

Appendix B

Cultural Resources Technical Report

Cultural Resources Technical Report

Lakewood Station Access Improvements Project

AE 0145-17 LSAI 02.02

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Summary

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

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

The Project is located in Township 19 N, Range 02 E. The area of impacts (AI) for the Project (the area in which project improvements could impact cultural resources, including the viewsheds of historic resources) includes the construction footprint (the area of anticipated ground disturbance) for improvements under consideration and a one-parcel buffer in locations where new construction may directly or indirectly impact built-environment resources.

Surface and subsurface archaeological survey also occurred as part of this effort. Site 45PI767 was partially located within the AI. Although the site was previously determined not eligible for listing in the National Register of Historic Places (NRHP), HRA revisited the site to assess its condition within the AI. During that visit HRA observed no remnants of the site within the AI. HRA observed no precontact or historic-period cultural materials during the survey.

Archival research indicated that there are no previously identified historic built-environment properties listed in or eligible for listing in the National Register of Historic Places (NRHP), Washington Heritage Register (WHR), or Lakewood Landmarks Register (LLR) located in the AI for the Project. Additionally, based on survey results, HRA recommends that no historic-period, built-environment resources surveyed for the Project are eligible for listing in the NRHP, WHR, or LLR as historic properties.

HRA recommends that the Project does not have the potential to impact cultural resources.

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Acronyms and Abbreviations

ADA	Americans with Disabilities Act
AI	area of impacts
BNSF	Burlington Northern and Santa Fe
DAHP	Department of Archaeology and Historic Preservation
DEA	David Evans and Associates, Inc.
GLO	General Land Office
HBC	Hudson's Bay Company
HPI	Historic property inventory
HRA	Historical Research Associates, Inc.
I-5	Interstate 5
JBLM	Joint Base Lewis-McChord
LLR	Lakewood Landmarks Register
mi	mile
NPS	National Park Service
NPRR	Northern Pacific Railroad
NRHP	National Register of Historic Places
NWC	North West Company
PSAC	Puget's Sound Agricultural Company
RCS	Revised Code of Washington
ROW	right-of-way
SEPA	State Environmental Policy Act
SP	Shovel probes
TPL	Tacoma Public Library
USDA	U.S. Department of Agriculture
USGS	U.S. Geological Survey
USSG	U.S. Surveyor General

WHR	Washington Heritage Register
WISAARD	Washington Information System for Architectural and Archaeological Records
WSDNR	Washington State Department of Natural Resources

1 INTRODUCTION

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

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

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

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

For the purposes of the environmental analysis, all Priority 1 and Priority 2 projects are included.

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

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

1.1 Project Description

Sound Transit proposes to improve access to the Lakewood Sounder Station and surrounding area by improving walking, bicycling, and transit facilities. Proposed improvements include new and updated sidewalks, Americans with Disabilities Act (ADA) compliant ramps, and bike lanes.

Figure 1-1 provides an overview of the study area with descriptions of the improvements outlined in the following sections.

1.1.1 Bridgeport Way Non-motorized Connections (A8, A20, A38, B5, B6, C1, D6) – Priority 1

The improvements proposed at 115th Street Court SW will facilitate non-motorized movement from the Bridgeport Way SW bus station and the 115th Street Court SW cul-de-sac to the Lakewood Sounder Station. They will allow for drop-off and pickup of passengers at the street end and access to the station via a trail along the north side of the tracks to the north station entrance.

Sharrows will be added to 115th Street Court SW from Bridgeport Way SW to the end of the cul-de-sac. Sharrows are lanes designated for sharing between vehicles and bikes – these are not separate bike lanes. Curb, gutters, and sidewalks will be constructed at the cul-de-sac and a portion of the north side of 115th Street Court SW. An approximately 800 feet long by 10-foot-wide shared use path will be constructed from the end of the cul-de-sac along the north side of the rail right-of-way to just past the pedestrian overpass allowing passengers to access the overpass bridge to the station. The path will be bordered on both sides with a chain link fence for security and be extended beyond the overcrossing to reduce ground level crossing of the tracks.

The bus stop on the south side of Bridgeport Way SW at 115th Street SW would be relocated, a pedestrian half signal will be added, as well as improved lighting and crosswalks to improve access to the bus shelters. ADA curb ramps will be added in several areas.

1.1.2 Route 206 Bus Stops and Sidewalks (A14, A23, A34, B4, B12, B13, B14, B15, B16, B19, B20) – Priority 1

Pierce Transit Route 206 runs down Bridgeport Way from the Lakewood Towne Center and extends south through the project area serving the access improvements project area. A number of transit stops, right-of-way, and intersections in this area are proposed for improvements. These are described in more detail below.

Curb, gutter, and a 6-foot-wide sidewalk will be constructed on the north side of New York Avenue SW and McChord Drive SW between Bridgeport Way SW and Pacific Highway SW over a distance of approximately 3,800 feet. Several new utility poles for lighting will be added to this road segment at various points along the route. Near the intersection of McChord Drive SW and Lincoln Avenue SW a concrete bus stop pad will be installed on both sides of the street with a bench. New crosswalk striping will be added at Lincoln Avenue SW to access the southbound bus stop on McChord Drive SW. Another concrete bus stop pad will be added to the north side of McChord Drive SW near Bridgeport Way SW.

At the New York Avenue SW crossing of I-5, the narrow sidewalks on the north and south sides will be removed. A new sidewalk will be constructed on the north side, which will be slightly over 6 feet wide. On the north side a concrete barrier and pedestrian railing will be installed between the street and the sidewalk and a new railing at the bridge edge.

New curb, gutter, and sidewalks will be constructed on Lincoln Avenue SW between McChord Drive SW and San Francisco Avenue SW for a distance of approximately 1,900 feet. Sidewalks will be added to both sides of Lincoln Avenue SW between McChord Drive SW and Chicago Avenue

SW. From Chicago Avenue SW to San Francisco Avenue SW sidewalks will only be added to the north side of Lincoln Avenue SW because there is existing sidewalk on the south side. A bus stop pad, bench, and shelter will be installed at the existing bus stop at Lincoln Avenue SW and Chicago Avenue SW.

New transit shelters, pedestrian level lighting, benches, and trash receptacles will be added to Bridgeport Way SW at the transit stops at San Francisco Avenue SW. A concrete bus stop pad and bench will be installed at Seattle Avenue SW. A new pedestrian crossing signal and median pedestrian refuge will be added at the Bridgeport Way SW/Seattle Avenue SW intersection.

1.1.3 Route 206 Bus Connection to the Station (B8) – Priority 1

A new right turn lane from southbound Pacific Highway SW to northbound Bridgeport Way SW will be constructed to better accommodate transit turning movements and facilitate Pierce Transit Route 206 access to the station. This includes removing the existing island, adjusting the lanes on Bridgeport Way SW by removing the median and constructing new curbs on Bridgeport Way SW and in the new turn lane.

1.1.4 47th Avenue SW Bridge and Sidewalk Connections (A7, A17, A16.D) – Priority 1

South of I-5, sidewalks will be constructed on the westside of 47th Avenue SW from Clover Creek to 120th Street SW. Sharrows will be constructed on both sides of 47th Avenue SW in the same location. However, there will be a gap between 123rd and 121st with work to be done by others. North of I-5, sidewalk, curbs and gutter will be added to the west side of 47th Avenue SW extending across Interstate 5 (I-5) to Pacific Highway SW. Sharrows will be constructed on the eastside of 47th Avenue SW and a bike lane will be provided on the west side. At the I-5 crossing the narrow sidewalk on the east side will be removed and the sidewalk on the west side will be widened to 5 feet with a pedestrian barrier between the road and sidewalk and a pedestrian railing at the edge of the bridge. Enough room will be available to add sharrows across the bridge.

1.1.5 Lakewood Sounder Station Improvements (A21, A41, B17, E1, E2, E4, E5 – Priority 1) / (A27, A28, D8.B, E3 – Priority 2)

Sounder station projects are proposed to improve access conditions for sight impaired, non-English speaking, and disabled persons, as well as support non-motorized access. The following upgrades are proposed:

- Provide parking for micromobility uses such as scooters and bicycles.
- Add bird deterrent system.
- Provide ADA mini-high shelter (mini-high provides a level train boarding surface).
- Retrofit stairs and other station components that are currently collecting trash.
- Install a public address system.
- Provide accessible wayfinding for sight impaired persons including:

- Braille for ticketing.
- Tactile strips between platform and drop-off areas.
- Provide signage for non-English speaking persons.
- In addition, ADA compliant curb ramps will be retrofitted at three sidewalk locations within ½ mile of the station.
- Bike Storage—Upgrades will be made to the internal station bike parking to a bike cage or other more secure bike Parking. Bicycle lockers at the pickup/drop-off location on Kendrick Street SW north of the station and near overcrossing elevators will be installed.
- Surface Parking—A completely new surface parking area (Northeast Surface Parking C) will be constructed north of the station. The parking area will be bordered by an 8-foot landscaped buffer that is bounded by a retaining wall. The entire parking area will be fenced. At the southern end of the parking area a 6-foot sidewalk will be constructed that connects to the Lakewood Sounder Station. There will be approximately 12 compact parking spaces and 62 standard size parking spaces and the parking area will include lighting and electric vehicle charging stations. Existing parking stalls will be retrofitted to three accessible stalls in the parking garage.
- Wayfinding to Pickup/Drop-off Locations—Wayfinding signage will be added at several locations including near the intersection of Bridgeport Way SW and Pacific Highway SW, Bridgeport Way SW and 112th Street SW, and at Kendrick Street SW and 111th Street SW. Station access signage will be added to Pacific Highway SW near the station.

1.1.6 Non-motorized Improvements (A10, A12, A18, A29, A30, A35, A36, A37, A39) – Priority 2

Various other access improvements are proposed to enhance non-motorized travel in the project area. These are described below.

- 112th Street SW Connection—Sidewalks will be improved on 112th Street SW for a length of approximately 4,000 feet by adding curbs and gutters. Bike lanes will also be added. Improvements on the north side of 112th Street SW from Gravelly Lake Dr SW to Highland Avenue SW will be done by others.
- Kendrick Street SW Connection—There will be a full rebuild of approximately 1,000 feet of curbs, gutters, sidewalks, bicycle lanes and lighting.
- Clover Creek Drive SW Connection—Provide sidewalks on Clover Creek Drive SW between Hillcrest Drive SW and Pacific Highway SW. Improve accessibility and safety at the at-grade rail crossing by providing sidewalks, signage, and crossing arms.
- Clover Park High School Connection—Install bike lanes and construct curb, gutter, and sidewalks on 111th Street SW between 60th Avenue SW and Davisson Road SW.
- Davidson Road SW Connection—Construct bike lanes, curb, gutter, and sidewalk on Davison Road SW between 108th Street SW and 111th Street SW, and on Highland Street

SW between 111th Street SW and 112th Street SW.

- Springbrook Area Connections—Provide sidewalks, curb, gutter, pavement, and shared bicycle markings on 47th Avenue SW and McChord Drive SW for a distance of approximately 1,800 feet. Construct curb, gutter, and sidewalks on Chicago Avenue SW between McChord Drive SW and Springbrook Lane SW and Boston Avenue SW between McChord Drive SW and 57th Avenue Ct SW for a distance of approximately 1,900 feet. Construct curb, gutter, and sidewalks on San Francisco Avenue SW between Springbrook Lane SW and Bridgeport Way SW for a distance of approximately 1,300 feet.

1.2 Purpose of the Report

HRA and DEA prepared this cultural resources technical report to document the findings of archaeological and built-environment survey and inventory investigations within the AI for the Project. The report may be used to support environmental review under the State Environmental Policy Act (SEPA) and to consult with stakeholders as part of the SEPA process.

1.3 Key Personnel

Cultural resources inventory, survey work, and National Register of Historic Places (NRHP) evaluations were performed by the consultants identified in Table 1-1.

Table 1-1 Key personnel

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

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

Additionally, HRA conducted a built-environment survey for the Project. HRA Principal Investigator Chrisanne Beckner, MS, who meets the Secretary of the Interior’s professional qualification standards for architectural history, conducted a field survey for the Project, provided evaluations of

surveyed resources, and prepared historic property inventory (HPI) forms. She authored sections of the report with the help of Wolman.

1.4 Regulatory Context

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

The Project does not include funding from the state of Washington and therefore does not require compliance with Governor's Executive order 21-02.

In addition to SEPA, the State of Washington requires compliance with the cultural resources laws and regulations under the Revised Code of Washington (RCW) 27.53 Archaeological Sites and Resources, RCW 2744 Indian Graves and Records, and RCW 68.50.645 Skeletal Human Remains—Duty to Notify.

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

Other local regulations that were reviewed during the assessment included the City of Lakewood's Municipal Code Chapter 2.48, Protection and Preservation of Landmarks.

1.4.1 NRHP Requirements for Listing

1.4.1.1 Criteria for Significance

To be eligible for listing in the NRHP, a resource must meet one of four criteria for significance and possess sufficient integrity to express its significance based on the National Park Services (NPS 1995).

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

- **Criterion A:** Under Criterion A, properties can be determined eligible for listing in the NRHP if they are associated with events that have made a significant contribution to the broad patterns of our history.

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

1.4.1.2 Integrity

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

- Location. Location is the place where the historic property was constructed or the place where the historic event occurred.
- Design. Design is the combination of elements that create the form, plan, space, structure, and style of a property.
- Setting. Setting is the physical environment of a historic property.
- Materials. Materials are the physical elements that were combined or deposited during a particular period of time and in a particular pattern or configuration to form a historic property.
- Workmanship. Workmanship is the physical evidence of crafts of a particular culture or people during any given period in history or prehistory.
- Feeling. Feeling is the property’s expression of the aesthetic or historic sense of a particular period of time.
- Association. Association is the direct link between an important historic event or person and a historic property (NPS 1995).

1.4.2 Additional Historic Register Criteria for Listing

1.4.2.1 Washington Heritage Register

To be individually eligible for listing in the WHR, a property must be significant within a historic context. Sites that are listed in the NRHP are automatically added to the WHR (25-12 Washington Administrative Code [WAC]). As such, a separate nomination is not needed and, for the purposes

of this report, the same four criteria utilized for the NRHP (A through D above) are used to evaluate resources for eligibility for listing in the WHR (DAHP 2023a).

1.4.2.2 Lakewood Landmarks Register

The City of Lakewood is a certified local government and manages the LLR. To be eligible for listing in the LLR, a property must be over 50 years old or, in the case of a landmark district, contains resources that are more than 50 years old. It must possess integrity of location, design, setting, materials, workmanship, feeling, and association, and meet one of the following criteria:

- Is associated with events that have made a significant contribution to the broad patterns of national, state or local history; or
- Is associated with the lives of persons significant in national, state or local history; or
- Embodies the distinctive characteristics of a type, period, style or method of design or construction, or that represents a significant and distinguishable entity whose components may lack individual distinction; or
- Has yielded or may be likely to yield information important in prehistory or history; or
- Is an outstanding work of a designer or builder who has made a substantial contribution to the art (City of Lakewood 2023).

1.5 Agency and Tribal Coordination

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

1.6 Area of Impacts

The AI for a project defines the boundary within which the project has the potential to impact cultural resources. As there are multiple improvements under consideration, the project is assumed to have one AI that encompasses all potential project elements (Figure 1-1 and Figure 1-2). The vertical impacts of the project are varied across the proposed improvements. All details have not been finalized; however, basic aspects of the design have been completed for most improvements to provide estimated height ranges for project elements. The expected depths of proposed improvements vary. In locations where the proposed project includes the construction of elements above one foot in height (i.e., new bus shelters and fencing), the AI includes the parcel adjacent to proposed construction. Where the adjacent parcel is a right-of-way (ROW), the AI extends to the next adjacent parcel (up to 200 feet) to account for any potential impacts on the viewsheds of neighboring resources. Where activities have no potential to impact viewsheds (i.e., at-grade improvements or improvements not exceeding 1 foot in height), the AI is limited to the area of anticipated ground disturbance. Because the Project will take place in an urbanized environment, and there are no expected impacts associated with the addition of light poles or signage, the AI is limited to the area of anticipated ground disturbance where these elements are proposed.

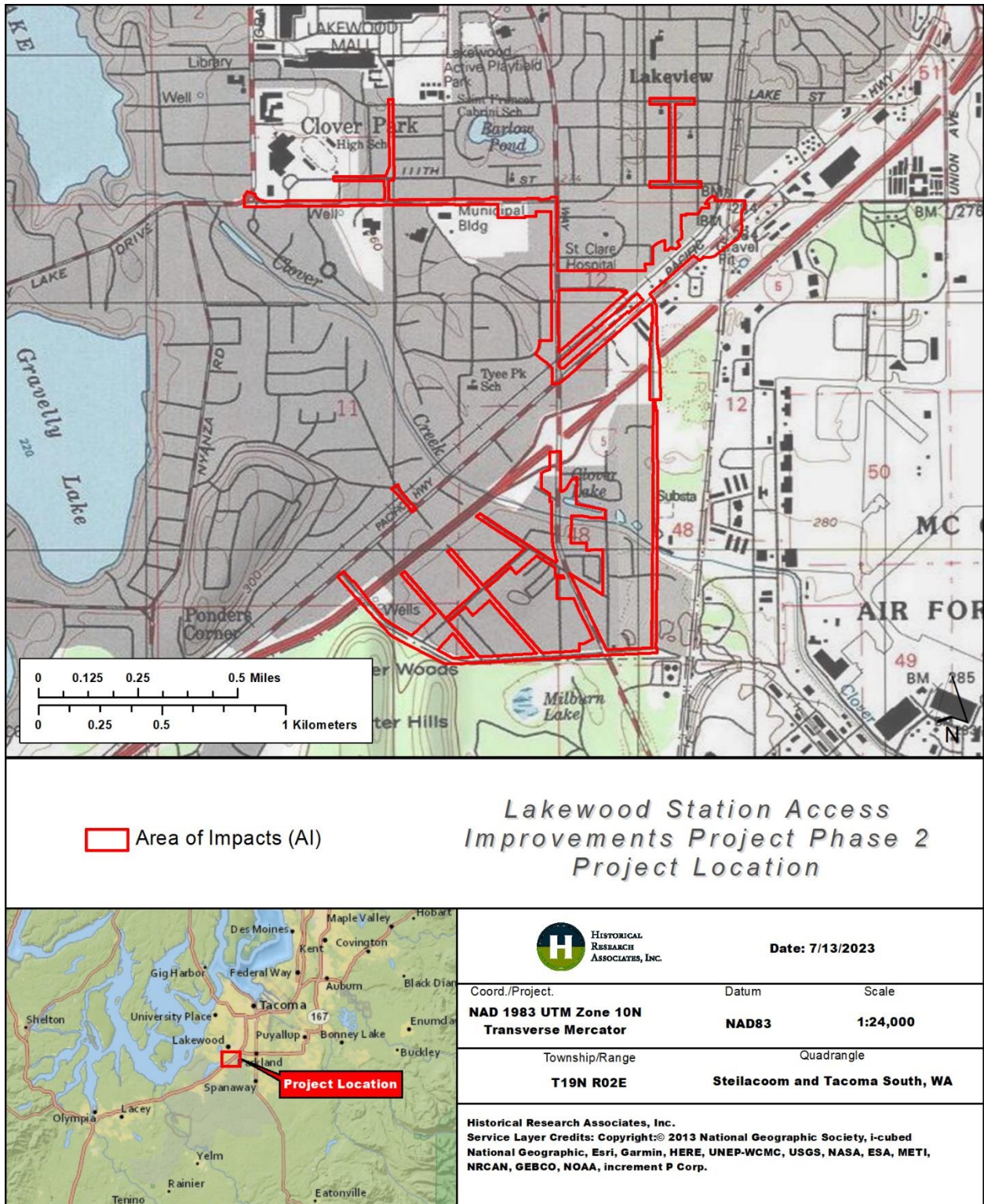


Figure 1-1 Project location and vicinity

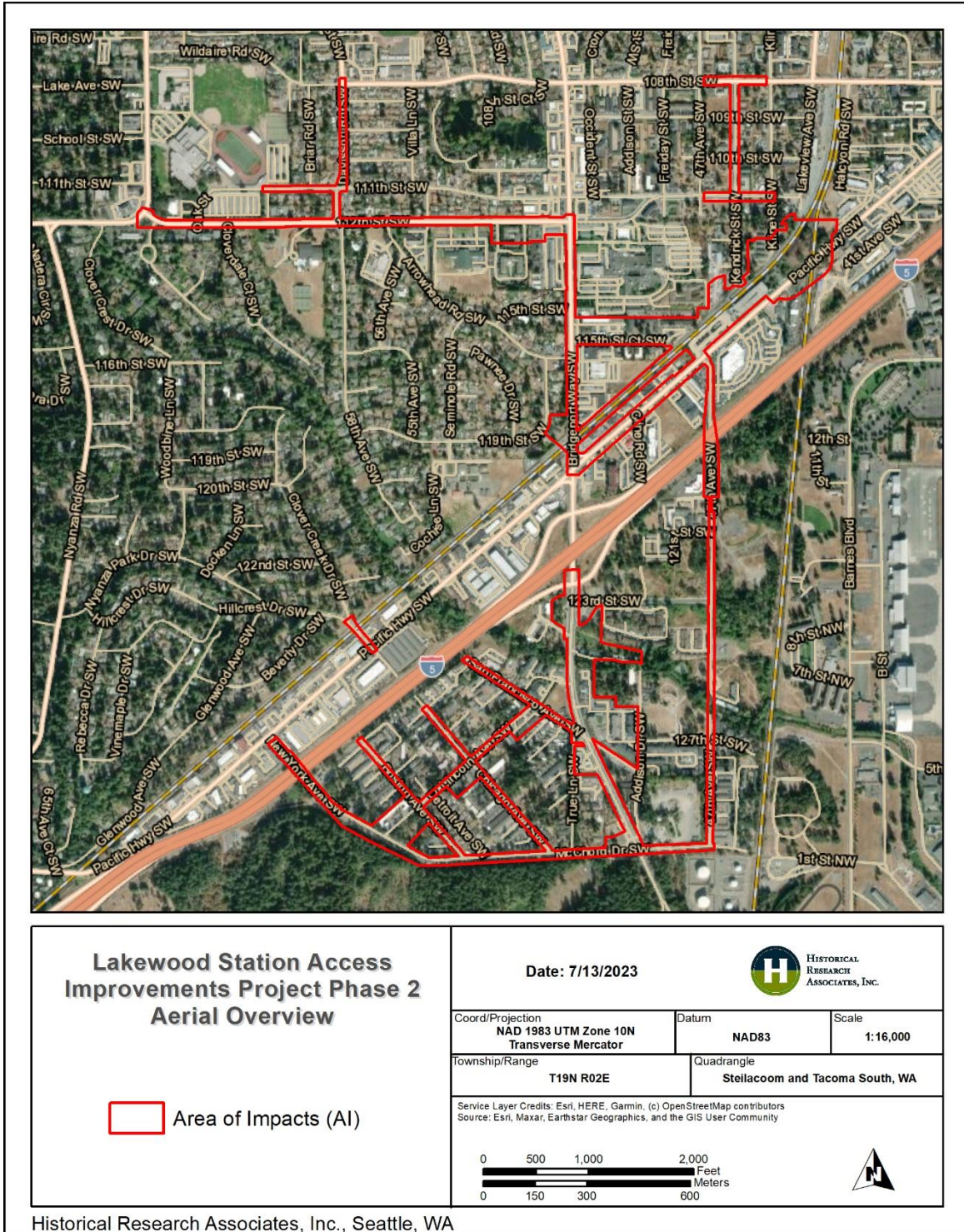


Figure 1-2 Aerial of project location and vicinity

2 ARCHIVAL RESEARCH

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

2.1 Research Methods and Materials Reviewed

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

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

2.2 Archival Research Results

2.2.1 Previous Cultural Resources Studies

Seven previous cultural resources studies that overlap the AI have been conducted since 1995 (Table 2-1). The first cultural resources study was a historic building inventory of McChord Air Force Base (part of present-day Joint Base Lewis-McChord [JBLM]) prepared by the base's Headquarters, Air Mobility Command. In total, 122 buildings and structures were inventoried during the study, none of which are located within the AI (Chattey and Foxall 1997). One cultural resources study was undertaken along Kendrick Street SW and the BNSF Railway line for a transit station improvements project. The study included pedestrian and subsurface survey, during which no cultural resources were identified (Stevenson 2011). One cultural resources study was conducted for an infrastructure improvements project along Interstate 5 (I-5), which included pedestrian and subsurface survey. No cultural resources were identified during the study (Kiers 2013).

Two cultural resources studies were undertaken in advance of infrastructure improvements along Pacific Highway SW, which passes through the AI. One of these studies included a pedestrian survey, during which no archaeological resources were identified, and a historic building inventory. HPI forms were completed for 12 buildings or structures, none of which were located within the AI (Chasteen and Cooper 2005). The second of these studies included an

historic building inventory, during which 19 historic-period structures were inventoried; none of these structures are located within the AI (Bowers 2008).

Two cultural resources studies were conducted for a railway improvement project along the BNSF Railway line. The first of these studies included pedestrian and subsurface survey, as well as an historic building inventory. In total, 3 historic-period archaeological sites, 2 historic-period archaeological isolates, and 37 historic-period buildings were inventoried, none of which are located within the AI (Chasteen et al. 2008). The second study included subsurface survey and a historic building inventory, during which one precontact archaeological isolate and nine historic-period properties were identified, respectively; none of these resources are located within the AI (Van Galder et al. 2012).

An additional seven cultural resources studies have been conducted within 0.25 mi of the AI since 1995. One cultural resources study was conducted for a telecommunications tower construction project less than 0.25 mi west of the AI at the intersection of 112th Street SW and Gravelly Lake Drive SW, which included a site reconnaissance, windshield survey, and desktop analysis. No cultural resources were identified during the study (Jongsma and Schultz 2006). One cultural resources study was conducted in advance of an infrastructure improvement project along Pacific Highway SW approximately 0.2 mi northeast of the AI. The study included pedestrian and subsurface survey, during which no archaeological resources were identified (Kanaby et al. 2007). One cultural resources study was conducted for a sewer expansion project approximately 0.2 mi southwest of the AI along I-5. The study included pedestrian and subsurface survey, as well as a historic building inventory, during which no archaeological resources were identified. Five historic-period structures were inventoried, none of which are located within the AI (AMEC Earth and Environmental 2008).

One cultural resources study was conducted for a railyard expansion project along the BNSF line approximately 0.1 mi northeast of the AI. The study included archaeological pedestrian and subsurface survey, as well as a built-environment inventory, during which one historic-period archaeological isolate was identified and two historic-period buildings were inventoried. None of these resources were within the AI (Stevenson and Sneddon 2013). One cultural resources study was conducted in advance of a bridge repair project within JBLM along Clover Creek approximately 0.2 mi east of the AI, which included archaeological pedestrian and subsurface survey, as well as historic structure analyses of the three bridges targeted by the project. No archaeological resources were identified during the study (Patton and Schreck 2022).

Two cultural resources studies were conducted for a park development project less than 0.1 mi east of the AI along Clover Creek, the first of which included archaeological pedestrian and subsurface survey, as well as a historic building survey. While no archaeological resources were identified during the study, one historic-period building was inventoried (Rooke and Uldall 2016). The second study included archaeological pedestrian and subsurface survey, during which no cultural resources were identified (Schneider et al. 2022).

Table 2-1 Previous cultural resources studies within 0.25 mi of the AI

Reference	NADB	Title	Distance and Direction from AI	Cultural Resources Identified Within the AI
Chattey and Foxall 1997	1350067	Historic Resources Inventory & Evaluation McChord Air Force Base, Pierce County, Washington Survey Report	Overlaps the AI	None
Chasteen and Cooper 2005	1346744	Cultural Resource Assessment of the Proposed City of Lakewood Pacific Highway Southwest (Bridgeport Way to 108th Street Southwest) Improvement Project, Pierce County, Washington	Overlaps the AI	None
Jongsma and Schultz 2006	1684718	SE5237A, Lakewood City WT-Offload, 11116 Gravelly Lake Drive, Lakewood, Washington	< 0.1 mi west	None
Kanaby et al. 2007	1350671	Cultural Resources Report, Pacific Highway Improvement Project 108th Street to SR 512, Pierce County, Lakewood, Washington	0.2 mi northeast	None
AMEC Earth and Environmental 2008	1351203	Section 106 Review, Tillicum/American Lake Gardens Sewer Expansion, Pierce County, Washington	0.2 mi southwest	None
Bowers 2008	1353346	Cultural and Historic Resources Survey, Pacific Highway Southwest Improvement Project (Gravelly Lake Drive to Bridgeport Way), Lakewood, Pierce County, Washington	Overlaps the AI	None
Chasteen et al. 2008	1351522	Final Cultural Resources Survey/Discipline Report: Point Defiance Rail Bypass Project, Pierce County, Washington	Overlaps the AI	None
Stevenson 2011	1681088	Cultural Resources Survey Report–Lakewood Station Connection	Overlaps the AI	None

Table 2-1 Previous cultural resources studies within 0.25 mi of the AI

Reference	NADB	Title	Distance and Direction from AI	Cultural Resources Identified Within the AI
Van Galder et al. 2012	1683008	Section 106 Survey Report Historic, Cultural, and Archaeological Resources/Discipline Report: Federal Railroad Administration–WSDOT Point Defiance Bypass Project Environmental Assessment	Overlaps the AI	None
Kiers 2013	1683944	Cultural Resources Survey, I-5/SR 510 to SR 512 – Stage 3 Mobility Improvements, Thurston and Pierce Counties, Washington	Overlaps the AI	None
Stevenson and Sneddon 2013	1684576	Cultural Resources Assessment for the Sounder Yard Expansion Project, Lakewood, Washington	0.1 mi northeast	None
Rooke and Uldall 2016	1688295	Cultural Resources Assessment for the Springbrook Park Land Acquisition and Bridge Installation Project, Pierce County, WA	< 0.1 mi east	None
Patton and Schreck 2022	1696742	McChord Bridge Replacement Project Cultural Resources Survey Report	0.2 mi east	None
Schneider et al. 2022	1696941	Springbrook Park Phase 2 Additional Improvements Project, Lakewood, Pierce County, Washington	< 0.1 mi east	None

2.2.2 Previously Recorded Archaeological Resources

There is one previously recorded archaeological resource within the AI. Site 45PI767, Old Pacific Highway/Lakeview Avenue, consists of segments of a historic road alignment that was constructed from 1918–1928 (Cooper and Sparks 2007). The site has been determined not eligible for the NRHP (Sterner 2015). Aerial imagery indicates that the portion of Site 45PI767 within the AI was removed during clearing and grading activities within the vacant lot northeast of the Lakewood Station parking garage that occurred between 2005 and 2008 (Appendix C).

There are two additional previously recorded archaeological sites within 0.25 mi of the AI, neither of which has been formally evaluated for listing in the NRHP (DAHP 2023a). The first, 45PI419, is a surface historic-period debris scatter consisting of materials dating to ca. 1917–

1938, located approximately 0.1 mi south of the AI within JBLM (Walitschek 1994a). The second, 45PI420 (Steilacoom to Elk Plain – Moloch Station Road Segments), consists of two intact road segments predating 1870. One of the road segments is located less than 0.1 mi south of the AI within JBLM, while the other is located more than 0.25 mi south of the AI within JBLM (Walitschek 1994b).

2.2.3 Cemeteries

There are no cemeteries within 0.25 mi of the AI. The nearest cemetery, St. Mary's Episcopal Church Columbarium (45PI1243), is located approximately 0.3 mi north of the AI along Gravelly Lake Drive SW (DAHP 2023b).

2.2.4 Historic-period Maps

The oldest depiction of the AI is on a GLO plat dated to 1871 (Table 2-2; Appendix D). The plat indicates that the northeastern end of the AI along present-day Davissou Rd. SW extended into the donation land claim of A. J. Nicht (Claim No. 47) and passed just north of the home of Willis Boatman along present-day 112th Street SW. Two unidentified roads passed through the southern half of the AI, and a telegraph line passed through it roughly along the same alignment as the present-day BNSF Railway line (USSG 1871). A GLO plat produced a decade later shows that by this time, much of the southern half of the AI was within the donation land claim of Geo. Gibbs (Claim No. 48) (USSG 1882). A map created in the late 1880s confirms that the AI bordered and included small portions of the Willis Boatman property along its northern and eastern margins and included portions of several other properties with identified owners. The Northern Pacific Railroad (NPRR) passed through the east end of the vacant lot northeast of the present-day Lakewood Station, and several unidentified roads intersected the AI along its northeastern and southern margins (Plummer 1889). A turn-of-the-century USGS map that covers the easternmost portions of the AI shows Clover Creek passing through the alignment of present-day 47th Avenue SW and a branch of the NPRR running along the present-day BNSF line (USGS 1897).

After a decades-long gap in the production of publicly available maps of the area that includes the AI, several USGS maps created in the 1940s indicate the considerable levels of development that occurred in the vicinity of the AI in the first half of the twentieth century. By the early 1940s, Pacific Highway had been constructed, paralleling the Great Northern/NPRR line within the AI; Fort Lewis had been established to the south of the AI; and the communities of Clover Park and Lakeview were expanding across the northern and northeastern portions of the AI, respectively. Many of the present-day street alignments within the AI were already established by this time (USGS 1940, 1941). Within less than a decade after the end of World War II, considerable residential development had occurred across the area, especially in the Clover Park and Lakeview communities and in the suburbs adjacent to the newly designated McChord Air Force Base in the southern half of the AI (Metsker 1951; USGS 1948). By the early 1960s, virtually all of the present-day roads within the AI had been established, and the area in its vicinity had become a densely settled suburbs between the military bases and the city of Tacoma (Metsker 1960; USGS 1959, 1961).

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

Title	Reference	Description
Township No. 19 North, Range No. 2 E. Willamette Meridian	USSG 1871	AI: donation land claim of A. J. Knight (Claim No. 47); two unidentified roads; telegraph line Research Radius: property of Willis Boatman; unidentified creek (present-day Ponce de Leon Creek); several unidentified roads
T. 19 N. R. 2 E. W.M.	USSG 1882	AI: donation land claims of A. J. Knight (Claim No. 47), and Geo. Gibbs (Claim No. 48) Research Radius: None
Township 19 North, Range 2 East	Plummer 1889	AI: donation land claims of A. J. Knight (Claim No. 47) and Geo. Gibbs (Claim No. 48); properties of [illegible] Mason, S. S. Dexter, Willis Boatman, B. P. Rigr[not legible], and T. L[illegible]; NPPR; several unidentified roads Research Radius: properties of T[illegible] Ward, John Rig[illegible], and [illegible] Kennedy; several unidentified roads
Tacoma. Washington 1:125,000, topographic quadrangles	USGS 1897	AI: Clover Creek; NPPR; several unidentified roads Research Radius: town of Lakeview; several unidentified roads; several unidentified structures
Anderson Island. Washington 1:62,500, topographic quadrangles	USGS 1940	AI: Clover Creek; community of Clover Park; Pacific Highway (4 Lanes); Great Northern/NPPR; two transmission lines; numerous unidentified roads Research Radius: Lake Drive; Nyanza Road; Gravelly Road; numerous unidentified structures; unidentified dirt road
Tacoma South. Washington 1:62,500, topographic quadrangles	USGS 1941	AI: Clover Creek; community of Lakeview; Pacific Highway; Great Northern/NPPR; numerous unidentified roads; numerous unidentified structures Research Radius: numerous unidentified structures; several unidentified roads

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

Title	Reference	Description
Steilacoom. Washington 1:24,000, topographic quadrangles	USGS 1948	<p>AI: Clover Creek; community of Clover Park; NPRR; numerous unidentified structures; numerous unidentified roads</p> <p>Research Radius: McChord Air Force Base; Porter Woods; Porter Hills; Milburn Lake; Nelson Hill; Race Track; Clover Park High School; Atwood Marsh; Gravel Pit; numerous unidentified structures; numerous unidentified roads</p>
Township 19 N., Range 2 E. W.M.	Metsker 1951	<p>AI: Clover Creek; community of Clover Park; NPRR; numerous identified roads; numerous identified properties</p> <p>Research Radius: communities of Lakeview, Dekoven, and Ponders Corner; McChord Field U.S. Army Airport; numerous identified streets; numerous identified properties</p>
Steilacoom. Washington 1:24,000, topographic quadrangles	USGS 1959	<p>AI: Clover Creek; NPRR; Old Pacific Highway; numerous identified and unidentified roads; several unidentified structures</p> <p>Research Radius: McChord Air Force Base; Porter Woods; Porter Hills; Milburn Lake; Clover Park High School; Gravel Pit; numerous identified and unidentified roads; several unidentified structures</p>
Township 19 N., Range 2 E. W.M. Northeast Quarter	Metsker 1960	<p>AI: Clover Creek; community of Ponders Corner; State Highway No. 1/U.S. Highway No. 99/Pacific Highway; Interstate 5; numerous identified and unidentified streets; numerous identified properties</p> <p>Research Radius: McChord Air Force Base; community of Ponders Corner; Lake Milburn; St. Francis Cabrini Catholic Church; Clover Park High School; Lakeview School; numerous unidentified streets; numerous unidentified properties</p>

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

Title	Reference	Description
Tacoma South. Washington 1:24,000, topographic quadrangles	USGS 1961	<p>AI: Clover Creek; community of Lakeview; Great Northern/Union Pacific/NPRR; South Tacoma Way; State Highway 1/U.S. Highway 99/U.S. Highway 410/Interstate 5; numerous unidentified streets; numerous identified properties</p> <p>Research Radius: McChord Air Force Base; Substation; Tanks; Lake Street; numerous unidentified streets; numerous unidentified properties</p>

2.2.5 Historic Register Properties

There is one building listed in the NRHP, the WHR, and the LLR within 0.25 mi of the AI. The Boatman–Ainsworth House (45PI119) is located at the intersection of 112th St. SW and Cloverdale Ct. SW, less than 0.1 mi south of the AI’s northwest corner. Originally constructed as a two-room cabin by one of Pierce County’s earliest white settlers, Willis Boatman, between 1858 and 1861, the house was expanded upon in the late 1860s or early 1870s before passing into the ownership of Captain John Ainsworth of the Oregon Steam Navigation Company from 1878 to 1899. It was further expanded again in 1940, although it retains its nineteenth-century core and represents one of the earliest surviving frame houses in western Washington (Lentz and Gunter 1980).

One additional resource, the McChord Air Force Base Water Tower, was assessed as eligible for listing in the NRHP by DAHP in 2018. The water tower, located near the north end of JBLM approximately 0.2 mi east of the AI, was constructed in 1955 and is eligible for its associations with the development of McChord Air Force Base (DAHP 2023a).

2.2.6 DAHP Predictive Model

The DAHP has generated a predictive model for the likelihood of encountering archaeological sites based on statewide information and large-scale factors. Information on geology, soils, site types, landforms, and features depicted on the GLO maps were used to establish or predict probabilities for archaeological resources throughout the state. The DAHP model uses five categories of prediction: Low Risk, Moderately Low Risk, Moderate Risk, High Risk, and Very High Risk. The DAHP predictive model map indicates that the AI is generally predicted to be of Moderately Low to Moderate risk for the identification of archaeological sites. Portions of the AI along Clover Creek, including at the intersection of 112th Street SW and Gravelly Lake Drive SW; along Bridgeport Way SW between San Francisco Avenue SW and 123rd Street SW; and along 47th Avenue SW between 127th Street SW and 49th Avenue SW are predicted to be of High Risk for the identification of archaeological sites, as is a portion of the AI near the intersection of McChord Drive SW and Lincoln Avenue SW (Figure 3-1).

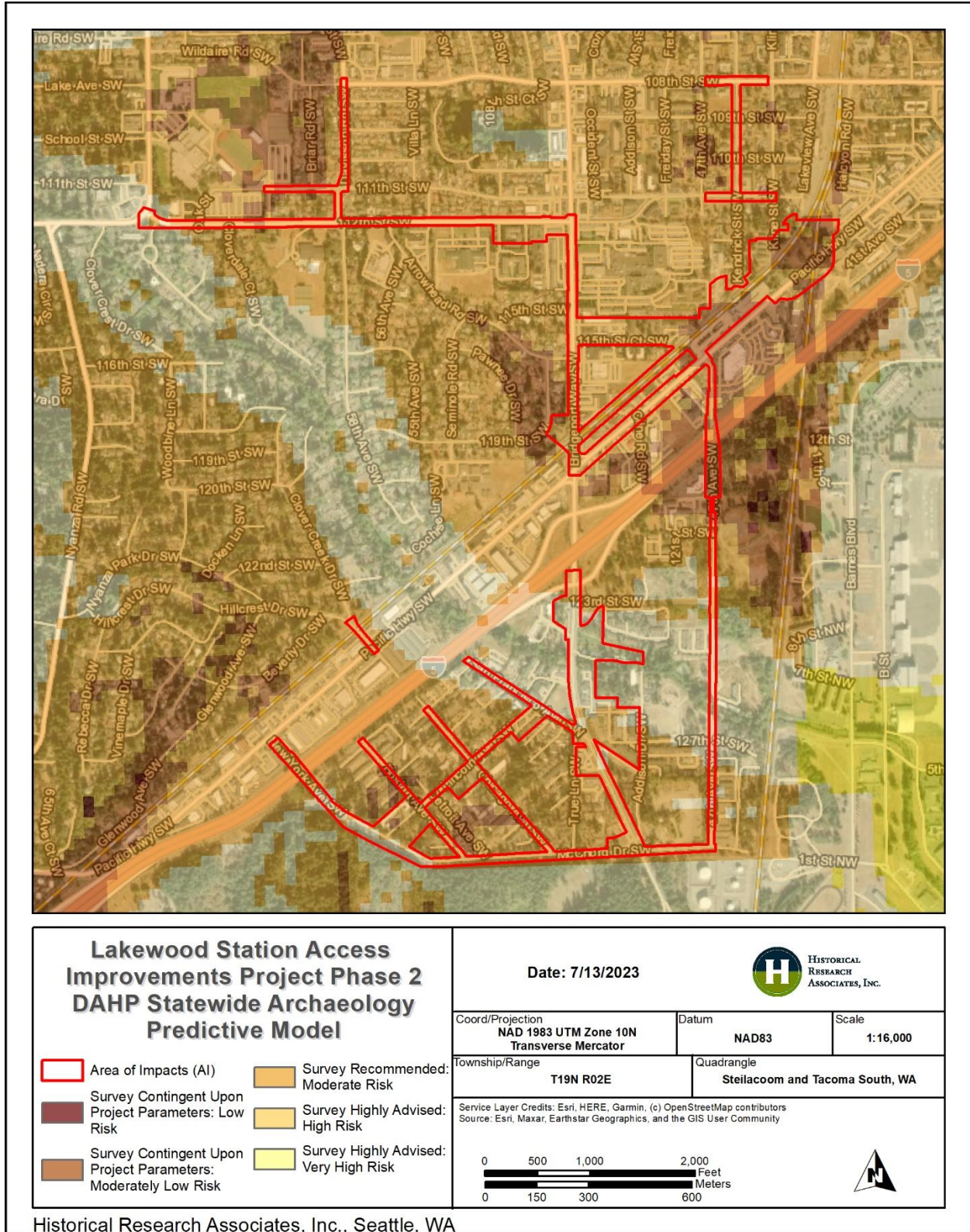


Figure 3-1 AI overlaid on DAHP statewide archaeological sensitivity predictive model.

3 ENVIRONMENTAL CONTEXT

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

3.1 Topography and Geology

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

The surface geology in the vicinity of the AI consists of Pleistocene glacial outwash gravels described as “recessional and proglacial, stratified pebble, cobble, and boulder gravel deposited in meltwater streams and their deltas; locally contains ice-contact deposits” (Washington State Department of Natural Resources [WSDNR] 2023). The soils within the AI are almost entirely classified as Spanaway gravelly sandy loam, with Spana loam present along Clover Creek. The U.S. Department of Agriculture (USDA) specifies that a typical soil profile of Spanaway gravelly sandy loam is characterized by gravelly medial sandy loam from 0 to 14 inches below ground surface, very gravelly medial sandy loam from 14 to 18 inches below ground surface, and extremely gravelly sand from 18 to 60 inches below ground surface. These soils are somewhat excessively drained, with a water table at more than 80 inches below ground surface. A typical soil profile of Spana loam is characterized by medial loam from 0 to 24 inches below ground surface, gravelly medial loam from 24 to 29 inches below ground surface, and extremely gravelly loamy sand from (USDA Soil Survey 2023).

3.2 Climate and Vegetation

Significant regional climatic shifts occurred throughout the Puget Sound region between the end of the Pleistocene and approximately 7,000 years ago, resulting in a climate that was warmer and wetter than at present (Whitlock 1992). During this period, much of the western Washington landscape would have been dominated by mosaic-forest parkland. Further climatic changes between approximately 6,000 and 5,000 years ago produced a cooler, moister climate in which the present-day closed-canopy forest environment of the Puget Sound emerged. The current regional climate is characterized by cool summers and mild, relatively wet winters (Suttles 1990:17; Whitlock 1992).

The AI is located within a *Tsuga heterophylla*, or Western Hemlock, vegetation zone. The dominant climax species in this zone include Douglas-fir (*Pseudotsuga meniesii*), western hemlock (*Tsuga heterophylla*), and western red cedar (*Thuja plicata*), with red alder (*Alnus rubra*) and big-leaf maple (*Acer macrophyllum*) dominating in disturbed areas (Franklin and Dyrness 1973:72). Understory species commonly found in the forested areas of this zone include vine maple (*Acer circinatum*), Pacific rhododendron (*Rhododendron macrophyllum*),

oceanspray (*Holodiscus discolor*), western yew (*Taxus brevifolia*), Pacific dogwood (*Cornus nuttallii*), red huckleberry (*Vaccinium parvifolium*), Oregon grape (*Mahonia nervosa*), salal (*Gaultheria shallon*), trailing blackberry (*Rubus ursinus*), devil's club (*Oplopanax horridus*), and creeping snowberry (*Gaultheria hispidula*) (Franklin and Dyness 1973).

The AI is presently located within a well-developed urban commercial and neighborhood setting. It is primarily characterized by paved ROW, as well as grass- and shrub-covered road shoulders. The AI also includes a vacant, partially vegetated lot northeast of Sound Transit's Lakewood Station parking garage and an adjacent landscaped area situated between the lot and the access road to the station. Low-growing vegetation observed within the vacant lot includes grass and various non-native weeds including Scotch broom (*Cytisus scoparius*), particularly across its eastern half. Trees present within the lot include recently planted Pacific madrone (*Arbutus menziesii*) and western white pine (*Pinus monticola*), as well as Douglas-fir and Oregon white oak, also known as Gerry oak (*Quercus garryana*).

3.3 Fauna

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

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

4 CULTURAL CONTEXT

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

4.1 Precontact Background

Based upon current scientific understandings of the archaeological record, the earliest human occupations in the Pacific Northwest were characterized by highly mobile bands of broad-spectrum foragers. The widespread Clovis culture, the first well-defined cultural complex in North America, has been dated to between 12,800 and 13,200 calibrated years before present (cal. B.P.) (Ames and Maschner 1999:65–66; Kirk and Daugherty 2007:13). Recent research suggests that large-stemmed projectile points (i.e., Western Stemmed complex) may have been produced by populations predating Clovis (e.g., Jenkins et al. 2012). Such points have been identified at the Cooper's Ferry site in western Idaho, which has been dated to between 16,560 and 15,280 cal. B.P. (Davis et al. 2019). These early Paleoindian cultures consisted of small,

nomadic bands that specialized in hunting a variety of small- to large-sized game animals, including megafauna that went extinct across North America at the end of the Pleistocene (e.g., woolly mammoth [*Mammuthus primigenius*], mastodon [*Mammut americanum*], ancient bison [*Bison antiquus*]) (Kirk and Daugherty 2007:13).

In western Washington, examples from this period include the Manis Mastodon Site (45CA218) and the Bear Creek Site (45KI839). At the Manis Site, located approximately 68 mi northwest of the AI near Sequim, a human-made bone point was found lodged in the ribs of a mastodon. Encountered within a peat bog, these remains provided clear evidence of early large-game hunting in the region (Waters et al. 2011). At the Bear Creek Site, located approximately 39 mi northeast of the AI in Redmond, a diverse stone tool assemblage was found dating to between approximately 12,500 and 10,000 cal. B.P. (Kopperl et al. 2015). This site appears to have been occupied for several thousand years and contained evidence of the procurement and processing of plant, mammal, and fish resources. Across other parts of Washington State, Western Stemmed and Clovis projectile points have also been found dating to this period (Beck and Jones 2010).

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

Between approximately 6400 and 2500 cal. B.P., there was a gradual shift across the Northwest Coast to an increasingly heavy reliance on marine and riverine resources for subsistence. This shift was coincident with a general trend toward increasing sedentism as more sites were settled along river courses, estuaries, and productive marine environments (Ames and Maschner 1999:93–94; Nelson 1990:483). During this period, which has been subdivided into the Early Pacific (6400–3700 cal. B.P.) and Middle Pacific (3700–2400 cal. B.P.), settlements began to be occupied on a seasonal basis. Larger, denser artifact concentrations have been identified within Early and Middle Pacific period sites, and deep shell middens have been dated to as early as 5,200 years ago (Larson and Lewarch 1995; Mierendorf 1986:57; Wessen 1988). It was during this time that coastal and neighboring inland communities developed their complex suites of lithic, bone, and antler tool technologies suited for marine mammal hunting, riverine fishing, and the further exploitation of terrestrial plant and animal resources (Ames and Maschner 1999:93–95; Blukis Onat et al. 1980:29–30; Kopperl et al. 2016:117–118). Early evidence of the use of marine littoral resources in the region, primarily shellfish, was encountered at the Dupont Southwest Site (45PI72), located approximately 8 mi southwest of the AI. Shell lenses, stone tools, and other faunal materials consistent with the use of the site for shellfish processing were encountered in deposits dating up to 6180 to 5930 cal. B.P. (Kopperl et al. 2016; Wessen 1988).

Along with steady population growth and increasingly intensive resource utilization across the broader Northwest Coast, Late Pacific (2400–200 cal. B.P.) precontact archaeological sites in the region demonstrate the emergence of status differentiation and complex social hierarchies

(Ames and Maschner 1999:95–96). Increased reliance on stored foods and controlled access to resources, including salmon and shellfish, also developed during this period. By this time, the general ethnographic pattern observed along the Northwest Coast had become well-developed, although these societies saw increasingly dramatic changes due to the arrival of Euroamerican explorers, traders, and settlers beginning in the late 1700s (Ames and Maschner 1999:95–96, 112; Kopperl et al. 2016:118–120).

A number of shell midden sites dating to the past several thousand years have been recorded in and around the Puget Sound area. The West Point Sites (45KI428 and 45KI429), located at Discovery Park approximately 35 mi north of the AI, have been interpreted as long-term camping and food-processing activity areas (Larson and Lewarch 1995). Five distinct cultural components indicate use of the sites between 4200 and 200 cal. B.P. These sites included a number of personal items, including beads, bracelets, and labrets, which may be related to developing social inequality in the region (Ames and Maschner 1999). The West Point Sites also yielded a highly diverse tool kit, including bone as well as ground and chipped stone implements used for capturing and processing prey (Larson and Lewarch 1995). Their highly diverse faunal assemblages include sea mammals, fish, terrestrial mammals, birds, and shellfish, indicating exploitation of a number of available niches.

4.2 Ethnographic Background

Section redacted - not intended for the public.

4.3 Historic Background

The Puget Sound region was first explored by Euroamericans in 1792, when Captain George Vancouver claimed land for King George III of Great Britain. The land around the AI was originally claimed by the North West Company (NWC), but in 1821, the British government forced a merger of the NWC and Hudson’s Bay Company (HBC) to end a destructive rivalry. HBC absorbed NWC, resulting in the land claim to be held by HBC and their first foray into lands west of the Rocky Mountains (Center for the Study of the Pacific Northwest [CSPN] 2023). Settlement, however, did not begin in earnest until the 1830s, when the HBC established Fort Nisqually for agricultural pursuits at the mouth of the Nisqually River (Becker 2006). By 1838, HBC officials established the Puget’s Sound Agricultural Company (PSAC) here, focusing on animal husbandry in the Fort Nisqually vicinity. The PSAC founded a number of satellite stations across its estimated 150,000 acres on the Nisqually Plains. One such station, “Whyatchie” (or Whiatchi), the Native name for Steilacoom Lake, was located on the eastern shore of the lake, which is approximately one mile east of the AI, and consisted of fenced fields and sheep pens. Records indicate that crops grown here around 1845 included peas, cabbage, potatoes, and oats—the usual crops for this vicinity. The Whyatchie station was abandoned by 1852 (Dickey 1994:5).

The establishment of the HBC outpost promoted trade and settlement in the region. Further explorations and fur trading expeditions began in the 1840s and, with the Donation Land Act of 1850, the influx of settlers truly began in the Puget Sound region (Schwantes 1989:95–106). Increasing Euroamerican settlement exposed Native Americans to devastating diseases. By 1853, an estimated 30 to 90 percent of the Native American population were killed by diseases brought by traders and white settlers to the area (Williams 2021).

In 1853, Washington became a territory and was assigned its first governor, Isaac Ingalls Stevens, who arrived in Olympia in November. The following year, Stevens sought a solution to the growing tensions between Euroamericans and Native Americans through treaties which forced Native peoples onto reservations. By the close of 1854, the peoples of the southern Puget Sound, the Nisqually, Puyallup, and others, had signed Steven's Treaty of Medicine Creek (Williams 2021). Local development was subsequently halted by the Indian War in 1855–1856, when Native Americans fought back against being forced onto reservations by attacking settlers (Wilma and Crowley 2003).

Development resumed in the area as the number of settlers grew and Tribal hostilities subsided. As noted earlier, the oldest non-log cabin framed house in the Lakewood area was built in 1859 by Willis Boatman. Originally a hunting cabin, the structure stands south of 112th Street SW, immediately beside the AI. The house was sold to John Ainsworth in 1878, who expanded the house into the structure which exists today. The house was designated a landmark for the city of Lakewood in 2002 and is also listed in the NRHP and WHR (Dunkelberger 2011; Lakewood Historical Society 2016; Lentz and Gunter 1980).

The earliest USSG map for the AI vicinity from 1871 shows one platted property belonging to A. J. Knicht and numerous homesteads already claimed by H. Elder, Willis Boatman, George Gibbs, Moses Warck, and C. Davidson. The map also shows the AI area had a telegraph line already, along with many roads, prairies, ponds, and creeks (USSG 1871).

In 1873, the NPRR made the remarkable decision to use Tacoma as the terminus of its transcontinental railroad, after which it became known as the "City of Destiny." It formed the Tacoma Land Company, which began to buy up 3,000 acres of land, with plans to plat and grow a new city, which it called New Tacoma. That year, NPRR also began construction of their spur between New Tacoma and Kalama on the Columbia River north of Vancouver (Wilma 2005). NPRR's great plans were put on hold almost as soon as they were formed, however, with the Panic of 1873. This banking crisis, the worst of the post-Civil War banking crises, began with European companies selling their American railroad bonds. Many railroads ended up bankrupt by the sudden overabundance of unwanted bonds, including NPRR (U.S. Department of Treasury [USDT] 2023). The financial crisis led to a lack of faith by the construction workers in the company's ability to pay them, leading to a strike. The crew refused to work and set up barricades at Clover Creek, within the central area of the AI, a station then called Skookumville. The crew was convinced by engineer Edward Slade "Skookum" Smith that the tracks must reach the western terminus during the time limitation set by the U.S. government. Construction resumed, and the terminus was reached on December 16, 1873. The first train arrived at the designated point a scant 24 hours before the expiration of the charter. The Skookumville station was renamed Lakeview (Lakewood Historical Society 2023).

The city of Lakewood took shape on an earlier townsite platted as Lakeview, named for the new NPRR station (Phillips 1971:75). The section of railroad running through the AI is referred to as the Fifth Pacific Subdivision, and runs from the NPRR Lakeview station 15 miles south to Yelm. This section was part of the original Seattle to Portland main line prior to the tracks south of Yelm being abandoned (Reanier 2000).

The arrival of the NPRR stimulated additional railroad construction, economic development, and population growth in the Puget Sound region. An 1882 GLO map shows additional plats just east of the AI. George Gibbs' homestead has been converted to a claim, and there are new

claims by L. J. Keach, James H. Minson, and Murty Fahy (USSG 1882). An 1889 map of Pierce County shows Lakeview—about 7 mi south of Tacoma—at an important crossroad between the Union Pacific and NPRR lines and additional land claims in the area, including P. B. Mason, W. P. Dougherty to the north, and the conversion of Boatman’s homestead to a land claim (Plummer 1889). One of the major north–south roads also passed through Lakeview, including the AI, which later became the route of the Pacific Highway that ran from Vancouver to Blaine (Pierce County Immigration Association 1897).

Despite the early boom in development of the town plat, railroad station, thoroughfare, and homesteads, the area around Lakeview was slow to develop. Lakeview was too far from Tacoma to count as an early suburb, but the area once known as “the prairie” began to attract residential developers and wealthy Tacoma residents looking to build estates outside of the city in the early twentieth century (Dunkelberger and Neary 2005:43–44). The Tacoma Country Club and Golf Club were established in 1894 less than a mile southwest of the AI in an effort to attract wealthy settlers and visitors. It was the first golf club west of the Mississippi and featured a trolley to shuttle passengers between the club and Tacoma. Farms around the three lakes just west of the AI were replaced with summer homes and luxurious estates, leading to the nickname “the Lakes District”. Numerous lake-based recreational businesses sprung up in the following decades to expand the entertainment available in the Lakes District (Lakewood Historical Society 2023). In 1902 the Puget Sound Electric Railway began service replacing the trolley from Tacoma to the Lakes District (Crowley 2000; Puget Sound Electric Railway [PSER] 1912).

In 1910, the Tallman-Thompson Company, a real estate firm, advertised residential lots in a development called “Lakewood,” later adopted as the incorporated city’s name (Dunkelberger and Neary 2005:40). A photograph of the area in 1920 near the AI shows a largely rural setting (Tacoma Public Library [TPL] 1920a). Operating from 1912 until 1922 in what is today northeastern Lakewood, the Tacoma Speedway was widely considered one of the top automobile racing venues in the United States during its brief history (Dunkelberger 2004).

By the 1920s, the use of automobiles and trucks had overtaken rail for transportation of goods and people. The increased need for paved roads in the 1910s prompted the long process of paving the Pacific Highway. The process began in 1915 and was completed in 1923, redubbing the route Highway 99 in 1926. The portion through the AI was paved in 1918 (Dorpat and McCoy 1988).

Although over 40,000 fans turned out in 1920 to watch the 225 mi classic at the Tacoma Speedway, the biggest car race in Tacoma’s history, just two years later, financial problems closed the track in 1922 (TPL 1920b). The site was soon converted to an airfield less than a mile northeast of the AI, then known as the Mueller Harkins Airport after the owners, Rudy Mueller and Leo Harkins. They began the area’s first air service, with airmail starting in 1926, then regular service in 1927, with a crowd of 2,500 onlookers cheering the first Pacific Air Transport Co. plane’s arrival (Dunkelberger 2004). The airfield was considered one of the finest private fields in the Northwest and was noted as a training ground for the Civilian Pilot Training Program (1939–1944), a federal program following a European model to increase the number of civilian pilots and military preparedness. According to the TPL’s Image Archives, the program also provided new opportunities in aviation for women and African Americans (TPL 1939).

In the later years of the Great Depression, Lakewood began to add some of the foundations of future growth and community identity. An Army Airfield was established on the prairie in 1930,

called Tacoma Field. Ten years later in 1940, the airfield was renamed McChord Field in honor of a former chief of the Army Air Corps Headquarters, Colonel William Caldwell McChord (MilitaryBases.com 2023).

In 1937, one of the nation's early shopping malls was built immediately north of the AI (Dumond 2013). Land use in the immediate project area remained relatively unchanged during the 1930s, except for the rerouting of the Pacific Highway, which formerly ran parallel to the NPRR tracks to the roadway now known as South Tacoma Way. The retired section of the old Pacific Highway was renamed Lakeview Avenue Southwest (PacificHighway.net 2023).

During World War II, the Navy acquired the Mueller-Harkins Airport and built the Pacific Advance Naval Base in Lakewood, more familiarly known as the Lakewood Navy Yard, on the property (TPL 1950). Construction of the naval yard did not begin until 1944. The Navy yard occupies a large property west of the NPRR tracks between Steilacoom Boulevard and 100th Street Southwest, half a mile north of the AI. Some homes and commercial structures appear to the east. Residential neighborhoods fill the land south of 100th Street Southwest, many homes built to meet the post-war population boom in the Pacific Northwest. One 1952 Lakewood development by March Construction Company, Lakeview Village, offered affordable two-bedroom homes in a World War II-era Cottage Style built in vast numbers across the nation (DAHP 2023a).

The Navy Yard was also undergoing change. After only seven years of service, the Navy began to phase out operations at the Lakewood Yard in 1951. Several buildings were taken over by the Clover Park Vocational-Technical Institute, which by 1961 occupied all of the former Navy buildings (Clover Park Technical College 2013). The school eventually redeveloped the site, but some Navy buildings and the former Mueller Harkins Airport hangar still stand as markers of the site's earlier history. In contrast, the NPRR's historic Lakeview Station, located on the west side of the NPRR tracks between Pacific Street Southwest and Hayden Street, was torn down at some point after it ceased operations in 1967 (Ferris 2012). One of the stations built during the initial construction of the Prairie Line, Lakeview Station, had occupied the site for nearly a century. The station was associated with the expulsion of the Chinese from Tacoma in 1885, when a mob rounded up the city's Chinese residents and marched them to Lakeview Station for a one-way trip south out of Tacoma. Ironically, many of the Chinese swept from the city had helped build the railroad just 12 years earlier. (Dunkelberger and Neary 2005:100).

Other major developments in the AI during the 1950s and 1960s include the conversion of horse training grounds and other mostly undeveloped properties west of Bridgeport Way and north of Pacific Highway into housing, and the completion of the Tacoma segment of I-5 in 1960 (Dougherty 2010; Kroll 1951, 1960). By the next decade, the area around the AI had acquired much of its current character: a mixed-use zone that combined residences, schools, parks, an industrial park, and commercial structures. Warehouses are prevalent in the area. Ownership of the NPRR tracks through Lakewood passed to a new company formed by the merger of several railroad companies, the Burlington Northern and Santa Fe (BNSF), in 1995 (BNSF 2013:3). Incorporation of Lakewood as its own city came in 1996. It is now the second largest city in Pierce County (Lakewood Historical Society 2023).

Lakewood's twentieth-century development occurred alongside growing military activity in the region. The city is located near JBLM, the result of a 2010 merger between the Army's Fort Lewis and McChord Air Force Base. According to the U.S. Army, the base "supports more than 40,000 service members, including active duty, National Guard, and reserve members,

approximately 14,000 full-time civilian employees—including Department of Defense contractors and other civilian employees—and more than 90,000 family members, veterans, and retirees” (U.S. Army 2023). The base has shipped troops to the Korean, Vietnam, Persian Gulf, Iraq, and Afghanistan wars (Fort Lewis 2023).

5 ARCHAEOLOGICAL EXPECTATIONS

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

HRA expected a low likelihood of encountering precontact archaeological resources within the AI. Although the AI is within 7 mi of several ethnographically recorded Nisqually and Steilacoom village sites along Sequelitchew Creek, Chambers Creek, and Clover Creek, the DAHP predictive model indicates a generally Moderately Low to Moderate risk for the identification of archaeological resources within the AI. The surface geology of the AI is predominantly classified as Pleistocene glacial outwash gravels. Such deposits have little to no potential to contain deeply buried archaeological resources. While Quaternary stream deposits (i.e., Spana loam) are present in small portions of the AI where it crosses Clover Creek, the terrain within the AI in these areas has been disturbed by historic and modern road construction and utility installation activities. Virtually all of the remaining terrain within the AI has likewise been heavily modified through extensive urban infrastructural development, greatly reducing the likelihood that intact precontact archaeological deposits remain. Precontact archaeological resources within the AI could include lithic, bone, and shell artifacts, as well as features such as hearths (e.g., fire-modified rock, charcoal, burnt earth) and shell middens (dense layers of shell, organic-rich soil, and associated artifacts).

HRA expected a moderately low likelihood of encountering historic-period archaeological resources within the AI. Historic-period maps depicting the project area indicate that roads were being constructed across the AI by the end of the nineteenth century, and that residential and military development of the area was well underway by the mid-twentieth century. The remains of domestic or farming activities may be present within the AI, although any such archaeological resources would likely have been disturbed by road construction, utility installation, and other urban development efforts. While a portion of one historic-period archaeological site, 45PI767 (Old Pacific Highway/Lakeview Avenue), was previously identified within the AI in the vacant lot northeast of the Lakewood Station parking garage, aerial imagery indicated that this portion of the site was likely removed after its archaeological documentation (see Section 2.2.2).

6 FIELD STRATEGY AND METHODS

6.1 Archaeological Reconnaissance, Pedestrian Survey, and Utility Locates

HRA conducted an archaeological reconnaissance of the paved portions of the AI by car and an archaeological pedestrian survey of unpaved areas within the AI on March 6, 2023. Archaeologists walked in pedestrian transects spaced at 20-meter intervals within the footprint of project improvement D8.B (Northeast Surface Parking C; see Appendixes A and B) and along a single transect in other unpaved roadside portions of the AI in which ground-disturbing activities will occur. During the pedestrian survey, archaeologists marked areas suitable for shovel probing. Suitability for shovel probing was based on factors such as the slope of the local terrain and accessibility, as well as the presence of gravel or pavement and utilities at ground surface. Archaeologists took photographs using a digital camera to document notable features within the AI.

The State of Washington requires that consultants/contractors call for utility locates prior to conducting ground-disturbing fieldwork that includes disturbance over 1 foot below the surface (RCW 19.122). Only one portion of the AI within the footprint of project improvement D8.B (Northeast Surface Parking C; see Appendixes A and B) was determined to be suitable for subsurface survey and was marked for utility locates. The vacant lot comprising most of the footprint of project improvement D8.B is located to the northeast of the Lakewood Station parking garage. HRA submitted a utility locate request (ticket number 23081353) for this portion of the AI on March 8, 2023, providing the locate services with documentation in the form of a map and accompanying text description to complete the survey and determine whether utilities have been installed within it.

6.2 Subsurface Survey

HRA excavated shovel probes (SPs) to further assess the presence or absence of buried cultural materials. Individual SP locations were assigned at the discretion of the field director based on the Project's design, topographic circumstances, and other field observations. SPs measured 30–40 centimeters in diameter and were terminated when they reached a depth of one meter, if possible, or to undisturbed glacial materials unless impeded by natural blockages such as large roots or impassable boulders. Following the guidelines for excavating in the vicinity of buried utilities, no SPs were excavated within 3 feet of a marked buried utility. HRA archaeologists screened excavated sediment through ¼-inch hardware cloth and documented the sediment observed in each SP on standard HRA SP forms. Observations included but were not limited to color, sediment grain size, presence of gravels, evidence of disturbance, and presence of cultural materials. The archaeologists backfilled the SP holes upon completion of documentation and noted their locations using an Apple iPad and paired Trimble R1 GNSS Receiver.

6.3 Built-Environment Survey and Inventory

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

To identify resources that required field survey, HRA researched the dates of construction for all built-environment resources within the AI via Pierce County Assessor's records, maps, and aerials. HRA then reviewed the WISAARD database to determine which resources 45 years old or older had already been evaluated and determined NRHP-eligible, not eligible, or listed. Those surveyed and evaluated within the last ten years were excluded from field survey, as recordation was considered complete and up to date, as per the Washington State Standards for Cultural Resources Reporting (DAHP 2022).

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

7 ARCHAEOLOGICAL SURVEY RESULTS

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

7.1 Archaeological Reconnaissance, Pedestrian Survey, and Utility Locates

HRA archaeologists conducted a reconnaissance of the paved portions of the AI by car and a pedestrian survey of unpaved portions of the AI, assessing the suitability of all project improvement locations for subsurface survey. The weather was partly cloudy. Ground-surface visibility was extremely low throughout the AI, due to its paved and vegetated roadside settings. Overall, the terrain within the AI has been heavily modified by modern urban and suburban road construction, utility installation, and landscaping activities. Most of the AI is either paved roadway, graveled roadside, landscaped ROW, or private property, except for the largely grass-covered vacant lot within the footprint of project improvement D8.B (Figure 7-1). A Lakewood Water District utility locator marked an underground water main within the portion of the project improvement D8.B footprint targeted for subsurface survey (Figure 7-2).



Figure 7-1 Overview of the vacant lot within the project improvement D8.B footprint

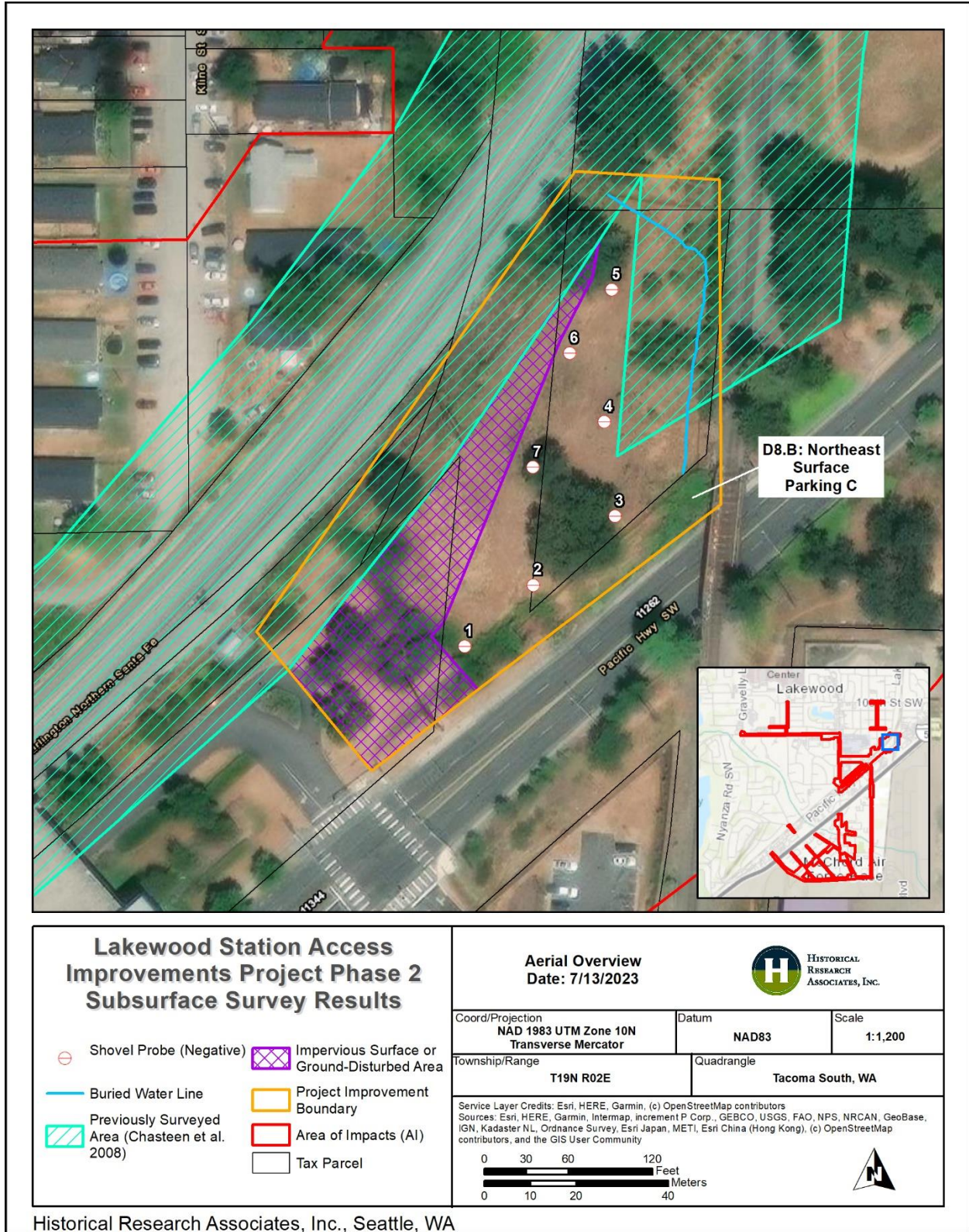


Figure 7-2 Subsurface survey results

The archaeologists did not observe any archaeological resources during the reconnaissance of the AI. They revisited a section of one previously documented archaeological site, 45PI767 (Old Pacific Highway/Lakeview Avenue), during the pedestrian survey. Aerial imagery examined during the archival research for the Project indicated that the section of the site within the AI was likely to have been completely removed during previous clearing and grading activities that occurred between 2005 and 2008. This was confirmed during the pedestrian survey of the vacant lot northeast of the Lakewood Station parking garage, during which no material remains of the site could be identified. The updated site record is located in Appendix C.

7.2 Subsurface Survey

HRA excavated seven SPs within the project improvement D8.B portion of the AI (see Figure 7-2; Appendix E). The sediments observed in the SPs were inconsistent with each other, likely indicating the previous ground-disturbing activities that had occurred across the vacant lot that comprises most of the project improvement D8.B footprint. In five of the SPs (SPs 2, 3, 4, 6, and 7) soils appeared relatively intact, with organically enriched sandy silt overlaying gravelly sands and silts. These shovel probes were terminated in intact glacially deposited gravelly sand with very little organic content (Figure 7-3). Disturbed native sediments or fill were identified within the other two SPs (SPs 1 and 5). No other areas were suitable for subsurface survey.



Figure 7-3 Extent of SP 3 showing typical soils

Small quantities of modern or temporally nondiagnostic debris, including amber, green, and colorless glass shards, half of a golf ball, and several pieces of concrete were observed within two of the SPs (SPs 5 and 6). No precontact or historic-period cultural materials were observed during the subsurface survey.

8 BUILT-ENVIRONMENT INVENTORY RESULTS

HRA identified 18 built-environment resources constructed in 1978 or earlier that required survey and inventory (Table 8-1; Appendix F). HRA’s research results, as indicated below, are recorded in HPIs in DAHP’s WISAARD database (Appendix G).

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

No.	Parcel No.	WISAARD Property ID	Address	Existing Use	Year Built	Sound Transit’s Eligibility Recommendation
1	0219111042	730662	5202 112th Street SW	Multi-family Residence	1963	Recommended Not Eligible for City, State, or National Registers
2	0219111018	730665	11202-11208 Bridgeport Way SW	Commercial	1964	Recommended Not Eligible for City, State, or National Registers
3	0219122139	730664	4400 Lakeview Avenue SW	Multi-family Residence	1928	Recommended Not Eligible for City, State, or National Registers
4	0219122142	730666	11213-11221 Kline Street SW	Multi-family Residence	1945–1955	Recommended Not Eligible for City, State, or National Registers
5	0219122150		11216- 11230 Kline Street SW	Multi-family Residence	1945–1957	Recommended Not Eligible for City, State, or National Registers
6	0219122167	730667	4610 113th Street SW	Industrial	1955–2007	Recommended Not Eligible for City, State, or National Registers
7	2650000050	154009	4801 115th Street Court SW	Multi-family Residence	1962	Recommended Not Eligible for City, State, or National Registers
8	2650000030	153976	4815 115th Street Court SW	Multi-family Residence	1963	Recommended Not Eligible for City, State, or National Registers
9	2650000020	153974	4901 115th Street Court SW	Multi-family Residence	1962	Recommended Not Eligible for City, State, or National Registers
10	0219122065	730670	11509 Bridgeport Way SW	Utility	1968–2002	Recommended Not Eligible for City, State, or National Registers
11	5125200050	148065	11803 Tomahawk Road SW	Residence	1956	Recommended Not Eligible for City, State, or National Registers
12	5125200060	153468	11811 Tomahawk Road SW	Residence	1957	Recommended Not Eligible for City, State, or National Registers
13	0219123054	730671	12413 Bridgeport Way SW	Multi-family Residence	1955–1972	Recommended Not Eligible for City, State, or National Registers
14	0219132044	730672	12928 Bridgeport Way SW	Commercial	1959	Recommended Not Eligible for City, State, or National Registers
15	0219132043	730673	4911 McChord Drive SW	Residence	1944	Recommended Not Eligible for City, State, or National Registers

No.	Parcel No.	WISAARD Property ID	Address	Existing Use	Year Built	Sound Transit's Eligibility Recommendation
16	0219114146	730674	12809 Lincoln Avenue SW	Multi-family Residence	1977	Recommended Not Eligible for City, State, or National Registers
17	0219141045	730675	13020 Lincoln Avenue SW	Multi-family Residence	1964	Recommended Not Eligible for City, State, or National Registers
18	0219141019	730676	5508 Boston Avenue SW	Residence	1951	Recommended Not Eligible for City, State, or National Registers

8.1 5202 112th Street SW

According to the Pierce County Assessor, the apartment complex at 5202 112th Street SW in Lakewood was constructed in 1963 (Pierce County Assessor 2023). The U-shaped building faces east toward a parking lot and additional development. It is one-story tall and shielded by a prow-shaped east-facing screen with signage for “The Tahitian.” The building’s north and west-facing yards are enclosed by privacy fencing and its central courtyard is obscured by the east-facing screen (Figure 8-1, Figure 8-2, and Figure 8-3).

The building sits on a poured-concrete foundation, is clad in wood sheet or T1-11, and is topped by shallow hip-on-gable roofs with deep eaves and ornamental wood grids in the gable peaks. The complex is entered by concrete walkways flanking the screen. The interior walls are clad in brick veneer, and apartments include either vinyl French doors or wood French doors with divided lights and, in some cases, divided sidelights. Additional windows are picture windows with sliders and air conditioners or one-over-one windows. All are vinyl frame. The interior courtyard is lined with concrete and brick walks and includes a central lawn bordered by ornamental shrubs.



Figure 8-1 5202 112th Street SW, view southwest



Figure 8-2 5202 112th Street SW, view northwest



Figure 8-3 5202 112th Street SW, view west

Integrity

From its period of construction (1963), the garden apartment complex at 5202 112th Street SW retains integrity of location, as it remains on its original parcel. It retains integrity of setting, as it remains in a heavily developed section of Lakewood, adjacent to a nearby commercial corridor. Window replacement has diminished its integrity of design, materials, and workmanship. Survey and the review of aerial imagery suggests the building may have included a designed landscape

in its central courtyard, but the courtyard is now primarily lawn with some plantings, including rhododendron (NETROnline 2023). The apartment building no longer retains integrity of feeling. It continues to perform its original function and retains integrity of association.

Evaluation

The Tahitian was developed as multi-family housing in the 1960s, during a period when Lakewood and other communities along the new route of I-5 added additional residential development, some of which replaced former uses like the horse training grounds to the south of this location. Commercial development also increased along Bridgeport Way SW in the mid-twentieth century, creating an increasingly dense urban fabric in today's Lakewood. While development was associated with general patterns in transportation and housing, Lakewood was also a popular location for military families associated with nearby Fort Lewis (established as Camp Lewis, an Army base, in 1917; redesignated a fort in 1927; and known as JBLM since it merged with the McChord Air Force Base in 2010), which shipped troops to the Korean, Vietnam, Gulf, Iraq, and Afghanistan wars (Fort Lewis 2023).

The apartment complex provided some of the many new housing units added to pre-incorporation Lakewood in the 1950s and 1960s, but 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). Background research did not reveal any association of the resource with the lives of significant persons (Criterion B). The Tahitian includes some details referencing Polynesian style, an approach to ornament and design associated with mid-century modernism, although these references are faint and primarily limited to the style of the sign, carved into a privacy screen, and a hipped roofline. The Polynesian or "tiki" style was made popular by everything from GI's returning to the United States with memories of the South Pacific to the depiction of island culture and leisure in American movies (Brogan 2017). With the limitations of the location and climate, the stylistic elements of Polynesian or tiki style are barely discernable at this apartment complex. The building is modest in plan, and alterations to its materials and courtyard have diminished its character. The building is a minimally ornamented example of a Modern garden apartment complex (grouping units around a shared open space) with minimal references to Polynesian style. It does not possess the distinctive characteristics of a particular type, period, or method of construction; or 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 the resource (Criterion D).

Due to a lack of significance and integrity, HRA, Inc., recommends the apartment building at 5202 112th Street SW not eligible for listing in the NRHP, WHR, or LLR under any criteria.

8.2 11202–11208 Bridgeport Way SW

According to the Pierce County Assessor, the commercial building at 11202–11208 Bridgeport Way SW was constructed in 1964 (Pierce County Assessor 2023). The single-story building is rectangular in plan and faces east toward Bridgeport Way SW. It sits on a poured-concrete foundation, is clad in painted brick veneer in running bond, and is topped by a front-gabled roof

with deep eaves extending over covered walks on the south, east, and north elevations. Eaves are supported by simple, round, metal posts (Figure 8-4 and Figure 8-5).

The building's east-facing elevation includes large, aluminum-frame picture windows flanking a smaller central window covered by signage. All windows are associated with the easternmost tenant, identified by signage as "Hoagie's Sub Deli." Above the wide eave is a gable peak with wood vent. The primary entrance is on the south elevation where a glazed, aluminum-frame pedestrian door is paired with an additional aluminum-frame picture window. Along the southern elevation are additional units, each with a glazed aluminum-frame door and aluminum-frame windows of various sizes. The building's west (rear) elevation includes no walkway but three wide, sliding, vinyl-frame windows under a gable peak with wide vent. The building's north elevation also includes pedestrian doors, some solid and some glazed, each paired with a sliding, aluminum-frame window. A large picture window is located near the northeast corner, and mechanical systems are mounted above the northern eave.



Figure 8-4 11202 – 11208 Bridgeport Way SW, view southwest



Figure 8-5 11202 – 11208 Bridgeport Way SW, view northwest

Integrity

From its period of construction (1964), the commercial building at 11202–11208 Bridgeport Way SW retains integrity of location and setting, as it remains on its original parcel along a commercial corridor. It appears to retain integrity of design, workmanship, feeling, and association, as it continues to provide commercial space and retains many of its original elements, with some small amount of window replacement on the rear elevation that has diminished its integrity of materials.

Evaluation

According to the Tacoma-Pierce County Building Index, the building at 11202–11208 Bridgeport Way was part of the larger Bridgeport Center, addressed as 11226 Bridgeport Way SW. The shopping center comprised this building and another to the south (TPL 2023). The index notes that the development was built by Boyd Lundstrom, a local real estate developer in Tacoma and Lakewood, and Les Rowland. It opened in August 1964. In December 1964, the Community Relations Committee of the Ford Motor Company Dealers of Tacoma presented the builders with an accommodation for their personal investment in the project (*Tacoma News Tribune* 1964; TPL 2023). Early advertisements for the building at 11202–11208 Bridgeport Way associate the address with Washington Medical Clinics for Weight Control (*Seattle Post-Intelligencer* 1979). Today, the building supports office and retail use, and devotes its primary unit to food service.

Boyd Lundstrom was an active real estate developer in Lakewood and Tacoma in the 1960s and 1970s, constructing single-family and multi-family housing along with commercial development. He served as the 1964 president of the Master Builders Association of Pierce

County and advocated for affordability and new building practices that could lower costs for consumers. In the 1980s and 1990s, he was best known as a voice against incorporation for Lakewood, an effort attempting to limit government interference. Incorporation passed in spite of his opposition in 1996 (*Tacoma News Tribune* 1990). While the building was developed by Lundstrom and his partners, research did not reveal that this location holds any significant association with Lundstrom.

The building at 11202–11208 Bridgeport Way SW was constructed during a period when Lakewood and other communities along the new route of I-5 were growing. Commercial development increased along Bridgeport Way SW, creating an increasingly dense urban fabric in Lakewood. This building is one of many added to the region in the 1950s and 1960s. While it was constructed as part of the larger Bridgeport Center, the remainder of the center (located on a separate parcel outside the AI), has been altered by an addition and window and door replacement and lacks integrity.

Although constructed during a period of growth, it does not appear, based on a review of historic maps and local histories, that the building had any specific or important association with events that made a significant contribution to the broad patterns of local, state, or national history (Criterion A). Background research did not reveal any association of the resource with the lives of significant persons, apart from Lundstrom. The building's association with Lundstrom does not rise to the level of significance required to qualify under Criterion B (Criterion B). The building is a modest commercial block with few character-defining features apart from its arched perimeter, a feature common to many mid- and late twentieth-century commercial developments. It does not retain significant signage, associated landscape features like courtyards or plantings, and does not possess significant features of Modern architecture. The building does not possess the distinctive characteristics of a particular type, period, or method of construction or possess high artistic values. It does not represent a significant and distinguishable entity whose components may lack individual distinction (i.e., contribute to an existing or potential district), as no potential district appears to be present. The building does not represent the works of a master (Criterion C). Finally, the building was built of common construction methods and well-known materials and is unlikely to answer important research questions or yield information about human history that can only be answered by the actual physical material, design, construction methods, or interrelation of the resource (Criterion D).

Due to a lack of significance and integrity, HRA, Inc., recommends the commercial building at 11202–11208 Bridgeport Way SW not eligible for listing in the NRHP, WHR, or LLR under any criteria.

8.3 4400 Lakeview Avenue SW

According to the Pierce County Assessor, the two-story apartment building at 4400 Lakeview Avenue SW was constructed in 1928 (Pierce County Assessor 2023). However, this appears to be an error as newspaper articles identify this as the location of the Lighthouse Inn's renovated 1925 building as early as 1926 (*Tacoma News Tribune* 1926). The building is irregular in plan with a partial, central second story. A detached garage is located to the rear (south). The building is angled on its lot, aligned to face the railroad tracks and a former leg of Lakeview Avenue SW, which no longer extends to the south. The building sits on a concrete-block foundation, is clad in lapped wood siding, and is topped by a flat roof on the first floor, which is partially crenelated with clay tile eave. The upper story includes an off-center side-gabled roof with scalloped eave. Wood slat fences enclose the immediate yard (Figure 8-6, Figure 8-7 and

Figure 8-8). Earlier photos show how the building as it was in the 1920s (Figure 8-9 and Figure 8-10). The building includes multiple units. The building's facade includes a partial western projection with the entry door and stoop for unit 2 located between two large vinyl-frame picture windows. To the east, the building steps back and includes one pedestrian entry paired with a concrete stoop and vinyl-frame windows. West of unit 2 are additional vinyl-frame picture and sliding windows. Above the first floor, the second floor includes three wood-frame, sliding windows with divided lights in the eastern sashes. The building's east elevation includes vinyl-frame, one-over-one windows and a southern projection. On this elevation, clay tile eaves have been replaced with an eave of boards. Two entry doors are approached by shallow stairs and stoops, one with metal rail and the other with manufactured stone. The building's north elevation includes three additional pedestrian doors, including one on the stepped-back southwest corner, and vinyl-frame windows, including a large picture window with internal grids. The unit at the southwest corner includes no eave. The second floor on this elevation reveals a projection to the rear of the second story roof and a pedestrian door.

The garage is a single rectangular building with six individual garage bays. It is sided in lapped wood siding with some plywood and is topped by a shed roof.



Figure 8-6 4400 Lakeview Avenue SW, view southwest



Figure 8-7 4400 Lakeview Avenue SW, view southwest



Figure 8-8 4400 Lakeview Avenue SW, view southeast



Figure 8-9 4400 Lakeview Avenue SW, view southeast



Figure 8-10 4400 Lakeview Avenue SW, view southeast

Integrity

From its period of construction (ca. 1925), the apartments at 4400 Lakeview Avenue SW retain integrity of location, as they remain on their original parcel. They do not retain integrity of setting, as revisions to the route of Lakeview Avenue SW (which used to continue south past this resource) and Highway 99 have altered the resource's relationship to historic-period transportation routes. The building does not retain integrity of design, materials, workmanship, or feeling, as it has been altered by changes in siding material, the addition of vinyl-frame windows that replaced wood-framed casements, and the loss of original clay tile eaves, some of which have been replaced with incompatible materials. Additionally, as evident when reviewing 1920s photographs, the building lost its original porch when the building converted its public spaces to residential use, and its primary entrance has been shifted to the north elevation. It has also been expanded by the addition of new apartment units. The building does not retain integrity of association, as it was originally constructed as a roadhouse with restaurant and dancing, and, according to newspaper articles from the 1920s through the 1950s, was slowly expanded to include housing units and then converted entirely to residential use.

Evaluation

The apartment building, now addressed as 4400 Lakeview Avenue SW but identified in the Tacoma-Pierce County Building Index as 10700 Pacific Highway SW was constructed circa 1925 and appears in newspaper articles first as the Lighthouse Inn, an entertainment venue paired with a picnicking location and renovated to include “two spacious rooms for dancing, nine private dining rooms, and a large kitchen” in 1926 (*Tacoma News Tribune* 1926; Tacoma Public Library 2023). The proprietor, Harry Sharp, was later charged with selling whisky at the nightclub and sentenced to three years prison (*Tacoma News Tribune* 1930). The location next appeared in newspaper articles as “Max Frolic’s Villa,” a “roadhouse” or restaurant, stage, and dance hall established in 1932 (*Tacoma News Tribune* 1932). By 1938, Frolic had moved to a new location nearer Tacoma and was operating a “high class restaurant” (*Tacoma News Tribune* 1938). In 1939, his former roadhouse was known briefly as Club Liberty, and then as Club Moderne, a fully renovated nightclub that could accommodate roughly 300 people and hosted private parties and banquets. By December of that year, Club Moderne was advertising a New Year’s show complete with rumba music by the Modernaires, dinner, a floor show, and “dancing all night” (*Tacoma News Tribune* 1939a, 1939b). Newspaper articles suggest the club was known as the Victory Inn and partially converted to housing in the 1940s. When it was advertised for sale or rent in 1944, it included “a large clubhouse, formerly called Club Moderne, and several cottages, now rented. Clubhouse has 2 apartments—more can be made” (*Tacoma News Tribune* 1944). At the time of survey, the building included only multi-family housing.

While local development was associated with general patterns in transportation and housing in Pierce County—including the establishment of roadside attractions like nightclubs along the old Highway 99—Lakewood was also a popular location for military families associated with nearby Fort Lewis (established as Camp Lewis, an Army base, in 1917; redesignated a fort in 1927; and known as JBLM since it merged with the McChord Air Force Base in 2010). The base has shipped troops to the Korean, Vietnam, Gulf, Iraq, and Afghanistan wars (Fort Lewis 2023).

The former roadhouse was a popular entertainment venue in the 1920s and 1930s before it served as rental housing, and the building is associated with entertainment, recreation, and with broader historic trends like Prohibition, which led to the incarceration of one of its proprietors (Criterion A). While it is associated with local commercial activity and regularly featured local

and traveling entertainers, background research did not reveal any important association of the resource with the lives of significant persons (Criterion B). The building is an example of multi-family housing with some details from the early twentieth century, evident in its irregular plan and clay tile eaves. However, the building has been heavily altered, does not retain consistency in design, materials, or plan, and does not possess the distinctive characteristics of a particular type, period, or method of construction. It no longer resembles a roadhouse or entertainment venue as it has been subdivided and its public spaces redesigned and converted to residential use. The building no longer retains the lighthouse signage or other indications that it was designed to attract motorists off Highway 99. It no longer retains the broad welcoming porch that identified its entrance, and features like the crenelated roof and eave have been partially dismantled and replaced with incompatible materials. At the time of survey, the building resembled atypical multi-family housing with few distinctive features apart from its plan. The building does not possess high artistic values. It does not represent a significant and distinguishable entity whose components may lack individual distinction (i.e., contribute to an existing or potential district). It does not appear to represent the works of a master (Criterion C). Finally, the building was built of common construction methods and well-known materials and is unlikely to answer important research questions or yield information about human history that can only be answered by the actual physical material, design, construction methods, or interrelation of the resource (Criterion D).

Due to a lack of integrity, HRA, Inc., recommends the apartment building at 4400 Lakeview Avenue SW not eligible for listing in the NRHP, WHR, or LLR under any criteria.

8.4 11213–11221 Kline Street SW

According to the Pierce County Assessor, parcel 0219122142, addressed as 11213–11221 Kline Street SW, includes three rectangular, parallel buildings contributing to a multi-family complex with a total of four units. Pierce County notes that all were constructed in 1945 (Pierce County Assessor 2023). However, this appears to be an error, as historic aerials suggest the location remained undeveloped as late as 1945 (NETROnline 2023). The earliest buildings, the two northernmost buildings, were added by 1955 (NETROnline 2023; *Tacoma News Tribune* 1955). The southernmost building, which is adjacent to the AI, was constructed ca. 1960 (NETROnline 2023; Pierce County Assessor 2023). All three buildings are rectangular, one-story tall, and are separated by narrow strips of lawns (Figure 8-11 and Figure 8-12).

11213 Kline Street SW

The northernmost building, 11213 Kline Street SW, was constructed ca. 1955 (NETROnline 2023; Pierce County Assessor 2023; *Tacoma News Tribune* 1955). It is a side-gabled single unit with an off-center entry and stoop under a projecting gable supported by a simple square post (Figure 8-11). It sits on a poured-concrete foundation, is clad in cement boards, and is topped by a side-gabled, asphalt-shingle roof with modest eaves. The facade includes three sliding vinyl-frame windows with internal grids. The north elevation includes an exterior chimney, and both the north and south elevations include single vinyl-frame, sliding windows.

11215-11217 Kline Street SW

The central building, 11215 and 11217 Kline Street SW, was constructed ca. 1950 (NETROnline 2023; Pierce County Assessor 2023). It is a narrow, hipped duplex with one entry facing west and another facing south (Figure 8-11). It sits on a poured-concrete foundation, is clad in lapped wood siding, with some shingle siding remaining on the south elevation, and is topped by a hipped asphalt-shingle roof. Its facade includes a central entry, stoop, and vinyl-frame, sliding

window under a projecting shed eave. Its south elevation includes a second entry door and vinyl-frame, sliding windows. Its north elevation includes additional vinyl-frame, sliding windows, one of which is paired with a wooden ledge.

11221 Kline Street SW

The southern building, 11221 Kline Street SW, was constructed ca. 1960 (NETROnline 2023; Pierce County Assessor 2023). It is a narrow, side-gabled single unit with its wide facade and primary entry under a projecting shed eave facing south (Figure 8-12). It sits on a poured-concrete foundation and is clad in cement boards with manufactured shingles under the eaves. It is topped by a side-gabled, asphalt-shingle roof. The facade includes a primary and secondary entry door and three vinyl-frame, sliding windows. Its west elevation includes two additional vinyl-frame, sliding windows, and its north elevation includes an additional secondary entry paired with three vinyl-frame windows.



Figure 8-11 11213 (left) and 11215-11217 Klein Street SW (right) view northwest



Figure 8-12 11221 Klein Street SW, view northwest

Integrity

As noted above, the units at 11213–11221 Kline Street SW have been heavily altered by window and siding replacement. Historic-period aerials suggest that the complex was constructed in phases between ca. 1955 (11213–11217 Kline Street SW) and 1960 (11221 Kline Street SW) (NETROnline 2023; Pierce County Assessor 2023; *Tacoma News Tribune* 1955). Historic-period aerials and variations in addresses also suggest that a fourth unit at this location (aka 11219 Kline Street SW) has been demolished or otherwise lost (NETROnline 2023; Pierce County 2023).

The multi-family complex at 11213–11221 Kline Street SW retains integrity of location, as it remains on its original parcel. It does not retain integrity of setting, as development along the railroad tracks to the south and along adjacent lands has altered its original relationship to the surrounding landscape. Window and siding replacement, along with the removal of 11219 Kline Street SW, have diminished the complex’s integrity of design, materials, workmanship, and feeling. The complex retains integrity of association, as it continues to serve its original purpose as multi-family housing.

Evaluation

The multi-family complex at 11213–11221 Kline Street SW was constructed in phases between ca. 1955 and 1960 (NETROnline 2023; Pierce County Assessor 2023; *Tacoma News Tribune* 1955). While local development was associated with general patterns in transportation and housing in Pierce County, Lakewood was also a popular location for military families associated with nearby Fort Lewis (established as Camp Lewis, an Army base, in 1917; redesignated a fort in 1927; and known as JBLM since it merged with the McChord Air Force Base in 2010). The base has shipped troops to the Korean, Vietnam, Gulf, Iraq, and Afghanistan wars (Fort Lewis 2023).

The first reference to these buildings in local newspapers dates to 1955, when C. G. Stillman pulled a permit for 11213 Kline Street SW, which was then offered for rent in July of that year (*Tacoma News Tribune* 1955; TPL 2023). The Stillman name is associated with development in Lakewood and with the establishment of a tree farm in Pierce County, but research did not reveal that this location holds any significant association with the Stillman family.

While the complex was constructed ca. 1955–1960, likely in association with a growing need for additional housing in the region, it does not appear, based on a review of historic maps and local histories, that the complex had any specific or important association with events that made a significant contribution to the broad patterns of local, state, or national history (Criterion A). Background research did not reveal any association of the resource with the lives of significant persons (Criterion B). The complex’s buildings are altered examples of small Minimal Traditional and World War II-Era cottages. Modest in plan with few character-defining features apart from their simple forms and minimal ornament, these units do not possess the distinctive characteristics of a particular type, period, or method of construction. They do not possess high artistic values. They do not represent a significant and distinguishable entity whose components may lack individual distinction (i.e., contribute to an existing or potential district). They do not appear to represent the works of a master (Criterion C). Finally, the buildings were built of common construction methods and well-known materials and are unlikely to answer important research questions or yield information about human history that can only be answered by the actual physical material, design, construction methods, or interrelation of the resource (Criterion D).

Due to a lack of significance and integrity, HRA, Inc., recommends the multi-family complex at 11213–11221 Kline Street SW not eligible for listing in the NRHP, WHR, or LLR under any criteria.

8.5 11216–11230 Kline Street SW

According to the Pierce County Assessor, the parcel 0219122150, addressed as 11216–11230 Kline Street SW, is a multi-family housing complex including four rectangular, parallel duplexes for a total of eight units constructed in 1940 (Pierce County Assessor 2023). However, this appears to be an error, as historic-period aerials show a U-shaped complex at this location as late as 1955 (NETROnline 2023). Based on materials and design, it appears that only one extant building dates from before 1957, as D. D. Stillman pulled a permit to move an existing duplex to this location in 1957 (*Tacoma News Tribune* 1957). Based on historic-period aerials, all additional buildings date from ca. 1960 (NETROnline 2023; Pierce County Assessor 2023). All four buildings are rectangular, one-story tall, and face east toward Kline Street SW, separated from one another by narrow strips of lawn (Figure 8-13, Figure 8-14, and Figure 8-15).

11216–11218 Kline Street SW

The northernmost building, 11216–11218 Kline Street SW, was constructed ca. 1960 (NETROnline 2023; Pierce County Assessor 2023). It is a narrow, hipped duplex with one entry facing east and another facing south (Figure 8-13, Figure 8-14 and Figure 8-15). It sits on a poured-concrete foundation, is clad in lapped wood siding, with some shingle siding remaining on the south elevation, and is topped by a hipped asphalt-shingle roof. Its facade includes a

central entry, stoop, and vinyl-frame, sliding window under a projecting shed eave. Its south elevation includes a second entry door and vinyl-frame, sliding windows. Its north elevation includes additional vinyl-frame, sliding windows, one of which is paired with a wooden flower box.

11220–11222 Kline Street SW

The building at 11220–11222 Kline Street SW, was constructed ca. 1960 (NETROnline 2023; Pierce County Assessor 2023). It is a narrow, side-gabled duplex with its wide facade and primary entries under a projecting shed eave facing south (Figure 8-13 and Figure 8-15). It sits on a poured-concrete foundation and is clad in cement boards with manufactured shingles under the eaves. It is topped by a side-gabled, asphalt-shingle roof. The facade includes a primary and secondary entry door and three vinyl-frame, sliding windows. Its east elevation includes one additional vinyl-frame, sliding window, and its north elevation includes two additional secondary entries paired with vinyl-frame, sliding windows.

11224–11226 Kline Street SW

The building at 11224-11226 Kline Street SW was constructed ca. 1940 and based on materials and condition is likely the building moved to this location in 1957. It may have provided a model for additional construction (NETROnline 2023; Pierce County Assessor 2023; *Tacoma News Tribune* 1957). The building 11224 Kline Street SW is a narrow, hipped, duplex with an entry facing east and another facing north (Figure 8-13, Figure 8-14, and Figure 8-15). It sits on a poured-concrete foundation, is clad in lapped wood siding, and is topped by a hipped, asphalt-shingle roof with projecting shed eave over the east-facing facade. The facade includes a central entry door paired with two one-over-one, wood-frame windows. Its north elevation includes a second entry paired with wood-frame windows, a trio of wood-frame, one-over-one windows, and three vinyl-frame, sliding windows with a secondary entry door. The building's south elevation includes wood-frame, one-over-one windows grouped in twos and threes, plus two additional vinyl-frame, sliding windows.

11228–11230 Kline Street SW

The southernmost building, adjacent to the AI, 11228–11230 Kline Street SW was constructed ca. 1960 (NETROnline 2023; Pierce County Assessor 2023). It is a narrow, side-gabled duplex with its wide south-facing facade and primary entries under two projecting shed eaves facing south (Figure 8-13 and Figure 8-15). It sits on a poured-concrete foundation and is clad primarily in cement boards with manufactured shingles under the eaves. It is topped by a side-gabled, asphalt-shingle roof. The south-facing facade retains cedar shingle siding and includes primary and secondary entry doors under projecting eaves and five vinyl-frame, sliding windows. Its west elevation includes an additional vinyl-frame, sliding window, and its north elevation includes two additional secondary entries paired with vinyl-frame, sliding windows.



Figure 8-13 11216 – 11230 Kline Street SW, view northwest



Figure 8-14 11224 – 11226 Kline Street SW, view east



Figure 8-15 11216 - 11230 Kline Street SW, view southwest

Integrity

As noted above, the complex at 11216–11230 Kline Street SW once included a U-shaped configuration, which has been demolished and replaced with four parallel two-unit, rectangular buildings (NETROnline 2023; Pierce County Assessor 2023). From its period of construction (ca. 1940 through 1960), the multi-family housing complex at 11216–11230 Kline Street SW does not retain integrity of location, as at least one of these buildings, likely 11224–11226 Kline Street SW, was moved to this location in 1957, based on local newspaper records (*Tacoma News Tribune* 1957). The complex does not retain integrity of setting, as development along the railroad tracks to the south and along adjacent lands has altered its surroundings. Alterations, primarily window and siding replacement, have diminished the complex’s integrity of design, materials, workmanship, and feeling. The complex retains integrity of association, as it continues to serve its original purpose as multi-family housing.

Evaluation

The residential units at 11216–11230 Kline Street SW were constructed ca. 1940 to 1960 as a multi-family housing complex. While local development was associated with general patterns in transportation and housing in Pierce County, Lakewood was also a popular location for military families associated with nearby Fort Lewis (established as Camp Lewis, an Army base, in 1917; redesignated a fort in 1927; and known as JBLM since it merged with the McChord Air Force Base in 2010). The base has shipped troops to the Korean, Vietnam, Gulf, Iraq, and Afghanistan wars (Fort Lewis 2023).

The first reference to these buildings in local newspapers dates to 1957, when D. D. Stillman pulled a permit to move an existing duplex to this location (*Tacoma News Tribune* 1955; TPL 2023). The Stillman name is associated with development in Lakewood and with the establishment of a family tree farm in Pierce County, but research did not reveal that this location holds any significant association with the Stillman family.

While the complex was constructed ca. 1940 to 1960, likely in association with a growing need for additional housing in the region, it does not appear, based on a review of historic maps and local histories, that the complex had any specific or important association with events that made a significant contribution to the broad patterns of local, state, or national history (Criterion A). Background research did not reveal any association of the resource with the lives of significant persons (Criterion B). The buildings are altered examples of small Minimal Traditional and World War II-Era cottages. Modest in plan with few character-defining features apart from their simple forms and minimal ornament, these units do not possess the distinctive characteristics of a particular type, period, or method of construction. They do not possess high artistic values. They do not represent a significant and distinguishable entity whose components may lack individual distinction (i.e., contribute to an existing or potential district). They do not appear to represent the works of a master (Criterion C). Finally, the buildings were built of common construction methods and well-known materials and are unlikely to answer important research questions or yield information about human history that can only be answered by the actual physical material, design, construction methods, or interrelation of the resource (Criterion D).

Due to a lack of significance and integrity, HRA, Inc., recommends the multi-family housing complex at 11216–11230 Kline Street SW not eligible for listing in the NRHP, WHR, or LLR under any criteria.

8.6 4610 113th Street SW

According to the Pierce County Assessor, the parcel addressed as 4610 113th Street SW includes five buildings constructed between 1955 and 2007 (Pierce County Assessor 2023). Buildings include a shed from 1955, an office from 1959, an apartment building from 1977, and two additional storage buildings from 2006 and 2007, which were too young to qualify for listing and not recorded (Pierce County Assessor 2023). The 2.53-acre parcel is devoted to materials storage at the industrial south end (within the AI), which includes a series of office, shed, and storage buildings (1955 to 2007). North of the AI is a multi-family residential building added in 1977 (Pierce County Assessor 2023). As it is not within the AI and not within view of project elements, it was not recorded.

Storage Shed

The storage shed, located in the center of the parcel, was constructed in 1955 (Pierce County Assessor 2023). It is a single-story warehouse of concrete block topped by T1-11. Its opening on the south end is enclosed by sliding garage doors clad in T1-11 on tracks. The building is topped by a standing-seam metal roof. No other fenestration was visible (Figure 8-16 and Figure 8-17).

Office

The office, located in the center of the parcel, was constructed in 1959 (Pierce County Assessor 2023). It is a small, square, single-story building facing east toward the storage warehouse. It sits on a concrete foundation, is clad in T1-11, and is topped by a flat roof with a flat, projecting eave over the eastern entry. The facade includes a central pedestrian door flanked by two large

windows enclosed by heavy mesh screens. Secondary elevations were minimally visible from the public ROW but appeared to include additional window openings (Figure 8-17 and Figure 8-18).



Figure 8-16 4610 113th Street SW, view northwest



Figure 8-17 4610 113th Street SW, view northwest



Figure 8-18 4610 113th Street SW, view west

Integrity

From its period of earliest construction (1955), the complex of commercial and industrial resources at 4610 113th Street SW has been developed and redeveloped through successive waves of construction and demolition (NETROnline 2023; Pierce County Assessor 2023).

Resources at this location retain integrity of location, as the complex remains on a large parcel north of the railroad tracks. The complex does not retain integrity of setting, as the once rural area has been developed with commercial and residential construction. It does not retain integrity of design, materials, workmanship, feeling, or association, as waves of successive demolition, development and renovation have altered the complex's footprint, materials, and patterns of use. Additionally, the shed (1955) and office (1959) have been renovated with replacement siding and roofing and do not individually retain integrity of design, materials, workmanship, or feeling (NETROnline 2023).

Evaluation

The industrial and commercial resources at 4610 113th Street SW were constructed between 1955 and 2007 and are associated with industrial materials and storage. They do not appear, based on a review of historic maps and local histories, to hold any specific or important association with events that made a significant contribution to the broad patterns of local, state, or national history (Criterion A). Background research did not reveal any association of the resources with the lives of significant persons (Criterion B). The storage shed (1955) and office (1959) are utilitarian in nature. Constructed in rectangular plans with few character-defining features apart from their simple footprints and mass-produced materials, the resources do not possess the distinctive characteristics of a particular type, period, or method of construction. They do not possess high artistic values. They do not appear to represent the works of a master or to represent a significant and distinguishable entity whose components may lack individual

distinction (i.e., contribute to an existing or potential district) (Criterion C). Finally, the buildings were built of common construction methods and well-known materials and are unlikely to answer important research questions or yield information about human history that can only be answered by the actual physical material, design, construction methods, or interrelation of the resource (Criterion D).

Due to a lack of significance and integrity, HRA, Inc., recommends that resources at 4610 113th Street SW, not eligible for listing in the NRHP, WHR, or LLR under any criteria.

8.7 4801 115th Street Court SW

According to the Pierce County Assessor, the Twin Oaks apartment building at 4801 115th Street Court SW was constructed in 1962 (Pierce County Assessor 2023). The two-story, rectangular building faces parking lots to the south. The building sits on a poured-concrete foundation, is clad in T1-11 siding, and is topped by a shallow, side-gable roof covered in asphalt shingles (Figure 8-19 and Figure 8-20).

The building's south-facing facade includes an upper story balcony that shelters a concrete walk on the lower floor. The balcony and the projecting eave above it are supported by round metal posts. Three exterior stairways access the balcony level, which includes a metal railing with metal panels. On the first and second floors, units are identified by single pedestrian doors paired with one large, vinyl-frame, sliding window. No other fenestration is visible. Side elevations are bare. The rear elevation, which was not visible from the public ROW, faces a narrow lawn.



Figure 8-19 4801 115th Street Court SW, view northwest



Figure 8-20 4801 115th Street Court SW, view north

Integrity

The apartment complex at 4801 115th Street Court SW was once paired with a heated pool, which has since been filled or removed, the land converted to parking. Additionally, newspaper articles detail at least three fires at the complex beginning in the 1990s, the most recent of which “gutted nine apartments.” Phases of repair and replacement may have contributed to evident alterations in materials (*Tacoma News Tribune* 2012).

From its period of construction (1962), the rectangular apartment block at 4801 115th Street Court SW retains integrity of location and setting, as it remains on its original parcel and retains its relationship to adjacent transportation networks and multi-family residential development. It does not retain integrity of design, materials, workmanship, or feeling, due to alterations including incompatible window and siding replacement, as well as the loss of its associated swimming pool. The building does retain integrity of association, as it continues to serve its original purpose as multi-family housing.

Evaluation

The apartment complex at 4801 115th Street Court SW, known as the Twin Oaks (formerly Ray Mar) apartments, was constructed in 1962, and early aerial images and newspaper articles indicate that it included a heated pool, once located in its large parking lot. The pool has since been removed or filled (NETROnline 2023; *Tacoma News Tribune* 1971).

The Ray Mar Apartments were constructed as multi-family housing. While local development was often associated with general patterns in transportation and housing in Pierce County, Lakewood was also a popular location for military families associated with nearby Fort Lewis

(established as Camp Lewis, an Army base, in 1917; redesignated a fort in 1927; and known as JBLM since it merged with the McChord Air Force Base in 2010). The base has shipped troops to the Korean, Vietnam, Gulf, Iraq, and Afghanistan wars (Fort Lewis 2023).

It does not appear, based on a review of historic maps and local histories, that the Twin Oaks Apartments held important associations 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 apartment building is rectangular in plan, utilitarian in design, with few character-defining features apart from its plan, which stacks residential units on two floors. Alterations to siding and window materials have obscured its original character. The building does not possess the distinctive characteristics of a particular type, period, or method of construction. It does not possess high artistic values. It does not appear to represent the works of a master or to represent a significant and distinguishable entity whose components may lack individual distinction (i.e., contribute to an existing or potential district) (Criterion C). Finally, the buildings were built of common construction methods and well-known materials and are unlikely to answer important research questions or yield information about human history that can only be answered by the actual physical material, design, construction methods, or interrelation of the resource (Criterion D).

Due to a lack of significance and integrity, HRA, Inc., recommends the apartment complex at 4801 115th Street Court SW not eligible for listing in the NRHP, WHR, or LLR under any criteria.

8.8 4815 115th Street Court SW

According to the Pierce County Assessor, the Cascade Village Apartment building at 4815 115th Street Court SW was constructed in 1963, one year after the first Cascade Village Apartment building, addressed as 4901 115th Street Court SW and located to the west. The two buildings are mirror images of one another. The building at 4901 115th Street Court SW is evaluated separately.

The building at 4815 115th Street Court SW is two stories tall, L-shaped in plan, and faces parking lots to the southwest. The building sits on a poured-concrete foundation, is clad in cement boards, and is topped by a flat built-up roof with deep eaves (Figure 8-21 and Figure 8-22 4815 115th Street Court, view northeast).

The building's southwest-facing facade includes partial upper story balconies that shelter concrete stoops on the lower floor. The balconies and the projecting eaves above them are supported by square metal posts. Interior stairways access the balconies, which include metal railings. On the first and second floors, units are identified by single pedestrian doors flanked by three-part, vinyl-frame picture windows on one side and large, vinyl-frame, sliding windows on the other. No other fenestration is visible. Side elevations are bare but include minor projections for the second floor. The rear elevations, where visible from the public ROW, include small, vinyl-frame, sliding windows on both floors.



Figure 8-21 4815 115th Street Court SW, view northeast



Figure 8-22 4815 115th Street Court, view northeast

Integrity

From its period of construction (1963), the apartment block at 4815 115th Street Court SW retains integrity of location and setting, as it remains among other apartment buildings on its original parcel. The building does not retain integrity of design, materials, or workmanship, due

to incompatible window and siding replacement. The building does retain integrity of feeling and association, as it continues to serve its original purpose as multi-family housing.

Evaluation

The Cascade Village Apartment building at 4815 115th Street Court SW, advertised in the *Tacoma News Tribune* in the 1970s as the “Golden Finial” apartments, was completed in 1963 (*Tacoma News Tribune* 1970). A permit was pulled in 1962 by local real estate developer Boyd Lundstrom for the 28-unit, \$150,000 construction project (*Tacoma News Tribune* 1962a). According to the *News Tribune*, the building was part of a project expected to include 100 units. “Component parts for the building were assembled by the Fairliner Structures Division of Western Boat Building Corp. of Tacoma” (*Tacoma News Tribune* 1962b).

The apartment complex at 4815 115th Street Court SW was constructed during a period when Lakewood and other communities along the new route of I-5 were growing. While development was often associated with general patterns in transportation and housing in Pierce County, Lakewood was also a popular location for military families associated with nearby Fort Lewis (established as Camp Lewis, an Army base, in 1917; redesignated a fort in 1927; and known as JBLM since it merged with the McChord Air Force Base in 2010). The base has shipped troops to the Korean, Vietnam, Gulf, Iraq, and Afghanistan wars (Fort Lewis 2023).

Boyd Lundstrom was an active real estate developer in Lakewood and Tacoma in the 1960s and 1970s, constructing single-family and multi-family housing along with commercial development. He served as the 1964 president of the Master Builders Association of Pierce County and advocated for affordability and new building practices that could lower costs for consumers. In the 1980s and 1990s, he was best known as a voice against incorporation for Lakewood, an effort attempting to limit government interference. Incorporation passed in spite of his opposition in 1996 (*Tacoma News Tribune* 1990). While the building was developed by Lundstrom, research did not reveal that this location holds any significant association with him.

It does not appear, based on a review of historic maps and local histories, that the building had any specific or important association with events that made a significant contribution to the broad patterns of local, state, or national history (Criterion A). Background research did not reveal any association of the resource with the lives of significant persons, apart from Lundstrom. The building’s association with Lundstrom does not rise to the level of significance required to qualify under Criterion B (Criterion B). The apartment building is L-shaped in plan, utilitarian in design, with few character-defining features apart from its plan, which stacks residential units. Alterations to siding and window materials have obscured its original character. The building does not possess the distinctive characteristics of a particular type, period, or method of construction. It does not possess high artistic values, and it does not represent a significant and distinguishable entity whose components may lack individual distinction (i.e., contribute to an existing or potential district). It is one of many buildings associated with developer Boyd Lundstrom, but it does not appear to represent the works of a master (Criterion C). Finally, the building was built of common construction methods and well-known materials and is unlikely to answer important research questions or yield information about human history that can only be answered by the actual physical material, design, construction methods, or interrelation of the resource (Criterion D).

Due to a lack of significance and integrity, HRA, Inc., recommends the apartment block at 4815 115th Street Court SW not eligible for listing in the NRHP, WHR, or LLR under any criteria.

8.9 4901 115th Street Court SW

According to the Pierce County Assessor, the Cascade Village Apartment building at 4901 115th Street Court SW was constructed in 1962, one year before the Cascade Village Apartment building addressed as 4815 115th Street Court SW and located to the west. The two buildings are mirror images of one another. The building at 4815 115th Street Court SW is evaluated separately.

The building at 4901 115th Street Court SW is two stories tall, L-shaped in plan, and faces parking lots to the southeast. The building sits on a poured-concrete foundation, is clad in cement boards, and is topped by a flat built-up roof with deep eaves. Applied signage on the south elevation reads “Cascade Village Apartments” (Figure 8-22 and Figure 8-23).

The building’s southeast-facing facade includes an upper story balcony that shelters a concrete walk on the lower floor. The balcony and the projecting eave above it is supported by square posts. Exterior stairways access the balcony, which includes metal railings. On the first and second floors, units are identified by single pedestrian doors flanked by three-part, vinyl-frame picture windows with some vinyl-frame, sliding windows. The south elevation includes signage and vinyl-frame, three-part windows. The rear elevations, where visible from the public ROW, include various sizes of vinyl-frame, sliding windows on both floors and pedestrian doors on the bottom floor.



Figure 8-22 4901 115th Street Court SW, view north



Figure 8-23 4901 115th Street Court SW, view north

Integrity

From its period of construction (1962), the apartment block at 4901 115th Street Court SW retains integrity of location and setting, as it remains among other apartment buildings on its original parcel. The building does not retain integrity of design, materials, or workmanship, due to incompatible window and siding replacement. The building does retain integrity of feeling and association, as it continues to serve its original purpose as multi-family housing.

Evaluation

The Cascade Village Apartment building at 4901 115th Street Court SW, advertised in the *Tacoma News Tribune* in the 1960s as the “Butler House” apartments, was completed in 1962, a year before the second Cascade Village Apartment building to the west (*Tacoma News Tribune* 1962c). A permit was pulled in 1962 by local real estate developer Boyd Lundstrom for the 28-unit, \$150,000 construction project (*Tacoma News Tribune* 1962a). According to the *News Tribune*, the building was part of a project expected to include 100 units. “Component parts for the building were assembled by the Fairliner Structures Division of Western Boat Building Corp. of Tacoma” (*Tacoma News Tribune* 1962b).

The apartment complex at 4901 115th Street Court SW was constructed during a period when Lakewood and other communities along the new route of I-5 were growing. While development was often associated with general patterns in transportation and housing in Pierce County, Lakewood was also a popular location for military families associated with nearby Fort Lewis (established as Camp Lewis, an Army base, in 1917; redesignated a fort in 1927; and known as JBLM since it merged with the McChord Air Force Base in 2010). The base has shipped troops to the Korean, Vietnam, Gulf, Iraq, and Afghanistan wars (Fort Lewis 2023).

Boyd Lundstrom was an active real estate developer in Lakewood and Tacoma in the 1960s and 1970s, constructing single-family and multi-family housing along with commercial development. He served as the 1964 president of the Master Builders Association of Pierce County and advocated for affordability and new building practices that could lower costs for consumers. In the 1980s and 1990s, he was a voice against incorporation for Lakewood, an effort attempting to limit government interference. Incorporation passed in spite of his opposition in 1996 (*Tacoma News Tribune* 1990). While the building was developed by Lundstrom, research did not reveal that this location holds any significant association with him.

Research did not reveal the building to have any specific or important association with events that made a significant contribution to the broad patterns of local, state, or national history (Criterion A). Background research did not reveal any association of the resource with the lives of significant persons, apart from Lundstrom. The building's association with Lundstrom does not rise to the level of significance required to qualify under Criterion B (Criterion B). The apartment building is L-shaped in plan, utilitarian in design, with few character-defining features apart from its plan, which stacks residential units on two floors. Alterations to siding and window materials have obscured its original character. The building does not possess the distinctive characteristics of a particular type, period, or method of construction. It does not possess high artistic values, and it does not represent a significant and distinguishable entity whose components may lack individual distinction (i.e., contribute to an existing or potential district). It is one of many buildings associated with developer Boyd Lundstrom, but it does not appear to represent the works of a master (Criterion C). Finally, the building was built of common construction methods and well-known materials and is unlikely to answer important research questions or yield information about human history that can only be answered by the actual physical material, design, construction methods, or interrelation of the resource (Criterion D).

Due to a lack of significance and integrity, HRA, Inc., recommends the apartment block at 4901 115th Street Court SW not eligible for listing in the NRHP, WHR, or LLR under any criteria.

8.10 11509 Bridgeport Way SW

According to the Pierce County Assessor, the parcel addressed as 11509 Bridgeport Way SW includes four buildings, a storage warehouse from 1960, an office building from 1960, a storage warehouse from 1968, and a storage warehouse from 2002 (Pierce County Assessor 2023). Historic-period aerial photos indicate that the original buildings on this parcel have been enlarged, connected, and no longer retain their original footprints.

Currently, the parcel includes one large rectangular warehouse on its north edge (constructed in 1960 and enlarged ca. 2004). To the south is an office building with attached warehouse to the rear (the office was constructed in 1960, attached to the warehouse constructed in 1968, and greatly enlarged ca. 2004). A small, detached warehouse was added on the east end of the large parcel in 2002. It is too young to be eligible for NRHP listing and was not recorded. The complex of buildings, used by Lakeview Power and Light, is dominated, from the public ROW, by the 2004 office addition (NETROnline 2023; Pierce County Assessor 2023) (Figure 8-24, Figure 8-25 and Figure 8-26).

Northern Warehouse

The northern warehouse was constructed in 1960 and enlarged ca. 2004 (NETROnline 2023; Pierce County Assessor 2023). It is rectangular, a single story tall, and sits on a poured-concrete foundation (Figure 8-24). It is clad in ribbed metal panels and is topped by a shallow

gable roof of standing-seam metal with no eave. The south elevation includes numerous garage bays with overhead doors and one pedestrian door. The westernmost garage door is oversized. No other fenestration was visible.

Office Building and Warehouse

The office was constructed in 1960, attached to a rear warehouse constructed in 1968, and then greatly enlarged by an office addition on the facade ca. 2004 (NETROnline 2023; Pierce County Assessor 2023). The building is a single story tall and irregular in plan (Figure 8-25 and Figure 8-26). The office building and warehouse sits on a poured-concrete foundation, is clad in a combination of brick, board-and-batten, and ribbed metal siding, and is topped by a front-gabled roof with telescoping gable peaks and a raised roof over its central section.

The building's west-facing facade includes a projecting gabled entry supported by brick pillars with round posts. Under the eave is an entry of black glass doors with sidelights topped by a large transom. South of the entry is a wall of brick with no fenestration. North of the entry is a wall with a wide metal-framed window topped by an angled window under the gable. The wall surface is clad in a skirt of brick under board-and-batten siding. Clerestory windows are visible above the facade. The building's north elevation includes a projecting eave supported by bricked posts over a drive-thru bay. The building's south elevation is clad in brick with glazed pedestrian door and full-height window, as well as additional square, metal-frame windows. The rear of the building is enclosed by a privacy fence where it connects to the metal warehouse, which includes one solid pedestrian door on the south elevation.



Figure 8-24 11509 Bridgeport Way SW, view east



Figure 8-25 11509 Bridgeport Way SW, view northeast



Figure 8-26 11509 Bridgeport Way SW, view east

Integrity

From its period of original construction (1960), the building complex at 11509 Bridgeport Way SW retains integrity of location and setting, as it remains on its original parcel and is surrounded by development of the same era. It does not retain integrity of design, materials, workmanship, or feeling, due to extensive redevelopment. Since the first buildings were completed in 1960

(warehouse and office), an additional warehouse was added in 1968, and a large office addition was added ca. 2004. The complex is still used by Lakeview Light and Power Co. and retains integrity of association.

Evaluation

According to the Tacoma-Pierce County Building Index, the complex at 11509 Bridgeport Way was constructed in 1960 for Lakeview Light and Power Co., which remains headquartered at this location (TPL 2023). The architect was Donald F. Burr and Associates (*Tacoma News Tribune* 1982a; TPL 2023). Lakeview Light and Power Co. is a small utility company launched in 1922 as the Lakeview Light & Water Company, a non-profit, which originally leased power from a line that connected Tacoma to a sanitarium to the south. The company then constructed branches to distribute power to the surrounding area. According to the company's website:

...by June of 1931 the Company had added 12.5 miles of distribution lines and by June of 1942 was serving 459 accounts. By June of 1945 the membership had increased to 595 and the name of the company was changed to Lakeview Light and Power. By June of 1950 membership had grown to 1,275... today [2023], Lakeview has 2,819 members and serves 10,386 meters with 83 miles of distribution line. [Lakeview Light and Power 2023]

Donald F. Burr (1922–1982) was a local Tacoma architect who appears in news articles as a designer of school buildings and community centers (*Tacoma News Tribune* 1962d). He does not appear among lists of significant northwest architects established by DAHP or advocacy groups like DOCOMOMO-WEWA, but was a fellow of the American Institute of Architects, and was known for designing the University of Puget Sound Law Center, the chapel at Charles Wright Academy, and Steilacoom High School (*Tacoma News Tribune* 1982b). While Burr was a local architect, the headquarters building he designed for Lakeview Light and Power has been so heavily altered that his work is no longer discernible. As noted in the *Tacoma News Tribune*, in 2001, the company undertook a major redesign of its headquarters. “The project would add 2,444 sq. ft. of additional office space, 1,000 sq. ft. of additional garage space, and a pole stack rack” (*Tacoma News Tribune* 2001).

Based on its role in providing power to portions of Lakewood, the headquarters for Lakeview Light and Power does possess important associations with events that made a significant contribution to the broad patterns of local, state, or national history under the Community Planning and Development area of significance (Criterion A). Background research did not reveal any association of the resource with the lives of significant persons (Criterion B). The building and its surrounding complex have been heavily altered in recent years. Extensive additions have obscured the complex's historic-period character. The complex is now dominated by an office that resembles a post-modern or Contemporary building from the twenty-first century. The complex no longer possesses the distinctive characteristics of a particular type, period, or method of construction. It does not possess high artistic values, and it does not represent a significant and distinguishable entity whose components may lack individual distinction (i.e., contribute to an existing or potential district). Due to an irretrievable loss of integrity, the building does not represent the work of a master (Criterion C). Finally, the building was built of common construction methods and well-known materials and is unlikely to answer important research questions or yield information about human history that can only be answered by the actual physical material, design, construction methods, or interrelation of the resource (Criterion D).

Due to a lack of integrity, HRA, Inc., recommends the complex at 11509 Bridgeport Way not eligible for listing in the NRHP, WHR, or LLR under any criteria.

8.11 11803 Tomahawk Road SW

According to the Pierce County Assessor, the residence at 11803 Tomahawk Road SW was constructed in 1956 (Pierce County Assessor 2023). The single-story residence faces west and is generally L-shaped in plan. The building sits on a poured-concrete foundation, is clad in shingles with board and batten in the gables and is topped by a cross-gabled roof covered in asphalt shingles (Figure 8-27 and Figure 8-28).

The building's west-facing elevation faces Tomahawk Road SW. It includes a front-facing gable with side-gabled wing. The building has been enlarged to the south, with its original single-car garage enclosed and an additional single-car garage attached to the southern end of the wing. Under the gable, the building features a large, vinyl-frame picture window, an external brick chimney, and additional sliding, vinyl-frame windows. The building's entry is located on the north elevation under a projecting gable roof supported by simple square posts. The east elevation includes a second large, vinyl-frame picture window, a pedestrian entry, and additional vinyl-frame, sliding windows. Additional elevations were not visible behind privacy fencing.



Figure 8-27 11803 Tomahawk Road SW, view southeast



Figure 8-28 11803 Tomahawk Road SW, view east

Integrity

From its period of construction (1956), the residence at 11803 Tomahawk Road SW retains integrity of location and setting, as it remains on its original parcel and faces additional residential construction. It does not retain integrity of design, material, or workmanship, as historic-period aerials show a garage addition to the south (NETROnline 2023). Field survey identified additional incompatible alterations including an enclosed former garage and replacement windows. The building does retain integrity of feeling and association, as it continues to serve its original purpose as single-family housing.

Evaluation

The residence at 11803 Tomahawk Road SW was constructed in 1956, during a period when Lakewood and other communities along the new route of I-5 added additional residential development. While local development was associated with general patterns in transportation and housing, Lakewood was also a popular location for military families associated with nearby Fort Lewis (established as Camp Lewis, an Army base, in 1917; redesignated a fort in 1927; and known as JBLM since it merged with the McChord Air Force Base in 2010), which shipped troops to the Korean, Vietnam, Gulf, Iraq, and Afghanistan wars (Fort Lewis 2023).

This house is one of numerous residences added to pre-incorporation Lakewood in the 1950s and 1960s, but 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). Background research did not reveal any association of the resource with the lives of significant persons (Criterion B). The building is an altered example of a modest Ranch house, featuring a single-story plan altered by numerous additions, including prominent gables and vinyl-framed windows. With additions and replacement materials, the building does not possess the distinctive characteristics of its type,

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

Due to a lack of significance and integrity, HRA, Inc., recommends the residence at 11803 Tomahawk Road SW not eligible for listing in the NRHP, WHR, or LLR under any criteria.

8.12 11811 Tomahawk Road SW

According to the Pierce County Assessor, the single-family residence at 11811 Tomahawk Road SW was constructed in 1957 (Pierce County Assessor 2023). The building is rectangular in plan, a single story tall, and faces west. It sits on a poured-concrete foundation and is clad in lapped wood siding partially topped by T1-11. A skirt of applied manufactured stone is located south of the building's central entry. The building is topped by a hipped roof covered in asphalt shingles (Figure 8-29 and Figure 8-30).

The building's west-facing facade includes a central recessed entry with stoop and exterior ramp with wood railing. The pedestrian door is paired with a sidelight. North of the entry are two vinyl-frame, sliding windows. South of the entry is a three-part, vinyl-frame window plus additional vinyl-frame, sliding windows. Two garage bays are located in the building's south end. Secondary elevations were not visible behind privacy fencing.



Figure 8-29 11811 Tomahawk Road SW, view northeast



Figure 8-30 11811 Tomahawk Road SW, view east

Integrity

From its period of construction (1957), 11811 Tomahawk Road SW retains integrity of location and setting, as it remains on its original parcel and faces additional residential construction. It does not retain integrity of design, material, or workmanship, due to incompatible additions including a large wing added to the east and what may be an added garage bay, as indicated by historic-period aerials from between 1995 and 1998 (Pierce County Assessor 2023). Field survey identified additional alterations including incompatible siding and window replacement. The building does retain integrity of feeling and association, as it continues to serve its original purpose as single-family housing.

Evaluation

The residence at 11811 Tomahawk Road SW was constructed in 1957, during a period when Lakewood and other communities along the new route of I-5 added additional residential development. While local development was associated with general patterns in transportation and housing, Lakewood was also a popular location for military families associated with nearby Fort Lewis (established as Camp Lewis, an Army base, in 1917; redesignated a fort in 1927; and known as JBLM since it merged with the McChord Air Force Base in 2010), which shipped troops to the Korean, Vietnam, Gulf, Iraq, and Afghanistan wars (Fort Lewis 2023).

This house is one of numerous residences added to pre-incorporation Lakewood in the 1950s and 1960s, but 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). Background research did not reveal any association of the resource with the lives of significant persons (Criterion B). The building is an altered example of a modest Ranch house, featuring a single-story plan altered by the addition of manufactured siding and vinyl-framed windows, as well as large additions (Pierce

County Assessor 2023). The building does not possess the distinctive characteristics of its type, period, or method of construction. It does not possess high artistic values or represent the work of a master. It does not represent a significant and distinguishable entity whose components may lack individual distinction (i.e., contribute to an existing or potential district) (Criterion C). Finally, the building was built of common construction methods and well-known materials and is unlikely to answer important research questions or yield information about human history that can only be answered by the actual physical material, design, construction methods, or interrelation of the resource (Criterion D).

Due to a lack of significance and integrity, HRA, Inc., recommends the residence at 11811 Tomahawk Road SW not eligible for listing in the NRHP, WHR, or LLR under any criteria.

8.13 12413 Bridgeport Way SW

According to the Pierce County Assessor, the multi-family apartment block at 12413 Bridgeport Way SW was constructed in 1955, with a second building added to the rear in of the parcel in 1972 (Pierce County Assessor 2023). The primary building is rectangular in plan, two stories tall on the west half and a single story tall on the east half. The building faces west toward Bridgeport Way SW. It sits on a poured-concrete foundation and is clad in running brick on the lower floor and lapped wood siding on the upper floor. The building's lower floor includes a deep hipped eave covered in asphalt shingles, and the partial upper floor includes a hip-on-gable roof with deep eaves covered in asphalt shingles (Figure 8-31 and Figure 8-32).

The building's west-facing facade includes a projecting central entry. Two wood doors with Gothic hardware are topped with applied signage for "Gen-Villa." Above the entry, in the projecting gable is a painted wood grid. The facade includes no other fenestration, but a segment of breezeblock acts as privacy fencing for entries on the building's north elevation.

The building's north elevation was minimally visible behind privacy fencing and screens on the lower floor but includes shallow porches with glass sliding doors on the lower floor and aluminum-framed windows in the upper floor. The building's south elevation includes mailboxes and angled carports on the lower floor. The upper floor includes aluminum-frame, sliding windows. Gravel paths, stone planter boxes, and lawns are paired with planting beds north and south of the main building and its parking lot.

The complex's secondary rear building was minimally visible from the public ROW, but includes a rectangular, two-story plan with brick siding and aluminum-frame windows.



Figure 8-31 12413 Bridgeport Way SW, view east



Figure 8-32 12413 Bridgeport Way SW, view south

Integrity

From its period of construction (1955 to 1972), the apartment complex at 12413 Bridgeport Way SW retains integrity of location and setting, as it remains on its original parcel surrounded by additional multi-family development. It appears to retain integrity of design, materials, and

workmanship, as it retains its original footprint, entry, wood siding, and aluminum-frame windows. It appears to retain integrity of feeling and association, as it performs its original function and continues to serve as multi-family housing.

Evaluation

The Gen-Villa apartment complex at 12413 Bridgeport Way SW was constructed in two phases. The first building was completed in 1955, and a second was added to the rear of the complex in 1972 (NETROnline 2023; Pierce County 2023). The apartment complex was constructed during a period when Lakewood and other communities along the new route of I-5 were growing. While local development was often associated with general patterns in transportation and housing in Pierce County, Lakewood was also a popular location for military families associated with nearby Fort Lewis (established as Camp Lewis, an Army base, in 1917; redesignated a fort in 1927; and known as JBLM since it merged with the McChord Air Force Base in 2010). The base has shipped troops to the Korean, Vietnam, Gulf, Iraq, and Afghanistan wars (Fort Lewis 2023).

Although providing residential units during a period of multi-family construction in today's Lakewood, the two-building complex 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). Background research did not reveal any association of the resource with the lives of significant persons (Criterion B). The original apartment building is rectangular in plan, with few character-defining features apart from its projecting entry, which includes some decorative hardware on its doors. The two-building complex does not possess the distinctive characteristics of a particular type, period, or method of construction. It does not possess high artistic values or represent the works of a master. It does not represent a significant and distinguishable entity whose components may lack individual distinction (Criterion C). Finally, the building was built of common construction methods and well-known materials and is unlikely to answer important research questions or yield information about human history that can only be answered by the actual physical material, design, construction methods, or interrelation of the resource (Criterion D).

Due to a lack of significance, HRA, Inc., recommends the two-building apartment complex at 12413 Bridgeport Way SW not eligible for listing in the NRHP, WHR, or LLR under any criteria.

8.14 12928 Bridgeport Way SW

According to the Pierce County Assessor, the single-story commercial building at 12928 Bridgeport Way SW was constructed in 1959 (Pierce County Assessor 2023). The rectangular building faces east toward Bridgeport Way SW. The building sits on a poured-concrete foundation, is constructed of concrete block, and is partially clad in running bond brick and plywood. It is topped by a side-gabled, asphalt-shingle roof (Figure 8-33 and Figure 8-34).

The building's east-facing facade includes a primary entry near the southeast corner of two glazed aluminum-frame doors with transom flanked north and south by wood-frame windows. North of the entry, all openings have been covered in plywood. It is not clear if original window materials remain. The northeast corner once included an additional entry that has been fully enclosed by plywood and sliding metal fencing. Windows on the secondary south elevation have been covered with security bars. The north elevation has been enclosed by privacy fencing and is minimally visible. No fenestration was visible on the south and west elevations. The south elevation includes some board siding, some brick, and concrete block.

A T1-11-clad building used by a drive-thru espresso business is located in the parcel's southeast corner. It is not clear from aerial imagery when it was constructed, although such buildings are generally not old enough to qualify for listing in registers of historic places.



Figure 8-33 12928 Bridgeport Way SW, view northeast



Figure 8-34 12928 Bridgeport Way SW, view southeast

Integrity

From its period of construction (1959), the corner store at 12928 Bridgeport Way SW retains integrity of location and setting, as it remains on its original parcel at a busy intersection. It does not retain integrity of design, materials, or workmanship, as its former secondary entry has been enclosed and its siding has been altered as evident from side elevations. It does retain integrity of feeling and association, as it continues to perform its original function as a commercial building.

Evaluation

According to the Tacoma-Pierce County Building Index, the corner store at 12928 Bridgeport Way SW was constructed in 1960 after the builder, H. M. Steele, pulled a permit in 1959 (*Tacoma News Tribune* 1959). The parcel became home to the Stop-N-Chat Food Mart (TPL 2023). The building changed names numerous times, as indicated by newspaper articles in the *Tacoma News Tribune*. It was known in the 1980s as Wes' Supermart and since the 1990s as the Olympic Grocery and Deli No. 3 (*Tacoma News Tribune* 1996).

The corner store at 12928 Bridgeport Way SW was constructed during a period when Lakewood and other communities along the new route of I-5 were growing. Commercial development increased along Bridgeport Way SW, creating an increasingly dense urban fabric in Lakewood. This building is one of many added to the region in the 1950s and 1960s. It does not appear, based on a review of historic maps and local histories, that the building had any specific or important association with events that made a significant contribution to the broad patterns of local, state, or national history (Criterion A). Background research did not reveal any association of the resource with the lives of significant persons (Criterion B). The building is a modest commercial block, rectangular in plan with few character-defining features apart from its footprint and aluminum-framed entry. The building does not possess the distinctive characteristics of a particular type, period, or method of construction, or represent the work of a master, or possess high artistic values. It does not represent a significant and distinguishable entity whose components may lack individual distinction (i.e., contribute to an existing or potential district) (Criterion C). Finally, the building was built of common construction methods and well-known materials and is unlikely to answer important research questions or yield information about human history that can only be answered by the actual physical material, design, construction methods, or interrelation of the resource (Criterion D).

Due to a lack of significance and integrity, HRA, Inc., recommends the commercial building at 12928 Bridgeport Way SW not eligible for listing in the NRHP, WHR, or LLR under any criteria.

8.15 4911 McChord Drive SW

According to the Pierce County Assessor, the single-family residence at 4911 McChord Drive SW was constructed in 1944. The building is rectangular in plan, a single story tall, and paired with a detached garage to the north. The residence and garage face south toward McChord Drive SW. Both buildings are obscured by a hedge of mature foliage and fencing. The primary building is clad in running bond brick and is topped by a side-gabled roof with a deep projecting eave over the entry porch (Figure 8-35 and Figure 8-36).

The primary building's facade includes a recessed entry on its southeast corner with a large, three-part, vinyl-frame window facing south and a single pedestrian door. The porch includes

brick porch posts that have been paired with repurposed wood-frame windows and turned posts added to partially enclose the porch space. West of the recessed entry is an additional vinyl-frame window. On the building's east elevation is a second large, vinyl-frame picture window and wood siding in the gable. Vinyl-frame windows and siding in the gable are also evident on the west elevation. The detached single-car garage is clad in cement boards with wood siding in the gable. It includes a single garage bay with overhead door.



Figure 8-35 4911 McChord Drive Street SW, view northwest



Figure 8-36 4911 McChord Drive SW, view northeast

Integrity

From its date of construction (1944), the residence at 4911 McChord Drive SW retains integrity of location and setting, as it remains on its original parcel adjacent to JBLM. It does not retain integrity of design, materials, and workmanship, due to alterations and additions screening the porch (added windows and turned posts) along with window replacements. It does retain integrity of feeling and association, as it continues to serve its original function as single-family housing.

Evaluation

The residence at 4911 McChord Drive SW was constructed in 1944, during the post-war period when Lakewood and other communities along the new route of I-5 added additional residential development. While development was associated with general patterns in transportation and housing, Lakewood was also a popular location for military families associated with nearby Fort Lewis (established as Camp Lewis, an Army base, in 1917; redesignated a fort in 1927; and known as JBLM since it merged with the McChord Air Force Base in 2010), which shipped troops to the Korean, Vietnam, Gulf, Iraq, and Afghanistan wars (Fort Lewis 2023).

This house is one of numerous residences added to pre-incorporation Lakewood in the mid-twentieth century, but 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). Background research did not reveal any association of the resource with the lives of significant persons (Criterion B). The building is an altered example of a modest Minimal Traditional residence with few character-defining features apart from its footprint and brick siding (Pierce County Assessor 2023). The building does not possess the distinctive characteristics of its type, period, or method of construction. It does not possess high artistic values or represent the work of a master. It does not represent a significant and distinguishable entity whose components may lack individual distinction (i.e., contribute to an existing or potential district) (Criterion C). Finally, the building was built of common construction methods and well-known materials and is unlikely to answer important research questions or yield information about human history that can only be answered by the actual physical material, design, construction methods, or interrelation of the resource (Criterion D).

Due to a lack of significance and integrity, HRA, Inc., recommends the residence at 4911 McChord Drive SW not eligible for listing in the NRHP, WHR, or LLR under any criteria.

8.16 12809 Lincoln Avenue SW

According to the Pierce County Assessor, the two-building apartment complex at 12809 Lincoln Avenue SW was constructed in 1977 (Pierce County Assessor 2023). The two rectangular two-story buildings are parallel on a large lot facing north (Figure 8-37 and Figure 8-38). A small laundry room sits between them at the rear of the lot. Its date of construction is not recorded, but it is assumed to date to 1977.

The buildings sit on poured-concrete foundations, are clad in vinyl siding, and are topped by shallow hipped roofs covered in asphalt shingles with projections over the north elevations where exterior stairs approach the upper story entries. Side entries include vinyl-frame, sliding windows on upper and lower stories. Recessed, centrally located stairs approach upper story

units. On the buildings' rear elevations are additional exterior stairs. Stairs include simple square posts and rails. Parking lots are located east and west of the buildings, with additional parking and a lawn between them. The laundry room building is a small, rectangular building clad in vinyl siding with two partially glazed doors and two large, sliding, vinyl-frame windows on the north elevation. The building is topped by a hipped roof with asphalt shingles.



Figure 8-37 12809 Lincoln Avenue SW, view southeast



Figure 8-38 12809 Lincoln Avenue SW, view southwest

Integrity

From its period of construction (1977), the apartment complex at 12809 Lincoln Avenue SW retains integrity of location and setting, as it remains on its original parcel surrounded by single- and multi-family development. It does not retain integrity of design, materials, and workmanship, as it has been resided with incompatible materials and its windows have been replaced with vinyl-framed windows. The complex does retain integrity of feeling and association, as it continues to serve its original purpose as multi-family housing.

Evaluation

The Lincoln Landing apartment complex at 12809 Lincoln Avenue SW, was constructed in 1977 as two parallel buildings with a central laundry facility (NETROnline 2023; Pierce County 2023). The apartment complex was constructed during a period when Lakewood and other communities along the new route of I-5 were growing. While development was often associated with general patterns in transportation and housing in Pierce County, Lakewood was also a popular location for military families associated with nearby Fort Lewis (established as Camp Lewis, an Army base, in 1917; redesignated a fort in 1927; and known as JBLM since it merged with the McChord Air Force Base in 2010). The base has shipped troops to the Korean, Vietnam, Gulf, Iraq, and Afghanistan wars (Fort Lewis 2023).

Although providing residential units during a period of multi-family construction in today's Lakewood, the complex 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). Background research did not reveal any association of the resource with the lives of significant persons (Criterion B). The complex is a modest, modern development with few character-defining features apart from its footprint and new materials. The complex does not possess the distinctive characteristics of a particular type, period, or method of construction. It does not possess high artistic values or represent the works of a master. It does not represent a significant and distinguishable entity whose components may lack individual distinction (Criterion C). Finally, the complex was built of common construction methods and well-known materials and is unlikely to answer important research questions or yield information about human history that can only be answered by the actual physical material, design, construction methods, or interrelation of the resource (Criterion D).

Due to a lack of significance and integrity, HRA, Inc., recommends the apartment complex at 12809 Lincoln Avenue SW not eligible for listing in the NRHP, WHR, or LLR under any criteria.

8.17 13020 Lincoln Avenue SW

According to the Pierce County Assessor, the apartment complex at 13020 Lincoln Avenue SW was constructed in 1964 (Pierce County Assessor 2023). It is a two-story, U-shaped building facing south around a lawn with a detached laundry at the southern boundary. Its date of construction is not recorded, but it is assumed to date from 1964.

The primary building sits on a poured-concrete foundation, is clad in plywood with vertical boards (mimicking board and batten) and is topped by a flat roof with a shallow Mansard eave. The building includes recessed internal stairs that approach upper units and includes vinyl-frame, sliding windows on upper and lower floors. Some balconies with simple wood posts and

rails are located on the interior walls of the U-shaped building, and units include vinyl-frame, sliding doors. The freestanding laundry room is a small rectangular building clad in T1-11 with vinyl-frame, sliding windows and a hip-on-gable roof (Figure 8-39 and Figure 8-40).



Figure 8-39 13020 Lincoln Avenue SW, view northwest



Figure 8-40 13020 Lincoln Avenue SW, view northeast

Integrity

From its period of construction (1964), the apartment complex at 13020 Lincoln Avenue SW retains integrity of location and setting, as it remains on its original parcel surrounded by single- and multi-family development. It does not retain integrity of design, materials, or workmanship, as it has been resided with incompatible materials and its windows have been replaced with vinyl-framed windows. The complex does retain integrity of feeling and association, as it continues to serve its original purpose as multi-family housing.

Evaluation

The Pacific Ridge apartment complex at 13020 Lincoln Avenue SW, was constructed in 1964 as a U-shaped complex with detached laundry facility (NETROnline 2023; Pierce County 2023). The apartment complex was constructed during a period when Lakewood and other communities along the new route of I-5 were growing. While development was often associated with general patterns in transportation and housing in Pierce County, Lakewood was also a popular location for military families associated with nearby Fort Lewis (established as Camp Lewis, an Army base, in 1917; redesignated a fort in 1927; and known as JBLM since it merged with the McChord Air Force Base in 2010). The base has shipped troops to the Korean, Vietnam, Gulf, Iraq, and Afghanistan wars (Fort Lewis 2023).

Although providing residential units during a period of multi-family construction in today's Lakewood, the complex 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). Background research did not reveal any association of the resource with the lives of significant persons (Criterion B). The complex is a modest, modern development with few character-defining features apart from its footprint and new materials. The complex does not possess the distinctive characteristics of a particular type, period, or method of construction. It does not possess high artistic values or represent the works of a master. It does not represent a significant and distinguishable entity whose components may lack individual distinction (Criterion C). Finally, the complex was built of common construction methods and well-known materials and is unlikely to answer important research questions or yield information about human history that can only be answered by the actual physical material, design, construction methods, or interrelation of the resource (Criterion D).

Due to a lack of significance and integrity, HRA, Inc., recommends the apartment complex at 13020 Lincoln Avenue SW not eligible for listing in the NRHP, WHR, or LLR under any criteria.

8.18 5508 Boston Avenue SW

According to the Pierce County Assessor, the single-family residence at 5508 Boston Avenue SW was constructed in 1951 (Pierce County Assessor 2023). However, this appears to be an error as the parcel is bare until at least 1955 (NETROnline 2023). The building is rectangular, a single story tall, and faces east toward Boston Avenue SW. The building is paired with a large, freestanding garage to the west. The garage's date of construction is not recorded, but it is assumed to date to circa 1955.

The primary building sits on a concrete-block foundation, is clad in cedar shingles, and is topped by a side-gabled roof covered in asphalt roofing. The roof structure overhangs the building footprint on both the north and south elevations, and the gables are covered in plywood with applied battens (Figure 8-41 and Figure 8-42).

The building's facade includes a single pedestrian door with concrete stoop and pipe rails at the northeast corner and two wood-frame, sliding windows to the south. Side elevations include no additional windows, but the north elevation includes a sliding, vinyl-frame door to the side yard. The freestanding garage is rectangular, front-gabled, clad in T1-11, and topped by a shingle roof. It includes a divided wood-frame window on the east elevation and an overhead garage door on the north.



Figure 8-41 5508 Boston Avenue SW, view west



Figure 8-42 5508 Boston Avenue SW, view southwest

Integrity

From its period of construction (ca. 1955), the residence at 5508 Boston Avenue SW retains integrity of location and setting, as it remains on its original parcel surrounded by additional single- and multi-family development. The small residence's roof structure, with its unusual overhangs and plywood in the gables, is not a typical feature and, along with a vinyl-frame sliding door on the north elevation, indicates a history of alteration that diminishes the building's integrity of design, materials, and workmanship. The building retains integrity of feeling and association, as it continues to serve its original purpose as single-family housing.

Evaluation

The residence at 5508 Boston Avenue SW was constructed in ca. 1955, during a post-war period when Lakewood and other communities along the new route of I-5 added additional residential development. While development was associated with general patterns in transportation and housing, Lakewood was also a popular location for military families associated with nearby Fort Lewis (established as Camp Lewis, an Army base, in 1917; redesignated a fort in 1927; and known as JBLM since it merged with the McChord Air Force Base in 2010), which shipped troops to the Korean, Vietnam, Gulf, Iraq, and Afghanistan wars (Fort Lewis 2023).

This house is one of numerous residences added to pre-incorporation Lakewood in the mid-twentieth century, but 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). Background research did not reveal any association of the resource with the lives of significant persons (Criterion B). The building is an altered of a modest, utilitarian residence with few character-defining features apart from its footprint and wood windows (Pierce County Assessor 2023). Its history of alteration has

obscured its historic-period character. The building does not possess the distinctive characteristics of its type, period, or method of construction. It does not possess high artistic values or represent the work of a master. It does not represent a significant and distinguishable entity whose components may lack individual distinction (i.e., contribute to an existing or potential district) (Criterion C). Finally, the building was built of common construction methods and well-known materials and is unlikely to answer important research questions or yield information about human history that can only be answered by the actual physical material, design, construction methods, or interrelation of the resource (Criterion D).

Due to a lack of significance and integrity, HRA, Inc., recommends the residence at 5508 Boston Avenue SW not eligible for listing in the NRHP, WHR, or LLR under any criteria.

9 SUMMARY AND RECOMMENDATIONS

9.1 Archaeological Resources

HRA archaeologists Matthew Warren, PhD; Cecelia Wolman, MA; and Taylor Smith, BA, performed an archaeological survey of the AI on March 6 and 16, 2023, which included archaeological reconnaissance, pedestrian survey, and shovel probing. The terrain within the AI has been heavily modified by modern urban and suburban road construction, utility installation, and landscaping activities. Most of the AI is either paved roadway, graveled roadside, landscaped ROW, or private property, except for the largely grass-covered vacant lot within the footprint of project improvement D8.B. Site 45PI767 was partially located within the AI. Although the site was previously determined not eligible for listing in the National Register of Historic Places (NRHP), HRA revisited the site to assess its condition within the AI. During that visit HRA observed no remnants of the site within the AI. Seven SPs were excavated within the project improvement D8.B footprint. HRA observed no precontact or historic-period cultural materials during the survey.

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

9.2 Built Resources

Archival research indicated that there are no previously identified historic built-environment properties listed in or eligible for listing in the NRHP, WHR, or LLR located in the AI for the Project. Additionally, based on survey results, HRA recommends that no historic-period, built-environment resources surveyed for the Lakewood Station Non-Motorized Access Improvements project are eligible for listing in the NRHP, WHR, or LLR as historic properties. As no historic properties are present in the AI, HRA recommends that the Project will not impact historic, built-environment resources.

HRA recommends that no further built environment study is necessary unless the project design changes substantially.

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1930. Tony Vendetti Must Serve Prison Term. December 30.
1932. Frolic’s Villa to Celebrate Its Third Birthday, October 28.
1938. Max Frolic’s New ‘Dreamhouse’ Opens Thursday, 6 P.M., May 25.
1939a. Dancing Every Night at New Club Moderne, October 20.
1939b. Club Moderne, Formerly Frolic’s Villa, ad., December 30.
1944. 14 Acres, beautifully wooded, ad., January 23.
1955. Apt. gas range, 4-burner, ad., July 9.
1957. Building Permits, October 27.
1959. R. M. Steele, Conditional Permit, June 30.
1961. Congratulations Masonry Trade and Bricklayer Apprentices, ad., March 10.
1962a. Big Apartment Permit Issued, January 31.
1962b. Lakes Builder Gets Permit, February 4.
1962c. The Butler House, ad., December 4.
1962d. Population Growth Harasses School Officials, March 18.
1964. Developers Given Award, November 18.
1970. 2-Bdrm, ad., October 18.
1971. Near McChord, Ray Mar Apartments, ad., October 8.
1982a. Power Firm Names Manager, January 15.
1982b. Don Burr, Noted Architect, Dies, July 14.
1990. Boyd Lundstrom Is a Veteran of Previous Cityhood Battle, March 28.
1996. Jung Yong and Sun Soon Park, dba Olympic Grocery and Deli No. 3, November 17.
2001. City of Lakewood, Notice of Public Hearing, Case #LU010012, April 19.
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Appendix A

Lakewood Station Access Improvements Project
Aerial

Appendix B

Lakewood Plans – Preliminary

Appendix C

Site Record

Appendix D

Historic Maps

Appendix E

Shovel Probe Table

Appendix F

Built Environment Survey Results

Appendix G

Historic Property Inventory Forms

Appendix H

Inadvertent Discovery Plan

