facility) and A58 (S 56th Street Bicycle Improvements) (see Appendix A) and along a single transect in other unpaved portions of the AI in which ground-disturbing activities will occur. During the pedestrian survey, archaeologists marked areas suitable for shovel probing. Suitability for shovel probing was based on factors such as the slope of the local terrain and accessibility, as well as the presence of gravel or pavement and utilities at ground surface. Archaeologists took photographs using a digital camera to document notable features within the AI.

The State of Washington requires that consultants/contractors call for utility locates prior to conducting ground-disturbing fieldwork that includes disturbance over 1 feet below the surface (RCW 19.122). One portion of the AI within the footprint of project improvement D1, which consisted of a raised grassy area adjacent to the graveled parking lot at the northeast corner of the SERA park property, was determined to be suitable for subsurface survey and marked for utility locates. One segment of the footprint of project improvement A58, including a narrow, vegetated strip located immediately to the south of the warehouse north of the SERA park property and a drainage corridor within the ROW that extends from the SERA park property north to S 56th Street, was also determined to be suitable for subsurface survey and marked for utility locates. HRA submitted utility locate requests (ticket numbers 23081295 and 23081316) for these portions of the AI on March 8, 2023, providing the locate services with documentation in the form of a map and accompanying text description to complete the survey and determine whether utilities have been installed within it.

6.2 Subsurface Survey

HRA excavated shovel probes (SPs) to further assess the presence or absence of buried cultural materials. Individual SP locations were assigned at the discretion of the field director based on the project's design, topographic circumstances, and other field observations. SPs measured 30–40 centimeters in diameter and were terminated when they reached a depth of 1 meter, if possible, or to undisturbed glacial materials unless impeded by natural blockages such as large roots or impassable boulders. Following the guidelines for excavating in the vicinity of buried utilities, no SPs were excavated within 3 feet of a marked buried utility. HRA archaeologists screened excavated sediment through ¼-inch hardware cloth and documented the sediment observed in each SP on standard HRA SP forms. Observations included but were

not limited to color, sediment grain size, presence of gravels, evidence of disturbance, and presence of cultural materials. The archaeologists backfilled the SP holes upon completion of documentation and noted their locations using an Apple iPad and paired Trimble R1 GNSS Receiver.

6.3 Architectural Inventory

A built-environment survey and inventory for the project was undertaken to identify and document historic-period, built-environment resources in the AI through field survey. Historic-period, built-environment resources are identified as those 45 years old or older, i.e., those constructed in or before 1978.

To identify resources that required field survey, HRA researched the dates of construction for all built-environment resources within the AI via Pierce County Assessor's records, maps, and aerials. HRA then reviewed the WISAARD database to determine which resources 45 years old or older had already been evaluated and determined NRHP-eligible, not eligible, or listed. Those surveyed and evaluated within the last 10 years were excluded from field survey, as recordation was considered complete and up to date, as per the Washington State Standards for Cultural Resources Reporting (DAHP 2023c).

An architectural historian meeting the Secretary of the Interior's professional qualifications for architectural history conducted the field survey from the public ROW. Documentation included the collection of digital photographs and field notes identifying architectural style, materials, workmanship, modifications, and condition, as well as any additional details relevant to the assessment of integrity and eligibility.

7 ARCHAEOLOGICAL SURVEY RESULTS

On March 6, 2023, HRA archaeologists Matthew Warren, PhD, and Cecelia Wolman, MA, completed the archaeological reconnaissance and utility locate marking within the AI. On March 16–17, 2023, Warren, Wolman, and Taylor Smith, BA, completed the subsurface survey within the AI. The archaeologists observed no precontact or historic-period cultural material during the pedestrian and subsurface surveys.

7.1 Archaeological reconnaissance and utility locates

HRA archaeologists conducted a reconnaissance of the paved portions of the AI and a pedestrian survey of unpaved portions of the AI, assessing the suitability of all project improvement locations for subsurface survey. The weather was partly cloudy to sunny. Ground-surface visibility was extremely low throughout the AI, due to its paved and vegetated roadside settings. Overall, the terrain within the AI has been heavily modified by modern urban and suburban road construction, utility installation, and landscaping activities. Most of the AI is either paved roadway, graveled roadside, landscaped ROW, or private property, except for much of the SERA park property and an adjacent segment of ROW between the north end of the park and S 56th Street through which the project improvement A58 footprint passes (Figure 7-1 and Figure 7-2). A Puget Sound Energy (PSE) utility locator marked an underground gas line within the ROW portion of the project improvement A58 footprint targeted for subsurface survey. Therefore, no shovel probes were excavated in this location (Figure 7-3).

The archaeologists did not observe any archaeological resources during the reconnaissance or pedestrian survey within the AI.

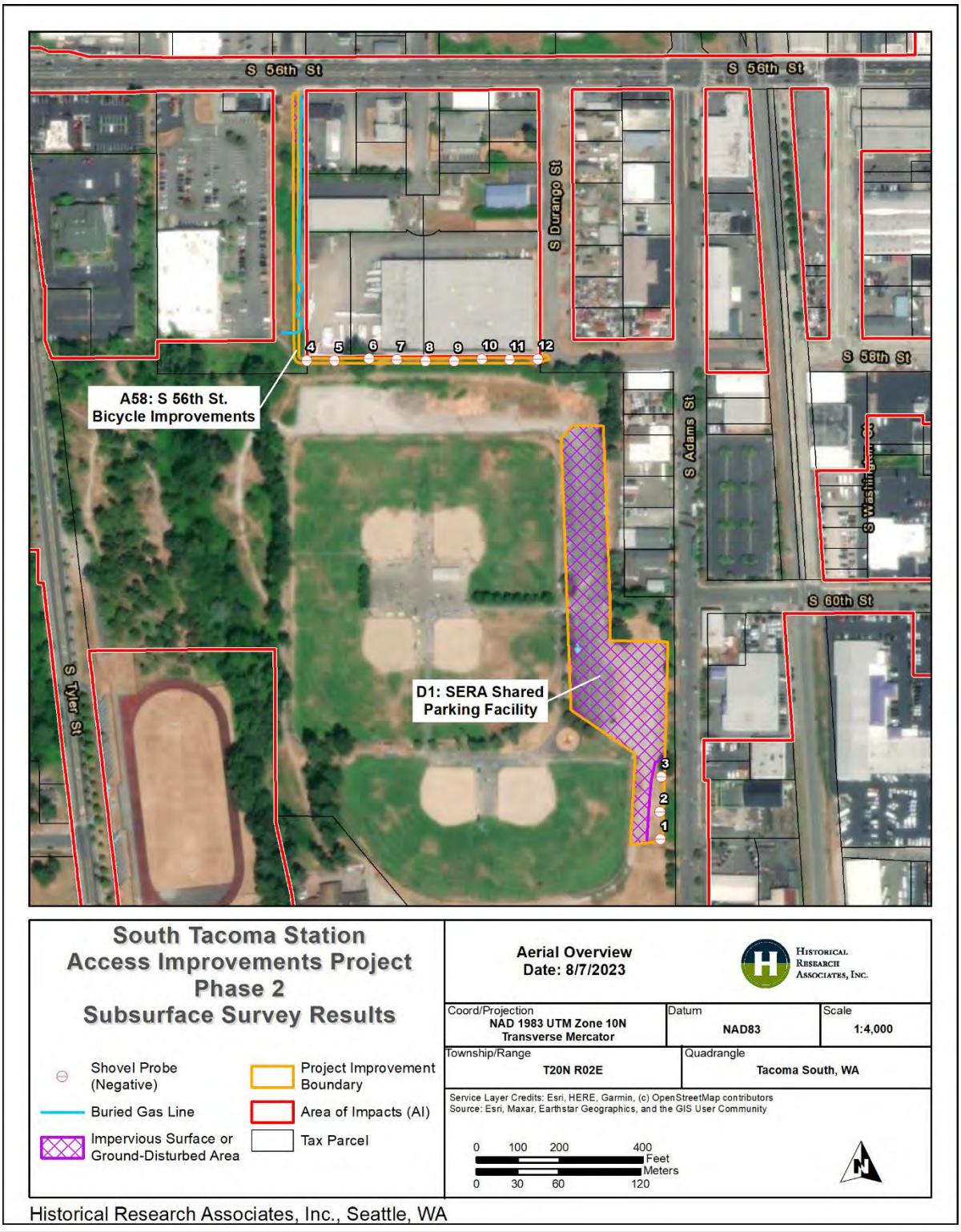
Figure 7-1 Overview of the east side of the SERA park property within the project improvement D1 footprint, view south

Figure 7-2 Overview of the ROW north of the SERA park property within the project improvement A58 footprint, view north

7.2 Subsurface survey

HRA excavated twelve SPs within the project improvement D1 and A58 portions of the AI (Figure 7-3 and Figure 7-4; Appendix D). The sediments observed in the SPs generally

consisted of either fill materials or previously disturbed native sediments. The three shovel probes located along the eastern margin of the SERA park property (SPs 1, 2, and 3) were terminated at the target depth, while the remaining nine shovel probes (SPs 4–12) were terminated at concrete foundation or boulder obstructions. Due to the presence of impermeable (gravel or asphalt) surfaces, no other areas within the project improvement D1 and A58 portions of the AI were suitable for subsurface survey.



Historical Research Associates, Inc., Seattle, WA

Figure 7-3 Subsurface survey results

Figure 7-4 Extent of SP 10 showing disturbed sediments

Small quantities of modern or temporally nondiagnostic debris, including chunks of asphalt, concrete, and brick; insulated wire fragments; colorless, white, and aqua glass shards; a metal nail; white ceramic sherds; and white string were observed within six of the SPs (SPs 2, 4, 6, 8, 9, and 10). No precontact or historic-period cultural materials were observed during the subsurface survey.

8 ARCHITECTURAL INVENTORY RESULTS

HRA identified 16 built-environment resources constructed in 1978 or earlier that required survey and inventory (Table 8-1; Appendix E). HRA's research results, as indicated below, are recorded in HPIs in DAHP's WISAARD database (Appendix F).

Table 8-1 Surveyed built-environment resources within the AI

No.	Parcel No.	WISAARD Property ID	Address	Existing Use	Year Built	Sound Transit's Eligibility Recommendation
1	0220134029	731137	4331 S Tacoma Way	Utility	Ca. 1952	Recommended Not Eligible for City, State, or National Registers
2	4695000390	530422	5448–5450 S Tacoma Way	Bank Building	1913	**Recommended Eligible for City, State, or National Registers**
3	4695000080	530424	5447–5449 S Tacoma Way	Commercial	1920	Recommended Not Eligible for City, State, or National Registers

No.	Parcel No.	WISAARD Property ID	Address	Existing Use	Year Built	Sound Transit's Eligibility Recommendation
4	4695001250	50019	5602 S Tacoma Way	Commercial	1925	Recommended Not Eligible for City, State, or National Registers
5	1200098602	731156	3512–3514 S 56th Street	Commercial	1963	Recommended Not Eligible for City, State, or National Registers
6	4695001460	None	5647 S Tacoma Way	Demolished	1972	Recommended Not Eligible for City, State, or National Registers
7	3690000280	731158	5801 S Adams Street	Commercial	1975	Recommended Not Eligible for City, State, or National Registers
8	1200084455	523036	5802 S Tacoma Way	Commercial	1969	Recommended Not Eligible for City, State, or National Registers
9	3690000360	534841	5812 S Adams Street	Commercial	1957	Recommended Not Eligible for City, State, or National Registers
10	3690000230	731160	5802 S Washington Street	Commercial	1947–1963	Recommended Not Eligible for City, State, or National Registers
11	3690000390	731397	5832 S Adams Street	Commercial	1970	Recommended Not Eligible for City, State, or National Registers
12	3690000400	534840	5838 S Adams Street	Commercial	1968	Recommended Not Eligible for City, State, or National Registers
13	2125000540	731398	3509 S 60th Street	Utility	1971	Recommended Not Eligible for City, State, or National Registers
14	3690000460	731399	3762 S 60th Street	Commercial	1956	Recommended Not Eligible for City, State, or National Registers
15	6080002900	513621	6001 S Tacoma Way	Commercial	1966	Recommended Not Eligible for City, State, or National Registers
16	1200040671	534835	6602 S Adams Street	Commercial	1968	Recommended Not Eligible for City, State, or National Registers

8.1 4331 S Tacoma Way

According to the Pierce County Assessor, the wells and wellhouses at 4331 S Tacoma Way were constructed in 1965 (Pierce County Assessor 2023) (Figure 8.1-1, Figure 8.1-2, and Figure 8.1-3). However, this appears to be an error, as one of the two wellhouses includes a date stamp of 1952. Historic-period aerials indicate that both wellhouses were in their present configuration by 1955 (NETROnline 2023; Pierce County Assessor 2023).

The two wellhouses are located at the north and south ends of a long parcel east of S Tacoma Way. The north building (wellhouse 11A) includes a date stamp of 1952 and is rectangular in plan, a single story tall, and faces west toward S Tacoma Way. It is separated from the second

wellhouse by a catchment with pump and a small electrical systems yard. To the south of the catchment is the second wellhouse (wellhouse 6A and 6B). It does not include a date stamp but was constructed circa 1952. It is rectangular in plan, a single story tall, and faces west toward S Tacoma Way. Both pump stations and the systems yard are accessed by curved paths off S Tacoma Way.

Well and wellhouse 11A (1952): Wellhouse 11A sits on a poured-concrete foundation, is constructed of poured concrete, and is topped by a flat roof with systems, possibly venting, above. The building's facade includes an off-center concrete stoop with double pedestrian doors, signage above the doors reading "Well 11-A," and a concrete awning. The facade includes a date stamp in the lower northwest corner and incised ornament including textured panels, a cornice line, ridges at the roofline, and signage above the entry reading "Tacoma City Water." The building's north elevation includes an exterior pipe and additional incised ornament. The rear (east) elevation includes incised ornament and a vent. The south elevation includes incised ornament, an additional vent, and electrical.

Wells and wellhouse 6A and 6B (ca. 1952): Wellhouse 6A and 6B sits on a poured-concrete foundation, is clad in T1-11 with lapped siding at the cornice, and is topped by a flat roof. The building's west elevation includes an off-center sliding window under a small projecting eave. The window is heavily screened. The building's north elevation includes an exterior pipe and a wide screened window under a small projecting eave. The building's rear (east) elevation includes electrical and an additional screened window. The building's south elevation is enclosed by steel fencing. It includes a solid pedestrian door and is connected to exterior piping.

Figure 8.1-1 Wells and wellhouses at 4331 S Tacoma Way, view northeast

Figure 8.1-2 Wellhouse 11A at 4331 S Tacoma Way, view northeast

Figure 8.1-3 Wellhouse 6 at 4331 S Tacoma Way, view southwest

Integrity

From their period of construction (ca. 1952), the wells and wellhouses at 4331 S Tacoma Way retain integrity of location, as they remain on their original parcel. They do not retain integrity of setting, design, materials, workmanship, or feeling, due to alterations and additions. A review of aerial photographs and plans and drawings suggest that the site and wellhouse 6 were heavily altered and expanded. In 2001, well 6B was drilled south of the well 6 wellhouse (NETROnline

2023; Tacoma Water 2023). Incompatible replacement of siding and window treatments, along with the addition of external equipment associated with both wells, is evident.

Evaluation

In the nineteenth century, residents of Tacoma obtained water directly from springs and shallow wells. Small distribution systems emerged late in the century. In 1893, the City of Tacoma acquired the privately established Tacoma Light and Water. The City started digging its own wells in 1903, with 20 in place by 1907. The City constructed the Green River gravity supply system in 1910 and replaced its wood stave pipe in the 1930s and 1940s. The City began replacing its original wells in 1929. The original gravity delivery system was expanded throughout the twentieth century but remains in place. In 2006, a second pipeline was added (Tacoma Water 2023).

Records from Tacoma Public Utilities identify this location as wellhouses and wells 11A (north) and 6A and 6B (south). The drinking water wells are outdoors and located in close proximity to their wellhouses (Tacoma Water 2023). Well 6B was drilled in 2001, either replacing or adding to well 6A. Both wellhouses appear on a site plan from 1950 (Tacoma Water 2023).

Drinking water wells, while part of the infrastructure of Tacoma, are not individual resources as much as parts of a much larger system that provides drinking water throughout Tacoma's service area. The wells and wellhouses are late and altered additions to a system put into place beginning in 1903. For a resource to qualify under Criterion A, it must be associated with significant events, and those associations must be important, as determined by research (NPS 1997). While the system as a whole may be associated with development in Tacoma, based on a review of historic maps and local histories, these wells and wellhouses do not appear to have any specific or important association with events that made a significant contribution to the broad patterns of local, state, or national history. Due to a loss of integrity, they would be unlikely to qualify as contributing resources to a historic district (Criterion A). Background research did not reveal any association of the resources with the lives of significant persons (Criterion B). The wells and wellhouses are modest, utilitarian buildings with few character-defining features apart from their massing. While wellhouse 11 includes smooth concrete surfaces and etched signage, which seem to reference the Art Deco era, it does not possess other character-defining features like rounded surfaces, wood-frame windows, or additional ornament. The well 6A and 6B wellhouse has been altered by the addition of incompatible siding and does not match wellhouse 11 in design or materials. In combination, the wells and wellhouses at 4331 S Tacoma Way do not possess the distinctive characteristics of a particular type, period, or method of construction. They do not possess high artistic values or represent the works of a master. They do not represent a significant and distinguishable entity whose components may lack individual distinction (Criterion C). Finally, the wells and wellhouses were built of common construction methods and well-known materials and are unlikely to answer important research questions or yield information about human history that can only be answered by the actual physical material, design, construction methods, or interrelation of the resource (Criterion D).

Due to a lack of significance and integrity, HRA recommends the wells and wellhouses at 4331 S Tacoma Way not eligible for listing in the NRHP, WHR, or TRHP under any criteria.

8.2 5448–5450 S Tacoma Way

According to the Pierce County Assessor, the bank building at 5448–5450 S Tacoma Way was constructed in 1914 (Pierce County Assessor 2023) (Figure 8.2-1, Figure 8.2-2, Figure 8.2-3, Figure 8.2-4, and Figure 8.2-5). The building is rectangular in plan, one story tall, and its facade faces east toward S Tacoma Way. It sits on a poured-concrete foundation, is clad in running-bond brick with stone at the base and large inset windows, and is topped by a flat, built-up roof. The ornamented cornice includes brick in projecting courses, rows of header bricks, and tile diamonds. A projecting corner sign reads “Heritage Corner.”

The building’s facade includes a large off-center entry, enframed, with double glazed doors topped by a transom, partially filled. The doors are recessed and flanked by sidelights and additional floor-to-ceiling windows. A decorative mosaic is installed at the entry floor and extends out over the sidewalk. Glazed tile is inlaid with brick designed to form three stalks and round floral tops. The entry is flanked by one bay to the south and three bays to the north. Each bay includes a lower black glass panel topped by large, metal-framed window. Bays are separated by columns with stone bases, ornamental projecting bricks, and rows of header bricks at the base and the capital. The building’s south elevation includes no additional doors but eight bays of windows. The ninth bay, at the southeast corner, is infilled with brick. The building’s west elevation, visible from the alley, is concrete, with secondary entry doors under a deep concrete awning and four deeply recessed windows, along with what appears to be a projecting triangular window, possibly designed for bank security.

Figure 8.2-1 5448–5450 S Tacoma Way, view northwest

Figure 8.2-2 5448–5450 S Tacoma Way, view northeast

Figure 8.2-3 5448–5450 S Tacoma Way, view west

Figure 8.2-4 5448–5450 S Tacoma Way, North Pacific Bank, 1958, courtesy of Historic Tacoma, view west

Figure 8.2-5 5448–5450 S Tacoma Way, North Pacific Bank, 1928, courtesy of Historic Tacoma, view northwest

Integrity

From its construction in 1914, the bank building at 5448–5450 S Tacoma Way retains integrity of location and setting, as it continues to function from a prominent corner on S Tacoma Way. The building has been heavily altered by the redesign of its entry, the replacement of all windows and doors, including transoms, and the loss of original signage. Historic photos show that the building originally included a symmetrical facade with two recessed entries facing east. Those entries were removed by the 1950s, as indicated in additional photos, and one of them was later restored. The building does not retain integrity of design, materials, or workmanship. It longer functions as a bank and does not retain integrity of feeling or association.

Evaluation

The bank building at 5448–5450 S Tacoma Way was constructed in 1914 and is part of a well-developed commercial strip. Archival research revealed that it was originally associated with the North Pacific Bank, which opened in 1906 and moved to this building, designed by Lundberg & Mahon and built by W. J. Hilliard with brick contractor John C. Jensen, in 1914. Managed and later owned by Peter Wallerick, who also owned South Tacoma Motor Co., the bank was reportedly named after the NPRR, which established shops and provided employment in South Tacoma in the late nineteenth century. The building, originally designed to include space for the South Tacoma Post Office, was enlarged for the bank in 1929, the same year the post office moved to a new location (DAHP 2023a).

At the time of survey, signage identified the tenant as the Ford Dynasty Wrestling Club, an organization for young athletes. In 2014, when the building still supported a bank, the Department of Housing and Urban Development (HUD) determined the building not eligible for listing in the NRHP (DAHP 2023a). As the building was last surveyed in 2005, HRA is reevaluating it for NRHP eligibility.

The bank building is associated with commercial activity in South Tacoma. However, mere association with trends is not sufficient to render the building eligible. Its association with its area of significance must be important, and a building associated with commercial activity must prove important in commercial history (NPS 1997). Based on a review of historic maps and local histories, the bank does not appear to have any specific or important association with events that made a significant contribution to the broad patterns of local, state, or national history (Criterion A). Background research revealed that the bank was associated with a local business owner, Peter Wallerick. Archival research suggested that Wallerick continued to run the North Pacific Bank, along with other business operations including the South Tacoma Motor Company, with his family late into the twentieth century. However, research did not reveal that his banking activities were demonstrably important in a local, state, or national context. The resource does not appear to have strong associations with the lives of significant persons (Criterion B). The building is a modest example of a classically inspired commercial style, even referred to as Beaux Arts in a previous evaluation (DAHP 2023a). The building was once defined by its symmetrical facade and still retains deep bays ornamented by elaborate brickwork. It was designed by Lundberg and Mahon, a firm operated by Charles Frederick W. Lundberg and C. Frank Mahon from 1913 to 1926. Their notable works include numerous churches, including Street Joseph's Slavic Catholic Church (1912) and Holy Rosary Catholic (1920), as well as the Orpheum and Realart Theaters (1919) (Historic Tacoma 2011). As noted by DAHP:

> A 1921 *Tacoma Daily Ledger* article described the firm: "Since the formation of the partnership in 1913 the firm has planned and supervised the construction of

> something more than 230 better class buildings, many of them institutions. Lundberg & Mahon represent the newer school of architecture, in that they have assimilated and combined an engineering department with their regular department of architecture, thereby enabling builders to place the entire business of construction in the hands of one firm, a great factor in efficient design and erection of the building, experts assert." [DAHP 2023a]

While the building possesses diminished integrity, it does retain the distinctive characteristics of its particular type, period, and method of construction, namely a commercial bank building from the early twentieth century. Additionally, it does represent the works of a master and does possess high artistic value. The building could represent a significant and distinguishable entity whose components may lack individual distinction (i.e., contribute to a district, should a district be identified) (Criterion C). Finally, the building was built of common construction methods and well-known materials and is unlikely to answer important research questions or yield information about human history that can only be answered by the actual physical material, design, construction methods, or interrelation of the resource (Criterion D).

Due to its significance under Criterion C, HRA recommends the former bank building at 5448–5450 S Tacoma Way eligible for listing in the NRHP, WHR, and TRHP. The building's period of significance dates to its construction in 1914, and the boundaries of the eligible resource are defined by the boundaries of the historic and present tax parcel.

8.3 5447–5449 S Tacoma Way

According to the Pierce County Assessor, the commercial block at 5447–5449 S Tacoma Way was constructed in 1920 (Pierce County Assessor 2023) (Figure 8.3-1 and Figure 8.3-2). The building is rectangular in plan, two stories tall at the rear and one story at the facade, and faces west toward S Tacoma Way. The building sits on a poured-concrete foundation and includes walls partially clad in running-bond brick at the base. Secondary walls are clad in pebble-dash, and the facade includes walls that are likely glazed but currently covered in painted plywood. The building is topped by a flat, built-up roof with deep standing-seam metal eave.

The building's west-facing facade includes two aluminum-frame pedestrian entries, each with a glazed door. Transoms have been filled with louvered vents or covered by plywood. The northern entry is paired with two uncovered, aluminum-frame windows. Additional windows, if they remain, are covered in plywood. The building's south elevation includes two additional entries near the southeast corner, each with a glazed, aluminum-frame door, transom, and some aluminum-frame windows next to panels covered in pebble-dash. The rear elevation includes an exterior stair to the second floor. Above the eave is a wall clad in pebble-dash with aluminum-frame sliding windows.

Figure 8.3-1 5447–5449 S Tacoma Way, view northeast

Figure 8.3-2 5447–5449 S Tacoma Way, view northwest

Integrity

From its period of construction (1920), the one-part commercial block at 5447–5449 S Tacoma Way retains integrity of location and setting, as it continues to function from a prominent corner on S Tacoma Way. The building has been heavily altered by the redesign of its entry, the replacement of all windows and doors, including transoms, the loss of original signage, the

addition of a partial second story, incompatible siding, incompatible eaves, and the covering of original window openings. It does not retain integrity of design, materials, or workmanship. Additionally, it lacks integrity of feeling or association, as it no longer serves as a retail store on a shopping strip.

Evaluation

The commercial building at 5447–5449 S Tacoma Way was constructed in 1920 and is part of a well-developed commercial strip. Archival research revealed that the building housed numerous commercial operations, including a market in the 1940s, a shoe store from the late 1940s to at least 1960, a men's store that opened in 1962, and an office machine store in the 1980s (*Tacoma News Tribune* 1942, 1949, 1960, 1962, 1981).

The building is associated with commercial activity in South Tacoma. However, mere association with trends is not sufficient to render the building eligible. Its association with its area of significance must be important, and a building associated with commercial activity must prove important in commercial history (NPS 1997). Based on a review of historic maps and local histories, the bank does not appear to have any specific or important association with events that made a significant contribution to the broad patterns of local, state, or national history (Criterion A). Background research did not reveal any association of the resource with the lives of significant persons (Criterion B). The building was constructed as a commercial block with street-facing display windows. However, a history of alterations, including extensive alteration to the building's facade, has obscured its original character. The building no longer retains the distinctive features of a particular type, period, or method of construction. It is not known to be the work of a master and does not possess high artistic value. Based on a lack of integrity, it does not represent a significant and distinguishable entity whose components may lack individual distinction (i.e., contribute as part of a district) (Criterion C). Finally, the building was built of common construction methods and well-known materials and is unlikely to answer important research questions or yield information about human history that can only be answered by the actual physical material, design, construction methods, or interrelation of the resource (Criterion D).

Due to a lack of significance and integrity, HRA recommends the building at 5447–5449 Tacoma Way not eligible for listing in the NRHP, WHR, or TRHP under any criteria.

8.4 5602 S Tacoma Way

According to the Pierce County Assessor, the large commercial building at 5602 S Tacoma Way was constructed as a service garage and showroom in 1925 (Pierce County Assessor 2023) (Figure 8.4-1, Figure 8.4-2, Figure 8.4-3, and Figure 8.4-4). The building sits on the prominent southwest corner of the intersection of S Tacoma Way and S 56th Street. It is rectangular in plan, made up of numerous separate masses with varied rooflines. Its primary elevations face both east and north. The building sits on a poured-concrete foundation, is constructed primarily of brick piers with walls of window glass topped by stucco parapets and standing-seam metal eaves. Parapets are oversized, stepped, and lined in neon. Applied signage reads "Austin's Pro/Max Automotive Sales & Service."

The building's corner showroom includes metal-frame, glazed pedestrian doors within walls of window glass. The building's southern bay includes three garage bays with partially glazed overhead doors. The building's north elevation includes one-over-one vinyl-frame windows west of the showroom, and additional garage bays and shallow, three-part windows at the northwest

corner. The building's west elevation shows that the building is divided into three masses, one with a shingled hip roof, one with a gabled roof, and one with a flat roof. The west elevation is primarily devoted to garage bays with overhead doors.

Figure 8.4-1 5602 S Tacoma Way, view southwest

Figure 8.4-2 5602 S Tacoma Way, view west

Figure 8.4-3 5602 S Tacoma Way, view southeast

Figure 8.4-4 5602 S Tacoma Way, Tacoma Daily Ledger, March 21, 1926, Newspapers.com

Integrity

From its period of construction (1925), the commercial building at 5602 S Tacoma Way retains integrity of location and setting. The building is made up of separate masses united by a shared facade. As early as 1955, historic aerials show that the building and its separate masses were in their present configuration. The building does not retain integrity of design, materials, or workmanship, due to numerous alterations including the addition of garages, incompatible siding, the addition of a large central parapet (added since 2005 based on previous survey photos), the redesign of the entry, the loss of original signage and parapets, and the replacement of windows and window openings that once characterized the building's north elevation and northwest corner. The building does retain integrity of feeling and association, as it continues to feature a large corner showroom and additional auto-related services.

Evaluation

The commercial building at 5602 S Tacoma Way was constructed in 1925 on the original location of the South Tacoma Motor Company, a Chevrolet dealership founded by Peter Wallerich in a previous building in 1919. The store was an anchor for S Tacoma Way, which later became known as Tacoma's auto row. The Wallerich family sold the company to new owners Gary and John Gilchrist in 1988, and they operated a Chevy dealership there until 1994. In 1998, Walt Austin, whose father started Walt's Radiator in 1962, opened Austin's Pro/Max Performance Center at the location with his two sons, both racecar drivers (*Tacoma Daily Ledger* 1926; *Tacoma News Tribune* 1988, 1998a). At the time of survey, the building remained an auto-related business on a well-developed commercial strip.

In 2014, HUD determined the building not eligible for listing in the NRHP (DAHP 2023a). As the building was last surveyed in 2005, before it was heavily altered by the addition of the central parapet, HRA is reevaluating it for NRHP eligibility.

The commercial building at 5602 S Tacoma Way is associated with commercial activity in South Tacoma, and more importantly, the expansion of auto-related businesses in the early years of the twentieth century, which eventually turned S Tacoma Way into Tacoma's auto row. It remained associated with auto-related business at the time of survey, when it was owned by the Austin family, who have been selling and servicing "street rods and muscle cars," as signage indicates, since 1998. The building does appear to have important associations with events that made a significant contribution to the broad patterns of local history in the areas of commerce and transportation, as it was an early auto-related building on Tacoma's auto row (Criterion A). Background research revealed that the South Tacoma Motor Company building was associated with a local business owner, Peter Wallerich. Archival research suggested that Wallerich continued to run local businesses in the area, along with his family, late into the twentieth century. While Wallerich was involved in other businesses, his auto-related activity at this location appears to be amongst his most significant efforts. The building does appear to be associated with the lives of significant persons, namely Peter Wallerich (Criterion B). The building was, at the time of construction, a one-part commercial block with large display windows, transoms, and double parapets on its east elevation. The building has, however, been heavily altered by a garage addition, replacement materials, and the addition of a large and prominent corner parapet with neon signage. Additions have obscured its historic character. The building is not a distinctive example of its particular type, period, or method of construction. It is not known to be the work of a master and does not possess high artistic value. It does not represent a significant and distinguishable entity whose components may lack individual distinction (i.e., contribute to a district should a district be identified) (Criterion C). Finally, the building was built of common construction methods and well-known materials and is unlikely to answer important research questions or yield information about human history that can only be answered by the actual physical material, design, construction methods, or interrelation of the resource (Criterion D).

The building has lost significant integrity and no longer expresses its significance as an early twentieth-century commercial building associated with the early years of Tacoma's auto row. In spite of its significance under Criteria A and B, due to integrity loss, HRA recommends that the building at 5602 S Tacoma Way does not qualify for listing in the NRHP, WHR, or TRHP under any criteria.

8.5 3512–3514 S 56th Street

According to the Pierce County Assessor, the single-story commercial block at 3512–3514 S 56th Street was constructed in 1963 (Pierce County Assessor 2023) (Figure 8.5-1 and Figure 8.5-2). The building, which faces north and west, is divided into two storefronts with incongruous facades, one for Cricket Wireless and one for Starbucks.

The building sits on a poured-concrete foundation, is clad in stucco, and is topped by a standing-seam metal roof. The eastern storefront, used by Cricket Wireless, includes a stepped, central projecting parapet supported by concrete pillars. The parapet supports applied signage. Walls are stuccoed and surround an entry consisting of a single pedestrian entry door flanked east and west by full-height windows topped by transoms. No other fenestration is visible. To the west of the Cricket storefront is a Starbucks Coffee outlet with a shallow gable roof with deep eaves and visible rafter tails, which shelters two entries, both with glazed pedestrian doors paired with metal-frame windows topped by full-height transoms. The building's west elevation includes metal-frame windows. On the building's south elevation, it abuts an additional commercial building.

Figure 8.5-1 3512–3514 S 56th Street, view southwest

Figure 8.5-2 3512–3514 S 56th Street, view southeast

Integrity

From its period of construction (1963), the commercial building at 3512–3514 S 56th Street retains integrity of location and setting, as it remains on its original parcel. It does not retain integrity of design, materials, workmanship, feeling, or association, as newspaper articles note that the building was originally constructed for one business, a drive-thru restaurant (Tacoma Public Library 2023). Materials and storefront design suggest that the building was divided much later and renovated to provide two distinct storefronts, likely in the early twenty-first century, as newspaper articles refer to the location as Bob's Burger Barn as late as 2001 and begin to refer to it as Starbucks in 2010 (*Tacoma News Tribune* 2001, 2010).

Evaluation

The commercial building at 3512–3514 S 56th Street was constructed in 1963 alongside a long-established commercial corridor. In the 1960s, Bob's Burger Barn, a local chain with other locations in the South Puget Sound, opened a drive-in restaurant at this location. It operated here until the early twenty-first century when the building was renovated and converted to two businesses, both with a retail use.

The building is associated with commercial activity in South Tacoma. However, mere association with trends is not sufficient to render the building eligible. Its association with its area of significance must be important, and a building associated with commercial activity must prove important in commercial history (NPS 1997). Based on a review of historic maps and local histories, the bank does not appear to have any specific or important association with events that made a significant contribution to the broad patterns of local, state, or national history (Criterion A). Background research did not reveal any association of the resource with the lives of significant persons (Criterion B). The building was once a drive-thru restaurant. However, extensive renovations have obscured its historic-period use and character. The building no longer retains the distinctive features of a particular type, period, or method of construction. It is

not known to be the work of a master and does not possess high artistic value. Based on a lack of integrity, it does not represent a significant and distinguishable entity whose components may lack individual distinction (i.e., contribute as part of a district) (Criterion C). Finally, the building was built of common construction methods and well-known materials and is unlikely to answer important research questions or yield information about human history that can only be answered by the actual physical material, design, construction methods, or interrelation of the resource (Criterion D).

Due to a lack of significance and integrity, HRA recommends the building at 3512–3514 S 56th Street not eligible for listing in the NRHP, WHR, or TRHP under any criteria.

8.6 5647 S Tacoma Way

According to the Pierce County Assessor, the parcel addressed at 5647 S Tacoma Way includes a paved lot constructed in 1972 (Figure 8.6-1). Survey confirmed that no other built resources are present at this location and no survey and evaluation is required.

Figure 8.6-1 5647 S Tacoma Way, view northeast

8.7 5801 S Adams Street

According to the Pierce County Assessor, the building at 5801 S Adams Street was constructed in 1975 (Pierce County Assessor 2023) (Figure 8.7-1 and Figure 8.7-2). The building is made up of one- and two-story warehouses and offices facing west toward S Adams Street. The building has an L-shaped plan with a side-gabled wing to the north (constructed in 1975) and a square, flat-roofed warehouse and office to the south (added ca. 1995) (NETROnline 2023).

The building's original warehouse is constructed of concrete block and is topped by a standing-seam metal roof. The west elevation includes no fenestration. T1-11 is located in the gable. The north elevation includes an overhead garage door, a steel pedestrian door, and a row of wood-frame window openings under the eave that have been filled with fiber board. The east elevation includes one overhead garage door facing the railroad tracks. The addition to the south is clad in ribbed-metal panels and includes a central entry under a projecting second-story office

supported by concrete-block pillars. Doors and windows are metal frame. South of the entry is a large warehouse recessed under a deep eave with overhead garage doors and one pedestrian steel door. The building is used by Tacoma Automotive Distributing, Inc.

Figure 8.7-1 5801 S Adams Street, view northeast

Figure 8.7-2 5801 S Adams Street, view southeast

Integrity

From its period of construction (1975), the building at 5801 S Adams Street retains integrity of location and setting, as it remains on its original parcel adjacent to railroad tracks. It does not retain integrity of design, materials, workmanship, feeling, or association, as it was greatly enlarged by an incompatible addition ca. 1989, its original window openings have been sealed,

and as part of its renovation, its primary entry was shifted from the north elevation to the west elevation (Seattle Automotive Distributing 2023; *Tacoma News Tribune* 1998b).

Evaluation

According to the present owner's website, the building at 5801 S Adams Street was once the Gilchrist paint shop, presumably associated with the south Tacoma car dealership of the same name. In 1989, the owner of Seattle Automotive Distributing, founded in 1983, purchased the building as the business's second location, expanding on the original warehouse. The building has since been associated with Tacoma Automotive Distributing, one of numerous locations held by Seattle Automotive Distributing, a business with headquarters in Auburn (Seattle Automotive Distributing 2023; *Tacoma News Tribune* 1998b).

The building is associated with commercial activity in South Tacoma. However, mere association with trends is not sufficient to render the building eligible. Its association with its area of significance must be important, and a building associated with commercial activity must prove important in commercial history (NPS 1997). Based on a review of historic maps and local histories, the building does not appear to have any specific or important association with events that made a significant contribution to the broad patterns of local, state, or national history (Criterion A). Background research did not reveal any association of the resource with the lives of significant persons (Criterion B). The building was once an automotive paint shop. Extensive renovations and additions have expanded the building's footprint, expanded its use, and obscured its historic-period character. The building no longer retains the distinctive features of a particular type, period, or method of construction. It is not known to be the work of a master and does not possess high artistic value. Based on a lack of integrity, it does not represent a significant and distinguishable entity whose components may lack individual distinction (i.e., contribute as part of a district) (Criterion C). Finally, the building was built of common construction methods and well-known materials and is unlikely to answer important research questions or yield information about human history that can only be answered by the actual physical material, design, construction methods, or interrelation of the resource (Criterion D).

Due to a lack of significance and integrity, HRA recommends the building at 5801 S Adams Street not eligible for listing in the NRHP, WHR, or TRHP under any criteria.

8.8 5802 S Tacoma Way

According to the Pierce County Assessor, the building at 5802 S Tacoma Way was constructed in 1969 (Pierce County Assessor 2023) (Figure 8.8-1, Figure 8.8-2, and Figure 8.8-3). The building is slightly irregular in plan, two stories tall, and is surrounded by parking lots on the west, north, and east elevations. The building sits on a concrete-block foundation and is clad in a combination of wood siding, plywood, and cement boards. Windows are a combination of vinyl and wood frame. The building is topped by a shed roof.

The building's facade faces north, and a porch with a central split wood stair surrounds its north and east elevations. The porch walls are covered in cement board. The north facade includes additional stairs on the northwest corner. The facade includes a central, partially glazed pedestrian door flanked east and west by fixed, corner-wrapping, wood-frame windows in walls of plywood. Above the first floor, shingled eaves lead to a stepped-back second story with two-part (fixed and operable), corner-wrapping, wood- and aluminum-frame windows on the northwest corner.

The building's east elevation includes a sliding door entry on the first floor, corner-wrapping, fixed and operable, wood- and aluminum-frame windows on the southeast corner, and a small balcony off the second story with sliding doors. The second story includes a large fixed and operable, wood- and aluminum-frame window. The building's west elevation includes additional fixed and operable, wood- and aluminum-frame windows at the north and south ends, with a single light window centered between them. The upper story includes an additional band of fixed and operable, wood- and aluminum-frame windows. The building's rear (south) elevation is plywood clad and includes one window on each floor.

Figure 8.8-1 5802 S Tacoma Way, view west

Figure 8.8-2 5802 S Tacoma Way, view southwest

Figure 8.8-3 5802 S Tacoma Way, view southeast

Integrity

From its period of construction (1969), the building at 5802 S Tacoma Way retains integrity of location and setting, as it remains on its original parcel and retains its relationship to the adjacent commercial corridor. The building does not retain integrity of design, materials, or workmanship, due to changes in siding materials, including the addition of cement board and possibly plywood, and the apparent replacement of some wood-frame windows with operable aluminum-frame windows. The building does retain integrity of feeling and association, as, although the building is currently vacant, signage indicates it was, until recently, associated with Gilchrist Auto Center.

Evaluation

Russ Dunmire Oldsmobile began selling cars at their first Tacoma location, 5622 South Tacoma Way, in the 1950s, calling the location the “used car corral” (*Tacoma News Tribune* 1959). In November 1969, the company pulled a permit for construction of a used car lot a block south at 5802 S Tacoma Way. By the early 1970s, the company appears in ads as both Russ Dunmire Oldsmobile and Russ Dunmire Mazda (*Tacoma News Tribune* 1959, 1978; Tacoma Public Library 2023). As late as 2014, the building was associated with South Tacoma Mazda Outlet (*Tacoma News Tribune* 2014).

The building is associated with commercial activity in South Tacoma, including the evolution of Tacoma’s auto row, although it was constructed relatively late and is associated with used car sales rather than with the early twentieth-century growth of the auto sales industry in Tacoma. Mere association with trends is not sufficient to render the building eligible. Its association with its area of significance must be important, and a building associated with commercial activity must prove important in commercial history (NPS 1997). Based on a review of historic maps and local histories, the building does not appear to have any specific or important association with events that made a significant contribution to the broad patterns of local, state, or national history (Criterion A). The building is associated with local business owner Russ Dunmire.

However, research did not reveal that his commercial activities were demonstrably important in a local, state, or national context. Additionally, as the business's second location, the used car lot at 5802 S Tacoma Way would likely not qualify as a resource closely associated with Dunmire's productive life. The resource does not appear to have strong associations with the lives of significant persons (Criterion B). The building is a modest example of a used car sales office in the Shed style, with an asymmetrical facade, shallow shed roofs facing two different directions, and a mix of window sizes and shapes. The building does not possess the cedar shingle siding, dramatic roof slopes, or clerestory windows typical of distinctive examples of the type. Additionally, alterations have diminished and obscured its historic character. The building does not possess the distinctive characteristics of its type, period, or method of construction. It is not known to be the work of a master and does not possess high artistic value. It does not represent a significant and distinguishable entity whose components may lack individual distinction (i.e., contribute as part of a district) (Criterion C). Finally, the building was built of common construction methods and well-known materials and is unlikely to answer important research questions or yield information about human history that can only be answered by the actual physical material, design, construction methods, or interrelation of the resource (Criterion D).

Due to a lack of significance and integrity, HRA recommends the building at 5622 South Tacoma Way not eligible for listing in the NRHP, WHR, or TRHP under any criteria.

8.9 5812 S Adams Street

According to the Pierce County Assessor, the building at 5812 S Adams Street was constructed as a storage warehouse and office building in 1957 (Pierce County Assessor 2023) (Figure 8.9-1 and Figure 8.9-2). The building is a single story, square in plan, and faces east toward S Adams Street. The building sits on a poured-concrete foundation, is clad in cement boards, and is primarily topped by a flat built-up roof. The building's northwest corner is topped by a front-gabled roof covered in shingles with sidelights.

The building's facade includes multiple entries. On the southeast corner, a single pedestrian door is paired with two vinyl-frame windows. North of the entry, the building's facade steps back under a deep eave and includes two additional pedestrian doors flanked north and south by projections with three-part, vinyl-frame windows. The building's north elevation includes additional sliding, vinyl-frame windows and, on the gabled northwest corner, three overhead garage doors. The building's south elevation is partially screened from view by privacy fencing enclosing a paved yard but includes additional overhead garage doors.

Figure 8.9-1 5812 S Adams Street, view northeast

Figure 8.9-2 5812 S Adams Street, view southeast

Integrity

From its period of construction (1957), the building at 5812 S Adams Street retains integrity of location and setting, as it remains on its original parcel in a mixed neighborhood. The building does not retain integrity of design, materials, or workmanship, due to alterations including subdivision and incompatible siding and window replacement. The building does retain integrity of feeling and association, as it continues to provide warehouse and office space.

Evaluation

The commercial building at 5812 S Adams Street was the home of Western Constructors, Inc., a general contractor for local commercial development beginning in the 1950s (*Tacoma News Tribune* 1959, 1962). Ads and newspaper articles in the *Tacoma News Tribune* note that the company constructed commercial and industrial buildings, including markets, distributing centers, banks, and warehouses, as well as a retirement community in the 1980s (*Tacoma News Tribune* 1963a, 1963b, 1984). The building is currently owned by a holding company (Pierce County Assessor 2023). At the time of survey, signage indicated that the building was associated with Waste Express Environmental Services, with offices throughout the Northwest, and Venture Auto Sales.

The building is associated with construction activity in South Tacoma. However, mere association with trends is not sufficient to render the building eligible. Its association with its area of significance must be important (NPS 1997). Based on a review of historic maps and local histories, the building does not appear to have any specific or important association with events that made a significant contribution to the broad patterns of local, state, or national history (Criterion A). The building is associated with local business owner Nick Ockfen, president of Western Constructors, Inc. However, research did not reveal that his construction activities were demonstrably important in a local, state, or national context. The resource does not appear to have strong associations with the lives of significant persons (Criterion B). The building is a modest example of a commercial building divided into separate office spaces. It is an altered example of a modern office with few character-defining features apart from its massing. The building does not possess the distinctive characteristics of its type, period, or method of construction. It is not known to be the work of a master and does not possess high artistic value. It does not represent a significant and distinguishable entity whose components may lack individual distinction (i.e., contribute as part of a district) (Criterion C). Finally, the building was built of common construction methods and well-known materials and is unlikely to answer important research questions or yield information about human history that can only be answered by the actual physical material, design, construction methods, or interrelation of the resource (Criterion D).

Due to a lack of significance and integrity, HRA recommends the building at 5812 S Adams Street not eligible for listing in the NRHP, WHR, or TRHP under any criteria.

8.10 5802 S Washington Street

According to the Pierce County Assessor, the warehouse at 5802 S Washington Street was constructed in two pieces between 1975 and 1978 (Pierce County Assessor 2023) (Figure 8.10-1, Figure 8.10-2, and Figure 8.10-3). However, this appears to be an error, as aerial photographs show the building's two separate masses in their present configuration by 1969 (NETROnline 2023). A review of archival resources identifies permits for new warehouses pulled for this location in 1947 and 1963 (NETROnline 2023). HRA assumes the extant warehouses were built in 1947 (north) and 1963 (south).

The original warehouse, located at the north end of the parcel, is a single-story, rectangular mass. To the south, the taller added warehouse abuts the original, giving the building a generally rectangular, single-story plan. The building sits on a poured-concrete foundation, includes walls of concrete block and walls of smooth concrete (south warehouse), and walls clad in ribbed-metal panels (north warehouse). Both masses are topped by flat roofs.

The building's east elevation includes a pedestrian steel door and garage bay with overhead door (north warehouse), as well as two additional garage bays to the south (south warehouse). Variations in concrete suggest that former openings have been enclosed. The building's north elevation includes one overhead garage bay, and the building's west elevation, which faces the railroad tracks, includes former openings that have been filled with concrete block. The building's south elevation includes a loading bay with a deep, projecting eave supported by round metal posts. The openings on the loading bay have been sealed with concrete block.

Figure 8.10-1 5802 S Washington Street, view northwest

Figure 8.10-2 5802 S Washington Street, view southwest

Figure 8.10-3 5802 S Washington Street, view south

Integrity

From its period of construction (1947), the warehouse at 5802 S Washington Street retains integrity of location and setting, as it remains on its original parcel alongside railroad tracks. It does not retain integrity of design, materials, workmanship, feeling, or association, as the building was greatly enlarged and has been partially reclad in incompatible materials, most of its openings have been sealed, and the building has lost its former relationship with both the railroad tracks on the west and the loading bay on the south end.

Evaluation

A review of local newspaper articles indicates that this location was long associated with the Jensen Fuel Company, one of Tacoma's oldest fuel suppliers, which was founded in 1891 and completed a new wood-frame building near an existing yard at this location, addressed as 5810 Washington Street, in 1939. As noted by the *Tacoma News Tribune*, the company was in the business of providing heating fuel and equipment: "seven trucks are in constant operation supplying Tacomans with General Petroleum stove and diesel oils, all kinds of green and dry wood, coal for all purposes and sawdust" (*Tacoma News Tribune* 1939). Newspaper articles suggest that the Jensen Fuel Company may have established new offices on S Tacoma Way by 1951, but that this location continued to be associated with transport and trucking. The location is associated with Ace Transfer Company by 1947, the same year the extant warehouse was built, and with Pacific Storage and Distributing Co. by 1955 (*Tacoma News Tribune* 1955; Tacoma Public Library 2023). In 1963, Everett Jensen, of the Jensen Fuel Company family, pulled a permit to build a new warehouse at 5802 S Washington Street, suggesting the family may have retained ownership (*Tacoma News Tribune* 1963c). The location is associated with numerous operations thereafter, including distribution, recycling, and by 1992, Service Glass & Mirror, Inc., a repair and remodeling service (*Tacoma News Tribune* 1992). Today, the building is owned by G & J Investments (Pierce County Assessor 2023).

The location is associated with a significant early business in South Tacoma, the Jensen Fuel Company. However, it appears that the company operated out of a separate location by the time the existing warehouse was constructed, and that the warehouse was not used by Jensen Fuel Company but by a series of transport, trucking, and transportation companies over time. While the building is associated with industrial and commercial activity in South Tacoma, mere association with local trends is not sufficient to render the building eligible. Its association with its area of significance must be important (NPS 1997). Based on a review of historic maps and local histories, the warehouse at this location does not appear to have any specific or important association with events that made a significant contribution to the broad patterns of local, state, or national history (Criterion A). The building is associated with local business owner Everett Jensen, the son of the founder of Jensen Fuel Company. However, research did not reveal that his activities were demonstrably important in a local, state, or national context. The resource does not appear to have strong associations with the lives of significant persons (Criterion B). The building is a modest example of a commercial warehouse in two parts, with few character-defining features apart from its loading bay and location along the railroad tracks. The building does not possess the distinctive characteristics of its type, period, or method of construction. It is not known to be the work of a master and does not possess high artistic value. It does not represent a significant and distinguishable entity whose components may lack individual distinction (i.e., contribute as part of a district) (Criterion C). Finally, the building was built of common construction methods and well-known materials and is unlikely to answer important research questions or yield information about human history that can only be answered by the actual physical material, design, construction methods, or interrelation of the resource (Criterion D).

Due to a lack of significance and integrity, HRA recommends the warehouse at 5802 S Washington Street not eligible for listing in the NRHP, WHR, or TRHP under any criteria.

8.11 5832 S Adams Street

According to the Pierce County Assessor, the commercial building at 5832 S Adams Street was constructed as a warehouse and office in 1970 (Pierce County Assessor 2023) (Figure 8.11-1 and Figure 8.11-2). The building has since been enlarged. Historic-period aerials show the warehouse without a garage addition to the rear (west) until between 1982 and 1985 (NETROnline 2023; Pierce County Assessor 2023).

The single-story building faces east toward S Adams Street. It is rectangular in plan, sits on a poured-concrete foundation, is clad in cement boards, and is topped by a front-gabled, asphalt shingle roof with no eave.

The building's facade includes an off-center entry door, glazed and topped by a transom. Above the entry are three ribbons of square, vinyl-frame windows and one additional single square window at the southeast corner. The building's north elevation, at a lower grade and facing a fenced-in yard, includes three single pedestrian doors, two garage bays, one oversized, with overhead garage doors, and a pair of vinyl-frame windows. Farther west, at the addition, are two additional garage bays with overhead doors. The building's south elevation includes no visible fenestration.

Figure 8.11-1 5832 S Adams Street, view northwest

Figure 8.11-2 5832 S Adams Street, view southwest

Integrity

From its period of construction (1970), the commercial building at 5832 S Adams Street retains integrity of location and setting, as it remains on its original parcel. It does not retain integrity of design, materials, or workmanship, as it has been renovated with incompatible siding, its windows have been replaced with incompatible materials, and an addition has been added to the rear. The building retains integrity of feeling and association, as it continues to serve a commercial use.

Evaluation

The South Tacoma Business District Association (STBDA) identifies this location as Cal's Automotive and Upholstery (Suite C) and Excel Electric of Tacoma (Suite A), but initial archival research revealed very little else about the building and its history of use (STBDA 2023).

The building at 5832 S Adams Street is associated with commercial activity in South Tacoma. However, mere association with local trends is not sufficient to render the building eligible. Its association with its area of significance must be important (NPS 1997). Based on a review of historic maps and local histories, the building does not appear to have any specific or important association with events that made a significant contribution to the broad patterns of local, state, or national history (Criterion A). Research did not reveal that the building is associated with the lives of significant persons (Criterion B). The building is a modest example of a commercial warehouse with few character-defining features apart from its massing. The building does not possess the distinctive characteristics of its type, period, or method of construction. It is not known to be the work of a master and does not possess high artistic value. It does not represent a significant and distinguishable entity whose components may lack individual distinction (i.e., contribute as part of a district) (Criterion C). Finally, the building was built of common construction methods and well-known materials and is unlikely to answer important research questions or yield information about human history that can only be answered by the actual physical material, design, construction methods, or interrelation of the resource (Criterion D).

Due to a lack of significance and integrity, HRA recommends the warehouse at 5802 S Adams Street not eligible for listing in the NRHP, WHR, or TRHP under any criteria.

8.12 5838 S Adams Street

According to the Pierce County Assessor, there are two buildings located at 5838 S Adams Street, an office with warehouse constructed in 1968 and a storage warehouse constructed in 2007 (Pierce County Assessor 2023) (Figure 8.12-1 and Figure 8.12-2). The 2007 warehouse, rectangular and clad in metal panels, was too young to qualify for listing in the NRHP and was not recorded. Historic aerials indicate that the 1968 building was enlarged, giving the building an L-shaped footprint, between 1982 and 1990 (NETROnline 2023; Pierce County Assessor 2023).

The two-story building at 5838 S Adams Street is two stories tall, L-shaped in plan, and faces a fenced-in parking lot or yard. The building sits on a poured-concrete foundation, is clad in T1-11, and is topped by a cross-gabled asphalt shingle roof. The building's east-facing facade includes two floors of vinyl-frame sliding windows separated by panels of narrow vertical boards. The four bays of windows are enframed and topped by shallow eaves of lapped boards. Above the window bays, the gable is filled with narrow, lapped boards. Two wood silhouettes of dogs have been applied between two of the window bays. The building's south elevation includes a stoop and entry door at the southeast corner topped by enframed vinyl-frame windows. South of the entry is a single-story, shed-roofed projection topped by an additional window. The projection, along with privacy fencing, encloses the side yard but leaves the entry open and accessible. To the rear of the building is another projection and a wing including a pedestrian door and a garage bay with overhead door. The north elevation, minimally visible from the public ROW, includes additional vinyl-frame windows on the upper floor.

Figure 8.12-1 5838 S Adams Street, view northwest

Figure 8.12-2 5838 S Adams Street, view southwest

Integrity

From its period of construction (1968), the building at 5838 S Adams Street retains integrity of location and setting, as it remains on its original parcel. It does not retain integrity of design, materials, or workmanship, as it was enlarged in the 1980s, has been clad in incompatible materials, and its windows have been replaced with incompatible materials. Newspaper articles indicate the building was previously associated with “Fister Construction” (*Tacoma News*

Tribune 1972). It is now used as a dog daycare and boarding and does not retain integrity of feeling or association, due to a change of use.

Evaluation

The *Tacoma News Tribune* associates the building at 5838 S Adams Street with Fister Construction, which held a general auction there in 1972 (*Tacoma News Tribune* 1972). However, archival research revealed very little else about its use over time.

The building at 5838 S Adams Street is associated with commercial activity in South Tacoma. However, mere association with local trends is not sufficient to render the building eligible. Its association with its area of significance must be important (NPS 1997). Based on a review of historic maps and local histories, the building does not appear to have any specific or important association with events that made a significant contribution to the broad patterns of local, state, or national history (Criterion A). Research did not reveal that the building is associated with the lives of significant persons (Criterion B). The building is a modest example of a commercial building with few character-defining features apart from its massing, which has been altered to meet a new use. The building does not possess the distinctive characteristics of its type, period, or method of construction. It is not known to be the work of a master and does not possess high artistic value. It does not represent a significant and distinguishable entity whose components may lack individual distinction (i.e., contribute as part of a district) (Criterion C). Finally, the building was built of common construction methods and well-known materials and is unlikely to answer important research questions or yield information about human history that can only be answered by the actual physical material, design, construction methods, or interrelation of the resource (Criterion D).

Due to a lack of significance and integrity, HRA recommends the warehouse at 5838 S Adams Street not eligible for listing in the NRHP, WHR, or TRHP under any criteria.

8.13 3509 S 60th Street

According to the Pierce County Assessor, the small outbuilding on its own parcel at 3509 S 60th Street was constructed in 1971 (Pierce County Assessor 2023) (Figure 8.13-1 and Figure 8.13-2). The single-story, rectangular building faces south toward S 60th Street and is adjacent to a garage associated with the neighboring residence. The building sits on a poured-concrete foundation, is constructed of concrete block, and is topped by a flat, built-up roof. The building includes a wood door on its south-facing elevation and a small concrete stoop. A meter is located east of the entry door. An electrical box is located on the east elevation. No other fenestration is evident on secondary elevations.

Figure 8.13-1 3509 S 60th Street, view north

Figure 8.13-2 3509 S 60th Street, view northeast

Integrity

From its period of construction (1971), the small outbuilding at 3509 S 60th Street retains integrity of location and setting, as it remains on its original parcel. It appears to retain integrity of design, materials, workmanship, feeling, and association, as no alterations are evident. It is unclear what the building's original or present purpose is, but it is owned by Qwest Corporation, a telecommunications company (Pierce County Assessor 2023).

Evaluation

Archival research revealed little about the construction of the small utility building on a 300 square foot parcel addressed as 3509 S 60th Street. Qwest Corporation, identified in the Pierce County Assessor's record as the parcel's owner, merged with CenturyLink in the early twenty-first century. CenturyLink is a telecommunications company and provides internet, phone, and TV services (CenturyLink 2023).

The building at 3509 60th Street may be associated with the local communications industry. However, mere association with local trends is not sufficient to render the building eligible. Its association with its area of significance must be important (NPS 1997). Based on a review of historic maps and local histories, the building does not appear to have any specific or important association with events that made a significant contribution to the broad patterns of local, state, or national history (Criterion A). Research did not reveal that the building is associated with the lives of significant persons (Criterion B). The building is a modest example of a utilities building. It is not clear how the building is used or what part it may play in providing telecommunication services locally. It is utilitarian in design, blends into the landscape, and does not possess the distinctive characteristics of a particular type, period, or method of construction. It is not known to be the work of a master and does not possess high artistic value. It does not represent a significant and distinguishable entity whose components may lack individual distinction (i.e., contribute as part of a district) (Criterion C). Finally, the building was built of common construction methods and well-known materials and is unlikely to answer important research questions or yield information about human history that can only be answered by the actual physical material, design, construction methods, or interrelation of the resource (Criterion D).

Due to a lack of significance, HRA recommends the utility building at 3509 60th Street not eligible for listing in the NRHP, WHR, or TRHP under any criteria.

8.14 3762 S 60th Street

According to the Pierce County Assessor, the building at 3762 S 60th Street was constructed in an irregular, generally L-shaped plan in 1956 (Pierce County Assessor 2023) (Figure 8.14-1, Figure 8.14-2, and Figure 8.14-3. A review of aerial photographs shows that the building was greatly expanded between its construction and ca. 1998, when a large warehouse was added at the corner S 60th Street and S Adams Street, obscuring views of the original building (NETROnline 2023; Pierce County Assessor 2023).

Today the building is dominated by the large, rectangular warehouse attached by a shed-roofed, covered walkway to the earlier single-story, front-gabled building. The ca. 1998 warehouse sits on a poured-concrete foundation, is clad in ribbed-metal panels, and is topped by a shallow, metal roof. Its east-facing elevation includes three garage bays, two of which are oversized, with overhead garage doors, and two pedestrian doors. At the building's southeast corner, it is attached to the 1956 warehouse on a poured-concrete foundation, clad in ribbed-metal panels, with a sliding wood door on casters. The sliding door includes a pedestrian door. Above the entry on the 1956 warehouse is applied signage for "Creative Casting Co." The 1956 warehouse is topped by a corrugated metal roof. The ca. 1998 warehouse's north elevation includes no fenestration, and its west elevation includes one wide, fixed window on the lower floor and three fixed windows on the upper floor. At the rear (south) of the parcel, secondary elevations of the 1956 warehouse are minimally visible but include a projection to the west with a shed eave over a workspace. One additional building is located at the rear of the parcel but is not documented in assessor's records. It is a front-gabled garage, facing west. It is clad in wood siding and

includes a sliding garage door on casters. No other fenestration is visible. It is topped by a corrugated metal roof.

Figure 8.14-1 3762 S 60th Street, view south

Figure 8.14-2 3762 S 60th Street, view south

Figure 8.14-3 3762 S 60th Street, view east

Integrity

From its period of construction (1956), the building and detached garage at 3762 S 60th Street retain integrity of location, as they remain on their original parcel. They do not retain integrity of setting, as the remainder of the parcel is now dominated by an addition that more than tripled the size of the original building. The building does not retain integrity of design, materials, workmanship, feeling, or association, due to the incompatible addition and the use of plywood on the facade of the 1956 warehouse, as well as a change of use from residential to industrial (*Tacoma News Tribune* 1974, 2002).

Evaluation

The building and garage at 3762 S 60th Street were originally used as a residence according to a 1974 newspaper article that documented a fire at this location, vacant at the time (*Tacoma News Tribune* 1974). By 2002, it is associated with a business, Creative Castings Co., a foundry that casts parts in aluminum, brass, and bronze, with which it is still associated (Creative Casting Co. 2023; *Tacoma News Tribune* 2002).

The building at 3762 60th Street was constructed as a residence in the 1950s, according to the Pierce County Assessor, and converted to industrial use in the late twentieth or early twenty-first century. Based on a review of historic maps and local histories, the building does not appear to have any specific or important association with events that made a significant contribution to the broad patterns of local, state, or national history (Criterion A). Research did not reveal that the building is associated with the lives of significant persons (Criterion B). The building is a converted residence greatly expanded by the addition of a large warehouse circa 1998 that remains the most prominent feature on the parcel. Neither the former residence and garage, nor the addition possess the distinctive characteristics of a particular type, period, or method of construction. They are not known to be the work of a master and do not possess high artistic value. The buildings do not represent a significant and distinguishable entity whose components may lack individual distinction (i.e., contribute as part of a district) (Criterion C). Finally, the

buildings were built of common construction methods and well-known materials and are unlikely to answer important research questions or yield information about human history that can only be answered by the actual physical material, design, construction methods, or interrelation of the resources (Criterion D).

Due to a lack of significance and integrity, HRA recommends the industrial building and garage at 3762 S 60th Street not eligible for listing in the NRHP, WHR, or TRHP under any criteria.

8.15 6001 S Tacoma Way

According to the Pierce County Assessor, the commercial building at 6001 S Tacoma Way was constructed in 1966 (Pierce County Assessor 2023) (Figure 8.15-1, Figure 8.15-2, and Figure 8.15-3). The building is rectangular, a single story, and faces west toward S Tacoma Way. The building sits on a concrete-block foundation, is clad in cement boards, and is topped by a side-gabled, asphalt shingle roof with deep eaves and visible rafter tails.

The building's facade includes an exterior concrete stair, shielded by a wall with signage, to an off-center entry door flanked by ribbons of wood-frame windows, some of which have been sealed with plywood. The building's south elevation includes a first-floor projection supported by wood posts. Windows on this elevation are vinyl frame. The north elevation includes a first-floor projection and one additional vinyl-frame window. The east elevation includes an external concrete stair, shielded by an external wall, to an off-center entry door with a ribbon of wood-frame windows to the south, some of which have been sealed with plywood. The building is vacant and surrounded by a large, vacant car lot.

Figure 8.15-1 6001 S Tacoma Way, view northeast

Figure 8.15-2 6001 S Tacoma Way, view southwest

Figure 8.15-3 Former gas station, 6001 S Tacoma Way, 1946, courtesy of Tacoma Public Library

Integrity

From its period of construction (1966), the commercial building at 6001 S Tacoma Way retains integrity of location and setting, as it remains on its original parcel within a commercial corridor. It does not retain integrity of design, materials, or workmanship, as the building's fenestration patterns have been altered by the addition of vinyl-frame windows and the sealing of original openings, and the building has been reclad in incompatible siding. The building does not retain

integrity of feeling and association, as it is currently vacant and no longer serves as a commercial operation.

Evaluation

The commercial building at 6001 S Tacoma Way replaced a long-time gas and service station at this location in 1966 (Tacoma Public Library 2023). In the late 1960s, it was associated with new and used cars sales under South Tacoma Chevrolet (*Tacoma News Tribune* 1969). By 1993, this location was selling used cars for Gilchrist Chevrolet, now known as Gilchrist Auto Center. The Gilchrist family has been operating car dealerships in Tacoma since the late 1920s. They continued to operate a large dealership on parcels on the west side of S Tacoma Way at the time of survey. (*Tacoma News Tribune* 1993). Today, the office and lot at 6001 S Tacoma Way remain vacant.

While the building at 6001 S Tacoma Way is associated with car sales on Tacoma's traditional auto row, it was constructed late in the historic period and does not appear to have been a significant location for known dealers along S Tacoma Way. The building at 6001 S Tacoma Way may be associated with car sales. However, mere association with local trends is not sufficient to render the building eligible. Its association with its area of significance must be important (NPS 1997). Based on a review of historic maps and local histories, the building does not appear to have any specific or important association with events that made a significant contribution to the broad patterns of local, state, or national history (Criterion A). Research did not reveal that the building is associated with the lives of significant persons (Criterion B). The building is a modest example of a sales office surrounded by a paved lot. It retains few character-defining features apart from its massing and fenestration pattern. It does not possess the distinctive characteristics of a particular type, period, or method of construction. It is not known to be the work of a master and does not possess high artistic value. It does not represent a significant and distinguishable entity whose components may lack individual distinction (i.e., contribute as part of a district) (Criterion C). Finally, the building was built of common construction methods and well-known materials and is unlikely to answer important research questions or yield information about human history that can only be answered by the actual physical material, design, construction methods, or interrelation of the resource (Criterion D).

Due to a lack of significance and integrity, HRA recommends the commercial building at 6001 S Tacoma Way not eligible for listing in the NRHP, WHR, or TRHP under any criteria.

8.16 6602 S Adams Street

According to the Pierce County Assessor, the building at 6602 S Adams Street was constructed in 1968 (Pierce County Assessor 2023) (Figures 8.16-1 and Figure 8.16-2). It is rectangular in plan, a single story tall, and faces east toward S Adams Street. The building sits on a poured-concrete foundation, is clad in ribbed-metal panels, and is topped by a shallow, side-gabled metal roof. A carport on the building's south elevation is topped by a shed roof.

The building is surrounded by a yard and fencing. Its facade includes two oversized garage bays with overhead doors and a pedestrian door to the north with a sign above it reading "Office." The office door is paired with a vinyl-frame sliding window. The carport is enclosed on three sides by metal-clad walls with a square window to the rear. The building's north elevation includes a central pedestrian door with central window. The rear (west) elevation includes two vinyl-frame sliding windows.

Figure 8.16-1 6602 S Adams Street, view southwest

Figure 8.16-2 6602 S Adams Street, view southeast

Integrity

From its period of construction (1968), the building at 6602 S Adams Street retains integrity of location and setting, as it remains on its original parcel. It does not retain integrity of design, materials, or workmanship, as evident alterations include incompatible window replacements and the addition of a carport ca. 2005 (NETROnline 2023). The building does retain integrity of feeling and association, as it continues to serve a commercial purpose.

Evaluation

The commercial warehouse at 6602 S Adams Street was constructed for R & B Industries Cabinet Makers by Russell Davis & Sons, who pulled a permit to build a warehouse at this location in 1968 (*Tacoma News Tribune* 1968; Tacoma Public Library 2023). In 1996, A&E Auto & R.V. Repair acquired a business license to operate from this location (*Tacoma News Tribune* 1996). At the time of survey, temporary signage identified the building as "Andy's Auto Service." Initial archival research revealed little about the original tenants.

Based on a review of historic maps and local histories, the building does not appear to have any specific or important association with events that made a significant contribution to the broad patterns of local, state, or national history (Criterion A). Research did not reveal that the building is associated with the lives of significant persons (Criterion B). The building is a modest example of an industrial or commercial warehouse with few character-defining features apart from its massing. It does not possess the distinctive characteristics of a particular type, period, or method of construction. It is not known to be the work of a master and does not possess high artistic value. It does not represent a significant and distinguishable entity whose components may lack individual distinction (i.e., contribute as part of a district) (Criterion C). Finally, the building was built of common construction methods and well-known materials and is unlikely to answer important research questions or yield information about human history that can only be answered by the actual physical material, design, construction methods, or interrelation of the resource (Criterion D).

Due to a lack of significance and integrity, HRA recommends the utility building at 6602 S Adams Street not eligible for listing in the NRHP, WHR, or TRHP under any criteria.

9 SUMMARY AND RECOMMENDATIONS

9.1 Archaeological resources

HRA archaeologists Matthew Warren, PhD; Cecelia Wolman, MA; and Taylor Smith, BA, performed an archaeological survey of the AI on March 6 and March 16–17, 2023, which included archaeological reconnaissance, pedestrian survey, and shovel probing. The terrain within the AI has been heavily modified by modern urban road construction, utility installation, and landscaping activities. Most of the AI is either paved roadway, graveled roadside, landscaped ROW, or private property, except for much of the SERA park property and an adjacent segment of ROW between the north end of the park and S 56th Street. Twelve SPs were excavated within the project improvement D1 and A58 footprints. HRA observed no precontact or historic-period cultural materials during the survey.

HRA recommends that no further cultural resources study is necessary unless the project design changes substantially. In the event that archaeological deposits are inadvertently discovered during construction in any portion of the AI, procedures outlined in the project inadvertent discovery plan should be followed (Appendix G).

9.2 Built-environment resources

HRA architectural historian Chrisanne Beckner, MS conducted a built-environment survey and inventory of the AI, identifying 16 resources constructed in 1978 or earlier that required survey and inventory. Of the sixteen resources surveyed, HRA recommends one, the commercial bank

building at 5448–5450 S Tacoma Way, constructed in 1913, eligible for listing in the NRHP, WHR, and TRHP. No other listed or eligible resources are located within the AI.

The bank building at 5448–5450 South Tacoma Way is located at the northwest corner of the intersection of South Tacoma Way and South 56th Street (see Appendix B, and Appendix E). Work proposed at this location includes a bus shelter, to be constructed at the intersection's southeast corner (see Section 1.1.7). While the bus shelter may be constructed within view of the bank building, it will be located across a busy intersection and at such a distance that it will not impact the building, either directly or indirectly.

HRA recommends that the project, as proposed, has no potential to impact built-environment resources. HRA recommends that no further cultural resources study is necessary unless the project design changes substantially.

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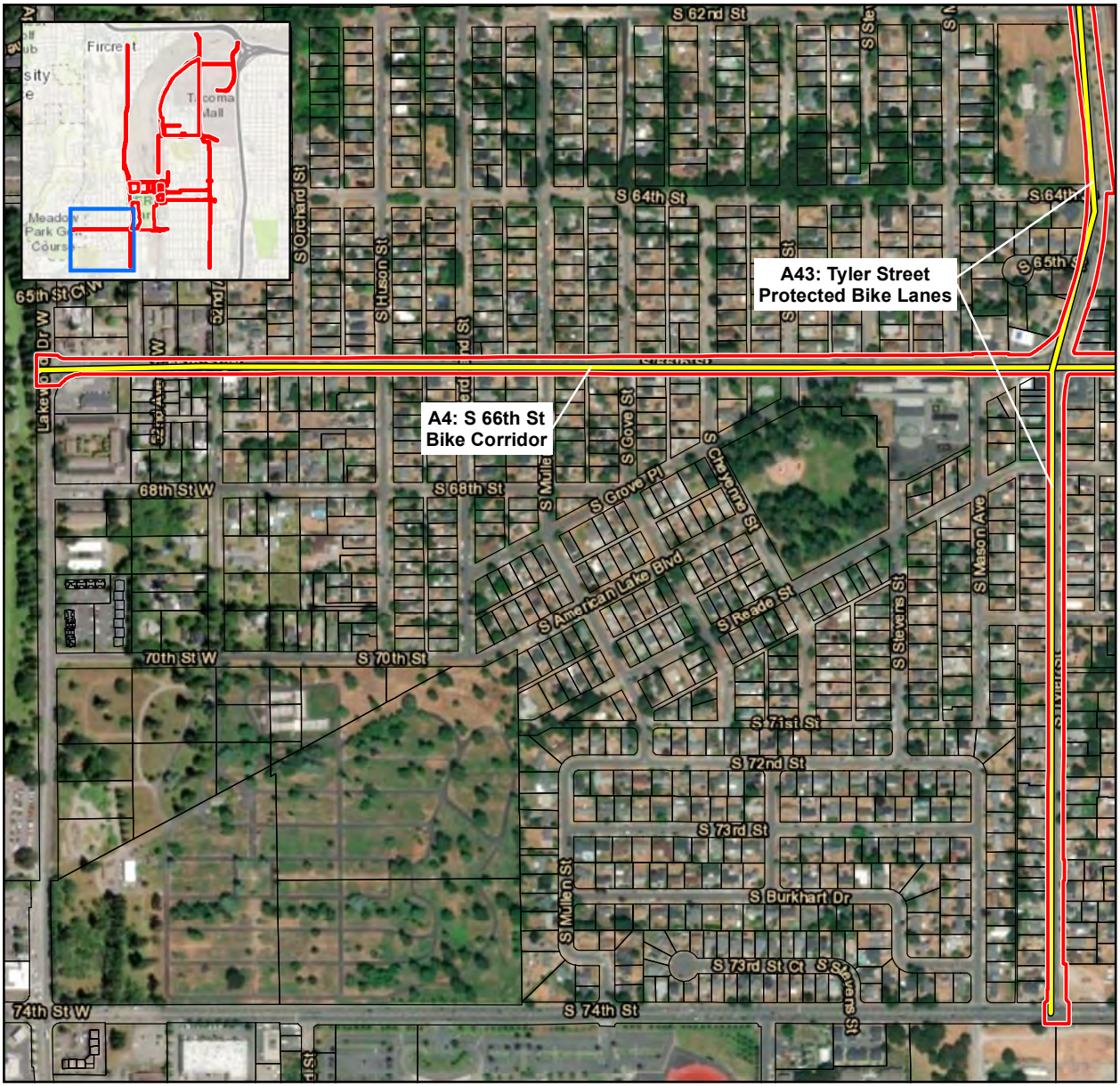
Appendix A

South Tacoma Station Access Improvements Aerial

SOUNDTRANSIT



South Tacoma Station Access Improvements Project Phase 2 Aerial Overview

Project Improvement

Area of Impacts (AI)

Tax Parcel

Date: 8/8/2023

Historical Research Associates, Inc

Coord/Projection	Datum	Scale
NAD 1983 UTM Zone 10N Transverse Mercator	NAD83	1:8,000
Township/Range	**Quadrangle**	
T20N R02E	Steilacoom and Tacoma South, WA	

Service Layer Credits: Esri, HERE, Garmin, (c) OpenStreetMap contributors
Sources: Esri, HERE, Garmin, Intermap, increment P Corp., GEBCO, USGS, FAO, NPS, NRCAN, GeoBase, IGN, Kadaster NL, Ordnance Survey, Esri Japan, METI, Esri China (Hong Kong), (c) OpenStreetMap contributors, and the GIS User Community

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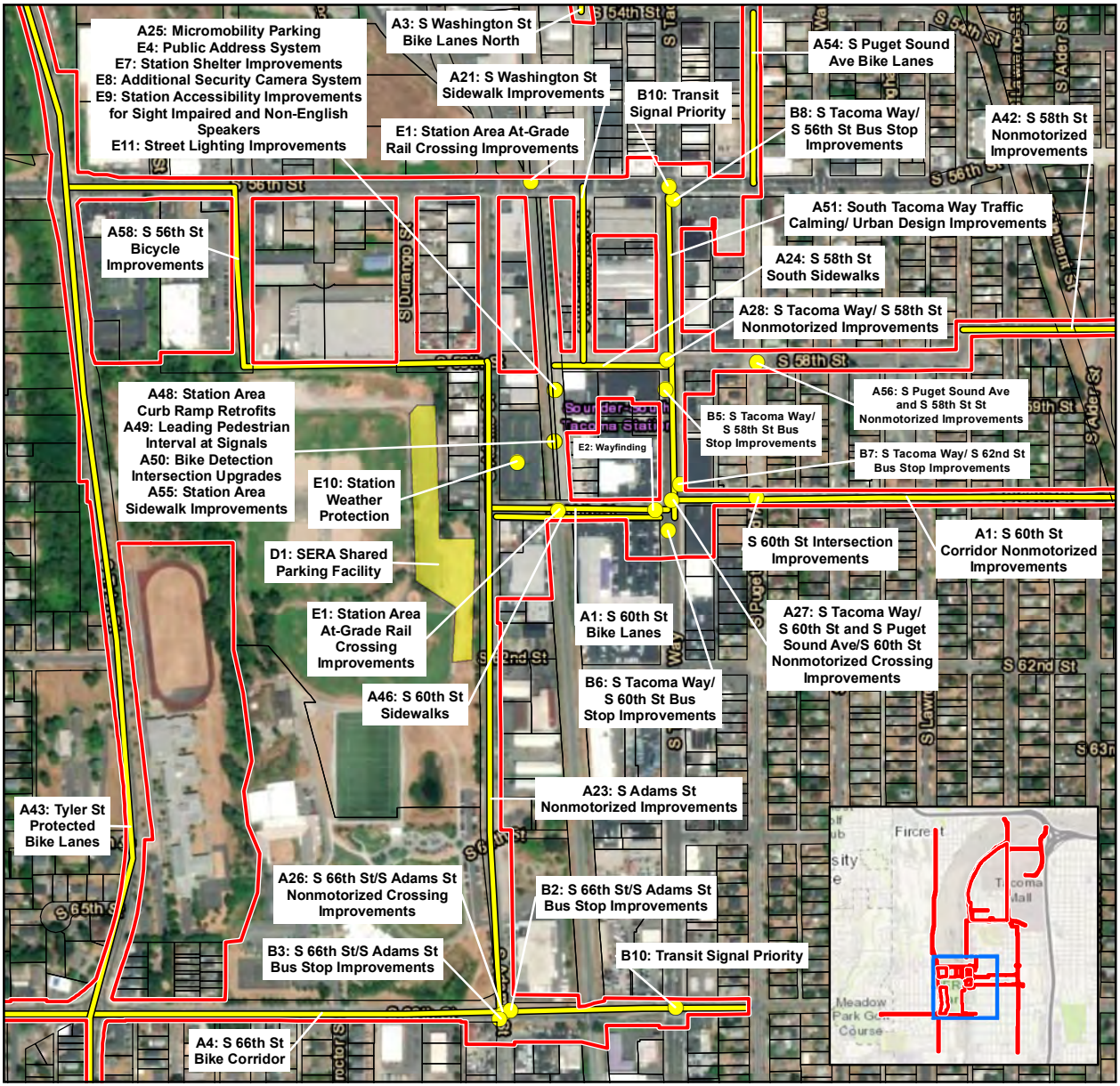

South Tacoma Station Access Improvements Project Phase 2 Aerial Overview

Project Improvement (Spot Location)

Project Improvement

Area of Impacts (AI)

Tax Parcel

Date: 8/24/2023

Historical Research Associates, Inc

Coord/Projection	Datum	Scale
NAD 1983 UTM Zone 10N Transverse Mercator	NAD83	1:8,000
Township/Range	**Quadrangle**	
T20N R02E, T20N R03E	Tacoma South, WA	

Service Layer Credits: Esri, HERE, Garmin, (c) OpenStreetMap contributors
Sources: Esri, HERE, Garmin, Intermap, increment P Corp., GEBCO, USGS, FAO, NPS, NRCAN, GeoBase, IGN, Kadaster NL, Ordnance Survey, Esri Japan, METI, Esri China (Hong Kong), (c) OpenStreetMap contributors, and the GIS User Community

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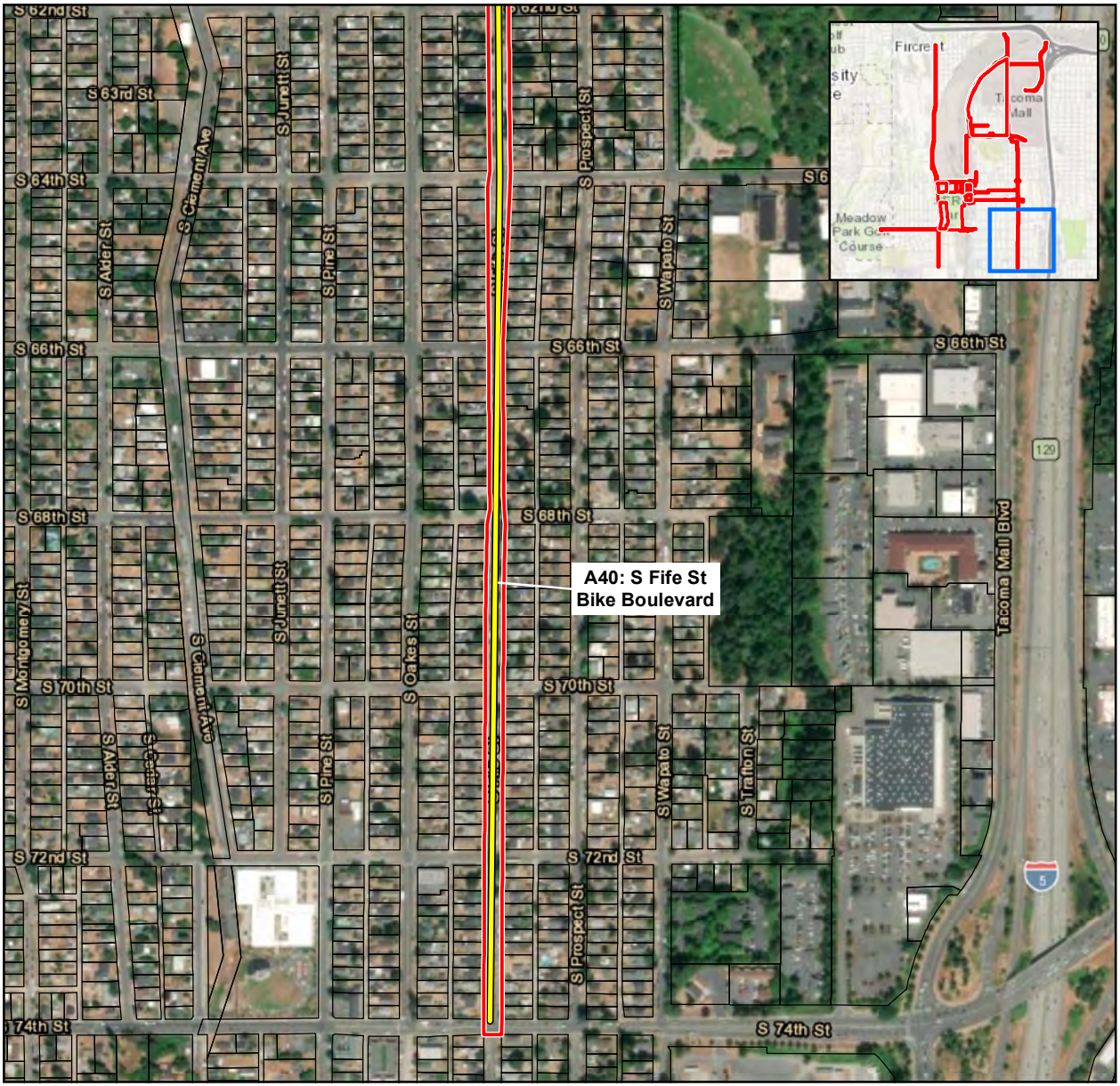

South Tacoma Station Access Improvements Project Phase 2 Aerial Overview

Project Improvement

Area of Impacts (AI)

Tax Parcel

Date: 8/8/2023

Historical Research Associates, Inc

Coord/Projection	Datum	Scale
NAD 1983 UTM Zone 10N Transverse Mercator	NAD83	1:8,000
Township/Range	**Quadrangle**	
T20N R03E	Tacoma South, WA	

Service Layer Credits: Esri, HERE, Garmin, (c) OpenStreetMap contributors
Sources: Esri, HERE, Garmin, Intermap, increment P Corp., GEBCO, USGS, FAO, NPS, NRCAN, GeoBase, IGN, Kadaster NL, Ordnance Survey, Esri Japan, METI, Esri China (Hong Kong), (c) OpenStreetMap contributors, and the GIS User Community

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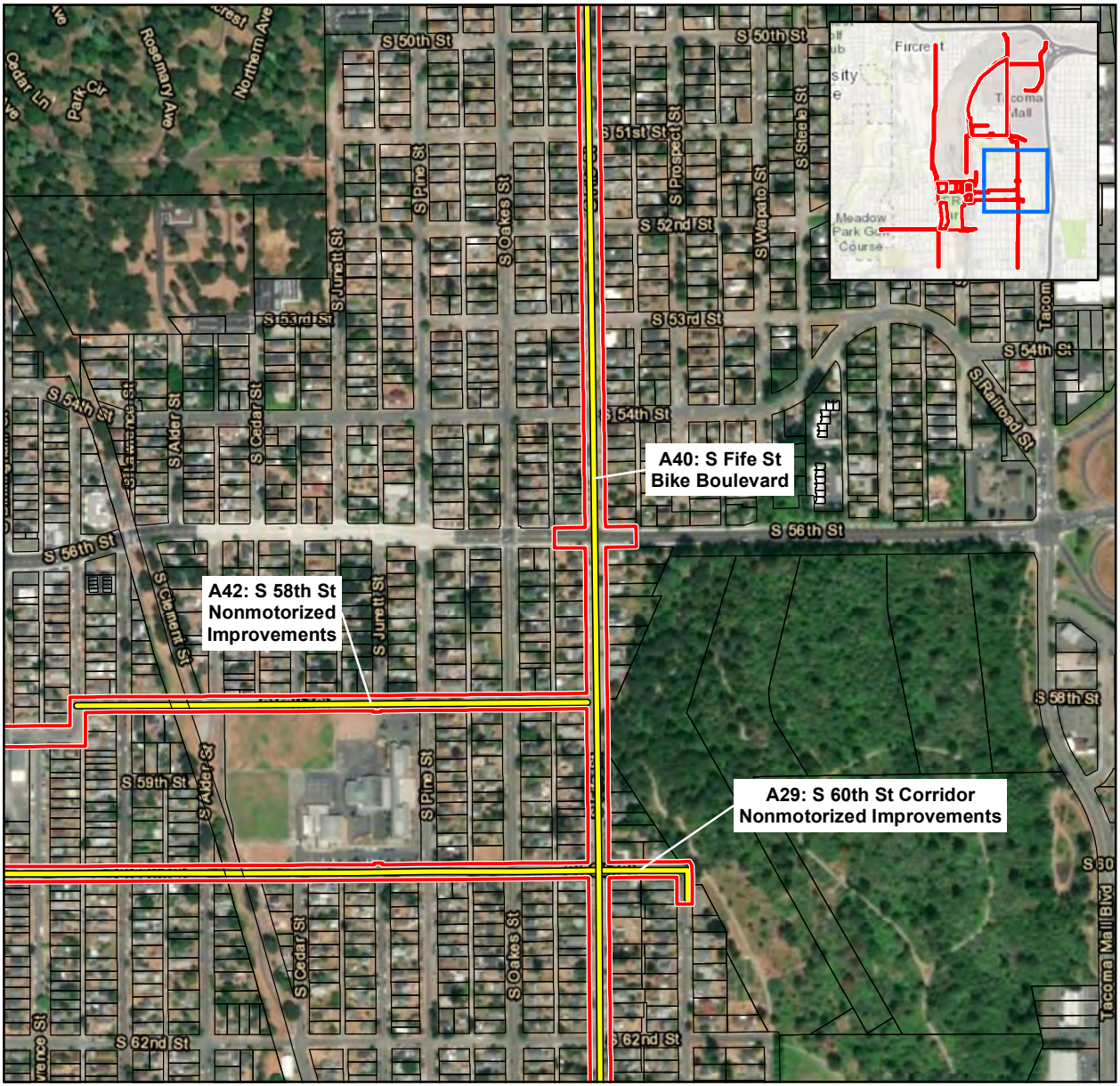
Historical Research Associates, Inc., Seattle, WA



South Tacoma Station Access Improvements Project Phase 2 Aerial Overview

Project Improvement

Area of Impacts (AI)

Tax Parcel

Date: 8/8/2023

Historical Research Associates, Inc

Coord/Projection	Datum	Scale
NAD 1983 UTM Zone 10N Transverse Mercator	NAD83	1:8,000
Township/Range	**Quadrangle**	
T20N R03E	Tacoma South, WA	

Service Layer Credits: Esri, HERE, Garmin, (c) OpenStreetMap contributors
Sources: Esri, HERE, Garmin, Intermap, increment P Corp., GEBCO, USGS, FAO, NPS, NRCAN, GeoBase, IGN, Kadaster NL, Ordnance Survey, Esri Japan, METI, Esri China (Hong Kong), (c) OpenStreetMap contributors, and the GIS User Community

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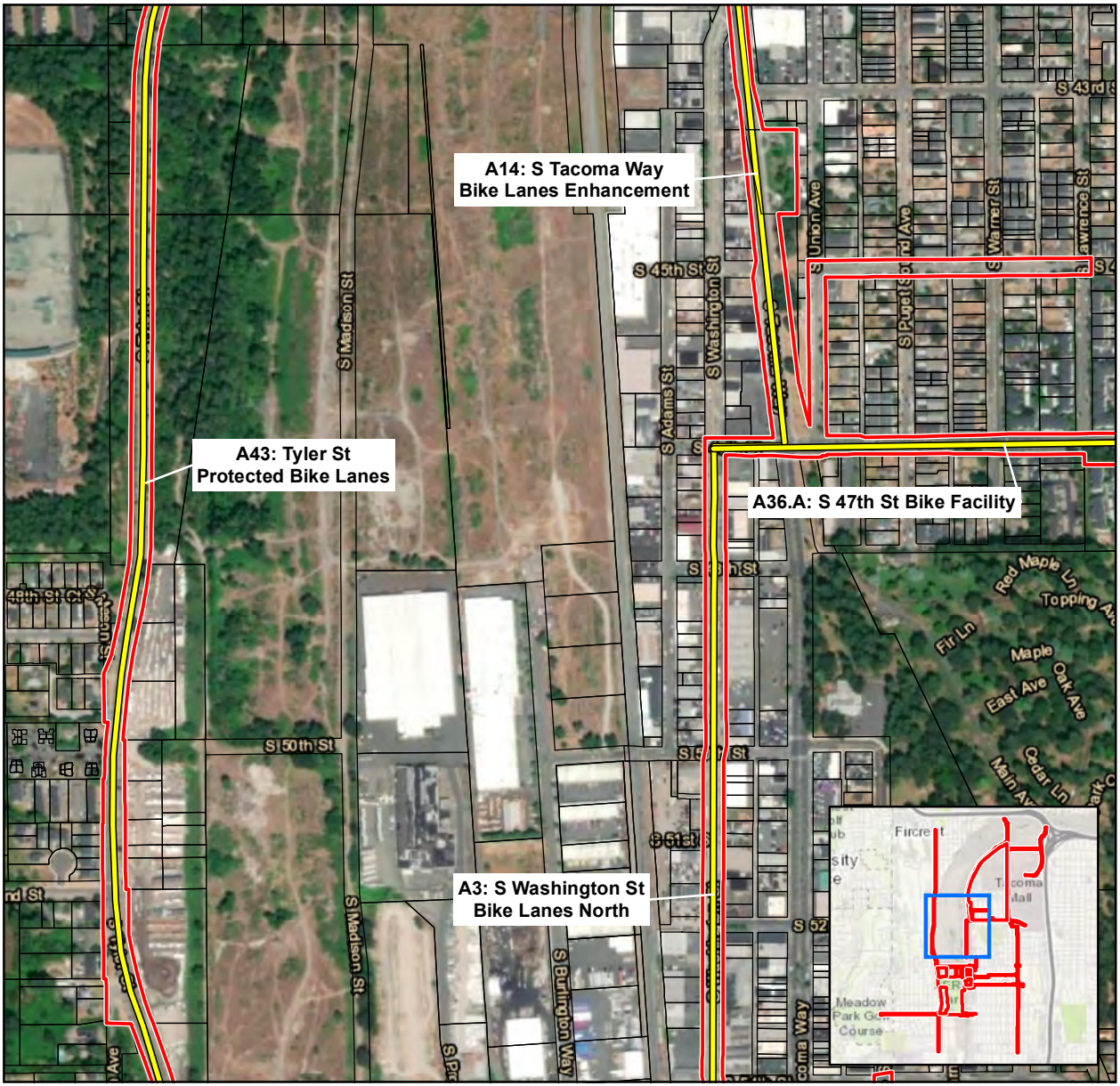
Historical Research Associates, Inc., Seattle, WA



South Tacoma Station Access Improvements Project Phase 2 Aerial Overview

Project Improvement

Area of Impacts (AI)

Tax Parcel

Date: 8/8/2023

Historical Research Associates, Inc

Coord/Projection	Datum	Scale
NAD 1983 UTM Zone 10N Transverse Mercator	NAD83	1:8,000
Township/Range	**Quadrangle**	
T20N R02E, T20N R03E	Tacoma South, WA	

Service Layer Credits: Esri, HERE, Garmin, (c) OpenStreetMap contributors
Sources: Esri, HERE, Garmin, Intermap, increment P Corp., GEBCO, USGS, FAO, NPS, NRCAN, GeoBase, IGN, Kadaster NL, Ordnance Survey, Esri Japan, METI, Esri China (Hong Kong), (c) OpenStreetMap contributors, and the GIS User Community

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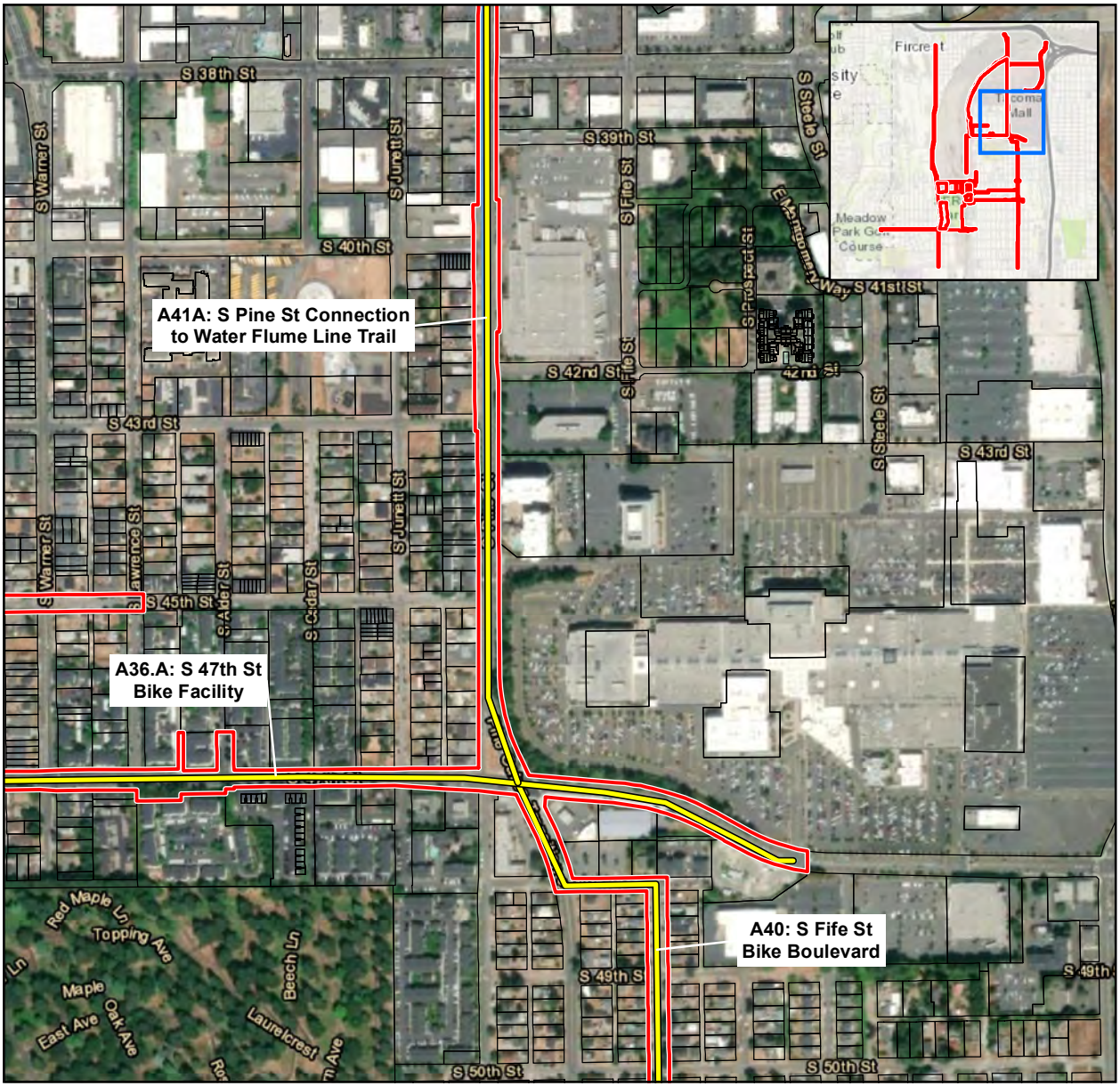
Historical Research Associates, Inc., Seattle, WA



South Tacoma Station Access Improvements Project Phase 2 Aerial Overview

Project Improvement

Area of Impacts (AI)

Tax Parcel

Date: 8/8/2023

Historical Research Associates, Inc

Coord/Projection	Datum	Scale
NAD 1983 UTM Zone 10N Transverse Mercator	NAD83	1:8,000
Township/Range	**Quadrangle**	
T20N R03E	Tacoma South, WA	

Service Layer Credits: Esri, HERE, Garmin, (c) OpenStreetMap contributors
Sources: Esri, HERE, Garmin, Intermap, increment P Corp., GEBCO, USGS, FAO, NPS, NRCAN, GeoBase, IGN, Kadaster NL, Ordnance Survey, Esri Japan, METI, Esri China (Hong Kong), (c) OpenStreetMap contributors, and the GIS User Community

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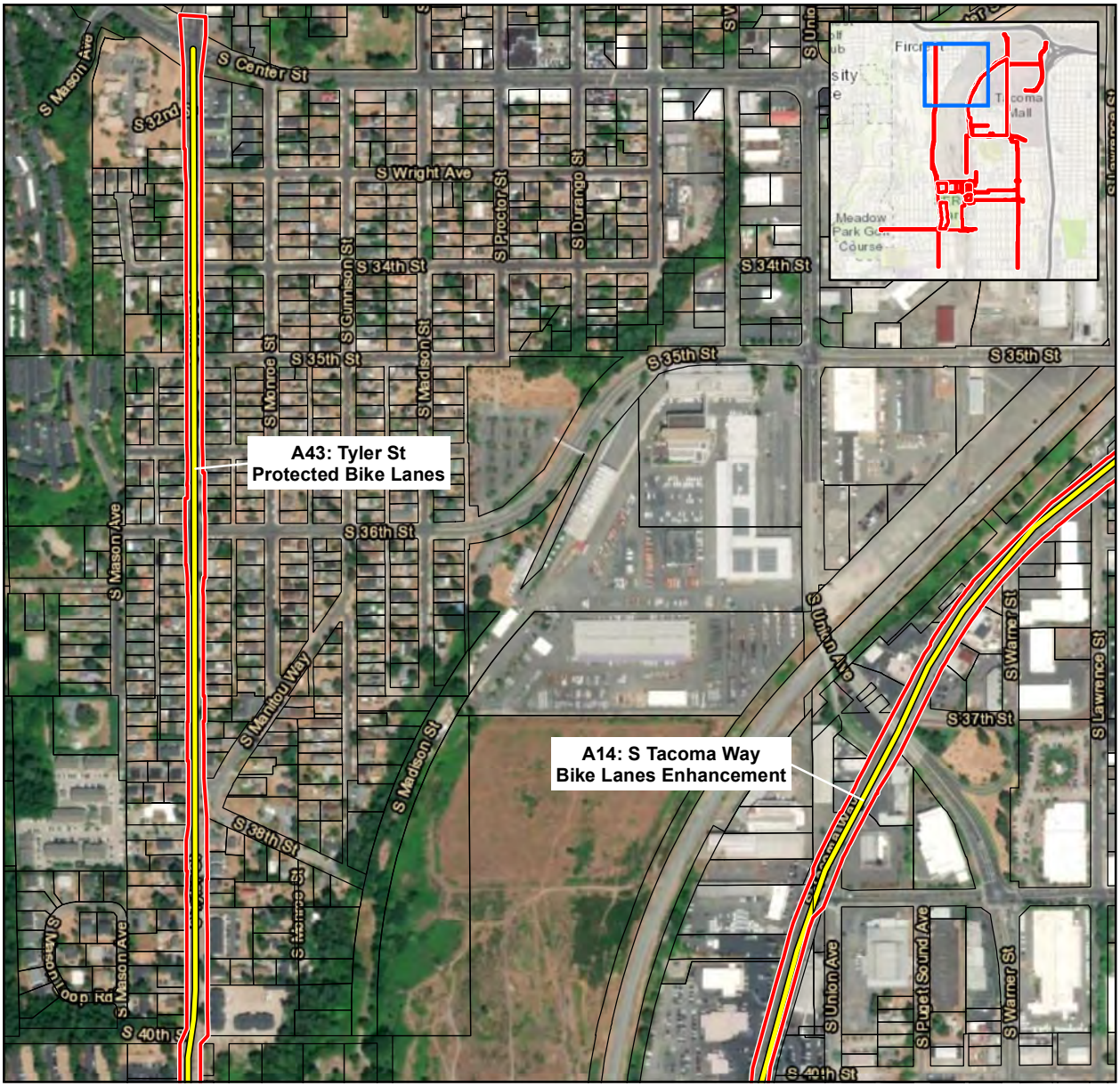
Historical Research Associates, Inc., Seattle, WA



South Tacoma Station Access Improvements Project Phase 2 Aerial Overview

Project Improvement

Area of Impacts (AI)

Tax Parcel

Date: 8/8/2023

Historical Research Associates, Inc

Coord/Projection	Datum	Scale
NAD 1983 UTM Zone 10N Transverse Mercator	NAD83	1:8,000
Township/Range	**Quadrangle**	
T20N R02E, T20N R03E	Tacoma South, WA	

Service Layer Credits: Esri, HERE, Garmin, (c) OpenStreetMap contributors
Sources: Esri, HERE, Garmin, Intermap, increment P Corp., GEBCO, USGS, FAO, NPS, NRCAN, GeoBase, IGN, Kadaster NL, Ordnance Survey, Esri Japan, METI, Esri China (Hong Kong), (c) OpenStreetMap contributors, and the GIS User Community

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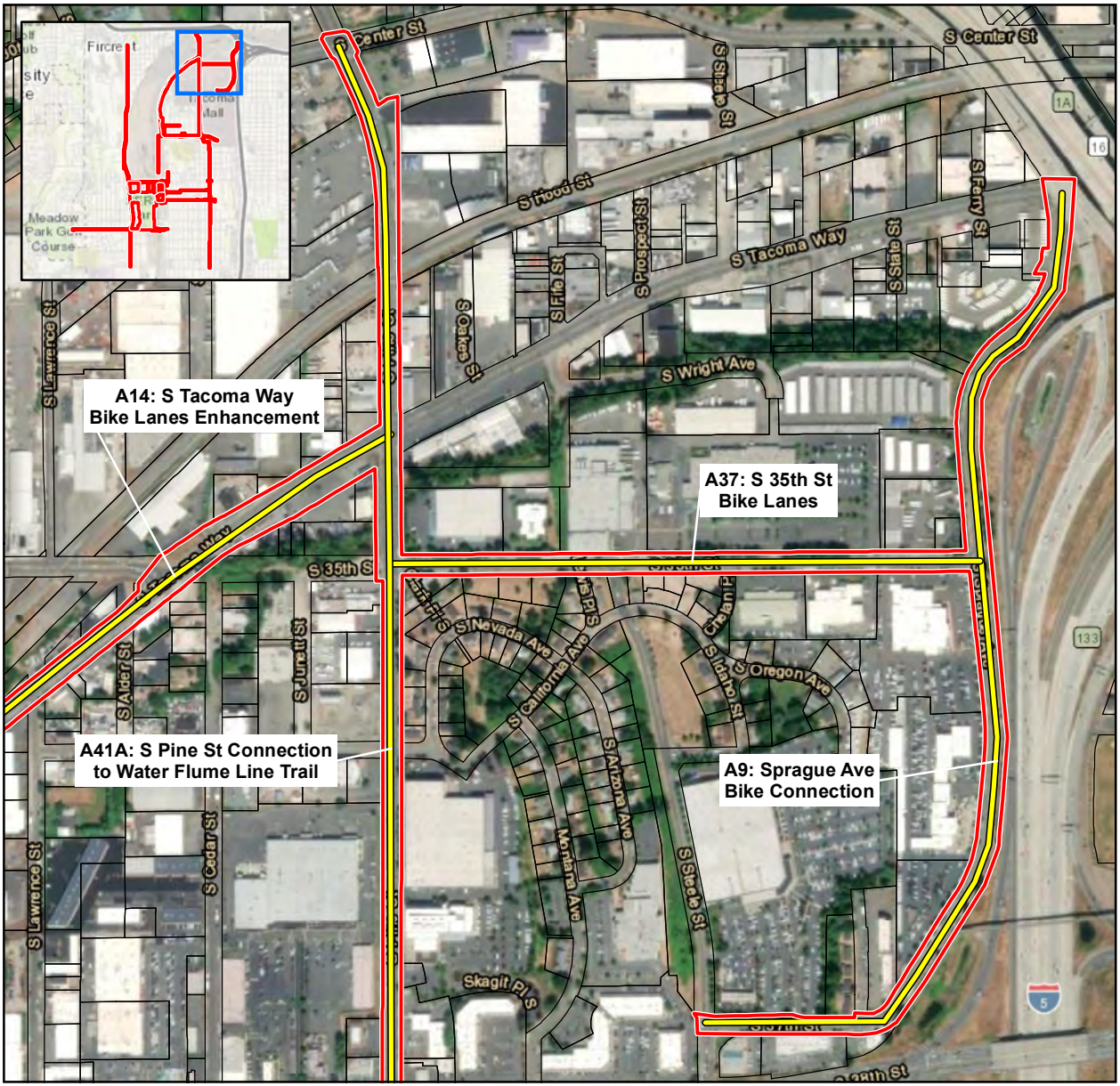
Historical Research Associates, Inc., Seattle, WA



South Tacoma Station Access Improvements Project Phase 2 Aerial Overview

Project Improvement

Area of Impacts (AI)

Tax Parcel

Date: 8/8/2023

Historical Research Associates, Inc

Coord/Projection	Datum	Scale
NAD 1983 UTM Zone 10N Transverse Mercator	NAD83	1:8,000
Township/Range	**Quadrangle**	
T20N R03E	Tacoma South, WA	

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0 250 500 1,000 Feet

0 75 150 300 Meters

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