

## 9 FIELD INVESTIGATION RESULTS

This section outlines the results of the archaeological field investigations, including geotechnical monitoring (Section 9.2), geoarchaeological survey (Section 9.3), and built-environment survey (Section 9.4) conducted within the APE. Resources identified and recorded as a result of the survey have been evaluated for listing to the NRHP and are discussed for each segment of the project.

### 9.1 Near-Surface Archaeological Field Survey

HRA and ATCRC conducted an archaeological field survey within the APE between December 2020 and July 2023. Prior to the field survey, HRA archaeologist Ron Adams, PhD, RPA, and ATCRC archaeologist Nicholas de Vry, BA, conducted a reconnaissance on December 21 and 22, 2020. For the reconnaissance, Adams and de Vry conducted a windshield overview of the APE that included limited pedestrian reconnaissance of areas that could be accessed within public right-of-way. The purpose of the reconnaissance was to identify access points to portions of the APE (e.g., WSDOT right-of-way), identify obvious disturbances and obstructions (e.g., standing water), field-verify areas previously deemed to have been covered by impervious surfaces and fill sediment and not included in the proposed survey areas, and assess the availability of parking in preparation for the pedestrian survey and shovel probe and auger core work. Ron Adams and Matthew Warren, PhD, RPA, employed this same methodology during a December 20, 2022, reconnaissance of the SF 99-West and SF 99-East alternative sections of the South Federal Way Segment of the APE prior to the field survey in those sections.

The pedestrian survey and shovel probe and auger core investigations within the Federal Way, South Federal Way, Fife, and Tacoma segments of the APE were conducted between December 23, 2020, and July 7, 2023. The timeframe for each segment of the project is as follows: Federal Way and South Federal Way (December 23, 2020, through February 17, 2021; May 17 through July 7, 2023), Fife (February 16 through March 11, 2021), and Tacoma (March 15, 2021). The survey conditions and results within each segment are presented in Sections 9.1.1, 9.1.2, and 9.1.3, respectively, in this chapter. Additional survey overview maps with details regarding survey coverage (including impediments such as standing water), and results are found in Attachments J5.7 and J5.8. Attachment J5.9 includes a table with excavation and sediment descriptions collected from archaeological shovel probes and auger cores.

#### 9.1.1 Federal Way Segment

The Federal Way Segment represents the smallest of the four segments investigated (Figures 9-1 through 9-2) and occupies an upland setting that is interspersed with drainages and wetland swales. Hylebos Creek flows from north to south through most of the Federal Way Segment underneath Belmor Park Golf & Country Club. Within the Federal Way Segment are also numerous disturbances related to commercial and residential development and the interstate highway system, state routes, bridges, and roads that cross the APE. The survey conditions were highly variable throughout the Federal Way Segment.

**Figures 9-1 and 9-2 redacted. Contains privileged information that is not for public disclosure.**

### 9.1.1.1 Federal Way Segment Pedestrian Survey

The Federal Way Segment was marked by uplands interspersed with low-lying areas adjacent to creeks and natural wetlands. Apart from the topography, survey conditions within this segment were variable depending on the nature of previous disturbances.

Past ground disturbances within the segment could be seen in cuts and berms in the right-of-way adjacent to I-5 and Pacific Highway S: ditches, artificial wetland ponds, and markings for buried utilities. Examples of these disturbance areas include a golf fairway at Belmor (Figure 9-3); marked buried utilities along 24th Avenue S (Figure 9-4); a sports field and an adjacent strip of landscaped ground on the Christian Faith Center parcel south of S 336th Street (Figure 9-5); and a WSDOT stormwater facility (constructed pond, berm, and access road) at the east end of S 344th Street (Figure 9-6).



**Figure 9-3** Portion of the Golf Course at Belmor within Area of Potential Ground Disturbance, view south



**Figure 9-4** Marked Buried Natural Gas Pipeline (yellow paint) on the West Side of 24th Avenue S, view north



**Figure 9-5** Sports Field on the Christian Faith Center Parcel, view northeast



**Figure 9-6** Artificial Wetland Pond on WSDOT Parcel at the East End of S 344th Street, view southeast



Relatively undisturbed areas were identifiable by the presence of a mosaic of native vegetation that included Douglas-fir, Pacific madrone, western redcedar, bigleaf maple, vine maple, sword fern, and salal, which contrasted with the mix of landscape grasses, non-native tree plantings, English ivy, Himalayan blackberry, and Scotch broom that was present in disturbed areas. Ground-surface visibility was limited throughout the segment by the presence of grasses, forest duff, imported gravels, or dense understory vegetation.

Inundated areas adjacent to creeks and other wetlands, both natural and artificial, prevented survey in some portions of the Federal Way Segment (Figure 9-7).



**Figure 9-7** Inundated Wetland Area on WSDOT Parcel North of S 344th Street, view north

### 9.1.1.2 Federal Way Segment Shovel Probe Excavations

In total, HRA and ATCRC excavated 139 shovel probes and auger cores in the Federal Way Segment (Figures 9-8 and 9-10). All of the shovel probes and auger cores in the Federal Way Segment were excavated within the area of proposed ground disturbance for the project.

Archaeologists excavated the shovel probes and auger cores to maximum depths that ranged between 20 and 120 cm (8 inches and 3.9 feet) bgs. A hand auger was utilized to excavate depths exceeding 100 cm bgs. Shovel probes were terminated at the interface with glacial sediments, rock obstructions, water table, root obstructions, excessively compacted sediments or concrete obstructions.

Shovel probes excavated in the Federal Way Segment typically encountered dark brown to dark grayish-brown sandy silt loam in near-surface depths (to around 30 cm bgs) (A horizon) that, at times, was found to overlie a yellowish-brown sandy loam B horizon (Figure 9-8). Gravels (rounded and subrounded pebbles and small cobbles) comprised between approximately 5 and 15 percent of the sediment volumes in these near-surface depths. Below the B horizon or, when a B horizon was not present, directly below the A horizon, was a cobbly coarse pale gray to light yellowish-brown sandy loam with a high concentration (30 to 50 percent) of rounded and subrounded pebbles and cobbles consistent with characteristics consistent with glacial sediment. This glacial sediment typically appeared between 30 and 70 cm bgs (1 and 2.3 feet). These overall soil conditions are consistent with the Alderwood gravelly sandy loam that is mapped for the majority of the Federal Way Segment.

Exceptions to this pattern were present in shovel probes excavated in the vicinity of drainages, which contain siltier soil in near-surface depths before transitioning to glacial sediments (Figure 9-9).

Fill and disturbed native soils were present to varying degrees in shovel probes excavated throughout several areas within the Federal Way Segment, particularly in probes excavated on the edges of the golf course at Belmor and around the perimeter of the King County Metro S 320th Street Park-and-Ride (Figure 9-10).



**Figure 9-8 Shovel Probe SP-117 at Completion of Excavation (85 cm [2.8 feet] bgs)**



**Figure 9-9 Shovel Probe SP-78 at Completion of Excavation (80 cm [2.6 feet] bgs) near Hylebos Creek**



**Figure 9-10 Shovel Probe SP-56 at Completion of Excavation (42 cm [1.4 feet] bgs) near Golf Course at Belmor**

### **9.1.1.3 Federal Way Segment Previously Undocumented Archaeological Resources**

The archaeological survey identified one previously undocumented archaeological resource in the Federal Way Segment (Table 9-1). The resource consists of one previously undocumented archaeological isolate, 45KI1583, which dates to the historic period.

**The rest of this section is redacted. Contains privileged information that is not for public disclosure.**



### **9.1.2 South Federal Way Segment**

The South Federal Way Segment constitutes the largest of the four segments investigated (Figures 9-14 through 9-17) and occupies an upland setting that is interspersed with drainages and wetland swales. Within the South Federal Way Segment are also numerous disturbances related to commercial and residential development, as well as I-5, Pacific Highway S, and smaller roads that cross the APE. The survey conditions were highly variable throughout the South Federal Way Segment.

**Figures 9-14 through 9-17 redacted. Contains privileged information that is not for public disclosure.**

### 9.1.2.1 South Federal Way Segments Pedestrian Survey

The South Federal Way Segment was marked by uplands interspersed with low-lying areas adjacent to creeks and natural wetlands (Figures 9-18 and 9-19). Apart from the topography, survey conditions within these segments were variable depending on the nature of previous disturbances.



**Figure 9-18 Natural Upland Setting within WSDOT Right-of-Way above I-5, North of the S 375th Street Overpass Over I-5, view northeast**



**Figure 9-19 Natural Wetland Area South of the Former Weigh Station in WSDOT Right-of-Way, view northeast**

Past ground disturbances within the segments could be seen in cuts and berms in the right-of-way adjacent to I-5 and Pacific Highway S, ditches, artificial wetland ponds, and markings for buried utilities. Examples of these disturbance areas include fill berms supporting various portions of I-5 and neighboring streets within the segment (Figures 9-20 and 9-21); an artificial wetland pond and adjacent landscaped ground at the east end of S 356th Street (Figure 9-22); a gravel roadbed leading from the east end of S 356th Street to I-5 (Figure 9-23); a manicured and artificially raised and leveled landform with evidence of buried utilities along the north side of S 359th Street (Figure 9-24); an artificial wetland pond ringed by an associated gravel road directly south of the former weigh station within the WSDOT right-of-way adjacent to I-5 (Figure 9-25); a leveled and manicured children's playfield at the Montessori Academy at Spring Valley along the west side of Pacific Highway S (Figure 9-26); and fill berms supporting various portions of Pacific Highway S (Figure 9-27).



**Figure 9-20 Artificial Berm below Enchanted Parkway S within City of Federal Way Right-of-Way West of the SR 161 Overpass, view southeast**



**Figure 9-21 Steep Embankment Slope Extending from I-5 to Inundated Wetland North of the Former Weigh Station, view southwest**





**Figure 9-22 Artificial Wetland in WSDOT Right-of-Way East of S 356th Street, view southeast**



**Figure 9-23 Gravel Roadbed Leading from the East End of S 356th Street to I-5, view northeast**



**Figure 9-24 Apartment Complex Parcel North of S 359th Street Elevated above the Street with Markers for Buried Telecommunications and Water Lines, view west/northwest**



**Figure 9-25 Artificial Wetland South of the Former Weigh Station, view northeast**



**Figure 9-26 Children's Playfield on the Montessori Academy at Spring Valley Parcel, view southwest**



**Figure 9-27 Steep Embankment Slope Extending from Pacific Highway S to Wetland North of S 373rd Street, view south**



Relatively undisturbed areas were identifiable by the presence of a mosaic of native vegetation that included Douglas-fir, Pacific madrone, western redcedar, bigleaf maple, vine maple, sword fern, and salal (Figure 9-28), which contrasted with the mix of landscape grasses, non-native tree plantings, English ivy, Himalayan blackberry, and Scotch broom that was present in disturbed areas (Figure 9-29). Ground-surface visibility was limited throughout the segment by the presence of grasses, forest duff, imported gravels, or dense understory vegetation.



**Figure 9-28** Remnant Natural Setting at the Southern End of the South Federal Way Segment near the King-Pierce County Line, view east



**Figure 9-29** English Ivy-Covered Berm Slope Extending below I-5 in WSDOT Right-of-Way South of the SR 161 Overpass

Inundated areas adjacent to creeks and other wetlands, both natural and artificial, prevented survey in some portions of the South Federal Way Segment (Figures 9-30, and 9-31). The area within an abandoned cloverleaf on the south side of the I-5 off-ramp at the SR 18 interchange at the north end of the South Federal Way Segment was also not surveyed due to the clear presence of extensive fill deposits and safety concerns associated with accessing the inside of the I-5 off-ramp (Figure 9-32).



**Figure 9-30** Wetland Area at the Base of the I-5 Berm Slope in WSDOT Right-of-Way in the South Federal Way Segment North of the King-Pierce County Line, view southwest



**Figure 9-31** Wetland Area along Pacific Highway S North of S 373rd Street, view east





**Figure 9-32 WSDOT Right-of-Way within Project Footprint South of SR 18 Interchange, view north**

### 9.1.2.2 South Federal Way Segment Shovel Probe Excavations

In total, HRA and ATCRC excavated 362 shovel probes and auger cores in the South Federal Way Segment (Figures 9-33 and 9-34). Nearly all of the shovel probes and auger cores in the South Federal Way Segment were excavated within the Area of Potential Ground Disturbance, apart from shovel probes excavated in an area of high archaeological sensitivity to the east of Site 45K1867 (St. George's Cemetery), where the Area of Potential Ground Disturbance was covered entirely by a steep berm slope that supports I-5 immediately adjacent to the east. In this latter area, HRA and ATCRC archaeologists excavated shovel probes within the APE to the immediate west of the Area of Potential Ground Disturbance, below the steep berm slope.



**Figure 9-33 In-Progress Shovel Probe Excavation (SP-286/AB-35), view north**



**Figure 9-34 Auger Core Excavation at SP-420, view north**

Archaeologists excavated the shovel probes and auger cores to maximum depths that ranged between 20 and 206 cm (8 inches and 5.25 feet) bgs. The depths of excavations greater than 100 cm (3 feet) bgs were extended with a hand auger. Shovel probes excavated to depths shallower than 100 cm (3 feet) bgs were terminated at the shallower depths due to the presence of glacial sediments, rock obstructions, high water tables that caused sediment cave-in, excessively compacted sediments, root obstructions, and concrete obstructions.

The sediments within the shovel probes excavated in the South Federal Way Segment typically comprised dark brown to dark grayish-brown sandy silt loam in near-surface depths (A horizon) that, at times, was found to overlie a yellowish-brown sandy loam B horizon (Figure 9-35). Gravels (rounded and subrounded pebbles and small cobbles) comprised between approximately 5 and 15 percent of the sediment volumes in these near-surface depths. Below the B horizon or, when a B horizon was not present, directly below the A horizon, was a cobbly coarse pale gray to light yellowish-brown sandy loam with a high concentration (30 to 50 percent) of rounded and subrounded pebbles and cobbles consistent with characteristics consistent with glacial sediment. This glacial sediment typically appeared between 30 and 70 cm (1 and 2.3 feet) bgs. These overall soil conditions are consistent with the Alderwood gravelly sandy loam that is mapped for the majority of the South Federal Way Segment.



**Figure 9-35 Shovel Probe SP-244 at Completion of Excavation (72 cm [2.4 feet] bgs)**

Higher silt and clay contents were also present in many shovel probes excavated adjacent to low-lying wetlands in the southern part of the South Federal Way Segment (Figure 9-36). The sediments within most of the wetland-adjacent shovel probes excavated along Pacific Highway S typically comprised dark brown silt loam to silty clay in near-surface depths (A horizon) that overlaid deep, often stratified B horizon deposits of grayish-brown to gray silty clay (Figure 9-37). Gravel content varied greatly between these shovel probes but was often quite low relative to that observed within shovel probes located in drier upland locations. These sediment characteristics are consistent with both the Bellingham and Kitsap silt loams, which are mapped for that area (Snyder 1973:8–10, 17, 18).





**Figure 9-36 Shovel Probe SP-304 at Completion of Excavation (52 cm [1.7 feet] bgs at tree root impasse) near St. George's Cemetery**



**Figure 9-37 Shovel Probe SP-669 at Completion of Excavation (83 cm [2.7 feet] bgs)**

Fill and disturbed native soils were present to varying degrees in shovel probes excavated throughout several areas within the South Federal Way Segment, particularly in probes excavated in the area of several former structures and an existing artificial wetland pond at the east end of S 356th Street and within several of the parcels along Pacific Highway S between S 352nd St. and S 356th St. (Figures 9-38 and 9-39).



**Figure 9-38 Shovel Probe SP-202 at Completion of Excavation (65 cm [2.1 feet] bgs) at the Area of Former Structures at the East End of S 356th Street**



**Figure 9-39 Shovel Probe SP-584 at Completion of Excavation (43 cm [1.4 feet] bgs) near Pacific Highway S within Parcel TD1621**

### **9.1.2.3 South Federal Way Segment Previously Undocumented Archaeological Resources**

The archaeological survey identified five previously undocumented archaeological resources in the South Federal Way Segment (Table 9-2). The resources consist of four previously undocumented archaeological sites — 45KI1584, 45KI1585, 45KI1586, and 45KI1587 — and one previously undocumented archaeological isolate — 45KI1588. All the resources date to the historic period.

**The rest of this section is redacted. Contains privileged information that is not for public disclosure.**

### **9.1.3 Fife Segment**

The Fife Segment is characterized primarily by substantial commercial developments (e.g., light industry, shipping/distribution, hospitality, retail), highways, and limited residential development. The northern portion of the segment consists of a continuation of the upland setting that is present in the South Federal Way Segment (Figures 9-68 through 9-70; Attachments J5.7 and J5.8). At Hylebos Creek and areas of the segment to the south and west of the creek, the APE crosses a lowland that was historically part of the Puyallup River delta, the drainages of which have been filled in and channelized to facilitate 20th-century developments.

**Figures 9-68 through 9-70 redacted. Contains privileged information that is not for public disclosure.**



### 9.1.3.1 Fife Segment Pedestrian Survey

In comparison to the South Federal Way Segment, pedestrian survey in the Fife segment encountered fewer remnant natural areas and the segment was more disturbed overall. Relatively undisturbed conditions were primarily confined to the north and south sides of West Hylebos Creek, where native stands of Douglas-fir, western redcedar, vine maple, black cottonwood, and Pacific willow were present (Figures 9-71 and 9-72). Otherwise, much of the surveyed portion of the Fife Segment was marked by invasive grasses, modern landscaping, and scattered invasive Himalayan blackberry and English Ivy (Figures 9-73 and 9-74). Ground-surface visibility was generally limited in these conditions, with bare exposures of sediments present throughout the segment.



**Figure 9-71 West Hylebos Creek and Adjacent Areas, view southwest**



**Figure 9-72 Mix of Invasive and Native Vegetation in the WSDOT Right-of-Way between Porter Way S and West Hylebos Creek, view northeast**



**Figure 9-73 Grass-covered, Privately Owned Vacant Parcel on the West Side of 59th Avenue E, view east**



**Figure 9-74 Field Conditions on WSDOT Parcel on the Southwest Side of Hylebos Creek, view east/northeast**

Past ground disturbances within the surveyed portions of the Fife Segment could be seen within the WSDOT right-of-way and in parcels away from the right-of-way. The more obvious signs of past disturbances include a water-filled ditch present within the WSDOT right-of-way adjacent to the southbound side of I-5 (Figure 9-75); large asphalt and concrete pads related to former structures on vacant WSDOT parcels between Hylebos Creek and 67th Avenue E (Figure 9-76); a WSDOT parcel west of 67th Avenue E that is covered by approximately 10 feet of fill and topped with gravels for use as a construction staging area/equipment storage yard (Figure 9-77);



a channelized stream extending through a parcel owned by Lynden Transport on 12th Street E (Figure 9-78); an artificial berm extending along the south side of Pacific Highway E on the Travelodge parcel and on a vacant parcel owned by the City of Fife (Figure 9-79); and an asphalt parking lot, a gravel-covered area used for scrap metal storage and discard and equipment storage for the active metal fabrication plant at the Interwest Metals, Inc., parcel on the east side of the Puyallup River (Figures 9-80).



**Figure 9-75 Broad, Inundated Ditch in WSDOT Right-of-Way North of Hylebos Creek in Section 6, view northeast**



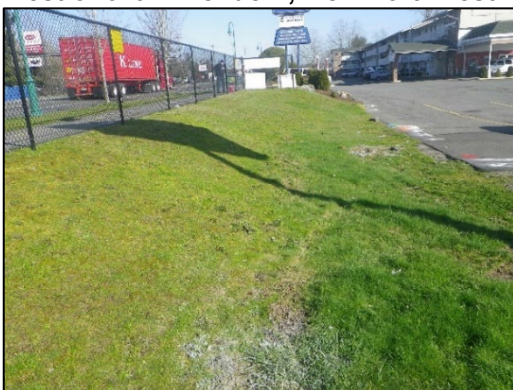
**Figure 9-76 Gravel Pad for Construction Staging/Equipment Storage on WSDOT Parcel West of 67th Avenue E, view northwest**



**Figure 9-77 Gravel Pad for Construction Staging/Equipment Storage on WSDOT Parcel West of 67th Avenue E, view northwest**



**Figure 9-78 Channelized Stream on the Lynden Transport Parcel, view south/southeast**



**Figure 9-79 Strip of Landscaped Ground Between Parking Lot and Pacific Highway E on Travelodge Parcel Adjacent to Pacific Highway E, view east**



**Figure 9-80 Survey Conditions on the Interwest Metals, Inc., Parcel on the East Side of the Puyallup River, view northeast**



Several locales within otherwise accessible portions of the Fife segment were not surveyed. The portion of WSDOT right-of-way nearest to Wapato Creek was surrounded by a fence and was not accessible to survey or shovel probe and auger core excavation (Figure 9-81). The water-inundated ditch adjacent to I-5 and inundated swales within the WSDOT right-of-way were also not surveyed, including the west end of the WSDOT right-of-way within the Fife segment that was completely inaccessible due to water inundation and lack of access through adjacent properties (Figure 9-82). In addition, a large and active transient encampment west of Port of Tacoma Road was avoided by the survey for safety reasons (Figure 9-83).



**Figure 9-81 View toward Fence and Wapato Creek in WSDOT Right-of-Way East of Wapato Creek, view west**



**Figure 9-82 View toward Inaccessible West End of Section of WSDOT Right-of-Way in Area of Potential Ground Disturbance, view west**



**Figure 9-83 Transient Encampment in WSDOT Right-of-Way West of Port of Tacoma Road, view east/northeast**

### 9.1.3.2 Fife Segment Shovel Probes and Auger Cores

In total, HRA and ATCRC excavated 154 shovel probes and auger cores in the Fife Segment (Figures 9-68 through 9-70, and 9-84). Shovel probes and auger cores were excavated in intervals spaced approximately 30 meters (100 feet) apart in the portion of the Fife Segment north of Hylebos Creek and approximately 15 to 20 meters (49 to 66 feet) apart elsewhere in the segment, as they were all areas with high archaeological sensitivity. Gaps in this excavation coverage are attributable to the presence of standing water, deep fill sediments such as fill berms, equipment storage areas (e.g., Interwest Metals, Inc., property), and gravel and asphalt pads that necessitated altering the shovel probes and auger core locations. In one case, shovel probes and auger cores were excavated outside of the Area of Potential Ground Disturbance within the APE directly south of a fill and gravel covered area on the WSDOT parcel west of 67th Avenue E due to the high archaeological sensitivity of the location.



**Figure 9-84 Excavation in Progress at SP-431, view west**

Archaeologists excavated the shovel probes and auger cores to maximum depths that ranged between 30 and 365 cm (1 and 12 feet) bgs. The depths of excavations greater than 100 cm (3 feet) bgs were, in all cases, extended with a hand auger. Shovel probes excavated to depths shallower than 100 cm (3 feet) bgs were terminated at the shallower depths because of the presence of glacial sediments, rock obstructions, high water tables that caused sediment cave-in, excessively compacted sediments, and concrete obstructions. The deepest auger core excavations were typically terminated because of the presence of water-saturated sandy sediments that could not be retrieved in hand auger buckets.

The sediments within the Fife Segment excavations were more variable than was the case in the South Federal Way Segment. This variability was primarily present in the excavations on the north side of Hylebos Creek, where there are several mapped soil types. In the northernmost portions of the Fife Segment, mapped soils consist of the Kitsap silt loam and Alderwood gravelly sandy loam. As was the case with the South Federal Way Segment, these soils characteristically contained dark grayish-brown sandy loams (Alderwood gravelly sandy loam) and dark brown to dark grayish-brown silt loams (Kitsap silt loam). Shovel probes excavated in the Kitsap silt loam transitioned to a grayish-brown to yellowish-brown clay loam to clay at greater depths, while those more characteristic of the Alderwood gravelly sandy loam contained yellowish-brown sandy loams at these lower depths (Figures 9-85 and 9-86). Gravels were also more prevalent in these excavations, with Alderwood-type sediment being generally gravellier (rounded and subrounded pebbles and small cobbles comprising 10 to 15 percent of sediment



volumes) than Kitsap-type sediment (rounded and subrounded pebbles comprising 0 to 5 percent of sediment volumes) (USDA NRCS 2021a, 2021b).



**Figure 9-85 SP-365 at Completion of Excavation (45 cm [17.7 inches] bgs) in Area of Kitsap Silt Loam Sediment**



**Figure 9-86 SP-379 at Completion of Excavation (200 cm [6.6 feet] bgs) in Area of Alderwood Gravelly Sandy Loam**

Farther south toward the north side of Hylebos Creek, poorly drained mucky sediment was present as the landform descended into a floodplain (Figure 9-87). Sediments in excavations in this area contained surface soil that was a very dark brown to black sandy loam that transitioned to a gray clay. Excavations within this soil were in an area mapped for the Tisch silt, although the soil appears to have been more characteristic of the Semiahmoo muck, which is mapped to the north of this area near West Hylebos Creek (USDA NRCS 2021c, 2021d).



**Figure 9-87 SP-420 at Completion of Excavation (80 cm [2.6 feet] bgs) on the North Side of Hylebos Creek**

Excavations on the south and west sides of Hylebos Creek and the remainder of the Fife Segment contained deep, sandy loam and sand soils that often contained stratified layers of clay loam and clay soils. The majority of these excavations were in areas mapped for the Sultan silt loam (Figure 9-88). The Briscot silt loam, mapped in areas on the east and west side of Wapato Creek (Figure 9-89), breaks the contiguous coverage of Sultan silt loam soil in this section. Both of the soils are formed in alluvium in floodplains and are marked by similar deep, sandy soils. The A horizon consists of dark brown to dark grayish-brown sandy loam extending to approximately 30 to 40 cm (1 to 1.5 feet) bgs. Beneath this depth were bands of sands,



sandy loams, and, often, clay that extended to the maximum depths of the excavations. The general observed color pattern was brownish-gray to pale gray that would often transition to gray or dark gray below 150 cm (5 feet) bgs (USDA NRCS 2021e, 2021f).



**Figure 9-88 SP-448 at Completion of Excavation (200 cm [6.6 feet] bgs) in Area of Sultan Silt Loam East of 62nd Avenue E**



**Figure 9-89 SP-509 at Completion of Excavation (177 cm [5.8 feet] bgs) in Area of Briscot Silt Loam North of Wapato Creek**

A group of shovel probe and auger core excavations (SP-550 and SP-560) also contained buried soils (Figures 9-70 and 9-90). These soils were apparently buried, organic-rich A horizons typically found below clay deposits. The buried soils appeared at depths ranging between 115 and 160 cm (4 and 5 feet) bgs. They consisted of a dark brown silt loam with many rootlets and were between 20 and 50 cm (or 8 inches and 1.6 feet) thick (Figure 9-91). In some cases (SP-550, SP-552, SP-553, and SP-556), a second organic layer was encountered between 170 and 270 cm (6 and 9 feet) bgs, depending upon the excavation location. These second organic layers had the same overall color and sedimentary characteristics as the shallower layers. No cultural material was identified in these organic layers, although these types of buried surfaces are generally indicative of old soils that could contain precontact artifacts. Similar buried soils were found throughout the mid-section of the Puyallup River Basin during the geoarchaeological investigations (see Section 9.3.2 below) and may correlate to these deposits.



**Figure 9-90 SP-555 at Completion of Excavation (185 cm [6 feet] bgs) in Section 9**



**Figure 9-91 Buried Dark Brown Organic-Rich Surface (from between 130 and 170 cm [4.2 and 5.6 feet] bgs) in SP-555 in Section 9**



### **9.1.3.3 Fife Segment Previously Undocumented Archaeological Resources**

The archaeological survey identified one previously undocumented archaeological resource — Site 45PI1555 — in the Fife Segment. The site dates to the historic period and is described below.

**The rest of this section is redacted. Contains privileged information that is not for public disclosure.**

#### **9.1.4 Tacoma Segment**

The Tacoma Segment is the most comprehensively developed of all of the survey areas. The overwhelming majority of the segment crosses impervious surfaces and areas of obvious extensive previous disturbance and fill deposition. The northern portion of three adjoining parcels northwest of the intersection of E 26th Street and East L Street was the only area within the segment where pedestrian survey and excavations were conducted (Figure 9-98).

**Figure 9-98 redacted. Contains privileged information that is not for public disclosure.**



#### 9.1.4.1 Tacoma Segment Pedestrian Survey

The area that was surveyed within the Tacoma Segment comprises three adjoining private parcels owned by Lentz Properties, LLC, and Neptune Capital, LLC, located northwest of the intersection of E 26th Street and East L Street. The entire Area of Potential Ground Disturbance within these parcels is covered with non-native grasses and mineral soil visibility was very low (approximately 5 percent) (Figure 9-99). A fourth parcel (location of Neptune Seafood, Inc.) to the east of these three parcels also crosses the APE, but the portion of the parcel within the APE consists of the fenced, gravel-covered parking lot for the business.



**Figure 9-99 Survey Conditions on the Adjoining Private Parcels with Neptune Seafood, Inc., in the Background in Section 12, view east**

#### 9.1.4.2 Tacoma Segment Shovel Probes and Auger Cores

HRA and ATCRC excavated nine shovel probes and auger cores in the Tacoma Segment (Figures 9-98, 9-100 and 9-101). The shovel probes and auger cores were excavated to maximum depths between 44 and 95 cm (1 and 3 feet) bgs in intervals spaced approximately 15 meters (49 feet) apart or less on the three adjoining parcels that make up the surveyed portion of the Tacoma Segment. While there is no NRCS soil map coverage for the Section 12 location, the soil in the shovel probes was characteristic of the Alderwood gravelly sandy loam with dark brown sandy silt loam A horizons that was either directly overlying glacial sediments (gray gravelly silty sand) or transitioned to B horizons that were grayish- to yellowish-brown sandy loams before reaching glacial sediments. In the four shovel probes in which glacial sediments were not reached, excavations were terminated because of the presence of obstructions (a root, a rock, a buried utility pipe, and extensive compacted gravels). No deep auger cores were excavated in the Tacoma because of these obstructions and the presence of glacial sediments, although a hand auger was used to excavate into the deepest sediments in SP-576 (95 cm [3 feet] bgs), which consisted of glacial till (Figure 9-100).



**Figure 9-100 Work in Progress at SP-573, view southeast**



**Figure 9-101 SP-576 at Completion of Excavation (95 cm [3 feet] bgs) in Section 12**

#### **9.1.4.3 Tacoma Segment Previously Undocumented Archaeological Resources**

The archaeological survey identified one previously undocumented archaeological resource (Site 45PI1556) in the Tacoma Segment. The site dates to the historic period and is described below.

**The rest of this section is redacted. Contains privileged information that is not for public disclosure.**



### 9.1.5 Other Cultural Material in All APE Segments

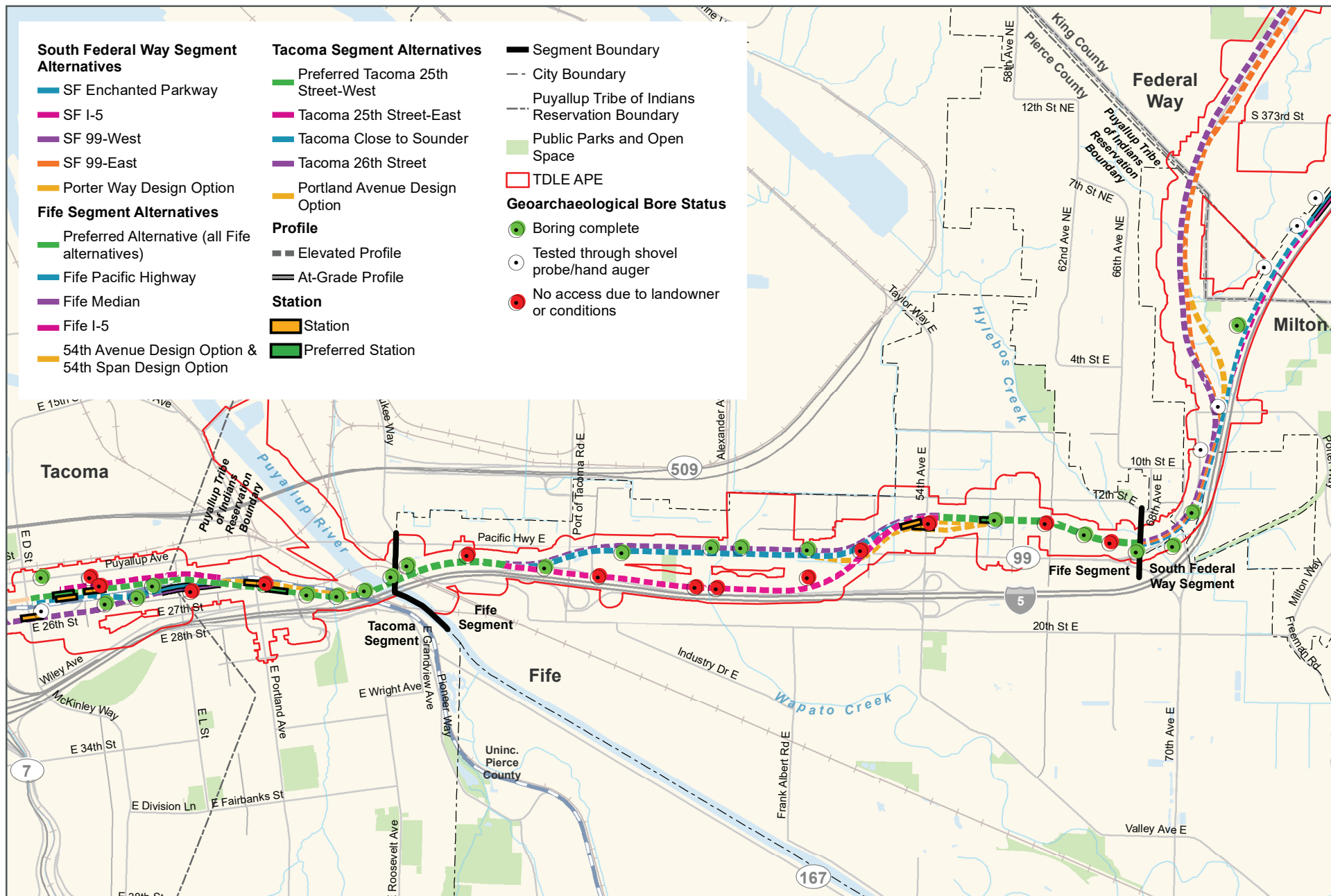
There were several cultural objects and features observed throughout all three segments of the APE during archaeological investigations (see Section 5.1 for the description of survey methods) that were not recorded as archaeological sites or isolates because they lacked diagnostic attributes that could be tied to the historic period (i.e., 50 years or older). These were typically light scatters and isolated objects of trash discarded within the WSDOT right-of-way. Included among these objects were cans and bottles dating from the 1970s to the present day. In some cases, these scatters appeared to be related to transient camp activities. Modern drug paraphernalia, primarily consisting of hypodermic needles, was also present.

The temporally non-diagnostic/modern features encountered included constructed ponds, embankments, and retaining walls adjacent to I-5 within the WSDOT right-of-way. In all cases, cultural material, unless obviously modern, was examined for any potentially historically diagnostic attributes.

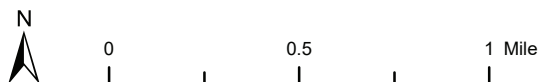
## 9.2 Geoarchaeological Field Survey

The project extracted a total of 20 archaeological bores and excavated six geoarchaeological shovel probes as part of the geoarchaeological study for TDLE (Figures 9-108 through 9-111; see Tables 9-3, 9-5, 9-6, 9-7, 9-8, and 9-9). The geoarchaeological work occurred between January 4 and March 4, 2021. The depth of sediments reached by the bores ranged between 7.9 and 48.8 meters (26 and 160 feet) bgs. Bores were extracted in sections measuring between approximately 0.5 and 1.5 meters (1.5 and 5 feet) in length, although some variability in section length occurred due to compaction, difficulties with sediment retention, and obstructions (see Section 5.1.1.3). Geoarchaeological shovel probes were excavated at least 20 cm (7.9 inches) into glacial material. Sediments from each bore section and sediments recovered during the geoarchaeological shovel probing were screened through 1/4-inch hardware mesh to determine if archaeological deposits were present. No archaeological materials were found during screening of sediments extracted as part of the geoarchaeological investigations. Bore logs and geoarchaeological shovel probe forms are available on file with Sound Transit.

The geoarchaeological analyses revealed complicated stratigraphic sequences of sediments consistent with depositional environments affected by glacial processes, isostatic rebound, eustatic sea level rise, and delta progradation during which massive lahar deposits were episodically emplaced. Although these deposits varied significantly within and between cores, general patterns in sediment deposits were noted. When viewed relative to the studies conducted by other researchers in the area (e.g., Collins and Montgomery 2011; Crandell 1971; Crandell and Waldron 1956; Dethier et al. 1995; Dragovich et al. 1994; Elder and Sparks 2010; Hodges 2009, 2010; Jones 1996; Mullineaux 1970; Punke et al. 2017; Rinck 2014; Scott et al. 1995; Thorson 1989; Vallance and Scott 1997; Zehfuss et al. 2003), a common history of deposition and depositional setting interpretation within the APE was revealed.

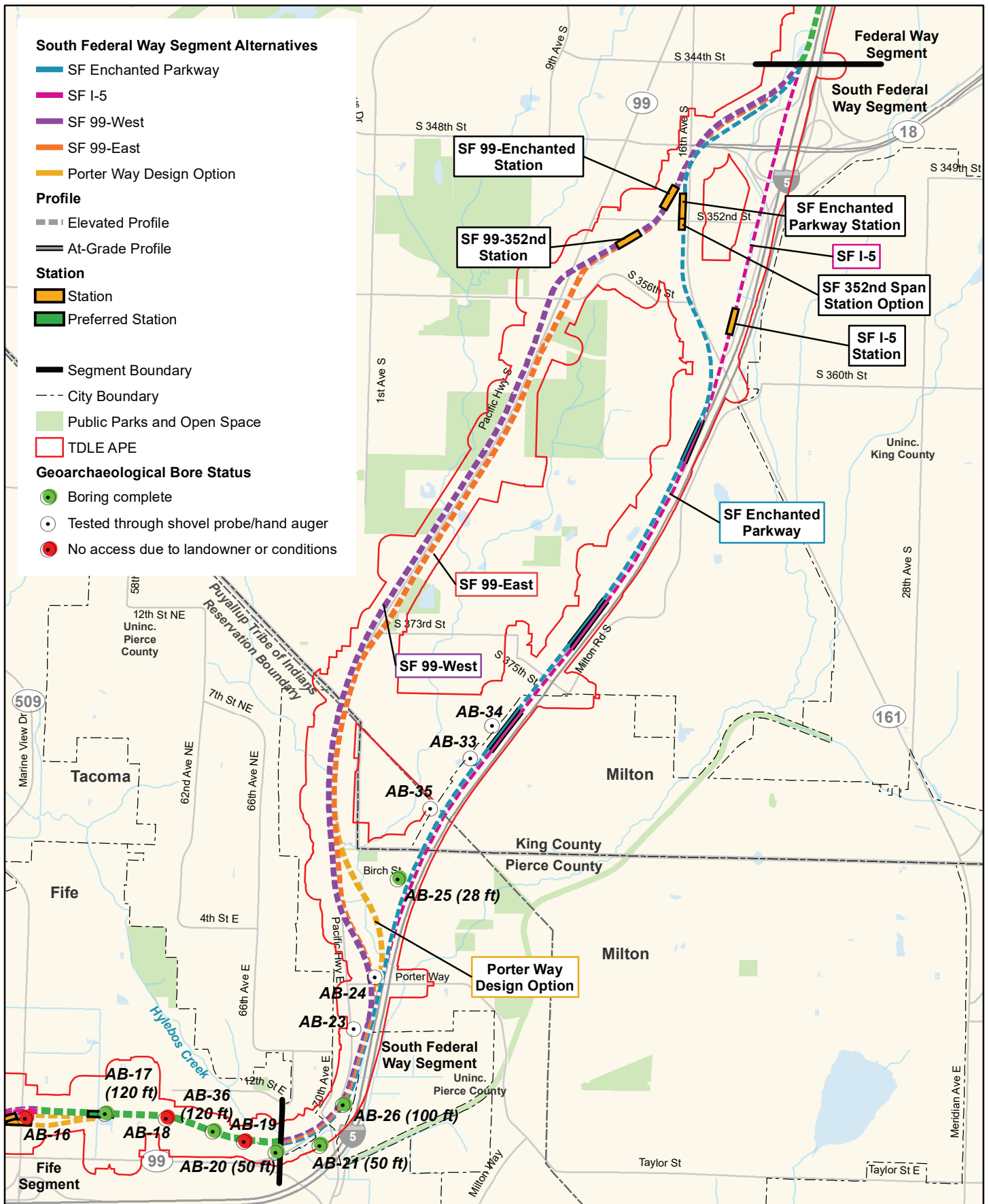


Data Sources: King and Pierce County, Cities of Federal Way, Fife, Milton, Tacoma (2023).



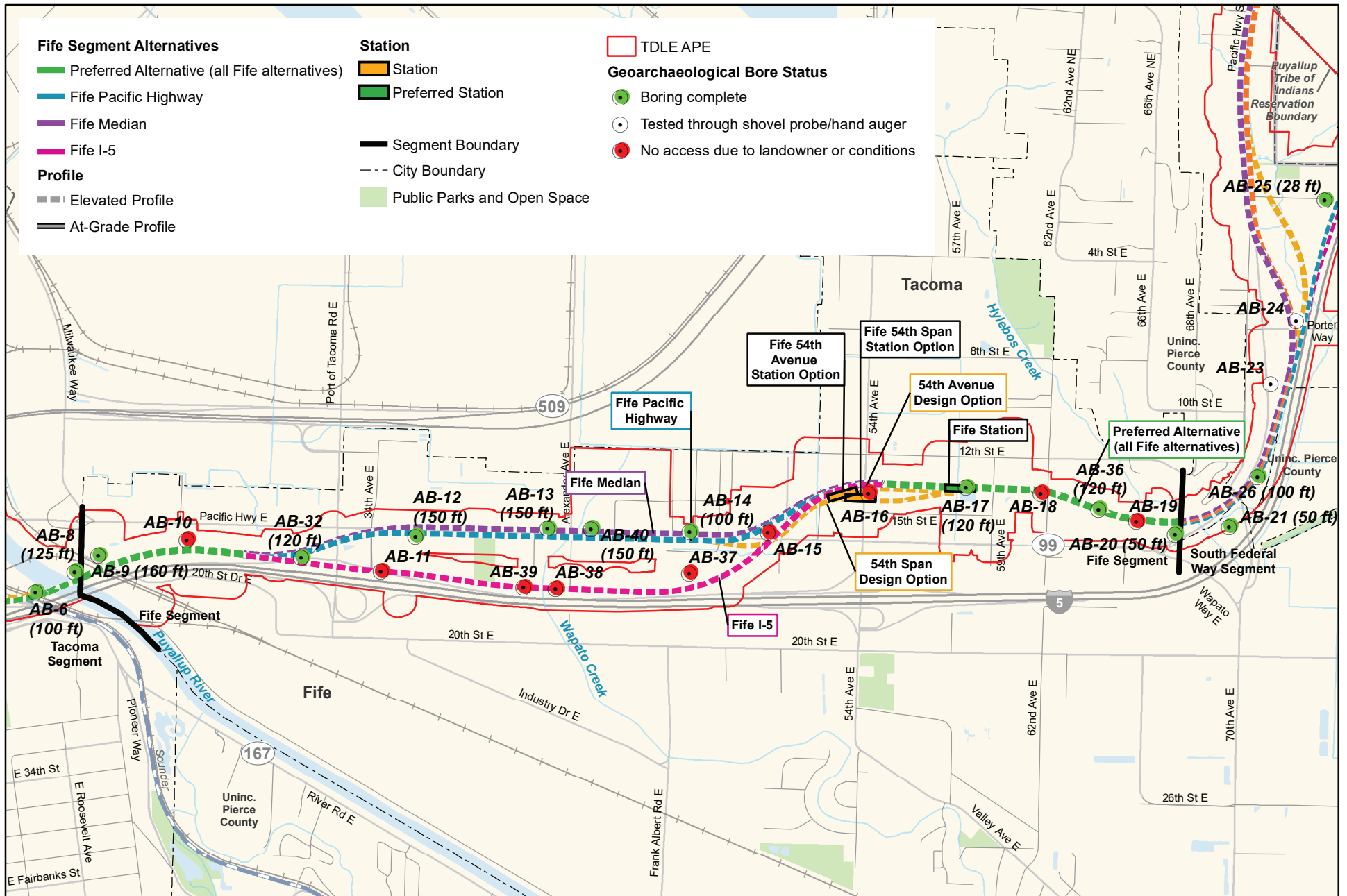
**FIGURE 9-108**  
 Geoarchaeological Bore Location Status  
 Overview  
 Tacoma Dome Link Extension



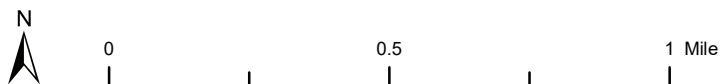


Data Sources: King and Pierce County, Cities of Federal Way, Fife, Milton, Tacoma (2023).

**FIGURE 9-109**  
Geoarchaeological Bore Location Status  
South Federal Way/Fife  
Tacoma Dome Link Extension



Data Sources: King and Pierce County, Cities of Federal Way, Fife, Milton, Tacoma (2023).



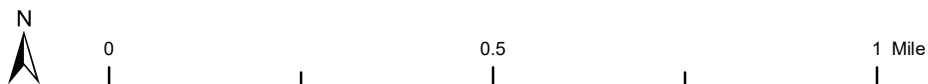
**FIGURE 9-110**  
Geoarchaeological Bore Location Status  
Fife

Tacoma Dome Link Extension





Data Sources: King and Pierce County, Cities of Federal Way, Fife, Milton, Tacoma (2023).



**FIGURE 9-111**  
 Geoarchaeological Bore Location Status  
 Tacoma  
 Tacoma Dome Link Extension

### 9.2.1 Identification of Depositional Settings

The geoarchaeological investigations found sequences of sediments and associated inclusions (sediment types) that were assigned a Depositional Setting based on various physical properties and stratigraphic position (see Section 5.1.1.3). These Depositional Settings are defined below:

**Glacial:** Basal deposits within some of the bores, in particular those at the western end of the APE, included very poorly sorted gravels, sands, and finer-grained sediments consistent with glacial materials (Figure 9-112). Although similar in appearance to some overlying mass-movement or lahar deposits, the stratigraphic position of the glacial deposits as compared to sediment cores extracted nearby as part of a study by Punke et al. (2017) supports the Glacial Depositional Setting assignment. Glacial deposits found in the bores are likely late Pleistocene in age and have a low probability of containing archaeological materials within them.



**Figure 9-112 Photograph of Glacial Materials Recovered from near the Base of Archaeological Bore AB-27**

**Intertidal/Subtidal:** In the lower section of some of the deeper bores, particularly towards the middle of the Puyallup basin between the Puyallup River and Hylebos Creek, blueish-gray (gleyed) fine to coarse sands occasionally intermixed with marine shell fragments were encountered (Figure 9-113). These materials represent a relatively high-energy depositional environment within a subtidal setting, such as the prograding front edge of the Puyallup River delta. Due to the high-energy, subaqueous setting of deposition of these delta foreset deposits, they have a relatively low probability of containing *in-situ* archaeological deposits.



**Figure 9-113 Photograph of Intertidal/Subtidal Deposits Recovered from between 38.1 and 39.6 Meters (125 and 130 Feet) in Bore AB-9**



**Intertidal/Tidal Marsh:** In the lower to mid-sections of most of the bores, HRA found thick, interlayered, generally fine-grained sands, silts, and clays (Figure 9-114). These deposits were grayed in color and often contained marine shell fragments or, less frequently, whole shells. Layers or small inclusions of organic materials were commonly associated with these deposits. The fine-grained nature of the materials and presence of organics suggests a relatively low-energy depositional environment, such as a tidal marsh or tidal flat associated with the emerging top of a delta. Such deposits, especially if associated with a stable surface, as indicated by soil development, have a moderate to high probability to have been used by humans in the past and to contain archaeological evidence of their presence.

In some cases, fine-grained Intertidal/Tidal Marsh deposits were found directly below coarser-grained fluvial deposits or Osceola Mudflow/Mass Movement materials, suggesting they could represent delta bottomset beds. Emplacement of the coarse-grained materials atop the intertidal or marsh deposits was associated with erosion in some bores, but in other bores a buried soil at the top of the finer grained materials suggests that the underlying deposits were not truncated prior to being capped.



**Figure 9-114 Photograph of Intertidal/Tidal Marsh Deposits Recovered between 13.7 and 15.2 Meters (45 and 50 Feet) in AB-12**

**Mass Movement:** Very poorly sorted, predominantly coarse-grained sand and gravel deposits containing minor amounts of silts and clays were encountered in the lower to mid-sections of many of the bores (Figure 9-115). While similar deposits have been identified as glacial materials in geotechnical and geoarchaeological studies conducted in the area (Hodges 2009), other studies have found that these materials are more likely early Holocene in age (Punke et al. 2017).

Another possible source of the poorly sorted coarse-grained materials is the Osceola Mudflow, a catastrophic lahar deposits that was emplaced around 5,600 years ago (Crandell 1971; Crandell and Waldron 1956; Dragovich et al. 1994; Vallance and Scott 1997). A study of the distribution of Osceola Mudflow deposits by Dragovich et al. (1994) indicates that they are deeply buried in the midsection of the Puyallup basin, but may be found at a shallower depth along the basin's margins. However, Dragovich et al.'s (1994: Figure 3) mapping of the Osceola Mudflow deposit also suggests that the deposits thin so significantly towards the margin of the basin that they are not present in the western portion of the APE. The nearby study conducted by Punke et al. (2017) also argues against an Osceola Mudflow origin of the sediments, as similar materials encountered in their bores returned radiocarbon dates in the range of 8,000 to

10,000 years in age. Although it is possible that some older material was entrained during the event that returned these dates, given that most of the dates were around 8,000 years in age, it is more likely that the deposit pre-dates the Osceola Mudflow by thousands of years.

The poorly sorted, coarse-grained deposits most likely originated as fluid-entrained mass-movements deriving from the glacial uplands found to the south of the TDLE corridor near the Tacoma Dome. The sediments are too poorly sorted and lacking in shell to represent beach, delta front, or subtidal materials. Their massive nature, the lack of bedding planes or sediment-size grading with depth, and the variability in grain size suggests the materials represent a single, high-energy depositional event. Such a deposit is unlikely to contain *in-situ* evidence of human occupation.



**Figure 9-115 Photograph of Poorly Sorted, Coarse-grained Gravels and Sands with Minor Silt and Clay Constituents from between 16.7 and 18.2 Meters (55 and 60 Feet) bgs in Archaeological Bore AB-28**

**Fluvial Setting:** Fluvial deposits are defined for the current report as those materials deposited within an active fluvial channel or channel margins (levees), as opposed to those deposited outside of normal high-water levels, such as on floodplains. This differentiation is made in order to highlight the energy of the depositional system, with fluvial deposits representing a higher-energy system. In the current study, fluvial deposits include well-sorted fine to coarse sands and gravels emplaced as graded beds (flood events) or as thick, massive deposits of andesite-rich sands likely associated with lahars or erosion and redeposition of lahar sediments (Figure 9-116). Some of these fluvial materials may represent delta foreset beds. Fluvial deposits have a low probability of containing archaeological materials within them.





**Figure 9-116 Photograph of Well-sorted, and Site-rich Sands from Between 18.2 and 19.8 Meters (60 and 65 Feet) bgs in Bore AB-12**

**Wetland/Alluvial Floodplain:** Nearer to the surface of many of the bores, HRA encountered massive to thinly laminated clays, silts, and very fine to fine sand deposits (Figure 9-117). These deposits contained no marine shell. Organic materials were common, however, including fibrous peats, reed-like stalks, charcoal nodules, and woody debris (bark, twigs, splintered wood). Evidence of buried soils, generally incipiently developed A horizons with occasional B horizons discernible, was found at intervals within many wetland/alluvial floodplain sediment sequences, suggesting periodic stability of the landform. These materials were emplaced in a supratidal or freshwater environment after sea level stabilized and the delta surface emerged. Fine sands associated with this setting represent alluvial materials deposited along the margins of small creeks that flow within the basin, like Wapato or Hylebos Creek; tidal channels and levees; or distal floodplain deposits associated with overbank flooding on the Puyallup River. Massive to finely laminated fine-grained deposits of clays, silts, and very fine sands containing common organic fibers, reeds, or peaty materials were classified as **Wetland** settings. Wetland/Alluvial Floodplain settings would have been desirable locations for early human occupation due to their stability and proximity to resources. These deposits have a high probability of containing archaeological materials.





**Figure 9-117 Photograph of Deposits Originating from a Wetland/Alluvial Floodplain Setting Recovered from between 1.5 and 3.0 Meters (5 and 10 Feet) bgs in Archaeological Bore AB-12**

**Peat and Buried Soil:** Peats and buried soils were found in both Intertidal/Tidal Marsh and Wetland/Alluvial Floodplain settings. **Peats** are unconsolidated, deposits of partially decomposed humic organic matter mixed with variable amounts of mineral soil (Figure 9-118). They form in fresh- or brackish-water swamps or marshes in largely anaerobic conditions (Boggs 2001). Although peaty areas would not have been desirable locations for human occupation in the past due to their saturated state, peats are often associated with nearshore settings or abandoned channels, adjacent to which are resource-rich terrestrial settings.



**Figure 9-118 Photograph of Peat Deposit Encountered Between 19.8 and 21.3 Meters (65 and 70 Feet) bgs in Geoarchaeological Bore AB-27**

**Buried soils** represent the upper portion of a terrestrial landform that was once at the earth's surface and was stable for a long enough period of time for soil formation to occur. These stable landforms may have been utilized by humans in the past, in particular when they are associated with nearshore or resource rich alluvial environments. Buried soils in the geoarchaeological bores were most often expressed as organically enriched sediments (A horizons), occasionally overlying sediments displaying iron oxide and/or manganese accumulations (B horizons) (Figure 9-119). Strata identified during HRA's geoarchaeological investigations associated with both Peats and Buried Soils have a high probability of containing *in-situ* archaeological deposits.



**Figure 9-119 Photograph of Buried Soil Recovered from Between 12.1 and 13.7 Meters (40 and 45 Feet) bgs in Archaeological Bore AB-40**

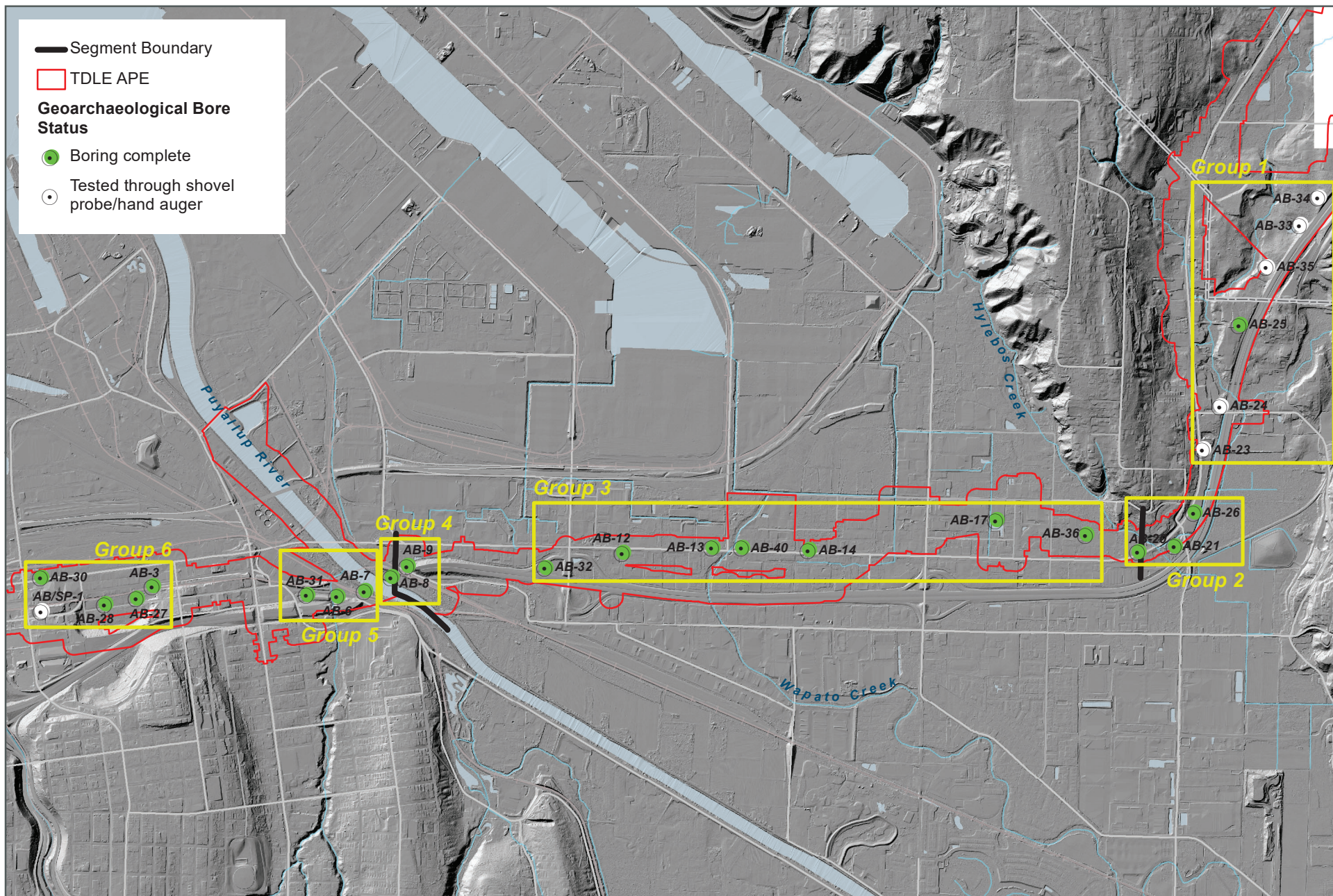
**Topsoil:** Surface soils were identified in some of the bores and geoarchaeological shovel probes in the northeastern portion of the APE. This topsoil formed largely in glacial materials. The soil is positioned at the modern ground surface but has likely been actively forming since the deposition of the parent material at the end of the last glacial period. Given that this surface has been present since the late Pleistocene, it has the potential to contain archaeological deposits if the setting was desirable for human activities in the past.

### 9.2.2 Geoarchaeological Analysis and Depositional Setting Interpretations

The discussion below presents the results of detailed geoarchaeological analysis of archaeological bores and geoarchaeological shovel probes excavated within the APE, the sediment types encountered in each bore/probe, and the Depositional Setting assignments. Because the TDLE corridor is miles in length, it passes through multiple modern and paleo-depositional settings along its route. To facilitate analysis and reporting, geoarchaeological bores are grouped by their stratigraphic relationships and their location along the alignment from east to west (Figure 9-120):

- **Group 1.** Archaeological bore (AB) AB-25, positioned along I-5 in the South Federal Way Segment of TDLE, and geoarchaeological shovel probes, excavated along the South Federal Way and Fife segments in lieu of bores.
- **Group 2.** AB-20, AB-21, and AB-26, all of which were extracted near the toe of the glacial upland along the Fife Curve (where southbound I-5 turns west entering Fife).
- **Group 3.** AB-12, AB-13, AB-14, AB-17, AB-32, AB-36, and AB-40 extracted from the central portion of the Puyallup River valley.
- **Group 4.** AB-8 and AB-9 extracted from the right (east) bank of the Puyallup River.
- **Group 5.** AB-6, AB-7, and AB-31 positioned on the left (west) bank of the Puyallup River.
- **Group 6.** AB-3, AB-27, AB-28, AB-30 were extracted on the lowland landform found to the north of the Tacoma Dome and geoarchaeological shovel probe excavated at the location of AB/SP-1.

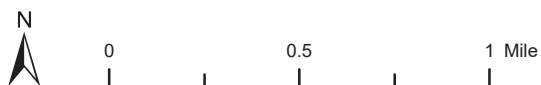




Data Sources: King and Pierce County, Cities of Federal Way, Fife, Milton, Tacoma (2023).

**FIGURE 9-120**  
Geoarchaeological Study Bores and Shovel Probe Groupings  
Overview

Tacoma Dome Link Extension





In order to assist with tracking landforms across the APE, each Depositional Setting was assigned a stratum designation (Table 9-3). Stratum assignments for the bores and geoarchaeological shovel probes excavated during the geoarchaeological investigations have been made based on common sediment characteristics, stratigraphic positions, depositional environment interpretations, and radiocarbon date ranges. Not all of the strata identified are continuous across the entirety of the APE; because of this, some strata will be present within some coring groups, but not others. Strata numbers are ordered so that the lowest number (Stratum I) represents the stratigraphically lowermost deposit (glacial material) and the highest stratum number (Stratum VIII) represents the stratigraphically uppermost deposit (surficial fill).

**Table 9-3 Strata Assignments and Depositional Settings**

Stratum	Depositional Setting	Probability for Archaeological Deposits
VIII	Fill	Low
VII (a,b)	Fluvial Setting (Including Lahars)	Low
VI (a,b,c)	Wetland/Alluvial Floodplain; Buried Soil; Peat	Moderate to High
V	Fluvial Setting (Including Lahars)	Low
IV	Intertidal/Tidal Marsh	Low to High
IIIa	Mass Movement	Low
III	Intertidal/Subtidal	Low
II	Intertidal/Tidal Marsh; Buried Soil; Peat	Moderate to High
I	Glacial	Low

In the discussion below, each of the strata encountered in the bores are identified and assessed for their probability of containing archaeological deposits. The archaeological probability of strata is not necessarily consistent across each set of bores but is considered relative to the particular attributes of a stratum within a given bore and the bore's position relative to recorded archaeological resources, buried surfaces, or other pertinent factors, such as age of deposit.

#### 9.2.2.1 South Federal Way and Fife Segments: Boring Group 1

Boring Group 1 included AB-25 and five geoarchaeological shovel probes excavated at the proposed locations of archaeological borings, AB-23 (SP-416), AB-24 (SP-404), AB-33 (SP-280), AB-34 (SP-281), and AB-35 (SP-286). The geoarchaeological shovel probes were given SP numbers as well as AB numbers because they coincided with the locations of shovel probes proposed for the near-surface archaeological survey (see Section 9.1). The Group 1 geoarchaeological shovel probes and bore were excavated in the glacial uplands located to the north of the Fife curve in the northeastern portion of the APE (see Figure 9-120). Sediments encountered in the probes and bores were almost exclusively glacial in origin and have a very low likelihood for containing archaeological resources (Table 9-4). Very thin topsoils were identified in many of the locations; these soils formed in glacial materials, so although they have some potential to contain archaeological materials associated with human use of the landscape, these materials are associated with a surface that has been exposed for thousands of years and has been impacted by modern development in many areas. These topsoils are considered low probability deposits in terms of their potential to contain buried, intact archaeological resources.

Table 9-4 Group 1 Archaeological Bores

Bore or Shovel Probe #	Depth at Top (mbs)	Depth at Bottom (mbs)	Depth at Top (msl)	Depth at Bottom (msl)	Sediment Type	Depositional Setting	Stratum	Archaeological Probability
<b>AB-23 (SP-416)</b>	0	0.2	13.02	12.82	Fill	Fill	VIII	Low
	0.2	0.4	12.82	12.62	Clays and silts - slopewash	Glacial	I	Low
	0.4	0.7	12.62	12.32	Poorly sorted gravels, sands, silts, clay	Glacial	I	Low
<b>AB-24 (SP-404)</b>	0	0.1	11.52	11.51	Topsoil- Oi soil horizon	Topsoil	I	Low
	0.1	0.4	11.51	11.47	Poorly sorted gravels, sands, silts, clay	Glacial	I	Low
<b>AB-25</b>	0	0.12	21.29	21.17	Fill	Fill	VIII	Low
	0.12	0.3	21.17	20.99	Topsoil- clays and silts, iron oxide common	Topsoil	I	Low
	0.3	1.82	20.99	19.47	Clays and silts, iron oxide common	Glacial	I	Low
	1.82	1.92	19.47	19.37	Poorly sorted gravels, sands, silts	Glacial	I	Low
	1.92	3.7	19.37	17.59	Clays and silts	Glacial	I	Low
	3.7	3.9	17.59	17.39	Poorly sorted gravels, sands, silts	Glacial	I	Low
	3.9	3.97	17.39	17.32	Clays and silts	Glacial	I	Low
	3.97	4.19	17.32	17.1	Poorly sorted gravels, sands, silts	Glacial	I	Low
	4.19	8.5	17.1	12.79	Massive very fine sands, silts, and clays	Glacial	I	Low
<b>AB-35 (SP-286)</b>	0	0.15	18.78	18.63	Topsoil- Oi soil horizon	Topsoil	I	Low
	0.15	0.6	18.63	18.18	Poorly sorted gravels, sands, silts, clay	Glacial	I	Low
<b>AB-33 (SP-280)</b>	0	0.1	22.46	22.36	Topsoil- Oi soil horizon	Topsoil	I	Low
	0.1	0.8	22.36	21.66	Poorly sorted gravels, sands, silts, clay	Glacial	I	Low
<b>AB-34 (SP-281)</b>	0	0.1	38.68	38.58	Topsoil- Oi soil horizon	Topsoil	I	Low
	0.1	0.6	38.58	38.08	Poorly sorted gravels, sands, silts, clay	Glacial	I	Low

Notes:

mbs – meters below surface

msl – elevation in meters relative to modern mean sea level



### 9.2.2.2 Fife Segment: Boring Group 2

Towards the eastern end of the APE, Boring Group 2's three bores, AB-20, AB-21, and AB-26, were extracted near the location where Hylebos Creek enters the Puyallup River Basin (see Figure 9-120). Bores AB-20 and AB-21 displayed stratigraphy that included multiple wetland/alluvial floodplain deposits (Stratum VI) interlayered with andesite-rich fluvial deposits likely representing lahar runoff (Stratum VII) (Figure 9-121). Multiple episodes of lahar and wetland/alluvial floodplain sediment deposition occurred and have been differentiated using the letters a, b, and c.

The wetland/alluvial floodplain deposits, Stratum VI, include fine-grained sands, silts, clays, peats, and buried soils found in a wetland/alluvial floodplain environment. These materials sat atop the Puyallup River delta as the landform emerged into a terrestrial setting. During this phase of delta development, the basin likely resembled the landscape depicted on an 1877 map of the area (Figure 9-122), with tidal wetlands along the shore margins, tidal channels reaching up into the distal marshlands, and small streams or distributary channels traversing the land. Based on a radiocarbon date on a sample from 14.9 meters (49.1 feet) in depth from AB-20 of 5317–5465 cal B.P. (Table 9-5), the lowermost wetland/alluvial floodplain stratum in AB-20 was likely deposited at the beginning of delta emergence, just after the Osceola Mudflow event around 5,600 years ago.

The materials found in the Group 2 bores have been correlated by depth and stratigraphic appearance (Table 9-6). AB-26 displayed similar stratigraphy to AB-20 and AB-21 with one major difference: the two thick fluvial deposits found in AB-26 contained no andesite or scoria that would suggest a lahar deposit. Instead, these well-sorted, graded sands and gravels were quartz rich. Given the bore's position along Hylebos Creek near to where the creek enters the Puyallup River Basin at the base of the glacial uplands, these fluvial sediments likely represent Hylebos Creek alluvium. These two deposits were not encountered in any of the other geoarchaeological bores or shovel probes excavated in the area, and thus have been given unique the stratigraphic identifiers Hylebos I and Hylebos II. The lower two wetland/alluvial floodplain deposits encountered in AB-26 have been assigned to strata identified in AB-20 and AB-21 based on their stratigraphic positions. However, without radiocarbon dating of deposits, stratum assignment remains equivocal.

The wetland/alluvial floodplain deposits (Strata VIa, VIb, and VIc) found in all three Group 2 bores represent a nearshore setting within which small tidal channels or alluvial streams draining the uplands deposited silts and fine sands, while marginal areas supported an organic-rich marsh environment. Such areas, in particular those out of the range of tidal inundation, may have been conducive to human use. However, because no buried soils were noted within these deposits that would suggest extended landscape stability, Strata VIa, VIb, and VIc should be considered to have a moderate probability for containing archaeological resources. Strata VIIa, VIIb, Hylebos I, and Hylebos II fluvial deposits were emplaced in a high-energy setting and have a low likelihood to contain archaeological deposits.

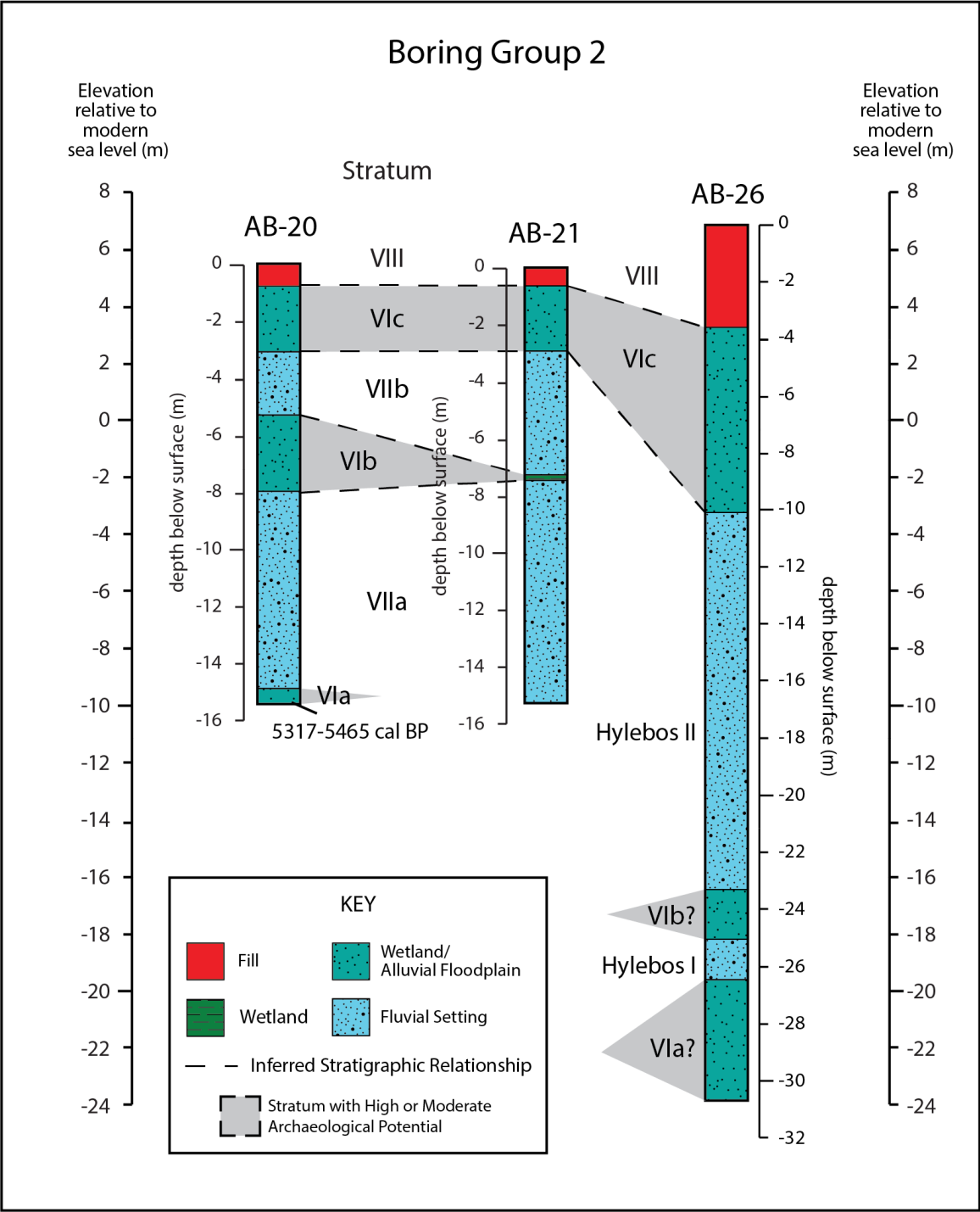
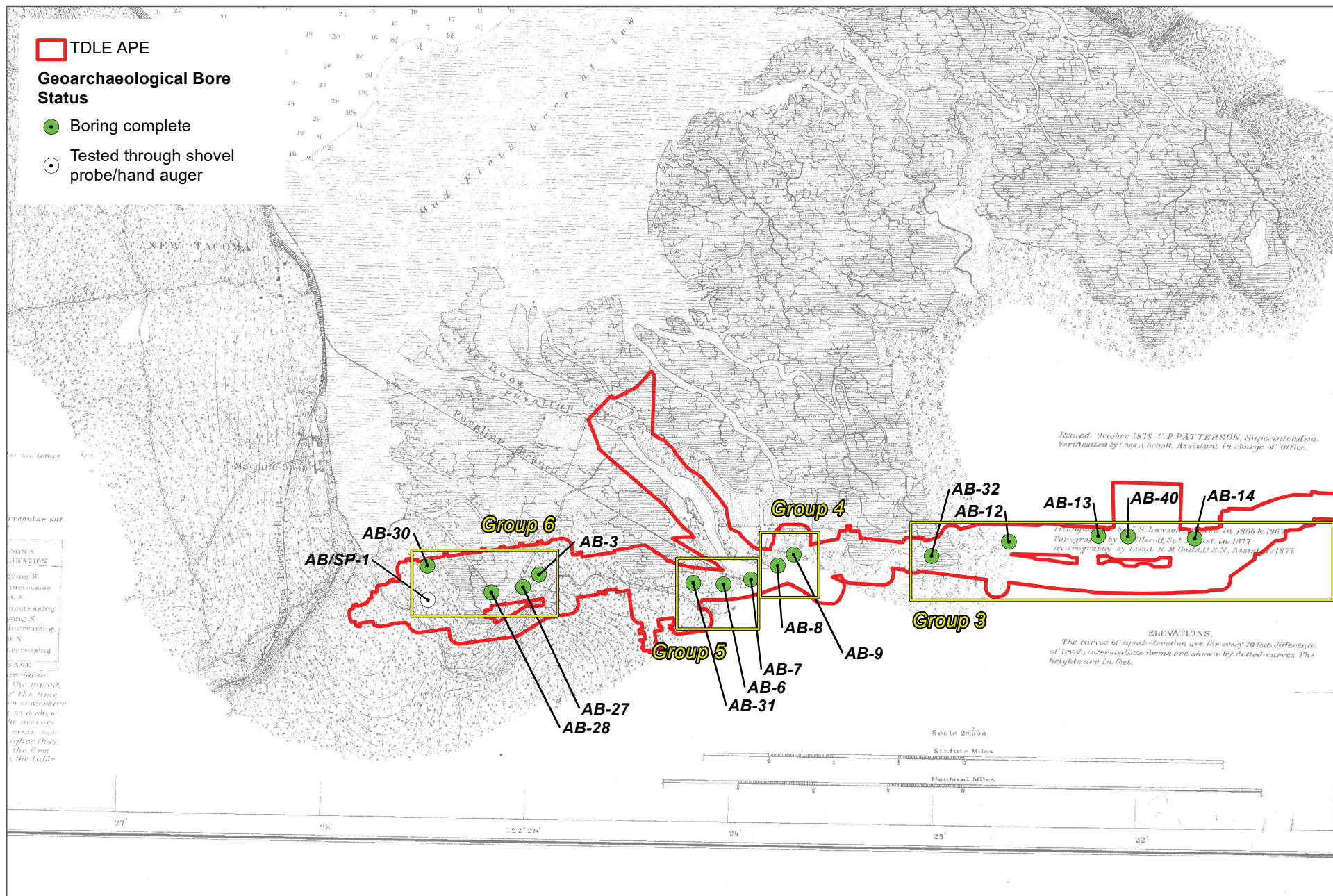


Figure 9-121 Stratigraphy of Boring Group 2





Data Sources: NOAA, King and Pierce County, Cities of Federal Way, Fife, Milton, Tacoma (2019).

**FIGURE 9-122**  
 Archaeological Boring Locations Relative to Environmental Setting in 1877  
 Overview  
 Tacoma Dome Link Extension



**Table 9-5 Radiocarbon Dated Samples of Non-Cultural Materials**

Sample #	Bore	Depth Below Surface (m)	Depth Relative to modern sea level (m)	Beta Analytic Lab #	Sample Material	Uncalibrated Date (BP) <sup>1</sup>	Calibrated Date Range (cal B.P.)
AB-36-2	AB-36	8.57-8.58	-3.29 to -3.30	587165	Wood	2280±30	2157-2350
AB-36-4	AB-36	13.49-13.51	-8.21 to -8.23	587166	Wood	3670±30	3900-4090
AB-6-2a	AB-6	13.37-13.71	-9.01 to -9.35	587167	Wood	4430±30	4873-5277
AB-31-1	AB-31	10.85-10.97	-6.32 to -6.44	587168	Wood	>43,500	
AB-27-17	AB-27	20.13-20.41	-16.96 to -17.24	587169	Wood	6920±30	7676-7833
AB-40-2	AB-40	12.49-12.55	-6.92 to -6.98	588500	Plant Material	2950±30	3000-3209
AB-6-3	AB-6	21.11	-16.75	588501	Plant Material	>43,500	-
AB-8-1	AB-8	2.80-2.82	2.04 to 2.02	588502	Plant Material	280±30	155-446
AB-20-6	AB-20	14.98	-9.26	588503	Plant Material	4660±30	5317-5465
AB-31-1b	AB-31	10.85-10.97	-6.32 to -6.44	588504	Plant Material	>43,500	-
AB-27-13	AB-27	20.76-20.81	-17.59 to -17.64	588505	Plant Material	12100±40	13,810-14,078

Note:

(1) Radiocarbon calibration methods from IntCal20 Northern Hemisphere Radiocarbon Age Calibration Curve (0–55 cal kBP) (Reimer et al. 2020).

Table 9-6 Group 2 Archaeological Bores

Bore or Shovel Probe #	Depth at Top (mbs)	Depth at Bottom (mbs)	Depth at Top (msl)	Depth at Bottom (msl)	Sediment Type	Depositional Setting	Stratum	Archaeological Probability
AB-20	0	0.7	5.72	5.02	Fill	Fill	VIII	Low
	0.7	3.04	5.02	2.68	Silts, clays, fine sands, very few organics	Wetland/Alluvial Floodplain	VIc	Moderate
	3.04	5.33	2.68	0.39	Volcaniclastic sands	Fluvial Setting	VIIb	Low
	5.33	8.02	0.39	-2.3	Silts, clays, fine sands, organics common	Wetland/Alluvial Floodplain	VIb	Moderate
	8.02	14.82	-2.3	-9.1	Volcaniclastic sands	Fluvial Setting	VIIa	Low
	14.82	15.24	-9.1	-9.52	Silts, clays, fine sands, organics	Wetland/Alluvial Floodplain	VIa	Moderate
AB-21	0	0.66	5.61	4.95	Fill	Fill	VIII	Low
	0.66	2.94	4.95	2.67	Silts, clays, fine sands, organics	Wetland/Alluvial Floodplain	VIc	Moderate
	2.94	7.28	2.67	-1.67	Volcaniclastic sands	Fluvial Setting	VIIb	Low
	7.28	7.44	-1.67	-1.83	Silts, clays	Wetland	VIb	Moderate
	7.44	15.24	-1.83	-9.63	Volcaniclastic sands	Fluvial Setting	VIIa	Low
AB-26	0	3.44	6.53	3.09	Fill	Fill	VIII	Low
	3.44	9.94	3.09	-3.41	Silts, clays, fine sands	Wetland/Alluvial Floodplain	VIc	Moderate
	9.94	23.16	-3.41	-16.63	Fine to coarse sands, massive, no andesite apparent	Fluvial Setting	Hylebos II	Low
	23.16	24.72	-16.63	-18.19	Silts, clays, fine sands	Wetland/Alluvial Floodplain	VIb?	Moderate
	24.72	26.35	-18.19	-19.82	Fine to coarse sands, gravels, massive, no andesite apparent	Fluvial Setting	Hylebos I	Low
	26.35	30.48	-19.82	-23.95	Silts, clays no organics or shell	Wetland/Alluvial Floodplain	VIa?	Moderate

Notes: Shaded cells highlight deposits with high or moderate probability to contain archaeological resources.

mbs – meters below surface

msl – elevation in meters relative to modern mean sea level

### 9.2.2.3 Fife Segment: Boring Group 3

The seven bores included in Boring Group 3, AB-12, AB-13, AB-14, AB-17, AB-32, AB-36, and AB-40, displayed common trends in sediment stratigraphy (see Figure 9-120). AB-32, at the western end of the group, displayed the most simplistic stratigraphy (Figure 9-123; Table 9-7). The stratigraphy encountered in the bores to the east of AB-32 appeared much more complicated, especially in the mid- to upper sections of the bores.

The deepest deposits in the Group 3 bores comprised well-sorted fine to coarse sands containing occasional shell fragments. These intertidal/subtidal deposits (Stratum III) were emplaced as sea level rose during the mid-Holocene and the Puyallup River delta migrated downstream. Stratum III sands represent foreset beds of the delta deposited as the delta prograded or grew north towards modern day Commencement Bay. These sediments were deposited in a subaqueous (inundated), relatively high-energy setting where human occupation is unlikely to have occurred.

Thick intertidal/tidal marsh deposits (Stratum IV) overlie Stratum III materials. No buried soils or stable land surfaces were noted within the Stratum IV materials in any of the bores and there is no indication that the landform emerged into a terrestrial setting during this time. Most of the contacts between Stratum IV sediments and the overlying Stratum V volcanoclastic sands and gravels appears abrupt and erosional. If emergence of Stratum IV had occurred, these subaerial deposits would have been located near the top of the stratum and were likely stripped away as the Stratum V lahar swept across the landform. Based on this information, this stratum has a low probability of containing archaeological deposits. The relatively high-energy Stratum V also represents a low-probability deposit.



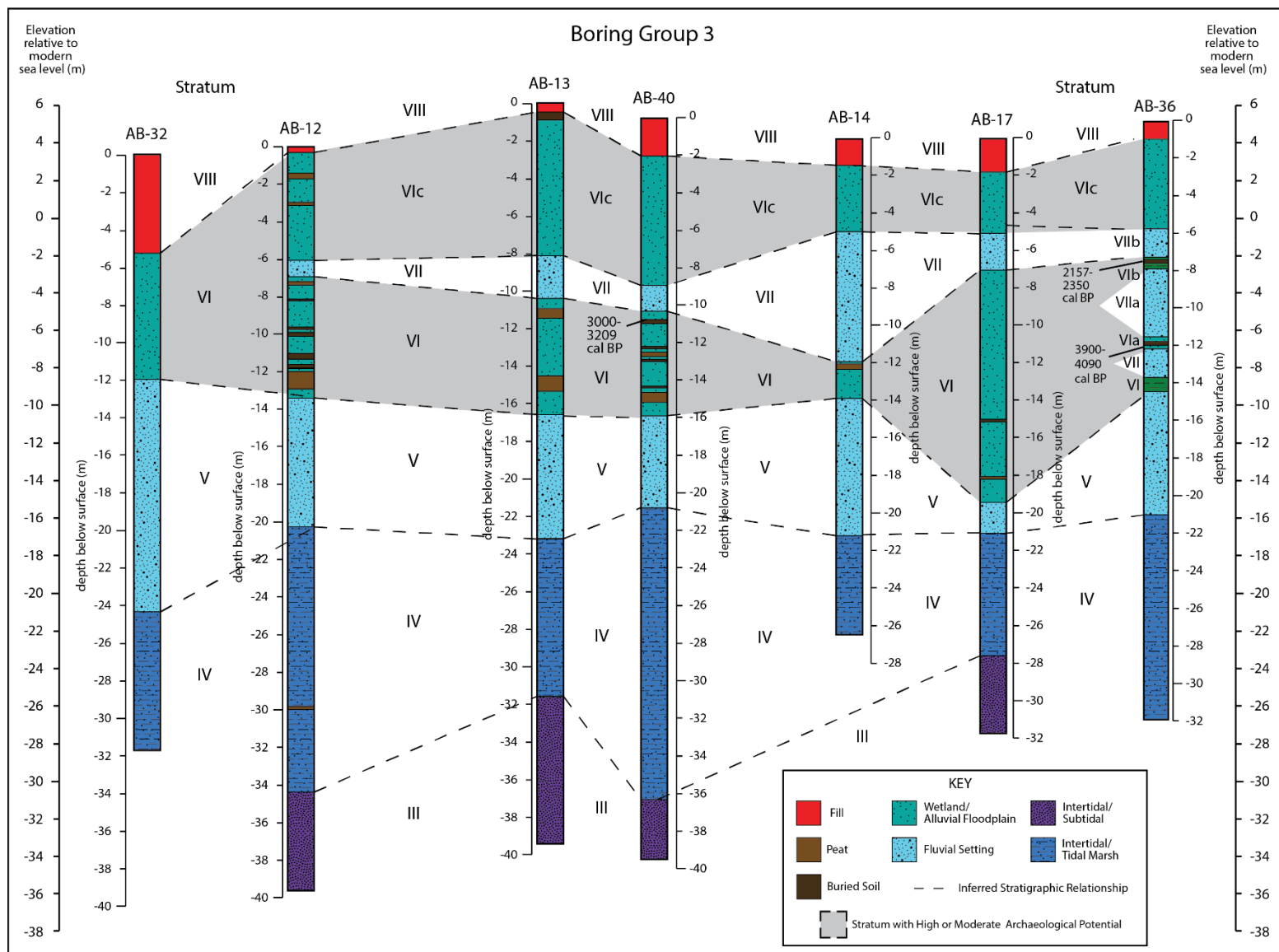


Figure 9-123 Stratigraphy of Boring Group 3

Table 9-7 Group 3 Archaeological Bores

Bore or Shovel Probe #	Depth at Top (mbs)	Depth at Bottom (mbs)	Depth at Top (msl)	Depth at Bottom (msl)	Sediment Type	Depositional Setting	Stratum	Archaeological Probability
AB-32	0	6.1	3.44	-2.66	Fill	Fill	VIII	Low
	6.1	13.72	-2.66	-10.28	Silts, clays, fine sands, organics	Wetland/Alluvial Floodplain	VI	High
	13.72	28.13	-10.28	-24.69	Volcaniclastic sands and gravels	Fluvial Setting	V	Low
	28.13	36.58	-24.69	-33.14	clays, silts, sands (vf-m), shell common, some organics	Intertidal/Tidal Marsh	IV	Low
AB-12	0	0.36	3.77	3.41	Fill	Fill	VIII	Low
	0.36	1.7	3.41	2.07	Silts, clays, fine sands, organics	Wetland/Alluvial Floodplain	Vlc	High
	1.7	1.96	2.07	1.81	Peat	Peat	Vlc	High
	1.96	3.44	1.81	0.33	Silts, clays, fine sands, organics	Wetland/Alluvial Floodplain	Vlc	High
	3.44	3.51	0.33	0.26	Peat	Peat	Vlc	High
	3.51	7	0.26	-3.23	Silts, clays, fine sands, organics	Wetland/Alluvial Floodplain	Vlc	High
	7	7.98	-3.23	-4.21	Volcaniclastic sands	Fluvial setting	VII	Low
	7.98	8.26	-4.21	-4.49	Silts, clays, fine sands, organics	Wetland/Alluvial Floodplain	VI	High
	8.26	8.54	-4.49	-4.77	Peat	Peat	VI	High
	8.54	9.41	-4.77	-5.64	Silts, clays, fine sands, organics	Wetland/Alluvial Floodplain	VI	High
	9.41	9.46	-5.64	-5.69	Buried soil	Buried soil	VI	High
	9.46	11.19	-5.69	-7.42	Silts, clays, fine sands, organics	Wetland/Alluvial Floodplain	VI	High
	11.19	11.27	-7.42	-7.5	Buried soil	Buried soil	VI	High
	11.27	11.47	-7.5	-7.7	Silts, clays, fine sands, organics	Wetland/Alluvial Floodplain	VI	High
	11.47	11.63	-7.7	-7.86	Buried soil	Buried soil	VI	High
	11.63	12.79	-7.86	-9.02	Silts, clays, fine sands, organics	Wetland/Alluvial Floodplain	VI	High
	12.79	13.09	-9.02	-9.32	Buried soil	Buried soil	VI	High
	13.09	13.38	-9.32	-9.61	Silts, clays, fine sands, organics	Wetland/Alluvial Floodplain	VI	High
	13.38	13.63	-9.61	-9.86	Buried soil	Buried soil	VI	High
	13.63	13.72	-9.86	-9.95	Silts, clays, fine sands, organics	Wetland/Alluvial Floodplain	VI	High
	13.72	14.92	-9.95	-11.15	Diffuse layers of peat	Peat	VI	High
	14.92	15.57	-11.15	-11.8	Silts, clays, fine sands, organics	Wetland/Alluvial Floodplain	VI	High
	15.57	23.46	-11.8	-19.69	Volcaniclastic sands	Fluvial Setting	V	Low
	23.46	34.53	-19.69	-30.76	Clays, silts, sands (vf-m), shell common, some organics	Intertidal/Tidal Marsh	IV	Low
	34.53	34.57	-30.76	-30.8	Peat	Peat	IV	Low
	34.57	39.78	-30.8	-36.01	Clays, silts, sands (vf-m), shell common, some organics	Intertidal/Tidal Marsh	IV	Low
	39.78	45.72	-36.01	-41.95	Fine to coarse well sorted sands, some shell present	Intertidal/Subtidal	III	Low

Table 9-7 Group 3 Archaeological Bores (continued)

Bore or Shovel Probe #	Depth at Top (mbs)	Depth at Bottom (mbs)	Depth at Top (msl)	Depth at Bottom (msl)	Sediment Type	Depositional Setting	Stratum	Archaeological Probability
AB-13	0	0.72	6.1	5.38	Fill (dredge)	Fill	VIII	Low
	0.72	1.1	5.38	5	Buried soil	Buried soil	VIc	High
	1.1	9.56	5	-3.46	Silts, clays, fine sands, organics	Wetland/Alluvial Floodplain	VIc	High
	9.56	12.19	-3.46	-6.09	Volcaniclastic sands	Fluvial Setting	VII	Low
	12.19	12.89	-6.09	-6.79	Silts, clays, fine sands, organics	Wetland/Alluvial Floodplain	VI	High
	12.89	13.29	-6.79	-7.19	Peat	Peat	VI	High
	13.29	17.08	-7.19	-10.98	Silts, clays, fine sands, organics	Wetland/Alluvial Floodplain	VI	High
	17.08	17.78	-10.98	-11.68	Peat	Peat	VI	High
	17.78	19.39	-11.68	-13.29	Silts, clays, fine sands, organics	Wetland/Alluvial Floodplain	VI	High
	19.39	26.93	-13.29	-20.83	Volcaniclastic sands	Fluvial Setting	V	Low
	26.93	41.15	-20.83	-35.05	Clays, silts, sands (vf-m), shell common, some organics	Intertidal/Tidal Marsh	IV	Low
	41.15	45.72	-35.05	-39.62	Fine to coarse well sorted sands, some shell present	Intertidal/Subtidal	III	Low
AB-40	0	2.39	5.57	3.18	Fill	Fill	VIII	Low
	2.39	10.42	3.18	-4.85	Silts, clays, fine sands, organics	Wetland/Alluvial Floodplain	VIc	High
	10.42	11.94	-4.85	-6.37	Volcaniclastic sands	Fluvial Setting	VII	Low
	11.94	12.49	-6.37	-6.92	Silts, clays, fine sands, organics	Wetland/Alluvial Floodplain	VI	High
	12.49	12.71	-6.92	-7.14	Buried soil	Buried soil	VI	High
	12.71	14.12	-7.14	-8.55	Silts, clays, fine sands, organics	Wetland/Alluvial Floodplain	VI	High
	14.12	14.2	-8.55	-8.63	Buried soil	Buried soil	VI	High
	14.2	14.42	-8.63	-8.85	Silts, clays, fine sands, organics	Wetland/Alluvial Floodplain	VI	High
	14.42	14.74	-8.85	-9.17	Peat	Peat	VI	High
	14.74	14.86	-9.17	-9.29	Silts, clays, fine sands, organics	Wetland/Alluvial Floodplain	VI	High
	14.86	14.93	-9.29	-9.36	Buried soil	Buried soil	VI	High
	14.93	16.5	-9.36	-10.93	Silts, clays, fine sands, organics	Wetland/Alluvial Floodplain	VI	High
	16.5	16.66	-10.93	-11.09	Buried soil	Buried soil	VI	High
	16.66	16.95	-11.09	-11.38	Silts, clays, fine sands, organics	Wetland/Alluvial Floodplain	VI	High
	16.95	17.56	-11.38	-11.99	Peat	Peat	VI	High
	17.56	18.29	-11.99	-12.72	Silts, clays, fine sands, organics	Wetland/Alluvial Floodplain	VI	High
	18.29	24.04	-12.72	-18.47	Volcaniclastic sands	Fluvial Setting	V	Low
	24.04	41.97	-18.47	-36.4	Clays, silts, sands (vf-m), shell common, some organics	Intertidal/Tidal Marsh	IV	Low
	41.97	45.72	-36.4	-40.15	Fine to coarse well sorted sands, some shell present	Intertidal/Subtidal	III	Low



Table 9-7 Group 3 Archaeological Bores (continued)

Bore or Shovel Probe #	Depth at Top (mbs)	Depth at Bottom (mbs)	Depth at Top (msl)	Depth at Bottom (msl)	Sediment Type	Depositional Setting	Stratum	Archaeological Probability
AB-14	0	1.52	4.14	2.62	Fill	Fill	VIII	Low
	1.52	5.57	2.62	-1.43	Silts, clays, fine sands, organics	Wetland/Alluvial Floodplain	VIc	High
	5.57	13.72	-1.43	-9.58	Volcaniclastic sands	Fluvial Setting	VII	Low
	13.72	13.9	-9.58	-9.76	Silts, clays, fine sands, organics	Wetland/Alluvial Floodplain	VI	High
	13.9	14.12	-9.76	-9.98	Peat	Peat	VI	High
	14.12	15.96	-9.98	-11.82	Silts, clays, fine sands, organics	Wetland/Alluvial Floodplain	VI	High
	15.96	24.38	-11.82	-20.24	Volcaniclastic sands	Fluvial Setting	V	Low
	24.38	30.48	-20.24	-26.34	Clays, silts, sands (vf-m), shell common, some organics	Intertidal/Tidal Marsh	IV	Low
AB-17	0	1.96	4.17	2.21	Fill	Fill	VIII	Low
	1.96	5.22	2.21	-1.05	Silts, clays, fine sands	Wetland/Alluvial Floodplain	VIc	High
	5.22	7.98	-1.05	-3.81	Volcaniclastic sands	Fluvial setting	VII	Low
	7.98	15.4	-3.81	-11.23	Silts, clays, fine sands, organics	Wetland/Alluvial Floodplain	VI	High
	15.4	15.44	-11.23	-11.27	Buried soil	Buried soil	VI	High
	15.44	18.07	-11.27	-13.9	Silts, clays, fine sands, organics	Wetland/Alluvial Floodplain	VI	High
	18.07	18.09	-13.9	-13.92	Peat	Peat	VI	High
	18.09	19.49	-13.92	-15.32	Silts, clays, fine sands, organics	Wetland/Alluvial Floodplain	VI	High
	19.49	24.18	-15.32	-20.01	Volcaniclastic sands	Fluvial Setting	V	Low
	24.18	31.78	-20.01	-27.61	Clays, silts, sands (vf-m), shell common, some organics	Intertidal/Tidal Marsh	IV	Low
	31.78	36.58	-27.61	-32.41	Fine to coarse well sorted sands, some shell present	Intertidal/Subtidal	III	Low
AB-36	0	1.12	5.28	4.16	Fill	Fill	VIII	Low
	1.12	6.63	4.16	-1.35	Silts, clays, fine sands, very few organics	Wetland/Alluvial Floodplain	VIc	High
	6.63	8.36	-1.35	-3.08	Volcaniclastic sands	Fluvial Setting	VIIb	Low
	8.36	8.48	-3.08	-3.2	Silts, clays, buried soil	Wetland	VIb	High
	8.48	8.67	-3.2	-3.39	Buried soil	Buried soil	VIb	High
	8.67	9.02	-3.39	-3.74	Silts, clays, buried soil	Wetland	VIb	High
	9.02	13.16	-3.74	-7.88	Fine to coarse sands, some volcaniclastic	Fluvial Setting	VIIa	Low
	13.16	13.47	-7.88	-8.19	Silts, clays, fine sands, organics	Wetland/Alluvial Floodplain	VIa	High
	13.47	13.65	-8.19	-8.37	Buried soil	Buried soil	VIa	High
	13.65	13.72	-8.37	-8.44	Silts, clays, fine sands, organics	Wetland/Alluvial Floodplain	VIa	High
	13.72	15.56	-8.44	-10.28	Volcaniclastic sands	Fluvial Setting	VII	Low
	15.56	16.5	-10.28	-11.22	Silts, clays no organics or shell	Wetland	VI	High
	16.5	24.04	-11.22	-18.76	Volcaniclastic sands - fining upwards into sed above	Fluvial Setting	V	Low
	24.04	36.58	-18.76	-31.3	Clays, silts, sands (vf-m), shell common, some organics	Intertidal/tidal marsh	IV	Low

Notes: Shaded cells highlight deposits with high or moderate probability to contain archaeological resources.

mbs – meters below surface, msl – elevation in meters relative to modern mean sea level

Stratum VI deposits include fine-grained sands, silts, clays, peats, and buried soils found in a wetland/alluvial floodplain environment. The multiple buried soils present within this stratum attest to its periodic stability and habitability for humans. Stratum VI deposits have a high likelihood to contain archaeological resources.

A deposit of volcanoclastic sands of variable thickness (Stratum VII) is found capping the bores in the central portion of the basin. This deposit is similar to the Stratum V lahar deposit and similarly has a low probability for containing evidence of human occupation. AB-36, the easternmost bore in Group 3, contained two additional stratigraphically separated lahar deposits. Because their relationship to the Stratum VII lahar is unknown, they have been assigned to Strata VIIa and VIIb and may correlate to the multiple lahar deposits found in Group 2 bores.

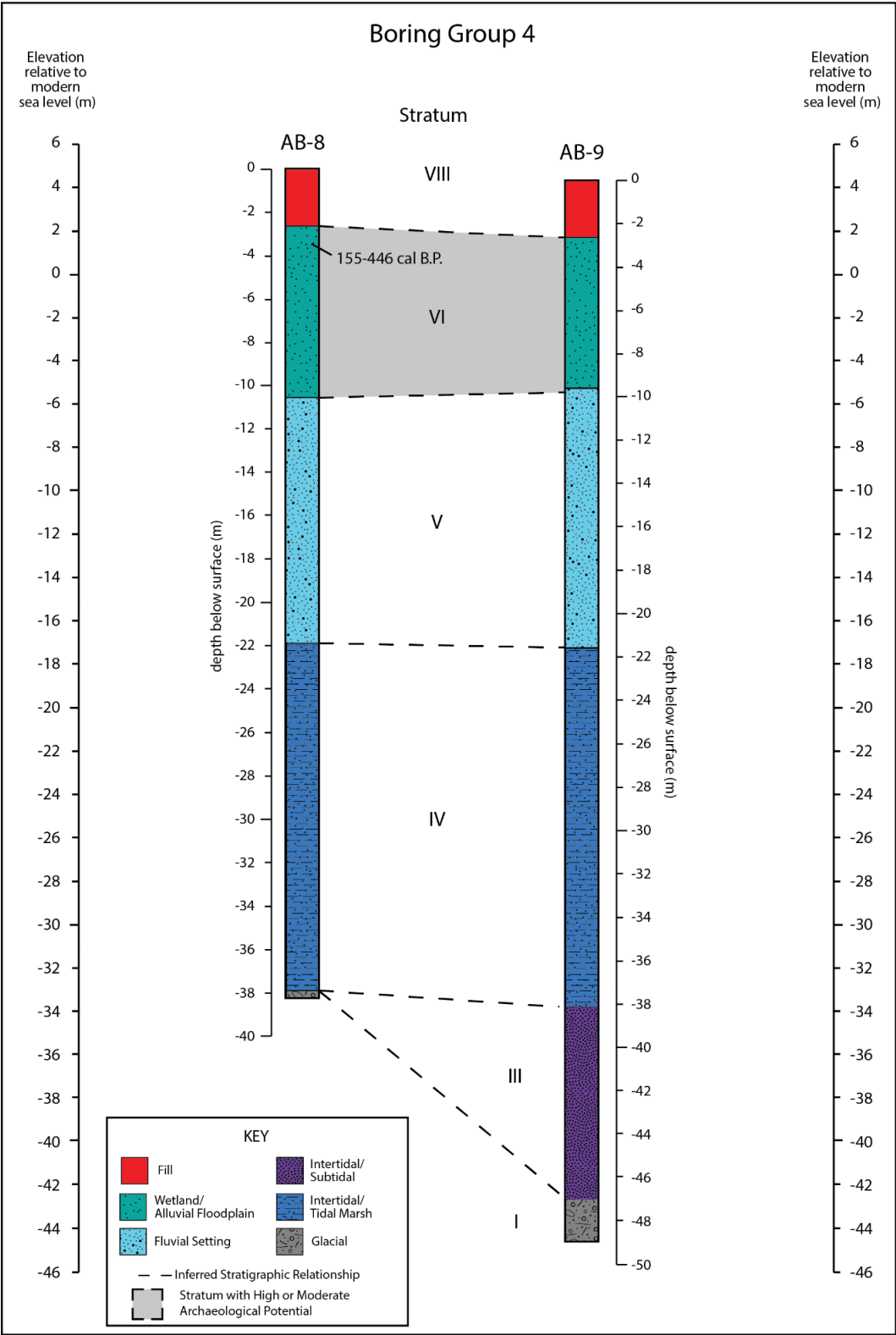
In AB-36, the multiple lahar deposits separate the wetland/alluvial floodplain sediments into multiple strata. These multiple wetland/alluvial floodplain deposits are similar in matrix and constituents to Stratum VI and have been assigned Strata VIa, b, and c. A second deposit of wetland/alluvial floodplain sediments present above the Stratum VII lahar deposit in most of the other Group 3 bores appears to correlate with the uppermost wetland/alluvial floodplain deposit identified in AB-36, Stratum Vic, which is also found near the top of the Group 2 bores.

Like Stratum VI, Strata VIa, b, and c display evidence of landscape stability in the form of buried soils and are considered high probability strata. A sample from the buried soil in Stratum VIa, found at a depth of 13.4 to 13.6 meters (44.1 to 44.7 feet), returned a radiocarbon age range of 3900–4090 cal B.P. for the deposit (Table 9-5). This time frame is consistent with the timing of the delta front arrival into the APE vicinity postulated by researchers to be around 4,200 years ago (Barnhardt et al. 2003; Dragovich et al. 1994; Pringle and Palmer 1992; Pringle and Scott 2001). Materials from the buried soil in Stratum VIb, located at 8.48 to 8.6 meters (27.8 to 28.4 feet) bgs returned an age range of 2157–2350 cal B.P. Between these two samples in elevation, a sample from a buried soil at 12.4 to 12.5 meters (40.9 to 41.1 feet) in depth on AB-40 returned a date of 3000–3209 cal B.P. for the deposit.

It is important to note that in many of the bores in Group 3, sediment recovery was often poor within the upper 3.0 to 4.5 meters (10 to 15 feet) from the ground surface. Archaeological shovel probing and hand-auger coring conducted along the TDLE corridor encountered possible peats and buried soils in the upper 3 meters (10 feet) of multiple units in the vicinity of AB-32. These data suggest the presence of buried soils in Stratum VIc may be underestimated based on the boring results alone.

#### **9.2.2.4 Fife and Tacoma Segments: Boring Group 4**

Boring Group 4's AB-8 and AB-9 were extracted from the right (east) bank of the Puyallup River (see Figure 9-120). These bores displayed relatively simple stratigraphy consistent with a setting affected by global sea level rise, delta progradation, and landform emergence. Both bores reached the depth of glacial materials (Stratum I) (Figure 9-124; Table 9-8). In AB-9, fine- to coarse-grained sands and gravels associated with an intertidal/subtidal setting (Stratum III) were found overlying glacial materials. These relatively high-energy deposits were likely deposited in a subaqueous environment and have a low probability of containing archaeological resources.



**Figure 9-124 Stratigraphy of Boring Group 4**



Table 9-8 Group 4 Archaeological Bores

Bore or Shovel Probe #	Depth at Top (mbs)	Depth at Bottom (mbs)	Depth at Top (msl)	Depth at Bottom (msl)	Sediment Type	Depositional Setting	Stratum	Archaeological Probability
AB-8	0	2.73	4.84	2.11	Fill and dredge spoils	Fill	VIII	Low
	2.73	10.52	2.11	-5.68	Silts, clays, fine sands, organics	Wetland/Alluvial Floodplain	VI	Moderate
	10.52	21.95	-5.68	-17.11	Volcaniclastic sands and gravels	Fluvial Setting	V	Low
	21.95	37.88	-17.11	-33.04	Clays, silts, sands (vf-m), shell common, some organics	Intertidal/Tidal Marsh	IV	Low to Moderate
	37.88	38.1	-33.04	-33.26	Coarse-grained, poorly sorted sands and gravels	Glacial	I	Low
AB-9	0	2.16	4.29	2.13	Fill	Fill	VIII	Low
	2.16	9.52	2.13	-5.23	Silts, clays, fine sands, organics	Wetland/Alluvial Floodplain	VI	Moderate
	9.52	21.41	-5.23	-17.12	Volcaniclastic sands and gravels	Fluvial Setting	V	Low
	21.41	38.1	-17.12	-33.81	Clays, silts, sands (vf-m), shell common, some organics	Intertidal/Tidal Marsh	IV	Low to Moderate
	38.1	46.72	-33.81	-42.43	Fine to coarse well sorted sands	Intertidal/Subtidal	III	Low
	46.72	48.77	-42.43	-44.48	Coarse-grained, poorly sorted sands and gravels	Glacial	I	Low

Notes: Shaded cells highlight deposits with high or moderate probability to contain archaeological resources.

mbs – meters below surface

msl – elevation in meters relative to modern mean sea level

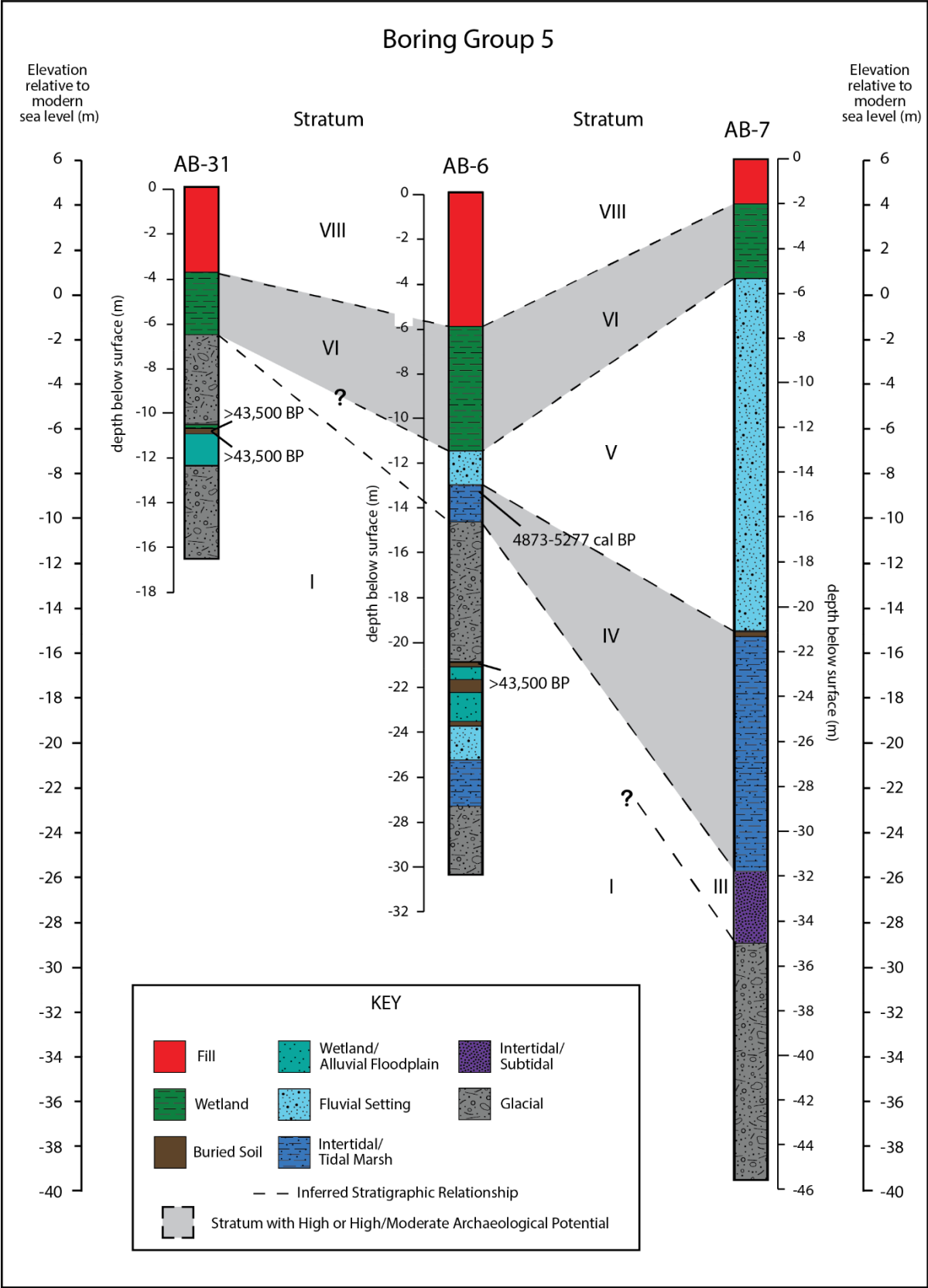
Stratum IV intertidal/tidal marsh deposits capped Stratum III materials in AB-9 and were found directly overlying glacial deposits in AB-8. Although shell and organics were common within Stratum IV, no buried soils or potentially stable surfaces were identified within the stratum. However, the upper portion of the deposit is positioned at a similar elevation to deposits found across the river that are considered moderate probability due to their interpretation as a nearshore wetland complex (see bore AB-7, Stratum IV, below). Stratum IV deposits are therefore considered to have a low to moderate probability of containing archaeological materials.

Both of the Group 4 bores contained thick lahar deposits (Stratum V) in their midsections. These volcanoclastic sands and gravels represent high-energy deposits that are unlikely to contain *in-situ* evidence of human activities. Underlying the fill in the upper portions of both of the cores were fine-grained sands, silts and clays containing common organic debris consistent with a wetland/alluvial floodplain setting (Stratum VI). Although Stratum VI sediments did not display evidence of buried soils or stable land surfaces that might have been conducive to human occupation, the sediments do represent an emerging terrestrial landform. Therefore, the stratum therefore has a moderate probability of containing archaeological resources.

#### **9.2.2.5 Tacoma Segment: Boring Group 5**

Boring Group 5 included three bores extracted from the left (west) bank of the Puyallup River, AB-6, AB-7, and AB-31 (see Figure 9-120). AB-7, positioned closest to the river, encountered sediment stratigraphy that was similar to that found in Boring Group 4. AB-6 and AB-31 displayed significantly different stratigraphy, likely due to their position adjacent to glacial uplands positioned to the south of the APE in this location.

Like Group 4, AB-7 encountered glacial materials in the deepest sections of the bore (Figure 9-125; Table 9-9). Glacial gravels were overlain by a series of deposits consistent with an actively forming delta system, with intertidal/subtidal (Stratum III) and intertidal/tidal marsh (Stratum IV) representing delta bottomset or foreset beds. A very thin buried soil was found at the top of the intertidal/tidal marsh deposit, suggesting a hiatus in deposition and landscape stability. Fluvial materials (Stratum V) representing the actively aggrading delta front were found atop the buried soil, and wetland deposits (Stratum VI) capped the delta as it evolved into a terrestrial setting.



**Figure 9-125 Stratigraphy of Boring Group 5**



Table 9-9 Group 5 Archaeological Bores

Bore or Shovel Probe #	Depth at Top (mbs)	Depth at Bottom (mbs)	Depth at Top (msl)	Depth at Bottom (msl)	Sediment Type	Depositional Setting	Stratum	Archaeological Probability
AB-31	0	3.84	4.53	0.69	Fill	Fill	VIII	Low
	3.84	6.64	0.69	-2.11	Silts and clays	Wetland	VI	High
	6.64	10.67	-2.11	-6.14	Poorly sorted gravels, sands, silts, clays	Glacial	I	Low
	10.67	10.85	-6.14	-6.32	Silts, clays, organics	Wetland? (pre-Vashon Glaciation)	I	Low
	10.85	11.05	-6.32	-6.52	Buried soil	Buried Soil (pre-Vashon Glaciation)	I	Low
	11.05	12.41	-6.52	-7.88	Fine sands, silts, clays, organics	Wetland/Alluvial Floodplain? (pre-Vashon Glaciation)	I	Low
	12.41	16.76	-7.88	-12.23	Coarse-grained, poorly sorted sands and gravels	Glacial	I	Low
AB-6	0	6.1	4.36	-1.74	Fill	Fill	VIII	Low
	6.1	11.57	-1.74	-7.21	Silts, clays, fine sands, organics	Wetland	VI	High
	11.57	12.92	-7.21	-8.56	Volcaniclastic sands	Fluvial Setting	VIII	Low
	12.92	14.62	-8.56	-10.26	Silts, clays, organics, some shell (reworked?)	Intertidal/Tidal Marsh	IV	High
	14.62	21.01	-10.26	-16.65	Poorly sorted gravels, sands, silts, clays	Glacial	I	Low
	21.01	21.21	-16.65	-16.85	Buried soil	Buried Soil (pre-Vashon Glaciation)	I	Low
	21.21	21.73	-16.85	-17.37	Fine grained silts, clays, sands, organics common, no shell	Wetland/Alluvial Floodplain? (pre-Vashon Glaciation)	I	Low
	21.73	22.43	-17.37	-18.07	Buried soil	Buried Soil (pre-Vashon Glaciation)	I	Low
	22.43	23.76	-18.07	-19.4	Fine grained silts, clays, sands, organics common, no shell	Wetland/Alluvial Floodplain? (pre-Vashon Glaciation)	I	Low
	23.76	23.86	-19.4	-19.5	Buried soil	Buried Soil (pre-Vashon Glaciation)	I	Low
	23.86	25.38	-19.5	-21.02	Moderately well-sorted coarse sands and gravels	Fluvial Setting? (pre-Vashon Glaciation)	I	Low
	25.38	27.43	-21.02	-23.07	Silts, clays, fine sands, organics	Intertidal/Tidal Marsh? (pre-Vashon Glaciation)	I	Low
	27.43	30.48	-23.07	-26.12	Poorly sorted gravels, sands, silts, clays	Glacial	I	Low

Table 9-9 Group 5 Archaeological Bores (continued)

Bore or Shovel Probe #	Depth at Top (mbs)	Depth at Bottom (mbs)	Depth at Top (msl)	Depth at Bottom (msl)	Sediment Type	Depositional Setting	Stratum	Archaeological Probability
AB-7	0	1.93	5.89	3.96	Fill	Fill	VIII	Low
	1.93	5.25	3.96	0.64	Silts, clays, fine sands, organics	Wetland	VI	High
	5.25	21.25	0.64	-15.36	Volcaniclastic sands and gravels	Fluvial Setting	V	Low
	21.25	21.33	-15.36	-15.44	Buried soil	Buried Soil	IV	High
	21.33	31.82	-15.44	-25.93	Fine grained silts, clays, sands, organics common, shell common	Intertidal/Tidal Marsh	IV	Moderate
	31.82	35.05	-25.93	-29.16	Moderately poorly sorted medium to coarse sand and gravels, organics common	Intertidal/Subtidal	III	Low
	35.05	45.72	-29.16	-39.83	Coarse-grained, poorly sorted sands and gravels	Glacial	I	Low

Notes: Shaded cells highlight deposits with high or moderate probability to contain archaeological resources.

mbs – meters below surface

msl – elevation in meters relative to modern mean sea level

AB-6 and AB-31 displayed more complicated stratigraphy that included wetland/alluvial floodplain, fluvial, buried soil, peat, and intertidal/tidal marsh sediment deposits very similar in appearance to those found in bores from adjacent Groups 4 and 6. In particular, a deposit of poorly sorted gravels, sands, and fine-grained sediments capping buried soils in the mid-sections of each of the bores appeared very similar to a mass-movement and buried soil/peat sequence found in Boring Group 6 (see discussion below) and encountered during geoarchaeological coring investigations for a nearby study (Punke et al. 2017). However, multiple samples submitted for radiocarbon dating from AB-31 and AB-6 returned ages older than the range of radiocarbon dating, > 43,500 BP (Table 9-5; Figure 9-125). Based on these radiocarbon results, all of the materials in the basal portions of AB-6 and AB-31 have been assigned to Stratum I to indicate they are glacial in origin or age.

An intertidal/tidal marsh deposit (Stratum IV) was found overlying glacial gravels in AB-6, although it was not nearly as thick as in AB-7 to the west. A sample from Stratum IV in AB-6 was submitted for radiocarbon dating and returned as age of 4873–5277 cal B.P. (Table 9-5). The depth and stratigraphic position of Stratum IV in the Group 5 bores compares favorably to a former shoreline deposit identified by Hodges (2009) during a geoarchaeological sonicoring study conducted approximately 100 meters (328 feet) to the south of the Group 5 borings. Hodges' (2009:13–14) corresponding deposit, included a wide range of sediment facies ranging from laminated wetland silts, peats, and organic sediments to stratified sands and silts, as well as shell-rich silty to pebbly shoreline deposits. He suggests that the association of shoreline facies and wetland sediments represents a “nearshore wetland complex fringing the delta front” (Hodges 2009:14). Peaty sediment recovered from the top of this deposit returned an age range of 4520 to 4790 cal B.P. (Hodges 2009), which is close in age to the radiocarbon results from AB-6's Stratum IV.

As part of the geotechnical investigations for TDLE, archaeologists monitored the extraction of geotechnical samples. One of these geotechnical bores, PRB-4-19, was extracted approximately 30 meters (100 feet) to the west of AB-6. The geotechnical bore encountered a deposit of organically enriched sediment containing fragmented mussel shell and other bivalves at a depth of 9.14 to 9.6 meters (30 to 31.5 feet) bgs that were interpreted to represent a shell midden (Stevenson 2020). The deposit was recorded as archaeological resource 45PI1557. Although no shell midden deposits were encountered at a similar depth in AB-6, the depth and stratigraphic position of the midden material correlates well with Stratum IV in AB-6 and likely represents the same deposit. Given these factors, Stratum IV deposits in AB-6 have a high probability of containing evidence of past human use, as they would have been in a terrestrial position adjacent to a resource-abundant shoreline.

Stratum IV deposits in AB-7 are at a slightly lower elevation than in AB-6 or the possible midden deposits associated with 45PI1557. Therefore, it is difficult to determine their exact relationship. However, given that a buried soil representing a stable surface is present at the surface of the Stratum IV deposits in AB-7, it may be related to the nearshore surface found in AB-6, PRB-4-19, and Hodges' (2009) shoreline facies. It is therefore considered a high probability deposit. Stratum IV materials underlying the buried soil do not display evidence of a buried stable surface that would have been conducive to human occupation and are therefore considered to have only a moderate probability of containing archaeological materials.

Andesite-rich, well-sorted fine to coarse sand and gravel deposits (Stratum V) were present overlying Stratum IV materials in AB-7 and AB-6. The Stratum V deposit in AB-7 was much thicker than in AB-6 and contained a higher gravel content, suggesting it may have been proximal to a paleo stream or delta distributary channel at that time. Stratum V materials likely



represent lahar deposits that were emplaced after an eruptive event on Mount Rainier or during re-entrainment of upstream lahar deposits. These materials would have been deposited on the top and front edge of the delta, leading to delta progradation further into the Sound and subsequent emergence of the landform. These high-energy deposits have a low likelihood of containing archaeological materials.

The progradation and emergence of the landform at the Group 5 location was associated with the evolution of an intertidal system into a wetland/alluvial floodplain depositional setting (Stratum VI), with deposits similar to Stratum VI sediments identified in boring groups to the east. Although no buried soils were noted within Stratum VI in Group 5, these deposits do correlate to wetland sediments identified during the Hodges (2009) study. Near the base of his wetland deposits, Hodges (2009) found an organic-stained, dark gray sand containing archaeological materials, including chert debitage, FMR, fish bone, and mammal bone fragments. This deposit, archaeological site 45PI930, was further investigated as part of data recovery investigations (Elder and Sparks 2010). The site was found to extend between 4.8 and 6.9 meters (15.6 and 22.8 feet) bgs and provided radiocarbon dates between around 910 to 1270 cal B.P. (Elder and Sparks 2010). Given the close proximity to the site and the similar deposits and sediment stratigraphy, Group 5's Stratum VI has a high probability of containing archaeological resources.

#### **9.2.2.6 Tacoma Segment: Boring Group 6**

Boring Group 6 includes five bores, AB-3, AB-27, AB-28, and AB-30, and one geoarchaeological shovel probe, AB/SP-1, extracted near the western end of the APE (see Figure 9-120). AB-1 was the westernmost bore proposed for geoarchaeological investigations. Due to access issues, mechanical boring was not possible, and HRA excavated a shovel probe (termed AB/SP-1) at the location of the proposed bore. Excavation at the location encountered fill materials (Stratum VIII) over glacial deposits (Stratum I), consistent with the surficial geology mapped for the area (Harris 1998) (Table 9-10).

Table 9-10 Group 6 Archaeological Bores and Shovel Probe

Bore or Shovel Probe #	Depth at Top (mbs)	Depth at Bottom (mbs)	Depth at Top (msl)	Depth at Bottom (msl)	Sediment Type	Depositional Setting	Stratum	Archaeological Probability
AB/SP-1	0	0.32	25.02	24.7	Fill	Fill	VIII	Low
	0.32	0.78	24.7	24.24	Silts, clays, very fine sands	Glacial	I	Low
	0.78	0.92	24.24	24.1	Moderately poorly sorted gravels, sands, silts	Glacial	I	Low
AB-30	0	6.1	9.53	3.43	Fill	Fill	VIII	Low
AB-28	0	3.85	3.26	-0.59	Fill	Fill	VIII	Low
	3.85	4.97	-0.59	-1.71	Silts, clays, fine sands, organics	Wetland	VI	High/Moderate
	4.97	5.57	-1.71	-2.31	Peat	Peat	VI	Moderate
	5.57	16.76	-2.31	-13.5	Silts, fine to medium sands, gravels, shell	Intertidal/Tidal Marsh	IV	Low
	16.76	19.69	-13.5	-16.43	Poorly sorted gravels, sands, silts, clays	Mass Movement	IIIa	Low
	19.69	20.39	-16.43	-17.13	Clays, silts, sands (vf-m)	Intertidal/Tidal Marsh	II	Moderate
	20.39	22.86	-17.13	-19.6	Poorly sorted gravels, sands, silts, clays	Glacial	I	Low
AB-27	0	3.44	3.17	-0.27	Fill	Fill	VIII	Low
	3.44	7.82	-0.27	-4.65	Silts, clays, fine sands, organics	Wetland	VI	High/Moderate
	7.82	17.66	-4.65	-14.49	Silts, clays, fine sands, organics, shell common	Intertidal/Tidal Marsh	IV	Low
	17.66	19.39	-14.49	-16.22	Poorly sorted gravels, sands, silts, clays	Mass Movement	IIIa	Low
	19.39	20.13	-16.22	-16.96	Organic-rich silts and clays	Buried Soil	II	High
	20.13	20.41	-16.96	-17.24	Peat with some silts and clays	Peat	II	High
	20.41	20.85	-17.24	-17.68	Organic-rich silts and clays	Buried Soil	II	High
	20.85	25.91	-17.68	-22.74	Poorly sorted gravels, sands, silts, clays	Glacial	I	Low
AB-3	0	2.12	5.26	3.14	Fill	Fill	VIII	Low
	2.12	5.45	3.14	-0.19	Silts, clays, fine sands, organics	Wetland	VI	High/Moderate
	5.45	5.59	-0.19	-0.33	Silts, fine sands, sparse shell	Intertidal/Tidal Marsh	VI	Moderate
	5.59	5.85	-0.33	-0.59	Peat	Peat	VI	Moderate
	5.85	9.82	-0.59	-4.56	Silts, clays, fine sands, organics	Intertidal/Tidal Marsh	IV	Low
	9.82	20.14	-4.56	-14.88	Poorly sorted gravels, sands, silts, clays	Mass Movement	IIIa	Low
	20.14	22.45	-14.88	-17.19	Clays, silts, sands (vf-m)	Intertidal/Tidal Marsh	II	Moderate
	22.45	24.38	-17.19	-19.12	Poorly sorted gravels, sands, silts, clays	Glacial	I	Low

Notes: Shaded cells highlight deposits with high or moderate probability to contain archaeological resources.

mbs – meters below surface

msl – elevation in meters relative to modern mean sea level

From west to east, bores extracted as part of Group 6 included AB-30, AB-28, AB-27, and AB-3. AB-30 was excavated to a relatively shallow depth due to potential contamination issues. It contained fill materials (Stratum VIII) from the ground surface to a depth of 6.1 meters (20 feet). Because it only contained fill, it is not included in the fence diagram of the bores in Group 6.

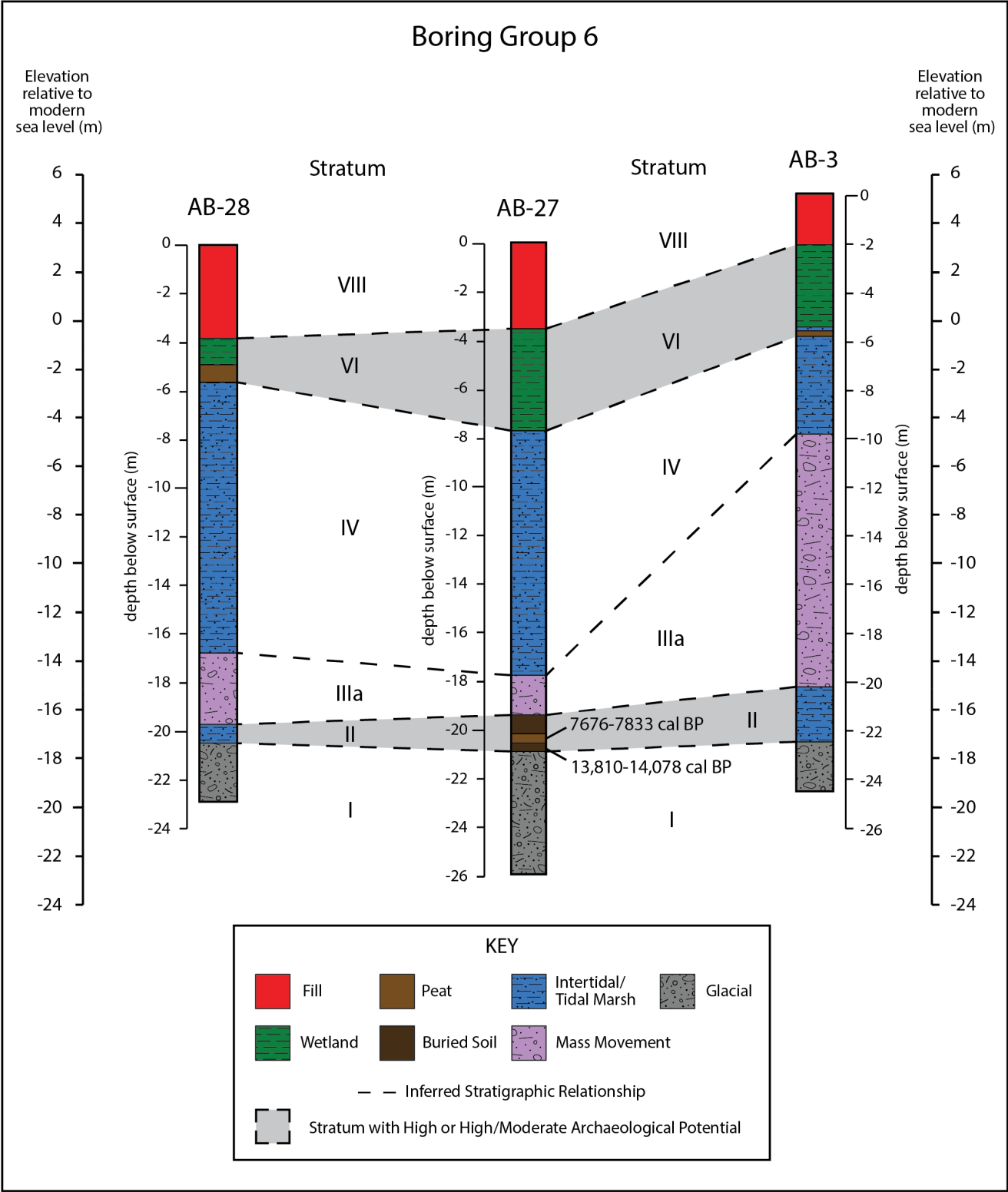
AB-28, AB-27, and AB-3 contained similar sediment sequences from their surfaces to depths of over 20 meters (66 feet) (Figure 9-126). At their bases, all three cores contained poorly sorted gravels, sands, and fine-grained sediments consistent with glacial deposits (Stratum VIII). In AB-27, these glacial materials were directly overlain by a set of organic-rich buried soils and peats (Stratum II). A sample of plant material from the lower buried soil returned an AMS date of 13,810–14,078 cal B.P., while wood from the peat just above it returned a date of 7676–7833 cal B.P. (Table 9-5). The date range on these closely spaced deposits suggests the location was stable for thousands of years.

While no evidence of buried soils or peats were noted in either AB-28 or AB-3, deposits of fine-grained sands, silts, and clays overlying glacial sediments in those two bores may be coeval with the buried soils and peats found in AB-27 and were also assigned to Stratum II. This supposition is based on their stratigraphic position between Stratum I glacial materials and overlying poorly sorted gravels (Stratum IIIa), as well as their likely correlation with materials of a similar age, depth, and composition found in the immediate area by Punke et al. (2017).

Identified near the base of a series of deep geoarchaeological cores extracted along a train trestle alignment, Punke et al. (2017:91–92) found relatively thin deposits of organic-rich silts, sands, and clays that represented a nearshore landscape, termed Depositional Zone II, at depths between 19.8 and 13.8 meters (65.1 and 78.2 feet) bgs. These deposits were emplaced in a freshwater marsh environment that evolved into an intertidal marsh as the waters of Puget Sound rose in concert with eustatic sea level rise and the cessation of regional isostatic rebound. Such a nearshore setting may have resembled the Puyallup River delta as it was in historic times, before development of the area (see Figure 9-122).

Although no unequivocal archaeological materials were found in association with Depositional Zone II identified in the Punke et al. (2017) study, the deposit has been recorded as archaeological site 45PI1327. This designation is based on the possible association of the deposit with a lithic artifact (petrified wood flake) and possible midden materials, including burned and unburned marine shell, seeds, and small to medium mammal bones from a black, slightly smeary or “greasy” soil matrix. Depositional Zone II deposits produced dates ranging between 13,760 and 7680 cal B.P. Given the similarity in stratigraphic position, depth, composition, and age, the Stratum II deposit found in AB-27 likely correlates to the Site 45PI1327 buried surface, with Punke et al.’s (2107) older dates for Depositional Zone II corresponding to the lower buried soil in AB-27 and Depositional Zone II’s younger dates corresponding to AB-27’s buried peat deposit.





**Figure 9-126 Stratigraphy of Boring Group 6**

Because no cultural materials were found within AB-27's Stratum II, it is not considered part of the recorded archaeological site (Punke et al. 2017:99). The buried surface in AB-27, however, does represent a stable landform in a nearshore setting, and thus the deposit has a high probability of containing archaeological evidence of human occupation. Because no buried soils were identified in coeval Stratum II deposits found in AB-28 and AB-3, these deposits represent less-stable landforms with a moderate probability of containing archaeological resources.

Very poorly sorted fine sediments, sands, and gravels representing a mass movement (landslide) event capped Stratum II deposits. These materials are in a similar stratigraphic position to Stratum III materials in Group 5's AB-7 but are much more gravel-rich and poorly sorted; they have therefore been identified as Stratum IIIa. Stratum IIIa materials are thickest in AB-3 and thinner in bores AB-27 and AB-28 to the west. The location of the Group 6 bores is at the base of an upland glacial formation. This formation displays a scalloped margin that may have been created as a result of a landslide. Such a mass movement would have displaced poorly sorted glacial materials from the margin of the upland onto the landmass below. Data from nearby geoarchaeological bores suggests Stratum IIIa sediments were deposited into an intertidal setting or shallow subtidal setting (Punke et al. 2017). This high-energy, partially or fully inundated environment is unlikely to have been occupied by humans.

Sands, silts, and clays containing common shell fragments characterize the intertidal and tidal marsh sediments (Stratum IV) found overlying Stratum IIIa. This depositional setting is relatively high energy and/or is commonly inundated and would not have been conducive to long-term human occupation. Emergence from intertidal conditions is suggested by a fining upwards of sediments and the presence of peats at the boundary between the intertidal/tidal marsh Stratum IV deposits and the overlying wetland materials (Stratum VI).

Very fine-grained sands, silts, and clays containing common organic constituents typify the Stratum VI wetland deposits found underlying fill near the top of the bores in Boring Group 6. Stratum VI materials suggest a nearshore setting within which small tidal channels or alluvial streams draining the uplands deposited silts and fine sands, while marginal areas supported an organic-rich marsh environment. This setting would have appeared very similar to that shown on the 1877 map of the area (see Figure 9-122), which included tidal flats and channels surrounded by marshes and glacial uplands. Such areas, in particular those out of the range of tidal inundation, may have been conducive to human use and should be considered to have a high or moderate probability for containing archaeological resources.

### 9.3 Geotechnical Monitoring Results

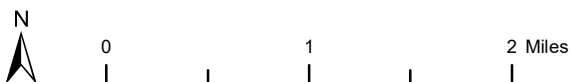
ATCRC staff monitored the extraction of 26 geotechnical bores between November 30, 2020, and March 21, 2021, that are shown in Figure 9-127. The depth of the bores ranged between 30.5 to 76.2 meters (100 and 250 feet) bgs.

Archaeological materials were found during examination of sediments extracted at one boring location. Geotechnical bore PRB-4-19 encountered a deposit of organically enriched sediment containing fragmented mussel shell and other bivalves at a depth of 9.1 to 9.6 meters (30 to 31.5 feet) bgs that were interpreted to represent a shell midden (Stevenson 2020). The deposit was recorded as archaeological resource 45PI1557. Bore logs are available on file with Sound Transit.



Data Sources: King and Pierce County, Cities of Federal Way, Fife, Milton, Tacoma (2023).

**FIGURE 9-127**  
**Geotechnical Bore Locations**  
**Overview**  
*Tacoma Dome Link Extension*





### **9.3.1 45PI1557**

The rest of this section is redacted, contains privileged information that is not for public disclosure.

## **9.4 Built-Environment Field Survey**

Using the methods described in Section 5.2, built-environment resources requiring survey and inventory within the APE were identified and documented. Resources surveyed and inventoried for TDLE included resources that will be 50 years old or older at the time of project construction (i.e., 2025) or those built in or before 1980, minus those meeting clearly defined exemptions. King and Pierce County Assessor's records provided dates of construction for most resources within the APE. In cases where no dates of construction were available, but a review of maps or aerials photographs suggested that built-environment resources may be present, a field visit was conducted. When resources were present, they were added to the survey and documented in evaluations and HPIs.

Sound Transit provided an initial recommendation regarding each resource's eligibility for the NRHP under Criteria A through D. These recommendations are advisory and may inform the lead agency's determinations of eligibility for surveyed resources (Table 9-11).

#### 9.4.1 Built-Environment Survey Results

A total of 233 built-environment resources were documented on HPI forms in DAHP's WISAARD database (Attachment J5.5). Twenty-one of the documented resources possess sufficient significance and integrity to qualify for listing in the NRHP (denoted in **bold** in Table 9-11). One additional resource, the Milwaukee, St. Paul, and Pacific Railroad, was recommended not eligible and then determined NRHP-eligible while reporting was underway. It is assessed for potential effects in Section 10.2. Resources that are eligible for the NRHP are detailed below in physical descriptions, photos, and evaluations.

**Table 9-11 NRHP Eligibility for Surveyed Built-Environment Resources within the APE**

No.	Segment	TDLE Map ID	Parcel No.	WISAARD Property ID	Address	Existing Use	Year Built	NRHP Eligibility Determination
<b>Federal Way Segment</b>								
1	Federal Way Segment	1065	7622400010	721219	1706 S Commons, Federal Way	Commercial Mall	1975	Determined Not Eligible for NRHP
2	Federal Way Segment	1089	1621049039	722321	S 324th Place, Federal Way	Utility	1975	Determined Not Eligible for NRHP
3	Federal Way Segment	1110	1621049037	674318	2101 S 324th Street, Federal Way	Mobile Home Park	1966	Determined Not Eligible for NRHP
4	Federal Way Segment	1165	1035700110	400003	2206 S 330th Street, Federal Way	Residence	1956	Determined Not Eligible for NRHP
5	Federal Way Segment	1163	7978800580	307784	2232 S 330th Street, Federal Way	Residence	1950	Determined Not Eligible for NRHP
6	Federal Way Segment	1174	7978800682	308853	33003 24th Avenue S, Federal Way	Residence	1951	Determined Not Eligible for NRHP
7	Federal Way Segment	1215	7978800679	397256	33035 24th Avenue S, Federal Way	Residence	1957	Determined Not Eligible for NRHP
8	Federal Way Segment	1225	7978800681	304377	33049 24th Avenue S, Federal Way	Residence	1948	Determined Not Eligible for NRHP
9	Federal Way Segment	1232	7978200164	316362	33111 24th Avenue S, Federal Way	Residence	1968	Determined Not Eligible for NRHP
10	Federal Way Segment	1242	7978200165	721218	33211 24th Avenue S, Federal Way	Residence	1975	Determined Not Eligible for NRHP
11	Federal Way Segment	1250	7978200167	309382	33217 24th Avenue S, Federal Way	Residence	1969	Determined Not Eligible for NRHP
12	Federal Way Segment	1269	7978200166	311005	2238 S 333rd Street, Federal Way	Residence	1968	Determined Not Eligible for NRHP
13	Federal Way Segment	1271	7978200160	323645	2244 S 333rd Street, Federal Way	Residence	1967	Determined Not Eligible for NRHP
14	Federal Way Segment	1275	7978200180	307792	2245 S 333rd Street, Federal Way	Residence	1948	Determined Not Eligible for NRHP

**Table 9-11 NRHP Eligibility for Surveyed Built-Environment Resources within the APE  
(continued)**

No.	Segment	TDLE Map ID	Parcel No.	WISAARD Property ID	Address	Existing Use	Year Built	NRHP Eligibility Determination
15	Federal Way Segment	1294	7978200210	393802	2230 S 336th Street, Federal Way	Residence	1962	Determined Not Eligible for NRHP
16	Federal Way Segment	1301	7978200215	316302	2234 S 336th Street, Federal Way	Residence	1959	Determined Not Eligible for NRHP
<b>South Federal Way Segment</b>								
17	South Federal Way Segment	1407	2121049052	722322	2525 S 336th Street, Federal Way: Landscape	Landscape	1974	Determined Not Eligible for NRHP
18	South Federal Way Segment	1407	2121049052	722324	2525 S 336th Street, Federal Way: Office	Landscape	1974	Determined Not Eligible for NRHP
19	South Federal Way Segment	1407	2121049052	722326	2525 S 336th Street, Federal Way: Nursery	Landscape	1974	Determined Not Eligible for NRHP
20	South Federal Way Segment	1407	2121049052	722328	2525 S 336th Street, Federal Way: Greenhouse	Landscape	1974	Determined Not Eligible for NRHP
21	South Federal Way Segment	1459	8897000085	731866	34627 16th Avenue S, Federal Way	Commercial	1980	Determined Not Eligible for NRHP
22	South Federal Way Segment	1464	8897000090	721773	34703 16th Avenue S, Federal Way	Commercial	1974	Determined Not Eligible for NRHP
23	South Federal Way Segment	1476	8897000115	N/A	1520 S 348th Street, Federal Way	Gas Station	2019	No historic-period resource at this location
<b>24</b>	<b>South Federal Way Segment</b>	<b>1478</b>	<b>2121049077</b>	<b>731955</b>	<b>34726 16th Avenue S, Federal Way</b>	<b>Commercial</b>	<b>1978</b>	<b>NRHP Eligible under Criterion C</b>
25	South Federal Way Segment	1530	2021049162	721373	35000 Pacific Highway S, Federal Way	Warehouse	1974	Determined Not Eligible for NRHP
26	South Federal Way Segment	1561	2021049059	731960	1351 S 351st Street, Federal Way	Fire Station	1977	Determined Not Eligible for NRHP
27	South Federal Way Segment	1560	2021049116	721041	1393 S 351st Street, Federal Way	Services	1960	Determined Not Eligible for NRHP
28	South Federal Way Segment	1584	2921049049	339500	1220 S 356th Street, Southern Building, Federal Way	Commercial	1963	Determined Not Eligible for NRHP
29	South Federal Way Segment	1584	2921049049	722330	1220 S 356th Street, Northern Building, Federal Way	Commercial	1969	Determined Not Eligible for NRHP
30	South Federal Way Segment	1605	2821049172	721042	35610 Enchanted Parkway S, Federal Way	Commercial	1968	Determined Not Eligible for NRHP
<b>31</b>	<b>South Federal Way Segment</b>	<b>1589</b>	<b>2921049010</b>	<b>731975</b>	<b>726 S 356th Street, Federal Way</b>	<b>Community Center</b>	<b>ca. 1929</b>	<b>NRHP Eligible under Criteria A and C</b>
32	South Federal Way Segment	1583	2921049002	731971	1200 S 356th Street, Federal Way	Industrial	1980	Determined Not Eligible for NRHP



**Table 9-11 NRHP Eligibility for Surveyed Built-Environment Resources within the APE  
(continued)**

No.	Segment	TDLE Map ID	Parcel No.	WISAARD Property ID	Address	Existing Use	Year Built	NRHP Eligibility Determination
33	South Federal Way Segment	1594	2921049003	731972	35516 Pacific Highway S, Federal Way	Commercial	1951	Determined Not Eligible for NRHP
34	South Federal Way Segment	1600	2921049036	731973	1215 S 356th Street, Federal Way	Commercial	1931	Determined Not Eligible for NRHP
35	South Federal Way Segment	1607	2821049178	721044	1741 S 356th Street, Federal Way	Services	1972	Determined Not Eligible for NRHP
36	South Federal Way Segment	1611	2821049077	721043	35620 Enchanted Parkway S, Federal Way	Services	1971	Determined Not Eligible for NRHP
37	South Federal Way Segment	1615	2921049124	339491	35800 Pacific Highway S, Federal Way	Church	1955	Determined Not Eligible for NRHP
38	South Federal Way Segment	1617	2921049064	731976	35717 Pacific Highway S, Federal Way	Office	1972	Determined Not Eligible for NRHP
39	South Federal Way Segment	1639	2921049020	323879	35935 Pacific Highway S, Federal Way	Residence	1958	Determined Not Eligible for NRHP
40	South Federal Way Segment	1646	2821049140	308766	1615 S 359th Street, Federal Way	Residence	1957	Determined Not Eligible for NRHP
41	South Federal Way Segment	1647	2821049134	321243	1625 S 359th Street, Federal Way	Residence	1959	Determined Not Eligible for NRHP
42	South Federal Way Segment	1655	2921049034	338722	35905 16th Avenue S, Federal Way	Church/ School	1918	Determined Not Eligible for NRHP
43	South Federal Way Segment	1655	2921049034	722118	35905 16th Avenue S, Federal Way	Church/ Teacherage	1918	Determined Not Eligible for NRHP
44	South Federal Way Segment	1651	2821049135	309890	1635 S 359th Street, Federal Way	Residence	1959	Determined Not Eligible for NRHP
45	South Federal Way Segment	1658	2821049132	307826	1649 S 359th Street, Federal Way	Residence	1959	Determined Not Eligible for NRHP
46	South Federal Way Segment	1662	2821049115	399052	35926 16th Avenue S, Federal Way	Residence	1959	Determined Not Eligible for NRHP
47	South Federal Way Segment	1668	2821049190	721374	36010 16th Avenue S, Federal Way	Residence	1978	Determined Not Eligible for NRHP
48	South Federal Way Segment	1670	2821049107	392772	36028 16th Avenue S, Federal Way	Residence	1956	Determined Not Eligible for NRHP
49	South Federal Way Segment	1675	2821049109	721045	36200 16th Avenue S, Federal Way	Residence	1977	Determined Not Eligible for NRHP
50	South Federal Way Segment	1691	2921049074	731992/ 731994/ 731995/ 731996/ 731998/ 731999/ 732000/ 732001	36605 Pacific Highway S, Federal Way	School and Residence	ca. 1943	NRHP Eligible under Criteria A, B, and C

**Table 9-11 NRHP Eligibility for Surveyed Built-Environment Resources within the APE  
(continued)**

No.	Segment	TDLE Map ID	Parcel No.	WISAARD Property ID	Address	Existing Use	Year Built	NRHP Eligibility Determination
51	<b>South Federal Way Segment</b>	<b>1687</b>	<b>2921049024</b>	<b>396993</b>	<b>36530A Pacific Highway S, Federal Way</b>	<b>Residence and Stables</b>	<b>ca. 1900</b>	<b>NRHP Eligible under Criteria A and B</b>
52	South Federal Way Segment	1697	2921049161	731977	36530B Pacific Highway S, Federal Way	Residence	1977	Determined Not Eligible for NRHP
53	<b>South Federal Way Segment</b>	<b>1702</b>	<b>2921049044</b>	<b>395115</b>	<b>36606 Pacific Highway S, Federal Way</b>	<b>Residence</b>	<b>1947</b>	<b>NRHP Eligible under Criterion C</b>
54	South Federal Way Segment	1706	3221049016	313509	36815 Pacific Highway S, Federal Way	Religious Temple	1950	Determined Not Eligible for NRHP
55	<b>South Federal Way Segment</b>	<b>1717</b>	<b>3221049078</b>	<b>395874</b>	<b>36903 Pacific Highway S, Federal Way</b>	<b>Residence</b>	<b>1921</b>	<b>NRHP Eligible under Criterion C</b>
56	South Federal Way Segment	1715	3221049123	396575	36817 12th Avenue S, Federal Way	Residence	1961	Determined Not Eligible for NRHP
57	South Federal Way Segment	1718	3221049089	397397	36908 12th Avenue S, Federal Way	Residence	1952	Determined Not Eligible for NRHP
58	South Federal Way Segment	1723	3221049077	396556	36920 12th Avenue S, Federal Way	Residence	1949	Determined Not Eligible for NRHP
59	South Federal Way Segment	1724	3221049094	312692	36928 Pacific Highway S, Federal Way	Residence	1941	Determined Not Eligible for NRHP
60	South Federal Way Segment	1731	3221049080	317998	37006 12th Avenue S, Federal Way	Residence	1948	Determined Not Eligible for NRHP
61	South Federal Way Segment	1737	3221049006	394023	37101 12th Avenue S, Federal Way	Residence	1968	Determined Not Eligible for NRHP
62	South Federal Way Segment	1750	3221049128	324524	37125 12th Avenue S, Federal Way	Residence	1969	Determined Not Eligible for NRHP
63	South Federal Way Segment	1757	3221049133	721375	1020 S 372nd Way, Federal Way	Residence	1972	Determined Not Eligible for NRHP
64	South Federal Way Segment	1765	3221049107	732004	37205 Pacific Highway S, Federal Way	Commercial	ca. 1960	Determined Not Eligible for NRHP
65	South Federal Way Segment	1776	3221049121	306294	1021 S 372nd Way, Federal Way	Residence	1962	Determined Not Eligible for NRHP
66	South Federal Way Segment	1779	3221049100	317535	37227 8th Avenue S, Federal Way	Residence	1938	Determined Not Eligible for NRHP
67	South Federal Way Segment	1794	2188203365	394752	112 SW 374th Street, Federal Way	Residence	1946	Determined Not Eligible for NRHP
68	South Federal Way Segment	1799	3221049087	396720/ 732828/ 732847	215 S 373rd Street, Federal Way	Residence/ Commercial/ Warehouse/ Quonset Hut	1918- 1960	Determined Not Eligible for NRHP
69	South Federal Way Segment	1790	3221049081	325877	831 S 373rd Place, Federal Way	Residence	1951	Determined Not Eligible for NRHP
70	South Federal Way Segment	1801	3221049122	327903	819 S 373rd Place, Federal Way	Residence	1969	Determined Not Eligible for NRHP

**Table 9-11 NRHP Eligibility for Surveyed Built-Environment Resources within the APE  
(continued)**

No.	Segment	TDLE Map ID	Parcel No.	WISAARD Property ID	Address	Existing Use	Year Built	NRHP Eligibility Determination
71	South Federal Way Segment	1803	3221049124	304328	805 S 373rd Place, Federal Way	Residence	1969	Determined Not Eligible for NRHP
72	South Federal Way Segment	1800	3221049023	315526	37325 8th Avenue S, Federal Way	Residence	1938	Determined Not Eligible for NRHP
73	South Federal Way Segment	1808	2188204580	732005	37405 Pacific Highway S, Federal Way	Warehouse	1972	Determined Not Eligible for NRHP
74	South Federal Way Segment	1817	3221049091	337360	37515 8th Avenue S, Federal Way	Church	1951	Determined Not Eligible for NRHP
75	South Federal Way Segment	1836	3221049101	304743	700 S 376th Street, Federal Way	Residence	1961	Determined Not Eligible for NRHP
76	South Federal Way Segment	1831	3221049070	315797	37540 8th Avenue S, Federal Way	Residence	1961	Determined Not Eligible for NRHP
77	<b>South Federal Way Segment</b>	<b>1843</b>	<b>3221049025</b>	<b>537584/725425</b>	<b>37600 Pacific Highway S, Federal Way</b>	<b>Cemetery Landscape with Mortuary and Mausoleums</b>	<b>1974</b>	<b>NRHP Eligible under Criteria A and C</b>
78	South Federal Way Segment	3007	0421314030	732006	8425 Pacific Highway E	RV and Apartment Complex	1951	Determined Not Eligible for NRHP
79	South Federal Way Segment	3007	0421314030	732009	8425 Pacific Highway E	Service Garage	1951	Determined Not Eligible for NRHP
80	South Federal Way Segment	3009	0421314125	731870	8411 Pacific Highway E	Commercial	1949	Determined Not Eligible for NRHP
81	South Federal Way Segment	3010	0421314132	731872	8410 Pacific Highway E	Commercial	ca. 1940	Determined Not Eligible for NRHP
82	South Federal Way Segment	3012	0421314031	731873	8323 Pacific Highway E	Mobile Home Park	1967	Determined Not Eligible for NRHP
83	South Federal Way Segment	3013	0421314127	731888	8324 Pacific Highway E	Residence	1946	Determined Not Eligible for NRHP
84	South Federal Way Segment	3021	0421314041	731889	8217 Pacific Highway E	Residence	1946	Determined Not Eligible for NRHP
85	South Federal Way Segment	3023	0421314009	731890	8209 Pacific Highway E	Commercial	1974	Determined Not Eligible for NRHP
86	South Federal Way Segment	3028	0421314055	731967	8111 Pacific Highway E	Commercial	ca. 1932	Determined Not Eligible for NRHP
87	South Federal Way Segment	3030	0421314012	N/A	8110 Pacific Highway E	Residence	1944	No historic-period resource at this location
88	South Federal Way Segment	3032	0420061087	N/A	8011 Pacific Highway E	Commercial	1945	No historic-period resource at this location
89	<b>South Federal Way Segment</b>	<b>3035</b>	<b>0420061029</b>	<b>731901</b>	<b>7909 Pacific Highway E, Milton</b>	<b>Motel</b>	<b>ca. 1948</b>	<b>NRHP Eligible under Criterion C</b>
90	South Federal Way Segment	3036	0420052031	721376	324 Birch Street, Milton	Residence	1968	Determined Not Eligible for NRHP
91	South Federal Way Segment	3043	0420052050	721777	212 Birch Street, Milton	Garage	1972	Determined Not Eligible for NRHP
92	South Federal Way Segment	3051	0420052005	721778	7808 Pacific Highway E, Milton	Office	1970	Determined Not Eligible for NRHP
93	South Federal Way Segment	3058	0420052026	731910	7802 Pacific Highway E, Milton	Residence	1905	Determined Not Eligible for NRHP
94	South Federal Way Segment	3040	0420052045	721377	320 Birch Street, Milton	Residence	1951	Determined Not Eligible for NRHP



**Table 9-11 NRHP Eligibility for Surveyed Built-Environment Resources within the APE  
(continued)**

No.	Segment	TDLE Map ID	Parcel No.	WISAARD Property ID	Address	Existing Use	Year Built	NRHP Eligibility Determination
95	South Federal Way Segment	3074	0420061051	731912	7715 Pacific Highway E, Milton	Commercial	1978	Determined Not Eligible for NRHP
96	South Federal Way Segment	3064	0420061081	731911	7721 Pacific Highway E, Milton	Commercial	1956	Determined Not Eligible for NRHP
97	South Federal Way Segment	3078	0420052007	731913	7720 Pacific Highway E, Milton	Commercial	1960	Determined Not Eligible for NRHP
98	South Federal Way Segment	3094	0420061054	731928	222-224 70th Avenue E, Milton	Duplex	1957	Determined Not Eligible for NRHP
<b>99</b>	<b>South Federal Way Segment</b>	<b>3091</b>	<b>0420052003</b>	<b>731933</b>	<b>7700 Pacific Highway E, Milton</b>	<b>Commercial</b>	<b>1978</b>	<b>NRHP Eligible under Criterion C</b>
100	South Federal Way Segment	3107	0420061075	731934	304 70th Avenue E, Milton	Residence	ca. 1941	Determined Not Eligible for NRHP
101	South Federal Way Segment	3122	0420065064	731936	322 70th Avenue E, Milton	Residence	1948	Determined Not Eligible for NRHP
102	South Federal Way Segment	3133	0420052012	731941	7403 Pacific Highway E	Commercial	1975	Determined Not Eligible for NRHP
103	South Federal Way Segment	3172	5990200241	153534	406 Porter Way, Milton	Commercial	1955	Determined Not Eligible for NRHP
104	South Federal Way Segment	3129	0420056009	N/A	7404 Pacific Highway E, Milton	Outbuilding	1980s	Determined Not Eligible for NRHP
105	South Federal Way Segment	3196	0420052046	721379	7320 Pacific Highway E, Milton	Restaurant	1935	Determined Not Eligible for NRHP
106	South Federal Way Segment	3207	5990200400	722331	405B Porter Way, Milton	Commercial	1971	Determined Not Eligible for NRHP
107	South Federal Way Segment	3157	0420052051	N/A	7402 Pacific Highway E, Milton	Commercial	1978	Determined Not Eligible for NRHP
108	South Federal Way Segment	3211	0420052009	721387	7303 Pacific Highway E, Milton	Residence	1948	Determined Not Eligible for NRHP
109	South Federal Way Segment	3257	0420053071	721069	805 70th Avenue E, Milton	Residence	1940	Determined Not Eligible for NRHP
110	South Federal Way Segment	3256	0420053042	721389	817 70th Avenue E, Milton	Residence	1900	Determined Not Eligible for NRHP
111	South Federal Way Segment	3253	0420053078	721391	911 70th Avenue E, Milton	Residence	1900	Determined Not Eligible for NRHP
112	South Federal Way Segment	3252	0420053058	721081	913 70th Avenue E, Milton	Residence	1948	Determined Not Eligible for NRHP
113	South Federal Way Segment	3249	0420053064	721066	7127 Pacific Highway E, Milton	Residence	1926	Determined Not Eligible for NRHP
114	South Federal Way Segment	3250	0420057012	721067	7121 Pacific Highway E, Milton	Residence	1928	Determined Not Eligible for NRHP
115	South Federal Way Segment	3251	0420053040	721077	7119 Pacific Highway E, Milton	Residence	1944	Determined Not Eligible for NRHP
116	South Federal Way Segment	3267	0420053027	721779	1015 70th Avenue E, Milton	Residence	1938	Determined Not Eligible for NRHP
117	South Federal Way Segment	3258	0420053067	721078	7115 Pacific Highway E, Milton	Residence	1948	Determined Not Eligible for NRHP
118	South Federal Way Segment	3260	0420053034	721394	1103 70th Avenue E, Milton	Residence	1940	Determined Not Eligible for NRHP
119	South Federal Way Segment	3261	0420053036	721084	7109 Pacific Highway E, Milton	Residence	1958	Determined Not Eligible for NRHP
120	South Federal Way Segment	3262	0420053037	721080	7111 Pacific Highway E, Milton	Residence	1948	Determined Not Eligible for NRHP
121	South Federal Way Segment	3266	0420053053	721395	1119 70th Avenue E, Milton	Residence	1930	Determined Not Eligible for NRHP
122	South Federal Way Segment	3269	0420053001	721086	1123 70th Avenue E, Milton	Residence	1960	Determined Not Eligible for NRHP

**Table 9-11 NRHP Eligibility for Surveyed Built-Environment Resources within the APE  
(continued)**

No.	Segment	TDLE Map ID	Parcel No.	WISAARD Property ID	Address	Existing Use	Year Built	NRHP Eligibility Determination
<b>Fife Segment</b>								
123	Fife Segment	3432/3417	N/A	722333	67th Avenue E Bridge over Hylebos Creek, Fife	Bridge	1961	Determined Not Eligible for NRHP
124	Fife Segment	3473	0420064070	721414	6423 Pacific Highway E, Fife	Office	1951	Determined Not Eligible for NRHP
125	Fife Segment	3490	0420064060	721782	6411 Pacific Highway E, Fife	Commercial	1975	Determined Not Eligible for NRHP
126	Fife Segment	3505	0420064199	721780	6323 Pacific Highway E, Fife	Commercial	1951	Determined Not Eligible for NRHP
127	Fife Segment	3544	0420064129	721783	1427 62nd Avenue E, Fife	Utility	1971	Determined Not Eligible for NRHP
128	Fife Segment	3522	0420064025	721405	1403 62nd Avenue E, Fife	Residence	1964	Determined Not Eligible for NRHP
<b>129</b>	<b>Fife Segment</b>	<b>3537</b>	<b>0420064024</b>	<b>31927</b>	<b>1309 62nd Avenue E, Fife</b>	<b>Residence</b>	<b>1900</b>	<b>NRHP Eligible: Criteria A and/or B or C</b>
130	Fife Segment	3558	0420063016	721083	1310 62nd Avenue E, Fife	Religious	1951	Determined Not Eligible for NRHP
131	Fife Segment	3593	0420063058	721076	1305 59th Avenue E, Fife	Residence	1941	Determined Not Eligible for NRHP
132	Fife Segment	3626	0420063086	721393	5812 10th Street E, Fife	Miscellaneous	1934	Determined Not Eligible for NRHP
133	Fife Segment	3616	0420063060	721404	1322 59th Avenue E, Fife	Residence	1910	Determined Not Eligible for NRHP
134	Fife Segment	3609	6605000013	130564	5913 15th Street E, Fife	Residence	1953	Determined Not Eligible for NRHP
135	Fife Segment	3613	6605000053	131344	5912 15th Street E, Fife	Residence	1955	Determined Not Eligible for NRHP
136	Fife Segment	3614	6605000054	133505	1508 59th Avenue E, Fife	Residence	1951	Determined Not Eligible for NRHP
137	Fife Segment	3617	6605000014	136241	5905 15th Street E, Fife	Residence	1955	Determined Not Eligible for NRHP
138	Fife Segment	3630	6605000030	132466	5809 15th Street E, Fife	Residence	1958	Determined Not Eligible for NRHP
139	Fife Segment	3635	6605000040	145979	5801 15th Street E, Fife	Residence	1960	Determined Not Eligible for NRHP
140	Fife Segment	3634	6605000080	145431	5802 to 5804 15th Street E, Fife	Residence	1956	Determined Not Eligible for NRHP
141	Fife Segment	3640	9315000010	152005	5719 15th Street E, Fife	Miscellaneous	1944	Determined Not Eligible for NRHP
142	Fife Segment	3638	9315000080	144090	5718 15th Street E, Fife	Residence	1900	Determined Not Eligible for NRHP
143	Fife Segment	3639	4055000110	153730	5717 Pacific Highway E, Fife	Commercial	1947	Determined Not Eligible for NRHP
144	Fife Segment	3642	4055000100	153566	5715 Pacific Highway E, Fife	Commercial	1942	Determined Not Eligible for NRHP
145	Fife Segment	3644	9315000090	139898	5712 15th Street E, Fife	Residence	1940	Determined Not Eligible for NRHP
146	Fife Segment	3648	9315000020	137615	5701 15th St E, Fife	Residence	1950	Determined Not Eligible for NRHP
147	Fife Segment	3652	9315000033	130537	5615 15th St E, Fife	Residence	1941	Determined Not Eligible for NRHP
148	Fife Segment	3679	9315000060	727596	5417 15th St E, Fife	Residence	1948	Determined Not Eligible for NRHP
149	Fife Segment	3689	9315000070	727594	1409 54th Ave E, Fife	Commercial	1963	Determined Not Eligible for NRHP

**Table 9-11 NRHP Eligibility for Surveyed Built-Environment Resources within the APE  
(continued)**

No.	Segment	TDLE Map ID	Parcel No.	WISAARD Property ID	Address	Existing Use	Year Built	NRHP Eligibility Determination
150	Fife Segment	3702	320014101	727600	1124 54th Ave E, Fife	Industrial	1968	Determined Not Eligible for NRHP
151	Fife Segment	3693	0320018018	721091	1401 52nd Avenue E, Fife	Warehouse	1962	Determined Not Eligible for NRHP
152	Fife Segment	3693	0320018018	721092	1421 52nd Avenue E, Fife	Post Office	1966	Determined Not Eligible for NRHP
153	Fife Segment	3693	0320018018	721093	1414 54th Avenue E, Fife	Commercial	1962	Determined Not Eligible for NRHP
154	Fife Segment	3696	320018017	727593	1522 54th Ave E, Fife	Restaurant	1966	Determined Not Eligible for NRHP
155	Fife Segment	3706	320014029	727590	5303 Pacific Highway E, Fife	Commercial	1959	Determined Not Eligible for NRHP
156	Fife Segment	3715	320014040	727587	5219 Pacific Highway E, Fife	Commercial	1931	Determined Not Eligible for NRHP
157	Fife Segment	3721	0320014037	N/A	1327 52nd Avenue E, Fife	Commercial	1966	Demolished. No historic-period resource at this location
158	Fife Segment	3729	0320014042	721413	5209 Pacific Highway E, Fife	Bank	1958	Determined Not Eligible for NRHP
159	Fife Segment	3742	0320014095	721087	5121 Pacific Highway E, Fife	Restaurant	1962	Determined Not Eligible for NRHP
160	Fife Segment	3786	0320018008	731943	4910 Pacific Highway E, Fife	Restaurant	1980	Determined Not Eligible for NRHP
161	Fife Segment	3806	8905000780	132648	4817 15th Street E, Fife	Residence	1942	Determined Not Eligible for NRHP
162	Fife Segment	3848	8905000510	130128	1416 Willow Road E, Fife	Residence	1950	Determined Not Eligible for NRHP
163	Fife Segment	3862	8905000380	721784	1417 47th Avenue E, Fife	Residence	1950	Determined Not Eligible for NRHP
164	Fife Segment	3885	8905000243	130546	1428 47th Avenue E, Fife	Residence	1952	Determined Not Eligible for NRHP
165	Fife Segment	3899	8905000091	31788	4601 Pacific Highway E, Fife	Motel	1940	Determined Not Eligible for NRHP
166	Fife Segment	3888	0320125002	731944	4630 16th Street E, Fife	Commercial	1979	Determined Not Eligible for NRHP
167	Fife Segment	3917	0320013059	N/A	4501 Pacific Highway E, Fife	Services	1937	Determined Not Eligible for NRHP
168	Fife Segment	3920	0320013087	721411	4419 Pacific Highway E, Fife	Office	1969	Determined Not Eligible for NRHP
169	Fife Segment	3922	0320013088	N/A	4415 Pacific Highway E, Fife	Commercial	1950	Determined Not Eligible for NRHP
170	Fife Segment	3927	0320013056	731946	4407 Pacific Highway E, Fife	Commercial	1978	Determined Not Eligible for NRHP
171	Fife Segment	3940	0320013040	721410	4315 Pacific Highway E, Fife	Commercial	1970	Determined Not Eligible for NRHP
172	Fife Segment	3963	0320017027	31787	1409 Alexander Avenue E, Fife	Commercial	1922	Determined Not Eligible for NRHP
173	Fife Segment	3970	0320013069	721409	1501 Alexander Avenue E, Fife	Commercial	1951	Determined Not Eligible for NRHP
174	Fife Segment	N/A	N/A	N/A	Pacific Highway E, Fife	Bridge	1928	No historic-period resource at this location
<b>175</b>	<b>Fife Segment</b>	<b>3964</b>	<b>0320013135</b>	<b>29547</b>	<b>4306 Pacific Highway E, Fife</b>	<b>Commercial</b>	<b>1950</b>	<b>NRHP Eligible under Criteria A and C</b>
176	Fife Segment	3986	0320013155	721407	4105 Pacific Highway E, Fife	Commercial	1947	Determined Not Eligible for NRHP



**Table 9-11 NRHP Eligibility for Surveyed Built-Environment Resources within the APE (continued)**

No.	Segment	TDLE Map ID	Parcel No.	WISAARD Property ID	Address	Existing Use	Year Built	NRHP Eligibility Determination
177	Fife Segment	4012	0320122058	722112	3812 Pacific Highway E, Fife	Ranch House and Garage	1955	Determined Not Eligible for NRHP
178	Fife Segment	4027	0320024047	721408	3701 Pacific Highway E, Fife	Commercial	1960	Determined Not Eligible for NRHP
179	Fife Segment	4036	0320024016	731951	3517 Pacific Highway E, Fife	Commercial	1978	Determined Not Eligible for NRHP
180	Fife Segment	4032	0320024106	731947	3518 Pacific Highway E, Fife	Motel	1980	Determined Not Eligible for NRHP
181	Fife Segment	4030	0320111049	90583	3520 Pacific Highway E, Fife	Commercial	1963	Determined Not Eligible for NRHP
182	Fife Segment	4031	0320111000	721790	3607 20th Street E, Fife	Commercial	1967	Determined Not Eligible for NRHP
183	Fife Segment	4064	0320024032	29545	3401 Pacific Highway E, Fife	Motel	1932	Determined Not Eligible for NRHP
184	Fife Segment	4126	0320112048	721788	2902 20th Street E, Fife	Industrial	1950	Determined Not Eligible for NRHP
185	Fife Segment	4133	0320116002	731957	2612 Pacific Highway E, Fife	Commercial	1978	Determined Not Eligible for NRHP
186	Fife Segment	4139	0320112038	731958	2590 Pacific Highway E, Fife	Commercial	1980	Determined Not Eligible for NRHP
187	Fife Segment	4157	0320023027	721787	2311 Pacific Highway E, Fife	Commercial	1940	Determined Not Eligible for NRHP
188	Fife Segment	4168	0320023019	721785	2205-2215 Pacific Highway E, Fife	Commercial	1972	Determined Not Eligible for NRHP
189	Fife Segment	4166	0320023057	721439	2208 Pacific Highway E, Fife	Commercial	1950	Determined Not Eligible for NRHP
190	Fife Segment	4167	0320112012	97093	2208 Pacific Highway E, Fife	Commercial	1960	Determined Not Eligible for NRHP
191	Fife Segment	4181	0320101006	731959	2102 Eels Street, Fife	Industrial	1950	Determined Not Eligible for NRHP
192	Fife Segment	4211	4715010571	530918	1713 Puyallup Avenue, Tacoma	Industrial	1935	Determined Not Eligible for NRHP
193	Fife Segment	4230	4715011411	731961	2650 E Bay Street, Tacoma	Industrial	1976	Determined Not Eligible for NRHP
<b>Tacoma Segment</b>								
194	Tacoma Segment	4256	4715010543	534436	1601 Bay Street, Tacoma	Services	1968	Determined Not Eligible for NRHP
195	Tacoma Segment	N/A	APE-specific	722130	Tacoma Eastern Railroad/Milwaukee, St. Paul, and Pacific Railroad	Linear	1909	Determined Not Eligible for NRHP
196	Tacoma Segment	N/A	APE-specific	722131	Northern Pacific Railway/BNSF	Linear	1873	NRHP Eligible under Criterion A
197	Tacoma Segment	N/A	APE-specific	722117	Puyallup River Levees	Linear	1950	NRHP Eligible under Criterion A
198	Tacoma Segment	N/A	APE-specific	722123	Pacific Highway	Linear	1926	Determined Not Eligible for NRHP
199	Tacoma Segment	4259	4715011142	531192	2603A E Portland Avenue, Tacoma	Commercial	1950	Determined Not Eligible for NRHP
200	Tacoma Segment	4252	4715011390	721150	2603B E Portland Avenue, Tacoma	Commercial	1950	Determined Not Eligible for NRHP
201	Tacoma Segment	4310	4715010850	536705	1320 E 26th Street, Tacoma	Residence	1914	NRHP Eligible under Criterion C
202	Tacoma Segment	4346	4715010391	721796	1201 Puyallup Avenue, Tacoma	Commercial	1973	Determined Not Eligible for NRHP

**Table 9-11 NRHP Eligibility for Surveyed Built-Environment Resources within the APE  
(continued)**

No.	Segment	TDLE Map ID	Parcel No.	WISAARD Property ID	Address	Existing Use	Year Built	NRHP Eligibility Determination
203	Tacoma Segment	4318	4715010830	721791	1314 E 26th Street, Tacoma	Commercial	1964	Determined Not Eligible for NRHP
204	Tacoma Segment	4348	200191315 (4715010251)	N/A	1214 Puyallup Avenue, Tacoma	Gas Station	Unknown	Determined Not Eligible for NRHP
205	Tacoma Segment	4356	4715010241	31229	1206 Puyallup Avenue, Tacoma	Commercial	1926	Determined Not Eligible for NRHP
206	Tacoma Segment	4363	2076350050	731962	1119-1121 E 26th Street, Tacoma	Commercial	1979	Determined Not Eligible for NRHP
207	Tacoma Segment	4374	2075350030	731964	1115 E 25th Street, Tacoma	Industrial	1972	Determined Not Eligible for NRHP
<b>208</b>	<b>Tacoma Segment</b>	<b>4364</b>	<b>2076360040</b>	<b>721797</b>	<b>1112 E 26th Street, Tacoma</b>	<b>Residence</b>	<b>1903</b>	<b>NRHP Eligible under Criterion C</b>
<b>209</b>	<b>Tacoma Segment</b>	<b>4376</b>	<b>2076360020</b>	<b>516320</b>	<b>1106 E 26th Street, Tacoma</b>	<b>Residence</b>	<b>1903</b>	<b>NRHP Eligible under Criterion C</b>
210	Tacoma Segment	4382	2074360010	530921	1102 Puyallup Avenue, Tacoma	Agricultural	1927	No historic-period resource at this location
211	Tacoma Segment	4313	4715010640	536784	1313 E 25th Street, Tacoma	Manufacturing	1967	Determined Not Eligible for NRHP
212	Tacoma Segment	4343	4715010280	721095	1220 Puyallup Avenue, Tacoma	Motel	1941	Determined Not Eligible for NRHP
213	Tacoma Segment	4416	2075290020	721805	811 E 25th Street, Tacoma	Commercial	1975	Determined Not Eligible for NRHP
214	Tacoma Segment	4422	2074300010	731963	808 Puyallup Avenue, Tacoma	Manufacturing	1978	Determined Not Eligible for NRHP
215	Tacoma Segment	4419	2076300010	721085	808 E 26th Street, Tacoma	Manufacturing	1960	Determined Not Eligible for NRHP
216	Tacoma Segment	4436	2076280013	536751	712 E 26th Street, Tacoma	Manufacturing	1969	Determined Not Eligible for NRHP
217	Tacoma Segment	4427	2074290011	530920	805 Puyallup Avenue, Tacoma	Commercial	1969	Determined Not Eligible for NRHP
218	Tacoma Segment	4433	2076270010	N/A	E 26th Street and G Street, Tacoma	Utility	1980	No historic-period resource at this location
219	Tacoma Segment	4447/4446	2076260030/2077250070	731966	2620 E G Street, Tacoma	Commercial	ca. 1919	Determined Not Eligible for NRHP
<b>220</b>	<b>Tacoma Segment</b>	<b>4458</b>	<b>2074250010</b>	<b>32815</b>	<b>603-605 Puyallup Avenue, Tacoma</b>	<b>Commercial</b>	<b>1950</b>	<b>NRHP Eligible under Criteria A and C</b>
221	Tacoma Segment	4470	2074230060	31224	525 Puyallup Avenue, Tacoma	Commercial	1923	Determined Not Eligible for NRHP
222	Tacoma Segment	4463	2076250011	721818	601 E 26th Street, Tacoma	Commercial	ca. 1975	Determined Not Eligible for NRHP
223	Tacoma Segment	4453	2076260011	721819	2601 East F Street, Tacoma	Commercial	1969	Determined Not Eligible for NRHP
224	Tacoma Segment	4482	2074230010	32847	505 Puyallup Avenue, Tacoma	Commercial	1931	Determined Not Eligible for NRHP
225	Tacoma Segment	4494	2074220033	721058	424 Puyallup Avenue, Tacoma	Commercial	1917	Determined Not Eligible for NRHP
226	Tacoma Segment	4510	2075210010	32821	401 E 25th Street, Tacoma	Commercial	1947	Determined Not Eligible for NRHP
227	Tacoma Segment	4501	2076210020	721090	409 E 26th Street, Tacoma	Restaurant	1969	Determined Not Eligible for NRHP
228	Tacoma Segment	4507	2076210010	536744	401 E 26th Street, Tacoma	Commercial	1918	Determined Not Eligible for NRHP

**Table 9-11 NRHP Eligibility for Surveyed Built-Environment Resources within the APE  
(continued)**

No.	Segment	TDLE Map ID	Parcel No.	WISAARD Property ID	Address	Existing Use	Year Built	NRHP Eligibility Determination
229	Tacoma Segment	4500	2077210010	536681	401 E 27th Street, Tacoma	Services	1967	Determined Not Eligible for NRHP
230	Tacoma Segment	4520	2075190070	32820	323 E 25th Street, Tacoma	Commercial	1941	Determined Not Eligible for NRHP
231	Tacoma Segment	4544	2075190020	536788	305-319 E 25th Street, Tacoma	Manufacturing	1965	Determined Not Eligible for NRHP
232	Tacoma Segment	4550	2075190010	32819	301 E 25th Street, Tacoma	Commercial	1904	Determined Not Eligible for NRHP
233	Tacoma Segment	4522	2076190040	721826	315 E 26th Street, Tacoma	Services	1966	Determined Not Eligible for NRHP
234	Tacoma Segment	4515	2076200070	536735	324 E 26th Street, Tacoma	Commercial	1918	Determined Not Eligible for NRHP
235	Tacoma Segment	4525	2076200041	536739	314 E 26th Street, Tacoma	Commercial	1954	Determined Not Eligible for NRHP
236	Tacoma Segment	4532	2076200030	536718	308 E 26th Street, Tacoma	Commercial	1948	Determined Not Eligible for NRHP
237	Tacoma Segment	4538	2076200020	536724	306 E 26th Street, Tacoma Unit A B	Commercial	1919	Determined Not Eligible for NRHP
238	Tacoma Segment	4542	2076200010	536740	302 E 26th Street, Tacoma	Commercial	1937	Determined Not Eligible for NRHP
239	Tacoma Segment	4557	2075170050	31671	217 E 25th Street, Tacoma	Services	1944	Determined Not Eligible for NRHP
240	Tacoma Segment	4558	2076170040	721827	219 E 26th Street, Tacoma	Miscellaneous	1900	Determined Not Eligible for NRHP
241	Tacoma Segment	4559	2076180030	536745	216 E 26th Street, Tacoma	Services	1953	Determined Not Eligible for NRHP
<b>242</b>	<b>Tacoma Segment</b>	<b>4601</b>	<b>2076150012</b>	<b>31674</b>	<b>101 E 26th Street, Tacoma</b>	<b>Commercial</b>	<b>1909</b>	<b>NRHP Eligible under Criteria A and C</b>
<b>243</b>	<b>Tacoma Segment</b>	<b>4605</b>	<b>2076140010</b>	<b>536748</b>	<b>102 S 26th Street, Tacoma</b>	<b>Commercial</b>	<b>1937</b>	<b>NRHP Eligible under Criteria A and C</b>
<b>244</b>	<b>Tacoma Segment</b>	<b>4591</b>	<b>2076160020</b>	<b>536754</b>	<b>110 E 26th Street, Tacoma</b>	<b>Commercial</b>	<b>1920</b>	<b>NRHP Eligible under Criteria A and C</b>
<b>245</b>	<b>Tacoma Segment</b>	<b>4596</b>	<b>2076160010</b>	<b>722335</b>	<b>102 E 26th Street, Tacoma</b>	<b>Commercial</b>	<b>1962</b>	<b>NRHP Eligible under Criteria A and C</b>

**Bold** represents NRHP eligible.

#### 9.4.1.1 34726 16th Avenue S

According to the King County Assessor, the Denny's Restaurant at 34726 16th Avenue S was constructed in 1978 (King County Assessor 2023). The building is a single-story tall, square in plan, and faces west toward 16th Avenue S. It is surrounded on all sides by paved parking. The building sits on a poured-concrete foundation, is constructed of concrete block, is partially clad in T1-11, and is topped by an unusual split-gable terra cotta tile roof with a central panel of terra cotta tile over its central entry. The building's entry projects and includes a screen of vertical boards topped by transoms in front of a vestibule with glazed pedestrian entry doors on both the north and south sides. The entry is flanked by walls with metal-frame windows between concrete-block projecting posts or end walls. The roof includes signage for "Denny's." Corners are ornamented with applied boards. The secondary north elevation includes symmetrical panels of three metal windows between projecting posts or end walls with a single central window between them. The building's rear (east) elevation includes some windows along the dining room (north half) as well as central and southern projections of concrete block with pedestrian kitchen doors. The south elevation includes screened systems and windows near the southwest corner but no fenestration on the east half.



Figure 9-128 34726 16th Avenue S, view southeast



Figure 9-129 34726 16th Avenue S, view northwest

#### Integrity

From its period of construction (1978), the restaurant at 34726 16th Avenue S retains integrity of location, setting, design, materials, workmanship, feeling, and association, as no alterations are evident. The building's massing, parking lots, and roofline are evident on historic aerials from 1980 (NETROnline 2023).



## Evaluation

Denny's began as Danny's Donuts in California in 1953 and changed its name to Denny's Coffee Shops in 1959. In the 1960s, new restaurants were designed with a distinctive "boomerang roof" (a deep projecting corner or an off-center gable) by Armet & Davis, a firm that became known for distinctive coffee shop design prior to 1970 (Los Angeles Conservancy 2023; Roadside Architecture 2023). By 1981, Denny's, which grew internationally, opened its 1,000th restaurant location (Denny's 2023).

The Denny's at 34726 16th Avenue S serves as a family dining restaurant in Federal Way. Although associated with the expansion of a California chain in Washington, it does not appear, based on a review of historic maps and local histories, 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) (Beckner and Weaver 2021). Background research did not reveal any association of the resource with the lives of significant persons (Criterion B). The Denny's at 34726 16th Avenue S possesses an eye-catching roofline, a feature of some roadside architecture, although it does not match the iconic boomerang shape or the zigzag roofline that characterized earlier examples of Denny's restaurants, which are often representative of mid-century roadside design. The most dramatic examples of roadside architecture, sometimes referred to as "Googie," were characterized by dramatic neon signage, molded or futuristic shapes, and outsized elements designed to catch the eye of motorists traveling at highway speeds.

By the late 1970s, architectural styles were evolving. In residential, commercial, and religious design in western Washington, the Shed style became popular in response to innovative designs out of California, like the Sea Ranch community (1965), where complexes included numerous sloping rooflines facing different directions, incorporating natural materials and tall windows under their deeply sloping rooflines (DAHPP 2024).

While the Denny's restaurant from 1978 is a relatively modest example of Shed style, the building does possess the distinctive characteristics of its type, evident in its dramatic split gable. Due to its high level of integrity, seen in its massing, siding, and materials, the building does represent its period and method of construction. Research did not reveal the architect of the building, but the building does not appear to represent the work of a master; or possess high artistic values; or represent a significant and distinguishable entity whose components may lack individual distinction (i.e., is 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 these resources (Criterion D).

Based on its significance as an example of the Shed style, as well as its high level of integrity, Historical Research Associates, Inc., recommends the Denny's restaurant at 34726 16th Avenue S eligible for listing in the National Register of Historic Places under Criterion C: architecture. Its period of significance dates to its construction in 1978, and the boundaries of the eligible resource are defined by its current and historic tax lot.

FTA, in coordination with Sound Transit and in consultation with SHPO, Tribes, and other consulting parties, determined this resource eligible for listing in the NRHP on May 29, 2024, and SHPO concurred with this determination on June 26, 2024.

#### 9.4.1.2 726 S 356th Street

According to the King County Assessor, the community center building at 726 S 356th Street (aka 850 S 356th Street, as per the King County Assessor) was constructed in 1934 (King County Assessor 2023) (Figures 9-130 through 9-133). However, research indicates that this date is associated with an addition that has since been removed, and the original date of construction was likely 1929, although this date is also in question, as some documentation provides a date as early as 1920 (Caster 2017). Based on the best available evidence, HRA assumes a date of construction ca. 1929. The community center building was greatly enlarged by a hall constructed in two phases south of the primary mass between 1947 and 1953 and connected to the primary mass in 1950 (Caster 2017; NETROnline 2023). For the sake of this assessment, the community center building, although constructed in multiple phases, is one building. It sits on a poured-concrete foundation, is of cedar construction, and is clad in a combination of rounded “log-slab cedar siding” on the primary mass (Caster 2017), vertical plank siding in the gables, plywood with battens on the addition, and shiplap on the dormers. The basement, partly visible on rear and side elevations, is covered in stucco or parging. The primary mass is topped by a gable roof of standing-seam metal with large decorative wood brackets, while the hall addition is topped by a gable roof with a flat projection over the east half, covered in asphalt shingles.

The primary mass’s facade includes a pedestrian entry door with shallow concrete stair flanked to the north by divided, wood-frame windows. The upper floor includes one-over-one and hopper windows, also wood frame. Across the facade, from north to south, is an exterior wood stair to a balcony at the upper floor. South of the facade, the hall addition includes a large, recessed entry with concrete ramp. Windows along the wide facade are a combination of vinyl frame with interior grids and one fixed, wood-frame window. A ramp and wood rail lead to a secondary projecting entry door, and a third entry door with wood stoop and rail is located at the elevation’s south end. The hall’s facade shelters under deep eaves.

The building’s north elevation includes a secondary entry door with wood stair and stoop under a projecting, standing-seam metal awning. A projecting storage bay with pedestrian door is located west of the entry. Three wood-frame, six-light windows are located along the first floor. A dormer with three wood-frame windows is centrally located on the upper floor. Windows are eight-over-one and wood frame. Where the building steps back at the northwest corner, an exterior door on the upper floor indicates a missing stair or balcony.

The building’s west elevation includes access to the basement level. A pedestrian door with central light and five single-light windows are located at the basement level; a ribbon of two-light windows, with the middle three topped by six-light transoms, is located on the main floor; and a ribbon of six-light casements is located on the upper floor. The transition to the upper floor is marked by projecting rafter tails and plank siding in the gable, where decorative wood brackets are visible. No other elevations retain these brackets. The west elevation of the adjacent hall is clad in plywood with battens and a skirt of horizontal wood siding at the foundation. Fenestration is minimal and includes vinyl-frame sliding windows with internal grids.

The primary building’s south elevation includes a pedestrian basement entry door and an exterior wood stair to a main floor door flanked to the east by three 12-light, wood-frame windows. A dormer includes three eight-over-one, wood-frame windows. The hall’s south elevation includes vertical siding over the foundation, plywood with battens, wood plank siding in the gable, and a single pedestrian door near the southeast corner.

A secondary building is located northeast of the community center building but is not documented in Assessor's records. According to historians, the outbuilding was constructed ca. 1950, but has been greatly enlarged (Caster 2017). It is rectangular in plan, sits on a poured-concrete foundation, and is clad in lapped wood siding topped by board and batten and plywood. The building's flat roof has been extended to create a shed roof with a projecting awning over a projection to the rear (east). It is not clear whether the shed roof may include covered clerestory windows on its east elevation. The building includes a pedestrian door and a three-light, wood-frame window on its south elevation, as well as an infilled window opening. All doors and windows are sealed. The west elevation includes no fenestration. A privacy fence encases a yard east and north of the secondary building. It appears, from aerials, to include storage.

"Brook Lake" is located on the parcel, west of the lodge. At the time of survey, signage on the building and at the roadside advertised "Brooklake Community Center" and "Hanwoori Mission Church."



**Figure 9-130** 726 S 356th Street, view northwest



**Figure 9-131** 726 S 356th Street, view southwest



**Figure 9-132** 726 S 356th Street, view north



**Figure 9-133** 726 S 356th Street, view northeast



## Integrity

From its date of construction (ca. 1929), the Brooklake Community Center at 726 S 356th Street retains integrity of location and setting, as it remains on its original parcel and retains its relationship to the lake and undeveloped lands nearby. While the original mass retains integrity of design, materials, and workmanship, a large addition, constructed beginning in 1947 and attached to a secondary elevation of the primary building in 1950, has diminished its integrity of design, materials, and workmanship. The addition, used as a large meeting hall, is old enough to have gained significance in its own right, although it was constructed in an incompatible style and has been reclad with incompatible materials, diminishing its integrity and the integrity of the original building. Window and siding replacement on the hall addition, as well as alterations to the primary building, including the loss of the original roof material, the addition of a stair and balcony, and the loss of brackets on the primary facade, have diminished the building's integrity of design, materials, and workmanship. The community center does retain integrity of feeling and association because, until recently, it continued to serve as a public meeting place. While its integrity has been impacted by revisions and additions, the main building's form, its rustic natural materials, and its decorative elements continue to convey significance.

## Evaluation

The history of Brooklake Community Center is well documented and is the subject of a 2017 monograph by Dick Caster for the Historical Society of Federal Way (Caster 2017).

The location in Section 29 of Township 21 North, Range 4 East, was part of a land grant to the Northern Pacific Railway, which sold it to private entities around 1870. The location changed hands and eventually equaled approximately 20 acres. Mabel and Jahiel Vaughn acquired 5 acres in 1928, and this became the site of the community center building. The surrounding land, including the lake, became a recreational getaway for a group of Tacoma sportsmen who built a cabin at this location and brought their hunting dogs for the weekends (Caster 2017). Although the exact date of construction for the extant community center building is unknown, historians believe the Vaughns hired two French-Swiss immigrant carpenters to construct the community center building in the style of mountain chalets in the 1920s. The building was first used as the Wagon Wheel Inn in the 1930s, during the Prohibition Era, under manager R. K. Ruffo. The site was known as a “gambling den” that evolved into Rickey’s (or Ricky’s) Club, which operated as a tavern or speak-easy until it was shut down as a public nuisance in 1939. In 1943, the location was acquired by the founders of the Brooklake Community Center, property owners who intended to lease the property to social clubs, including what became known as the Brooklake Community Club. The community center rented out its building to members and non-members. Frequent users included the Harding Improvement Club (later the active, philanthropic group known as the Brooklake Women’s Club), the Northlake Club, the Riding Club, and King County, which used the building as a polling place. The community center hosted popular annual fairs, 4-H club events, community potlucks, private celebrations, and dances, many of them hosted by the Brooklake Women’s Club, which operated here into the late 20th century. However, by the 1970s, the popularity of these events was waning. In 1981, the property was leased to the Federal Way Community Center Association, formed from other social clubs, including members of the Lion’s Club and Kiwanis. In 1984, 12 acres of the original holding were transferred to the State of Washington for use as a park, and the remaining 5 acres were transferred to the Federal Way Community Center Association. The site continued to be a gathering place, providing services for those in poverty, as well as other users. In 1989, the Federal Way Veteran’s Center opened at this location. The building was briefly shut down in the 1990s due to electrical and plumbing issues, and in 2014, the Federal Way City Council voted to acquire the Brooklake Community Center, and then gifted the center to the Federal



Way Community Association. In the 21st century, the building was leased to the Hanwoori Mission Church (Caster 2017).

The building's history is dense, multilayered, and well-documented in a monograph by the Historical Society of Federal Way. The building does appear — based on its age and pattern of use as an entertainment venue, a community clubhouse, and the site of local fairs, dances, and other community events — to have specific and important associations with events that made a significant contribution to the broad patterns of local history, namely in the area of Entertainment and Recreation (Criterion A) (Beckner and Weaver 2021). Background research did not reveal any association of the resource with the lives of significant persons, as the community center has always been associated with consortiums and groups of community members rather than any single person with documented significance in a local, state, or national context (Criterion B). The original community center building, designed to mimic Swiss mountain chalets, does possess the distinctive characteristics of its type, found in the wood siding, wood windows, decorative brackets, and massing of the primary building, exclusive of the hall addition. However, a series of alterations have diminished the building's original character. The building does not represent the work of a master, possess high artistic values, or represent a significant and distinguishable entity whose components may lack individual distinction (i.e., is 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 these resources (Criterion D).

The outbuilding on site, constructed at a later date and heavily altered, does not possess significance under any criteria.

In spite of its diminished integrity, and exclusive of an incompatible hall addition and an outbuilding that has since been altered, the original community center building continues to convey its significant associations with community events and recreation because it maintains its form. Additionally, through its size and massing, the building conveys its nearly 100-year history, first as an inn and speakeasy, then as a hub for public gatherings (fairs, dances, public votes), and next a home for civic organizations like the Brooklake Women's Club, who met at the location and were philanthropic in their efforts (Criterion A: Entertainment and Recreation). It also retains sufficient historic character to represent an early 20th century Swiss chalet style clubhouse (Criterion C), with a period of significance dating to its construction, ca. 1929. While the 1950 addition has diminished the building's historic character, particularly on the secondary west elevation where it was attached, the remainder of the building retains so much of its original fabric — as evident in its wood construction, massing, wood windows, dormers, exterior stairs, and decorative brackets — that it continues to retain sufficient integrity to qualify for listing in the NRHP under Criteria A and C. Historical Research Associates, Inc., assumes the eligible resource is bound by the footprint of the original community center building, exclusive of the hall addition and any associated outbuildings.

FTA, in coordination with Sound Transit and in consultation with SHPO, Tribes, and other consulting parties, determined this resource eligible for listing in the NRHP on May 29, 2024, and SHPO concurred with this determination on June 26, 2024.

#### **9.4.1.3 36605 Pacific Highway S**

According to the King County Assessor, the parcel addressed as 36605 Pacific Highway S is known as the Spring Valley School Campus Number 1 and/or the Montessori Academy at Spring Valley, a Montessori School and teacher training center on a large campus that opened

in 1960 on the location of a former recreational trout farm (1944) (King County Assessor 2023) (Figures 9-134 through 9-135). The elementary school parcel is bisected by Hylebos Creek and includes an assemblage of buildings and landscape features. Individual inventory forms for each building are available in WISAARD.

### **Classrooms 1, 2, and 3, Constructed in 1944**

The primary building faces northeast toward the primary school office. A play area with playground equipment is located to the east. The building is irregular in plan, constructed as a two-story, front-gabled building with single-story, side-gabled wings to the east and west. The building sits on a poured-concrete foundation, is clad primarily in wood board and batten, with some T1-11 and brick skirting, and is topped by an asphalt shingle roof. The north wing includes a recessed, covered porch with T1-11 and brick siding. It includes a pedestrian door and sliding windows that appear to be wood framed. The central mass includes a wood Dutch door and a central nine-light, wood-frame window on the first floor and a hay loft door that has been partially filled by a three-part, vinyl-frame window on the second floor. The southern wing includes a Dutch door and an additional fixed, wood-frame window. The building's south elevation includes board-and-batten siding and some brick skirting, wood-frame windows with divided lights, and a filled arched opening at the southeast corner. The rear elevation includes a chain-link enclosed outdoor classroom on post and pier foundation and a stair to a projecting addition off the second floor. The addition is clad in corrugated metal. Both the outdoor classroom and the addition are topped by corrugated roofing.

A small secondary building is located directly south of Classrooms 1, 2, and 3 and is labeled "office." It was presumably constructed in 1944 with the classrooms. The small, single-story, rectangular building sits on a poured-concrete foundation, is clad in wood shiplap, and is topped by a side-gabled asphalt shingle roof with decorative wood eaves. The building includes a pedestrian wood door and wood casement window on its northeast elevation, a half-moon window on its southeast elevation, a metal sliding window topped by a half-moon transom on its southwest elevation, and no fenestration on its northwest elevation.

### **Integrity**

The building containing Classrooms 1, 2, and 3, constructed in 1944, retains integrity of location, as it remains on its original parcel. Some alterations to fenestration and replacement siding, likely associated with its conversion to an educational use and associated maintenance, have diminished their integrity of design, materials, and workmanship. A change of use associated with the site's redevelopment as a school in the 1950s has diminished its integrity of setting, feeling, and association. However, the school has gained historic significance in its own right, and the building containing Classrooms 1, 2, and 3 and its outbuilding retain sufficient integrity of setting, design, materials, workmanship, feeling, and association from 1960, the year the Spring Valley School Campus Number 1 accepted its first students, to convey their significance.



**Figure 9-134 36605 Pacific Highway, Classrooms 1, 2, and 3, view south**



**Figure 9-135 36605 Pacific Highway, Classrooms 1, 2, and 3, view north**

#### **Classroom 4, Constructed in 1944**

Classroom 4 is a single-story, side-gabled building facing northwest (Figures 9-136 through 9-137). The building is rectangular in plan, sits on a poured-concrete foundation, is clad in shiplap, and is topped by an asphalt shingle roof with decorative eaves. The building's facade features an off-center entry under a projecting portico with decorative eaves supported by turned wood posts. The entry is flanked to the south by two banks of four wood casement windows and to the north by one bank of four wood casement windows. Its southwest elevation includes wood and metal pedestrian doors and wood-casement windows, along with a wood deck accessed by wood stairs under the roof's deep, projecting eave with visible rafter tails. Its southeast elevation includes additional wood casement windows and a projecting shed roof canopy supported by square posts over an outdoor classroom space. Playground equipment, including a small, rectangular wood play shed, is located in fenced play areas around the building.



## Integrity

From its period of construction (1944), Classroom 4 retains integrity of location, as it remains on its original parcel. It retains integrity of design, materials, and workmanship, as it remains relatively unaltered. A change of use associated with the site's redevelopment as a school in the 1950s has diminished its integrity of setting, feeling, and association. However, the school has gained historic significance in its own right, and the building retains sufficient integrity of setting, design, materials, workmanship, feeling, and association from 1960, the year the Spring Valley School Campus Number 1 accepted its first students, to convey its significance.



**Figure 9-136** 36605 Pacific Highway, Classrooms 4, view south



**Figure 9-137** 36605 Pacific Highway, Classrooms 4, view west

## Classroom 5, constructed in 1969

Classroom 5 is a rectangular, single-story, front-gabled building facing northwest (Figures 9-138 through 9-139). It is located south of the office (Classroom 4), to which it is connected by raised wood decks. The building sits on a poured-concrete foundation, is clad in shiplap, and topped by an asphalt shingle roof with deep, ornamental eaves. The building's facade includes a single metal pedestrian door and wood casement window. Wood shelves have been installed against the siding. The building's southwest elevation includes wood casement windows; its southeast elevation is partially subterranean and includes a wood stair to a single metal pedestrian door under deep projecting eaves with visible rafter tails. The northeast elevation includes banks of wood casement windows and faces a chain link-enclosed play area.

## Integrity

From its period of construction (1969), Classroom 5 retains integrity of location and setting, as it remains on its original parcel. It retains integrity of design, materials, workmanship, feeling, and association, as it remains relatively unchanged and continued to serve its original function.





**Figure 9-138 36605 Pacific Highway, Classrooms 5, view east**



**Figure 9-139 36605 Pacific Highway, Classrooms 5, view southwest**

### **Classrooms 6 and 7, constructed in 1943**

Classrooms 6 and 7 are located in an L-shaped, single-story, cross-gabled building facing south (Figures 9-140 through 9-143). The building sits on a poured-concrete foundation, is clad in lapped wood siding, and topped by an asphalt shingle roof with minimal eaves. The building's facade includes a recessed porch with square porch posts. At the recessed entry is a wood pedestrian door and picture window to the east of a projection with a one-over-one, double-hung wood window. Concrete block planter boxes are located along the facade. Secondary elevations include wood-frame, one-over-one, and awning type windows and vertical siding in the gables. To the rear, the building has been expanded by a northern wing with tall, aluminum-frame windows on the east and north elevations. The west elevation faces a play area and includes pedestrian doors on both the primary building and the addition. A gabled portico is located over the entrance on the rear wing and attached via corrugated awning to the main building. The main building includes a recessed entry and small, vinyl-frame sliding windows.

West of Classrooms 6 and 7 is a plywood-sided garage with shed roof and a wood-sided well house. Dates of construction are unknown.

### **Integrity**

From its period of construction (1943), the building containing Classrooms 6 and 7 retains integrity of location, as it remains on its original parcel. It does not retain integrity of design, materials, or workmanship, due to incompatible additions and alterations, including the addition of a rear wing and the use of aluminum- and vinyl-frame windows, alterations likely associated with its conversion to an educational use and associated maintenance. It does not retain integrity of setting, feeling, or association, due to a change of use associated with the site's redevelopment as a school in the 1950s (the site was previously used as a recreational area with fishing pond). However, the school has gained historic significance in its own right, and the building containing Classrooms 6 and 7 retains sufficient integrity of setting, design, materials, workmanship, feeling, and association from 1960, the year the Spring Valley School Campus Number 1 accepted its first students, to convey its significance.



**Figure 9-140** 36605 Pacific Highway, Classrooms 6 and 7, view north



**Figure 9-141** 36605 Pacific Highway, Classrooms 6 and 7, view southeast



**Figure 9-142** 36605 Pacific Highway, Classrooms 6 and 7, Garage, view north



**Figure 9-143** 36605 Pacific Highway, Classrooms 6 and 7, Wellhouse, view west

### **Classrooms 8 and 9, constructed in 1974**

Classrooms 8 and 9 are located in a rectangular building facing west (Figures 9-144 through 9-145). The building is one-story, with a hip-on-gable roof, and it is located to the east of Classrooms 6 and 7. It sits on a poured-concrete foundation, is clad in lapped wood siding with vertical battens around the windows, and is topped by an asphalt shingle roof. The building's facade includes a single metal pedestrian door with concrete stoop and pipe railings. A long bench has been installed south of the entry. The building's long north and south elevations include large aluminum-frame sliding windows and one remaining wood-frame window, suggesting the building originally was constructed with wood windows. The building's west elevation includes a second pedestrian entry with concrete stoop. It exits onto an asphalt play area with climbing equipment and basketball hoop.



## Integrity

From its period of construction (1974), the building containing Classrooms 8 and 9 retains integrity of location, setting, feeling, and association, as it remains on its original parcel and continues to serve its original purpose. Incompatible window replacement has diminished its integrity of design, materials, and workmanship.



**Figure 9-144** 36605 Pacific Highway, Classrooms 8 and 9, view east



**Figure 9-145** 36605 Pacific Highway, Classrooms 8 and 9, view north

## Residence, Constructed in 1942

The residence is located west of the classrooms and across a stream running north to south through the center of the parcel (Figures 9-146 through 9-148). A small lake is located west of the residence on this parcel. The residence is T-shaped in plan with a crossing wing on its north end. The building is a single story with a second-story addition on its south end. A review of historic aerials suggests both the north wing and the south second story addition may have been added between 1960 and 1990 (NETROnline 2023). The building sits on a poured-concrete foundation, is clad primarily in lapped wood siding with brick siding at porches, and is topped by a cross-gabled roof clad in asphalt shingles. The second-story addition is sided in T1-11 and supports a projecting plexiglass carport roof supported by metal posts on the building's south end. The building's facade faces east toward the stream and includes a recessed entry porch (another is located on the west elevation). The facade's porch roof is supported by turned posts. At the recessed entry, the facade includes a large wood-frame picture window and central entry. Other windows on the original mass are wood frame, deeply set, casement and fixed types. Some aluminum-frame sliding windows are located on primary and secondary elevations of the northern wing. Windows on the southern addition are vinyl frame. The south and rear elevations of the original mass include wood-frame windows in groups of threes and fours. Some are vertically divided casements. An exterior brick chimney is located in the recessed rear porch with a second large wood-frame picture window. Posts on the rear porch are square.

## Integrity

From its period of construction (1942), the residential building retains integrity of location and setting, as it remains on its original parcel and continues to serve as a residence. The addition of a wing on its north end, as well as some incompatible window replacement and incompatible porch and carport details, likely associated with the location's reuse as the Spring Valley School Campus Number 1 in the 1950s, has diminished its integrity of design, materials, or workmanship. Also due to the redevelopment, it does not retain integrity of feeling and association from its period of construction. However, the school has gained historic significance in its own right, and the building retains sufficient integrity of setting, design, materials, workmanship, feeling, and association from 1960, the year the Spring Valley School Campus Number 1 accepted its first students, to convey its significance.



**Figure 9-146** 36605 Pacific Highway, Residence, view west



**Figure 9-147** 36605 Pacific Highway, Residence, view northeast



**Figure 9-148** 36605 Pacific Highway, Residence, view southeast



### Salmon-Rearing Building, Constructed ca. 1980

According to the King County Assessor, a small square building directly south of the residence was constructed in 1984 (King County Assessor 2023). This may be an error, as the building appears on historic aerials as early as 1980 (NETROnline 2023). It's not clear how the building is used but, based on its piping to Hylebos Creek and the large fish tank and systems on its exterior, HRA presumes that the building is devoted to the management of Spring Valley's salmon education program and is used to rear juvenile salmon for release in Hylebos Creek. The building is a single story, square in plan, and located along the bank of the parcel's stream (Figures 9-149 through 9-150). It sits on a poured-concrete foundation and is clad in lapped wood siding partially covered by sheets of T1-11. It includes two doors flanking a sliding wood-frame window on the west elevation. The north elevation includes an additional pedestrian door, a projecting storage cabinet, and a permanently installed fish tank with salmon fry. The south elevation also includes a wood-frame sliding window. The building is topped by a front-gabled, asphalt shingle roof with deep eaves and projecting peak supported by visible rafter tails.

### Integrity

From its period of construction, presumed to be ca. 1980, the salmon-rearing building retains integrity of location, setting, feeling, and association, as it remains on its original parcel and continues to serve its original purpose. The addition of incompatible siding on its southwest corner has diminished its integrity of design, materials, and workmanship.



**Figure 9-149** 36605 Pacific Highway, natatorium, view east



**Figure 9-150** 36605 Pacific Highway, Natatorium, view southwest

### Conference Room/Natatorium, Constructed ca. 1970

Survey identified one additional building on the parcel that was not documented in King County Assessor's records. A comparison of historic aerials suggests it may have been added ca. 1970 (NETROnline 2023). A review of historic-period King County Assessor's records at the Puget Sound Regional Archives identified this building as a natatorium (King County Assessor 1935–2024). The building is located north of the residence and includes a sign on its primary entry reading "Conference Room" (Figures 9-151 through 9-153). The building is a single story, is rectangular in plan, and faces south. It sits on a poured-concrete foundation, is clad in lapped wood siding, and is topped by a side-gabled roof covered in asphalt shingles. The building's facade includes an off-center entry with concrete stoop flanked to the west by

metal-frame fixed and sliding windows. The building's secondary east elevation includes four one-over-one windows, and the west elevation includes a central entry door flanked north and south by three-part metal windows. A temporary canopy covers a concrete patio on the west elevation. The long north elevation includes no fenestration.

A small T1-11 clad outbuilding on skids is located directly west of the conference room. A sign on its central entry door reads "Storage Room."

### Integrity

From its period of construction, presumed to be ca. 1970, the resource retains integrity of location, setting, feeling, and association, as it remains on its original parcel and continues to serve the surrounding Spring Valley School Campus Number 1. Window replacement has diminished its integrity of design, materials, and workmanship. Additionally, the building appears in historic-period King County Assessor's records as a natatorium, although it is now identified as a conference room. The interior of the building was not accessible, and its current use could not be confirmed (King County Assessor's Records 1935–2024).



**Figure 9-151** 36605 Pacific Highway, Conference Room, view north



**Figure 9-152** 36605 Pacific Highway, Conference Room, view southeast



**Figure 9-153** 36605 Pacific Highway, Conference Room Storage, view northeast



## Evaluation

The resources at 36605 Pacific Highway S are known as Spring Valley School Campus Number 1, a Montessori School, which moved to this location, a former farm and commercial fishing pond, in 1959 and opened for classes in 1960. This campus serves preschool, preprimary, and primary students. A second campus, also located in Federal Way, Campus Number 2, opened in 1984 and serves older students (Caster 2008).

The school was founded by Madeleine Justus, who came to Seattle from Hungary with her husband, George. After studying the Montessori method in Romania and Austria in the 1930s and meeting founder Dr. Maria Montessori in 1936, she came to the United States and founded a school in Seattle's Grosvenor Hotel in 1951. When the building changed hands, the school was closed, and Justus moved her school to the former Spring Valley Trout Farm, one of 28 recreational fishing ponds located between Seattle and Tacoma in the 1950s (*Seattle Times* 1954). Justus held her first classes in a converted stable at this location in 1960. She and George lived in the residential property on site. George Justus, owner of the Justus Solid Cedar Homes Company, constructed additional classrooms on site and later sold his company (1972) and served as school administrator and president, while Madeleine continued to focus on curriculum (Caster 2008).

Campus Number 1 launched the Montessori Training Program for Montessori educators at this location in 1969 (*Seattle Times* 1969, 1971). The course was offered evenings and weekends "...through the St. Nichols Training Center for the Montessori Method of Education, London, in cooperation with Dr. T. F. Naumann, professor of psychology, Central Washington State College, Ellensburg" (*Seattle Times* 2023).

Spring Valley uses (and teaches) Montessori techniques based on an approach devised by Maria Montessori at the turn of the 20th century. The technique, established while Dr. Montessori worked first with children with learning disabilities, then with special education teachers, and finally with children in a poor, underserved community in Rome, rests on the idea that children educate themselves through observation, social interaction, and experiential learning. As noted by the American Montessori Society, "using scientific observation and experience gained from her earlier work with young children, Maria designed learning materials and a classroom environment that fostered the children's natural desire to learn and provided freedom for them to choose their own materials. To the surprise of many, the children in Maria's programs thrived, exhibiting concentration, attention, and spontaneous self-discipline. The 'Montessori Method' began to attract the attention of prominent educators, journalists, and public figures. By 1910, Montessori schools could be found throughout Western Europe and were being established around the world, including in the United States where the first Montessori school opened in Tarrytown, NY, in 1911" (American Montessori Society 2024a).

While the Montessori movement was present in New York as early as 1911, it waned in popularity and almost disappeared from the United States in the 1920s. However, by the 1950s, "the cultural climate was changing in the U.S., including a growing discontent with traditional American education. Among those seeking alternatives was a young, aspiring teacher from New York City, Nancy McCormick Rambusch. Having 'happened upon' the writings of Maria Montessori, Rambusch was struck by the freshness of her ideas. In 1953, she traveled to Paris to attend a Montessori Congress and learn more. There, she met Mario Montessori, Maria's son, who encouraged her to bring Montessori back to the U.S. One thing led to another, and out of Rambusch's subsequent Montessori schooling and vigorous efforts to promote the Method in the U.S., Montessori education once again took off" (American Montessori Society 2024b). This history puts Madeleine and George Justus at the forefront of a resurgence of Montessori



methods in the United States, and currently, the Spring Valley School calls itself "the first private Montessori School in the Pacific Northwest" (Montessori Academy at Spring Valley 2024).

As quoted by historian Dick Caster, Madeleine Justus said, "the basis of Montessori is to expose the children to everything we want to teach in the concrete. Instead of a lot of talking, we expose them to things through the senses—sight, smell, touch, hearing and tasting" (Caster 2008). As part of this approach, the Montessori method encourages engagement with the outdoors. The Spring Valley campus, located on a parcel crossed by Hylebos Creek and including its own pond, offered opportunities for children to interact with the natural world and the plants and animals of the area. The school was designed to fit into the rolling topography of the site and to incorporate large play fields, grassy hills, gardens, and opportunities to rear and release salmon into Hylebos Creek.

While the parcel holds some associations with recreation, as some of the resources onsite date from the 1940s and were likely associated with the recreational trout farm operating from this location in the 1950s, research did not indicate that these resources held specific and important associations with the history of recreation under a local, state, or national context. Additionally, as the majority of resources were either repurposed or constructed for use of the school, the parcel and its existing campus no longer retain integrity from the period associated with the trout farm. The campus is not significant for its associations with Recreation.

The Spring Valley School has been serving as a Montessori school since 1960 and has trained Montessori educators since 1969, providing local access to a progressive and highly influential method of childhood education during a period of renewal in the United States. The campus, inclusive of its classrooms, residence, and additional built resources, along with its naturalized landscape, is significant on the local level for its associations with events that made a significant contribution to the broad patterns of local history in the area of Education, namely the expansion of the Montessori method and the training of Montessori teachers in the northwest (Criterion A). The Spring Valley School is significant as arguably the oldest private Montessori school still operating in the Northwest. Additionally, while not all resources retain integrity from their dates of construction, visible alterations are associated with the school and its use and do not detract from the resources' significance under Criterion A.

Campus Number 1, inclusive of its classrooms, residence, and additional built resources, along with its naturalized landscape, is associated with persons with documented significance in a local context, including Madeleine and George Justus, the school's founders and administrators throughout the last half of the 20th century, as they lived on campus and were instrumental in spreading the Montessori method throughout the region. Madeleine Justus founded and served on numerous education boards and became a recognized leader in Montessori education. In 1966, she was appointed by Governor Dan Evans to represent Washington State at a United Nations (UNESCO) Conference in France, where she spoke on early childhood education (Montessori Academy at Spring Valley 2023). The school is closely associated with the productive lives of both George and Madeleine Justus, as documented in reports and newspaper articles (Caster 2008; *Seattle Times* 1966, 1969, 1970a).

Campus Number 1, inclusive of its classrooms, residence, and additional built resources, along with its naturalized landscape, retains distinctive characteristics of its particular type, period, and method of construction, namely that of a rural, experiential school campus with creek, pond, play areas, and a collection of classrooms either repurposed or constructed by the Justus family in order to make the Montessori Method's emphasis on hands-on, nature-based, experiential learning possible. It does not represent the work of a master or possesses high artistic values,

but it does represent a significant and distinguishable entity whose components may lack individual distinction (i.e., could qualify as a historic district) (Criterion C).

Campus Number 1 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 these resources (Criterion D).

Based on their significance under Criteria A, B, and C, HRA recommends that the Spring Valley School's Classroom 1 through 9, residence, salmon-rearing building, and conference room/natatorium are individually eligible for listing in the NRHP, primarily under Criteria A and B. Their period of significance dates from the school's founding in 1960 and runs through 2011, the year Madeleine Justus retired from teaching. While some alterations have diminished the buildings' integrity over time, they retain their character-defining features, such as plans, wood siding, wood windows, and decorative eaves, that convey their significance.

From its period of significance (1960 through 2011), the surrounding Spring Valley School retains an assemblage of linked school buildings constructed or renovated for school use; retains its campus footprint; maintains natural features like the pond and creek; and continues to serve its primary purpose: to provide experiential learning to children in King County and to spread the use of the Montessori method through teacher training. While buildings are individually eligible, they are best understood within their context as contributing resources to a potential historic district. Although alterations made on behalf of the school have taken place over time, the number of extant resources, their linkages, and the integrity of major character-defining features have ensured that the campus retains sufficient integrity to convey its significance. Therefore, HRA recommends that the Spring Valley School Campus Number 1, bound by the current parcel boundary, is eligible for listing in the NRHP as a locally significant historic district under Criteria A, B, and C.

FTA, in coordination with Sound Transit and in consultation with SHPO, Tribes, and other consulting parties, determined this resource eligible for listing in the NRHP on May 29, 2024, and SHPO concurred with this determination on June 26, 2024.

#### **9.4.1.4 36530A Pacific Highway S**

Resources at 36530 Pacific Highway S were not visible from the public right-of-way, and surveyors have not yet been granted access. DAHP has, until recently, requested that inaccessible resources be presumed National Register-eligible for the sake of project reviews under state and federal regulations, except in limited instances when desktop review is sufficient to reach a conclusion. What follows is a preliminary recommendation based on available data acquired through a desktop review. Survey results, conclusions, and recommendations can be updated if and when surveyors are granted access to the subject parcel.

According to the King County Assessor, there are two parcels addressed as 36530 Pacific Highway S (King County Assessor 2023). This one includes a number of buildings and structures associated with a horse-boarding stable known as K.C.J. Stables (Figures 9-152 and 9-153). The buildings are located at a distance from the roadway, are screened from view by mature trees, and are not publicly accessible. Research was conducted using publicly available data, but no survey was conducted. Both parcels are owned by the same family (identified as "Culliton" in county records) (King County Assessor 2023). For the sake of this evaluation, they are known as 36530A Pacific Highway S and 36530B Pacific Highway S. 36530B Pacific Highway S was assessed separately.

Research indicates that the parcel includes numerous buildings constructed in 1980 or earlier. These include a residence constructed in 1900, two sheds from 1925, a barn from 1938, a barn and stables from 1944, and a carport from 1977. Additional built resources may also be present (King County Assessor 2023). Phases of development are evident in a comparison of historic aerial imagery (NETROnline 2023).

### Integrity

From its period of construction (1900 to 1978), the residence and associated barns and sheds at 36530A Pacific Highway S may retain integrity of location, although waves of construction and alteration likely diminished their integrity of setting, design, materials, workmanship, and feeling. Integrity cannot be fully assessed from publicly available data.

### Evaluation

The parcel addressed as 36530A Pacific Highway S includes buildings and structures that date to 1900, according to the King County Assessor. In 1907, maps show the location as part of a larger land holding owned by John P. Gale (Anderson Map Co. 1907). Additional research would be required to confirm his identity, but local newspapers describe a John P. Gale who was an early gold miner in California, a blacksmith in Oregon, and a resident of Tacoma before his death in 1907. In later life, according to the *Tacoma Daily Ledger*, "... he became the owner of a 200-acre farm near the Indian School" (*Tacoma Daily Ledger* 1907).



**Figure 9-154** 36530A Pacific Highway S, courtesy of the King County Assessor



**Figure 9-155** Aerial of 36530A Pacific Highway S, courtesy of the King County Assessor

While it is not clear from available data that the parcel has always been used to board horses, historic aerial photos show the parcel has been a relatively remote, undeveloped parcel with a series of outbuildings since at least 1936 (NETROnline 2023).

Based on the age of extant resources, the historically rural nature of the property, as indicated by local histories, maps, and aerials, and the history of agricultural development in King County, one or more buildings or structures at this location may hold important associations with events that made a significant contribution to the broad patterns of local, state, or national history, likely in the area of agriculture (Criterion A). Although additional research is required, it is also possible that extant resources are associated with a person possessing documented significance within a local context, namely John P. Gale (Criterion B). From King County



Assessor's photos and aerials, the primary building at this location appears to be an early farmhouse that has been greatly expanded. Additional onsite research would be required to confirm whether the building, along with barns and other outbuildings, possess the distinctive characteristics of a particular type, period, or method of construction; represent the work of a master; possess high artistic values, represent a significant and distinguishable entity whose components may lack individual distinction (i.e., is part of a district) (Criterion C). Finally, additional research would be required to determine whether the resources could 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 these resources (Criterion D).

Based on a desktop review of available sources and without confirming integrity through on-site survey, HRA recommends 36530 Pacific Highway S be presumed eligible for listing in the NRHP under a combination of Criteria A and B, pending survey and inventory. The period of significance for the resource is presumed to date to 1900, and the boundary of the eligible resources is presumed to be the current and historic tax parcel boundary.

FTA, in coordination with Sound Transit and in consultation with SHPO, Tribes, and other consulting parties, determined this resource eligible for listing in the NRHP on May 29, 2024, and SHPO concurred with this determination on June 26, 2024.

#### **9.4.1.5 36606 Pacific Highway S**

Resources at 36606 Pacific Highway S were not visible from the public right-of-way, and surveyors have not yet been granted access. DAHP has, until recently, requested that inaccessible resources be presumed National Register-eligible for the sake of project reviews under state and federal regulations, except in limited instances when desktop review is sufficient to reach a conclusion. What follows is a preliminary recommendation based on available data acquired through a desktop review. Survey results, conclusions, and recommendations can be updated if and when surveyors are granted access to the subject parcel.

According to the King County Assessor, the parcel addressed as 36606 Pacific Highway S includes two buildings constructed in 1947, a primary residence and a guest house (Figures 9-156 through 9-159). Additional outbuildings are located on the parcel, including a garage for recreational vehicles, a barn, and a storage structure for equipment, although their dates of construction are not documented (King County Assessor 2023). A review of historical aerials indicates that the footprint of the primary residence and an outbuilding, likely the guest house, remain as constructed, although outbuildings to the rear of the parcel were greatly expanded between 1980 and 1990 (NETROnline 2023)

The built resources on this parcel are not accessible or visible from the public right-of-way. Research was conducted using publicly available data, but no survey was conducted. Archival research indicates the primary residence is a V-shaped, single-story, side-gabled house with two wings, projecting gables, an arcaded entry along the bedroom wing, brick siding, and a walkway through fenced pasture to a large round pond with dock to the west of the residence. East of the primary building is a small, single-story, side-gabled building with a projecting portico, likely the guest house.



**Figure 9-156** Undated Photo of 36606 Pacific Highway S, courtesy of the King County Assessor



**Figure 9-157** 36606 Pacific Highway S, courtesy of Redfin.com



**Figure 9-158** 36606 Pacific Highway S, courtesy of Redfin.com



**Figure 9-159** 36606 Pacific Highway S, courtesy of Redfin.com

## Integrity

From its period of construction (1947), the residence, guest house, and associated outbuildings at 36606 Pacific Highway S may retain integrity of location, setting, feeling, and association. It is unclear whether additions to the outbuildings and renovations may have diminished the integrity of the buildings' design, materials, and workmanship. Integrity cannot be fully assessed from publicly available data.

## Evaluation

According to the King County Assessor, the parcel addressed as 36606 Pacific Highway S was owned by Leonard and Linda Badgley as late as 1992 (King County Assessor 2023). The Badgley family appears at this address in birth notices from both 1975 and 1978 (*Seattle Times* 1975a, 1978). The property was last acquired by new owners in 2018 (King County Assessor 2023). It serves as a single-family residence.

In 1907, maps show the location as part of a larger land holding owned by John P. Gale (Anderson Map Co. 1907). By 1936, the parcel was part of a larger land holding owned by the Carstens Packing Company, which appears without significant detail in the *Seattle Times* through the early 1940s (Metsker 1936).

Research revealed little about their previous owners or occupants of the 1947 residence. The buildings do not appear, based on a review of historic maps and local histories, 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) (Beckner and Weaver 2021). Background research did not reveal any association of the resource with the lives of persons with documented significance within a local, state, or national context (Criterion B). From King County Assessor's photos, the buildings appear to be part of a large residential property, possibly associated with former agricultural use. Without on-site survey, it is not possible to establish whether the buildings possess the distinctive characteristics of a particular type, period, or method of construction; represent the work of a master; possess high artistic values; or represent a significant and distinguishable entity whose components may lack individual distinction (i.e., is part of a district) (Criterion C). However, desktop research suggests that the buildings have been heavily altered, particularly on the interiors, due to waves of updates and renovations (Redfin 2023). 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 these resources (Criterion D).

Based on a desktop review of available sources and without confirming integrity through onsite survey, HRA, recommends 36606 Pacific Highway S be presumed eligible at the local level for listing in the NRHP under Criterion C, pending survey and inventory. The period of significance is presumed to date to construction in 1947, and the boundary of the eligible resource is presumed to be the current tax lot.

FTA, in coordination with Sound Transit and in consultation with SHPO, Tribes, and other consulting parties, determined this resource eligible for listing in the NRHP on May 29, 2024, and SHPO concurred with this determination on June 26, 2024.

#### **9.4.1.6 36903 Pacific Highway S**

Resources at 36903 Pacific Highway S were not visible from the public right-of-way, and surveyors have not yet been granted access. DAHP has, until recently, requested that inaccessible resources be presumed eligible for the National Register for the sake of project reviews under state and federal regulations, except in limited instances when desktop review is sufficient to reach a conclusion. What follows is a preliminary recommendation based on available data acquired through a desktop review. Survey results, conclusions, and recommendations can be updated if and when surveyors are granted access to the subject parcel.

According to the King County Assessor, the parcel addressed as 36903 Pacific Highway S includes a one-and-a-half story bungalow constructed in 1921 (King County Assessor 2023) (Figures 9-160 and 9-161). The building is heavily screened and is not visible from the roadway. Research was conducted using publicly available data, but no survey was conducted. A review of historic aerials indicates that the building retains its original footprint (NETROnline 2023).

Undated photos from the King County Assessor indicate the building is a modest Craftsman style bungalow with one-over-one, wood-frame windows, a projecting porch, and a carport added to the south (King County Assessor 2023).





**Figure 9-160** 36903 Pacific Highway S, Undated, courtesy of the King County Assessor



**Figure 9-161** 36903 Pacific Highway S, Undated, courtesy of the Redfin.com

### Integrity

From its period of construction (1921), the residence at 36903 Pacific Highway S retains integrity of location and setting. It is not clear whether the building retains integrity of design, materials, workmanship, feeling, or association. Integrity cannot be fully assessed from publicly available data.

### Evaluation

According to the King County Assessor, the residence at 36903 Pacific Highway S was owned by Thelma Marie Dahlen in 1992, when it was acquired by the Clark family, and then by the Reynolds family in 2017. It is currently held in trust (King County Assessor 2023).

Research revealed little about the previous owners or occupants of the 1921 residence. However, a woman from Tacoma named Thelma Dahlen appeared in newspaper articles for her winning performance on intelligence tests as a student in 1919 and for passing her nursing exam in 1927 (*Tacoma Daily Ledger* 1927; *Tacoma News Tribune* 1919). She is identified as the resident of 36903 Pacific Highway S in 1950 assessor's records (King County Assessor 1935–2024). She is likely the same person who owned the residence in 1992.

The building does not appear, based on a review of historic maps and local histories, 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) (Beckner and Weaver 2021). Background research could not confirm any association of the resource with the lives of persons with documented significance within a local, state, or national context (Criterion B). From King County Assessor's photos, the building appears to have been constructed as a modest Craftsman bungalow with modest footprint and typical features, including a projecting porch and wood windows. Without on-site survey, it is not possible to establish whether the building possesses the distinctive characteristics of a particular type, period, or method of construction; represents the work of a master; possesses high artistic values; or represents a significant and distinguishable entity whose components may lack individual distinction (i.e., is 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 these resources (Criterion D).

Based on a desktop review of available sources, HRA recommends 36903 Pacific Highway S be presumed eligible for listing in the NRHP under Criterion C, pending survey and inventory. The period of significance for the resource is presumed to date to its construction in 1921, and the boundary of the eligible resource is presumed to be the boundaries of the current tax lot.

FTA, in coordination with Sound Transit and in consultation with SHPO, Tribes, and other consulting parties, determined this resource eligible for listing in the NRHP on May 29, 2024, and SHPO concurred with this determination on June 26, 2024.

#### **9.4.1.7 37600 Pacific Highway S**

The Gethsemane Catholic Cemetery, located on two parcels addressed as 37600 Pacific Highway S, was developed in the early 1970s but was not dedicated by the Archbishop of Seattle until 1975 (Archdiocese of Seattle 2018). The cemetery is a designed landscape (WISAARD ID 537584) with functionally related units including one mortuary with three mausoleum buildings (WISAARD ID 725425). A 2010 study of the cemetery estimated approximately 8,000 burials within the cemetery (Sundberg 2010).

##### **Gethsemane Catholic Cemetery Landscape**

Entering the cemetery from Pacific Highway S, the cemetery's main roadway passes through the main entrance gate, characterized by a concrete wall with metal gates and a low sign reading "Gethsemane Catholic Cemetery." The remainder of the property fence lining Pacific Highway is chain-link. The main roadway is one lane in each direction, with a wide median featuring evenly spaced lighting and paired trees. The main roadway leads to a roundabout accessing the centrally located mortuary and surrounding cemetery grounds. Three mausoleums are located to the northeast. A maintenance loop encircles the mortuary. Parking is located northwest of the mortuary and along a widened portion of the main cemetery road. The mortuary is surrounded by flowering shrubs and deciduous trees, with evergreens at its corners. A maintenance yard is adjacent to the mortuary on its south elevation and is separated from the burial spaces by a chain link-fence lined with mature shrubs. There are five burial lawns on the property, with the main cemetery lawn being north of the mortuary building. It features a walking path (ca. 2000), an offshoot of the main roadway leading north, and a combination of ground-level and vertical grave markers. The burial lawn west of the mortuary features ground-level markers, a niche wall built into a hill, and a higher density of deciduous and evergreen trees than any of the other burial lawns. The burial lawn south of the mortuary features ground-level grave markers with deciduous trees near the mortuary and mausoleums. The small burial lawn east of the mortuary and directly south of the mausoleums features a straight, paved path with vertical grave markers, while the final small lawn west of the mausoleums (northeast of the mortuary) features a winding path with a central statue of Jesus Christ and a combination of ground-level and vertical grave markers.

The northern parcel, also owned by the cemetery, and the eastern end of the main parcel remain undeveloped. A manmade berm, built during the initial earth moving and site preparation phase of construction, separate the Gethsemane Catholic Cemetery from the undeveloped eastern part of the property and the adjacent St. George's Indian Mission School Cemetery property.



**Figure 9-162** 37600 Pacific Highway S, view southwest



**Figure 9-163** 37600 Pacific Highway S, view south

### Integrity

From its period of construction (1974), the Gethsemane Catholic Cemetery at 37600 Pacific Highway S retains integrity of location, setting, and association. Alterations have detracted from the cemetery's integrity of design, materials, workmanship, and feeling. A previously prepared historic property inventory (HPI) form noted "the property has been expanded twice, adding ten acres to the north in 1986 and 0.75 acre to the south in 2003. Starting in the 1980s in response to customer requests, vertical grave markers were allowed in the previously undeveloped western (front) section of the property. Niche walls are a more recent accommodation of changing funerary preferences" (Sundberg 2010). The cemetery retains its "views of Mt. Rainier and nearby greenery in the Hylebos Creek natural area" and its "pronounced park-like and open scenic character, complemented by its modern buildings and not quite mature interior" (Sundberg 2010).

### Gethsemane Catholic Mortuary and Mausoleums

The one-story mortuary building, generally rectangular, sits on a poured-concrete foundation and is clad in brick and precast concrete panels with a cross-gabled asphalt roof. The chapel is located in the northern portion of the building under the crossing gable and features window walls on the east and west elevations. The main entrance to the building consists of a set of double doors on the east side of the chapel. A secondary, metal-framed door is located on the west side of the chapel. The north end of the building includes a large porte cochere for funerary uses. The southern portion of the building contains offices with five bays of metal-framed ribbon windows.

The functionally related mausoleums are located approximately 250 feet northeast of the mortuary. The three buildings are situated around a small lawn with burials, a paved walking path lined with niche walls topped by wood pergolas, and a central religious statue of Jesus Christ. The three rectangular mausoleums are identical in design and constructed of pre-cast concrete with a scored exterior. They sit on poured concrete foundations and are topped by flat, built-up roofs.





**Figure 9-164** 37600 Pacific Highway S, view northeast



**Figure 9-165** 37600 Pacific Highway S, view southwest

## Evaluation

Cemeteries are generally not considered eligible for listing in the National Register of Historic Places (NRHP) unless they derive their primary significance from graves of persons of transcendent importance, from age, from distinctive design features, or from association with historic events (NRHP Criteria A, B, or C) (NPS 1997:25). The Gethsemane Catholic Cemetery at 37600 Pacific Highway S is a designed landscape (site) with functionally related units (mortuary and mausoleum buildings) evaluated separately.

The cemetery was developed in the early 1970s and dedicated in 1975. The parcels containing the Gethsemane Catholic Cemetery were once part of the St. George's Industrial School (King County Tax Assessor 2020). Colloquially known as St. George's Indian School (also St. George's Indian Mission School and the St. George Boarding School for Indians), the school was established in 1888 by Reverend Peter Hylebos with funding from Mother Katharine Drexel, daughter of wealthy banker Francis A. Drexel (Seattle Times 1974; Seattle Times 1934). Initially the school was also receiving government funding. However, there was another boarding school on the Puyallup Reservation built a few months before St. George's that competed for the same government funding. Government assistance for St. George's Indian School was cut in 1891, as the government claimed the school on the Puyallup Reservation was adequate. St. George's continued to operate with the help of donations and funding from various congregations in the area (Castor 2009:18).

Shortly after the school was opened, the St. George's Indian Mission School Cemetery was established on school grounds. It was located on a separate parcel and a few hundred feet away from today's Gethsemane Catholic Cemetery. Two of the school's early teachers were buried in this cemetery, and later Native Americans, nuns, and pioneers would also be buried here. It is estimated approximately 250 burials were within the cemetery. Few of the graves remain, as most were "moved to [Cavalry Cemetery in] Tacoma Cemetery many years ago [and] vandals have heavily damaged those that remain" (Castor 2009:16-22).

St. George's Indian School was open to any Native American child and took in children from all over the Pacific Northwest and Alaska. While some children were orphans and stayed at the school year-round, most children went home during the summer months (Seattle Times 1934). Industrial training and religious instruction were emphasized at the school. The girls were trained in domestic science through completing the housework and cleaning at the school, while the boys helped clear the land, build new buildings, roads, and bridges and later helped with the small farm (Castor 2009:17). The school kept cows and turkeys and grew alfalfa and rye to feed

the livestock. By 1934, about 3,000 Native American children had graduated from the school (Seattle Times 1934). The school closed in 1936 due to a lack of funding during the Great Depression (Castor 2009:20).

The St. George's Indian Mission School land was deeded to the Catholic Archdiocese of Seattle by the Bureau of Catholic Indian Missions in 1952 (Seattle Times 1975). The Archbishop of Seattle submitted a permit for a new cemetery on the property in 1970, with the main entrance on Pacific Highway South (Seattle Times 1970b). The initial plans for the cemetery were developed by architects Maloney, Herrington, Freesz, and Lund, who had also designed the Holyrood Cemetery in Shoreline. The firm was established in 1963, when prominent Seattle architect John Maloney took on additional partners. However, Maloney retired in 1970, and Lund retired in 1973. It is unclear when Freesz and Herrington retired, but the firm's name changed in 1980 to Mills, John & Rigdon (DAHP 2021c; Seattle Times 1994). As the Gethsemane Catholic Cemetery was designed during a period of transition for the firm, it's unclear which of the partners was responsible for its design.

Due to the Shoreline Management Act, which passed the Washington State Legislature in 1971 in order "to prevent the inherent harm in an uncoordinated and piecemeal development of the state's shorelines," the design of Gethsemane Catholic Cemetery was focused west of Hylebos Creek and its adjacent wetlands (Boswell and Rinck 2017:34; Ecology 2021). The single building associated with the school was demolished in 1971 in preparation for the new cemetery construction (Seattle Times 1974). The construction contract was awarded to F.S. Jones Construction, who began construction in 1972. Due to "construction delays, labor strikes, and additional environmental issues and permitting requirements" construction took over 2 years (Boswell and Rinck 2017:34). By 1974, the cemetery office (mortuary) was constructed, and by 1980, the three mausoleum buildings were constructed (NETROnline 2021; Seattle Times 1974). The mausoleum buildings were constructed directly north of where the St. George's Indian Mission School was once located (NETROnline 2021).

The cemetery was not established without controversy. In 1974, a group of Native Americans associated with the Indian Group Home Coalition broke one of the glass doors of the mortuary and held a 4.5-hour sit-in at the cemetery office protesting the use of the property as a Catholic cemetery. They claimed, "this land was originally purchased...to educate Indian children...[and] the current and future plans for this property are a misappropriation of the original donors' intent" (Seattle Times 1974). The U.S. District Court found the group of protestors not guilty of trespassing, ruling that they had access rights to the cemetery (Seattle Times 1975b). In 1983, the Archdiocese of Seattle deeded 17 acres containing what was presumed to be the St. George's Indian Mission School Cemetery to the Puyallup Tribe (King County Tax Assessor 2020). Similar protests took place across the country, as Native American groups fought against the redevelopment of land that was once theirs or dedicated for their use (Seattle Times 1975c).

The construction of the Gethsemane Catholic Cemetery ultimately led to the return of some land and remaining graves to the Puyallup Tribe for stewardship. Therefore, this resource is significant for its associations with an event that made a significant contribution to the broad patterns of our history (Criterion A). Background research did not suggest that the Gethsemane Catholic Cemetery held a strong association with the lives of significant persons or includes the graves of persons of transcendent importance (Criterion B). The overall cemetery design is simple, with a central building encircled by drives and lawns with burials laid in rows. The cemetery is classified as a memorial park cemetery design, which was a common design approach in the mid-20th century. The memorial park style grew out of the "rural" cemetery movement of the late 19th century and focused on the natural beauty of a site. Memorial parks often prioritized easy maintenance and kept grave markers flush with the ground without

plot-defining barriers, which allowed for easy lawn care (NPS 1992:5). The Gethsemane Catholic Cemetery was originally designed to include several aspects of the memorial park style, including the attention to nature, ground-level grave markers, and curved paths. The cemetery, as a potential historic landscape, was surveyed in 2010, and the resulting HPI noted “the Gethsemane Catholic Cemetery is a relatively intact, good example of a smaller memorial park. Although vertical monuments have been allowed in the western area for the past 25 years, the curving drives, continuous lawns, open views and predominance of ground-level grave markers is consistent with the market-driven evolution of all of the memorial park cemeteries in the county” (Sundberg 2010). While the Gethsemane Catholic Cemetery does embody some of the distinctive features of its type, period, and method of construction, it is not known to be the work of a master; does not possess high artistic values; and does not represent a significant and distinguishable entity whose components may lack individual distinction (i.e., contribute to an existing or potential historic district) (Criterion C). Finally, based on its period of construction, the cemetery 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 these resources (Criterion D).

Historical Research Associates, Inc. recommends that Gethsemane Catholic Cemetery is eligible for listing in the NRHP as a designed landscape (site) with functionally related units (Mortuary and Mausoleums), under Criteria A and C, as the location of a relatively peaceful protest that resulted in the return of culturally significant land to the Puyallup Tribe, as well as a relatively intact example of a smaller mid-20th century memorial park. The boundaries for the eligible resource match the parcel boundaries, which include the designed cemetery, its functionally related mortuary and mausoleums, and the undeveloped creek area on the eastern edge, which was intentionally left natural. The period of significance dates from the construction of Gethsemane Catholic Cemetery (1974).

FTA, in coordination with Sound Transit and in consultation with SHPO, Tribes, and other consulting parties, determined this resource eligible for listing in the NRHP on May 29, 2024, and SHPO concurred with this determination on June 26, 2024.

#### **9.4.1.8 7909 Pacific Highway E**

According to the Pierce County Assessor, the Daffodil Motel, a complex of three buildings around an internal courtyard at 7909 Pacific Highway E, was constructed in 1942 (Pierce County Assessor 2023). However, this appears to be in error, as a review of aerial photographs shows that the site was undeveloped as late as 1945 (Pierce County 2023). The motel does appear in historic aerials in 1955 and was likely constructed soon after the end of World War II (ca. 1948) (NETROnline 2023) (Figures 9-166 through 9-168).

The motel comprises three buildings in a U-shaped pattern facing east toward Pacific Highway E. The buildings are generally rectangular, although the north and south buildings flare slightly to open up to the highway. All three are one-story tall and ring a paved parking lot. Small lawns are located between the motel and the highway, and a large neon sign is located on the edge of the highway. The sign is double-sided and is made up of a blade sign beside a figurative daffodil topped by a cloud-like form. The sign reads “Daffodil Motel.” An attached marquis vacancy sign reads “Special/Always Free/Movies/New Releases/922-7000” and includes an arrow. The sign has been partially dismantled and is missing pieces of its arrow and its flower stem. It is not clear that it is still functional, although online photographs of the illuminated sign date to as late as 2013.

The buildings sit on concrete-block foundations, are clad in lapped wood boards, and are topped primarily by shallow side-gabled roofs with asphalt shingles. Gables include diagonal



lapped boards. Windows are aluminum frame. Each building includes individual rooms with shallow concrete stairs, some of which are flanked by brick planter boxes. Entry doors are flanked on one side by three-part windows.

The motel office, located on the motel's southeast corner, includes a projecting gable over a narrow brick porch at the entrance. The office includes a row of windows along its east and north elevations. Windows are aluminum-frame, consisting of a fixed light over sliders. The office's east-facing elevation includes a recessed secondary entry under a projecting gable next to fixed lights with sliders above. The office porch may have originally wrapped this corner.



**Figure 9-166** 7909 Pacific Highway E, view northwest



**Figure 9-167** 7909 Pacific Highway E, view northwest



**Figure 9-168** 7909 Pacific Highway E, view west

## Integrity

From its period of construction (ca. 1948), the Daffodil Motel at 7909 Pacific Highway E retains integrity of location and setting, as it remains on its original parcel. Minor alterations to the office on the complex's southeast corner do not diminish the motel's integrity of design, materials, workmanship, feeling, and association. The motel's neon sign, its most distinctive feature, has deteriorated and no longer fully functions. With repair, it would also retain integrity of design, materials, workmanship, feeling, and association.

## Evaluation

The Daffodil Motel at 7909 Pacific Highway E was constructed ca. 1948 and has continued to serve as a roadside motel for travelers along the Pacific Highway since that time. It is one of a relatively few resources that retains its original use, its original footprint, and enough evidence of its original function and relationship to Pacific Highway to express its significance as a roadside motel. A review of historic resources, including the Tacoma-Pierce County Building Index, did not reveal additional information regarding the motel's construction, although numerous articles in the *Seattle Times* described criminal activity at the motel, particularly in the early 2000s (Tacoma Public Library 2023).

The building is one of many roadside commercial enterprises constructed in this area in the 1940s. Like nearby recreational vehicle parks and commercial operations, it was likely designed to attract motorists traveling the highway between Tacoma and Seattle. While it does appear to be associated with transportation history, it does not appear, based on a review of historic maps and local histories, 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) (Beckner and Weaver 2021). Background research did not reveal any association of the resources with the lives of significant persons (Criterion B). The motel buildings are modest in character but paired with an eye-catching neon sign designed to appeal to roadside travelers, particularly those traveling in the dark. The motel rooms are modest, as are the grounds, but are clad in natural materials and have retained their aluminum-frame windows, an increasingly rare remnant of mid-20th-century design. The motel does possess the distinctive features of a roadside motel of the mid-20th century. It is not known to represent the work of a master, possess high artistic values, or represent a significant and distinguishable entity whose components may lack individual distinction (i.e., is part of a district) (Criterion C). Finally, the buildings were 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 these resources (Criterion D).

Based on its architectural significance as a relatively intact roadside motel, HRA recommends 7909 Pacific Highway E eligible for listing in the NRHP at the local level under Criterion C. The building's significance dates to its construction ca. 1948, and the boundary of the eligible resource matches the boundary of the current parcel.

FTA, in coordination with Sound Transit and in consultation with SHPO, Tribes, and other consulting parties, determined this resource eligible for listing in the NRHP on May 29, 2024, and SHPO concurred with this determination on June 26, 2024.

### 9.4.1.9 7700 Pacific Highway E

According to the Pierce County Assessor, the commercial showroom at 7700 Pacific Highway E was constructed in 1978 (Pierce County Assessor 2023). According to historic aerials, the large storage warehouse located southwest of the showroom was added between 1985 and 1995. Due to its young age, it was not recorded (Pierce County Assessor 2023). The showroom, built into a sloping grade and surrounded by paved parking, is a single-story tall, is rectangular in plan, and faces east toward I-5. It is used by Union Marine as a showroom for watercraft (Figures 9-169 and 9-170). It sits on a poured-concrete foundation, is clad in cement board, and is topped by a flat built-up roof with minimal eaves and visible beam ends on the facade.

The building's facade faces east, with a tall band of wood-frame windows providing views into the showroom. A wood deck wraps the facade and its corners. An open stair leads down to

grade at the northeast corner. A glazed pedestrian door is located west of the windows on the building's north elevation. Another glazed door under an awning that reads "sales entrance" is located west of the windows on the south elevation. Both the north and south elevations include overhead garage doors, partially glazed, and large square, vinyl-frame windows. The building's rear (west) elevation retains some square wood-frame windows.

### Integrity

From its period of construction (1978), the showroom at 7700 Pacific Highway E retains integrity of location, setting, feeling, and association, as it remains on its original parcel, with expanded storage for watercraft and a large, glass-enclosed showroom at the east elevation, visible from I-5 but not from Pacific Highway. The building's integrity of design, materials, and workmanship have been diminished, as windows and siding have been replaced on secondary side elevations. While window and siding replacements are visible, they do not detract from significant views of the building's showroom.



**Figure 9-169** 7700 Pacific Highway E, view southeast



**Figure 9-170** 7700 Pacific Highway E, view south

### Evaluation

The showroom at 7700 Pacific Highway E is used by Union Marine, family owned since 1986, with retail locations throughout the Puget Sound region (Union Marine 2023). This location was acquired by Boatlaunch Enterprises II, LLC in 2001 (Pierce County Assessor 2023). It was previously associated with other vehicle distributors including Tveten Motor Company in 1981, which had a location in Tacoma from the 1930s to the 1970s (*Seattle Times* 1938, 1981).

While the building is associated with commercial activity in the region, it does not appear, based on a review of historic maps and local histories, 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) (Beckner and Weaver 2021). Background research did not reveal any association of the resources with the lives of significant persons (Criterion B). The building is utilitarian in plan, a rectangular warehouse with replacement materials on side elevations. However, one distinct feature remains, a wall of wood-frame windows that provides a view of the interior of the showroom from I-5, an element of roadside architecture designed to capture the attention of passing motorists. Such views were designed to use light and optimum visibility to create interest as a form of roadside advertising. As such, the building is a significant example of showroom design. The building once housed airstreams for Tveten Motor Company,



as indicated by ads in the *Seattle Times* and is now associated with the sale of recreational watercraft. The building does possess the distinctive features of a roadside showroom from the late 20th century. It does not represent the work of a master, possess high artistic values, or represent a significant and distinguishable entity whose components may lack individual distinction (i.e., is 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 these resources (Criterion D).

Based on its architectural character and in spite of some integrity loss, HRA recommends 7700 Pacific Highway E eligible for listing in the NRHP at the local level under Criterion C as an example of roadside architecture. The building's significance dates to its construction in 1978, and the boundaries of the eligible resources are limited to the building's footprint, as the surrounding parcel has been altered by changes in use.

FTA, in coordination with Sound Transit and in consultation with SHPO, Tribes, and other consulting parties, determined this resource eligible for listing in the NRHP on May 29, 2024, and SHPO concurred with this determination on June 26, 2024.

#### **9.4.1.10 1309 62nd Avenue E, Fife**

According to the Pierce County Assessor, the single-family residence at 1309 62nd Avenue E was constructed in 1900, which may be in error, as the building appears to date from the 1910s or 1920s when elements of the Craftsman style had become popular (Figures 9-171 through 9-173) (Pierce County Assessor 2019). It was likely constructed, or perhaps remodeled, in 1925, according to information provided by the Pierce County Assessor for the associated garage (Pierce County 2020). The residence faces west toward 62nd Avenue E. It is an example of a modest, two-story farmhouse, vernacular in character with a Craftsman-style plan, rectangular with a front-facing gable with knee braces. The building has recently been placed on a new concrete block foundation. It is clad in shiplap siding and is topped by a shingle roof, although many of the shingles have fallen off. The facade features an off-center entry consisting of a stoop under a gabled projection with knee braces. The entry door is paired with flanking sidelights. South of the entry is a large picture window. The second floor includes paired wood-framed, one-over-one windows in the gable, flanked by a pair of small, square windows. The gables include deep eaves and knee braces. The secondary north and south elevations include boarded-up windows on the lower floor and central dormers with wood-framed windows in the upper floors.

A second building, a wood-framed, wood-clad garage dating from 1925, according to the Pierce County Assessor, is located to the rear (east) of the residence but is not clearly visible from the public right-of-way.

#### **Integrity**

From its period of construction (ca. 1900), the residence at 1309 62nd Avenue E retains integrity of location, setting, design, materials, and workmanship, in spite of foundation replacement. The building retains its historic massing, windows, and ornamental detail. The building's vacancy has diminished its integrity of feeling and association.



**Figure 9-171** 1309 62nd Avenue E, view east



**Figure 9-172** 1309 62nd Avenue E, with Garage to the East, view southeast



**Figure 9-173** 1309 62nd Avenue E, Outbuilding/Garage, view southeast

## Evaluation

According to the Pierce County Assessor, the residence at 1309 62nd Avenue E is owned by Noboru Yamasaki. Yamasaki died in 2005, according to online newspaper archives, and the residence is most likely owned by his descendants. Yamasaki was born in 1924 and raised in Puyallup and Fife. Based on his date of birth, he appears to be the same Noburo Yamasaki who was a Washington-born high school student living on Terry Jackson Road in Gardenville (an earlier name for Fife) in 1942 when he and his family, including his parents Kumazo and Mitsuko Yamasaki, were directed to assemble in Puyallup and then were interned during World War II (Ancestry 2005). According to records held by the National Archives and made accessible via Ancestry.com, Yamasaki's family was interned at Minidoka in Idaho from 1942 to 1945 (Ancestry2013). While the history of Yamasaki family is significant, it is not clear whether the residence at 1309 62nd Avenue E is itself associated with events, like World War II, that made a significant contribution to the broad patterns of local, state, or national history. However, it is significant for its association with early 20th-century development in Fife (Criterion A). Preliminary research suggests that the building was owned by a significant family interned during World War II. Noboru Yamasaki lived through this period of history and returned to Fife in the later years of his life. The residence may be eligible under Criterion B for its association with the lives of significant persons (Criterion B). Furthermore, the building retains much of its historic character, including its original plan, siding, window openings, rooflines, and ornament, including brackets and eaves associated with the Craftsman style. The building, along with its

associated garage and lands within the parcel boundary, qualify as architecturally significant (Criterion C). The building does embody the distinctive characteristics of its type, period, and method of construction, but is not known to represent the work of a master; possess high artistic values; or represent a significant and distinguishable entity whose components may lack individual distinction (i.e., contribute to an existing or potential historic district). The home was built of common construction methods and 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 these resources (Criterion D).

Based on background research and a review of local histories, historic maps and aerials, and government records, Sound Transit recommends the residence at 1309 62nd Avenue E eligible for listing in the NRHP under Criteria A, B, and C, as a representative example of a Craftsman-inspired farmhouse associated with broad patterns of history, including farming in Fife (Gardenville) and possibly the internment of Japanese Americans during World War II, as well as for its association with significant people, including the Yamasaki family. The building's period of significance dates to ca. 1925, its presumed date of construction. The recommended boundary for the eligible property is the parcel boundary, which includes the surrounding landscape and detached garage.

FTA, in coordination with Sound Transit and in consultation with SHPO, Tribes, and other consulting parties, determined this resource eligible for listing in the NRHP on May 29, 2024, and SHPO concurred with this determination on June 26, 2024.

#### **9.4.1.11 4306 Pacific Highway E, Fife**

According to the Pierce County Assessor, the one-part commercial block known as the Pick-Quick Drive In, located at 4306 Pacific Highway E, was constructed in 1949 (Figures 9-174 and 9-175) (Pierce County Assessor 2019). The small, irregular, single-story building faces north toward Pacific Highway E. It sits on a poured-concrete foundation, is of masonry construction with a parged surface and rounded corners and is topped by a flat roof that includes a drive-thru bay at the north end. The drive-thru roof is supported by two concrete posts. The building is surrounded by paved parking, except to the southwest, where a grassy lawn is spread with picnic tables. The building's two pedestrian entry doors are located on its east elevation, but the building's facade is its north-facing, drive-thru bay, where pedestrians now come to order while standing on a shallow concrete curb in front of a central, aluminum-framed, sliding window with service counter. The central window is flanked north and south by additional square windows, providing a ribbon that wraps the building's northeast and northwest corners. The building's eaves include neon signage reading "hot dogs" and "hamburgers," but the building's most visible feature is the neon sign above the drive-thru bay, which includes, from top down, a yellow arrow reading "ice cream," a red circle reading "burgers," and a series of stacked red and black signs reading "drive in," "Pick-Quick," and "better burgers," all in metal with neon embellishment. With its eye-catching signage, typical of its period and designed to capture roadside attention from drivers moving at speed on Pacific Highway, the Pick-Quick Drive In is a good example of the kind of roadside architecture that developed in response to America's growing car culture in the early and mid-20th century.





**Figure 9-174** 4306 Pacific Highway E, view southwest



**Figure 9-175** 4306 Pacific Highway E, view southeast

### Integrity

From its period of construction (1949), the roadside restaurant at 4306 Pacific Highway E retains integrity of location, setting, design, materials, workmanship, feeling, and association, as it appears to be relatively intact and continues to serve its original function.

### Evaluation

The Pick-Quick Drive In was constructed in 1949 for Jay Adolph and Henriette Olsen, who served burgers, fries, and milkshakes from this location. Although the restaurant has changed hands many times, it is now, according to the company's website, owned by the Burgi family. Betty Burgi worked for the Olsens in 1952. In 2010, the business began to expand, opening locations in Auburn and Seattle (Pick-Quick 2020). The building is closely associated with the growing popularity of personal automobiles and the development of roadside amenities along the increasingly popular Pacific Highway during the mid-20th century (Criterion A). Preliminary research did not suggest that the building held a strong association with the lives of significant persons (Criterion B). The building is a good example of mid-20th-century roadside architecture. Although it is not distinctive enough to qualify as an example of the futuristic "googie" style, it features extensive use of neon and employs a distinctive architectural plan, the drive-thru restaurant plan, to minimize its footprint while maximizing commerce (Criterion C). The building does embody the distinctive characteristics of its type, period, and method of construction; although it does not represent the work of a master, possess high artistic values, or represent a significant and distinguishable entity whose components may lack individual distinction (i.e., contribute to an existing or potential historic district). Finally, the building was constructed of common 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 these resources (Criterion D).

Based on its significance and integrity, Sound Transit recommends that Pick-Quick Drive In, the roadside restaurant at 4306 Pacific Highway E, is eligible for listing in the NRHP under Criterion A for its associations with mid-century-development trends, and under Criterion C as an example of roadside architecture. The building's period of significance dates to its construction in 1949. Though surveyed from the public right-of-way, Sound Transit assumes the boundary for the eligible property is the historically plotted and current tax lot.

FTA, in coordination with Sound Transit and in consultation with SHPO, Tribes, and other consulting parties determined this resource eligible for listing in the NRHP on May 29, 2024, and SHPO concurred with this determination on June 26, 2024.

#### 9.4.1.12 Northern Pacific Railway/BNSF

On the west bank of the Puyallup River, the tracks of the former Northern Pacific Railway approach the APE from the south, glide under I-5, and head northwest toward railyards at the Port of Tacoma, north of the APE (Figures 9-176 and 9-177). Today, this route is identified as the Burlington Northern Santa Fe Railway (BNSF) on contemporary maps, but when constructed in the 1870s, it was associated with the Northern Pacific Railway, which chose Tacoma as the western terminus of the nation's second transcontinental railroad in 1873. In 1970, the Northern Pacific was merged with the Great Northern Railway; the Chicago, Burlington & Quincy; the Spokane, Portland, and Seattle; and the Pacific Coast Railroad to form the BNSF predecessor, the Burlington Northern. Since then, the BNSF has grown to include 390 predecessor railroads and cover 32,500 rail miles through the United States, Canada, and into Mexico (BNSF n.d.). Within the APE, the tracks that approach the former Northern Pacific Railyards and destinations north and south follow the original route of the Northern Pacific, although additional tracks have been added, and the original materials likely modified and replaced over time. Within the APE, the rail lines consist of as many as six branching tracks heading northwest. Tracks are constructed on a bed of gravel ballast and consist of wood ties and steel rails.



**Figure 9-176 BNSF Rail from I-5, West Bank of the Puyallup River, view north**



**Figure 9-177 BNSF Rail and Bridge from I-5, West Bank of the Puyallup River, view south**

#### Integrity

From its period of construction (ca. 1873), what remains of the former Northern Pacific Railway within the APE (limited to a small section of railbed) does retain integrity of location, as the corridor, with remaining rails, ties, and ballast, continues to run alongside the Puyallup River, through an industrial section of Tacoma, and toward railyards at the Port of Tacoma, outside the APE. The loss of associated resources like former warehouses, roundhouses, switching equipment, and former trestles, as well as the construction of new depots, river and rail crossings, including I-5, and infrastructure associated with subsequent users like the BNSF Railway, have diminished the railbed's integrity of setting, design, materials, and workmanship. The railbed retains integrity of feeling and association, as it remains part of a working rail network, although it is no longer associated with the Northern Pacific Railway.

## Evaluation

In 1864, Congress chartered a new company to build a transcontinental railroad to the Puget Sound, granting 60 million checkerboard acres from Minnesota to Washington. In spite of these grants, the Northern Pacific was slow to attract investment. By 1869, a rival railroad, the Union Pacific, completed the nation's first transcontinental route over the Sierras to California. By 1870, a spiderweb of rail networks, many of them privately funded, had begun to thread across the United States (Lange 2000; MacIntosh 1999).

In the Puget Sound at that time, local transportation was generally limited to horse-drawn wagons or water travel by small boats so numerous they were known as the "mosquito fleet." In 1870, Jay Cook pledged his fortune to constructing the Northern Pacific into the growing Puget Sound region and began laying track west from Minnesota and north and east from Kalama, Washington, on the Columbia River. In 1873, after scouting the Puget Sound, railroad financiers chose the small hamlet of Tacoma as the terminus for the new rail line, frustrating Seattle to the north and leading to increased investment in Tacoma. In late 1873, the first Northern Pacific train arrived in Tacoma from Kalama. However, the nation fell into an economic depression in 1873 and the Northern Pacific languished until 1880, when Henry Villard began to fund its construction again. A gold spike united the eastern and western lines in Montana in 1883, although improvement continued throughout the 1880s (Lange 2000; MacIntosh 1999).

The Northern Pacific continued to serve Tacoma and the Port of Tacoma through the mid-20th century, playing a role in the preparation for two world wars and supporting Tacoma's growing shipping trade. Throughout the 20th century, however, transportation evolved, and personal vehicles, interstate trucking, and container shipping replaced some freight and passenger rail service. Additionally, new construction in Tacoma, including I-5 over the rail line and over the Puyallup River, altered the character of the surrounding area. In 1970, the Northern Pacific was merged, along with numerous other railroad companies, into the Burlington Northern Railroad, later the Burlington Northern and Santa Fe Railway, and now the BNSF Railway Company.

The Northern Pacific was significant as the second transcontinental railroad and the first to terminate at the Puget Sound. While the small section of railbed within the APE is part of a much larger whole, it is significant for its associations with transportation and the development of Tacoma (Criterion A). Background research did not suggest that the railbed held a strong association with the lives of significant persons (Criterion B). The railbed, ties, and rails are not significant for their association with the innovations of the Northern Pacific or subsequent owners. The railbed is indistinguishable from those of other railroad companies, is made of standard steel rails and timber ties, and does not possess distinctive characteristics of its type, period, or method of construction. It is not the work of a master and does not possess high artistic values. However, it could represent a significant and distinguishable entity whose components may lack individual distinction (i.e., contribute to an existing or potential historic district), were such a district present (Criterion C). Finally, the railbed was constructed of common 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 these resources (Criterion D).

The original route of the Northern Pacific Railway is significant under Criterion A as the first transcontinental route to reach the Puget Sound, although the former rail line may lack sufficient integrity along its length to be eligible for listing in the NRHP as an individual resource or as a contributing resource to a historic district. The evaluation of a potential district is outside the scope of this study as a very small portion of the rail line crosses the APE. Sound Transit



recommends that the railbed, ties, and rails within the APE could potentially contribute to an eligible historic district, were such a district present.

FTA, in coordination with Sound Transit and in consultation with SHPO, Tribes, and other consulting parties, determined this resource eligible for listing in the NRHP on May 29, 2024, and SHPO concurred with this determination on June 26, 2024.

#### 9.4.1.13 1320 E 26th Street, Tacoma

According to the Pierce County Assessor, the building at 1320 E 26th Street was constructed in 1914 (Pierce County Assessor 2020). The two-story, rectangular building sits atop a daylight basement and faces north toward E 26th Street (Figures 9-178 and 9-179). The building sits on a concrete-block foundation and is clad in common bond brick on the first floor and wood shingles on the second floor. It is topped by a cross-gabled asphalt roof with wide eaves and decorative brackets. The entrance is marked by an elevated porch on the north facade with double square columns atop brick piers and simple railing. The residence is accessed by a central ramp instead of stairs. The windows are wood framed and double hung. Those that flank the entry include decorative top sashes with leaded glass. First floor openings are topped by segmented arches. The projecting upper floor includes a pair of wood-framed, double-hung windows flanked by additional windows. On the secondary east elevation, one of the doors has been partially enclosed around a window. The rear entrance is located at the southeast corner of the building on a one-story, shed-roofed portion of the building along the south elevation. The east and west elevations both include gabled dormers. A 1950s two-car detached garage northeast of the house, sits on a poured-concrete foundation, is clad in concrete and T1-11, and is topped by a flat, built-up roof.



Figure 9-178 Residence at 1320 E 26th Street, view south



Figure 9-179 Residence at 1320 E 26th Street, view southeast

#### Integrity

From its period of construction (1914), the building at 1320 E 26th Street retains integrity of location, design, setting, workmanship, feeling, and association, although alterations including door and partial window replacements have diminished its integrity of materials. A change of use did not result in major alterations to the building, and therefore it does not diminish the building's historic integrity.

#### Evaluation

The building at 1320 E 26th Street was constructed in 1914. The building was originally constructed as a residence but is now connected with the commercial property to the west,

known as TMS Trucking. The building does not appear, based on a review of historic maps and local histories, to hold any associations with important events or trends that made a significant contribution to the broad patterns of local, state, or national history (Criterion A). Background research did not suggest that the building held a strong association with the lives of significant persons (Criterion B). The building is an example of an early 20th-century Craftsman Bungalow with distinctive characteristics from the historic period, including its massing, porch design, decorative windows, dormers, wide eaves, and brackets (Criterion C). There have been alterations; however, the building retains historic integrity. Finally, the building was constructed of common 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 these resources (Criterion D).

Due to its significance as an early 20th-century Craftsman Bungalow, Sound Transit recommends that the building at 1320 E 26th Street is eligible for listing in the NRHP under Criterion C in the area of architecture, as an example of a Craftsman bungalow. Its period of significance dates to its construction in 1914. Although surveyed from the public right-of-way, Sound Transit assumes the boundary of the eligible resource is the footprint of the building.

FTA, in coordination with Sound Transit and in consultation with SHPO, Tribes, and other consulting parties, determined this resource eligible for listing in the NRHP on May 29, 2024, and SHPO concurred with this determination on June 26, 2024.

#### **9.4.1.14 1112 E 26th Street, Tacoma**

According to the Pierce County Assessor and the TPCBI, the residence at 1112 E 26th Street was constructed in 1903 (Pierce County Assessor 2020; TPCBI 2020). The building sits on a concrete-block foundation, is clad in clapboards, and is topped by an asphalt hipped roof with central pediment at the attic level (Figures 9-180 through 9-182). The building's facade features an off-center entry paired with a large, aluminum-framed sliding window and a full-width porch with central stair. The hipped porch roof is supported by simple Tuscan columns and includes simple plank railings. Deep porch eaves include decorative corbels. Above the porch roof is a pair of replacement windows flanked by decorative, non-operable shutters. Like the porch roof, the hipped eave and pediment include decorative corbels. The pediment includes a wide, wood-framed window. The building's corners are ornamented with pilasters. The secondary east elevation includes replacement windows, singularly or in pairs, as does the secondary west elevation, which also includes a projecting bay window. The west elevation is partially obscured by a single-car, detached garage with gabled roof. To the rear (south) of the building is a free-standing outbuilding which is side gabled and clad in clapboards, with a multi-light wood window and an off-center entry door.



**Figure 9-180** Residence at 1112 E 26th Street, view southwest



**Figure 9-181** Residence at 1112 E 26th Street, view southeast



**Figure 9-182** 1112 E 26th Street, 1977, courtesy of Tacoma Public Library, view south

### Integrity

From its date of construction (1903), the residence at 1112 E 26th Street retains integrity of location. It is one of a few remaining residences in an increasingly industrial area and has lost integrity of setting. Window replacement has diminished its integrity of design, materials, and workmanship. It retains integrity of feeling and association, as it continues to serve its original purpose.

### Evaluation

The residence at 1112 E 26th Street was built in 1903 and was likely part of a former residential neighborhood with views north to the tidal flats. The building does not appear, based on a review of historic maps and local histories, to be associated with events that made a significant contribution to the broad patterns of local, state, or national history (Criterion A). Background research did not suggest that the building held a strong association with the lives of significant persons (Criterion B). The building is an example of a modest American Foursquare with the massing, porch details, and deep eaves typical of the type (Criterion C). It is not known to represent the work of a master, possess high artistic values, or represent a significant and distinguishable entity whose components may lack individual distinction (i.e., contributes to an existing or potential historic district). Finally, the building was constructed of common 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 these resources (Criterion D).

In spite of window loss, the residence at 1112 E 26th Street remains a good example of an American Foursquare, a subset of Prairie style. Sound Transit recommends that the building is eligible for listing in the NRHP under Criterion C. Its period of significance dates to its construction in 1903. The building was surveyed from the public right-of-way, but Sound Transit assumes the eligible resource's boundary matches the historically plotted and current tax lot.

FTA, in coordination with Sound Transit and in consultation with SHPO, Tribes, and other consulting parties, determined this resource eligible for listing in the NRHP on May 29, 2024, and SHPO concurred with this determination on June 26, 2024.

#### 9.4.1.15 1106 E 26th Street

According to the Pierce County Assessor, the building at 1106 E 26th Street was constructed in 1903 with a detached garage added to the east in 1952 (Pierce County Assessor 2020). The primary building fronts north on E 26th Street. It sits on a concrete-block foundation and is clad in wood clapboards with some T1-11 on the basement level (Figures 9-183 through 9-185). The building is topped by a front-gabled, asphalt shingle roof. The building's façade features an off-center entry door paired with a wood-framed picture window. The first floor includes a full-width porch with milled posts and wood railings and spandrels as well as decorative millwork brackets under a hipped porch roof. The projecting porch is supported by post and beam. Above the porch roof is a pair of vinyl-framed windows and decorative millwork in the gable. The secondary west elevation includes paired, wood-framed, one-over-one windows and a rear recessed porch with decorative railing and spandrels. A pedestrian door and sliding windows are located on the basement level. The building's secondary east elevation faces a detached, front-gabled garage clad in T1-11. The house includes windows either singular or in pairs. To the rear (south) of the building is a free-standing greenhouse, as well as an additional outbuilding, likely a former garage, which is side gabled, standing on a foundation skirted in T1-11, and clad in clapboards, with an entry door on the north elevation accessed by a wood stair.



Figure 9-183 Residence at 1106 E 26th Street, view southwest



Figure 9-184 Residence at 1106 E 26th Street, view southeast



**Figure 9-185** 1106 E 26th Street, 1977, courtesy of Tacoma Public Library, view south

### Integrity

From its period of construction (1903), the residence at 1106 E 26th Street retains integrity of location. It is one of few remaining residences in an increasingly industrial area and has lost integrity of setting. Window replacement, the addition of an adjoining garage, and porch alterations have diminished its integrity of design, materials, and workmanship. It retains integrity of feeling and association, as it continues to serve its original purpose.

### Evaluation

The residence at 1106 E 26th Street was constructed in 1903 and was likely part of a former residential neighborhood with views north to the tideflats. The building does not appear, based on a review of historic maps and local histories, to be associated with events that made a significant contribution to the broad patterns of local, state, or national history (Criterion A). Background research did not suggest that the building held a strong association with the lives of significant persons (Criterion B). The building is an example of a modest Queen Anne residence with the massing, front-facing gable, minimal stick work, and wood siding typical of the type. In spite of some alterations, the building remains a representative example of its type, period, and method of construction. It is not known to represent the work of a master, possess high artistic values, or represent a significant and distinguishable entity whose components may lack individual distinction (i.e., contributes to an existing or potential historic district) (Criterion C). Finally, the building was constructed of common 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 these resources (Criterion D).

Based on its significance and integrity, Sound Transit recommends that the residential building at 1106 E 26th Street is eligible for listing in the NRHP under Criterion C as a modest example of a Queen Anne residence. The building's period of significance dates to its construction in 1903. The residence was surveyed from the right-of-way, but Sound Transit assumes the boundary of the eligible resources is the historically plotted and current tax lot.

FTA, in coordination with Sound Transit and in consultation with SHPO, Tribes, and other consulting parties, determined this resource eligible for listing in the NRHP on May 29, 2024, and SHPO concurred with this determination on June 26, 2024.

#### 9.4.1.16 603–605 Puyallup Avenue, Tacoma

According to the Pierce County Assessor, the warehouse building at 603–605 Puyallup Avenue was constructed in 1950, although this appears to be an error, based on historic photos held by the Tacoma Public Library (Pierce County Assessor 2020; TPCBI 2020). Built ca. 1945, the commercial building fronting south at 603–605 Puyallup Avenue is a combined office and warehouse building built along a rail line (Figures 9-186 through 9-189). Generally rectangular, the 20,560 square foot building sits atop a poured-concrete foundation, is clad in brick laid in common bond, and is topped with a flat roof with parapet (Pierce County Assessor 2020). The one-story warehouse abuts a two-story office block, with the facade in the south elevation. Both structures are topped with rolled-asphalt material (Google Earth Pro 2020). The office block features two stories of four-light windows with concrete sills. Header courses immediately above and below each row of windows extend slightly from the facade and emphasize the horizontality of the window composition. The main entry is set within a brick-clad porch with fluted molding framing a single-light metal door. A semi-circular concrete canopy tops the porch, edged in a fluted concrete band. These decorative details, including the decorative brickwork, continue on the west elevation of the office building. A small, recessed, personnel door sits near the northwest corner. At the northeast corner of the office building, a stucco-clad tower with fixed, metal-frame windows and overhanging eaves stands above the roofline, providing views of the railroad lines north of the building. To the east of the office block, a one-story warehouse with multiple loading bays extends 270 feet. The loading bays are blocked with concrete block and infilled with personnel doors, windows, or metal, roll-up loading bay doors that are smaller than the original openings. A corrugated metal awning extends over these doorways along the length of the facade. The building's east elevation features three large loading bays covered with a corrugated metal awning. To the rear are the BNSF railroad tracks.



**Figure 9-186** BNSF Freight Warehouse at 603–605 Puyallup Avenue, view northwest



**Figure 9-187** BNSF Freight Warehouse at 603–605 Puyallup Avenue, view northeast





**Figure 9-188 603–605 Puyallup Avenue, 1948, view northeast, courtesy of Tacoma Public Library**



**Figure 9-189 603–605 Puyallup Avenue, 1948, view northeast, courtesy of Tacoma Public Library**

### Integrity

From its period of construction (ca. 1945), the warehouse building at 603–605 Puyallup Avenue retains integrity of location, setting, feeling, and association, although alterations including window replacement on the warehouse have diminished its integrity of design, materials, and workmanship. It continues to be used as a BNSF office and warehouse, and surrounding railroad-related buildings are also largely extant.

### Evaluation

The warehouse building at 603–605 Puyallup Avenue was constructed ca. 1945 and is owned by BNSF Railway Company, an industrial transportation company. The building was built as a freight station and office building for Northern Pacific Railway, a rail company tied to the development of the Puget Sound region. However, by the end of World War II, rail companies like Northern Pacific were losing freight business to the trucking industry (TPCBI 2020). Although not old enough to be associated with the early development of Tacoma, the building remains significant for its association with rail transportation in the area (Criterion A). Background research did not suggest that the building held a strong association with the lives of significant persons (Criterion B). The building was constructed as a utilitarian warehouse with attached offices. While modest in character, the building features decorative fluting and a semi-circular roof at the entry (Criterion C). The building does embody the distinctive characteristics of its particular type, period, and method of construction. It does not represent the work of a master, possess high artistic values, or represent a significant and distinguishable entity whose components may lack individual distinction (i.e., contribute to an existing or potential historic district). Finally, the building was constructed of common 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 these resources (Criterion D).

Sound Transit recommends that the 603–605 Puyallup Avenue building is eligible for listing in the NRHP under Criteria A and C, as a local representation of a streamlined Moderne office building and warehouse, with a period of significance dating to its construction ca. 1945. Though surveyed from the public right-of-way, Sound Transit assumes the boundary for the eligible property is the historically plotted and current tax lot.

FTA, in coordination with Sound Transit and in consultation with SHPO, Tribes, and other consulting parties determined this resource eligible for listing in the NRHP on May 29, 2024, and SHPO concurred with this determination on June 26, 2024.

#### **9.4.1.17 Puyallup River Levees**

The Puyallup River and its two tributaries, the White and Carbon Rivers, drain into the Puyallup Basin, which originates on the glaciers of Mount Rainier in the Cascade Mountain range. The basin drains approximately 1,000 square miles (mi) of west-central Washington as it flows in a generally northwesterly direction to Commencement Bay in Tacoma. Near Commencement Bay, the river is flanked to the east by the City of Fife and to the west by the City of Tacoma. The river is diked and runs between raised levees on both the east and west banks of the river, which flows north under a series of road and railroad bridges towards Commencement Bay in the vicinity of the APE (Figures 9-190 and 9-191). The levee sections in the APE are a small part of a much larger flood control system that seeks to limit flooding in the Puyallup River watershed (Puyallup River Watershed Council 2014).

The Puyallup River has been channeled and contained since the early 20th century. The lower river, at the base of Commencement Bay in Tacoma, was traditionally an estuary with marshes and mudflats (Puyallup River Watershed Council 2014). Although much of the mid and upper Puyallup River were subject to flood control as early as the turn of the century, the lower 3 miles of the river, including the APE, were channelized and restrained under the Puyallup River Flood Control Project between 1946 and 1950, after many years of public and private attempts to control flooding. The project, authorized by the Flood Control Act of 1936, included straightening the river south of the APE, constructing loose riprap levees and revetments, and making needed bridge alterations along the lower 3 miles of the river (Kiers 2013; Prych 1988; Puyallup River Watershed Council 2014; USACE 2016).

Within the APE, the levees appear as earthen berms topped by vegetation and single-lane graveled paths identified as private extensions of N Levee Road E (east bank) and River Road E (west bank). These paths extend into the APE from the south but are inaccessible from the public right-of-way. North of the APE, they are discontinuous, occasionally interrupted by private property between the APE and Commencement Bay. Previous surveyors have identified typical vegetation along the levees as grasses, rhizomatous willow, cottonwood, and red alder, with some dense patches of blackberry vines. Within and north of the APE, the levee system is crossed by a series of railroad and roadway bridges, some of which are supported by posts set into the levees (Prych 1988).

The riverbed itself includes a layer of gravel, cobbles, and boulders above the sandy river bottom. Regular dredging, both by agencies and private landowners, has removed sediment for use in construction and to maintain flood protection (Prych 1988).



**Figure 9-190 Puyallup River Levees, view north from the I-5 Bridge**



**Figure 9-191 Puyallup River Levees, view south from the I-5 Bridge**

### Integrity

From its period of construction (ca. 1950), the levees within the APE retain integrity of location, setting, design, materials, workmanship, feeling, and association. While alteration and upgrades were likely made in association with, for instance, the construction of I-5, the levees retain their historic-period character, suggesting that alterations and repairs have been made using in-kind materials.

### Evaluation

The levees within the area of impact are part of a much larger flood control system devoted to the protection of the Puyallup River Valley. Flood control efforts on the Puyallup River and its tributaries began with early Euro-American settlement and were further modified in the early 20th century by the Inter-County River Improvement Commission (ICRI), as noted in the King County Chief Engineer's Annual Report for the Year 1919 (Ott 2016). Additional modifications, authorized under the Flood Control Act of 1938, channelized and diked the river via constructed embankments. Along some sections of the river, the levees were secured by concrete walls that were covered in earth and vegetation. In other cases, the levees were of riprap covered in earth and vegetation, most of which were completed by the U.S. Army Corps of Engineers (USACE) around 1950. According to the USACE, "in addition to two Federal authorized levees, the Basin contains a patchwork of locally constructed and maintained levee systems on each of the tributaries and the mainstem river" (USACE 2016).

The levee sections within the APE are within the lower 3 miles of the Puyallup River. They were constructed relatively late in the life of the flood-control effort established by partnering agencies, including the USACE and Pierce County, as well as the cities of Tacoma and Fife. Historic photos from 1940 indicate that some riverbank protection may have been in place at that time, particularly on the river's west bank, but that the river's east bank was irregular, including spits and sandbars (NETROnline 2020). Once the existing levees were constructed, the Puyallup River ran through a straightened, wider channel in the APE, although flooding continued to be a challenge in the river valley. Various sections of the levee system have been evaluated, but DAHP does not record the levees in the APE as NRHP eligible (Perrin 2016). However, according to WSDOT, portions of the levee system, including the revetments within the APE under I-5, have been determined eligible for listing in the NRHP under Criteria A and C (Kiers 2013). Research confirms that the levees within the APE are significant as part of a larger flood control effort designed to protect lands in the watershed and support development in



Tacoma and Fife (Criterion A). Preliminary research did not suggest that the levees held a strong association with the lives of significant persons (Criterion B). The levees are utilitarian in style, designed to control the flow of the river and allow for development on neighboring land. They were constructed relatively late in the historic period using well-known techniques and are not known to be significant for their architectural or engineering elements (Criterion C). The levees may not be individually eligible under NRHP Criterion C but could contribute to a Puyallup River watershed historic district associated with flood control, were such a district present. Finally, the levees were constructed of common 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 these resources (Criterion D).

While the levees along the Puyallup River are individually eligible under NRHP Criterion A, they are best understood as contributing elements to a potential historic district. As summarized from National Register Bulletin 15, a district possesses a significant concentration, linkage, or continuity of sites, and derives its importance from being a unified entity, even though it is often composed of a wide variety of resources. A district must be significant, as well as being an identifiable entity, for historical, architectural, archaeological, engineering, or cultural values. A district can comprise either or both features that lack individual distinction and individually distinctive features that serve as focal points (National Park Service 1997; Perrin 2016).

Based on their significance and integrity, Sound Transit recommends that the levees on the banks of the Puyallup River in the APE are eligible for listing in the NRHP under Criterion A for their historic associations with Pierce County's flood control effort in the Puyallup River Valley. While evaluation of the entire levee system is outside the scope of this survey, Sound Transit assumes that the boundary for a future historic district would encompass flood-control measures along the Puyallup, White, and Carbon Rivers.

FTA, in coordination with Sound Transit and in consultation with SHPO, Tribes, and other consulting parties, determined this resource eligible for listing in the NRHP on May 29, 2024, and SHPO concurred with this determination on June 26, 2024.

#### **9.4.1.18 101 E 26th Street, Tacoma**

Built in 1909, the one-part commercial block fronting south at 101 E 26th Street, on parcel 2076150012, is a two-story commercial building (Pierce County Assessor 2020) (Figures 9-192 and 9-193). Generally rectangular, the 21,834 square ft building sits on a poured-concrete foundation, is clad in brick laid in stretcher bond, and is topped with a flat roof with parapet clad in rolled composite material (Google Earth Pro 2020). Facade fenestration includes rows of four and five one-over-one, wood-frame windows with segmental-arch lintels and concrete sills. A recessed opening defines the entry at the center of the first story, enclosed with a metal security gate. The partial daylight basement is lit with small rectangular windows filled with glass block. The west elevation features similar fenestration and a stepped parapet. A double wood entry door breaks the row of windows on the first floor, and the partial daylight basement on the south opens up to a full daylight basement on the north end of the elevation. The east elevation includes a small, two-story addition, possibly an elevator tower to provide Americans with Disabilities Act (ADA) accessibility, clad in scored stucco and well-differentiated from the historic structure.



**Figure 9-192 Commercial Building at 101 E 26th Street, Facade and East Elevation, view northwest**



**Figure 9-193 Commercial Building at 101 E 26th Street, Facade and East Elevation, view northwest in an undated photograph. Image courtesy of the Department of the Interior (2020)**

### Integrity

From its period of construction (1909), the building at 101 E 26th Street retains integrity of location, setting, design, materials, workmanship, and feeling, due to a sensitive restoration with some alterations, including a well-differentiated addition, although windows and doors have been altered. Most of the alterations occurred in 1999 (Pierce County Assessor 2020). The building has lost integrity of association due to a change in use from meat packing warehouse to office space.

### Evaluation

The commercial building at 101 E 26th Street was constructed in 1909 for Swift and Company, a meatpacking and cold storage business based in Chicago (O'Bannon 1979). The building contained smokehouses and cold storage rooms and was located adjacent to the Puget Sound Electric Railway's Seattle Interurban line (City of Tacoma 2020a). The resource's location reflects Swift and Company's connection to the manufacture and use of refrigerated railcars used to transport meat and dairy products (Kutner 2010). In 1918, Armour and Company purchased the building and continued to use it as an outlet until 1957, after which the building was vacant for many years (O'Bannon 1979). The building currently houses offices for Home Instead Senior Care and Erickson McGovern Architects (Tacoma Public Library 2020). Based on its connection to the meatpacking and rail industries in Tacoma, the building appears to be associated with events that made a significant contribution to the broad patterns of local, state, or national history (Criterion A). Preliminary research did not reveal any notable association of the resource with the lives of significant persons (Criterion B). The building embodies the distinctive characteristics of its type, period, and method of construction as an example of a two-story, one-part commercial block from the early 20th century, but it does not represent the work of a master or possess high artistic values. While not rising to the standard of individual eligibility, the building could qualify as contributing to a historic district, were such a district present (Criterion C). Preliminary research did not uncover the building's architect. Finally, 101 E 26th Street 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 these resources (Criterion D).

Based on its integrity and significance as a representative example of an early 20th-century, one-party commercial block, Sound Transit recommends that the building at 101 E 26th Street is eligible for listing in the NRHP under Criteria A and C with a period of significance of 1909–1957. Though surveyed from the public right-of-way, Sound Transit assumes the boundary for the eligible property is the historically plotted and current tax lot.

FTA, in coordination with Sound Transit and in consultation with SHPO, Tribes, and other consulting parties, determined this resource eligible for listing in the NRHP on May 29, 2024, and SHPO concurred with this determination on June 26, 2024.

#### 9.4.1.19 102 S 26th Street, Tacoma

Built in 1937 according to the Pierce County Assessor, the commercial building fronting north at 102 S 26th Street, on parcel 2076140010, is a streamlined, one-part commercial block with Art Deco details (Figures 9-194 and 9-195). Generally rectangular, the 13,615 square foot concrete block building rests on a concrete foundation, is clad in stucco, and topped with a flat roof with parapet (Pierce County Assessor 2020). A two-story, vertical massing defines the east side of the building, and a one-story horizontal element extends to the west. The facade features Art Deco details, including a glass-block framed entry door on the east side with streamlined entrance canopy and flattened, vertical pilasters framing two vertical windows below the stepped parapet. The west massing features a ribbon of metal-frame windows with glass-block infill at the west corner. Horizontal scoring of the stucco above the windows reinforces the long, flat lines of this portion of the building. The west elevation is more minimal, with a few glass-block windows but otherwise little fenestration. On the east elevation, fenestration includes an octagonal window and three garage doors below a horizontal row of three vinyl windows set into stucco with horizontal scoring. One garage door includes a pedestrian entry with concrete and glass-block infill.



**Figure 9-194 Commercial Building at 102 S 26th Street, Facade and West Elevation, view southeast**



**Figure 9-195 Commercial Building at 102 S 26th Street, East Elevation, view west**

#### Integrity

From its period of construction (1937), the building at 102 S 26th Street retains integrity of location, design, workmanship, and feeling, though some materials have been lost due to changes in windows and doors. The building has lost integrity of association and setting, due to changes in use and demolition of nearby commercial buildings, although the Brown and Haley building remains to the east.



## Evaluation

The commercial building at 102 S 26th Street was constructed in 1937 as a storage building for Consolidated Dairy Products (City of Tacoma 2020a). Consolidated Dairy Products (CDP), founded in Seattle in 1920 to “purchase finished milk products from other producers and [sell] them to retailers” (Anderson 2019), joined together various Washington dairy producers to manage the supply of dairy products and access broader markets due to the surplus of dairy products in the region in the early 20th century. This organization, which became Darigold in 1925, was a key player in the consolidation and growth of the dairy industry and its response to new pasteurization and other Food and Drug Administration (FDA) safety requirements (Anderson 2019). As a storage building for CDP in the Tacoma area and a link in the distribution of pasteurized milk products in western Washington in the 1930s through the 1960s, it appears that the building at 102 S 26th Street has an association with events that made a significant contribution to the broad patterns of local, state, or national history (Criterion A). Preliminary research did not reveal any association of the resource with the lives of significant persons (Criterion B). The building does embody the distinctive characteristics of an Art Deco, one-part commercial block, including the horizontal scoring on the parapet, glass-block windows, and streamlined entrance canopy with flattened vertical pilasters. It does not represent the work of a master, possess high artistic values, or represent a significant and distinguishable entity whose components may lack individual distinction (i.e., is part of a district) (Criterion C). Finally, 102 S 26th Street 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 these resources (Criterion D).

Sound Transit recommends that the 102 S 26th Street building retains integrity from its period of construction (1937) and qualifies for listing in the NRHP under Criteria A and C as a local representation of an Art Deco, one-part commercial block with a period of significance of 1937. Though surveyed from the public right-of-way, Sound Transit assumes the boundary for the eligible property is the historically plotted and current tax lot.

FTA, in coordination with Sound Transit and in consultation with SHPO, Tribes, and other consulting parties, determined this resource eligible for listing in the NRHP on May 29, 2024, and SHPO concurred with this determination on June 26, 2024.

### 9.4.1.20 110 E 26th Street, Tacoma

Built in 1902 and remodeled in 1907 and 1948 with a garage addition dating to 1985, the candy making factory fronting north at 110 E 26th Street, on parcel 2076160020, is a five-story building built adjacent to a railroad line (Pierce County Assessor 2020) (Figures 9-196 and 9-197). Generally rectangular, the building is 50,450 square ft atop a poured-concrete foundation, is clad in wood tongue-and-groove siding and is topped by a flat roof with parapet. The building consists of four primary masses, a projecting bay at the east end; a central massing of six bays; and a four-story extension to the west that houses a loading dock. The fourth is a garage addition (1985) to the west.

On the facade, a small projecting canopy at ground level shelters a single pedestrian entrance with glass transom and original glass-block side walls. An original Brown and Haley Company blade sign with neon lettering projects above the entrance, and a larger delivery entrance is adjacent, with painted glass transom and original, glass and wood paneled door. Additional fenestration includes boarded, wood-framed windows on the top four stories, with six-over-six, double-hung, wood windows on the fifth story. At the northeast corner, window glazing has been removed and ventilation equipment added. The secondary east elevation is characterized by five stories of enclosed wood

windows with a row of six-over-one vinyl windows on the second story. This elevation faces a railroad line and elevated interstate freeway. A large wall sign advertising Almond Roca candy covers the center of the third and fourth stories. To the west of the main mass, a generally rectangular garage steps back and sits atop a poured-concrete foundation with vinyl siding and a flat roof with small parapet. The upper floors float atop concrete columns and reinforced concrete beams, creating a covered parking area below. Fenestration includes six, one-over-one bronzed aluminum windows on the north elevation and a metal entry door at the northwest corner that is accessed by a steel, two-flight exterior stair. The secondary west elevation has no fenestration.



**Figure 9-196** Almond Roca Factory at 110 E 26th Street, view southwest



**Figure 9-197** Original Brown and Haley Factory at 110 E 26th Street, 1948, courtesy of Tacoma Public Library

### Integrity

From its period of construction (1902), the factory at 110 E 26th Street retains integrity of location and setting but has lost some integrity of design, materials, workmanship, and feeling, due to window loss. The original entrance canopy has been replaced with a smaller example, but the original entrance is intact, as is the original neon-lettered blade sign for the Brown and Haley Candy Company. The corbeled wood cornice has been removed from the facade and east elevations. The building retains integrity of association, as it continues to be used as a production facility for Almond Roca candy.

### Evaluation

The factory at 110 E 26th Street was constructed as a three-story, wood-frame building in 1902 for the Stilson-Kellogg Shoe Company (Pierce County Assessor 2020). The company expanded the building in 1907, adding two additional stories and a warehouse addition to the east. The factory was acquired by the Brown & Haley Candy Company in 1919. Brown and Haley created the nationally known Almond Roca toffee candy in 1923, initially sourcing their ingredients from local Washington and California dairy and produce farmers. Brown & Haley also pioneered the development of hermetically sealed candy tins, allowing national distribution of their product. In 1948, another addition was built on the west side of the building, including a large loading dock entrance and additional manufacturing space (Bluestone 1979). The building is still used to produce Almond Roca candy today (Pierce County Assessor 2020). A Tacoma Community Cultural Resource Survey conducted in 1981 and recorded by DAHP in the WISAARD database notes that the building was determined eligible for listing in the NRHP in April 1992 (DAHP 2020c).

Due to its association with the production and distribution of Almond Roca candy, 110 E 26th Street retains its association with events that made a significant contribution to the broad patterns of local, state, or national history (Criterion A). Preliminary research did not reveal any association of the resource with the lives of significant persons (Criterion B). The building embodies the distinctive characteristics of a vernacular, wood-framed factory building. It does not represent the work of a master, possess high artistic values, or represent a significant and distinguishable entity whose components may lack individual distinction (i.e., is part of a district) (Criterion C). Preliminary research did not uncover the building's architect. Finally, 110 E 26th Street 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 these resources (Criterion D).

Based on its significance and relatively high degree of integrity from the historic period, Sound Transit recommends 110 E 26th Street continues to qualify for listing in the NRHP under Criteria A and C as a distinctive manufacturing plant. Its period of significance dates to its construction in 1902. Although the building was surveyed from the right-of-way, Sound Transit assumes that the boundary of the eligible resource is the footprint of the former factory. The adjacent parking garage is non-contributing.

FTA, in coordination with Sound Transit and in consultation with SHPO, Tribes, and other consulting parties, determined this resource eligible for listing in the NRHP on May 29, 2024, and SHPO concurred with this determination on June 26, 2024.

#### 9.4.1.21 102 E 26th Street, Tacoma

According to the Pierce County Assessor, the one-story, circular pavilion at 102 E 26th Street, which stands in front of the Almond Roca factory at neighboring 110 E 26th Street, was constructed in 1962 (Pierce County Assessor 2020) (Figures 9-198 and 9-199). The one-story, 12-sided retail pavilion features a circular hipped roof topped by a round cabinet sign. The building sits on a concrete foundation and includes wood stem walls topped by fixed wood-framed windows. A half-glazed, single-entry door faces north toward E 26th Street.



**Figure 9-198 Pavilion at 102 E 26th Street, view southwest**



**Figure 9-199 Pavilion at 102 E 26th Street, view southeast**

#### Integrity

From its period of construction (1962), the retail pavilion at 102 E 26th Street retains integrity of location, setting, design, materials, workmanship, feeling, and association, as it has experienced



few alterations, remains in its historic location, and continues to be used as a retail outlet for Almond Roca candy.

### **Evaluation**

The retail pavilion at 102 E 26th Street was constructed in 1962 to promote candy sales to travelers on their way to the Seattle World's Fair (Bluestone 1979). Due to its connection with the sales and promotion of Almond Roca candy and its connection to the locally and nationally significant Seattle World's Fair, the retail pavilion at 102 E 26th Street retains its 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 pavilion embodies the distinctive characteristics of a 1960s, New Formalist roadside retail pavilion (DAHP 2020a) (Criterion C). Preliminary research did not uncover the building's architect. The building at 102 E 26th Street 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 these resources (Criterion D).

Based on its historic significance and high degree of integrity, Sound Transit recommends the retail pavilion at 102 E 26th Street is eligible for listing in the NRHP under Criteria A and C as a distinctive New Formalist structure associated with the 1962 World's Fair. Its period of significance dates to its construction in 1962. Although the building was surveyed from the right-of way, Sound Transit assumes that the boundary of the eligible resource is the building's footprint.

FTA, in coordination with Sound Transit and in consultation with SHPO, Tribes, and other consulting parties, determined this resource eligible for listing in the NRHP on May 29, 2024, and SHPO concurred with this determination on June 26, 2024.

### **9.4.2 Architectural Resources Recommended for Local Listing**

Of the 245 built-environment resources surveyed, Sound Transit evaluated and documented 233 resources, providing preliminary recommendations regarding each resource's eligibility for listing in the NRHP (per Section 9.4.1, 12 resources were too young, less than 50 years old, to be documented in HPI forms or had been demolished). Some resources that did not qualify for listing in the NRHP may qualify for listing in local and state registers of historic places. Sound Transit prepared recommendations regarding each resource's eligibility for listing in either the WHR, the King County Register of Historic Places, the Pierce County Register of Historic Places, or the Tacoma Register of Historic Places, as appropriate. As each of these registers bases its eligibility criteria on that of the NRHP, survey results in Section 6 provide sufficient data for Sound Transit to make preliminary recommendations regarding each resource's eligibility for listing in state and local registers of historic places. Those resources that are NRHP-eligible are assumed to qualify for listing in local and state registers of historic places (Table 9-12). These results are for informational purposes only.

**Table 9-12 State and Local Eligibility Recommendations for Surveyed Architectural Resources within the APE**

	Alignment Segments Affecting Parcel	Parcel No.	Address	Existing Use	Year Built	Sound Transit's State and Local Eligibility Recommendation
1	South Federal Way Segment	2121049077	34726 16th Avenue S, Federal Way	Commercial	1978	Recommended Eligible for King County Register: Criterion 3
2	South Federal Way	2921049010	726 S 356th Street, Federal Way	Community Center	ca. 1929	Recommended Eligible for King County Register: Criteria 1 and 3
3	South Federal Way	2921049074	36605 Pacific Highway S, Federal Way	School and Residence	ca. 1943	Recommended Eligible for King County Register: Criteria 1, 2, and 3
4	South Federal Way	2921049024	36530A Pacific Highway S, Federal Way	Residence and Stables	ca. 1900	Recommended Eligible for King County Register: Criteria 1 and 2
5	South Federal Way	2921049044	36606 Pacific Highway S, Federal Way	Residence	1947	Recommended Eligible for King County Register: Criterion 3
6	South Federal Way	3221049078	36903 Pacific Highway S, Federal Way	Residence	1921	Recommended Eligible for King County Register: Criterion 3
7	South Federal Way	0420061029	7909 Pacific Highway E, Milton	Motel	ca. 1948	Recommended Eligible for King County Register: Criterion 3
8	South Federal Way	0420052003	7700 Pacific Highway E, Milton	Commercial	1978	Recommended Eligible for King County Register: Criterion 3
9	South Federal Way	2921049034	35905 16th Avenue S, Federal Way	Church/School	1918	Recommended Eligible for King County Register: Criteria 1 and 3
10	South Federal Way	3221049025	37600 Pacific Highway S, Federal Way	Cemetery Landscape with Mortuary and Mausoleums	1974	Recommended Eligible for King County Register: Criteria 1 and 3
11	South Federal Way	0420053027	1015 70th Avenue E, Milton	Residence	1938	Recommended Eligible for the Pierce County Register: Criterion 3
12	Fife	420064024	1309 62nd Avenue E, Fife	Residence	1900	Recommended Eligible for the Pierce County Register: Criteria 1, 2, and/or 3
13	Fife	320013088	4415 Pacific Highway E, Fife	Commercial	1950	Recommended Eligible for the Pierce County Register: Criterion 3
14	Fife	320013069	1501 Alexander Avenue E, Fife	Commercial	1951	Recommended Eligible for the Pierce County Register: Criterion 3
15	Fife	320013135	4306 Pacific Highway E, Fife	Commercial	1950	Recommended Eligible for the Pierce County Register: Criteria 1 and 3
16	Fife	0320122058 and 0320122071	3812 Pacific Highway E, Fife	Residence	1985 for add on.	Recommended Eligible for the Pierce County Register: Criteria 1 and 3
17	Tacoma	APE-specific	Puyallup River Levees	Infrastructure	1950	Recommended Eligible for the Tacoma Register of Historic Places: Criterion A
18	Tacoma	APE-Specific	Northern Pacific Railway/BNSF	Infrastructure	ca. 1873	Recommended Eligible for the Tacoma Register of Historic Places: Criterion A

**Table 9-12 State and Local Eligibility Recommendations for Surveyed Architectural Resources within the APE (continued)**

	Alignment Segments Affecting Parcel	Parcel No.	Address	Existing Use	Year Built	Sound Transit's State and Local Eligibility Recommendation
19	Tacoma	4715010850	1320 E 26th Street, Tacoma	Residence	1914	Recommended Eligible for the Tacoma Register of Historic Places: Criterion C
20	Tacoma	2076360040	1112 E 26th Street, Tacoma	Residence	1903	Recommended Eligible for the Tacoma Register of Historic Places: Criterion C
21	Tacoma	2076360020	1106 E 26th Street, Tacoma	Residence	1903	Recommended Eligible for the Tacoma Register of Historic Places: Criterion C
22	Tacoma	4715010280	1220 Puyallup Avenue, Tacoma	Motel	1941	Recommended Eligible for the Tacoma Register of Historic Places: Criteria A and C
23	Tacoma	2074250010	603-605 Puyallup Avenue, Tacoma	Industrial	ca. 1945	Recommended Eligible for the Tacoma Register of Historic Places: Criteria A and C
24	Tacoma	2074230060	525 Puyallup Avenue, Tacoma	Commercial	1923	Recommended Eligible for the Tacoma Register of Historic Places: Criterion C
25	Tacoma	2074230010	505 Puyallup Avenue, Tacoma	Commercial	1931	Recommended Eligible for the Tacoma Register of Historic Places: Criterion C
26	Tacoma	2076150012	101 E 26th Street, Tacoma	Commercial	1909	Recommended Eligible for the Tacoma Register of Historic Places: Criteria A and C
27	Tacoma	2076140010	102 S 26th Street, Tacoma	Commercial	1937	Recommended Eligible for the Tacoma Register of Historic Places: Criteria A and C
28	Tacoma	2076160020	110 E 26th Street, Tacoma	Commercial	1920	Recommended Eligible for the Tacoma Register of Historic Places: Criteria A and C
29	Tacoma	2076160010	102 E 26th Street, Tacoma	Commercial	1962	Recommended Eligible for the Tacoma Register of Historic Places: Criteria A and C

### 9.4.3 Resources Eligible for Listing in Local and/or State Registers of Historic Places

Of the 245 resources surveyed, 29 are likely to qualify for local listing in either the King County, Pierce County, or Tacoma registers of historic places, either for their associations with significant historic events or trends, significant people, or for their architectural character. Under Section 106, resources eligible for listing in state and local registers of historic places, but not the NRHP, are not historic properties that must be considered. Recommendations regarding local and/or state listing are for informational purposes only.



## 10 APPLICATION OF CRITERIA OF ADVERSE EFFECT

As defined by Section 106 of the NHPA and its guiding regulations (36 CFR Part 800), “an adverse effect is found when an undertaking may alter, directly or indirectly, any of the characteristics of a historic property that qualify the property for inclusion in the National Register in a manner that would diminish the integrity of the property's location, design, setting, materials, workmanship, feeling, or association. Consideration shall be given to all qualifying characteristics of a historic property, including those that may have been identified subsequent to the original evaluation of the property's eligibility for the National Register. Adverse effects may include reasonably foreseeable effects caused by the undertaking that may occur later in time, be farther removed in distance or be cumulative” [36 CFR Part 800].

FTA has identified impacts to NRHP-eligible properties for the Preferred Alternative, where identified, and effects determinations have been made for properties adversely impacted by the Preferred Alternative or all build alternatives. FTA will continue to consult on effects to historic properties following publication of the Draft EIS and Sound Transit Board identification of a Preferred Alternative for all segments of the TDLE project.

### 10.1 Effects on Archaeological Resources

There are 26 archaeological resources (17 previously documented and nine newly documented) within the APE. Of the 17 previously recorded sites, eight have been previously determined not eligible for listing in the NRHP, seven have not been formally evaluated for listing in the NRHP, and two have previously been determined eligible for listing in the NRHP (Table 10-1). Sites without formal determinations will be addressed during the preparation of the Final EIS.

Of the nine newly documented archaeological resources, two sites 45KI1586 and 45PI1557, have been determined eligible for listing in the NRHP (Table 10-1). One of the newly recorded sites, 45PI1555, has an undetermined eligibility and should be treated as potentially eligible; and the remaining six newly documented archaeological resources within the APE have been determined not eligible for listing in the NRHP (see Section 9.1).

**Table 10-1, NRHP-Eligible and Potentially Eligible Archaeological Sites within the APE, redacted. Contains privileged information that is not for public disclosure.**

### 10.1.1 Long-Term Effects on Archaeological Resources for the Build Alternatives

Potential long-term effects to archaeological resources include, but are not limited to, the following:

- Disturbance or alteration of the resource.
- Physical encroachment upon a site.

Direct long-term impacts can happen during operation or as a result of a construction activity that causes a permanent change. For archaeological resources, long-term impacts are generally initiated when ground-disturbing activities occur; they are characterized as long-term impacts because they permanently affect the archaeological record.

The project will result in an adverse effect to one NRHP-eligible archaeological site (45PI1557) and has the potential for adverse effects to an additional two NRHP-eligible archaeological resources and one potentially NRHP-eligible archaeological resource that have been identified in the APE. The probability of encountering intact archaeological resources in the corridor ranges from low to very high. The corridor overall has a variable probability of containing intact archaeological resources from very high to low. Ground-disturbing activities, specifically those involving excavation or ground clearance, could encounter an unanticipated archaeological site. If the site is determined to be eligible for listing in the NRHP an adverse effect could occur.

Through the NEPA review and the Section 106 process, FTA and Sound Transit will continue to consult with SHPO, Tribes, and other interested parties to avoid, minimize, or mitigate impacts to archaeological sites, if found.

#### 10.1.1.1 Federal Way Segment

None of the alternatives in the Federal Way Segment are anticipated to have long-term impacts on known or previously recorded archaeological resources that are listed or have been determined eligible for listing in the NRHP. The potential to encounter unrecorded archaeological resources is generally low.

#### 10.1.1.2 South Federal Way Segment

The SF 99-West and SF 99-East alternatives (with or without the Porter Way Design Option) are not anticipated to have long-term impacts on archaeological resources that are currently listed or have been determined eligible for listing in the NRHP. **Text redacted. Contains privileged information that is not for public disclosure.**

#### Impacts or Effects

The terms effect and impact are used purposefully in this technical report and its associated Draft Environmental Impact Statement Section 4.16. The word “effect” is used when referring to the effects (e.g., adverse effect) the project has on historic properties in a Section 106 framework, following implementing regulations 36 CFR Part 800. The word “effect” is also used when referring to the project’s “area of potential effects,” a Section 106 term. In addition, “effects” is used when discussing long-term, construction, and indirect effects on historic properties.

The word “impact” is used when discussing specific construction impacts (e.g., temporary construction impacts), long-term impacts, and indirect impacts, as required by NEPA (40 CFR Part 1502), and whether these impacts constitute adverse effects on specific historic properties.

Because the South Federal Way Segment includes multiple alternatives and there is currently not a Preferred Alternative, FTA will continue to assess impacts to archaeological resources following selection of a Preferred Alternative by the Sound Transit Board.

#### **10.1.1.3 Fife Segment**

In the Fife Segment, one NRHP eligible archaeological resource (45PI488) and one potentially eligible resource (45PI1555) may be affected during the construction of TDLE under all alternatives, causing a long-term impact. Potential impacts to these sites would be associated with ground disturbance, as the resources were identified almost entirely below the surface. Ground-disturbing activities at the site location could destroy, alter, and/or displace artifacts and the culturally relevant sedimentary context associated with the site. These effects would diminish the integrity of site 45PI488 as a significant resource and site 45PI1555 as a potentially significant resource.

Additionally, archaeological and geoarchaeological investigations conducted near both the east and west ends of the Fife Segment (described in Section 9.3) demonstrated the presence of buried and deeply buried landforms with high potential to contain archaeological resources. If archaeological resources exist in this segment and are eligible for listing in the NRHP, impacts to them would constitute adverse effects. The potential to encounter unrecorded archaeological resources is moderate to high in much of this segment.

Archaeological resources identified along the Fife Segment are located in a portion of the segment that does not have a Preferred Alternative. As such, FTA will assess impacts to archaeological resources following selection of a Preferred Alternative by the Sound Transit Board.

#### **10.1.1.4 Tacoma Segment**

In the Tacoma Segment, two eligible archaeological resources (45PI1327 and 45PI1557) would potentially be affected during the construction of TDLE, causing a long-term impact. Potential impacts to these sites would be associated with ground disturbance, as the resources were identified entirely below the surface. Ground-disturbing activities at these site locations could destroy, alter, and/or displace artifacts and the culturally relevant sedimentary context associated with the sites. These effects would diminish each site's integrity as significant resources.

Within this segment, ethnographic information (Section 4.4) as well as previously documented archaeological sites (Section 7) demonstrate the high potential for this area to contain archaeological resources. If archaeological resources exist in this segment and are eligible for listing in the national register of historic places, impacts to them would constitute adverse effects.



Archaeological site 45PI1557 is adversely affected by all alternatives within the Tacoma Segment. Therefore, FTA has determined that the project will have an adverse effect on site 45PI1557. Other portions of this segment include archaeological sites that would be adversely affected by one or more, but not all, alternatives. After the Sound Transit Board identifies a Preferred Alternative, FTA anticipates consultation on adverse effects for these archaeological resources.

### **10.1.2 Construction Effects on Archaeological Resources for the Build Alternatives**

Construction effects are those that occur only during the construction period and are relatively short in duration. These effects may include noise, vibration, dust, etc. It is unlikely that these kinds of effects will adversely affect archaeological resources. However, through the NEPA review and the Section 106 process, FTA and Sound Transit will continue to consult with SHPO, Tribes, and other interested parties to minimize effects to archaeological sites, if found.

### **10.1.3 Indirect Effects on Archaeological Resources**

Indirect impacts may occur during the long-term operation of TDLE or may occur during construction but further away from the project corridor. Development or redevelopment of the neighborhoods and commercial properties surrounding TDLE is likely to occur, especially near station areas. The corridor overall has a variable probability to contain intact archaeological resources from very high to low. Where further development and redevelopment of residential and commercial areas occurs, there could be indirect effects if archaeological resources are encountered.

## **10.2 Effects on Historic Built-Environment Properties**

Sound Transit recommended that, of the 233 built-environment resources evaluated and documented for the project within the combined APE for all alternatives under consideration, a total of 26 are listed, eligible, and recommended eligible for the NRHP (Table 10-2). Nine recommended-eligible resources are located along the South Federal Way Segment, two are located along alternatives in the Fife Segment, and 10 are located along alternatives in the Tacoma Segment. Six additional resources along alternatives in the Tacoma Segment were previously determined eligible or listed within the NRHP, although one has since been demolished. FTA, in coordination with Sound Transit and in consultation with SHPO, Tribes, and consulting parties, determined these resources eligible for the NRHP on May 29, 2024, and SHPO concurred with these determinations on June 26, 2024.

As part of its project, Sound Transit proposes to expand existing transportation networks, adding light rail access to a corridor long served by railroads, highways, and freeways. The APE is located in a heavily developed area including commercial, residential, and industrial development along I-5 and additional roadways including the current and former route of the Pacific Highway.

Of the 26 listed, eligible resources within the APE, many are within view of, or associated with, existing transportation networks. For instance, the Daffodil Motel at 7909 Pacific Highway E in Milton and the Pick-Quick Drive In at 4306 Pacific Highway E in Fife, were sited along the Pacific Highway specifically to appeal to those traveling the corridor. If the buildings remain and can maintain their association with, and visual connection to, the roadway, the introduction of a new light rail line in the building's viewsheds would not necessarily diminish the integrity of a

characteristic that qualifies the buildings for listing. Other agricultural, residential, and transportation-related resources, including the BNSF Freight Depot at 603-605 Puyallup Avenue in Tacoma and the railroad and roadway bridges across the Puyallup River, are significant for their associations with historic-period transportation networks and would not lose those associations if light rail were added to the surrounding landscape — as long as these resources retain their historic-period associations (visual, circulatory) with associated transportation networks. These resources may see alterations to their settings due to the proposed project, but construction would not adversely affect any of the characteristics that qualify them for inclusion in the National Register. The direct audible and visual effects are unlikely to be adverse when light rail is added along the existing I-5 corridor or is located within the median or along the edge of existing highways, freeways, or railroads, as the setting in these transportation corridors has already been heavily altered in recent years, and the corridors themselves have traditionally been associated with the audible and visible evidence of evolving transportation uses.

However, in cases where the project does propose to take or demolish historic built-environment resources, pursuant to Section 106 regulations, it results in a finding of adverse effects. Based on preliminary project designs, the project does have the potential for direct, adverse effects on historic built-environment resources, although the effects on each resource vary with the alternatives under consideration. Preliminary recommendations are based on a review of the project's 10 percent design and are detailed below, specific to each segment and alternative.

### **10.2.1 Long-Term Effects on Built-Environment Resources for the Build Alternatives**

Potential long-term effects to built-environment resources include, but are not limited to, the following:

- Disturbance or alteration of the resource.
- Physical encroachment upon character defining features of a resource.

Although these impacts happen during project construction they are characterized as long-term effects because they are irreversible.

#### **10.2.1.1 Federal Way Segment**

Because no NRHP-eligible or listed built-environment resources are located along the Federal Way Segment, the Federal Way alternatives have no potential for long-term effects on NRHP-eligible or listed historic built-environment resources.

#### **10.2.1.2 South Federal Way Segment**

Of the nine NRHP-eligible built-environment resources located along the South Federal Way Segment, two are heavily shielded from the proposed alignments by distance, topography, and/or deep screens of mature foliage that act to shield the built resources from traffic along the Pacific Highway (SR 99) and I-5 roadways (Table 10-2, Figures 10-1 and 10-2). A recommendation of “no adverse effects” is indicated when the alternative will not diminish any characteristics that qualify the resource for listing (Table 10-2). The first resource, the former community center at 726 S 356th Street will not be affected by any alternative, as long as those screens of mature foliage are not removed or greatly diminished during construction. No long-term effect is anticipated in association with either the SF Enchanted Parkway Alternative, the SF I-5 Alternative, or the SF 99-West and SF 99-East alternatives, either with or without the Porter Way Design Option. The second resource, the commercial building at 7700 Pacific Highway E, will not be affected by any alternative because it is located off Pacific Highway on a

parcel that flanks I-5. Construction of the Enchanted Parkway Alternative or the SF I-5 Alternative, or the Porter Way Design Option, either in association with the SF 99-West or SF 99-East Alternative, may add a visual element to its viewshed, but the resource will not be adversely affected by any alternative as long as the building retains its views to and from I-5. No long-term effect is anticipated in association with the SF Enchanted Parkway Alternative, the SF I-5 Alternative, or the SF 99-West and SF 99-East alternatives, either with or without the Porter Way Design Option.

For the remaining seven NRHP-eligible built-environment resources located along the South Federal Way Segment, the potential for long-term adverse effects is greater. The first is a Denny's Restaurant (34726 16th Avenue S) located west of all design alternatives. The following three resources — 36605 Pacific Highway S, 36530 Pacific Highway S, and 36606 Pacific Highway S — each include complexes of associated buildings screened from the project area by a combination of topography, distance, and some screening foliage. The fifth resource is a single residence west of Pacific Highway (36903 Pacific Highway S), which is also minimally screened from the project area by mature foliage. The sixth is the Gethsemane Cemetery (37600 Pacific Highway S), which is significant for its landscape design, and the seventh is the Daffodil Motel (7909 Pacific Highway E), which was designed to be visible from the adjacent highway and is not screened from view.

The SF Enchanted Parkway Alternative and the SF I-5 Alternative are located at such a distance from these resources that no potential long-term effects are anticipated in association with either alternative. However, all seven resources are either partially or completely located within the footprint for the SF 99-West Alternative and the SF 99-East Alternative, with or without the Porter Way Design Option.

The SF 99-West Alternative could result in impacts to NRHP-eligible resources at all seven locations (the Denny's Restaurant at 34726 16th Avenue S; the school and residence at 36605 Pacific Highway S; the residence, outbuildings, and stables at 36530 Pacific Highway S; the residence at 36606 Pacific Highway S; the residence at 36904 Pacific Highway S; the cemetery at 37600 Pacific Highway S; and the motel at 7909 Pacific Highway E) but would only result in long-term adverse effects on resources west of Pacific Highway. All seven locations would be subject to temporary impacts associated with construction and would also be adjacent to a new light rail track added along the western shoulder of Pacific Highway or, in the case of the Denny's restaurant, to the rear of the building. Construction would require partial acquisition and the removal of visual elements like screening trees west and east of Pacific Highway or elements like signage that invite attention. These alterations could diminish the resources' integrity of design and/or setting, characteristics that qualify the resources for inclusion in the NRHP. The impact would be lessened for those resources east of Pacific Highway or that face away from the new light rail line, most of which would retain their screens of mature trees and would not be within view or directly adjacent to new construction. The residence at 36904 Pacific Highway S and the Daffodil Motel at 7909 Pacific Highway E would be subject to permanent impacts because the residence is targeted for demolition and signage for the Daffodil Motel would have to be dismantled or moved — an alteration that could be mitigated if the sign were retained near its current location. Demolition would constitute a long-term adverse effect.

The SF 99-East Alternative could result in impacts to NRHP-eligible resources at all seven locations (the Denny's Restaurant at 34726 16th Avenue S; the school and residence at 36605 Pacific Highway S; the residence, outbuildings, and stables 36530 Pacific Highway S; the residence at 36606 Pacific Highway S; the residence at 36904 Pacific Highway S; the cemetery at 37600 Pacific Highway S; and the motel at 7909 Pacific Highway E) but would only result in long-term adverse effects on resources east of Pacific Highway. All seven locations would be subject to temporary impacts associated with construction and would also be adjacent to a new



light rail track added through the commercial area or either along the eastern shoulder or within the median of Pacific Highway. Construction would require the removal of elements like screening trees east of Pacific Highway or the reconfiguration of the entrance to the Gethsemane Cemetery. These alterations could diminish the resources' integrity of design or setting, characteristics that qualify the resources for inclusion in the NRHP. The impact would be lessened for those resources west of Pacific Highway or facing away from the new light rail line, which would retain their screens of mature trees and/or their current relationship to Pacific Highway. The residence and stables at 36530 Pacific Highway S would be subject to permanent impacts as a secondary outbuilding at that location (believed to be a shed or garage added ca. 1977) is anticipated to be demolished to construct the alternative. Demolition would constitute a long-term adverse effect if the demolished resource is NRHP-eligible or contributes to an NRHP-eligible resource.

As described above, built-environment resources will be adversely affected by one or more alternatives for the South Federal Way Segment. Because there is not a Preferred Alternative in the South Federal Way Segment, FTA will assess impacts to historic built-environment resources following selection of a Preferred Alternative by the Sound Transit Board.

**Table 10-2 Effects on Built-Environment Resources in the South Federal Way Segment**

Resource ID	Name/Address	Build Date	NRHP Eligibility	Alternative	Assessment of Effects
731955	Denny's Restaurant: 34726 16th Avenue S, Federal Way	1978	Determined NRHP Eligible: Criterion C	SF 99-West Alternative, with or without the Porter Way Design Option	No Adverse Effect: The SF 99-West Alternative could construct the light rail track to the rear and approximately 40 feet above the resource, which would add an additional transportation option within a developed commercial area and add supporting columns near the rear of the building. Locating the line to the rear of this building does not diminish any of the characteristics that qualify it for listing.
731955	Denny's Restaurant: 34726 16th Avenue S, Federal Way	1978	Determined NRHP Eligible: Criterion C	SF 99-East Alternative, with or without the Porter Way Design Option	No Adverse Effect: The SF 99-East Alternative could construct the light rail track to the rear and approximately 40 feet above the resource, which would add an additional transportation option within a developed commercial area and add supporting columns near the rear of the building. Locating the line to the rear of this building does not diminish any of the characteristics that qualify it for listing.

**Table 10-2 Effects on Built-Environment Resources in the South Federal Way Segment (continued)**

Resource ID	Name/Address	Build Date	NRHP Eligibility	Alternative	Assessment of Effects
731955	Denny's Restaurant: 34726 16th Avenue S, Federal Way	1978	Determined NRHP Eligible: Criterion C	SF Enchanted Parkway Alternative	No Adverse Effect: the Enchanted Parkway Alternative could construct the light rail track to the rear of the resource, although at a greater distance from the building than the SF 99-West or SF 99-East alternatives. Locating the line to the rear of this building does not diminish any of the characteristics that qualify it for listing.
731975	Community Center: 726 S 356th Street	ca. 1929	Determined NRHP Eligible: Criteria A and C	SF 99-West Alternative, with or without the Porter Way Design Option	No Adverse Effect
731975	Community Center: 726 S 356th Street	ca. 1929	Determined NRHP Eligible: Criteria A and C	SF 99-East Alternative, with or without the Porter Way Design Option	No Adverse Effect
731933	Commercial Building: 7700 Pacific Highway E	1978	Determined NRHP Eligible: Criterion C	SF Enchanted Parkway Alternative	No Adverse Effect: The SF Enchanted Parkway Alternative would add an additional transportation option within a transportation corridor, which would be a compatible use and would not diminish any characteristics that qualify the resource for listing.
731933	Commercial Building: 7700 Pacific Highway E	1978	Determined NRHP Eligible: Criterion C	SF I-5 Alternative	No Adverse Effect: The SF I-5 Alternative would add an additional transportation option within a transportation corridor, which would be a compatible use and would not diminish any characteristics that qualify the resource for listing.
731933	Commercial Building: 7700 Pacific Highway E	1978	Determined NRHP Eligible: Criterion C	SF 99-West and SF 99-East alternatives, with Porter Design Option	No Adverse Effect: The Porter Design Option, whether paired with the SF 99-East or SF 99-West alternative, could construct the light rail track to the rear (one parcel west and southwest) of this resource. However, locating the line to the rear of this building does not diminish any of the characteristics that qualify the resource for listing.

**Table 10-2 Effects on Built-Environment Resources in the South Federal Way Segment (continued)**

Resource ID	Name/Address	Build Date	NRHP Eligibility	Alternative	Assessment of Effects
731992, 731994, 731995, 731996, 731998, 731999, 732000, 732001	School and Residence: 36605 Pacific Highway S	ca. 1943	Determined NRHP Eligible under Criteria A, B, and C	SF 99-West Alternative, with or without the Porter Way Design Option	Adverse Effect Possible: While construction impacts would be temporary, the Federal Way SF 99-West Alternative would require partial acquisition and construct a new elevated track along the shoulder of Pacific Highway, which would potentially remove mature foliage and diminish the school's integrity of setting.
731992, 731994, 731995, 731996, 731998, 731999, 732000, 732001	School and Residence: 36605 Pacific Highway S	ca. 1943	Determined NRHP Eligible under Criteria A, B, and C	SF 99-East Alternative, with or without the Porter Way Design Option	No Adverse Effect: The SF 99-East Alternative would be separated from this location by the highway and existing screens of mature foliage would remain.
396993	Residence and Stables: 36530A Pacific Highway S	ca. 1900	Determined NRHP Eligible under Criteria A and B	SF 99-West Alternative, with or without the Porter Way Design Option	Adverse Effect Possible: The SF 99-West Alternative requires partial acquisition of this parcel, which could result in the removal of screening trees or other features of the resource that qualify it for listing in the NRHP.
396993	Residence and Stables: 36530A Pacific Highway S	ca. 1900	Determined NRHP Eligible under Criteria A and B	SF 99-East Alternative, with or without the Porter Way Design Option	Adverse Effect Possible: The SF 99-East Alternative requires partial acquisition of this parcel, which could result in the removal of screens of trees or other features that qualify the 1900 residence for listing in the NRHP. Additionally, this alternative demolishes a ca. 1977 outbuilding, which, if it contributes the resource's eligibility, could constitute an adverse effect.
395115	Residence: 36606 Pacific Highway S	1947	Determined NRHP Eligible under Criterion C	SF 99-West Alternative, with or without the Porter Way Design Option	No Adverse Effect: The SF 99-West Alternative would be separated from this location by the highway and existing screens of mature foliage would remain.
395115	Residence: 36606 Pacific Highway S	1947	Determined NRHP Eligible under Criterion C	SF 99-East Alternative, with or without the Porter Way Design Option	Adverse Effect Possible: While construction impacts would be temporary, the SF 99-East Alternative would construct a new elevated track along the shoulder of Pacific Highway, which would potentially remove screening trees and diminish the residence's integrity of setting.

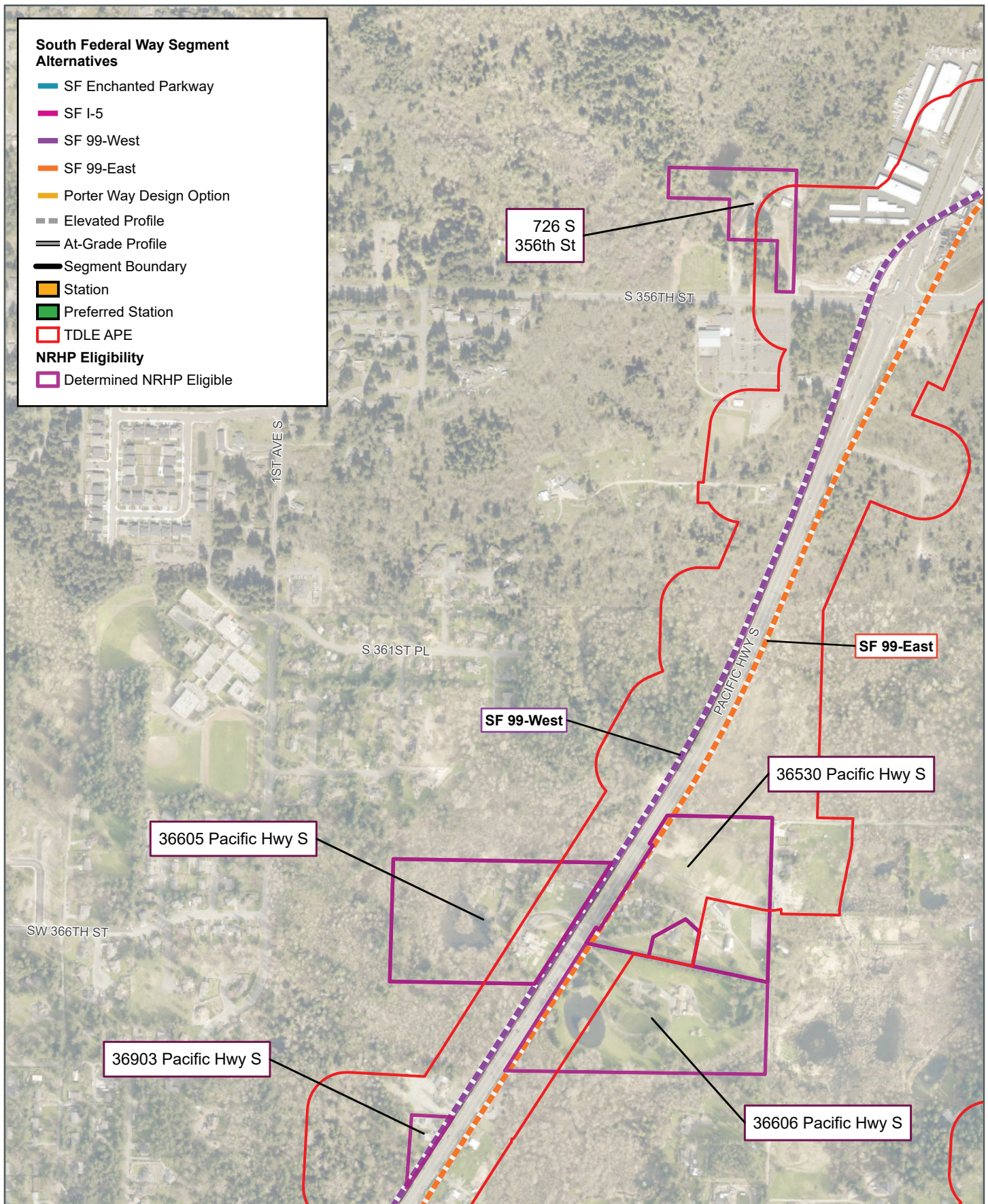


**Table 10-2 Effects on Built-Environment Resources in the South Federal Way Segment (continued)**

Resource ID	Name/Address	Build Date	NRHP Eligibility	Alternative	Assessment of Effects
395874	Residence: 36903 Pacific Highway S	1921	Determined NRHP Eligible under Criterion C	SF 99-West Alternative, with or without the Porter Way Design Option	Adverse Effect: The SF 99-West Alternative indicates demolition of an NRHP-eligible building at this location. Demolition constitutes an adverse effect.
395874	Residence: 36903 Pacific Highway S	1921	Determined NRHP Eligible under Criterion C	SF 99-East Alternative, with or without the Porter Way Design Option	No Adverse Effect: The SF 99-East Alternative would be separated from this location by the highway and existing screens of mature foliage would remain.
537584/ 725425	Gethsemane Catholic Cemetery: 37600 Pacific Highway S, Federal Way	1974	Determined NRHP Eligible under Criteria A and C	SF 99-West Alternative, with or without the Porter Design Option	No Adverse Effect: The SF 99-West Alternative could construct the new light rail line along the western shoulder of Highway 99, which would require alterations to the entrance and exit lanes outside the walls of the cemetery. While the new line would be visible from within the cemetery, it would not diminish any of the characteristics that qualify the resource for listing.
537584/ 725425	Gethsemane Catholic Cemetery: 37600 Pacific Highway S, Federal Way	1974	Determined NRHP Eligible under Criteria A and C	SF 99-East Alternative, with or without the Porter Design Option	No Adverse Effect: The SF 99-East Alternative could construct the line down a center median of Pacific Highway adjacent to the cemetery, which would require alterations to the entrance and exit lanes outside the walls of the cemetery. While the new line would be visible from within the cemetery, it would not diminish any of the characteristics that qualify the resource for listing.
731901	Daffodil Motel: 7909 Pacific Highway E	ca. 1948	Determined NRHP Eligible under Criterion C	SF 99-West Alternative, with or without the Porter Way Design Option	Adverse Effect Possible: The SF 99-West Alternative would require partial acquisition and demolition or relocation of signage along the highway, which has the potential to diminish the resource's integrity of setting, design, materials, and workmanship. The effect could be mitigated if the signage is retained or relocated to a nearby location.

Table 10-2      Effects on Built-Environment Resources in the  
South Federal Way Segment (continued)

Resource ID	Name/Address	Build Date	NRHP Eligibility	Alternative	Assessment of Effects
731901	Daffodil Motel: 7909 Pacific Highway E	ca. 1948	Determined NRHP Eligible under Criterion C	SF 99-East Alternative, with or without the Porter Way Design Option	No Adverse Effect: The SF 99-East Alternative would be separated from this location by the highway and would not diminish the integrity of any characteristics that qualify the resource for listing.



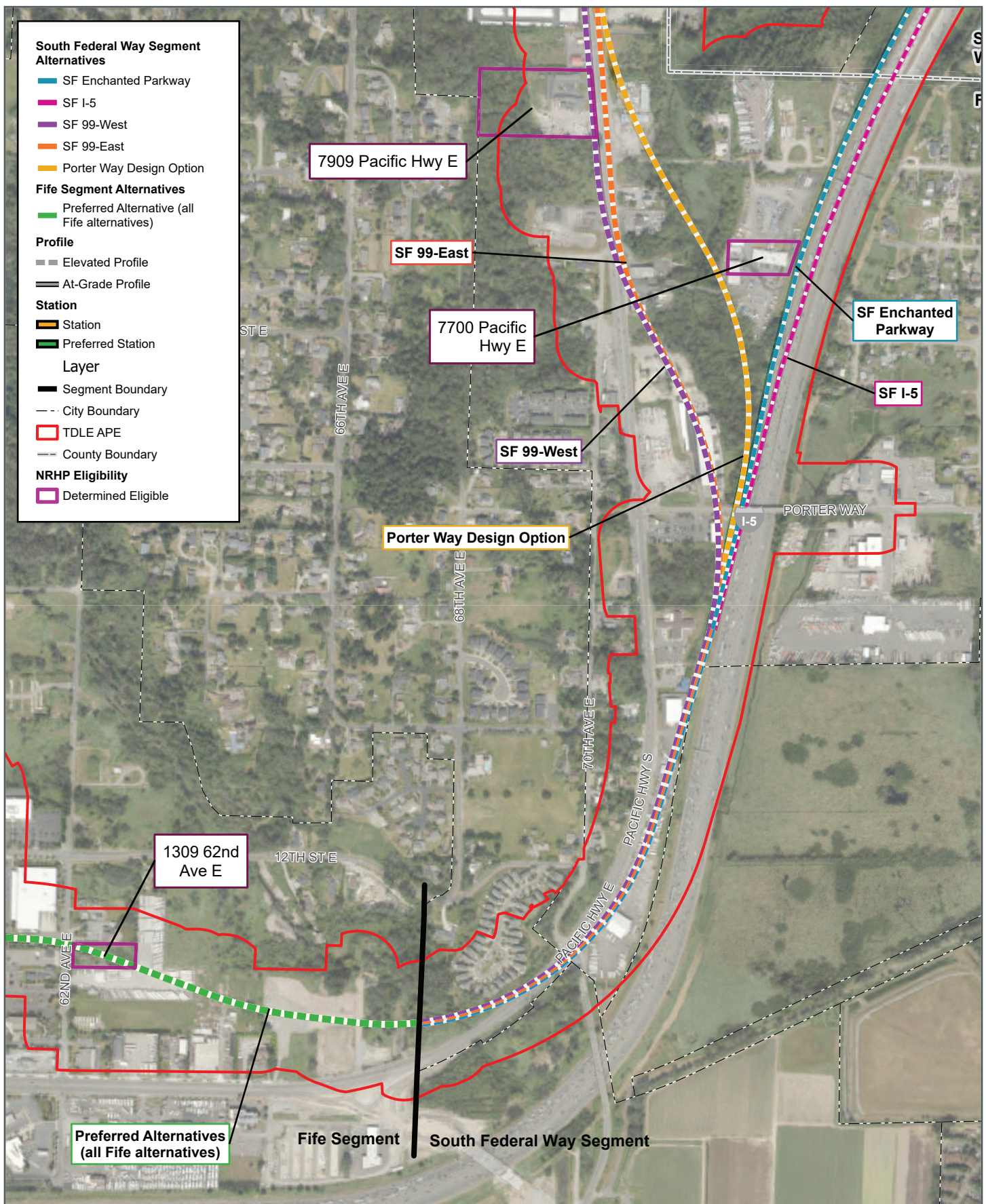
Data Sources: King and Pierce County; Cities of Federal Way, Fife, Milton, Tacoma (2023).

**FIGURE 10-1**

Historic-Period, Built-Environment Resources  
Determined NRHP Eligible within the APE - Sheet 1







Data Sources: King and Pierce County; Cities of Federal Way, Fife, Milton, Tacoma (2023).

**FIGURE 10-2**

Historic-Period, Built-Environment Resources  
Determined NRHP Eligible within the APE - Sheet 2





### 10.2.1.3 Fife Segment

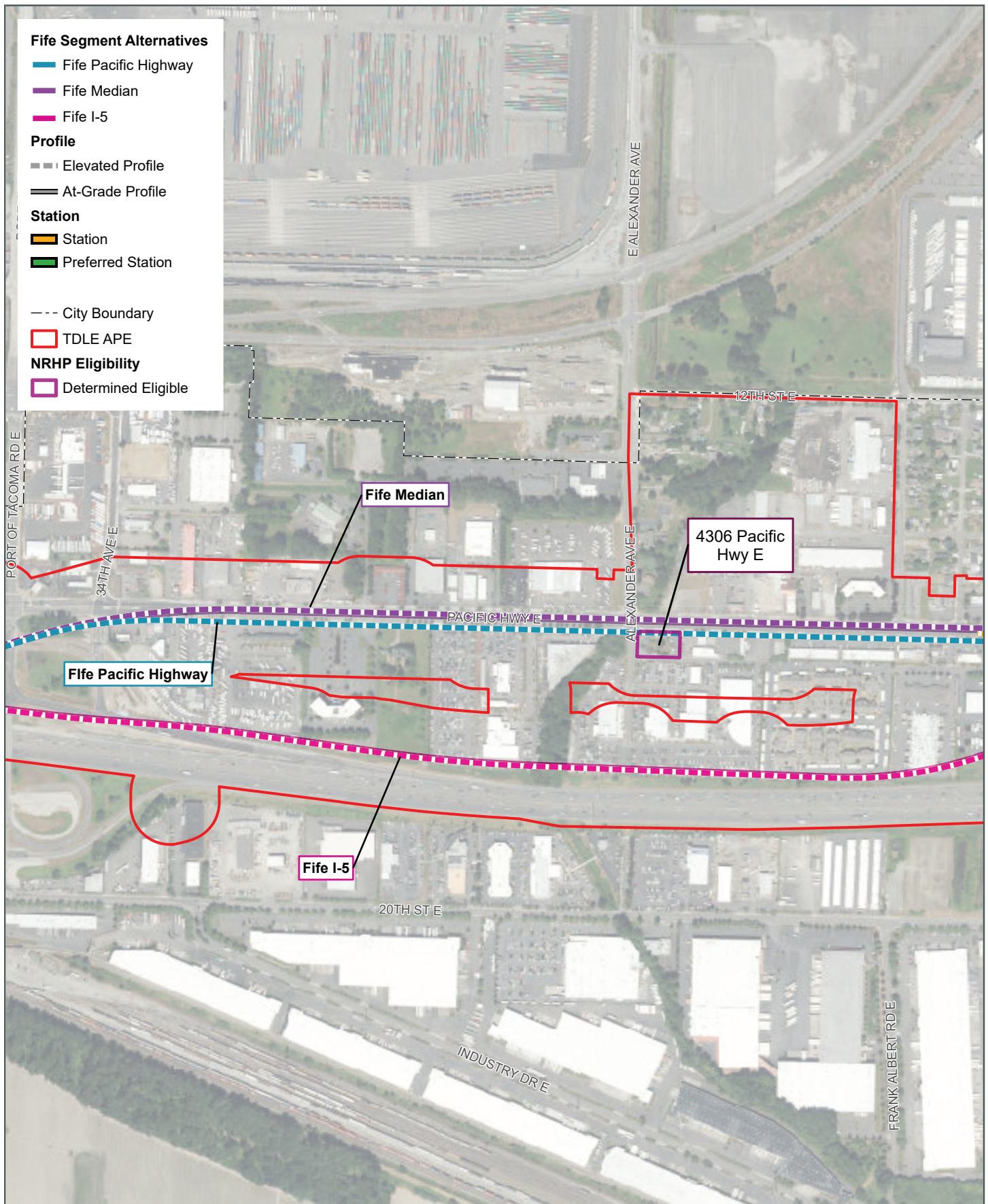
All alternatives in the Fife Segment have the potential to have long-term, adverse effects on the built-environment resource at 1309 62nd Avenue E because the building will need to be demolished under all alternatives (Figure 10-2). Physical destruction of this property results in an adverse effect under Section 106. All alternatives share a single proposed alignment in this location near the future Fife station area.

The Fife Pacific Highway Alternative also has the potential to have long-term effects on the Pick-Quick Drive In at 4306 Pacific Highway E (Figure 10-3). This alternative would encroach upon the parcel and require demolition of the building, which constitutes an adverse effect.

By contrast, the Fife Median Alternative locates a raised track approximately 16 feet above the center lane of the Pacific Highway, leaving two lanes of east-bound traffic and a public sidewalk between the parcel and the new track. Realignment of the Pacific Highway to accommodate the elevated guideway would cause a small amount of the property to be acquired to adjust the sidewalk and driveway entrance. The light rail structure would be at such a height and at such a distance from the building that this alternative would not screen the building from view, directly affect the building or its surrounding parcel, or disrupt traditional transportation routes to and from Pacific Highway, thereby maintaining public access to the building. As proposed, the Fife Median Alternative would not adversely affect the character-defining features that qualify the property for inclusion in the NRHP. While the alternative would add an element to the building's setting, the effect would not be adverse as the building's relationship with the air space above Pacific Highway is not a characteristic that qualifies it for listing in the NRHP. The alteration to the resource's setting would not constitute an adverse effect.

The final alternative, the Fife I-5 Alternative, also has no potential to adversely affect the building, as it locates a raised track more than one block (roughly 500 feet) to the rear of this property and along the border of I-5, away from Pacific Highway. A recommendation of "no adverse effects" is indicated when the alternative will not diminish any characteristics that qualify the resource for listing (Table 10-3).

The house at 1309 62nd Avenue E would be adversely affected by all alternatives within the Fife Segment. Other portions of this segment include built environment resources that would be adversely affected by one or more, but not all, alternatives. These resources are in portions of the Fife Segment where there is not currently a Preferred Alternative. FTA determined that the project would have an adverse effect on the resource at 1309 62nd Avenue E. After the Sound Transit Board identifies a Preferred Alternative, FTA will assess impacts to additional built-environment resources within the Fife Segment.



Data Sources: King and Pierce County; Cities of Federal Way, Fife, Milton, Tacoma (2023).

**FIGURE 10-3**

Historic-Period, Built-Environment Resources  
Determined NRHP Eligible within the APE - Sheet 3



**Table 10-3 Effects on Built-Environment Resources in the Fife Segment**

Resource ID	Name/Address	Build Date	NRHP Eligibility	Alternative	Assessment of Effects
31927	Residence: 1309 62nd Avenue E, Fife	1900	Determined NRHP Eligible: Criteria A and/or B or C	All Fife Segment alternatives	Adverse Effect: Demolition is indicated under all alternatives. Demolition constitutes an adverse effect.
29547	Pick-Quick Drive In: 4306 Pacific Highway E, Fife	1950	Determined NRHP Eligible: Criteria A and C	Fife Pacific Highway Alternative	Adverse Effect: Demolition is indicated under the Pacific Highway Alternative. Demolition constitutes an adverse effect.
29547	Pick-Quick Drive In: 4306 Pacific Highway E, Fife	1950	Determined NRHP Eligible: Criteria A and C	Fife Median Alternative	No Adverse Effect
29547	Pick-Quick Drive In: 4306 Pacific Highway E, Fife	1950	Determined NRHP Eligible: Criteria A and C	Fife I-5 Alternative	No Adverse Effect

#### 10.2.1.4 Tacoma Segment

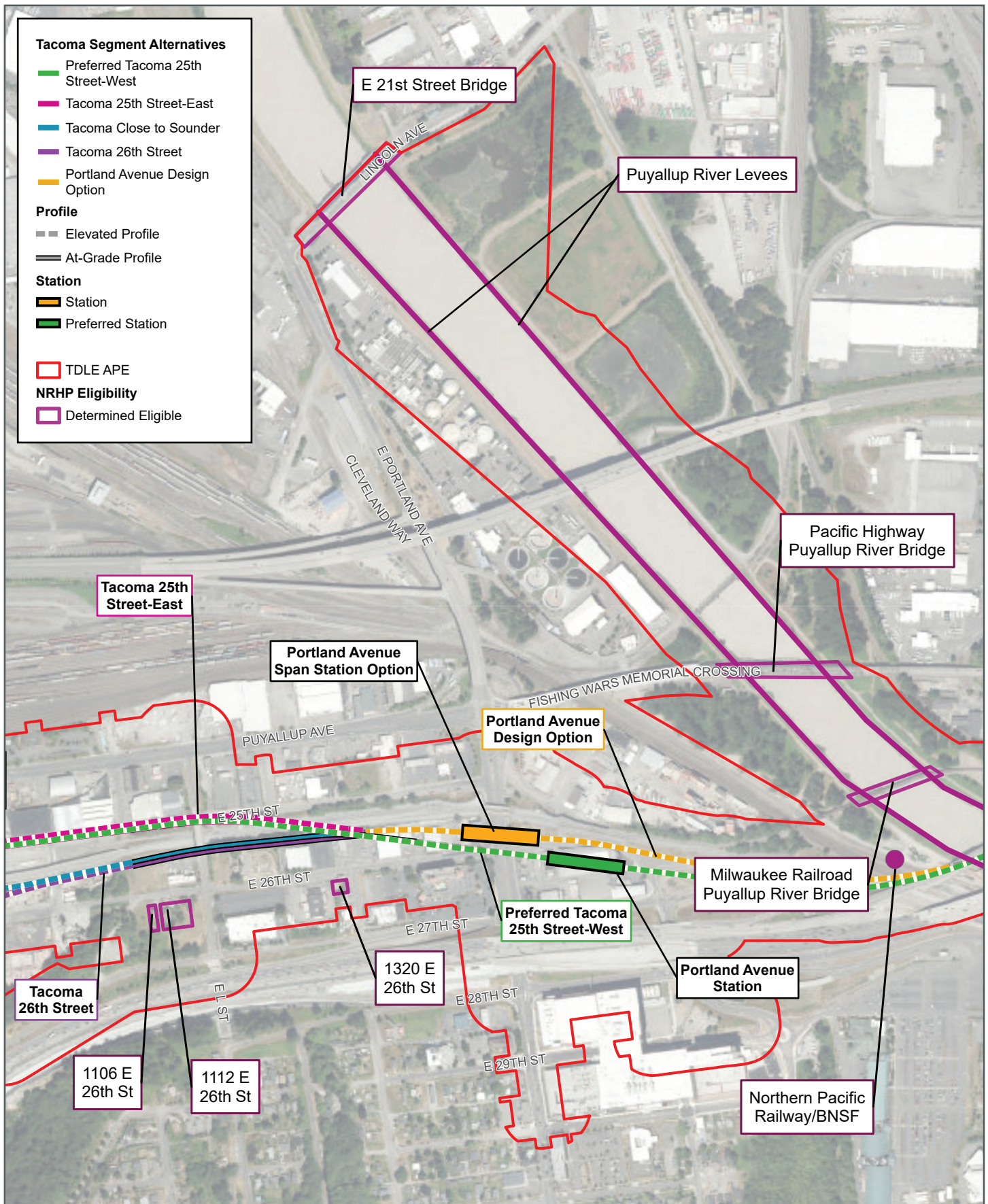
The Tacoma 25th Street-West, Tacoma 25th Street-East, Tacoma Close to Sounder, and Tacoma 26th Street alternatives are all near one or more of 14 built-environment resources either listed in or eligible for listing in the NRHP: three residences at 1320, 1112, and 1106 E 26th Street; a small segment of the Northern Pacific Railway/BNSF; a small segment of the Puyallup River levees; the BNSF freight warehouse at 603–605 Puyallup Avenue; Engine House 4 at 220–224 E 26th Street; four commercial buildings at 101 E 26th Street, 102 S 26th Street, 110 E 26th Street and 102 E 26th Street; and three bridges crossing the Puyallup River (Figures 10-4 and 10-5). Of the 14 resources, 12 are located outside the construction footprint for all alternatives and would not be physically altered. The 13th resource, the Northern Pacific/BNSF, crosses under all Tacoma alternatives west of the proposed Puyallup River Crossing. The rail corridors may be minimally affected by construction over the river, but construction activities will not adversely affect any characteristic that qualify them for listing in the NRHP and the great majority of the rail lines are located outside the APE and would remain unaltered. The 14th resource, the Puyallup River levees within the APE, may be minimally affected by construction over the river, but construction activities will not adversely affect any characteristic that qualifies them for listing in the NRHP because the great majority of the levee system would remain unaltered, and alterations of the levees within the APE would not be visible once construction was complete and the levees repaired in-kind.

Changes to the settings of the built-environment resources would also be minimal because most are located more than a block away from any of the proposed stations and tracks for the alternatives. This is true even for the three eligible bridges that carry historic associations with Tacoma's transportation development and feature views north to the Puget Sound. Under all alternatives, the bridges would retain integrity of setting and would retain their historic-period associations (visual, circulatory) with the surrounding historic transportation network. Apart from the existing rail corridors and levees, which are located along a river already crossed by numerous roadway and rail bridges, the only resources within a block of new construction are Engine House 4, which is approximately 16 feet away from proposed construction for the 26th Street Alternative and the four commercial buildings east of I-705 that are located along E and S 26th Street, where underground utility work is proposed in the right-of-way. Proposed plans indicate that the guideway will be located four stories above Engine House No. 4 and 16 feet away from the building and will not adversely affect any of the characteristics that qualify Engine



House No. 4 for listing in the NRHP. A concrete column supporting a bent for the raised track would be located in the adjacent parcel, which would lead to demolition of the non-historic building to the west of Engine House No. 4, but the building does not contribute to Engine House No. 4's eligibility and its removal would not alter a characteristic that qualifies Engine House No. 4 for inclusion in the NRHP. The commercial buildings east of I-705 on E 26th and S 26th Street are adjacent to a section of the right-of-way where utilities will be relocated underground. The buildings will not be directly affected or see any alterations to their immediate viewsheds. For the alternatives in the Tacoma Segment, FTA and Sound Transit propose a finding of no adverse effects on NRHP-listed or eligible built-environment resources, as they will not diminish any characteristics that qualify resources for listing (Table 10-4).





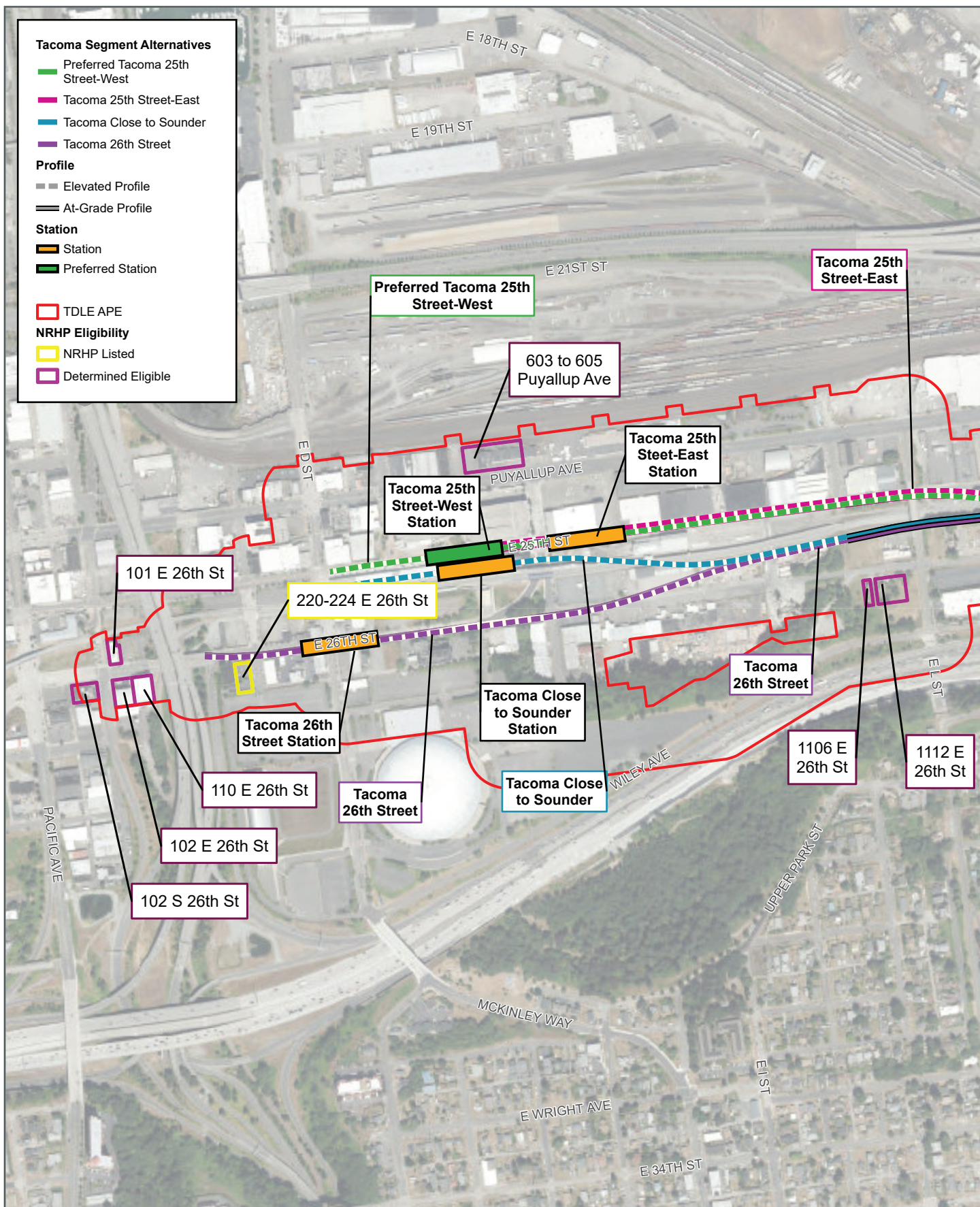
Data Sources: King and Pierce County; Cities of Federal Way, Fife, Milton, Tacoma (2023).

**FIGURE 10-4**

Historic-Period, Built-Environment Resources  
Determined NRHP Eligible within the APE - Sheet 4







Data Sources: King and Pierce County; Cities of Federal Way, Fife, Milton, Tacoma (2023).

**FIGURE 10-5**  
Historic-Period, Built-Environment Resources  
Determined NRHP Eligible within the APE - Sheet 5



**Table 10-4 Effects on Built-Environment Resources in the Tacoma Segment**

Resource ID	Name/Address	Build Date	NRHP Eligibility	Alternative	Assessment of Effects
536705	Residence, 1320 E 26th Street, Tacoma	1914	Determined NRHP Eligible: Criterion C	All Tacoma Segment alternatives	No adverse effect
721797	Residence, 1112 E 26th Street, Tacoma	1903	Determined NRHP Eligible: Criterion C	Tacoma Close to Sounder and 26th Street alternatives	No adverse effect
516320	Residence, 1106 E 26th Street, Tacoma	1903	Determined NRHP Eligible: Criterion C	Tacoma Close to Sounder and 26th Street alternatives	No adverse effect
722117	Puyallup River Levees	1950	Determined NRHP Eligible: Criterion A	All Tacoma Segment alternatives	No adverse effect
31231	Milwaukee Railroad-Puyallup River Bridge, Tacoma (railroad crossing)	1910	Determined NRHP Eligible: Criteria A and C by FHWA (2009)	All Tacoma Segment alternatives	No adverse effect
31786	Puyallup River Bridge, Tacoma (Pacific Highway E crossing)	1927	Determined NRHP Eligible: criteria undetermined by FHWA (2013)	All Tacoma Segment alternatives	No adverse effect
90499	East 21st Street Bridge, Tacoma (Lincoln Avenue crossing)	1929	Determined NRHP Eligible: criteria undetermined by FHWA (2008)	All Tacoma Segment alternatives	No adverse effect
722131	Northern Pacific Railway/BNSF	ca. 1873	Determined NRHP Eligible: Criterion A	All Tacoma Segment alternatives	No adverse effect
32815	BNSF Freight Warehouse, 603-605 Puyallup Avenue, Tacoma	ca. 1945	Determined NRHP Eligible: Criteria A and C	Tacoma 25th Street-West and 25th Street-East alternatives	No adverse effect
31673	Engine House 4 – Tacoma Fire Station No. 4, 220-224 E 26th Street, Tacoma	1910	Listed in the WHR and NRHP in 1984	Tacoma 26th Street Alternative	No adverse effect
31674	Commercial building, 101 E 26th Street, Tacoma	1909	Determined NRHP Eligible: Criteria A and C	Tacoma 26th Street Alternative	No adverse effect
536748	Commercial building, 102 S 26th Street, Tacoma	1937	Determined NRHP Eligible: Criteria A and C	Tacoma 26th Street Alternative	No adverse effect
536754	Commercial building, 110 E 26th Street, Tacoma	1920	Determined NRHP Eligible: Criteria A and C	Tacoma 26th Street Alternative	No adverse effect
722335	Commercial building, 102 E 26th Street, Tacoma	1962	Determined NRHP Eligible: Criteria A and C	Tacoma 26th Street Alternative	No adverse effect

## **10.2.2 Construction Effects on Built-Environment Resources**

Construction-related effects to built-environment resources can be caused by several factors, including, but not limited to, restricted access, increased truck traffic along haul routes, glare, noise, vibration, and temporary changes to setting. These factors can lead to reduced commercial activity and reduced investment in historic resources. Typically, these impacts would not be considered adverse effects under Section 106 of the National Historic Preservation Act unless they diminish the characteristics that contribute to a historic property's National Register eligibility.

### **10.2.2.1 Federal Way Segment**

Because there are no NRHP-eligible or listed built-environment resources in the APE for the Federal Way Segment, there is no potential for the Preferred FW Enchanted Parkway or FW Design Option to lead to short-term construction effects on NRHP-listed or eligible built-environment resources.

### **10.2.2.2 South Federal Way Segment**

Both the SF 99-West Alternative and the SF 99-East Alternative are anticipated to result in adverse effects to the NRHP-eligible resources located within or adjacent to the construction footprints for each alternative. Additionally, temporary effects are possible in relation to construction, based on the close proximity of construction and temporary construction easement needs, which could restrict public access, lead to increased noise and vibration, and limit economic, spiritual, or educational activities at commercial, religious, and educational resources, including the Denny's Restaurant at 34726 16th Avenue S, the Gethsemane Cemetery at 37600 Pacific Highway S, the school at 36605 Pacific Highway S and the motel at 7909 Pacific Highway E (the SF 99-West Alternative), the stables at 36530A Pacific Highway S (the SF 99-East Alternative), and the showroom at 7700 Pacific Highway E (the SF Enchanted Parkway Alternative, the SF I-5 Alternative, and the Porter Design Option, paired with either the SF 99-West Alternative or the SF 99-East Alternative).

### **10.2.2.3 Fife Segment**

No adverse effects are anticipated in the Fife Segment; however, the Fife Median Alternative could have temporary construction effects on the Pick-Quick Drive In (4306 Pacific Highway E). These effects would result from the close proximity of construction and temporary construction easement needs, which could restrict public access, lead to increased noise and vibration, and limit economic activity for the business.

### **10.2.2.4 Tacoma Segment**

No adverse effects are anticipated to NRHP-eligible or listed built-environment resources for the Preferred Tacoma 25th Street-West, Tacoma 25th Street-East, or Tacoma Close to Sounder alternatives. The Tacoma 26th Street Alternative is expected to have a short-term construction impacts on Engine House 4, 101 E 26th Street, 102 S 26th Street, 110 E 26th Street, and/or 102 E 26th Street due to the close proximity of construction and temporary construction easement needs, which could restrict public access to these resources, lead to increased noise or vibration, and limit economic activity for businesses; however, no adverse effects are anticipated under Section 106.



### 10.2.3 Indirect Effects on Built-Environment Resources

Indirect effects of TDLE may include increased population, transportation, and commercial and economic activity in the area, including associated public infrastructure, retail, residential, or industrial construction projects that occur over time after the project is operating. These urban development pressures may be higher near station areas, where the economic and mobility benefits of light rail would be most apparent. Other urban development activities may impact historic-period, built-environment resources either through potential redevelopment of historic properties or through changes to their surrounding settings that add up over time. While the direct alteration or removal of an historic property would be an adverse effect, indirect impacts associated with increased development due to changes in historic settings may be minimal, depending on their context. For example, the NRHP-eligible built-environment resources in the South Federal Way Segment are located along Pacific Highway, which is a local thoroughfare. While the addition of a light rail line will add additional transportation options within the transportation corridor, those uses will be compatible with existing transportation uses, and any resulting growth will likely be consistent with historic patterns. Highway traffic may increase or decrease over time. Because no stations are proposed within the vicinity of NRHP-eligible resources, the addition of a light rail line may not greatly alter patterns of use and development in the area along the South Federal Way Segment. Indirect effects to resources, including alterations to their setting, which does not retain a high degree of integrity, will not diminish their integrity in such a way as to decrease their eligibility. Similarly, most of the NRHP-eligible or listed historic-period, built-environment resources in Tacoma and Fife have long been defined by their location along a growing transportation corridor associated with the Port of Tacoma, the transcontinental railroad, and roadways linking Tacoma and Seattle. These areas have been through numerous periods of development and change and do not retain high integrity of setting, are not home to NRHP-listed historic districts, and are not noteworthy for their cohesive architectural character. Those resources that have been determined eligible are located within heavily altered settings and will remain eligible if the transportation corridor with which they are associated continues to evolve over time in association with the construction of TDLE.

## 10.3 Potential Mitigation for Adverse Effect

### 10.3.1 Archaeological Resources

Sound Transit's survey and inventory identified two new archaeological resources, 45PI1557 and 45KI1586, that have been determined eligible for listing in the NRHP and one resource, 45PI1555, that has not yet been evaluated for listing and is treated as eligible for the purposes of assessing effects and mitigation measures at this time. Two previously identified resources within the APE, 45PI488 and 45PI1327, are either NRHP eligible or listed in the NRHP. Currently, archaeological site 45PI1557 is the only archaeological site that would be adversely affected by all alternatives in the Tacoma Segment. Sound Transit recommends that FTA determine that the project will have an adverse effect on this resource. As the project is refined additional analysis and consultation will be conducted on adverse effects to historic properties resulting from the project.

Additionally, the archaeological inventory work and desktop analysis discussed above have highlighted areas with high to very high potential for encountering archaeological resources and human remains. Information shared by the Puyallup Tribe of Indians, specifically, during consultation has highlighted these concerns. Currently, as understood by Sound Transit, each of the alternatives within each segment have similar risk of encountering these cultural resources.

In order to assess these risks, Sound Transit will need to engage in additional preconstruction archaeological investigations. It is likely that these investigations will be phased as a result of the property acquisition process. Investigations will focus on specific areas of concern within each segment. Sound Transit, in coordination with FTA will develop an investigations and treatment plan that identifies specific areas where investigations will be focused. FTA and Sound Transit would consult with SHPO, the Puyallup Tribe of Indians, the Muckleshoot Indian Tribe, the Nisqually Indian Tribe, the Confederated Tribes and Bands of the Yakama Nation, and other consulting parties to develop and review the plan. If precontact or historic-period archaeological sites are encountered, FTA and Sound Transit would consult with SHPO, affected Tribes, and other consulting parties about eligibility for listing in the NRHP, project effects, necessary mitigation, and/or other treatment measures.

To resolve potential adverse effects, FTA and Sound Transit, in consultation with SHPO, affected Tribes, and other interested parties, will prepare and execute a Section 106 Programmatic Agreement. A draft of this agreement is included in Attachment J5.13. Consultation on this agreement will continue throughout the remainder of the environmental review process and will be executed prior to FTA's issuance of a Record of Decision. The agreement would include appropriate mitigation measures to resolve the adverse effects to the eligible resources. Examples of mitigation measures include, but are not limited to, modifying the undertaking through redesign, reorientation, or other similar changes, implementing data recovery of archaeological information and materials, preparing a National Register nomination for an archaeological site, and preparing an ethnographic study. An archaeological resource monitoring and treatment plan and unanticipated discovery plan would be prepared to guide archaeological monitoring work before and during construction.

### **10.3.2 Built-Environment Resources**

NRHP-eligible and listed built-environment resources are located along the South Federal Way, Fife, and Tacoma segments.

In South Federal Way, resources adjacent to Pacific Highway will be directly and indirectly affected by the SF 99-West and SF 99-East alternatives, which will require partial acquisition of parcels flanking the highway. In addition, these alternatives would require the removal of screening trees and/or signage and, in some cases, the demolition of resources that are NRHP-eligible, like the residence at 36903 Pacific Highway S (SF 99-West Alternative), or resources that may contribute to an eligible resource, like the ca. 1977 outbuilding at 36530A Pacific Highway S (SF 99-East Alternative).

In Fife, the NRHP-eligible residence located at 1309 62nd Avenue E would be adversely affected by all Fife alternatives. The building would be demolished. In addition, if the Pacific Highway East Alternative is identified by Sound Transit as the Preferred Alternative, the NRHP-eligible Pick-Quick Drive In at 4306 Pacific Highway E would also be demolished, creating an adverse effect. However, only 1309 62nd Avenue East is adversely affected by all alternatives in this segment. Sound Transit recommends that FTA determine that the project will have an adverse effect on this resource. After the Sound Transit Board identifies a Preferred Alternative in all segments, consultation will be conducted on adverse effects to historic properties resulting from the project.

To resolve the potential adverse effects, FTA, SHPO, and Sound Transit, in consultation with the appropriate local jurisdictions as well as other consulting parties, will prepare and execute a Section 106 Programmatic Agreement. A draft of this agreement is included in Attachment J5.13. Consultation on this agreement will continue throughout the remainder of the environmental

review process and will be executed prior to the Record of Decision during preparation of the Final EIS. The agreement would include appropriate mitigation measures to resolve the adverse effects to the eligible resources. Examples of mitigation measures include, but are not limited to, preparing additional documentation or interpretation for the resources, designing/installing an interpretive/educational display or exhibit, or preparing an NRHP nomination (DAHP 2020b).

## 10.4 Section 4(f) Applicability

Ten resources located along the South Federal Way Segment in the APE have been determined eligible for listing in the NRHP and qualify for protection under Section 4(f). Six of those resources are subject to potential adverse effects under Section 106 of the NHPA in association with one or more alternatives: one with both the SF Enchanted Parkway and SF I-5 alternatives (Site 45K1586), four with the SF 99-West Alternative (Montessori Academy at Spring Valley, K.C.J. Stables and residence, and residence at 36606 Pacific Highway S, and Daffodil Motel), and two with the SF 99-East Alternative (K.C.J. Stables and Residence and residence at 36606 Pacific Highway S). The adverse effect to these properties would constitute a Section 4(f) use.

Two built-environment resources determined eligible for listing in the NRHP along the Fife Segment will be subject to adverse effects under Section 106 with one or more TDLE alternative: two with the Fife Pacific Highway Alternative (vacant residence at 1309 62nd Avenue E and Pick-Quick Drive In at 4306 Pacific Highway E) and one with the Fife Median and Fife I-5 alternatives (residence at 1309 62nd Avenue E). The adverse effect to these properties would constitute a use under Section 4(f). None of the alternatives would adversely affect any resources in the Tacoma Segment or use any Section 4(f) resources. Pursuant to Section 4(f) of the Department of Transportation Act of 1966 (23 CFR Part 774), an individual Section 4(f) analysis has been prepared (Appendix D, Section 4(f) Evaluation) and a summary is presented in Section 4.18 of the Draft EIS.

In addition to the historic built environment and archaeological resources, there is potential for TCPs within the project area. There are no known or previously identified TCPs within the project APE; however, FTA, in coordination with Sound Transit, will continue to consult and address the potential use of Section 4(f) resources as the project advances.

Section 4(f) resources also include NRHP-eligible or -listed archaeological sites that warrant preservation in place. Documented archaeological sites located within the APE are considered eligible per Criterion D of the National Register for the potential to yield valuable information important to prehistory and history, and as such, have minimal value for preservation in place. Should additional NRHP-eligible archaeological resources be identified as the project advances, FTA will determine whether a site qualifies as a Section 4(f) resource and coordinate with the SHPO or THPO, as appropriate, as the Official with Jurisdiction.

Tables 10-5 through 10-7 summarize the potential effects and use determinations by segment.



**Table 10-5 Summary of Potential Effect under Section 106 and Preliminary Section 4(f) Use Determinations by Alternative for the South Federal Way Segment**

NRHP Eligible Resources	SF Enchanted Parkway		SF I-5		SF 99-West <sup>1</sup>		SF 99-East <sup>1</sup>	
	Section 106	Section 4(f)	Section 106	Section 4(f)	Section 106	Section 4(f)	Section 106	Section 4(f)
Denny's Restaurant at 34726 16th Avenue S, Federal Way	No adverse effect	No use	No adverse effect	No use	No adverse effect	No use	No adverse effect	No use
Brooklake Community Center, 726 S 356th Street, Federal Way	No adverse effect	No use	No adverse effect	No use	No adverse effect	No use	No adverse effect	No use
Montessori Academy at Spring Valley, 36605 Pacific Highway S, Federal Way	No adverse effect	No use	No adverse effect	No use	Potential adverse effect	Use	No adverse effect	No use
K.C.J. Stables and Residence, 36530A Pacific Highway S, Federal Way	No adverse effect	No use	No adverse effect	No use	Potential adverse effect	Use	Potential adverse effect	Use
Residence at 36606 Pacific Highway S, Federal Way	No adverse effect	No use	No adverse effect	No use	No adverse effect	No use	Potential adverse effect	Use
Residence at 36903 Pacific Highway S, Federal Way	No adverse effect	No use	No adverse effect	No use	Potential adverse effect	Use	No adverse effect	<i>De minimis</i>
Gethsemane Catholic Cemetery, 37600 Pacific Highway S, Federal Way	No adverse effect	No use	No adverse effect	No use	No adverse effect	No use	No adverse effect	No use
Site 45K11586	Potential adverse effect	Use	Potential adverse effect	Use	No adverse effect	No use	No adverse effect	No use
Daffodil Motel, 7909 Pacific Highway E, Milton	No adverse effect	No use	No adverse effect	No use	Potential adverse effect	Use	No adverse effect	No use
Commercial Building at 7700 Pacific Highway E, Milton	No adverse effect	No use	No adverse effect	No use	No adverse effect	No use	No adverse effect	No use

Notes:

- (1) Preliminary Section 4(f) use determinations apply with or without the Porter Way Design Option.

**Table 10-6 Summary of Potential Effect under Section 106 and Preliminary Section 4(f) Use Determinations by Alternative for the Fife Segment**

NRHP Eligible Resource	Fife Pacific Highway <sup>1</sup>		Fife Median <sup>1</sup>		Fife I-5 <sup>1</sup>	
	Section 106	Section 4(f)	Section 106	Section 4(f)	Section 106	Section 4(f)
Residence at 1309 62nd Avenue E, Fife	Adverse effect	Use	Adverse effect	Use	Adverse effect	Use
Pick-Quick Drive In, 4306 Pacific Highway, Fife	Potential adverse effect	Use	No adverse effect	<i>De minimis</i>	No adverse effect	No use

Note:

- (1) Preliminary Section 4(f) use determinations apply with or without the 54th Street Design Option or 54th Span Design Option.

**Table 10-7 Summary of Potential Effect under Section 106 and Preliminary Section 4(f) Use Determinations by Alternative for the Tacoma Segment**

NRHP Eligible Resource	Tacoma 25th Street-West <sup>1</sup>		Tacoma 25th Street-East <sup>1</sup>		Tacoma Close to Sounder <sup>1</sup>		Tacoma 26th Street <sup>1</sup>	
	Section 106	Section 4(f)	Section 106	Section 4(f)	Section 106	Section 4(f)	Section 106	Section 4(f)
Milwaukee Railroad-Puyallup River Bridge, Tacoma	No adverse effect	No use	No adverse effect	No use	No adverse effect	No use	No adverse effect	No use
Northern Pacific Railway/BNSF, Tacoma	No adverse effect	No use	No adverse effect	No use	No adverse effect	No use	No adverse effect	No use
Puyallup River Bridge (Pacific Highway E), Tacoma	No adverse effect	No use	No adverse effect	No use	No adverse effect	No use	No adverse effect	No use
E 21st Street Bridge (Lincoln Avenue), Tacoma	No adverse effect	No use	No adverse effect	No use	No adverse effect	No use	No adverse effect	No use
Puyallup River Levees	No adverse effect	<i>De minimis</i>	No adverse effect	<i>De minimis</i>	No adverse effect	<i>De minimis</i>	No adverse effect	<i>De minimis</i>
Engine House 4 – Tacoma Fire Station No. 4, 220-224 E 26th Street, Tacoma (NRHP listed)	No adverse effect	No use	No adverse effect	No use	No adverse effect	No use	No adverse effect	No use
Residence, 1320 E 26th Street, Tacoma	No adverse effect	No use	No adverse effect	No use	No adverse effect	No use	No adverse effect	No use
Residence, 1112 E 26th Street, Tacoma	No adverse effect	No use	No adverse effect	No use	No adverse effect	No use	No adverse effect	No use
Residence, 1106 E 26th Street, Tacoma	No adverse effect	No use	No adverse effect	No use	No adverse effect	No use	No adverse effect	No use
Commercial building, 603-605 Puyallup Avenue, Tacoma	No adverse effect	No use	No adverse effect	No use	No adverse effect	No use	No adverse effect	No use
Commercial building, 101 E 26th Street, Tacoma	No adverse effect	No use	No adverse effect	No use	No adverse effect	No use	No adverse effect	No use
Commercial building, 102 S 26th Street, Tacoma	No adverse effect	No use	No adverse effect	No use	No adverse effect	No use	No adverse effect	No use
Commercial building, 110 E 26th Street, Tacoma	No adverse effect	No use	No adverse effect	No use	No adverse effect	No use	No adverse effect	No use
Commercial building, 102 E 26th Street, Tacoma	No adverse effect	No use	No adverse effect	No use	No adverse effect	No use	No adverse effect	No use

Note:

- (1) Preliminary Section 4(f) use determinations apply with or without the Portland Avenue Design Option.

## 11 SUMMARY AND RECOMMENDATIONS

Seventeen previously recorded archaeological resources are located within the project APE, including two NRHP-eligible sites, 45PI488 and 45PI1327. Nine additional archaeological sites (45KI1583, 45KI1584, 45KI1585, 45KI1586, 45KI1587, 45KI1588, 45PI1555, 45PI1556, and 45PI1557) were newly identified and recorded as a result of this survey. Of the nine newly identified archaeological resources, sites 45KI1586 (encountered during near-surface archaeological field investigations) and 45PI1557 (encountered during geoarchaeological investigations) have been determined eligible for listing in the NRHP. Site 45PI1555 requires additional analysis to determine NRHP eligibility, and the remaining six sites — 45KI1583, 45KI1584, 45KI1585, 45KI1587, 45KI1588, and 45PI1556 — have been determined not eligible for listing in the NRHP.

The current archaeological findings are based on archaeological investigations within the APE that were conducted on public right-of-way or on private parcels for which approved rights of entry had been granted. Additional pedestrian survey and shovel probe excavations are needed in portions of the APE that were not accessible due to access restrictions before a complete determination of the project's effects on archaeological resources eligible or listed in the NRHP. The results of this additional work will be included in the Final EIS for the project.

A total of 233 historic built-environment resources were documented within the project APE. Of these, five properties were previously evaluated and determined eligible or listed to the NRHP and 21 properties were determined eligible for listing in the NRHP by FTA on May 29, 2024. SHPO concurred on June 26, 2024.

Based on the information provided in this report and results of the cultural resources survey, including geoarchaeological borings, FTA, in coordination with Sound Transit, has determined TDLE, as currently designed, will have an adverse effect to historic properties. On September 9, 2024, FTA, in coordination with Sound Transit, consulted on a finding of Adverse Effect for the project with SHPO, consulting Tribes and other consulting parties. SHPO concurrence with the effects determination is pending. FTA plans to notify the Advisory Council on Historic Preservation of the Adverse Effect finding following effects consultation with SHPO. FTA, in coordination with Sound Transit, will develop a Section 106 agreement document in consultation with SHPO, consulting Tribes and other consulting parties to resolve adverse effects to historic properties.

### 11.1 Archaeological Resources

Nine archaeological sites were newly identified and recorded as a result of the investigation. Of these, sites 45KI1586 and 45PI1557, have been determined eligible for listing in the NRHP. FTA, in coordination with Sound Transit, consulted on the determination of eligibility of archaeological resources with SHPO, consulting Tribes and other consulting parties, as appropriate, on May 29, 2024. SHPO concurred with these determinations on June 26, 2024. Site 45PI1555 was not formally evaluated and will require additional analysis and consultation to determine NRHP eligibility because of the nature of the site.

FTA determined the project will have an adverse effect on site 45PI1557. Additional adverse effects to archaeological resources may be made by FTA after the Sound Transit Board identifies a Preferred Alternative following publication of the Draft EIS. FTA, in coordination with Sound Transit, consulted on the determination of effects to archaeological resources with SHPO,



consulting Tribes and other consulting parties on September 9, 2024. SHPO concurrence with these determinations is pending.

Geoarchaeological investigations along the APE revealed complex stratigraphy consistent with an actively aggrading deltaic setting within which deposits representing stable landforms conducive to human occupation have been preserved. Boring along the TDLE corridor revealed the presence of multiple buried soils at various depths in the basin, suggesting this setting near the mouth of the Puyallup River included areas of hospitable landscape over thousands of years.

Throughout the Fife and Tacoma segments, deposits representing wetlands and alluvial floodplains were found to depths of up to 20 meters (66 feet) bgs in many of the bores. These delta-top deposits attest to a resource-rich marsh or wetland setting with alluvial and tidal channels flowing between higher-elevation levees and floodplains where soils formed. These higher, drier areas would have been conducive to human occupation and represent deposits with a high probability for containing archaeological resources. Buried surfaces within these deposits date to the last 5,500 years.

More deeply buried sediments with archaeological potential were identified along the left (west) bank of the Puyallup River. Intertidal and tidal marsh deposits representing nearshore or shoreline deposits were found between approximately 15 and 22 meters (50 and 72 feet) bgs in this area. These deposits correspond to a possible shell midden deposit identified during geotechnical boring for TDLE (Stevenson 2020) and a high-potential beach deposit described by Hodges (2009).

At the far western end of the project, very deeply buried soils and peats were found at the same depth and stratigraphic position as previously recorded archaeological site 45PI1327. These deposits represent over 5,000 years of landscape stability and have a high probability to contain evidence of late Pleistocene or early Holocene human activities at the location.

Results of the geoarchaeological borings and shovel testing within the project APE provide a general picture of the depositional history of the area. This information will help guide additional archaeological investigations along the project corridor, as needed, to determine the spatial extent of high-probability deposits (and/or to gather samples for archaeological examination) and better assess the potential to impact archaeological resources.

## **11.2 Historic-Period, Built-Environment Resources**

Of the 233 historic built environment resources documented, 21 properties were determined eligible for listing in the NRHP. In addition, there are five existing resources that have been previously evaluated NRHP-eligible or -listed properties within the project area. FTA, in coordination with Sound Transit, consulted on the determination of eligibility on May 29, 2024, and SHPO concurred with these determinations on June 26, 2024. FTA, in coordination with Sound Transit, made effects determinations for individual resources and a finding of adverse effects for the TDLE project on September 9, 2024. SHPO concurrence with these determinations is pending. Consultation with Tribes and other consulting parties is ongoing and will occur as appropriate throughout the project lifetime.

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