Cultural Resources Assessment for Division Street Bus Rapid Transit Project, Spokane, Spokane County, Washington

Prepared for
Spokane Transit Authority



March 2026

Parametrix

Cultural Resources Assessment for Division Street Bus Rapid Transit Project, Spokane, Spokane County, Washington

Prepared for

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ACRONYMS AND ABBREVIATIONS

ADA	Americans with Disabilities Act
APE	Area of Potential Effects
BAT	Business Access and Transit
BRT	Bus Rapid Transit
CDP	Census-designated place
CFR	Code of Federal Regulations
DAHP	Washington State Department of Archaeology and Historic Preservation
FTA	Federal Transit Administration
HPI	Historic Property Inventory
MOS	Minimum Operable Segment
NEPA	National Environmental Policy Act
NEPA	PA and National Environmental Policy Act
NHPA	National Historic Preservation Act
NPS	National Park Service
NRHP	National Register of Historic Places
Project	Division Street Bus Rapid Transit Project
RCW	Revised Code of Washington
SCC	Spokane City Code
SEPA	State Environmental Policy Act
SMC	Spokane Municipal Code
SOI	Secretary of Interior
SRHP	Spokane Register of Historic Places
SRO	Single-room occupancy
STA	Spokane Transit Authority
TSP	Transit Signal Priority
WHR	Washington Heritage Register
WISAARD	Washington Information System for Archaeological and Architectural Records Data
WST	Western-Stemmed Tradition

1. Introduction

The Federal Transit Administration (FTA), in coordination with Spokane Transit Authority (STA) is proposing to construct the Division Street Bus Rapid Transit (BRT) Project (Project). The Project is primarily located in the city of Spokane and Spokane County, Washington. STA intends to apply for federal funds administered by FTA for the Project. As a result, the Project is considered a federal undertaking subject to the provisions of Section 106 of the National Historic Preservation Act (NHPA) and its implementing regulations at 36 Code of Federal Regulations (CFR) Part 800.

STA has retained Parametrix to perform cultural resources services, including the delineation of the Project's Area of Potential Effects (APE) and the preparation of a cultural resources assessment of the Project's APE, to satisfy the requirements of Section 106 of the NHPA and National Environmental Policy Act (NEPA). This assessment included the identification of archaeological and historic built environment resources located in the APE, evaluation of these resources for listing in the National Register of Historic Places (NRHP), and an assessment of effects to these resources from the proposed Project. Because much of the APE is in paved areas with no ground visibility, Parametrix conducted archaeological monitoring of the Project's geotechnical investigation and coupled the resulting soil information with a desktop review to assess the archaeological sensitivity of the APE. Parametrix was initially unable to conduct a pedestrian and subsurface survey of the proposed Mead Transit Center due to lack of access to the parcel in Spring 2025. As such, the main body of this assessment includes only a desktop review and archaeological sensitivity analysis of this parcel. However, pedestrian and subsurface survey of the Mead Transit Center parcel was conducted in July 2025 and Parametrix prepared the Cultural Resources Survey Addendum for the Mead Transit Center Parcel (Spokane Parcel No. 36091.1602), which is attached to this assessment as *Appendix B*.

A records review revealed one previously recorded archaeological resource in the APE. This resource, 45SP10, consists of a point on WISAARD (Washington Information System for Archaeological and Architectural Records Data) and represents the location of the Indian Council of 1877. No physical evidence of the remains of the site has been observed to date, and the construction of the Washington Street bridge for the elevated BNSF Railway grade has likely removed any features of the site. Additionally, no project activities that would include ground disturbance or physical changes to infrastructure will occur at this location. As such, no effect to this site is anticipated.

A desktop-based archaeological sensitivity analysis revealed that the APE has a range of sensitivity for buried archaeological resources (low in most of the APE except for the area from Francis Avenue to Whitworth Drive and at the proposed Mead Transit Center, both locations where the mixed Pleistocene and Holocene-aged deposits occur), a varied sensitivity for precontact archaeological resources, and a low sensitivity for historical archaeological resources. Monitoring of geotechnical testing confirmed these sensitivity assessments, and no archaeological resources were discovered during this effort. During initial assessment, Parametrix could not physically access the location of the proposed Mead Transit Center. No previously recorded sites occur within this portion of the APE, and the area has a high sensitivity for buried archaeological resources, a high sensitivity for precontact archaeological resources, and a low sensitivity for historical archaeological resources.

As summarized in *Appendix B*, pedestrian and subsurface survey of the Mead Transit Center parcel identified one archaeological resource, the Kauser Aluminum Mead Aqueduct (remains). This resource is recommended not eligible for listing in the NRHP. However, due to the archeological sensitivity of the parcel, Parametrix recommends that the parcel be included in the inadvertent discovery protocol (*Appendix C*) prepared for the Project.

A historic built environment resource survey of the APE found that 125 historic built environment resources are present within the APE. Of these 125 resources, 94 had been previously recorded in WISAARD and 31 had not been previously recorded. Of the 94 previously recorded resources, 6 have been listed in the NRHP, 8 have been previously determined eligible for listing in the NRHP, 7 have been previously determined not eligible for listing in the NRHP, and 73 have not been evaluated for individual listing in the NRHP.

Additionally, the APE overlaps the boundaries of three historic districts listed in the NRHP and one historic district listed only in the Washington Heritage Register (WHR), listed from north to south: the Desmet Avenue Historic District, Spokane River District, East Downtown Historic District, and West Downtown Historic Transportation Corridor. The Desmet Avenue Historic District, East Downtown Historic District, and West Downtown Historic Transportation Corridor are listed in the NRHP and WHR. The Spokane River District is listed only in the WHR. None of the four districts are listed in the Spokane Register of Historic Places (SRHP). Of the 94 individual previously recorded resources in the APE, 2 are listed in the NRHP as contributors to the Desmet Avenue Historic District, 18 as contributors to the East Downtown Historic District, and 1 as a contributor to the West Downtown Historic Transportation Corridor. An additional 2 of these 94 resources have been previously determined to be noncontributing resources to the East Downtown Historic District.

Parametrix documented and evaluated 109 of the 125 individual historic built environment resources, including 5 of the 8 resources previously determined individually eligible for listing in the NRHP, 73 previously recorded but unevaluated resources, and the 31 previously unrecorded and unevaluated resources. Three of the five resources previously determined individually eligible are recommended as remaining individually eligible for listing in the NRHP: Old National Bank Building (WISAARD ID 20588), Fernwell Building (WISAARD ID 20589), and August Paulsen Building (WISAARD ID 20587). Six of the 73 previously recorded but unevaluated resources are recommended individually eligible for listing in the NRHP: Dunkin Donuts (WISAARD ID 154733), Kinney Shoes (WISAARD ID 157570), First National Bank of Spokane (WISAARD ID 24309), Dessert Block/St. Regis Hotel (Map ID 95; 24305), Paulsen Medical and Dental Building (WISAARD ID 20585), and Symons Block (WISAARD ID 33306). The remaining 100 resources are recommended not eligible for listing in the NRHP, including 67 of the 73 previously recorded and unevaluated resources, all 31 previously unrecorded and unevaluated resources, and the 2 previously undocumented segments of the Northern Pacific Railway—Pend d'Oreille Division (WISAARD ID 673320) and Ayer Subdivision, Union Pacific Railway (WISAARD ID 722772) in the APE—were determined not eligible segments of the overall eligible alignments.

None of the 94 historic built environment resources that are not currently listed as contributing or noncontributing resources to either the Desmet Avenue Historic District, East Downtown Historic District, or West Downtown Historic Transportation Corridor are recommended as eligible contributors to these historic districts. The 21 historic built environment resources previously listed as contributing resources to these districts remain eligible for listing in the NRHP as contributing resources to these districts, and the 2 resources previously determined to be noncontributing resources to the East Downtown Historic District remain not eligible as noncontributing resources to this district. None of the surveyed properties located outside these historic districts are recommended as eligible for listing in the NRHP as contributing resources to a new potential historic district.

Three of 18 resources in the East Downtown Historic District were previously listed as a contributing resource to the East Downtown Historic District as components of the Elevated Railroad, a single contributing resource to the historic district: Northern Pacific Railway Bridge #0.2 (WISAARD ID 36838/48409), Northern Pacific Railway – Pend d'Oreille Division (WISAARD ID 673320), and Ayer Subdivision, Union Pacific Railway (WISAARD ID 722772). This study recommends that these three

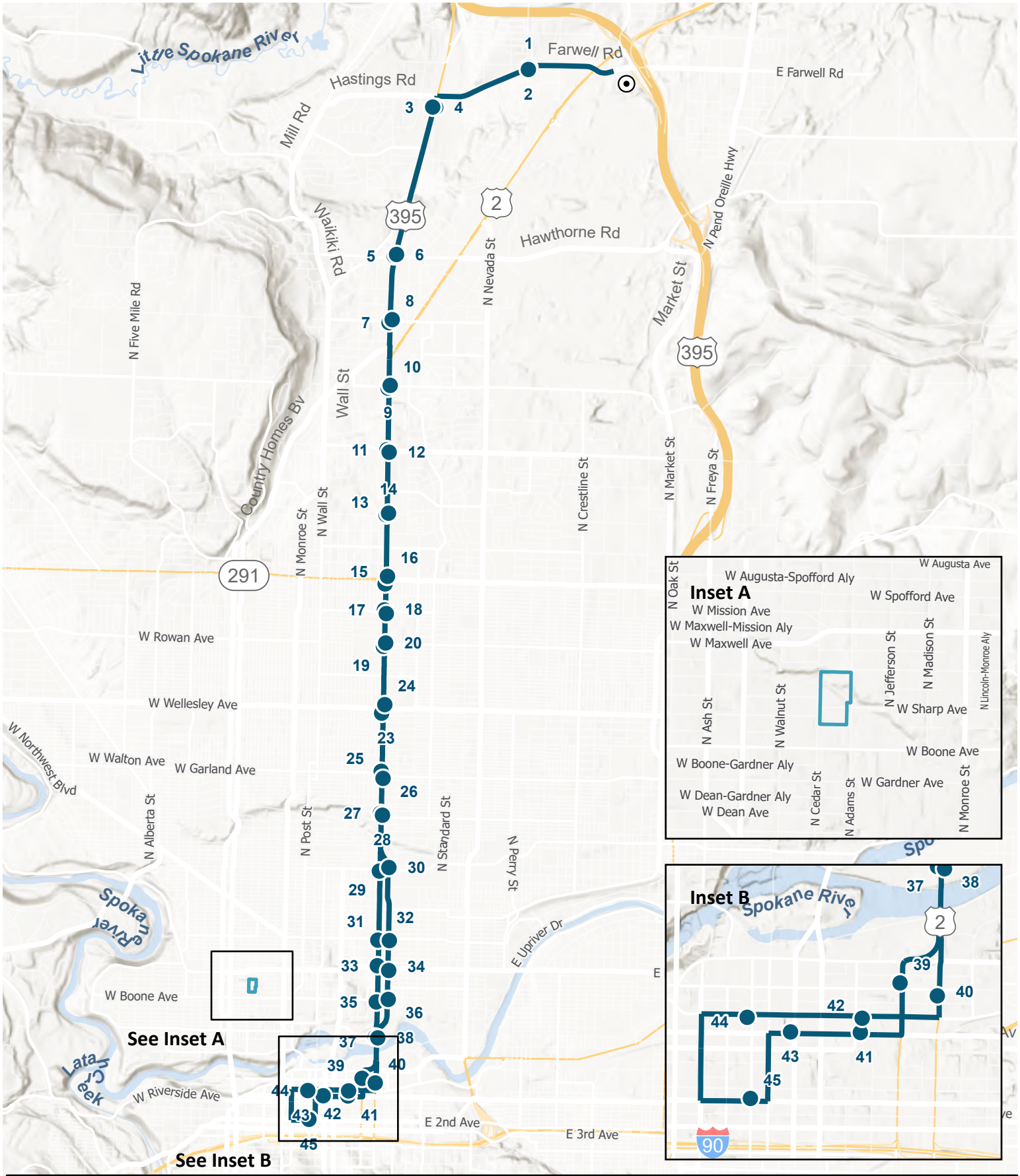
resources are eligible for listing in the NRHP as individual contributing resources to the historic district, rather than as components of the single contributing resource, Elevated Railroad.

Likewise, the Northern Pacific Railway Bridge #0.5 (WISAARD ID 36835/48406) was previously listed as a contributing resource to the West Downtown Historic Transportation Corridor as a component of the Northern Pacific Railroad Grade. This study recommends that the Northern Pacific Railway Bridge #0.5 is eligible for listing in the NRHP as an individual contributing resource to the historic district, rather than as a component of the single contributing resource, Northern Pacific Railroad Grade.

Based on the results of the archaeological resource desktop review of the APE, the historic built environment resource survey, and the analysis of effects to identified cultural resources from the Project, Parametrix recommends a finding of No Adverse Effect for the Project.

1.1 Project Location

The 10-mile-long Project corridor is generally located along N Division Street (US 2 and US 395) in the city of Spokane and parts of unincorporated Spokane County. The Project corridor and primary project elements are shown in Figure 1-1. It begins at and includes Spokane County Parcel No. 36091.1602, the location of the future Mead Transit Center, in the vicinity of the intersection of US 2 and Farwell Road, and continues west along Farwell Road/Hastings Road, where it intersects with N Division Street. The corridor continues southbound along N Division Street to the Spokane River. This segment includes a couplet (two one-way streets) along N Division Street and North Ruby Street between North River Drive and East Cleveland Avenue. The Project also includes improvements on Parcel No. 35182.2812 (Boone Northwest Garage), which is located west of the Division Street corridor at the STA campus. The Project corridor continues to the southern terminus in downtown Spokane at 2nd Avenue between Wall Street and Howard Street.



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Sources: WISAARD, WA DAHP, WA RCO, SRTC, Spokane Housing Authority, Spokane County, City of Spokane, WSDOT, Mapbox, OpenStreetMap

0 500 1,000 2,000 Feet

Project Features:

- Proposed Route
- Boone Northwest Garage
- Stations
- Proposed Transit Facility

Figure 1-1. Project Location
Cultural Resources Assessment for
Division Street Bus Rapid Transit Project

Spokane, Spokane County, Washington

1.2 Project Description

Project activities associated with the Project would be completed in multiple phases. Phase 1 (Minimum Operable Segment [MOS]) would include the following:

- The design and construction of 41 BRT stations (Stations 5-45) along the Project corridor between the loop in downtown Spokane and the Hastings Park & Ride (E Hastings Road and N Mayfair Road).
- Minimal improvements at Hastings Park & Ride to serve as interim northern terminus.
- Implement Business Access and Transit (BAT) lanes along the N Division Street/N Ruby Street couplet.
- Implement the MOS investment as a "Corridor-based BRT" project to maintain federal Small Starts eligibility, including:
  - → Procure five-door, zero-emission buses.
  - → Implement Transit Signal Priority (TSP) for Project corridor between the loop in downtown Spokane and the Hastings Park & Ride (E Hastings Road and N Mayfair Road).
  - → Provide frequent service headways meeting or exceeding federal requirements for Corridor-based BRT.
  - → Apply BRT branding to stations, vehicles, and service.

Future phases of the Project would include:

- Reconfigure N Ruby Street alignment to one BAT lane and two general purpose lanes along the alignment's west side and a bicycle/pedestrian facility along its east side, separated by a landscaped median.
- Install BAT lanes on N Division Street from the north end of the N Division Street/N Ruby Street couplet to the N Division Street wye.
- Construct remaining four BRT stations between Hastings Park & Ride and Mead Transit Center (Stations 1 and 2, E Hastings Road at W Perry Street westbound and eastbound, respectively, and Stations 3 and 4, N Division Street and E Hastings Road northbound and southbound).
- Construct Mead Transit Center on Spokane County Parcel No. 36091.1602.
- Increase service frequency.

The following are the specific capital and service investments that will be implemented across these multiple phases:

- Corridor-based BRT using zero-emission 60-foot buses. This corridor-based BRT would consist of a dedicated lane for BRT operation and business access. This activity will include pavement striping (painting) and mounting new signage on existing infrastructure and will be implemented in the Project corridor in association with BAT lanes.
- Operational improvements for speed and reliability may include off-board fare payment (ticket vending machines at bus stations), transit signal priority (reprogramming or upgrading existing traffic signal equipment), near-level platforms (where needed,

increasing existing 6-inch bus platforms to 10-inch platforms), and all-door boarding for BRT busses.

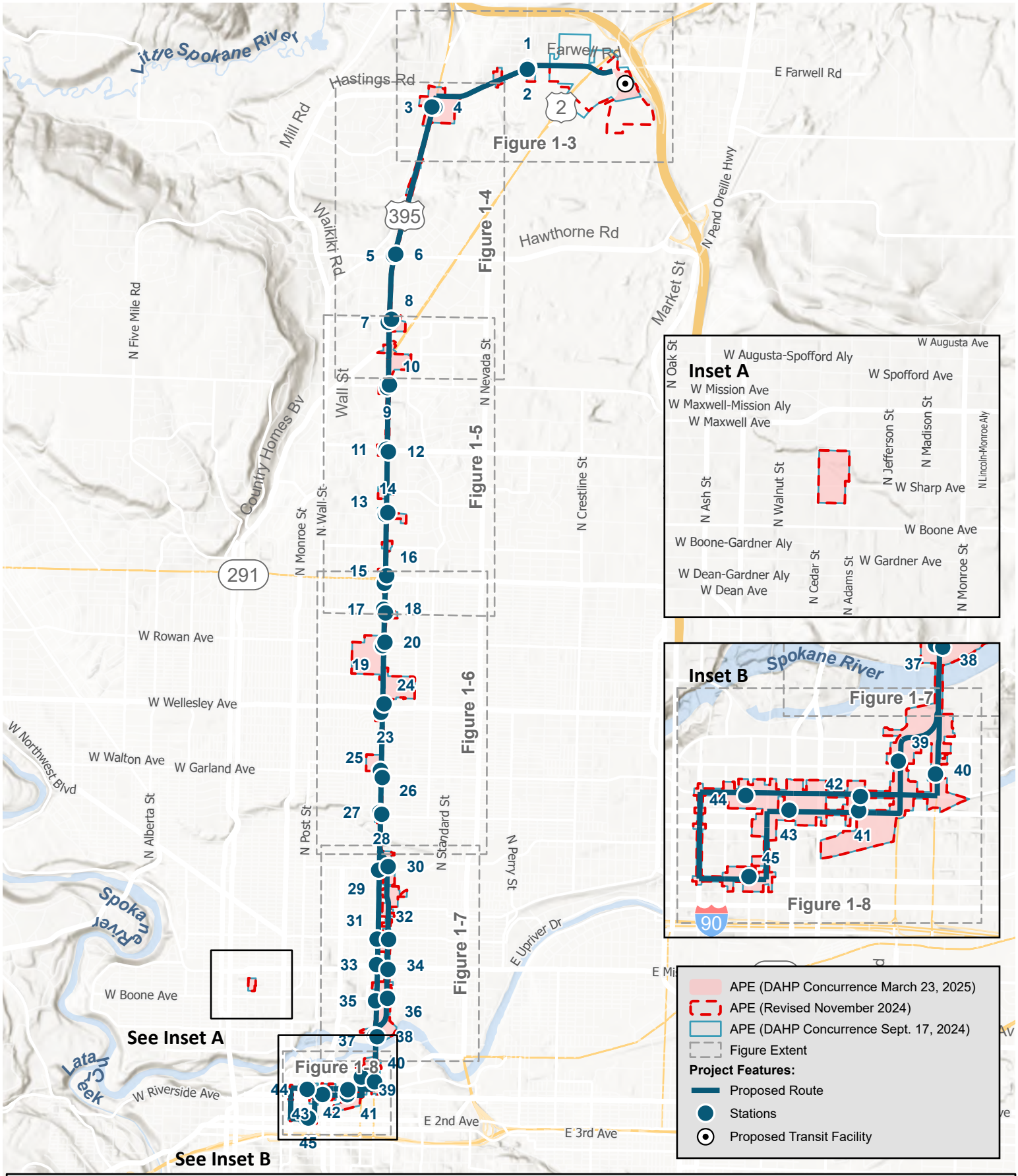
- Side-running, dedicated BAT lanes in N Division Street and N Ruby Street between N River Drive and the north Division wye. This activity will include pavement striping but may also include mounting new signage on existing infrastructure.
- N Ruby Street protected bicycle/pedestrian facilities within the existing northbound (east) lane.
- The locations and nature of improvements to pedestrian Americans with Disabilities Act (ADA) and bicycle facilities along the corridor have not yet been determined. However, these improvements would occur completely within the existing right-of-way and be in-kind replacement or limited modification of existing street, curbing, and sidewalk infrastructure.
- The construction of the Mead Transit Center on Spokane County Parcel No. 36091.1602 will include a transit-only access loop, passenger vehicle loop and parking area, stormwater facility, electrical yard, paved pedestrian walkways, and associated hardscaping and landscaping.

Preconstruction activities have include geotechnical testing. Ground disturbance was conducted at 22 geotechnical boring locations. These borings extended to a maximum depth of 25 feet and were executed using a truck-mounted drill. Throughout the drilling process, 2.5-inch split-spoon samples of encountered soils were collected at approximately 5-foot-depth intervals.

1.3 Area of Potential Effects

The Project's APE is defined as the geographic area or areas within which the Project may directly or indirectly cause change to the character or use of historic properties and must include consideration of the horizontal and vertical extent of project activities. The proposed APE for the Project is 579.53 acres. To support the focused analysis of portions of the APE across the 10-mile Project corridor, the Project's APE has been divided into six sections: North Portion, South Section; North Portion, North Section; Mainline Portion, North Section; Mainline Portion, Middle Section; Mainline Portion, South Section; and South Portion. The entirety of the APE and the extent of these six specific sections are shown in Figures 1-2 through 1-8.

The Washington State Department of Archaeology and Historic Preservation (DAHP) provided concurrence on the Project's original APE on September 17, 2024. The Project's original APE for direct effects was delineated primarily to account for physical and visual effects as well as construction-related effects such as vibration, noise, and fugitive dust. The direct APE included the Project's limits of construction and a one-tax-parcel buffer around the limits of construction to account for the possibility of visual, auditory, and vibration effects to historic-built resources adjacent to the Project alignment. The Project's limits of construction included all areas of excavation, new transit center construction, downtown charging/layover construction, grading, lane modifications, curb improvements, utilities, traffic signal modifications, station construction, staging and laydown areas, and geotechnical testing.



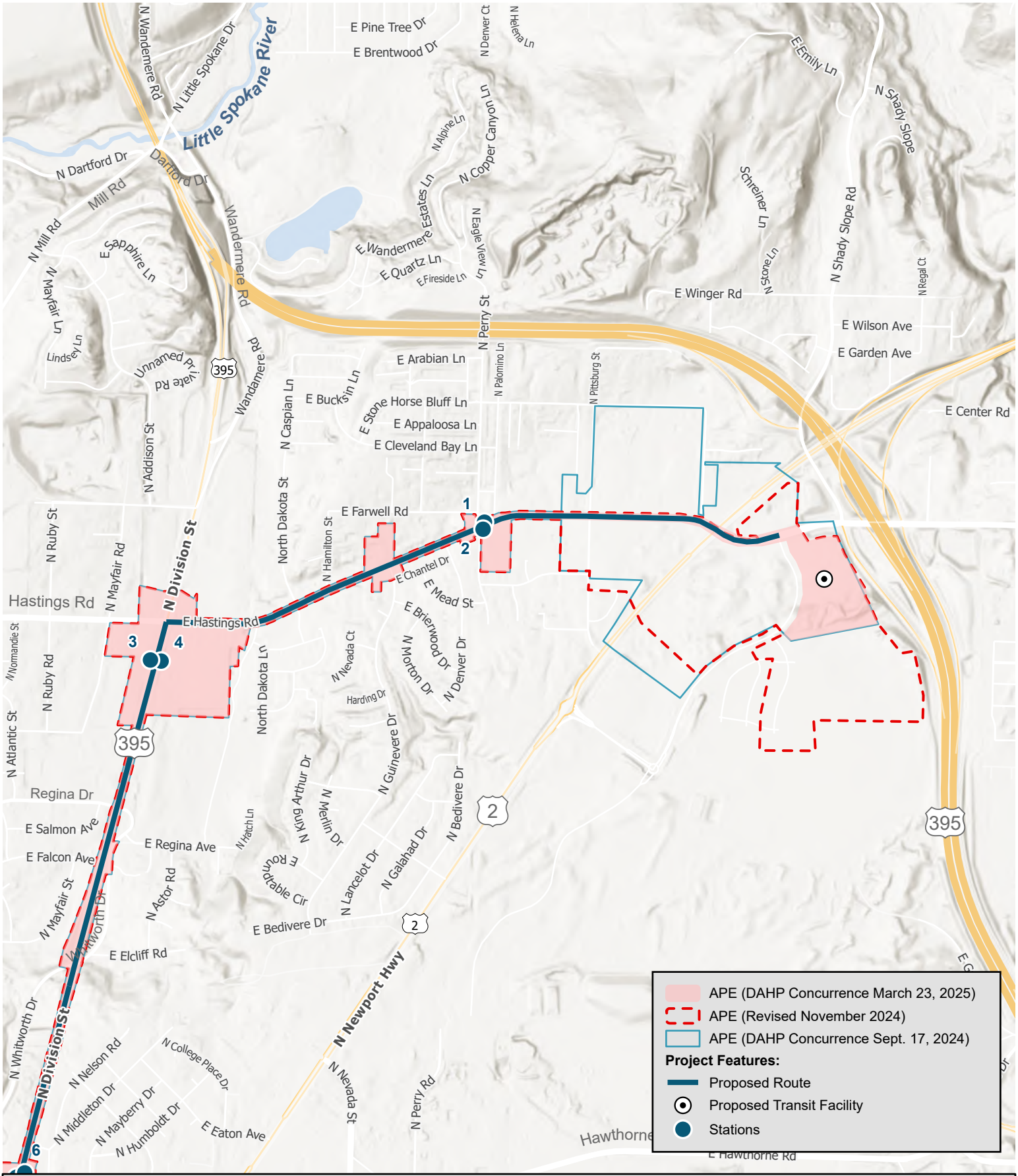
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Sources: WISAARD, WA DAHP, WA RCO, SRTC, Spokane Housing Authority, Spokane County, City of Spokane, WSDOT, Mapbox, OpenStreetMap

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Figure 1-2. Project Area of Potential Effects Overview
Cultural Resources Assessment for
Division Street Bus Rapid Transit Project

Spokane, Spokane County, Washington



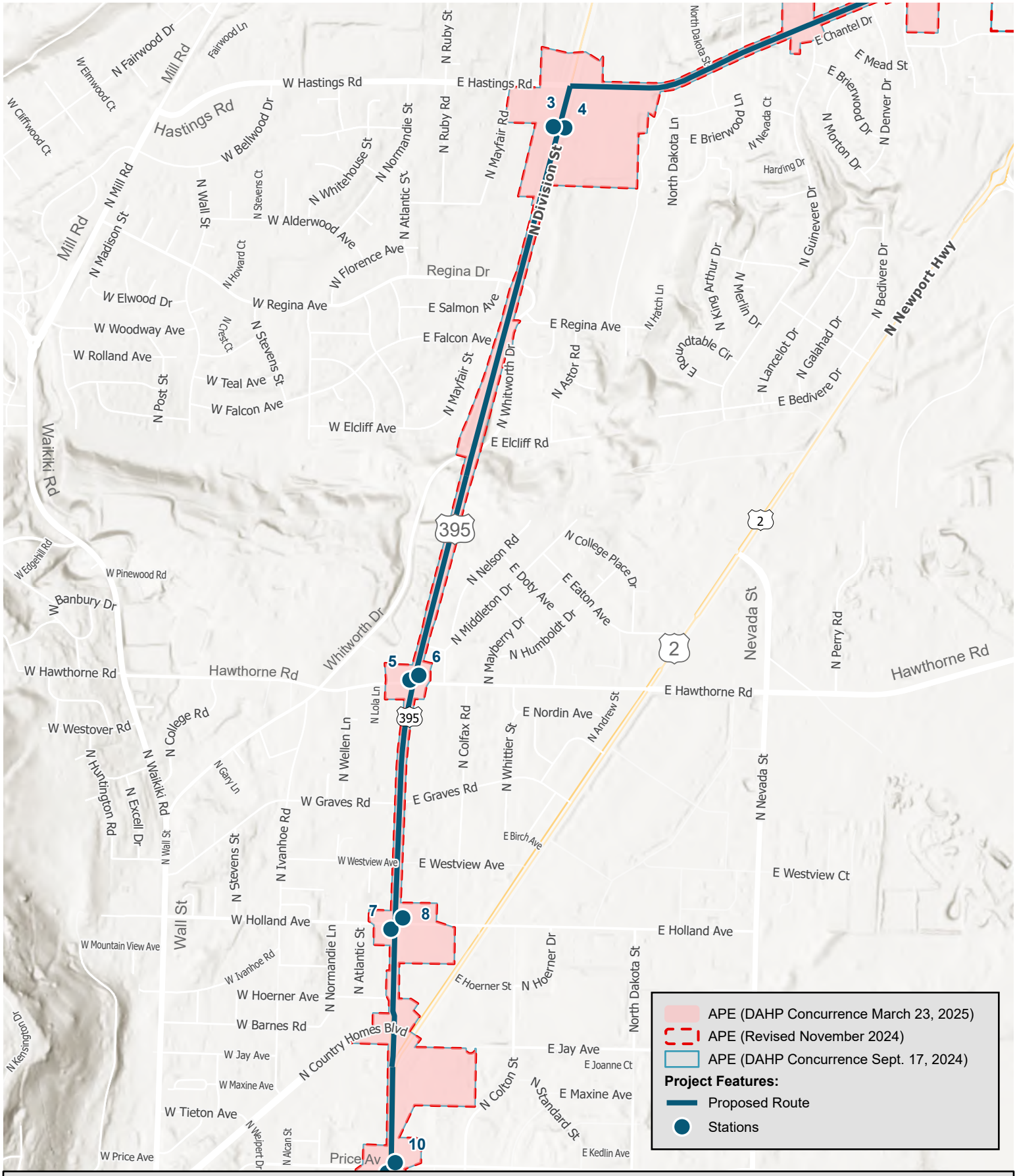
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Sources: WISAARD, WA DAHP, WA RCO, SRTC, Spokane Housing Authority, Spokane County, City of Spokane, WSDOT, Mapbox, OpenStreetMap

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Figure 1-3. North Portion of the Area of Potential Effects, North Section
Cultural Resources Assessment for
Division Street Bus Rapid Transit Project

Spokane, Spokane County, Washington

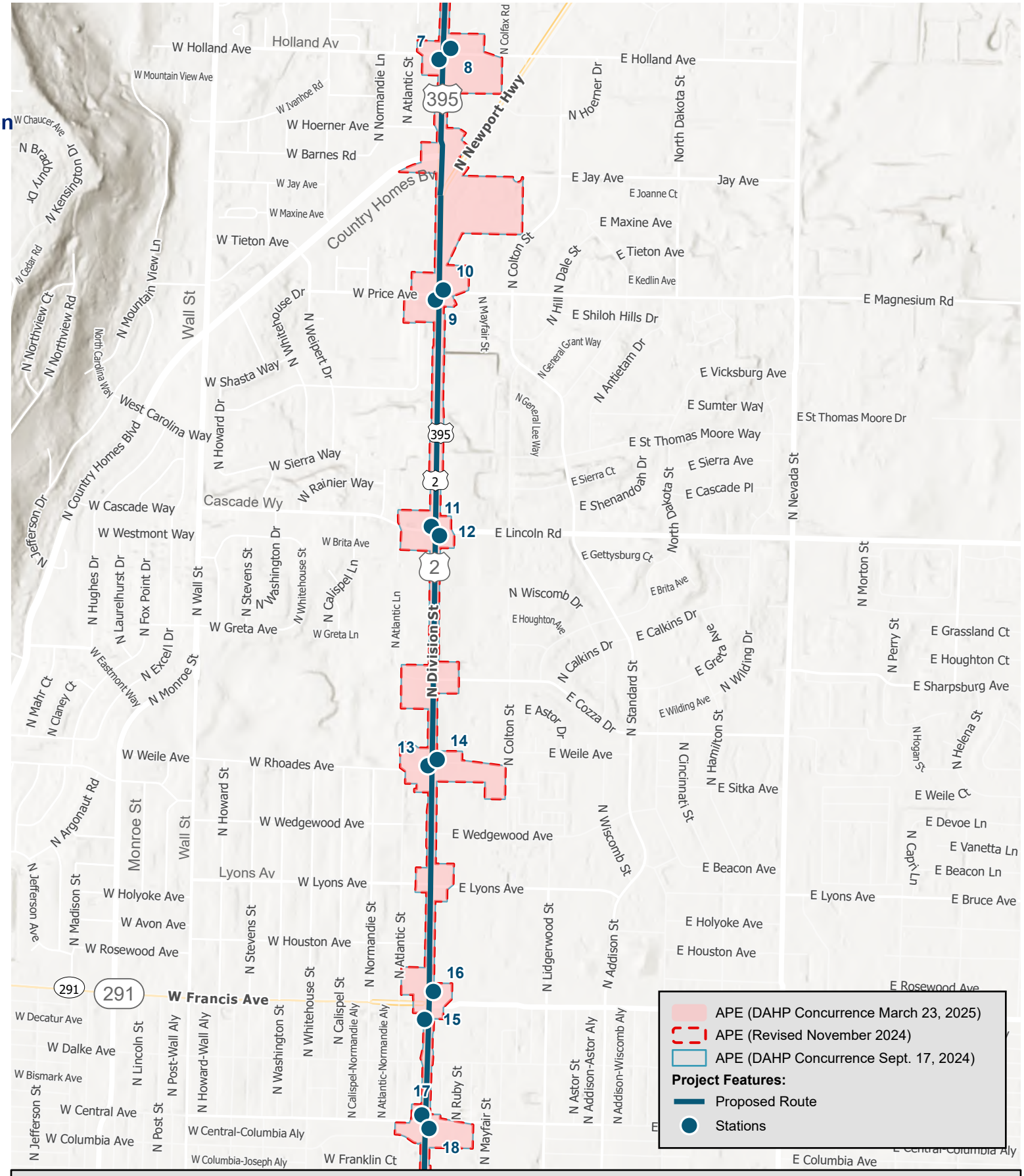


Parametrix

Sources: WISAARD, WA DAHP, WA RCO, SRTC, Spokane Housing Authority, Spokane County, City of Spokane, WSDOT, Mapbox, OpenStreetMap

Figure 1-4. North Portion of the Area of Potential Effects, South Section
Cultural Resources Assessment for
Division Street Bus Rapid Transit Project

Spokane, Spokane County, Washington

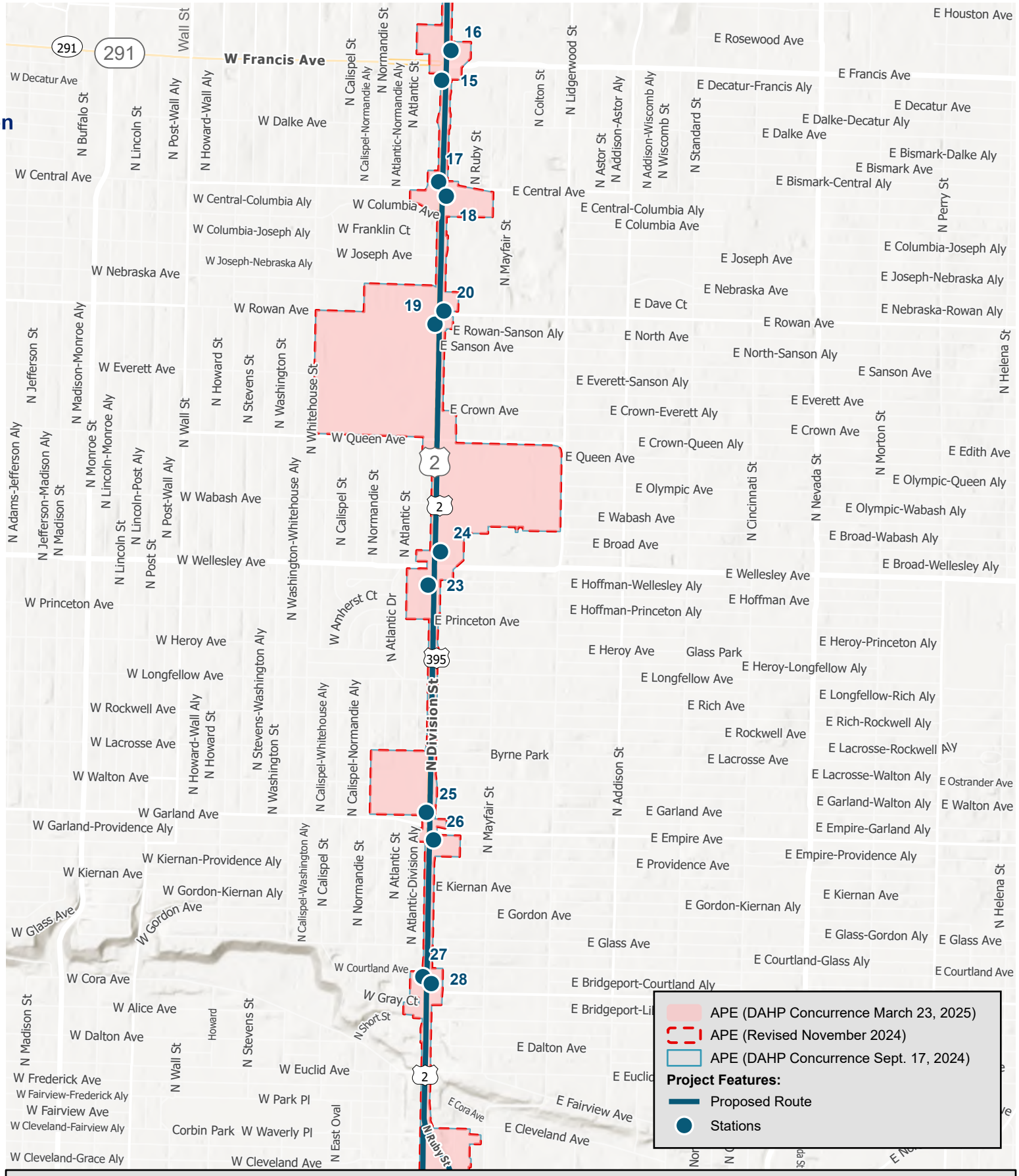


Sources: WISAARD, WA DAHP, WA RCO, SRTC, Spokane Housing Authority, Spokane County, City of Spokane, WSDOT, Mapbox, OpenStreetMap

0 500 1,000 2,000 Feet

Figure 1-5. Mainline Portion of the Area of Potential Effects, North Section
Cultural Resources Assessment for
Division Street Bus Rapid Transit Project

Spokane, Spokane County, Washington



Parametrix

Sources: WISAARD, WA DAHP, WA RCO, SRTC, Spokane Housing Authority, Spokane County, City of Spokane, WSDOT, Mapbox, OpenStreetMap

Figure 1-6. Mainline Portion of the Area of Potential Effects, Middle Section
Cultural Resources Assessment for
Division Street Bus Rapid Transit Project

Spokane, Spokane County, Washington



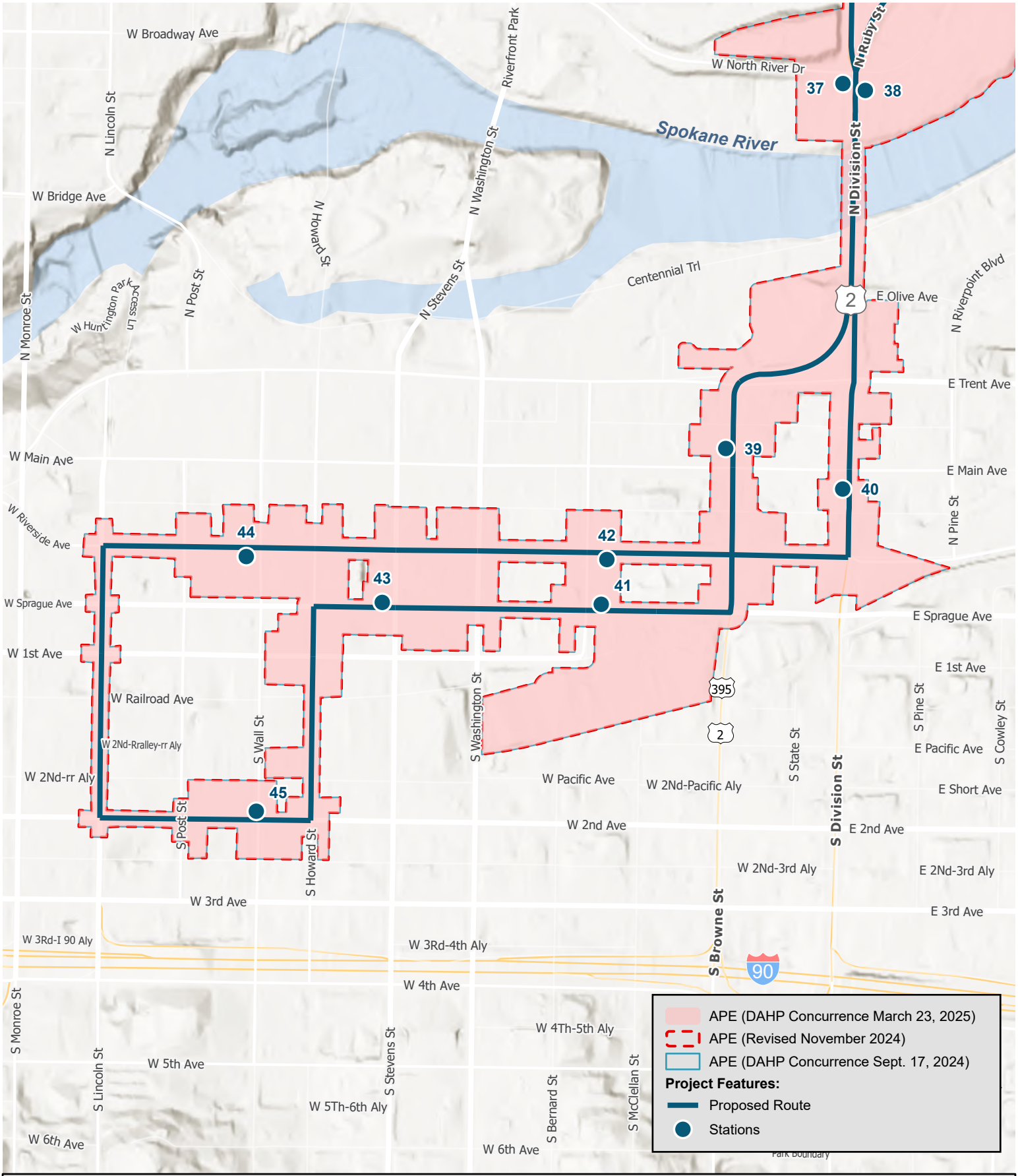
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Figure 1-7. Mainline Portion of the Area of Potential Effects, South Section
Cultural Resources Assessment for
Division Street Bus Rapid Transit Project

Sources: WISAARD, WA DAHP, WA RCO, SRTC, Spokane Housing Authority, Spokane County, City of Spokane, WSDOT, Mapbox, OpenStreetMap

0 500 1,000 2,000 Feet

Spokane, Spokane County, Washington



Parametrix

Sources: WISAARD, WA DAHP, WA RCO, SRTC, Spokane Housing Authority, Spokane County, City of Spokane, WSDOT, Mapbox, OpenStreetMap

0 500 1,000 2,000 Feet

Figure 1-8. South Portion of the Area of Potential Effects
Cultural Resources Assessment for
Division Street Bus Rapid Transit Project

Spokane, Spokane County, Washington

The APE was restricted to the current road right-of-way in sections of the corridor coinciding with the following project activities: traffic striping in the roadway between stations and roadway intersection improvements. The APE was restricted to the current road right-of-way in these sections because the listed project activities do not have potential to affect adjacent historic properties. The APE was expanded beyond the current road right-of-way to include sidewalks and adjacent parcels where intersection upgrades such as sidewalk and ADA improvements and associated post-mounted signage will occur consistent with the Manual on Uniform Traffic Control Devices.

Notably, in areas where the final design and location of specific project elements had not been determined, the Project's limits of construction were expanded to encompass all the design options for that project element. This included but was not limited to the transit center and downtown charging/layover locations where the APE was restricted to parcels identified as location options but does not include additional buffer parcels.

The APE will be accessed via existing paved roads within the Project alignment. The APE also includes Parcel No. 35182.2812, which is discontiguous from the Division Street corridor, where buses will be parked, maintained, and charged. The APE for indirect effects is the same as the APE for direct effects because reasonably foreseeable indirect effects are not anticipated to occur outside of the APE established for direct effects.

Following the selection of Spokane County Parcel No. 36091.1602 as the site of the Mead Transit Center in January 2025, an amended APE was provided to DAHP. This revised APE reduced the northern extent of the original APE to just this parcel and was otherwise restricted to Farwell Road. The APE throughout the rest of the Project corridor remained consistent with the APE that previously received DAHP concurrence. DAHP provided concurrence for the revised APE on March 25, 2025.

1.4 Personnel

This report was prepared by Corey Lentz, MS, a Secretary of Interior (SOI) Qualified Architectural Historian; Eliot Heath, MS, an SOI Qualified Architectural Historian; Jeff MacDonald, PhD, an SOI Qualified Architectural Historian; Stephanie O'Brien, RPA, an SOI Qualified Archaeologist; and Mel Teoh, MS, an SOI Qualified Archaeologist. Corey Lentz; Eliot Heath; Jeff MacDonald; and Dana Rivera, MA and Graduate Certificate in Historic Preservation, conducted field survey of historic built environment resources. Historic Property Inventory (HPI) forms for historic built environment resources were prepared by Corey Lentz, Eliot Heath, and Jeff McDonald, Dana Rivera, Jillian Martin, MAA and Graduate Certificate in Historic Preservation, and SOI qualified Archaeologist and Architectural Historian, Niki Nickoloff, MAA and Graduate Certificate in Historic Preservation, and SOI qualified Archaeologist and Architectural Historian, Priyanka Amin-Patel, BA, and Chris Hetzel, MA, an SOI Qualified Architectural Historian. Archaeological monitoring of geotechnical investigations was conducted by Mathew Sisneros, BS, and Miriam Lewis, BA. Technical quality assurance and quality control reviews were conducted by January Tavel, MHP, an SOI Qualified Architectural Historian, and J. Tait Elder, RPA, an SOI Qualified Archaeologist. Cortney Messer, BS, and Mathew Sisneros, BS, prepared figures for the report.

2. Regulatory Context

This chapter provides an overview of the applicable federal, state, and local laws governing the identification, assessment of effects, and preservation of cultural resources for the Project.

2.1 Federal Regulations

2.1.1 National Environmental Policy Act

NEPA requires federal agencies to consider the effects of federally funded or permitted projects on cultural resources (40 CFR 1508.1(g)(4)). While NEPA does not define cultural resources, the term is understood to include "historic properties" as defined by Section 106 of the NHPA, as well as sacred sites, archaeological sites not eligible for the NRHP, and archaeological collections (CEQ Executive Office of the President and Advisory Council on Historic Preservation and Advisory Council on Historic Preservation 2013:4). Consideration of historic properties under Section 106 supports NEPA consideration of effects on cultural resources but does not encompass all types of cultural resources under NEPA.

2.1.2 National Historic Preservation Act

Section 106 of the NHPA of 1966 requires federal agencies to consider the effects on historic properties from federal undertakings. The implementing regulation for Section 106 of the NHPA is the Protection of Historic Properties (36 CFR 800). Undertakings are defined as a project, activity, or program assisted, funded, permitted, licensed, or approved by federal agencies (36 CFR 800.16.y). Historic properties include any prehistoric or historic district, site, building, structure, or object listed, or eligible for listing, in the NRHP (36 CFR 800.16(l)(1)).

2.1.2.1 National Register of Historic Places

The NRHP is the country's official list of historic buildings, districts, sites, structures, and objects worthy of preservation. It was established by the NHPA and is overseen by the National Park Service (NPS). Properties are determined eligible for listing in the NRHP provided they are determined to have significance based on at least one of four NRHP criteria (NPS 1995:2):

- Criterion A – Association with events that have made a significant contribution to the broad patterns of history.
- Criterion B – Association with the lives of significant individuals.
- Criterion C – Embody the distinctive characteristics of a type, period, or method of construction; represent the work of a master; possess high artistic values; or represent a significant and distinguishable entity whose components may lack individual distinction.
- Criterion D – Have yielded, or may be likely to yield, information important to prehistory or history.

In addition to significance, a property must also retain historic integrity in a majority of the following seven aspects (NPS 1995:44-45):

- Location – The place where a historic property was constructed or the place where the historic event occurred.
- Setting – The physical environment of a historic property.

- Design – The combination of elements that create the form, plan, space, structure, and style of a property.
- Materials – The physical elements that were combined or deposited during a particular period of time or in a particular pattern or configuration to form a historic property.
- Workmanship – The physical evidence of the crafts of a particular cultural or people during any given period in history or prehistory.
- Feeling – A property's expression of the aesthetic or historic sense of a particular period of time.
- Association – The direct link between an important historic event or person and a historic property.

2.1.3 Other Relevant Federal Laws

In addition to the NHPA, the following federal laws provide further or specific protection and/or requirements for archaeological resources (NPS n.d.):

- Archaeological and Historic Preservation Act of 1974.
- Archaeological Resources Protection Act of 1979.
- Native American Graves Protection and Repatriation Act of 1990.

2.2 State Regulations

State laws and regulations that apply to historic built environment and archaeological resources include the Washington State Environmental Policy Act (SEPA) and laws that provide additional or specific protections for archaeological resources.

2.2.1 State Environmental Policy Act

SEPA requires that all planned projects assisted, funded, permitted, or approved by state and/or local agencies consider the effects of those projects on cultural resources (Revised Code of Washington [RCW] 43.21C). Similar to NEPA, SEPA defines cultural resources as properties listed, or eligible for listing, in national, state, or local historic registers. As this project is funded by FTA and is considered a federal undertaking, environmental considerations under SEPA are superseded by Section 106 of the NHPA.

2.2.2 Other State Archaeological Resource Laws

The following state laws also provide further protection for archaeological resources.

- RCW 27.44, Indian Graves and Records – This law provides protection for Native American graves and burial grounds, encourages voluntary reporting of discovered sites, and mandates a penalty for disturbance or desecration of such sites.
- RCW 27.53, Archaeological Sites and Resources – This law governs the protection and preservation of archaeological sites and resources and establishes DAHP as the administering agency for these regulations.
- RCW 36.70A.020, Planning Goals – The following goal regarding historic, cultural, archaeological resources is included: "Identify and encourage the preservation of lands, sites, and structures that have historical, cultural, and archaeological significance."

Municipal planning activities governed by the Washington State Growth Management Act must consider and incorporate this historic preservation goal.

- RCW 68.60, Abandoned and Historic Cemeteries and Historic Graves – This law provides for the protection and preservation of abandoned and historic cemeteries and historic graves.

2.2.3 Local Regulations

The Project is located in the city of Spokane and an area of unincorporated Spokane County. Both the City of Spokane and Spokane County have local ordinances that establish procedures for local designation of historic built environment resources to local registers and review of projects involving designated resources. The local ordinances are codified in Spokane Municipal Code (SMC) Chapter 17D.100, Historic Preservation, and Spokane County Code (SCC) Chapter 14.818, Historic Property Preservation, respectively, although designation and review procedures are conducted for the city and county jointly by the Spokane Historic Preservation Officer and Landmarks Commission. The commission's establishment, composition, and duties are separately codified in SMC Chapter 04.35, Landmarks Commission.

Procedures for the local designation of Spokane Historic Landmarks and Historic Districts to the SRHP are outlined in SMC 17D.100.020 and SMC 17D.100.030-110. The designation criteria of the SRHP are consistent with those of the NRHP. SMC 17D.100.200-270 provide the processes for review of projects, including exterior alterations, demolition, or relocation involving individually designated Historic Landmarks or properties located within designated historic districts, as well as new construction occurring within the boundaries of historic districts. These reviews are the purview of the Spokane Landmarks Commission. In accordance with SMC 17D.100.300 reviews may be waived for actions that will be reviewed by DAHP or NPS and will be subject to the SOI Standards for the Treatment of Historic Properties. The Project will be reviewed by DAHP, so the provisions of SMC 17D.100.300 can be applied for the Project. No NPS-managed properties are located in the APE.

Projects involving individually designated Historic Landmarks or properties located within designated historic districts outside the jurisdiction of the City of Spokane are subject to the review criteria SCC 14.818.020 and the conditional use permit procedures of SCC 14.404.

Additionally, the City of Spokane developed and approved design guidelines for downtown Spokane in 2009 (City of Spokane 2009). These guidelines are intended to work in tandem with the City of Spokane Design Review Committee, which also assists property owners in developing successful new buildings, enhancements, or alterations in compliance with the city permitting process.

Following are the primary objectives of the Design Review Committee: 1) implement Spokane's Downtown Plan; 2) protect public and private investments in the downtown area; 3) encourage thoughtful design and site planning to enhance the character of the city and ensure that new development sensitively fits into districts and neighborhoods; 4) provide flexibility in the application of development standards; and 5) improve communication and participation among developers, neighbors, and the City early in the design and siting of new development. These guidelines provide recommendations for the preservation of historic features in the downtown area along with models for conscientious and sustainable development. The design guidelines assist property owners with developing compatible designs for new buildings as well as alterations to existing structures and feature several sections that emphasize several considerations specific to downtown Spokane. These areas include attention to site planning and massing, architectural expression, pedestrian environment considerations, public amenities, and vehicular access and parking. A project would be considered successful at achieving the intent of the guidelines when it enhances how the public perceives and uses the public realm and when the project addresses the three overarching

principles of contextual fit, pedestrian-friendly streets, and sustainability, which are supported throughout the design guidelines.

The Downtown Plan and SMC further establish the policies and regulatory context for development proposals evaluated by the Design Review Committee. The downtown design guidelines bridge the gap between these policies and regulations and provide a framework for considering each proposal within the established set of design considerations. Additionally, city zoning identifies an appropriate scale for future development through height and bulk limits and establishes scale relationships with development in adjacent zones. The codes also establish an acceptable function for the area in which the site is located. While the Downtown Plan and codes apply to generalized areas and conditions in downtown Spokane in a prescriptive manner, design review provides the opportunity for flexibility based on the distinctive characteristics of the development site and its immediate surroundings.

3. Environmental Context

This chapter summarizes the environmental setting of the APE. It describes the geography, geology, flora, and fauna of the APE. This information is used to inform expectations about archaeological resource sensitivity.

3.1 Geography and Geology

The geology and topography of the APE vicinity were formed by a sequence of geologic events starting in the Paleozoic era (544 million to 245 million years ago). Between the Paleozoic and Mesozoic eras (245 million to 208 million years ago), a series of terranes (or fragments of continental crust) accreted along the margin of the North American tectonic plate in what is present-day Eastern Washington. Starting in the Miocene epoch (25 million to 5 million years ago), more than 350 eruptions along the southeastern border of Washington state caused large volumes of lava to flow west into the area currently inhabited by the Columbia Plateau. These flows resulted in the accumulation of hundreds, and in some instances thousands, of feet of basalt in the region, including in the APE vicinity (Tolan et al. 2002; Camp et al. 2017).

During the Pleistocene epoch (around 2 million to 12,500 years ago), the Okanogan lobe of the Cordilleran Ice Sheet advanced south into the northern portion of Eastern Washington repeatedly. None of these periods of glacial growth resulted in glaciers advancing far enough south to cover the APE, but a handful advanced far enough south to block the Columbia River near present-day Grand Coulee. When this occurred, a large lake—glacial lake Columbia—would form across the Spokane basin. At its largest extent, the surface of glacial lake Columbia was approximately 1,600 feet above sea level (Hanson and Clague 2016; Atwater 1987), which means that the APE is unlikely to have been inundated by glacial lake Columbia. During this same period, between around 19,000 and 13,000 years ago, a series of massive floods originating from natural dam breaches on large glacial lakes near the present-day border of Montana and Idaho (Lake Missoula) swept through portions of the ancestral Columbia River. Some of these floods inundated the APE vicinity (Derkey et al. 2004).

In some locations, following each flood event, the fine sediments left behind by the floods were transported and deposited across the Columbia Basin via wind (Sweeney et al. 2005). However, no such wind-derived sediments—termed loess—have been documented in the APE vicinity (Busacca et al. 2004; Sweeney et al. 2005). The APE is located within the ashfall radius of two major volcanic events from the late Pleistocene and Holocene epochs, including the Glacier Peak (14,500 years ago) and Mazama (7,600 years ago) eruptions (Kenedi et al. 2000). No ashfall deposits have been documented in the APE vicinity.

According to the 100k surface geology map from Washington Geologic Information Portal, the APE is mapped as mostly Pleistocene-aged outburst flood deposits associated with the Missoula Flood, with pockets of Quaternary-aged dune sand and Miocene-aged basalt deposits (Derkey et al. 2004; Joseph 1990):

- North portion of APE, north section – The majority is Pleistocene-aged outburst glacial lake flood deposit gravel; a small portion of the APE located within the agricultural field west of US 395 consists of Quaternary-aged dune sand.
- North portion of APE, south section – Pleistocene-aged outburst glacial lake flood deposit gravel.
- Mainline portion of APE, north section – Quaternary-aged dune sand.

- Mainline portion of APE, middle and south sections – Pleistocene-aged outburst glacial lake flood deposit gravel.
- South portion of APE – A portion of the APE between N River Drive and Martin Luther King Jr. Way and east of N Brown Street consists of Miocene-aged basalt flows associated with the Grand Ronde Basalt upper flows. The portion of the APE west of N Brown Street consists of Pleistocene-aged outburst glacial lake flood deposit gravel.

3.2 Flora and Fauna

The APE is located in the *Pinus ponderosa* vegetation zone. The ponderosa pine woodland serves as a transitional ecosystem, connecting the shrub-steppe landscape of the Channeled Scablands to the southwest, the grasslands of the Palouse region to the southeast, and the mixed conifer forests of northeastern Washington and northern Idaho to the north and east (Franklin and Dyrness 1988).The flora and fauna common within this zone and the APE are summarized below (Franklin and Dyrness 1988; WDFW 2023).

Tree species within the APE vicinity include Ponderosa pine (*Pinus ponderosa*), Douglas-fir (*Pseudotsuga menziesii*), western larch (*Larix occidentalis*), black cottonwood (*Populus trichocarpa*), and quaking aspen (*Populus tremuloides*).

Understory species within the APE vicinity include deciduous shrubs, such as common snowberry (*Symphoricarpos albus*), Oceanspray (*Holodiscus discolor*), bitterbrush (*Purshia tridentata*), Saskatoon serviceberry (*Amelanchier alnifolia*), wood's rose (*Rosa woodsii*), common chokecherry (*Prunus virginiana*), Idaho fescue (*Festuca idahoensis*), bluebunch wheatgrass (*Pseudoroegneria spicata*), and Rocky Mountain Maple (*Acer glabrum*).

Terrestrial fauna species within the APE vicinity, including Columbian ground squirrel (*Urocitellus columbianus*), northern pocket gopher (*Thomomys talpoides*), and American badger (*Taxidea taxus*), thrive in open spaces, while larger species, like the mountain lion (*Puma concolor*) and Rocky Mountain elk (*Cervus canadensis nelsoni*) utilize a broader range of habitats, including forested areas and higher elevations, for foraging, cover, and seasonal migration.

4. Cultural Context

This chapter summarizes precontact, ethnographic, and historic contexts for the APE. This information is used to inform expectations about anticipated cultural resource types and archaeological resource sensitivity.

4.1 Precontact Context

The APE is located in the south-central portion of the Columbia Plateau. Cultural developments based on the precontact archaeological record in this region have been summarized by several reviewers (Ames et al. 1998; Chatters and Pokotylo 1998; Chatters et al. 2012). The cultural sequence described by Ames et al. (1998) and Chatters and Pokotylo (1998) are widely adopted chronologies for this region. These chronologies divide the overall precontact cultural sequence into three periods spanning from around 11,500 to around 300 years ago. In the last decade, however, detailed analyses of several archaeological sites in the western United States have pushed back the earliest dates to around 16,000 years ago (Davis et al. 2022). As a result, this context includes an additional period, referred to below as the PaleoIndian Period, that encompasses the period between 16,000 and 11,500 years ago. The periods described below are delineated by regional patterns in land use, subsistence, and tool types over time. Importantly, they are academic constructs and do not necessarily reflect Native American perspectives.

4.1.1 PaleoIndian Period (16,000 to around 11,500 years ago)

Archaeological evidence for human use of the Columbia Plateau and the larger Pacific Northwest is uncommon prior to approximately 11,500 years ago. Four notable sites, including the Coopers Ferry and East Wenatchee Clovis Site on the Columbia Platea and the Manis Mastodon Site and Paisley Caves in the broader Pacific Northwest, have components that date to earlier than 11,500 years ago (Davis et al. 2014; Jenkins et al. 2012; Mierendorf 1987; Waters et al. 2011; Whitlam 1990). Additionally, isolated Clovis projectile points—a distinctive stone tool type thought to have been used by a group of people referred to as the Clovis culture between around 13,500 and 12,500 years ago—have been documented throughout the Pacific Northwest (Amick 2016).

4.1.2 Period I (11,500 to 6,000 years ago)

The APE occurs within the Channeled Scablands geographic region, where evidence of habitation appears after 10,000 years ago following the receding of floodwaters from the Missoula Floods. The cultural context for this area begins after the possible termination of the Western-Stemmed Tradition (WST). Although there is ongoing debate regarding the duration and terminal age of the WST, the most recent research places the ending of the WST at around 11,000 years ago (Brown et al. 2019). After this time, the frequency and types of tool technologies diverged from those encountered in WST assemblages. These differences include the disappearance of WST projectile points and the emergence of the leaf-shaped, followed by smaller side- and corner-notched, projectile points; the increased frequency of scraping tools; the appearance of microblade technologies in the South Central Columbia Plateau; the diversification of bone tool types; and the emergence and then disappearance of some stone technologies, such as bolo stones (Ames et al. 1998; Chatters et al. 2012). Notably, bone and stone technologies associated with fishing also appear during this period. The faunal record for the early period is more robust than the PaleoIndian period and reflects capture of a wide range of terrestrial and aquatic fauna, including

bison, elk, deer, pronghorn, rabbits, salmon, minnows, sturgeon, suckers, and birds (Ames et al. 1998).

Although rare, features associated with dwellings outside of caves and rock shelters appear in the archaeological record during this period as well. Dwellings from this period range from small and shallow semisubterranean houses to surface dwellings (Chatters et al. 2012) but primarily appear to be surface dwellings (Ames et al. 1998). Based on this information, archaeological sites from this period reflect a population that relied on logistical mobility to collect a range of seasonally abundant resources across the land APE (Ames et al. 1998).

4.1.3 Period II (6,000 to around 3,900 years ago)

Period II is characterized by increasing diversity of projectile point styles over time; intensified use of fish, roots, and freshwater mussels; increased frequency and size of semisubterranean houses; increased frequency and size of milling stones; and increased frequency of expedient tools relative to curated tools (Ames et al. 1998; Chatters and Pokotylo 1998). After around 5,000 years ago, archaeological sites from the South Central Columbia Plateau, in particular, reflect significant intensification of salmonid use (Campbell 1985).

Based on the presence of, and evidence for maintenance of, semisubterranean houses, large milling stones, expedient tools, and intensified use of salmonids, it is inferred that the people from this period transitioned toward sedentism in the South Central Columbia Plateau (Ames et al. 1998). Notably, however, it appears that the peoples from this period participated in seasonal migration across the landscape to access important resource patches at key times of the year (Chatters and Pokotylo 1998). On the other hand, the southeast plateau saw a temporary transition toward sedentism, followed by transitioning back to a higher degree of mobility, as evidenced by a decline in the frequency of semisubterranean houses after around 4,000 years ago (Ames 1991).

4.1.4 Period III (3,900 to around 300 years ago)

Period III is characterized by significant intensified use of salmon and camas, the appearance of net weights and storage pits in the archaeological record, increased frequency of pit houses, increased frequency of ornamental items, and emergence of a regional land-use pattern comparable to those practiced at contact. Beginning approximately 1,500 years ago, concentrations of pit houses began to appear in the archaeological record; by around 1,000 years ago, large multifamily pit houses became prevalent. Rectangular pit houses also began to appear in the archaeological record by around 1,500 years ago, including the Avey's Orchard site in East Wenatchee (Ames et al. 1998).

Precontact peoples during this period practiced a semisedentary seasonal land use pattern. This pattern consisted of spending the winter and spring in central villages along major rivers and dispersing to the uplands to a series of temporary camps during the summer and fall to gather resources. This land use pattern persisted into the historical past for some groups. However, prior to contact with European Americans, the peoples of the Columbia Plateau obtained horses through regional trade networks. Adoption of the horse is thought to have caused significant cultural changes in mobility, trade, and resource collection.

4.2 Ethnographic Context

The APE is located in an area traditionally used by Spokane people. The Spokane spoke interior dialects of the Salish language (Ruby et al. 2010). In the present day, many descendants of the Spokane are members of the Spokane Tribe of Indians and live in communities throughout the

region (Ruby et al. 2010; Spokane Tribe of Indians n.d.). The Spokane inhabited areas in present-day Lincoln and Spokane Counties along the Spokane and Little Spokane Rivers, though they utilized areas as far south as the Palouse River and on the north side of the Spokane River around Look Lake, Deer Park Lake, and Peone Prairie (northwest of present-day Spokane, Washington). Spier (1936) divided the Spokane into three groups: the Lower Spokane, who occupied an area along the lower Spokane River from present-day Tumtum, Washington, to its confluence with Columbia River; the South or Middle Spokane, who occupied areas the Spokane River from present-day Post Falls, Idaho, to Spokane, Washington and the Letah Creek (also referred to as Hangman Creek) drainage, and the Upper or Little Spokane, who inhabited areas along the Little Spokane River and east into Idaho (Spier 1936:8-9).

Like other Interior Salish peoples, the Spokane practiced a seasonal mobility patten, meaning the inhabitation of different areas for varying periods during the year to take advantage of seasonally available resources. During winter months, people gathered in villages and constructed longhouses of wood pole frameworks covered in tule mats. In late April and May, family groups dispersed to semipermanent summer camps at resource locations, such as fishing camps or root and berry grounds. Families annually occupied the same seasonal gathering sites, sheltering in mat-covered tipis (Post and Commons 1938).

Prior to the beginning of the salmon runs, plant resources such as bitterroot, camas, wild carrots, onions, potatoes, and pine tree sap were collected and some hunting occurred, particularly of bear and rabbit. Salmon species were caught by a variety of methods between June and October, with use of spears, weirs and traps, and dip nets. In addition to salmon, steelhead trout, suckers, and ling (or devilfish) were also caught. A variety of berries were gathered in the late summer and fall, including service berries, red or orange foam berries, red and black thorn berries, huckleberries, red willow berries, Oregon grape berries, and blueberries. Other plant species such as sunflower seeds, choke cherries, black moss, pine nuts, and mushrooms were also collected. In the fall, families moved together to upland areas to hunt deer and gather autumnal plant resources, with the men hunting and the women preparing game and plant resources for winter use. Families would return to their permanent winter village sites around November to reconstruct their winter dwellings (Post 1938).

With the introduction of the horse into the region in the 18th century, the tribes of the Columbia Plateau were able to expand their foraging and trading range (Walker 1998). For example, in late June, intertribal parties from the region journeyed east to the plains to hunt bison. For those that did not journey to the plains to hunt bison, the introduction of the horse still allowed families to travel greater distances and carry more resources than in the past. It also facilitated an intensified focus on hunting terrestrial game and gathering berries to be dried and consumed during the winter months (Stern 1998).

4.2.1 Ethnographically Named Places

The APE is located in the vicinity of 13 ethnographically named places associated with the Spokane Tribe of Indians. Place names and approximate locations were obtained from Ray (1936):

tcu'mɛts'i – Refers to the where Henricks Canyon Creek enters the Spokane River north of Tumtum. This was the uppermost Middle Spokane village on the Spokane River and an important fall hunting base and salmon spearing site and winter village. This place is approximately 15.8 miles northwest of the APE.

nsɩp'ta'us – A small fall and winter camp, noted principally as a fall salmon spearing station, which was located on the south side of the Spokane River about three miles below the confluence of the

Spokane River and Little Spokane River. This place is approximately 14.6 miles northwest of the APE.

tcɛ·nu'*y*ulc – A small fall and winter camp and a base for hunting fowl and deer that was split across the east and west sides of the Spokane River. It was located about one mile below the confluence of the Spokane River and Little Spokane River. This place is approximately 12.2 miles northwest of the APE.

n•tcm*a*tsi'n – A village site on the north bank of the Spokane River at its confluence with the Little Spokane River. This place is approximately 8 miles northwest of the APE.

nxwəmɛ'ne – "Steelhead trout place." The largest village of the Upper Spokane, this place was concentrated on the south side of the Spokane River about a half mile above its confluence with the Little Spokane River. It was a prominent meeting place, trading and gambling center, and also served as a salmon spearing grounds, salmon trap site, line fishing site for trout, and deer hunting and berry gathering base. This place is approximately 8 miles northwest of the APE.

tcɪłcɪ*y*mu'låxᵘ – "Where a creek skirts the foot of a cliff." This permanent camp, noted as a hunting and fishing grounds, was located about eight miles upstream the Little Spokane River, near its confluence with Deadman creek. This place is approximately 1 mile east of the APE.

ntcɪtcɪtɛ'nts'in "Where the creek enters the river." This village was a winter settlement of four or five dwellings, located on the Little Spokane River near the present town of Buckeye. This place is approximately 6.7 miles north of the APE.

sua'tsłxᵘ – Refers to a nest. A small autumn fishing camp and winter settlement between the two previous village sites. This place is approximately 8.6 miles west of the APE.

stiuwa'tłxᵘ – "Where stiua'tł [a mythological bird] nested." A medium-sized permanent camp located about two miles north of the Spokane River near the present-day northern extent of the City of Spokane. This place is approximately 3.7 miles west of the APE.

sqlaxa'łkᵘ – Refers to falls in the river. A large permanent village located on both sides of the Spokane River at Spokane Falls in present-day Spokane. The place was also a site for spear and basket trap fishing. This place is approximately within the southern portion of the APE.

sɪmɪna'tculks – "Place where many crows are found." A medium-sized fall and winter village, noted for fishing, hunting and grazing, located on the north side of the Spokane river immediately south of present-day Hillyard, Washington. This place is approximately 5.56 miles west of the APE.

sq*a*mi'n' – A small winter camp on the north side of the Spokane River at the present-day location of the railroad bridge that crosses the river north of Dishman, Washington. This place is approximately 11.9 miles west of the APE.

qu'yu – "Place where Oregon grape [Western Holly, *Berberis aqui folium* Pursh] grows." This permanent village and noted base for salmon and trout fishing and deer, antelope, and beaver hunting was located on Latah (Hangman) Creek about a mile upstream of the present-day Interstate 90 (I-90) bridge crosses the creek. This place is approximately 4.5 miles south of the APE.

4.3 Historic Context

The earliest non-Indigenous settlement of present-day Spokane County, Washington, was the North West Company trading post Spokane House, established in 1810 near the confluence of the Spokane and Little Spokane Rivers by fur traders Jaco Finlay and Finan McDonald (Colford 2006).

The Spokane House trading post operated until 1825, when the Hudson's Bay Company (which had acquired the North West Company and its trading posts in 1821) closed the post and moved its northeast Washington trading operations to Fort Colville at Kettle Falls in present-day Stevens County, Washington. The North West Company also established the Kullyspell House on Lake Pend Oreille in Idaho, which established trading relations with local Kalispel groups (Ruby et al. 2010:135). Missionaries later followed the traders in the mid-19th century. Congregational ministers Elkanah Walker and Cushing Ells established the Tshimakain Mission in 1838 near present-day Ford, Washington. In the 1860s, the Jesuit mission St. Michaels was established on the Peone Prairie northwest of present-day Spokane, Washington (Colford 2006). Farther east, Reverend Pierre De Smet, S.J. established the Roman Catholic St. Ignatius Mission near present-day Cusick, Washington, in 1846, which ministered to members of the Kalispel (Ruby et al. 2010).

4.3.1 Native American Treaties, Conflicts, and Reservations

Conflicts between Native Americans and non-Indigenous groups over land use, resources, and cultural pressures from traders and missionaries increased as more immigrants entered the region. In response to increased tensions between Native Americans and European Americans related to European American encroachment on Native American lands, Washington Territorial Governor Isaac Stevens organized a series of treaty councils in 1855 to obtain land in exchange for reservation lands, payment, and the retention of the right to use usual and accustomed fishing, hunting, and gathering places. Although the Spokane were represented by Chief Spokane Garry to the treaty council at Walla Walla, Washington, the tribe was not a signatory to the Treaty of Walla Walla of 1855 (Colford 2006).

In the 3 years following the treaty councils, Eastern Washington tribes engaged in a series of dispersed military engagements with the American military, known collectively as the Yakima War (1855-1858). Members of the Spokane (as well as individuals from other groups, such as the Kalispel, who had intermarried with the Spokane) joined neighboring tribes in this conflict (Ruby et al. 2010). One notable engagement involving members of the Spokane was the defeat of American troops led by Colonel Edward Steptoe by a group of Spokane, Coeur d'Alene, and Palouse near present-day Rosalia, Washington, in May 1858 (Colford 2006). However, the Native American coalition was decisively defeated in September 1858 at the Battle of Four Lakes (southeast of Spokane) by American forces under Colonel George Wright, who had come to reinforce Steptoe from Fort Walla Walla. This battle occurred southwest of present-day Spokane. A map drawn by Theo Kolecki (draughtsman) under the direction of Lieutenant John Mullan in 1859 shows the location of the Battle of Four Lakes as well as the escapement route of the Native American coalition and the location of the Battle of the Spokane Plains. This map indicates that the route used to withdraw from the Battle of Four Lakes occurred to the west of the APE as the Native American groups skirted the sparsely timbered area in the hills west of present-day Spokane (Kolecki et al. 1859). The Battle of Four Lakes and Wright's subsequent capture and hanging of the Yakima chief Qualchan and six other tribal representatives at an arranged meeting at Latah Creek (also known as Hangman Creek) effectively ended Native American resistance in Eastern Washington (Colford 2006).

The Spokane remained without a designated reservation until the 1880s. Negotiations between the Lower Spokane and the U.S. government were held in August 1877, with the Lower Spokane agreeing to move by November 1877 to a tract of land that was formalized as the Spokane Reservation in 1881. In 1887, the Upper Spokane and Middle Spokane agreed to relocate to either the Colville, Flathead, or Coeur d'Alene reservations. This agreement was ratified in 1892 and later amended to include any Upper Spokane and Middle Spokane that previously relocated to the Spokane Reservation (Ruby et al. 2010).

4.3.2 Spokane, Washington

The city of Spokane is located on the eastern edge of Washington state and situated along the Spokane River, a tributary of the nearby Columbia River. While native peoples, including the Spokane Tribe, have inhabited the area since time immemorial, the city of Spokane rose from a humble beginning to become a center of social, cultural, and economic development in the era of westward expansion, further enhanced by the unique character of the Spokane Falls and the abundant resources of the region.

Early in the 19th century, the area was explored by David Thompson, a fur trader and cartographer with the Canadian North-West Company, establishing the frontier trading post Spokane House in 1810 (Oldham 2003). The early fur traders and missionaries were among the first people of European descent to visit and settle in the region, and the economic potential of the Spokane Falls and riverway became further recognized as settlers continued to arrive in the latter half of 19th century.

By 1871, a sawmill was constructed at the falls on the south bank of the river by James J. Downing and Seth R. Scranton on a parcel that would include Downing's mill and the 160 acres held as a squatter claim under terms of the 1841 Preemption Act. In 1873 James N. Glover and Jasper N. Matheney arrived from Oregon prospecting for land and were impressed with the potential of the falls site. Glover, who became known as the "Father of Spokane," ultimately acquired the Downing mill property along with Scranton's claim. In 1877, Glover bought out his partner Matheney and persuaded a German-born miller, Frederick Post, to build a gristmill at the falls. Glover would continue to expand the existing sawmill and build a general store, attracting further settlement to the growing townsite known as Spokane Falls (Arksey 2005).

The 1870s and 1880s were decades of rapid development, with civic leadership, hotels, and other services becoming established to meet the needs of the growing population. By 1879, the community had grown into a greater Spokane County, with Spokane Falls becoming the county seat. Spokane Falls was incorporated in 1881 and renamed Spokane in 1891 (Arksey 2005).

Following the completion of the Northern Pacific railway in 1883, Spokane rapidly became the social and economic center of the Inland Empire (Arksey 2005). This region of the Pacific Northwest encompasses Central and Eastern Washington and Western Idaho, with the name commonly attributed to the Reverend George H. Atkinson (a 19th century-booster of US expansion and settlement in Oregon and the Pacific Northwest) and later popularized by historian George Fuller's 1928 four-volume history of the region titled *The Inland Empire of the Pacific Northwest* (Banel 2022). A mining boom in the Coeur d'Alene area of northern Idaho and northeast Washington brought additional prosperity to Spokane, and the agricultural and timber-harvesting potential of the surrounding region also continued to flourish (Arksey 2005).

As the city expanded, streets, bridges, and railway systems were developed. By 1886, an electric streetlight system was installed. Important community institutions such as Gonzaga University and Sacred Heart Hospital were founded in 1887 and 1886, respectively. On August 4, 1889, a devastating fire destroyed much of the city center. Efforts to rebuild the downtown in brick, terra cotta, and stone extended into the 1890s and included the contributions of Kirtland K. Cutter and other distinguished local architects, and construction financing by the Dutch mortgage company Northwestern and Pacific Hypotheekbank (Arksey 2005).

In 1900, Spokane had a population of almost 40,000, which continued to swell to over 100,000 by 1910. The timber and railroad industries brought great wealth to the city, and the nationally renowned Olmsted Brothers recommended designs for parks, residential streets, private gardens, and preservation of the Spokane River shoreline. The 20th century continued a new era of growth as

the city became a center for private, commercial, and military aviation in the 1920s. Commercial aviation was first based at Felts Field east of the city, though World War II led to the establishment of an air base at Geiger Field in Spokane, and later Fairchild AFB, which remains in active operation (Arksey 2005).

An economic downturn in the late 1920s resulted in the foreclosure of area farms, with the Great Depression of the 1930s bringing further hardship to the banks, businesses, and residents of Spokane. However, the completion of the Grand Coulee Dam brought hydroelectric power to Eastern Washington and helped reshape industries and commerce during World War II and the decades to follow. The war created significant opportunities for greater Spokane to expand a reputation for aviation with the Velox Naval Supply Depot, the Galena Army Air Corps supply and repair depot (later Fairchild AFB), Geiger Field, Fort George Wright, and the Baxter Army Hospital—all aiding the war effort (Arksey 2005). Just outside the city, the two federally owned aluminum plants at Mead and Trentwood additionally provided employment for thousands of area residents during the war and continued in the later 1940s in private ownership (Arksey 2005).

The mid-20th century introduced a period of urban sprawl beyond the downtown core of Spokane, with broad expansion to areas north of the river. This included new housing developments to accommodate returning war veterans, and older buildings replaced with shopping malls, parking lots, and office blocks. The completion of I-90 in 1967 furthered the development of suburbs and bolstered commerce through the expanded national highway system. The Spokane River, once the center of growth and activity, had become crisscrossed by railroad trestles and polluted by the industries that lined the riverbanks. However, the latter quarter of the 20th century welcomed a period of urban revitalization and transformation of the historic riverfront, bolstered by the successes of the city hosting the World Exposition of 1974. While not immune to the effects of national economic downturns in the 1980s and 1990s, recent growth in the medical fields, higher education, and a range of sporting complexes and activities continue to define Spokane as a regional hub of culture and commerce in the 21st century (Arksey 2005).

4.3.2.1 N Division Street (US 2) Corridor

The N Division Street (US 2) corridor within the APE spans the eastern sections of Township 25 North, Range 43 East, and Township 26 North, Range 43 East. The street runs north from downtown Spokane and across the Spokane River, where it acts as a boundary for adjacent neighborhoods (listed south to north)—Logan, Emerson/Garfield, Nevada Heights, North Hill, and Shilo Hill—as well as the census-designated place (CDP) Town and Country, located just outside the north boundary of the city. Bureau of Land Management General Land Office surveys conducted in 1874 and 1880, respectively, for Township 25 North, Range 43 East, and Township 26 North, Range 43 East, show that no roads or trails were present through the eastern sections of these areas during that period (BLM GLO 1874, 1880). As Spokane expanded in the 1890s, N Division Street was developed as a primary north-south corridor between downtown Spokane and newly platted areas north of the river. The first N Division Street bridge was built in 1888, consisting of a wood structure spanning the Spokane River. This bridge was replaced by a steel truss bridge in 1892. The 1892 bridge partially collapsed in 1915 and was rebuilt in 1917 as a multispan concrete arch bridge; the 1917 bridge remained in use until 1992 when it was replaced with the current bridge (known as the Senator Sam C. Guess Memorial Bridge) to accommodate increased commercial and commuter traffic along N Division Street (Arksey 2006).

Spokane's road network had developed substantially on the north side of the Spokane River by the turn of the century, with blocks on the east and west side of N Division Street laid out as north to Indiana Avenue (USGS 1901a). N Division Street then continued north as an early improved road to the settlements of Lidgerwood (later annexed and now known as the Nevada Heights neighborhood)

and Dartford. By 1910, development along the corridor north of the riverfront was primarily residential, with blocks platted and partially developed as far north as W Cora Avenue to the west and E Longfellow Avenue to the east (Sanborn Map Company 1910a, 1910b). On the south side of the river, N Division Street continued into south downtown Spokane via a viaduct built over Great Northern Railroad tracks along the riverfront (Sanborn Map Company 1910c).

In 1913, the Washington State Legislature funded the construction of a circuitous highway linking the state's largest eastern cities, including Ellensburg, Yakima, Kennewick, Pasco, Walla Wall, Dayton, Colfax, Pullman, Spokane, and Colville. The highway was first designated State Highway 3 and later became known as the Inland Empire Highway. Initially, the highway was routed through Spokane on Monroe Street. Work on the highway commenced in 1913 and was largely established and mapped by 1915. However, highway conditions remained highly variable, with paved sections in and near cities and gravel surfacing used on more remote sections. In the 1920s, a concerted effort was made to further improve the highway with paving and oil macadam (Kershner 2013).

Following establishment of the U.S. numbered highway system in 1925, portions of the Inland Empire Highway in the vicinity of Spokane were redesignated as US 195 and US 395 as spurs off of I-95 through Eastern Washington (Bureau of Public Roads & American Association of State Highway Officials 1926; USDOT FHWA 2017). In 1937, the route of US 395 was shifted east to N Division Street (Deshais 2018). In 1946, AASHTO's U.S. Route Numbering Committee and Executive Committee approved a proposal by Idaho and Washington State to extend US 2 from Bonners Ferry, Idaho, west to Everett on Puget Sound, Washington, via Sandpoint, Newport, and Spokane, over the then-designated U.S. 10-Alternate (USDOT FHWA 2017). Since that time, N Division Street has served concurrently as US 2 and US 395 through northern Spokane.

In the 1940s, the northern city limit of Spokane was located along Francis Avenue. With the exception of several larger parcels, such as those occupied by Clark Playfield, Franklin Park, and the House of the Good Shepard property at N Division Street and Queen Avenue (now the Franklin Park Commons strip mall), residential blocks had been platted along both sides of the N Division Street corridor as far north as Francis Avenue (NETR 1946; USGS 1950). To the south, blocks fronting N Division Street between W Buckeye Avenue/E North Foothills Drive had become increasingly commercial. Beginning in the 1960s, this trend continued northward with earlier residential blocks fronting N Division Street redeveloped with commercial properties (NETR 1962, 1972). In 1982, almost all the parcels along N Division Street to the northern city limit appeared to be commercial properties (NETR 1982). Up to 1982, N Ruby Street ran between Et Desmet Avenue and E Cleaveland Street (NETR 1946, 1957, 1962, 1972, 1982). The street was redeveloped as a couplet to N Division Street between 1982 and 1995, likely in conjunction with the 1992 construction of the Senator Sam C. Guess Memorial Bridge, as southbound traffic over the bridge is fed from N Division Street and northbound traffic is fed onto N Ruby Street (NETR 1982, 1995; Camden 2014).

4.3.2.2 Riverside Neighborhood

The Riverside neighborhood was one of the first areas of present-day Spokane to be settled by European Americans (Arksey 2005). Riverside is located south of the Spokane River, with the exception of a portion of the neighborhood that extends north to W Boone Avenue on the north side of the river (City of Spokane n.d.). The neighborhood is further bounded by Division Street (US 2) to the east, I-90 to the south, and S Walnut Street and the BNSF Railway (originally the Northern Pacific Railroad) to the west (Arksey 2005; City of Spokane n.d).

The Riverside neighborhood and the area that would become the urban core of Spokane began with the development of the Downing-Scranton sawmill on the south bank of the Spokane River in 1871.

By 1873, the sawmill had been acquired and expanded by Glover and Matheney, and a grist mill and general store had been constructed nearby to serve the growing community. The presence of the mills and the store drew other settlers to the area. By 1880, a small community of farmers, families, and early developers was centered near Spokane Falls on the south bank of the river (Arksey 2005).

The settlement of Spokane grew outward from this first settlement south of the river, which later became the historic commercial core of the city. The completion of the Northern Pacific Railroad line through the city in 1883 brought a steady stream of commercial traffic through the rapidly growing city. Development spread north and west from the commercial core, with residential neighborhoods in Browne's Addition, Logan, and South Hill neighborhoods housing Spokane's middle- and upper-class families. Much of downtown Spokane was destroyed as a result of a fire in August 1889, though the neighborhood was substantially rebuilt throughout the 1890s. Many of the new buildings constructed in the Riverside neighborhood were designed under the direction of regionally lauded architects, such as Kirtland K. Cutter, contributing to Spokane's status as the economic and cultural center of Eastern Washington (Arksey 2005).

The suburbanization of Spokane in the post-WWII years, particularly the spread of commercial and residential development toward the city periphery, resulted in the decline of Riverside's historic core as commercial and financial institutions moved out from the inner city. In the 1970s, a coalition of business and civic leaders came together to form Spokane Unlimited, which sought to revitalize Spokane's downtown commercial and industrial core. The 1974 Expo '74, an environmental-focused world fair, provided the impetus for major redevelopment of downtown Spokane, including the acquisition of abandoned railroad properties and the demolition of disused railroad trestles and buildings on the south side of the river. The development of Riverfront Park and temporary convention facilities significantly altered the landscape of the neighborhood. However, economic downturns in the 1980s and 1990s hindered further revitalization of Spokane's downtown and resulted in the closure of several major historic department stores undercut by suburban shopping malls in Spokane's periphery. In the 21st century, adaptive reuse of historic buildings as multifamily residential properties and of railroad and industrial land as mixed-use "urban villages" have further altered the character of the neighborhood while retaining references to its industrial and commercial past. NRHP-listed historic districts within the Riverside neighborhood include the East and West Downtown Spokane Historic Districts, Spokane River District, and the Riverside Avenue Historic District (Arksey 2005).

4.3.2.3 Logan Neighborhood

The Logan neighborhood, located immediately north of downtown Spokane, is one of the oldest neighborhoods in Spokane. The neighborhood is bounded by Division Street (US 2) to the west, E Spokane Falls Boulevard and the Spokane River to the south, E Euclid Avenue to the north, and the Spokane River and Bemiss neighborhood to the east (City of Spokane n.d.). Platted between 1884 and 1889 by early settlers Sylvester and Ida Heath, Logan had developed into a residential suburb of Spokane's downtown core by the early 20th century (City of Spokane 2014a). A major driver of development in Logan in the late 19th century was the establishment of Gonzaga University, then Gonzaga College, by Jesuits via a land purchase in 1887. Gonzaga's campus expanded throughout the early 20th century to its current footprint at the southwest corner of the Logan neighborhood. The Jesuit leaders of Gonzaga were influential in shaping early development throughout Logan, particularly in defining the wide residential streets around the university, which functioned as parade grounds for college students enrolled in the Reserve Officer Training Corps as well as avenues for the carriages of Logan's wealthy residents (City of Spokane 2014a).

The McGoldrick Lumber Company, which operated a mill adjacent to the Gonzaga campus between 1905 and 1945, was also influential in the historic growth of the Logan neighborhood. The

McGoldrick mill, located on the north bank of the Spokane River, where it picked up logs floated from lumber camps upstream, contributed to early commercial and industrial development in the Logan neighborhood and became one of Spokane's largest employers by the 1920s (Tinsley 2023). The closure of the McGoldrick mill following a 1945 fire also impacted the character of the Logan area, leaving a vacuum of industrial development, though the former mill site was eventually acquired by Gonzaga University and developed with law school buildings and sports facilities. Washington State University added a campus to the portion of Logan south of the Spokane River in 1989 in an area formerly filled by railroad lines directly across from the Gonzaga campus (City of Spokane 2014a). Together, Gonzaga and Washington State University represent the role of higher education in historic and present-day Spokane.

The Logan neighborhood retains a substantial number of early-20th-century single-family residences, particularly Queen Anne, Colonial Revival, American Four Square, Craftsman, and bungalow-style homes (Brooks-Miller 1986:2). Some historic commercial developments are also extant, particularly near the Division Street-Ruby Street (US 2) commercial corridor. Two NRHP-listed historic districts—the Desmet Avenue Warehouse District and the Mission Avenue Historic District—are located within the Logan neighborhood, with the Desmet Avenue Warehouse District adjacent to N Division Street and overlapping the APE. The Desmet Avenue Warehouse Historic District, which consists of six commercial warehouse and factory buildings dating to the early 20th century, was nominated for its representation of Spokane's commercial and industrial development in the Logan neighborhood in the early 20th century and its continued connection to downtown Spokane's historic commercial core (Luttrell 1996:9-10). The Mission Avenue Historic District, located three blocks east of N Division Street, is a seven-block stretch of residential properties along Mission Avenue and represents the late-19th- and early-20th-century development of the Logan neighborhood as an early Spokane suburb (Brooks-Miller 1986:1). Today, the Logan neighborhood remains primarily residential, with the Gonzaga and Washington State University campuses and clusters of commercial development toward the west side of the neighborhood representing the educational and industrial characteristics of the area.

4.3.2.4 Emerson/Garfield Neighborhood

The Emerson-Garfield neighborhood is located north of downtown Spokane and west of N Division Street. The neighborhood is bounded by N Division Street to the east; the Spokane River to the south; N Monroe Street, W Indiana Street, W Fairview Avenue, and N Ash Street to the west; the Spokane River to the west and south; and W Cora Avenue to the north (City of Spokane n.d.). Emerson-Garfield was first settled in the mid-1880s as early Spokane residents platted land claims to the north of the city's rapidly developing urban core (City of Spokane 2014b). While residential development in Emerson-Garfield remained sparse until the early 20th century, the establishment of the Washington and Idaho Fair Association fairgrounds at the site of what is now Corbin Park in 1887 brought a steady stream of tourism and agricultural travel into Spokane (City of Spokane 2014b).

Throughout the 1880s and 1890s, the oval track at the center of the fairgrounds hosted a range of formal and informal horse, automobile, and bicycle races. Outside of the yearly fair, the track was also used by the Spokane Derby (established 1891) and the Spokane Gentleman's Riding Club and was a prominent feature of the social life of Spokane's northern suburbs at the turn of the century. While the Washington and Oregon Fair Association initially purchased the site from John Browne, an early Spokane resident and attorney, the site was mortgaged to local railroad magnate D.C. Corbin in 1890 for a $15,000 loan; after the Fair Association defaulted on their loan, Corbin foreclosed on the property in 1893. Races continued to be held at the site until 1897. In 1899, Corbin presented a proposed plat of the Corbin Park Addition to the City of Spokane, which would raze existing fairground buildings and develop the land around the former racetrack as a stately suburban

neighborhood. Corbin's proposal was accepted, and Corbin gifted the track to the City of Spokane in 1902 for development as a public park. In 1909, the city commissioned a master plan of the park from the Olmsted Brothers firm. By the 1920s, the area surrounding the former fairgrounds was an affluent residential area, forming part of a wave of suburban development extending north from downtown Spokane in the early 20th century (McCandless 1991:8.1-8.3).

Emerson-Garfield was connected to downtown Spokane via streetcar in 1888, resulting in the development of commercial corridors along Division Street and Ruby Avenue, many of which still follow the alignments of former streetcar lines (City of Spokane 2014b). By the 1920s, streetcar routes along N Monroe and N Division Streets formed the core of several narrow commercial corridors that would characterize the Emerson-Garfield neighborhood. Besides these commercial areas, the majority of Emerson-Garfield was a solid residential grid, with minor industrial development to the north in the form of a series of gravel pits following the alignment of Cora Avenue (USGS 1952). Other mid- to late-20th-century developments in the Emerson-Garfield neighborhood included the construction of public elementary, junior high, and high schools, including Emerson Elementary School (established in 1893), Audubon Elementary School (1909), Garfield Elementary School (1899), Havermale Junior High School (1928), Bancroft Junior High School, and North Central High School (opened in 1908), indicating the density of residential development and the need for educational facilities throughout the neighborhood (USGS 1952, 1973). The name of the neighborhood, adopted when the neighborhood was formally established in 1976, was taken from two historic elementary schools: Emerson Elementary School and Garfield Elementary School (City of Spokane 2014b). Several of these historic school facilities (including Emerson, Garfield, Audubon, and North Central) were demolished during the 1980s and replaced with newer buildings as part of a citywide push toward revitalization of historic residential areas (City of Spokane 2014b).

The Emerson-Garfield neighborhood retains its historic mix of residential, commercial, and civic districts, with commercial corridors along N Division and N Monroe Streets, and historic residential infill toward the north and west of the neighborhood. Corbin Park was nominated to the NRHP in 1991 as a historic district on the basis of its relationship to early suburban development in Spokane and representation of the historic character of the Emerson-Garfield neighborhood (McCandless 1991).

4.3.2.5 Nevada Heights

The neighborhood now known as Nevada Heights initially formed part of the settlement of Lidgerwood (also Lidgerwood Park, or Nevada-Lidgerwood). The area was named for John and Harriet Lidgerwood, two early Spokane settlers who subdivided undeveloped land north of the city center in 1889 (City of Spokane 2014c). Lidgerwood was historically bounded by Et Euclid Avenue to the south and N Division Street to the west and extended north to the city boundary at E Francis Avenue. While early topographic maps indicate that Lidgerwood was a dispersed residential and agricultural community through the early 1900s, the construction of early streetcar routes by local electric rail companies, like the City Park Transit Company and the Lidgerwood Electric Railroad Company, formally linked Lidgerwood and downtown Spokane, spurring development north of the city proper (City of Spokane 2014c; USGS 1901b). The southernmost portion of Lidgerwood was annexed to the city of Spokane in 1891, and the remainder of the neighborhood (north of East Empire Avenue) was annexed in 1907 (City of Spokane 2015).

Lidgerwood continued to slowly expand northward during the interwar period, and a post-WWII housing boom swelled the population of the neighborhood. Despite its historic commercial corridors along N Division and Nevada Streets, Lidgerwood remained largely residential until the construction of the current NorthTown Mall in the 1950s (City of Spokane 2014c). The mall was initiated with the opening of an Albertson's Supermarket in 1955, a Sears Roebuck opened on the same site in 1958,

and a series of smaller department stores were added in the 1962 "grand opening" of the NorthTown shopping center (*The Spokesman-Review* 1962:12). NorthTown formed the commercial core for the residential and suburban neighborhoods of north Spokane in the 1960s and 1970s. Additional shopping malls were constructed to the north in the 1970s in what was then part of the Nevada/Lidgerwood neighborhood (USGS 1963, 1974). Commercial development continued to spread along major transportation corridors and in the NorthTown Mall vicinity throughout the late 20th century. Additional mid-20th-century development in Nevada Heights included the construction of public City-owned parks (Patrick S Byrne Park, Glass Park, and Nevada Playfield) throughout the neighborhood (USGS 1952; NETR 1946). These public areas were likely set aside as public spaces during mid-20th-century residential development, contributing to the suburban character of the Nevada Heights/Lidgerwood area. A plot of land between Division and Lidgerwood Streets and Rowan and Central Avenues, roughly the size of eight of the surrounding residential blocks, remained undeveloped into the early 1960s (USGS 1952, 1963). Marked as "Holy Family Home" (likely a church-owned hospital) and adjacent to Lidgerwood School (a public elementary school), the area was later subdivided such that the Franklin Park Commons strip mall was constructed on the western half of the site, with the (then-named) Providence Holy Family Hospital occupying the eastern half (NETR 1972, 1982).

Lidgerwood, also known as the Nevada/Lidgerwood neighborhood, was split in two in 2016, with the northernmost portion extending north to the Division Street Wye (US 2 and US 395) interchange designated as Shiloh Hills and the southernmost portion renamed Nevada Heights (Vent 2018). The two neighborhoods are divided by E Francis Avenue, which runs east-west 10 blocks north from the NorthTown Mall shopping center. The Nevada Heights neighborhood is currently bounded by E Euclid Avenue to the south, N Division Street to the west, E Francis Avenue to the north, and N Perry Street to the east (City of Spokane n.d.). The neighborhood remains a mix of commercial and residential districts, with the commercial corridors of N Division Street and E Francis Avenue bordered by medium-density single-family residential neighborhoods.

4.3.2.6 North Hill

The North Hill neighborhood is located to the west of N Division Street, bounded by W Cora Avenue to the south, N Ash Street to the west, and W Francis Avenue (SR 291) and the city of Spokane boundary to the north (City of Spokane n.d.). The portion of North Hill south of Garland Avenue was annexed into the city of Spokane in 1891, with the remaining portion of undeveloped ponderosa pine woodland annexed in 1907 along with the historic Lidgerwood neighborhood, which now forms the Nevada Heights and Shiloh Hills neighborhoods to the east (City of Spokane 2015). While the area that is now North Hill experienced some development around the turn of the 20th century in the form of land claims, such as Byrne's Addition, the construction of Spokane's first streetcar lines from 1910 onward was the impetus for the first major wave of development in North Hill (City of Spokane 2014d). The Post Street streetcar line in particular drew both commercial and residential development into North Hill proper. By the late 1920s, the North Hill neighborhood was an active commercial and residential mixed-use neighborhood. Historic Garland Avenue, which was built up over the course of the 1930s and 1940s, is an example of the type of mid-20th-century development that characterized North Hill, including a mix of art deco and commercial mid-century modern architecture.

Other early-20th-century developments included the construction of public parks, many of which remain open to the public today. Ruth Park, located near the former Byrne's Addition School and named for early North Hill resident Patrick S. Byrne's daughter, was constructed in 1910. Franklin Park, located off of N Division Street near the northeast corner of the North Hills neighborhood, was graded and planted between 1910 and 1912 and was opened to the public later that year. B.A. Clark Park (also known as Clark Playfield) was planned in response to the Olmsted Brothers'

recommendations for the city of Spokane following their 1913 visit to the city. The park is named after the former Supervisor of Playgrounds for the City of Spokane, who instituted the Park Fund to support construction of neighborhood parks throughout the early 20th century in Spokane (City of Spokane 2014d).

By the 1950s, North Hill included several public and private elementary schools, including Madison School (constructed adjacent to Franklin Park in 1949, replacing Byrne's Addition School), Frances Willard School (now Willard School, built in 1908 and replaced in 1980), St. Francis School, and Ridgeview Primary School (opened in 1953). Aside from the gravel pits along the alignment of Cora Avenue, and several sand pits and substations north of Francis Avenue, North Hill was exclusively residential and commercial (USGS 1952). Development throughout the latter half of the 20th century, including historic infill toward Francis Avenue in the 1960s through 1980s, continued this trend, with single-family and light multifamily development expanding outside of the historic commercial corridors (USGS 1952, 1973). North Hill retains its historic fabric of single- and multifamily residential districts intercut by commercial corridors, notably along N Division Street, Garland Avenue, and the Maple-Ash Street corridor (City of Spokane 2014d). Garland Avenue in particular retains much of its early to mid-20th-century commercial character, including the historic Garland Movie Theater and Milk Bottle Building.

4.3.2.7 Shiloh Hills

The Shiloh Hills neighborhood is located north of Nevada Heights, bounded by E Francis Avenue to the south, N Division Street to the west (with the exception of the Holy Cross Cemetery, which extends west of US 2), N Newport Highway to the north, and N Crestline Street to the east (City of Spokane n.d.). Shiloh Hills neighborhood, while largely undeveloped until the mid-20th century, was the site of an early wagon transportation road connecting Spokane with Newport to the northeast. This road was incorporated into the Washington State Highway system in 1915 as State Road 23. The historic State Road 23 route, which follows the current alignment of US 2 from the northeast to the Division Street Wye interchange at N Division Street, was named the Pend Oreille (also Pend O'Reille) Highway and later renumbered as Primary State Highway 6 before the 1964 renumeration designated it US 2 (Deshais 2019). This historic transportation corridor resulted in light commercial development along the northern end of Division Street in the early to mid-20th century, with agricultural properties extending further east (NETR 1946).

By the 1950s, the southwestern corner of Shiloh Hills (north and east of Francis Avenue and Division Street, respectively) was the site of a commercial airfield, Calkins Air Terminal, which was opened in 1941 to serve student pilots and private aircraft owners in a period of expanding military use of airstrips throughout the Spokane area (Freeman 2023; USGS 1952). Calkins Air Terminal trained flight instructors throughout WWII and continued to serve as a private landing strip and flight school until around 1958 to 1959, when it began to disappear from historic city maps. By 1962, the former airstrip property had been divided into multiple commercial and residential parcels (NETR 1962; USGS 1963). Other mid-20th-century development in the Shiloh Hills vicinity included the operation of a magnesium plant at the northernmost extent of Crestline Street, where it now intersects with E Magnesium Road; the area bounded by Magnesium Road and N Nevada Street form a portion of land cut out of Shiloh Hills, which remains in use as an industrial area in the 21st century (USGS 1952, 2014).

Shiloh Hills was annexed to the city of Spokane in 1966, extending the city boundaries from E Francis Avenue toward the Division Street Wye interchange and forming part of what was then the Nevada/Lidgerwood neighborhood (City of Spokane 2015; Vent 2018). The construction of the Northpointe Plaza mall in the 1990s contributed to the commercial development of Shiloh Hills, with additional strip malls springing up along US 2 and E Francis Avenue (NETR 2006). Residential

development also dominated late-20th-century Shiloh Hills, with planned subdivisions appearing in the 1970s through 1990s. Shiloh Hills remained part of the Nevada/Lidgerwood neighborhood until the neighborhood was divided in 2016, with the portions south of E Francis Avenue retaining the Nevada/Lidgerwood neighborhood council structure as Nevada Heights and the land north of E Francis Avenue becoming Shiloh Hills (Vent 2018). Today, Shiloh Hills remains a mix of low-density commercial and residential development, with an industrial area to the northeast along E Magnesium and E Lincoln Roads, including cement and steel manufacturing plants.

4.3.2.8 Town and Country (Spokane County Census Designated Place)

Town and Country, a CDP also locally known as Lynwood, is bounded by the city of Spokane boundary to the south, N Division Street to the east, and the Five Mile Prairie bluffs to the west (City of Spokane n.d.). Town and Country, located approximately 4 miles north of downtown Spokane, remained largely undeveloped until the mid-20th century despite the construction of N Division Street, N Wall Street, and the Pend Oreille Highway in the 1910s and 1920s. Historic topographic maps and aerial photos indicate that the area comprising the current boundaries of the Town and Country CDP remained sparsely forested grassland through the mid-20th century (NETR 1946, 1957). The Holy Cross Cemetery (which was located toward the east of the Town and Country CDP until its annexation into the city of Spokane in 2008), was established in 1931 by the Catholic Diocese of Spokane as the city's official Catholic burial site (City of Spokane 2015; Holy Cross of Spokane n.d.). The cemetery is bordered by N Division Street's commercial corridor to the east and remains largely within its historic footprint (NETR 1946, 2021).

Residential development spread northward through Town and Country, with a rectilinear grid of residential streets forming in the mid-20th century (NETR 1946, 1957). To the west of the cemetery, lower-density neighborhoods with curvilinear street layouts were built in the late 1950s and early 1960s. Municipal energy and water facilities were also constructed during this time, with a pumping station immediately southwest of the Division Street Wye and an electric substation and industrial sandpits located off of N Cedar Street at the intersection with the city of Spokane boundary (USGS 1952). Linwood Elementary School (located on N Wall Street west of Holy Cross Cemetery) and Evergreen Elementary School (located southwest of the Division Street Wye) were both constructed in the early 1960s, indicating the rapidly growing residential population of the Town and Country neighborhood (USGS 1952, 1963; NETR 1957, 1962).

Additional development in the late 20th century was largely centered around N Division Street, where a variety of strip malls and roadside convenience stores were built to take advantage of the consistent streams of automobile traffic driving into and out of the city of Spokane. Today, the Town and Country CDP remains a primarily mid- to low-density residential neighborhood, with most of its extant commercial properties on its eastern border with N Division Street and southern border at W Francis Avenue. In addition to the civic and educational properties established in the mid-20th century, Town and Country encompasses several Spokane County-owned public parks toward the west and northwest of the CDP, including Linwood and Mt. Vista parks (Spokane County n.d.).

4.3.2.9 Unincorporated Spokane County North of City of Spokane Boundary

Unincorporated Spokane County north of the present-day boundaries of the city of Spokane was only sparsely settled during the late 19th and early 20th centuries. Historic topographic maps dating as early as 1901 indicate scattered buildings, likely farms and homesteads, north of the cluster of grid streets laid in downtown Spokane in the 1880s and 1890s (USGS 1901a). Historic wagon roads, such as the Cottonwood Road, which passed through Spokane south from Chewelah and continued east to Spokane Bridge and Idaho, formed the basis for regional wagon roads that connected farmers and cattle drivers to the rapidly growing city of Spokane (Freeman 1954:128).

The Pend Oreille Highway, which intersected with the route of the old Cottonwood Road, was designated a state highway by the Washington State Legislature in 1915 (Deshais 2019). Though the newly designated state route remained a rough unpaved road for several years afterward, the Federal Aid Highway Act of 1921 resulted in the creation of the Spokane Regional Transportation Council and the paving of both the historic Pend Oreille Highway and Division Street. These roadways intersect near the current city of Spokane northern boundary to form the characteristic Division Street Wye. The Pend Oreille (or O'Reille) route was designated State Road 6 in 1923, connecting Spokane and Newport. The segment of Division Street within the boundaries of the city was paved in 1929. In 1932, the Division Street-Pend Oreille intersection was paved for the first time. The continued development of Pend Oreille (now North Newport Highway, US 2) and Division Street resulted in the spread of travel-related and commercial development along the two transportation corridors (Deshais 2019). Additional development in unincorporated areas north of the city of Spokane includes Whitworth University. Originally established as a Presbyterian private college in the Puyallup Valley in 1883 (first as Sumner Academy, later as Whitworth College), the university was lured to Spokane in 1914 by local boosters who donated a swath of land north of the city on the Little Spokane River (Arksey 2007). Whitworth University has remained on the same campus since, located east of Five Mile Prairie and west of N Division Street, approximately 0.75 miles north of the US 2 and US 395 interchange (USGS 1949, 1973).

Today, the unincorporated land immediately north of the city of Spokane boundary is composed mostly of low-density residential neighborhoods with clusters of commercial properties, especially strip malls, near the transportation corridors of US 2 and US 395. Unincorporated neighborhoods to the north of the Division Street Wye include Mead to the east, Country Homes to the west, and Fairwood to the north and northwest. Most of the residences in this area date from the mid- to late-20th and early 21st centuries, with significant recent development in the Fairwood neighborhood north of the Whitworth University campus. This unincorporated area also includes Holmberg Conservation Area, a county-owned natural area consisting of 104 acres on the northeast slopes of the Five Mile Prairie butte, and Holmberg Park, located immediately east of the conservation area (Spokane County n.d.).

4.3.2.10 Discontiguous Parcel Boone West Garage

The Boone West Garage parcel is located in the West Central neighborhood, north of downtown Spokane and the Spokane River and west of the Logan neighborhood (City of Spokane 2015). West Central was platted shortly after the development of downtown Spokane by early Spokane resident Colonel Jenkins in 1879 and developed into a residential suburb of downtown Spokane in the 1880s and 1890s. Development was spurred by another early resident, William Nettleton, who purchased 278 acres of land in what would become West Central Spokane and filed several land plats in that area (City of Spokane 2014e). Nettleton's Addition Historic District, located to the west of the APE, was named for Nettleton and is associated with turn-of-the-century residential development in the neighborhood. By the 1900s, West Central was primarily residential, forming part of a series of largely suburban neighborhoods north of the Spokane River along with the Logan and Emerson-Garfield neighborhoods. The Spokane County Courthouse was constructed in 1895 (approximately 0.25 miles southeast of the Boone West Garage) and became the center of a cluster of civic development in the West Central neighborhood around the turn of the century (Hranac 1973:8).

The southernmost portion of the West Central neighborhood was also the site of the former Northern Pacific rail yards, which from the late 19th to mid-20th centuries formed the nexus of commercial railroad travel through Spokane and eastern Washington (City of Spokane 2014e). By the 1950s, the Union Pacific Railroad crossed northwest to southeast through the Boone West Garage APE (NETR 1946, 1957). During this time, Monroe Avenue to the east was a major automobile transportation corridor through the West Central neighborhood. An unidentified church was located

immediately northeast of the APE, and the surrounding vicinity was a mix of commercial and industrial development (USGS 1952, 1963). The railroad remained in use through the 1970s, when the line through Spokane (now owned by Union Pacific) was abandoned; the railroad alignment remains visible throughout the STA Boone Campus to the south of the APE as well as in gaps in the surrounding street grid (NETR 1972, 1982, 2019).

The West Central neighborhood remains a diverse mix of commercial, civic, single- and multifamily residential, and mixed-use districts. The immediate APE vicinity near the Boone Garage was initially developed as a transportation hub in 1985 when STA selected a site bounded by West Gardner Avenue to the south, North Adams Street to the west, West Boone Avenue to the north, and North Monroe Street to the east as a vehicle storage and maintenance facility (Spokane County Assessor 2024). The former rail yards to the southeast of the Boone Garage parcel were revitalized as Kendall Yards by the Greenstone Corporation in the early 2010s (Edwards 2012). Kendall Yards consists of a mixed-use development incorporating parks and open spaces into the dense urban fabric of West Central Spokane and includes a sports coliseum (Spokane Arena) as well as a cluster of tourism-oriented commercial properties and public parks. The Spokane County Courthouse remains in its historic location, with a range of city, county, and state civic properties clustered around it. The immediate APE vicinity is primarily commercial and civic, with STA-related transportation infrastructure.

5. Research and Survey Methods

5.1 Archaeology

Given the limited and shallow extent of project-related ground disturbance and the presence of hardscaping across most of the APE, the archaeological assessment was scaled to align with project needs. To assess the presence of archaeological sites and evaluate the APE's sensitivity for undocumented resources, two methods were applied: desktop review and archaeological monitoring of the geotechnical investigation. One location—the Mead Transit Center (Spokane County Parcel No. 36091.1602)—is currently undeveloped and may necessitate deeper ground disturbance. However, access to the parcel was not granted at the time of this assessment, so Parametrix had to rely on the above-described desktop assessment to provide recommendations for further work in this area.

5.1.1 Archaeological Sensitivity Methods

Parametrix archaeologists used the following methods to conduct an archaeological sensitivity analysis to consider three variables of archaeological sensitivity: buried archaeological sensitivity, general precontact archaeological sensitivity, and general historical archaeological sensitivity.

5.1.1.1 Buried Archaeological Sensitivity

For the Project's purposes, buried site sensitivity refers to a given area's potential to contain intact, buried archaeological sites. This concept differs slightly from general archaeological sensitivity presented by WISAARD's Predictive Model in that a landform can have high archaeological sensitivity but limited buried site potential if the landform formed before the period that it is understood that humans arrived in North America. The age and environment in which a landform is created has direct bearing on its accessibility for human use, the nature of human activity that may occur within it once it becomes accessible, and the preservation of the material remains from these activities. Each landform type has a unique set of physical attributes and can be recognized and contrasted at the macroscopic scale, and the age and depositional environment of a landform can be used to assess the likelihood that buried archaeological resources may be present.

5.1.1.2 General Precontact Archaeological Sensitivity

A general precontact archaeological sensitivity analysis considers whether a given area is likely to contain precontact archaeological deposits based on its topographic accessibility and proximity to water. This analysis assumes that as slope and distance to freshwater increases, the probability of encountering archaeological deposits decreases. Several studies across the western United States have demonstrated the spatial relationship between archaeological sites and fresh water sources (including, but not limited to, Christenson 1990; Robbins-Wade 1990; Lothrop et al. 1987; Ingbar and Hall 2014) as well as archaeological sites and relatively flat ground (including, but not limited to, Howey 2007; Ingbar and Hall 2014).

Although there is a consistent spatial relationship between the distribution of archaeological sites and the presence of relatively flat ground relatively reasonably close to water, there are a few notable exceptions common to the Columbia River. These exceptions include caves and rock shelters, as well as rock art, all of which tend to be found on steep or near-vertical exposed bedrock bluffs.

Based on the studies identified above, the following general archaeological sensitivity categories are used:

- Low Sensitivity – Landforms with greater than a 15-degree slope and greater than 1.5 miles from a fresh water source
- Moderate Sensitivity – Landforms with less than a 15-degree slope or less than 1.5 miles from a freshwater source
- High Sensitivity – Landforms with less than a 15-degree slope and less than 1.5 miles from a freshwater source

5.1.1.3 General Historical Archaeological Sensitivity

Historical archaeological sensitivity analysis considers the locations and types of activities that people participated in during the historic era. This analysis draws on historic-age aerial, topographic, and General Land Office maps to determine the types of buildings and structures that may have been present in the historical past, and it assumes that archaeological deposits and features associated with the activities that occurred at these buildings and structures could be present in and around their footprints.

5.1.2 Geotechnical Monitoring

Ground disturbance for preconstruction geotechnical testing was conducted at 22 boring locations along the Project corridor. These borings reached a maximum depth of 25 feet and were conducted using a Geoprobe 3100GT rig attached to a truck operated by a Budinger & Associates drilling crew. During drilling, 2.5-inch split-spoon soil samples were collected. At depths below 10 feet, sediment samples were collected every 5 feet. A 2-inch-diameter split spoon and a 3-inch-diameter split spoon were used to collect samples depending on the sediment conditions and compaction noticed while drilling, and the Budinger & Associates engineer determined which diameter sample would be used. Once the split spoon was collected, the sediments were logged, photographed, and collected. The results of the geotechnical monitoring, including summaries of collected sediments and analysis, are included in Section 7.1.2, Geotechnical Monitoring.

Archaeologists monitored the excavation of geotechnical borings conducted between January 14 and January 30, 2025, to assess the potential for encountering buried archaeological resources. This process included inspecting, documenting, and photographing each sediment sample retrieved during drilling. Archaeologists recorded sample depth and sedimentary attributes such as color, grain size, gravel angularity, structure, compaction, and notable contents. This method was used to help determine whether archaeological deposits are present and whether the depositional context suggests a high sensitivity for buried cultural materials.

While both geotechnical technicians and archaeologists document sediment characteristics, they focus on different indicators. After logging each sample and collecting all necessary geotechnical subsamples, archaeologists screened discarded sediment through 0.125-inch hardware cloth to check for artifacts. The archaeologists' method also included ceasing archaeological monitoring for a given boring once sediments predating the late Pleistocene epoch were encountered.

5.2 Built Environment

5.2.1 Background Research

To comprehensively identify historic built environment resources within the APE for survey, Parametrix reviewed DAHP's WISAARD online database, maintained by DAHP (DAHP 2023a), the City-County of Spokane Historic Preservation Office's local historic property register, the SRHP (CCSHPO 2023), and Spokane County Assessor parcel records (Spokane County Assessor 2024).

WISAARD served as a primary resource for retrieving pertinent information regarding previously identified historic built environment resources, including their WISAARD ID number, address, date of construction, previous determination(s) of eligibility for listing in the NRHP, and status as contributing resources to an NRHP-listed historic district associated with each historical property identified within the APE. The SRHP was cross-referenced with WISAARD data to identify historic built environment resources that are locally designated in addition to being eligible or listed in the NRHP. WISAARD was also reviewed to identify known archaeological resources located in or within 0.25 miles of the APE.

A review of Spokane County parcel data was conducted to identify all parcels containing built environment resources that are either currently, or will be, historic age (45 years or older) at the anticipated time of completion for the MOS, which is Phase 1 of the Project, given specific scheduling for future project phases is not known. As such, the survey population includes all parcels containing built environment resources constructed before and including 1981 that have not been previously recorded in WISAARD.

Additionally, Parametrix conducted background research through available online resources and reviewed of aerial photographs available for the APE on Historic Aerials by NETR Online (https://www.historicaerials.com) and historic topographic maps available on the USGS National Topographic Map Database (https://ngmdb.usgs.gov/topoview/viewer).

Based on this information, 164 historic built environment resources were identified in the APE. The anticipated historic built environment survey population is 109, excluding the 38 resources previously recorded in WISAARD and 1 previously unrecorded resource that were verified as demolished, the 6 resources that are listed individually in the NRHP, 3 resources determined eligible for listing in the NRHP that received DAHP concurrence less than 10 years ago, and 7 resources determined not individually eligible for listing in the NRHP. The 109 resources that were surveyed include 5 NRHP-eligible resources that received DAHP concurrence more than 10 years ago, 73 previously recorded resources that had not been determined either eligible or not eligible for listing in the NRHP, and 31 previously unrecorded resources.

5.2.2 Survey and Documentation Methods

The historic built environment resource survey was designed and conducted in accordance with DAHP's *Washington State Standards for Cultural Resources Reporting* (DAHP 2023b). An Intensive-Level Historic Property Survey, consisting of photography and field notes, was conducted November 18-20, 2024, to document the 109 historic built environment resources in the APE that were identified in the presurvey records review as not previously evaluated for listing in the NRHP, determined eligible for listing in the NRHP more than 10 years ago, or not previously recorded but determined to be at least 45 years of age based on Spokane County Parcel Data.

Individual HPI forms were prepared for the 73 previously recorded but unevaluated historic built environment resources. Thirteen of these 73 resources are listed in the NRHP as contributing resources to historic districts but have not been previously evaluated for individual listing in the NRHP. Two of the 13 resources are listed as contributors to the Desmet Avenue Warehouse Historic District, 10 resources are listed as contributors to the East Downtown Historic District, and 1 resource is listed as a contributor to the West Downtown Historic Transportation Corridor. Additionally, two of these resources are listed as noncontributing resources to the East Downtown Historic District. HPI forms were likewise prepared for the 31 unrecorded historic built environment resources. Updated HPIs were also prepared for the five historic built environment resources determined individually eligible for listing in the NRHP that received DAHP concurrence more than 10 years ago. Three of these five resources are listed in the NRHP as contributors to historic districts, including two contributing resources to the East Downtown Historic District, and one contributing resource to the West Downtown Historic Transportation Corridor. HPI documentation for each resource includes the resource's developmental history, its current physical description, and an evaluation of its eligibility for listing in the NRHP. The results of the evaluation, including summaries of individually eligible properties and properties eligible as contributing resources to either the East Downtown Historic District, West Downtown Historic Transportation Corridor, or Desmet Avenue Historic District are included in Section 7.2.2, Historic Built Environment Survey.

6. Records Review

This chapter summarizes previously conducted cultural resource surveys and identified archaeological resources within 0.25 miles of the APE and historic built environment resources identified within the APE.

6.1 Cultural Resource Survey

A review of WISAARD indicated that there are 10 previously conducted cultural resource surveys that overlap the APE. These surveys are summarized in Table 6-1. No previously conducted cultural resources surveys are located outside but within 0.25 miles of the APE.

Table 6-1. Previously Conducted Cultural Resource Surveys Overlapping the APE

NADB Number	Title	Author	Date	Report Type	Relationship to APE
1681209	Cultural Resources Inventory of the Spokane Replacement Project	Dampf, S., E.K. Ragsdale, and S. Tarman	2011	Survey Report	Overlaps
1340584	A Cultural Resources Inventory and Evaluation of the Washington State Department of Transportation's Proposed East Trent Avenue Realignment Project, Spokane, Washington	C. Holstine	1998	Survey Report	Overlaps
1340653	South Valley Corridor Environmental Assessment Cultural and Park Resources Expertise Report	Walker, S.L., D.C. Regan, and B.J. Gundy	1999	Survey Report	Overlaps
1340731	Archaeological Cultural Resources Survey Report: Ubiquitel Collocation Antenna Site (SP04XC185A-Buckeye), 220 East Jackson Ave., Spokane, Washington	Pouley, J.O., J.F. Wark, and J. Lambert	2001	Survey Report	Overlaps
1341603	A Cultural Resources Survey for a Proposed Cellular Communications Construction Project at the "Spodarthill CP1 ALT1" Property in Spokane County, Washington	Nakonechny, L.	2002	Survey Report	Overlaps
1346629	Cultural Resources Survey for the University District Safety Enhancement Project	Emerson, S.	2005	Survey Report	Overlaps
1695197	Archaeological Resources Inventory for the North River Drive Project, Spokane County, Washington	Dampf, S., and C. Schultz	2021	Survey Report	Overlaps
1698568	Archaeological Monitoring for the Avista Metro Substation Project, Spokane County, Washington	McKenna, M. and K. Burk-Hise	2023	Monitoring Report	Overlaps

NADB Number	Title	Author	Date	Report Type	Relationship to APE
1349676	Letter to Adam Escalona Regarding a Cultural Resources Survey for the Empire State Building Cell Antennae Installation	Emerson, S.	2007	Survey Report	Overlaps
1698229	Cultural Resources Monitoring for Holland Avenue Sewer – Normandie Lane to Colton Street, Spokane, Washington	Rasmussen, R., and C. Wolman	2024	Monitoring Report	Overlaps

NADB = National Archaeological Database, APE = area of potential effects.

6.2 Archaeological Resources

A review of WISAARD indicated that there is one previously recorded archaeological resource located in the APE, the Indian Council Area (Trinomial No. 45SP00010). Although recorded as an archaeological resource, Trinomial No. 45SP00010 represents the site where Native American tribes gathered in 1877 to debate joining Chief Joseph of the Nez Perce in the Nez Perce War against the Washington Territorial Government. Trinomial No. 45SP00010 has not been evaluated for eligibility for listing in the NRHP, and available documentation does not indicate that any cultural materials have been discovered that could be associated with the resource (Peltier 1969).

Additionally, there are 13 previously recorded archaeological resources within 0.25 miles of the APE. These archaeological resources are summarized in Table 6-2. Of these 13 resources, 1 has been determined not eligible for listing in the NRHP and the remaining 12 have not been evaluated for listing in the NRHP.

Table 6-2. Previously Recorded Archaeological Resources in or Within 0.5 Miles of the APE

Trinomial Number	Site Name	Site Type	Description	NRHP Eligibility	Relationship to APE
45SP00010	Indian Council Area	Historic	Site of 1877 Indian council to decide whether to join Chief Joseph's (Nez Perce) fight against U.S. military forces	Unevaluated	Within APE
45SP00053	Four Corners Historic District	Historic	N/A	Unevaluated	0.12 miles north
45SP00063	Crescent Building	Historic	N/A	Unevaluated	0.01 miles west
45SP00210	Oyster Bar	Historic	Historic materials scatter; evidence of burning	Unevaluated	0.08 miles west
45SP00498	Concrete retaining wall	Historic	Retaining wall remnants; concrete and wood	Unevaluated	0.06 miles southeast
45SP00499	Northern Pacific Railroad	Historic	Current main grade of the BNSF Railway	Not Eligible	0.01 miles south
45SP00507	Spokane Falls 1900s power plant features	Historic	Historic materials scatter, masonry, and wood structure remnants	Unevaluated	0.07 miles north
45SP00735	Glover Field Site	Prehistoric/ Historic	Lithic debitage, nails, glass, ceramic, animal bone, and masonry structure remnants	Unevaluated	0.22 miles northwest

Trinomial Number	Site Name	Site Type	Description	NRHP Eligibility	Relationship to APE
45SP00794	Feature 1	Historic	Historic materials scatter, and masonry and wood structure remnants	Unevaluated	0.13 miles north
45SP00539	Historic Block 5	Historic	Historic materials, including slag and basalt, carriage bolts, nail fragments, wire fragment, and assorted glass fragments	Unevaluated	0.13 miles north
45SP00842	Spokane Trolleys	Historic	Two sets of partially intact trolley lines, a section of severely degraded wooden ties, two brick fire alarm boxes, and a section of brick road	Unevaluated	0.24 miles west
45SP00899	HRA-2570-HS-1	Historic	Historic trolley track rails	Unevaluated	0.05 miles north
45SP00900	HRA-2570-HS-2	Historic	Historic trolley track rails	Unevaluated	0.04 miles west
45SP01009	HRA-3799-1	N/A	N/A	Unevaluated	0.03 miles south

NADB = National Archaeological Database, APE = area of potential effects.

6.3 Historic Built Environment Resources

A total of 164 historic built environment resources were initially identified in the APE, including 132 historic built environment resources that previously recorded in WISAARD and 32 unrecorded historic built environment resources. Of the 132 resources previously recorded in WISAARD, 28 are indicated in WISAARD as having been demolished, and an additional 9 were determined to be demolished through a review of historic aerial photographs and online street imagery. One additional previously recorded resource, as well as one unrecorded resource, were determined to be demolished through field investigation and additional research. None of these demolished resources were previously listed in the NRHP. These demolished historic built environment resources are listed in Table 6-3. Therefore, the total number of extant historic built environment resources in the APE is 125, including 94 resources previously recorded in WISAARD and 31 previously unrecorded resources.

Table 6-3. Previously Recorded Demolished Historic Built Environment Resources in the Area of Potential Effects (Total: 39)

WISAARD ID	Name	Address
20903	Holland and VanValkenburg Blocks	707-715 W Riverside Avenue, Spokane, WA
20920	Safe Deposit Building	418 W Sprague Avenue, Spokane, WA
20921	Drexel Hotel	502 W Sprague Avenue, Spokane, WA
20922/23385	The Rookery Building	518 W Sprague Avenue, Spokane, WA
20924	Model Café and Fancy Bakery	708 W Sprague Avenue, Spokane, WA
23032	Alfred Apartments/Red Lion	128 N Division Street, Spokane, WA
23826	Hyde Building and Annex	611 W Riverside Avenue, Spokane, WA
24308	Green Building/Volney Hotel	440 W Riverside, Spokane, WA
24312	J.J. Newberry Company	606 W Riverside Avenue, Spokane, WA
24314	Jamieson Building/Zukor Building	705 W Riverside, Spokane, WA

WISAARD ID	Name	Address
24315	N/A	710 W Riverside Avenue, Spokane, WA
24316	N/A	720 W Riverside, Spokane, WA
24320	Boston Hotel	207 W Spokane Falls, Spokane, WA
24336	Olindo	309 W Sprague Avenue, Spokane, WA
24337	YMCA – Spokane	415-421 W Sprague Avenue, Spokane, WA
24339	Blalock	501 W Sprague Avenue, Spokane, WA
24340	Boston Hat Works	514 W Sprague Avenue, Spokane, WA
24342	N/A	609 W Sprague Avenue, Spokane, WA
24345	Idaho Building	615 W Sprague Avenue, Spokane, WA
24354	Brown Block	9 N Wall, Spokane, WA
24355	Hope Building	120 N Wall, Spokane, WA
24364	Victoria Hotel	618 W 1st Avenue, Spokane, WA
24686	43-45 W Main Street	43-45 W Main Street, Spokane, WA
24695	Alamo	31-45 W Riverside Avenue, Spokane, WA
24700	Jack's Texaco Service Station	4 W Riverside Avenue, Spokane, WA
24731	Burgan's Furniture Warehouse #2	7 E Desmet Avenue, Spokane, WA
24732	Burgan's Furniture "E" Building Warehouse	27 E Desmet Avenue, Spokane, WA
33132	N/A	808 N Ruby Street, Spokane, WA
33467	Babson Apartments	22 E Nora Avenue, Spokane, WA
36160	N/A	1617 N Ruby, Spokane, WA
36725	N/A	9025-9105 N Division Street, Spokane, WA
36726	N/A	10305 N Division Street, Spokane, WA
39735	Pacific Fruit and Produce Co. (Ryan Fruit Co.)	20 E Riverside Avenue, Spokane, WA
39738	Piggly Wiggly/Safeway and R.S. Gordon Warehouse	28-44 E Riverside Avenue, Spokane, WA
53797	Washington Water Power Company Ferry Avenue Arrester Station	Southwest end of Division Street Bridge (2/644), Spokane, WA
724744	White Elephant Surplus Store	1730 N Division Street, Spokane, WA
724748	Apartments at 12 E Nora	12 E Nora Avenue, Spokane, WA
20568/23384	Hazel Block/Merton Block	2 N Howard, Spokane, WA
N/A	Washington State Employees Credit Union	6301 N Division Street, Spokane, WA

Among the 94 extant previously listed resources in the APE, 6 are listed individually in the NRHP, all of which are also listed in the SRHP. There are eight resources that have been determined eligible for listing in the NRHP, three of which are also listed individually on the SRHP. Seven resources have been determined not eligible for listing in the NRHP, none of which are listed individually in the SRHP. The remaining 73 previously recorded resources have not been determined either eligible or not eligible for individual listing in the NRHP, though 2 have been listed individually in the SRHP. These 94 extant previously recorded resources are summarized in Table 6-4. The 31 extant unrecorded historic built environment resources located in the APE are summarized in Table 6-5.

Table 6-4. Previously Recorded Extant Historic Built Environment Resources in the APE (Total: 94)

WISAARD ID	Name	Address	Current Individual NRHP Eligibility Determination	Current NRHP District Contributor Status
20585	Paulsen Medical and Dental Building	407 W Riverside Ave, Spokane, WA	Not Determined	N/A
20587	August Paulsen Building	421 W Riverside Ave, Spokane, WA	Determined Eligible [a]	N/A
20588	Old National Bank Building	428 W Riverside Ave, Spokane, WA	Determined Eligible	N/A
20589	Fernwell Building	505 W Riverside Ave, Spokane, WA	Determined Eligible [a]	N/A
20878	Hotel Division	128 N Division St, Spokane, WA	Determined Eligible	Contributing Resource to East Downtown Historic District – Spokane
20879	Sad Slim Smith's Service Station	118 N Division St, Spokane, WA	Not Determined	Noncontributing Resource to East Downtown Historic District – Spokane
20901	Green Building/Spokane Hardware	516 W Riverside, Spokane, WA	Determined Not Eligible	N/A
20904	The Crescent	710 W Riverside Ave, Spokane, WA	Determined Not Eligible	N/A
20917	Armstrong Hotel Building	402 W Sprague Ave, Spokane, WA	Not Determined	Contributing Resource to East Downtown Historic District – Spokane
20919	Webster Building/Stowell Drug and Assay	415 W Sprague Ave, Spokane, WA	Not Determined	Contributing Resource to East Downtown Historic District – Spokane
20929	Spokane Club Building – Legion Building	108 N Washington St, Spokane, WA	NRHP-Listed [a] (NRHP No. 94000800)	Contributing Resource to East Downtown Historic District – Spokane
20930	Hutton Building	9 S Washington St, Spokane, WA	NRHP-Listed [a] (NRHP No. 83004037)	N/A
22140	Northern Pacific – Spokane Depot	221 W 1st Ave, Spokane, WA	Determined Eligible	Contributing Resource to East Downtown Historic District – Spokane
22697 23461	Peyton Building and Peyton Annex	10 N Post St, Spokane, WA	NRHP-Listed [a] (NRHP No. 05000191)	N/A
22751	Hotel Alger/Bristol Hotel	210 W Sprague Ave/ 11 N Browne St, Spokane, WA	Determined Eligible [a]	Contributing Resource to East Downtown Historic District – Spokane
23034	Clark Playfield	3922 N Normandie St, Spokane, WA	Not Determined	N/A
23035	Franklin Park	5100 N Division St, Spokane, WA	Not Determined	N/A
23394	Columbia Building	107 S Howard St, Spokane, WA	NRHP-Listed [a] (NRHP No. SG100004960)	N/A
23398	Metropole Apartments	178 S Howard St, Spokane, WA	Not Determined [a]	Contributing Resource to East Downtown Historic District – Spokane

WISAARD ID	Name	Address	Current Individual NRHP Eligibility Determination	Current NRHP District Contributor Status
24239	Fire Station #1	418 W 1st Ave, Spokane, WA	Not Determined	Contributing Resource to East Downtown Historic District – Spokane
24297	Galena	108 N Post St/726 W Riverside Ave, Spokane, WA	Not Determined	N/A
24305	Dessert Block/St. Regis Hotel	302 W Riverside Ave, Spokane, WA	Not Determined	Contributing Resource to East Downtown Historic District – Spokane
24309	First National Bank of Spokane	502 W Riverside Ave, Spokane, WA	Not Determined	N/A
24338	City Ramp Garage	430 W 1st Ave, Spokane, WA	NRHP-Listed [a] (NRHP No. 12001099)	Contributing Resource to East Downtown Historic District – Spokane
24680	Western Bottling	7 W Main Ave, Spokane, WA	Determined Not Eligible	N/A
24687	Goodyear Tire	44 W Main St, Spokane, WA	Not Determined	N/A
24688	Spokane Visitor Information Center	201 W Main St, Spokane, WA	Determined Not Eligible	Contributing Resource to East Downtown Historic District – Spokane
24693	Original Seat Cover Center	3 W Riverside Ave, Spokane, WA	Determined Not Eligible	N/A
24696	Fire Station #1	44 W Riverside Ave, Spokane, WA	Not Determined	N/A
24702	Old National Bank	256 W Riverside Ave, Spokane, WA	Not Determined	Contributing Resource to East Downtown Historic District – Spokane
24733	Market Equipment Company Office and Warehouse	105 E Desmet Ave, Spokane, WA	Not Determined	Contributing Resource to Desmet Avenue Warehouse Historic District
24748	Inland Brewing and Malting/Success Baking-Service	7 N Division St/4 W Main St, Spokane, WA	Not Determined	Contributing Resource to East Downtown Historic District – Spokane
27057	Metropolitan Financial Center	601 W 1st Ave, Spokane, WA	Not Determined	N/A
33129	The Globe Hotel	204 N Division St, Spokane, WA	NRHP-Listed [a] (NRHP No. 03000860)	Contributing Resource to East Downtown Historic District – Spokane
33131	Boyd-Conlee Feed	1002 N Division St, Spokane, WA	Not Determined	N/A
33133	E.S. Burgan and Son	1108 N Division St, Spokane, WA	Not Determined	Contributing Resource to Desmet Avenue Warehouse Historic District
33138	N/A	3518 N Division St, Spokane, WA	Not Determined	N/A
33306	Symons Block	525 W Sprague Ave, Spokane, WA	Not Determined	N/A

WISAARD ID	Name	Address	Current Individual NRHP Eligibility Determination	Current NRHP District Contributor Status
36161	N/A	2824 N Ruby St, Spokane, WA 99207	Not Determined	N/A
36835 48406	Northern Pacific Railway Bridge #0.5	Intersection of BNSF Railway main line and Lincoln St, Spokane, WA	Not Determined	Contributing Resource to West Downtown Historic Transportation Corridor
36838 48409	Northern Pacific Railway Bridge #0.2	Intersection of BNSF Railway main line and Howard St, Spokane, WA	Not Determined	Contributing Resource to East Downtown Historic District – Spokane
39816	National Hotel	201 W Riverside Ave, Spokane, WA	Not Determined [a]	Contributing Resource to East Downtown Historic District – Spokane
154518	N/A	1008 N Ruby St, Spokane, WA	Not Determined	N/A
154733	N/A	3817 N Division St, Spokane, WA	Not Determined	N/A
154744	N/A	104 E Indiana Ave, Spokane, WA	Not Determined	N/A
154877	Banner Bank	6622 N Division St, Spokane, WA	Not Determined	N/A
154960	N/A	2624 N Division St, Spokane, WA	Not Determined	N/A
155023	N/A	30 E Indiana Ave, Spokane, WA	Not Determined	N/A
155071	N/A	4511 N Division St, Spokane, WA	Not Determined	N/A
155242	N/A	27 E Augusta Ave, Spokane, WA	Not Determined	N/A
155310	N/A	5817 N Division St, Spokane, WA	Not Determined	N/A
155407	N/A	110 E Buckeye Ave, Spokane, WA	Not Determined	N/A
155465	N/A	2424 N Division St, Spokane, WA	Not Determined	N/A
155631 155867	N/A	2712-2716 N Division St, Spokane, WA	Not Determined	N/A
155654	N/A	102 E Baldwin Ave, Spokane, WA	Not Determined	N/A
155684	N/A	103 E Indiana Ave, Spokane, WA	Not Determined	N/A
156008	N/A	1004 N Ruby St, Spokane, WA	Not Determined	N/A
156526	N/A	2001 N Ruby St, Spokane, WA	Not Determined	N/A
156556	N/A	108 E Jackson Ave, Spokane, WA	Not Determined	N/A

WISAARD ID	Name	Address	Current Individual NRHP Eligibility Determination	Current NRHP District Contributor Status
156600	N/A	2403 N Ruby St, Spokane, WA	Not Determined	N/A
156606	N/A	44 W Hawthorne Rd, Spokane, WA	Not Determined	N/A
156880	J.C. Penny Store	1912 N Division St, Spokane, WA	Not Determined	N/A
156929	N/A	3220 N Division St, Spokane, WA	Not Determined	N/A
157020	N/A	102 E Boone Ave, Spokane, WA	Not Determined	N/A
157295	Washington Trust Bank	706 W 2nd Ave, Spokane, WA	Not Determined	N/A
157317	N/A	101 E Augusta Ave, Spokane, WA	Not Determined	N/A
157541	N/A	1201 N Division St, Spokane, WA	Not Determined	N/A
157570	N/A	3813/3321 N Division St, Spokane, WA	Not Determined	N/A
157598	N/A	101 E Nora Ave, Spokane, WA	Not Determined	N/A
157607	N/A	1817 N Division St, Spokane, WA	Not Determined	N/A
157660	N/A	1120 N Division St, Spokane, WA	Not Determined	N/A
157814	N/A	1901 N Division St, Spokane, WA	Not Determined	N/A
157787 157795	N/A	217 N Division St, Spokane, WA	Not Determined	N/A
157865	N/A	101 W North River Dr, Spokane, WA	Not Determined	N/A
158017	N/A	28 E Mission Ave, Spokane, WA	Not Determined	N/A
158075	N/A	2010 N Ruby St, Spokane, WA	Not Determined	N/A
158109	N/A	102 E Nora Ave, Spokane, WA	Not Determined	N/A
158125	N/A	25 E Sinto Ave, Spokane, WA	Not Determined	N/A
158136	N/A	2635 N Division St, Spokane, WA	Not Determined	N/A
188379	N/A	2818 N Ruby St, Spokane, WA	Not Determined	N/A
197020	N/A	906 E Hastings Rd, Spokane, WA	Not Determined	N/A

WISAARD ID	Name	Address	Current Individual NRHP Eligibility Determination	Current NRHP District Contributor Status
333161	Mission Avenue Park	Mission Avenue ROW	Not Determined	Mission Avenue Historic District (segment only within Historic District, located outside APE)
428104	N/A	1810 N Ruby St, Spokane, WA	Not Determined	N/A
428280	N/A	2012 N Ruby St, Spokane, WA	Not Determined	N/A
429302	N/A	1413 N Ruby St, Spokane, WA	Not Determined	N/A
646024	N/A	2814 N Ruby St, Spokane, WA	Not Determined	N/A
647168	N/A	2838 N Ruby St, Spokane, WA	Not Determined	N/A
647429	N/A	101 E Sinto Ave, Spokane, WA	Not Determined	N/A
647683	N/A	104 E Mission Ave, Spokane, WA	Not Determined	N/A
673320	Northern Pacific Railway – Pend d'Oreille Division	N/A	Determined Eligible	Contributing Resource to East Downtown Historic District
715061	Collins Apartments	701 W 2nd Ave, Spokane, WA	Determined Eligible	N/A
716531	Commercial Building	314 W Sprague Ave, Spokane, WA	Determined Not Eligible	N/A
721469	Dodson's Jewelers Clock	516 W Riverside Ave, Spokane, WA	Determined Not Eligible	N/A
722772	Ayer Subdivision, Union Pacific Railway	N/A	Determined Eligible	Contributing Resource to East Downtown Historic District

APE = area of potential effects; WISAARD = Washington Information System for Archaeological and Architectural Records Data; NRHP = National Register of Historic Places.

a Also listed in the Spokane Register of Historic Places.

Table 6-5. Unrecorded Historic-Age Built Environment Resources in the APE (Total: 31)

Spokane County Parcel Number	Address	Build Date
35052.0405	4620 N Division Street, Spokane, WA	1978
35053.2824	3314 N Division Street, Spokane, WA	1973
35083.2810	27 E Indiana Avenue, Spokane, WA	1979
35083.3312	2118 N Ruby Street, Spokane, WA	1970
35085.3119	101 E Montgomery Avenue, Spokane, WA	1967
35172.0816	1312 N Division Street, Spokane, WA	1961
35172.0816	1306 N Division Street, Spokane, WA	1955
35175.0031	702 N Division Street, Spokane, WA	1974/1978
35181.0716	1303 N Division Street, Spokane, WA	1972

Spokane County Parcel Number	Address	Build Date
35184.2315	428 W Riverside Avenue, Spokane, WA	1978
35184.2407	522 W Riverside Avenue, Spokane, WA	1952
35184.2620	601 W Riverside Avenue, Spokane, WA	1981
35184.2620	621 W Sprague Avenue, Spokane, WA	1980
35191.3009	525 W 2nd Avenue, Spokane, WA	1978
35192.2201	721 W 2nd Avenue, Spokane, WA	1933
36082.9036	12303 N Division Street, Spokane, WA	1978
36173.1139	9508 N Division Street, Spokane, WA	1978
36191.0120	5 W Holland Avenue, Spokane, WA	1975
36191.9091	9205 N Division Street, Spokane, WA	1970
36194.9046	8601 N Division Street, Spokane, WA	1976
36202.0123	2 E Holland Avenue, Spokane, WA	1962
36203.0107	7902 N Division Street, Spokane, WA	1980
36292.0026	7102 N Division Street, Spokane, WA	1973
36295.0061	7028 N Division Street, Spokane, WA	1976
36304.0122	7015 N Division Street, Spokane, WA	1976
36304.1622	6709 N Division Street, Spokane, WA	1977
36322.2603	5508 N Division Street, Spokane, WA	1979
36323.2008	5422 N Division Street, Spokane, WA	1979
35082.1618 35082.1619	2736 N Division Street, Spokane, WA	1978
35082.1711 35082.1723 35082.1724	2502 N Division Street, Spokane, WA	1973
35052.0405	4620 N Division Street, Spokane, WA	1978

Additionally, the APE overlaps the boundaries of three NRHP-listed historic districts and one WHR listed historic district, listed from north to south: the Desmet Avenue Historic District, Spokane River District, East Downtown Historic District, and West Downtown Historic Transportation Corridor. The Desmet Avenue Historic District, East Downtown Historic District, and West Downtown Historic Transportation Corridor are listed in the NRHP and WHR. The Spokane River District is listed only in the WHR. None of the four districts are listed in the SRHP.

Of the 94 individual previously recorded resources in the APE, 2 are listed in the NRHP as contributors to the Desmet Avenue Historic District, 18 as contributors to the East Downtown Historic District, and 1 as a contributor to the West Downtown Historic Transportation Corridor. An additional 2 of these 94 resources have been previously determined to be noncontributing resources to the East Downtown Historic District. The boundaries of these historic districts is summarized in 7.2.3, Previously Listed Historic Districts. The status of individual resources as contributing or noncontributing resources to these historic districts is also listed in Table 6-5.

The APE was delineated to account for Spokane County parcels adjacent to the Project's limits of construction where project activities would occur outside public rights-of-way and to account for visual effects to adjacent resources from project activities occurring in public rights-of-way. As such, WISAARD was not reviewed for historic built environment resources outside but in the vicinity of the APE, and those properties are not included in the records review.

7. Results

This chapter summarizes the results of archaeological and historic built environment investigations conducted in the APE.

7.1 Archaeology

Parametrix archaeologists performed an archaeological sensitivity analysis to consider three variables of archaeological sensitivity: buried archaeological sensitivity, general precontact archaeological sensitivity, and general historical archaeological sensitivity. This section summarizes the findings of these analyses as well as the results of archaeological monitoring of the geotechnical investigation.

7.1.1 Archaeological Sensitivity Analysis

7.1.1.1 Buried Archaeological Sensitivity

To determine landform age, Parametrix cultural resources staff reviewed the Washington State Department of Natural Resources Geologic Information Portal (https://geologyportal.dnr.wa.gov/). The geologic data for the APE are available at a 1M:24,000 scale and show that portions of the APE are classed as Miocene (23.03 million to 5.333 million years ago) Columbia River basalts, Pleistocene (2.5 million to 11,700 years ago) outburst flood deposits, and Pleistocene and Holocene (1,700 years ago to present) dune sands. Based on the age of the landforms that encompass the APE, most of the APE has limited potential for containing deeply buried archaeological resources, while the portion from Francis Avenue to Whitworth Drive (where the mixed Pleistocene and Holocene-aged deposits occur) has higher potential for containing deeply buried archaeological resources. The proposed Mead Transit Center, where deeper project-related ground disturbance is anticipated, consists of a mix of Pleistocene outburst flood deposits and Holocene dune sands, the latter of which are located on the southern half of the proposed Mead Transit Center APE (Derkey et al. 1998; Derkey et al. 2004; Meltzer 2004).

7.1.1.2 General Precontact Archaeological Sensitivity

The APE is located in a variety of areas ranging from low to high sensitivity. As a result, the area of the APE closest to the Spokane River is considered to have a high degree of archaeological sensitivity, with diminishing sensitivity as the APE moves northward. The proposed Mead Transit Center APE is also located in an area of high sensitivity, located less than a mile from Deadman Creek and in a relatively flat area. However, the area of the APE located in the high-sensitivity area closest to the Spokane River is also within an area of robust, long-term development where subsurface disturbance is considered to be very high, so the overall probability of intact archaeological deposits in this area is low.

7.1.1.3 General Historical Archaeological Sensitivity

Based on the information presented in Section 4.3, Historic Context, extensive development within the city of Spokane occurred in the 1870s through 1880s and onward. However, as discussed above, due to extensive long-term development of the APE, a high degree of subsurface development is expected within the APE, diminishing the probability of intact archaeological deposits. Additionally, much of the APE occurs in road right-of-way and in roadways that have existed since the historic period and where subsurface development was limited to historic utilities that have

likely been impacted or removed by modern utility replacement. Therefore, the APE is considered to have a low degree of sensitivity for containing historical archaeological resources.

7.1.2 Geotechnical Monitoring

During geotechnical testing, Parametrix archaeologists Mathew Sisneros, BS, and Miriam Lewis, BA, conducted the archaeological monitoring between January 14 and 30, 2025.

The location of the geotechnical boring encountered four strata summarized below and in Table 7-1. The depths below represent the ranges where these deposits were encountered across multiple bore holes. A complete bore log detailing the results of each boring is included in *Appendix A, Geotechnical Boring Log*. Geotechnical boring locations are shown in Figure 7-1.

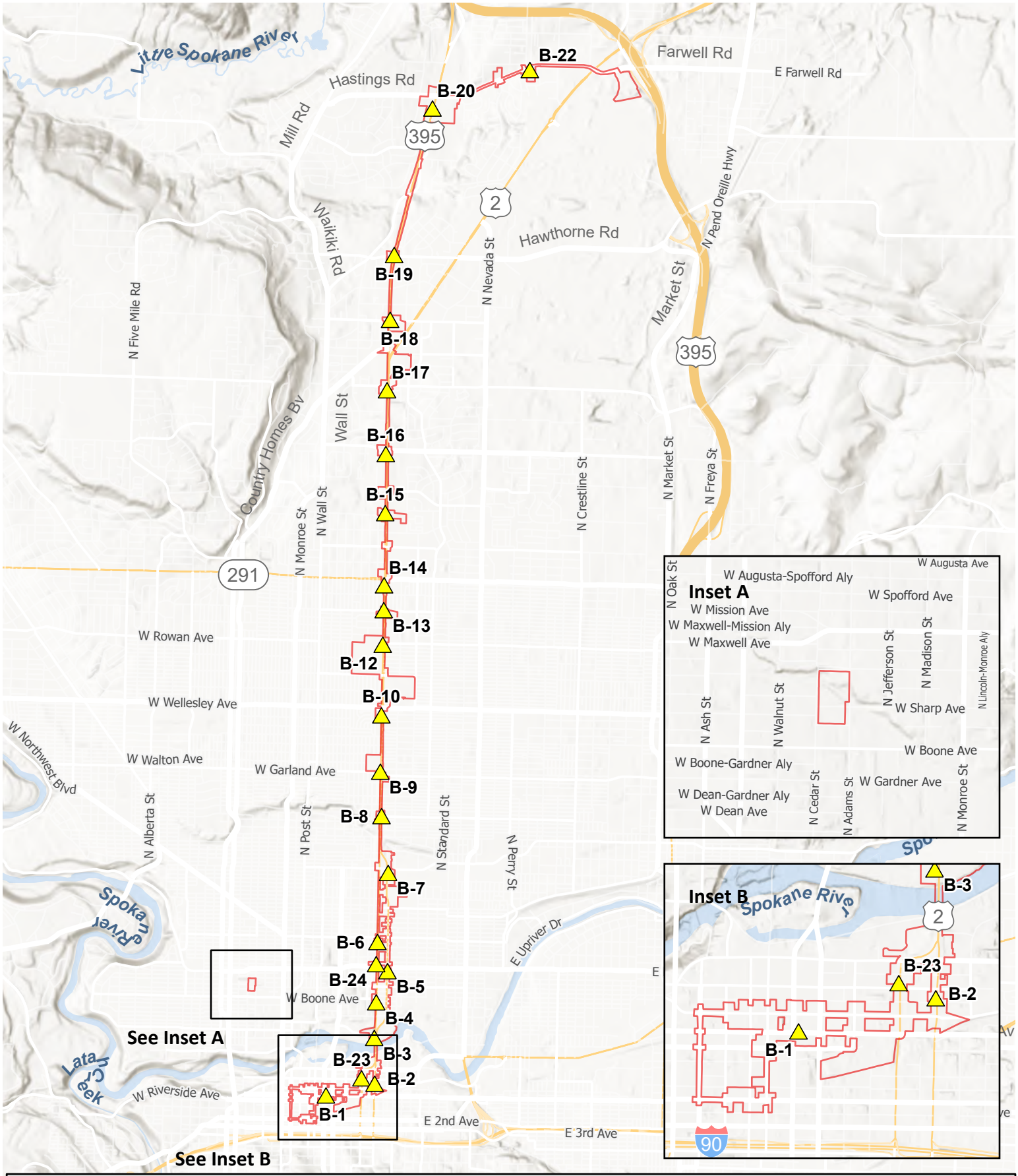
Table 7-1. Strata Encountered Within the Area of Potential Effects During Geotechnical Monitoring

Stratum Name	Description	Depth to Bottom of Stratum	Depositional Environment
Stratum 1	Light to medium brown sandy silt. 25-40% gravel inclusions angular to subrounded.	2-5’ below surface	Fill
Stratum 2	Gray to grayish brown very fine sandy silt. Approximately 25% subangular to rounded gravels.	1.5-7’ below surface	Alluvium
Stratum 3	Gray to dark gray silty sand with 75% subangular to rounded gravels.	2-25' below surface	High-energy flood deposit
Stratum 4	Grayish brown to brown coarse-grained sand with approximately 25% gravels.	5-25' below surface	Alluvium

Stratum 1 was encountered in all geotechnical borings. Stratum 1 occurred directly beneath the asphalt core removed to begin drilling activities. This stratum consisted of light to medium brown sandy silt fill sediment with low to moderate gravel content ranging from angular to subrounded gravels. Stratum 1 terminated at a depth of between 2 and 5 feet below ground surface.

Stratum 2 underlaid Stratum 1 in the three probes south of the Spokane River (B-1, B-2, and B-23) as well as two borings north of the river (B-3 and B-4). Stratum 2 consisted of loose to moderately compact gray to grayish brown sandy silt with low to moderate gravels ranging from subrounded to rounded. This stratum was encountered between 1.5 and 7 feet below ground surface at these boring locations. These sediments were alluvially deposited sediments associated with the Spokane River.

Stratum 3 underlaid Stratum 2 in B-1, B-2, B-3, B-4, and B-23. This stratum underlaid Stratum 1 in borings north of the Spokane River between borings B-10. Stratum 3 occurred between 2 and 25 feet below ground surface. This stratum consisted of a loosely compact gray to dark gray silty sand. Stratum 3 contained a high amount of gravel as well as larger gravels than the previous two strata. The gravels in this stratum contained and were covered in calcium carbonate. This stratum was deposited as a high-energy flood deposit that could move these larger gravels and particulates. These flood deposits were associated with the post-glaciation flooding described earlier in the document. This stratum was underlaid by bedrock in the borings within proximity to the river and underlaid by Stratum 4 north of B-4 and the Spokane River.



Parametrix

Sources: WISAARD, WA DAHP, WA RCO, SRTC, Spokane Housing Authority, Spokane County, City of Spokane, WSDOT, Mapbox, OpenStreetMap

0 500 1,000 2,000 Feet

Negative Geotechnical Boring Location

Area of Potential Effects

Figure 7-1. Geotechnical Boring Locations
Cultural Resources Assessment for
Division Street Bus Rapid Transit Project

Spokane, Spokane County, Washington

Stratum 4 underlaid Stratum 3 in the borings north of B-4. This stratum consisted of a loose to moderately compact grayish brown to brown coarse grained sand with low to moderate gravel content. Gravels contained in this stratum were subrounded to rounded in shape. These sediments were indicative of a low-energy alluvium relating to upland flood deposits. Stratum 4 occurred between 5 and 25 feet below ground surface. Sediments in this stratum included occasional small calcium carbonate nodules and granular inclusions.

No archaeologically sensitive sediments were encountered within any of the geotechnical borings. No cultural resources were encountered during the geotechnical borings.

7.2 Historic Built Environment

A historic built environment resource survey of the APE found that 125 historic built environment resources are present within the APE. The following section describes the results of the historic built environment survey. This includes information about the six individual historic built environment resources previously listed in the NRHP, eight individual historic built environment resources previously determined eligible for listing in the NRHP, and seven individual historic built environment resources previously determined not eligible for listing in the NRHP (Section 7.2.1, Previously NRHP-Listed/Individually Eligible Historic Built Environment Resources). Section 7.2.2, Historic Built Environment Survey, summarizes the evaluations for the 109 individual historic built environment resources documented and evaluated for this study, which includes 5 of the 8 individual historic built environment resources previously determined eligible for listing in the NRHP, 73 individual historic built environment resources previously but unevaluated for listing in the NRHP, and 31 individual historic built environment resources previously unrecorded and unevaluated for listing in the NRHP. The three historic districts listed in the NRHP and one historic district listed only in the WHR that overlap the APE are summarized in Section 7.2.3, Previously Listed Historic Districts.

7.2.1 Previously NRHP-Listed/Individually Eligible Historic Built Environment Resources

There are six historic built environment resources previously listed in the NRHP located in the APE. The NRHP number, name, address, NRHP-listing criteria, and period of significance of each resource are summarized in Table 7-2. The locations of these six NRHP-listed resources within the APE are shown in Figure 7-2. There are 8 historic built environment resources previously determined individually eligible for listing in the NRHP in the APE. The WISAARD ID, name, address, NRHP-listing criteria, period of significance, and date of evaluation of each resource are summarized in Table 7-3. The locations of these eight NRHP-eligible resources within the APE are shown in Figure 7-3. Of the eight resources that were previously determined eligible for listing in the NRHP, the individual eligibility determination for three resources received DAHP concurrence more than 10 years ago. As such, the documentation for the following three resources was updated for the purposes of this study (see Section 7.2.2, Historic Built Environment Survey):

- Old National Bank Building (Map ID 92; WISAARD ID 20588), 428 W Riverside Avenue, Spokane, WA.
- Fernwell Building (Map ID 100; WISAARD ID 20589), 505 W Riverside Avenue, Spokane, WA.
- August Paulsen Building (Map ID 102; WISAARD ID 20587) 421 W Riverside Avenue, Spokane, WA.

Table 7-2. Historic Built Environment Resources Individually Listed in the NRHP in the APE (Total: 6)

Map ID [a]	NRHP Number	Name	Address	NRHP Criteria	Period of Significance
81	03000860 [b]	The Globe Hotel	204 N Division St, Spokane, WA	Criterion A, Community Planning and Development (Local), for its association with the growth of Spokane's central business district during the period of its most rapid growth, 1900-1910. Criterion C, Architecture (Local), as an excellent intact and representative example a single room occupancy hotel built in Spokane during the 1900-1910 period. The resource's character-defining exterior features include its three-story, L-shaped form; unreinforced masonry construction; buff-colored pressed-brick veneer cladding; first-story composite storefronts with wood-paneled base, display window and transom window; upper-story symmetrical fenestration pattern; and decorative elements, such as the deeply set quoins, molded parapet, molded brick pilasters, recessed panels, terra cotta and brick window heads, scored terra cotta window sills with egg and dart motif. Additionally, the spatial arrangement of the interior is considered a character-defining feature, including street-level commercial bays, a first-floor central lobby with office and stairwell, and upper-story single-occupancy rooms. Neither views of, nor views from the building are considered to be character-defining features of the resource.	1908-1947
94	94000800 [c]	Spokane Club Building – Legion Building	108 N Washington St, Spokane, WA	Criterion A, Social History (Local), for its association with businessman F. Lewis Clark's establishment of the Spokane Club, an early-20th-century fraternal organization. Criterion C, Architecture (Local) as an example of a Renaissance Revival building designed by master architect J.K. Dow. The resource's character-defining exterior features include its five-story, rectilinear form; steel-reinforced masonry construction; buff-colored brick and rusticated sandstone claddings; symmetrical façade arrangements; and decorative elements, such as the terra cotta balconies, window heads and sills, belt courses, and entablature, the Ionic colonnade extending from the fourth-floor balcony above the main entrance to the entablature, and brick parapet. Additionally, intact original interior finishing materials and spaces associated with the Spokane Club on the building's fourth and fifth floors are considered a character-defining feature. Neither views of, nor views from the building are considered to be character-defining features of the resource.	1901-1912
98	05000191 [d]	Peyton Building and Peyton Annex	10 N Post St, Spokane, WA	Criterion A, Commerce (Local), for its association with patterns of growth in development in downtown Spokane after the Great Fire of 1889. The resource's character-defining features include its seven-story, rectilinear form; unreinforced-masonry construction; blonde brick and unglazed terra cotta claddings; three-part exterior division, with base, shaft, and capital; fenestration pattern with rectangular, segmental and round arch window openings; and decorative elements, such as its terra cotta stringcourse between unit divisions, boxed cornice with dentils. Neither views of, nor views from the building are considered to be character-defining features of the resource.	1890-1916

Map ID [a]	NRHP Number	Name	Address	NRHP Criteria	Period of Significance
111	12001099 [e]	City Ramp Garage	430 W 1st Ave, Spokane, WA	Criterion A, Transportation (Local) for its association with patterns of commercial development in downtown Spokane in the 1920s. Criterion C, Architecture (Local), as an example of a d'Humy Motoramp System parking garage constructed in the 1920s using slip form concrete designed by the notable Spokane architecture firm Whitehouse & Price. The resource's character-defining features include its six-story, rectilinear form; reinforced-concrete construction; symmetrical façade arrangements formed by pilasters and brick veneer class recessed vertical bays; fenestration patters and fixed, multi-paned, steel-sash windows; and decorative elements, such as its terra cotta spandrel panels and shaped parapet with finials. Neither views of, nor views from the building are considered to be character-defining features of the resource.	1928
113	83004037 [f]	Hutton Building	9 S Washington St, Spokane, WA	Criterion B, [h] Politics/Government and Social/Humanitarian (Local), for its association with the political and social activism and reform work of May Arkwright and Levi "Al" Hutton. May Arkwright Hutton was particularly associated with the national Women's Suffrage Movement and organizing labor unions in Idaho and Washington mines. Levi Hutton organized the first prominent orphanage in Spokane, the Hutton Settlement. The Hutton's organized and operated much of their political and social work out of their penthouse in the Hutton Building. Criterion C, Architecture (Local), as an excellent example of a mixed-use commercial/residential building in the Neo-Classical Revival style designed by master architect J.K Dow. The resource's character-defining features include its six-story, rectilinear form; buff brick cladding and sandstone trim; two-part exterior division; fenestration pattern with rectangular and segmental arch window openings; and decorative elements, such as its cornice with dental band and carved stone brackets and ornamented parapet. Neither views of, nor views from the building are considered to be character-defining features of the resource.	1900; Assumed 1907-1915 for the purposes of this study [i]

Map ID [a]	NRHP Number	Name	Address	NRHP Criteria	Period of Significance
116	100004960 [g]	Columbia Building	107 S Howard St, Spokane, WA	Criterion B, Law (Local), as the sole remaining building associated with Judge George W. Turner, a prominent Spokane and Eastern Washington political figure. The building's construction was funded by Judge Turner in 1907. Criterion C, Architecture (Local), as an excellent example of a multistory steel-framed commercial office building with a restrained Classical Revival style design designed by notable Spokane architecture firm Preusse & Zittle. The resource's character-defining features include its six-story, rectilinear form; steel-framed construction; crème-colored textured stucco cladding; three-part exterior division, with base, shaft, and capital; fenestration pattern with rectangular window pairs and tripartite windows on the north façade and window pairs on the west façade, and decorative elements, such as its two wide horizontal stringcourses and the projecting cornice with horizontal modillion and dentil course between massive scroll-sawn bracket pairs; terra cotta stringcourse between unit divisions, boxed cornice with dentils. Neither views of, nor views from the building are considered to be character-defining features of the resource.	1907-1932

NRHP = National Register of Historic Places.

a Map IDs for 125 historic built environment resources in the APE were assigned based on the location of the resource within the APE, beginning at the northern extent of the APE and numbered sequentially proceeding south. This numbering system is inclusive of all resources, including resources previously listed or determined eligible for listing in the NRHP, previously determined not eligible for listing in the NRHP, previously recorded but unevaluated for listing in the NRHP, and previously unrecorded and unevaluated for listing in the NRHP.

b Yeomans 1996.

c Kolva and Forte n.d.

d Sullivan and Woo 2004.

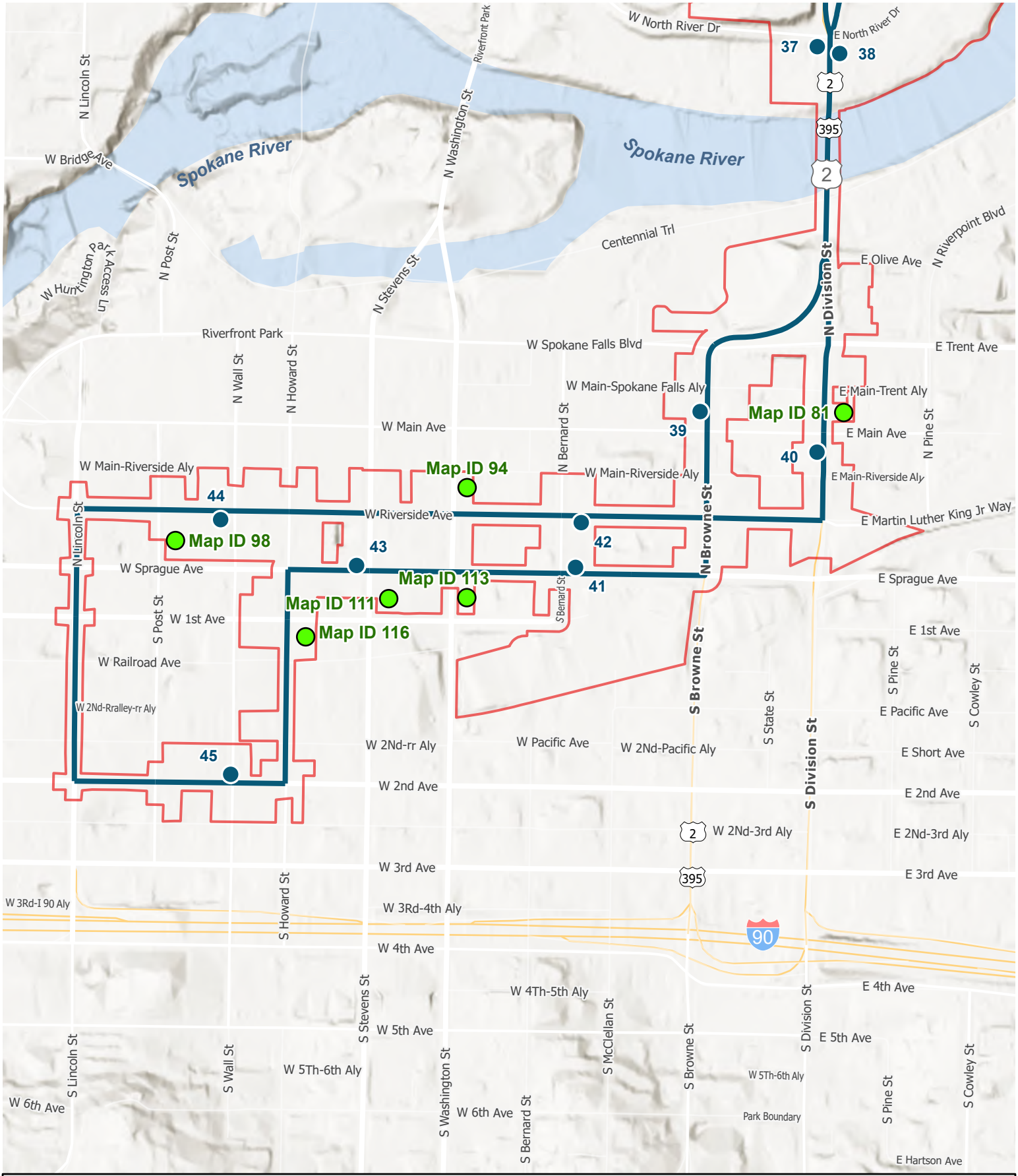
e Yeomans 2012.

f Rundquist 1982.

g Yeomans 2019.

h Existing NRHP listing does not indicate specific NRHP criteria, only areas of significance. Given that the documentation focuses primarily on the political and social activism of the Huttons rather than broader trends, it is assumed that the Hutton Building is significant under Criterion B rather than Criterion A.

i Existing NRHP listing indicates only that the period of significance is 1900. However, for the purposes of this study, the Hutton Building's period of significance is assumed to be 1907-1915, beginning with its construction and ending with the end of Levi and May Hutton's occupancy in 1915.



Parametrix

Sources: WISAARD, WA DAHP, WA RCO, SRTC, Spokane Housing Authority, Spokane County, City of Spokane, WSDOT, Mapbox, OpenStreetMap

0 500 1,000 2,000 Feet

Individually Listed in the NRHP

Area of Potential Effects

Project Features:

Proposed Route

Stations

Figure 7-2. Historic Built Environment Resources Individually Listed in the NRHP in the APE
Cultural Resources Assessment for
Division Street Bus Rapid Transit Project

Spokane, Spokane County, Washington

Table 7-3. Historic Built Environment Resources Previously Determined NRHP-Eligible in the APE (Total: 8)

Map ID [a]	WISAARD ID	Name	Address	NRHP Criteria	Period of Significance	Date of Previous Evaluation
92	20588 [b]	Old National Bank Building	428 W Riverside Ave, Spokane, WA	Criterion C, Architecture (Local), as an intact example of a Chicago-style commercial block building designed by master architect Daniel Burnham. The resource's character-defining features include its steel structural framing; ground-story granite and upper-story terra cotta claddings; the extended column divisions that divide its street-facing facades, recessed window openings, molded friezes and cornices; and numerous decorative embellishments, such as the east façade pediment with anthemion and scrolls, scrolled brackets, palmettes, and Classical moldings. Neither views of, nor views from the building are considered to be character-defining features of the resource.	1911-1978	February 2, 2004
100	20589 [c]	Fernwell Building	505 W Riverside Ave, Spokane, WA	Criterion C, Architecture (Local), as an intact example of a commercial high-rise building in the Romanesque style designed by notable Spokane architect Herman Preusse. The resource's character-defining features include its masonry structure and exterior with embellished masonry detailing; vertical and horizontal delineations formed by its series of cornices and variously scaled columns capped with embellished capitals; and recessed segmental and round arched windows. Neither views of, nor views from the building are considered to be character-defining features of the resource.	1889	March 15, 2012
102	20587 [d]	August Paulsen Building	421 W Riverside Ave, Spokane, WA	Criterion C, Architecture (Local), as an intact example of an American Renaissance commercial block building designed by notable Spokane architects J.K. Dow and Clarence Z. Hubbell. The resource's character-defining features include its steel structural framing; the bays and cornices that delineate its façades vertically and horizontally; flat roof with a heavy denticulated and overhanging cornice; minor denticulated and scroll bracketed cornices that separate its three blocks; the terra cotta exterior materials with both plain and voussoir sections; and recessed rectangular and segmental arched window openings. Neither views of, nor views from the building are considered to be character-defining features of the resource.	1908	February 5, 2013

Map ID [a]	WISAARD ID	Name	Address	NRHP Criteria	Period of Significance	Date of Previous Evaluation
107	22751 [e]	Hotel Alger/Bristol Hotel	210 W Sprague Ave/11 N Browne St, Spokane, WA	Criterion A, Commerce (Local), for its association with the development of single-room-occupancy hotels in Spokane's central district. The resource's character-defining features include its three-story, U-shaped form with central light well on east façade; red brick and stucco claddings, and buff brick trim; symmetrical fenestration pattern; and decorative elements, such as quoins at the corner and framing the light well, broad belt courses, and terra cotta window headers. Neither views of, nor views from the building are considered to be character-defining features of the resource.	1905	February 1, 2019
114	22140 [f]	Northern Pacific – Spokane Depot	221 W 1st Ave, Spokane, WA	Criterion A, Transportation (Local), as the only remaining railroad station in Spokane. The resource's character-defining features include its two-and-a-half story, rectilinear form; red brick cladding; mixed hipped and front gable roof form with eye-brow shaped louvered vents; and decorative elements, such as its granite header and belt courses, sills, and wainscotting and cornice with a dentil band and egg-and-dart details. Neither views of, nor views from the building are considered to be character-defining features of the resource.	1890	January 2, 2019
119	673320 [g]	Northern Pacific Railway – Pend d'Oreille Division	BNSF Railway right-of-way	Criterion A, Transportation (State), for its association with 19th-century railroad development and expansion in Eastern Washington. The resource's character-defining features include its alignment, and multiple lines of standard gauge rails with wood ties. Neither views of, nor views from the building are considered to be character-defining features of the resource.	1870-1888	February 10, 2014
120	722772 [h]	Union Pacific Railway – Ayer Subdivision	BNSF Railway right-of-way	Criterion A, Transportation (State), for its association with 19th-century railroad development and expansion in Eastern Washington. The resource's character-defining features include its alignment, and multiple lines of standard gauge rails with wood ties. Neither views of, nor views from the building are considered to be character-defining features of the resource.	1914-1962	September 29, 2020

Map ID [a]	WISAARD ID	Name	Address	NRHP Criteria	Period of Significance	Date of Previous Evaluation
124	715061 [i]	Collins Apartments	701 W 2nd Ave, Spokane, WA	Existing documentation does not specify the NRHP criteria for which the property is eligible or provide any supporting documentation to otherwise indicate the significance of the property. The resource's character-defining features are assumed to include its three-story, rectilinear form; red brick cladding; symmetrical upper-story fenestration pattern; and decorative elements, such as its brick and terra cotta belt courses, patterned brick cornice, and terra cotta window headers. Neither views of, nor views from the building are considered to be character-defining features of the resource.	N/A	July 30, 2018

NRHP = National Register of Historic Places; APE = area of potential effects; WISAARD = Washington Information System for Archaeological and Architectural Records Data.

a Map IDs for 125 historic built environment resources in the APE were assigned based on the location of the resource within the APE, beginning at the northern extent of the APE and numbered sequentially proceeding south. This numbering system is inclusive of all resources, including resources previously listed or determined eligible for listing in the NRHP, previously determined not eligible for listing in the NRHP, previously recorded but unevaluated for listing in the NRHP, and previously unrecorded and unevaluated for listing in the NRHP.

b McCroskey and Emerson 2002a.

c McCroskey and Emerson 2002b.

d McCroskey and Emerson 2002c.

e Mann 2002.

f Dolittle 2000.

g Rain Shadow Research 2013.

h Moret-Crockett 2020.

i Burnett 2022.



Parametrix

Sources: WISAARD, WA DAHP, WA RCO, SRTC, Spokane Housing Authority, Spokane County, City of Spokane, WSDOT, Mapbox, OpenStreetMap

0 500 1,000 2,000 Feet

- Individually Eligible for Listing in the NRHP
- Segment of NRHP Eligible Linear Resource Alignment
- Area of Potential Effects

Project Features:

- Proposed Route
- Stations

Figure 7-3. Historic Built Environment Resources Previously Determined NRHP-Eligible in the APE
Cultural Resources Assessment for
Division Street Bus Rapid Transit Project

Spokane, Spokane County, Washington

Two other resources previously determined eligible for listing in the NRHP were also documented and evaluated for the purposes of this study: Northern Pacific Railway – Pend d'Oreille Division (WISAARD ID 673320) and Union Pacific Railway – Ayer Subdivision (WISAARD ID 722772). Both resources are regional railroad alignments for which DAHP determined the entirety of the alignment eligible for listing in the NRHP. However, the segments of these railroad alignments within downtown Spokane and the APE have not been previously documented or evaluated. As such, the segments of these two resources within the APE were documented and evaluated for the purpose of this study.

Additionally, seven historic built environment resources in the APE were previously determined not eligible for listing in the NRHP and thus were not documented as part of this study:

- Spokane Visitor Information Center (Map ID 82; WISAARD ID 24688), 201 W Main Street, Spokane, WA.
- Western Bottling (Map ID 83; WISAARD ID 24680), 7 W Main Avenue, Spokane, WA.
- The Crescent (Map ID 87; WISAARD ID 20904), 710 W Riverside Avenue, Spokane, WA
- Dodson's Jewelers Clock (MAP ID 89; WISAARD ID 721469), 516 W Riverside Avenue, Spokane, WA.
- Green Building/Spokane Hardware (Map ID 90; WISAARD ID 20901), 516 W Riverside, Spokane, WA.
- Original Seat Cover Center (Map ID 104; WISAARD ID 24693), 3 W Riverside Avenue, Spokane, WA.
- Commercial Building (Map ID 106; WISAARD ID 716531), 314 W Sprague Avenue, Spokane, WA.

7.2.2 Historic Built Environment Survey

One hundred nine individual historic built environment resources were documented and evaluated for individual NRHP eligibility. These 109 resources included 73 previously recorded but unevaluated historic built environment resources, 3 resources determined eligible for listing in the NRHP more than 10 years ago, 2 previously undocumented segments of regional railroad alignments previously determined by DAHP to be eligible for listing in the NRHP, and 31 previously unrecorded historic built environment resources. Additionally, resources located in either the Desmet Avenue Historic District, East Downtown Historic District, or West Downtown Historic Transportation Corridor that had not been previously evaluated as contributors to these NRHP-listed historic districts were evaluated as potential contributors. Resources located outside the boundaries of these historic districts were also evaluated as contributors to potential historic districts. HPI forms prepared for these 109 historic build environment resources are included in this report as *Appendix D, Historic Property Inventory Forms*.

Of the 109 resources that had not been previously evaluated for individual eligibility, the following 6 are recommended as individually eligible for listing in the NRHP:

- Dunkin Donuts (Map ID 23; WISAARD ID 154733; Photograph 1) – Recommended individually eligible for listing in the NRHP under Criterion C as an intact, representative example of the mid-20th-century Contemporary architectural style, especially as applied to commercial and franchise properties. Given its original use as a Dunkin Donuts location, it is also eligible under Criterion C as an example of standardized architectural characteristics present in other midcentury Dunkin Donuts locations. The Dunkin Donuts' period of significance under Criterion C is 1967, the year of the building's construction. The historic

property boundary of the Dunkin Donuts is limited to the building's footprint, as its character-defining features are limited to the building's physical characteristics and do not include any associated features of its parcel. The resource's character-defining features include its rectilinear form; horizontal emphasis; wide eave overhangs on the east and north façades with a recessed entrance; exposed purlins; primary (east) façade aluminum-frame window wall; and uninterrupted wall surfaces on the east and north facades. Although views of the building and its large commercial signage from N Division Street are reflective of the building's relationship to this automobile-oriented commercial corridor, neither these views nor the view of N Division Street from the building are considered to be character-defining features of the resource.

- Kinney Shoes (Map ID 26; WISAARD ID 157570; Photograph 2) – Recommended individually eligible for listing in the NRHP under Criterion C only as an intact, representative example of the Contemporary style as applied to mid-20th-century commercial properties and also as an example of the specialty store commercial typology widely constructed in the 1950s and 1960s. The Kinney Shoes' period of significance under Criterion C is 1959, the year of the building's construction. The historic property boundary of the Kinney Shoes is the boundary of Spokane County Parcel No. 35064.3306, as the associated parking is considered a character-defining feature of the resource in addition to the building's physical characteristics. The resource's character-defining features include its rectilinear form, horizontal emphasis, butterfly roof structure with wide eave overhangs, primary (east) façade aluminum-frame window wall, uninterrupted end wall surfaces on its north and south façades, and associated parking lot. Although views of the building and its large commercial signage from N Division Street are reflective of the building's relationship to this automobile-oriented commercial corridor, neither these views nor the view of N Division Street from the building are considered to be character-defining features of the resource.
- First National Bank of Spokane (Map ID 91; WISAARD ID 24309; Photograph 3) – Recommended individually eligible for listing in the NRHP under Criterion C. The property is significant under Criterion C as a distinctive work of Bank Building & Equipment Corporation of America and the Modern architectural style design. The First National Bank of Spokane's period of significance under Criterion C is 1954, the year of the building's construction. The historic property boundary of the First National Bank of Spokane is limited to the building's footprint (excluding the 1977 east façade skywalk), as its character-defining features are limited to the building's physical characteristics and do not include any associated features of its parcel. The resource's character-defining features include its simplified box form with a flat roof; the horizontal emphasis of its façade composition; and the use of smooth materials such as glass, stainless steel, the original exterior cladding of ceramic tile and the black granite tile of the remodel. Neither views of, nor views from the building are considered to be character-defining features of the resource.
- Dessert Block/St. Regis Hotel (Map ID 95; WISAARD ID 24305; Photograph 4) – Recommended individually eligible for listing in the NRHP under Criteria A and C. The property is significant under Criterion A for its association with Spokane's early-20th-century commercial development and the rise of single-room occupancy (SRO) hotels and as one of the few surviving SRO hotels in the east downtown Spokane area. It is significant under Criterion C as a representative example of the two-part commercial block form of early-20th-century commercial architecture applied to an SRO hotel that retains key architectural elements, including its tripartite façade composition, ornamental window treatments, decorative brickwork, bracketed cornice, cast stone detailing, and portions of its original cast iron storefront framework. The Dessert Block/St. Regis Hotel's period of significance under Criteria A and C is 1904-1953, from the date of its construction extending through the end of the East Downtown Historic District's period of significance, to which it is a contributor under

Criterion A for its same significant associations with SRO hotels. The historic property boundary of the Dessert Block/St. Regis Hotel is limited to the building's footprint, as its character-defining features are limited to the building's physical characteristics and do not include any features of its parcel. The resource's character-defining features include its tripartite façade composition; ornamental window treatments; decorative brickwork; bracketed cornice; cast stone detailing; and portions of its original cast iron storefront framework. Neither views of, nor views from the building are considered to be character-defining features of the resource.

- Paulsen Medical and Dental Building (Map ID 101; WISAARD ID 20585; Photograph 5) – Recommended individually eligible for listing in the NRHP under Criterion C. The property is considered significant under Criterion C as an intact and representative example of an Art Deco-style commercial skyscraper building. The historic property boundary of the Paulsen Medical and Dental Building is limited to the building's footprint, as its character-defining features are limited to the building's physical characteristics and do not include any associated features of its parcel. The resource's character-defining features include its 16-story height; reinforced concrete and steel frame construction; use of upper-story setbacks, vertical emphasis by its continuous window piers; smooth terra cotta cladding with decorative terra cotta ornamentations; and flat roof with vertical projections. Neither views of, nor views from the building are considered to be character-defining features of the resource.
- Symons Block (Map ID 109 WISAARD ID 33306; Photograph 6) – Recommended individually eligible for listing in the NRHP under Criteria A and C. The property possesses significant and uniquely representative associations with the history of commercial development in downtown Spokane in the early 20th century in addition to the establishment of Spokane's first radio network in 1922 and the development of radio broadcast throughout the region. Under Criterion C, the property is an intact and representative example of the Neoclassical Revival architectural style. The Symons Block's period of significance under Criterion A is 1917-1941, from the date of its construction extending to the death of Thomas Symons Jr, and under Criterion C is 1917, the year of the building's construction. The historic property boundary of the Symons Block is limited to the building's footprint, as its character-defining features are limited to the building's physical characteristics and do not include any associated features of its parcel. The building is also a relatively early design produced by the architectural firm Rigg & Vantyne, which designed public and commercial buildings throughout Spokane and the broader Pacific Northwest in the early to mid-20th century. The property retains sufficient integrity to convey its significance under both these criteria. The resource's character-defining features include its four-story rectilinear form, smooth masonry exterior, classical arrangement of architectural features, cornice, pedimented entrance, columns, and overall symmetrical arrangement of features. Neither views of, nor views from the building are considered to be character-defining features of the resource.

The three resources previously determined eligible for listing in the NRHP that received concurrence from DAHP more than 10 years ago remain eligible for listing in the NRHP:

- Old National Bank Building (Map ID 92; WISAARD ID 20588; Photograph 7) – Recommended individually eligible for listing in the NRHP under Criterion C, as it retains sufficient integrity to continue to convey its architectural significance as the only known work of Daniel Burnham, a master architect in Spokane, and as an intact and quality example of the Chicago style for which it was previously determined eligible for listing in the NRHP. The Old National Bank Building's period of significance under Criterion C is 1909, the year of the building's construction. The historic property boundary of the Old National Bank Building is limited to the building's footprint, as its character-defining features are limited to the building's physical characteristics and do not include any associated features of its parcel. The

resource's character-defining features include its steel structural framing; ground-story granite and upper-story terra cotta claddings; the extended column divisions that divide its street-facing facades, recessed window openings, molded friezes and cornices; and numerous decorative embellishments, such as the east façade pediment with anthemion and scrolls, scrolled brackets, palmettes, and Classical moldings. Neither views of, nor views from the building are considered to be character-defining features of the resource.

- Fernwell Building (Map ID 100; WISAARD ID 20589; Photograph 8) – Recommended individually eligible for listing in the NRHP under Criterion C, as it retains sufficient integrity to continue to convey its architectural significance as an example of a Romanesque Revival commercial building for which it was previously determined eligible for listing in the NRHP. The Fernwell Building's period of significance under Criterion C is 1899, the year of the building's construction. The historic property boundary of the Fernwell Building is limited to the building's footprint, as its character-defining features are limited to the building's physical characteristics and do not include any associated features of its parcel. The resource's character-defining features include its masonry structure and exterior with embellished masonry detailing; vertical and horizontal delineations formed by its series of cornices and variously scaled columns capped with embellished capitals; and recessed segmental and round arched windows. Neither views of, nor views from the building are considered to be character-defining features of the resource.
- August Paulsen Building (Map ID 102; WISAARD ID 20587; Photograph 9) – Recommended individually eligible for listing in the NRHP under Criterion C, as it retains sufficient integrity to continue to convey its architectural significance as an example of a Chicago-style commercial building for which it was previously determined eligible for listing in the NRHP. The Paulsen Medical and Dental Building's period of significance under Criterion C is 1928, the year of the building's construction. The property is recommended not eligible under Criterion A, B, or D. The August Paulsen Building's period of significance under Criterion C is 1928, the year of the building's construction. The historic property boundary of the August Paulsen Building is limited to the building's footprint, as its character-defining features are limited to the building's physical characteristics and do not include any associated features of its parcel. The resource's character-defining features include its steel structural framing; the bays and cornices that delineate its façades vertically and horizontally; flat roof with a heavy denticulated and overhanging cornice; minor denticulated and scroll bracketed cornices that separate its three blocks; the terra cotta exterior materials with both plain and voussoir sections; and recessed rectangular and segmental arched window openings.

The remaining 100 resources that had not been previously evaluated for individual eligibility are recommended not eligible for listing in the NRHP.

None of the 93 historic built environment resources that are not currently listed as contributing or noncontributing resources to either the Desmet Avenue Historic District, East Downtown Historic District, or West Downtown Historic Transportation Corridor are recommended by this study as eligible contributors to these historic districts. The 21 historic built environment resources previously listed as contributing resources to these districts remain eligible for listing in the NRHP as contributing resources to these districts, and the two resources previously determined to be noncontributing resources to the East Downtown Historic District remain not eligible as noncontributing resources to this district. None of the surveyed properties located outside these historic districts are recommended by this study as eligible for listing in the NRHP as contributing resources to a new potential historic district.

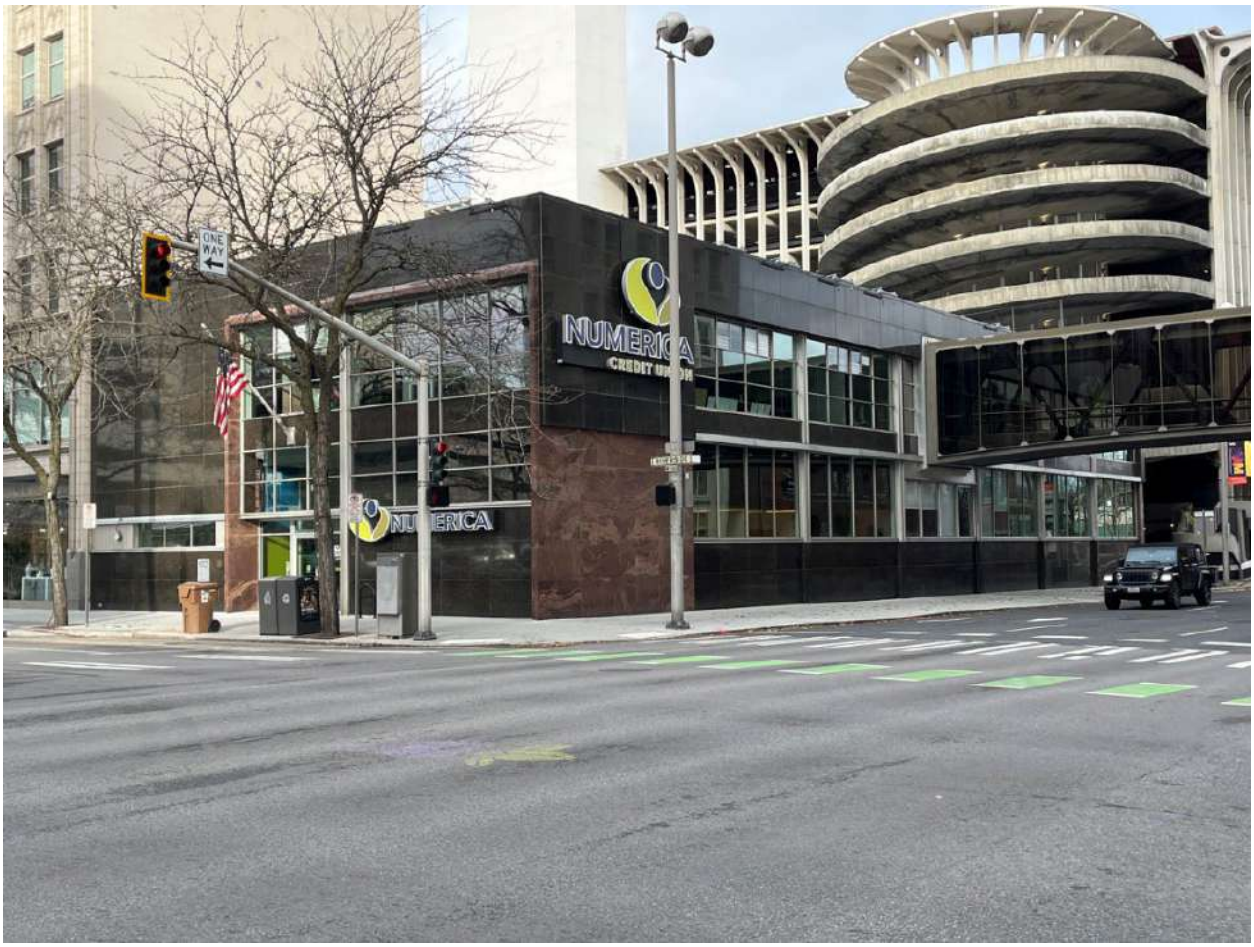
Individual NRHP eligibility and district contributor evaluations for all 109 resources are summarized in Table 7-4. Figures 7-4 through 7-9 show the location and eligibility determinations for each of the surveyed individual historic built environment resources.



Photograph 1. East (primary) and north façades of Dunkin Donuts (Map ID 23; WISAARD ID 154733), facing southwest (Parametrix 2024).



Photograph 2. South and east (primary) façades of Kinney Shoes (Map ID 26; WISAARD ID 157570), facing northwest (Parametrix 2024).



Photograph 3. South (primary) façade and east façade of First National Bank of Spokane (Map ID 91; WISAARD ID 24309), facing northwest (Parametrix 2024).



Photograph 4. East facade of Dessert Block/St. Regis Hotel (Map ID 95; WISAARD ID 24305), facing west (Parametrix 2024).



Photograph 5. East and north façades of the Paulsen Medical and Dental Building (Map ID 101; WISAARD ID 20585), facing southwest (Parametrix 2024).



Photograph 6. West and south façades of Symons Block (Map ID 109 WISAARD ID 33306), facing northeast (Parametrix 2024).



Photograph 7. West façade of Old National Bank Building (Map ID 92; WISAARD ID 20588), facing east (Parametrix 2025).



Photograph 8. North façade of Fernwell Building (Map ID 100; WISAARD ID 20589), facing south (Parametrix 2024)



Photograph 9. North and west facades of August Paulsen Building (Map ID 102; WISAARD ID 20587), facing southeast (Paraemtrix 2025)

Table 7-4. Surveyed Historic Built Environment Resources in the APE (Total 109)

Map ID [a]	WISAARD ID	Historic Name	Address	Current Individual NRHP Eligibility Determination	Current NRHP District Contributor Status	Individual NRHP Eligibility Recommendation	NRHP District Recommendation
1	197020	Residence	906 E Hastings Rd, Spokane, WA	Not Determined	N/A	Not Eligible	Not Eligible
2	Unassigned	Washington State Department of Transportation Facility	12303 N Division St, Spokane, WA	Unrecorded/ Unevaluated	Unrecorded/ Unevaluated	Not Eligible	Not Eligible
3	156606	Hawthorne Hall	44 W Hawthorne Rd, Spokane, WA	Not Determined	N/A	Not Eligible	Not Eligible
4	Unassigned	Apple Tree Inn Spokane	9508 N Division St, Spokane, WA	Unrecorded/ Unevaluated	Unrecorded/ Unevaluated	Not Eligible	Not Eligible
5	Unassigned	Century Link Facility	5 W Holland Ave, Spokane, WA	Unrecorded/ Unevaluated	Unrecorded/ Unevaluated	Not Eligible	Not Eligible
6	Unassigned	Whitworth Water District #2 Facility	2 E Holland Ave, Spokane, WA	Unrecorded/ Unevaluated	Unrecorded/ Unevaluated	Not Eligible	Not Eligible
7	Unassigned	Rancho Chico	9205 N Division St, Spokane, WA	Unrecorded/ Unevaluated	Unrecorded/ Unevaluated	Not Eligible	Not Eligible
8	Unassigned	Commercial Buildings	8601 N Division St, Spokane, WA	Unrecorded/ Unevaluated	Unrecorded/ Unevaluated	Not Eligible	Not Eligible
9	Unassigned	Nom Nom Gas Station	7902 N Division St, Spokane, WA	Unrecorded/ Unevaluated	Unrecorded/ Unevaluated	Not Eligible	Not Eligible
10	Unassigned	PoP Shoppe	7102 N Division St, Spokane, WA	Unrecorded/ Unevaluated	Unrecorded/ Unevaluated	Not Eligible	Not Eligible
11	Unassigned	Shurgard Self Storage	7028 N Division St, Spokane, WA	Unrecorded/ Unevaluated	Unrecorded/ Unevaluated	Not Eligible	Not Eligible
12	Unassigned	Apple Barrel Restaurant	7015 N Division St, Spokane, WA	Unrecorded/ Unevaluated	Unrecorded/ Unevaluated	Not Eligible	Not Eligible
13	Unassigned	Car Toys	6709 N Division St, Spokane, WA	Unrecorded/ Unevaluated	Unrecorded/ Unevaluated	Not Eligible	Not Eligible
14	154877	Banner Bank	6622 N Division St, Spokane, WA	Not Determined	N/A	Not Eligible	Not Eligible
15	155310	Apartments	5817 N Division St, Spokane, WA	Not Determined	N/A	Not Eligible	Not Eligible

Map ID [a]	WISAARD ID	Historic Name	Address	Current Individual NRHP Eligibility Determination	Current NRHP District Contributor Status	Individual NRHP Eligibility Recommendation	NRHP District Recommendation
16	Unassigned	Chase Bank	5508 N Division St, Spokane, WA	Unrecorded/ Unevaluated	Unrecorded/ Unevaluated	Not Eligible	Not Eligible
17	Unassigned	Phillycious	5422 N Division St, Spokane, WA	Unrecorded/ Unevaluated	Unrecorded/ Unevaluated	Not Eligible	Not Eligible
18	23035	Franklin Park	5100 N Division St, Spokane, WA	Not Determined	N/A	Not Eligible	Not Eligible
19	Unassigned	Taco Time	5102 N Division St, Spokane, WA	Unrecorded/ Unevaluated	Unrecorded/ Unevaluated	Not Eligible	Not Eligible
20	Unassigned	Bank of America	4620 N Division St, Spokane, WA	Unrecorded/ Unevaluated	Unrecorded/ Unevaluated	Not Eligible	Not Eligible
21	155071	Office Depot/Natural Grocers	4511 N Division St, Spokane, WA	Not Determined	N/A	Not Eligible	Not Eligible
22	23034	Clark Playfield	3922 N Normandie St, Spokane, WA	Not Determined	N/A	Not Eligible	Not Eligible
23	154733	Dunkin Donuts	3817 N Division St, Spokane, WA	Not Determined	N/A	Eligible (Criterion C)	Not Eligible
24	33138	Richfield Oil	3518 N Division St, Spokane, WA	Not Determined	N/A	Not Eligible	Not Eligible
25	Unassigned	Drapery Mart	3314 N Division St, Spokane, WA	Unrecorded/ Unevaluated	Unrecorded/ Unevaluated	Not Eligible	Not Eligible
26	157570	Kinney Shoes	3813/3321 N Division St, Spokane, WA	Not Determined	N/A	Eligible (Criterion C)	Not Eligible
27	156929	Edward C. Ferrel Company Building	3220 N Division St, Spokane, WA	Not Determined	N/A	Not Eligible	Not Eligible
28	647168	Enarson Residence	2838 N Ruby St, Spokane, WA	Not Determined	N/A	Not Eligible	Not Eligible
29	36161	Lewis Residence	2824 N Ruby St, Spokane, WA 99207	Not Determined	N/A	Not Eligible	Not Eligible
30	Unassigned	Minit-Lube	2736 N Division St, Spokane, WA	Unrecorded/ Unevaluated	Unrecorded/ Unevaluated	Not Eligible	Not Eligible
31	188379	Residence	2818 N Ruby St, Spokane, WA	Not Determined	N/A	Not Eligible	Not Eligible

Map ID [a]	WISAARD ID	Historic Name	Address	Current Individual NRHP Eligibility Determination	Current NRHP District Contributor Status	Individual NRHP Eligibility Recommendation	NRHP District Recommendation
32	646024	Residence	2814 N Ruby St, Spokane, WA	Not Determined	N/A	Not Eligible	Not Eligible
33	155631 155867	Zanie's	2712-2716 N Division St, Spokane, WA	Not Determined	N/A	Not Eligible	Not Eligible
34	158136	North Division Laundromat	2635 N Division St, Spokane, WA	Not Determined	N/A	Not Eligible	Not Eligible
35	154960	Rosauer's	2624 N Division St, Spokane, WA	Not Determined	N/A	Not Eligible	Not Eligible
36	155407	Warehouse	110 E Buckeye Ave, Spokane, WA	Not Determined	N/A	Not Eligible	Not Eligible
37	Unassigned	O'Reilly Auto Parts	2502 N Division St, Spokane, WA	Unrecorded/ Unevaluated	Unrecorded/ Unevaluated	Not Eligible	Not Eligible
38	155465	General Store Building 1	2424 N Division St, Spokane, WA	Not Determined	N/A	Not Eligible	Not Eligible
39	156556	K-L Manufacturing Company Building	108 E Jackson Ave, Spokane, WA	Not Determined	N/A	Not Eligible	Not Eligible
40	156600	General Store Building 2	2403 N Ruby St, Spokane, WA	Not Determined	N/A	Not Eligible	Not Eligible
41	Unassigned	Camp Chevrolet Service Center	101 E Montgomery Ave, Spokane, WA	Unrecorded/ Unevaluated	Unrecorded/ Unevaluated	Not Eligible	Not Eligible
42	Unassigned	Commercia Buildings	2118 N Ruby St, Spokane, WA	Unrecorded/ Unevaluated	Unrecorded/ Unevaluated	Not Eligible	Not Eligible
43	428280	Residence	2012 N Ruby St, Spokane, WA	Not Determined	N/A	Not Eligible	Not Eligible
44	156526	DollarTree	2001 N Ruby St, Spokane, WA	Not Determined	N/A	Not Eligible	Not Eligible
45	158075	Residence	2010 N Ruby St, Spokane, WA	Not Determined	N/A	Not Eligible	Not Eligible
46	155654	Windermere Lease Source Property Management Office	102 E Baldwin Ave, Spokane, WA	Not Determined	N/A	Not Eligible	Not Eligible
47	Unassigned	Washington Trust Bank	27 E Indiana Ave, Spokane, WA	Unrecorded/ Unevaluated	Unrecorded/ Unevaluated	Not Eligible	Not Eligible

Map ID [a]	WISAARD ID	Historic Name	Address	Current Individual NRHP Eligibility Determination	Current NRHP District Contributor Status	Individual NRHP Eligibility Recommendation	NRHP District Recommendation
48	157814	Spokane Furniture Company	1901 N Division St, Spokane, WA	Not Determined	N/A	Not Eligible	Not Eligible
49	156880	J.C. Penny Store	1912 N Division St, Spokane, WA	Not Determined	N/A	Not Eligible	Not Eligible
50	155684	Commercial Building	103 E Indiana Ave, Spokane, WA	Not Determined	N/A	Not Eligible	Not Eligible
51	157607	Commercial Building	1817 N Division St, Spokane, WA	Not Determined	N/A	Not Eligible	Not Eligible
52	155023	Brown & Delaney P.S. Building	30 E Indiana Ave, Spokane, WA	Not Determined	N/A	Not Eligible	Not Eligible
53	154744	State Farm Insurance Building	104 E Indiana Ave, Spokane, WA	Not Determined	N/A	Not Eligible	Not Eligible
54	428104	Residence	1810 N Ruby St, Spokane, WA	Not Determined	N/A	Not Eligible	Not Eligible
55	157598	Roberts Residence	101 E Nora Ave, Spokane, WA	Not Determined	N/A	Not Eligible	Not Eligible
56	158109	Nicholson Residence	102 E Nora Ave, Spokane, WA	Not Determined	N/A	Not Eligible	Not Eligible
57	155242	Higgins & Henderson office	27 E Augusta Ave, Spokane, WA	Not Determined	N/A	Not Eligible	Not Eligible
58	157317	Pupo Residence	101 E Augusta Ave, Spokane, WA	Not Determined	N/A	Not Eligible	Not Eligible
59	333161	Mission Avenue Park	Mission Avenue right-of-way	Not Determined	Mission Avenue Historic District (segment only within Historic District – outside APE)	Not Eligible	Not Eligible
60	158017	Multifamily Residence	28 E Mission Ave, Spokane, WA	Not Determined	N/A	Not Eligible	Not Eligible
61	647683	Residence	104 E Mission Ave, Spokane, WA	Not Determined	N/A	Not Eligible	Not Eligible
62	429302	Residence	1413 N Ruby St, Spokane, WA	Not Determined	N/A	Not Eligible	Not Eligible

Map ID [a]	WISAARD ID	Historic Name	Address	Current Individual NRHP Eligibility Determination	Current NRHP District Contributor Status	Individual NRHP Eligibility Recommendation	NRHP District Recommendation
63	647429	Higgins and Henderson Office	101 E Sinto Ave, Spokane, WA	Not Determined	N/A	Not Eligible	Not Eligible
64	158125	Residence	25 E Sinto Ave, Spokane, WA	Not Determined	N/A	Not Eligible	Not Eligible
65	Unassigned	Gung Ho Restaurant	1303 N Division St, Spokane, WA	Unrecorded/ Unevaluated	Unrecorded/ Unevaluated	Not Eligible	Not Eligible
66	Unassigned	Texaco Service Station	1306 N Division St, Spokane, WA	Unrecorded/ Unevaluated	Unrecorded/ Unevaluated	Not Eligible	Not Eligible
67	Unassigned	Kim's Korean Restaurant	1312 N Division St, Spokane, WA	Unrecorded/ Unevaluated	Unrecorded/ Unevaluated	Not Eligible	Not Eligible
68	157541	Mor Furniture	1201 N Division St, Spokane, WA	Not Determined	N/A	Not Eligible	Not Eligible
69	33133	E.S. Burgan and Son	1108 N Division St, Spokane, WA	Not Determined	Contributing Resource to Desmet Avenue Warehouse Historic District	Not Eligible	Contributing Resource to Desmet Avenue Warehouse Historic District (Criterion A)
70	157020	WP Fuller & Co. Office Building	102 E Boone Ave, Spokane, WA	Not Determined	N/A	Not Eligible	Not Eligible
71	157660	Ruby Suites	1120 N Division St, Spokane, WA	Not Determined	N/A	Not Eligible	Not Eligible
72	24733	Market Equipment Company Office and Warehouse	105 E Desmet Ave, Spokane, WA	Not Determined	Contributing Resource to Desmet Avenue Warehouse Historic District	Not Eligible	Contributing Resource to Desmet Avenue Warehouse Historic District (Criteria A and C)
73	154518	B&B Distributors Building 2	1008 N Ruby St, Spokane, WA	Not Determined	N/A	Not Eligible	Not Eligible
74	33131	Boyd-Conlee Feed	1002 N Division St, Spokane, WA	Not Determined	N/A	Not Eligible	Not Eligible
75	156008	B&B Distributors Building 1	1004 N Ruby St, Spokane, WA	Not Determined	N/A	Not Eligible	Not Eligible

Map ID [a]	WISAARD ID	Historic Name	Address	Current Individual NRHP Eligibility Determination	Current NRHP District Contributor Status	Individual NRHP Eligibility Recommendation	NRHP District Recommendation
76	Unassigned	TraveLodge River Inn	702 N Division St, Spokane, WA	Unrecorded/ Unevaluated	Unrecorded/ Unevaluated	Not Eligible	Not Eligible
77	157865	B.L. Gordon & Company Building	101 W North River Dr, Spokane, WA	Not Determined	N/A	Not Eligible	Not Eligible
78	157787 157795	Bel Franklin Building	217 N Division St, Spokane, WA	Not Determined	Noncontributing Resource to East Downtown Historic District – Spokane	Not Eligible	Noncontributing Resource to East Downtown Historic District – Spokane
79	24687	Goodyear Tire	44 W Main St, Spokane, WA	Not Determined	N/A	Not Eligible	Not Eligible
84	20878	Hotel Division	128 N Division St, Spokane, WA	Not Determined	Contributing Resource to East Downtown Historic District – Spokane	Not Eligible	Contributing Resource to East Downtown Historic District – Spokane (Criterion A)
85	20879	Inland Brewing and Malting/Success Baking-Service	118 N Division St, Spokane, WA	Not Determined	Noncontributing Resource to East Downtown Historic District – Spokane	Not Eligible	Noncontributing Resource to East Downtown Historic District – Spokane
86	24297	The Globe Hotel	108 N Post St/ 726 W Riverside Ave, Spokane, WA	Not Determined	N/A	Not Eligible	Not Eligible
88	Unassigned	Spokane Visitor Information Center	522 W Riverside Ave, Spokane, WA	Unrecorded/ Unevaluated	Unrecorded/ Unevaluated	Eligible (Criteria A and C)	Not Eligible
91	24309	First National Bank of Spokane	502 W Riverside Ave, Spokane, WA	Not Determined	N/A	Eligible (Criterion C)	Not Eligible
92	20588	Old National Bank Building	428 W Riverside Ave, Spokane, WA	Determined Eligible: 2010-03-16	N/A	Eligible (Criterion C)	Not Eligible
93	Unassigned	US Bank Drive Through	428 W Riverside Ave, Spokane, WA	Unrecorded/ Unevaluated	Unrecorded/ Unevaluated	Not Eligible	Not Eligible

Map ID [a]	WISAARD ID	Historic Name	Address	Current Individual NRHP Eligibility Determination	Current NRHP District Contributor Status	Individual NRHP Eligibility Recommendation	NRHP District Recommendation
95	24305	Dessert Block/St. Regis Hotel	302 W Riverside Ave, Spokane, WA	Not Determined	Contributing Resource to East Downtown Historic District – Spokane	Eligible (Criteria A and C)	Contributing Resource to East Downtown Historic District – Spokane (Criteria A and C)
96	24702	Old National Bank	256 W Riverside Ave, Spokane, WA	Not Determined	Contributing Resource to East Downtown Historic District – Spokane	Not Eligible	Contributing Resource to East Downtown Historic District – Spokane (Criteria A and C)
97	24696	Fire Station #1	44 W Riverside Ave, Spokane, WA	Not Determined	N/A	Not Eligible	Not Eligible
99	Unassigned	Seattle-First National Bank	601 W Riverside Ave, Spokane, WA	Unrecorded/ Unevaluated	Unrecorded/ Unevaluated	Not Eligible (significant under Criterion C but is less than 50 years old and does not meet Consideration G)	Not Eligible
100	20589	Fernwell Building	505 W Riverside Ave, Spokane, WA	Determined Eligible: 2012-03-15	N/A	Eligible (Criterion C)	Not Eligible
101	20585	Paulsen Medical and Dental Building	407 W Riverside Ave, Spokane, WA	Not Determined	N/A	Eligible (Criterion C)	Not Eligible
102	20587	August Paulsen Building	421 W Riverside Ave, Spokane, WA	Determined Eligible: 2013-02-05	N/A	Eligible (Criterion C)	Not Eligible
103	39816	National Hotel	201 W Riverside Ave, Spokane, WA	Not Determined	Contributing Resource to East Downtown Historic District – Spokane	Not Eligible	Contributing Resource to East Downtown Historic District – Spokane (Criteria A and C)

Map ID [a]	WISAARD ID	Historic Name	Address	Current Individual NRHP Eligibility Determination	Current NRHP District Contributor Status	Individual NRHP Eligibility Recommendation	NRHP District Recommendation
105	20917	Armstrong Hotel Building	402 W Sprague Ave, Spokane, WA	Not Determined	Contributing Resource to East Downtown Historic District – Spokane	Not Eligible	Contributing Resource to East Downtown Historic District – Spokane (Criteria A and C)
108	Unassigned	Parking Garage	621 W Sprague Ave, Spokane, WA	Unrecorded/ Unevaluated	Unrecorded/ Unevaluated	Not Eligible	Not Eligible
109	33306	Symons Block	525 W Sprague Ave, Spokane, WA	Not Determined	N/A	Eligible (Criteria A and C)	Not Eligible
110	20919	Webster Building/Stowell Drug and Assay	415 W Sprague Ave, Spokane, WA	Not Determined	Contributing Resource to East Downtown Historic District – Spokane	Not Eligible	Contributing Resource to East Downtown Historic District – Spokane (Criterion A)
112	24239	Fire Station #1	418 W 1st Ave, Spokane, WA	Not Determined	Contributing Resource to East Downtown Historic District – Spokane	Not Eligible	Contributing Resource to East Downtown Historic District – Spokane (Criterion A)
115	27057	Metropolitan Financial Center	601 W 1st Ave, Spokane, WA	Not Determined	N/A	Not Eligible	Not Eligible
117	36835 48406	Northern Pacific Railway Bridge #0.5	Intersection of BNSF Railway right-of-way and Lincoln St, Spokane, WA	Not Determined	Contributing Resource to West Downtown Historic Transportation Corridor	Not Eligible	Contributing Resource to West Downtown Historic Transportation Corridor (Criteria A and C) [b]
118	36838 48409	Northern Pacific Railway Bridge #0.2	Intersection of BNSF Railway right-of-way and Howard St, Spokane, WA	Not Determined	Contributing Resource to East Downtown Historic District – Spokane	Not Eligible	Contributing Resource to East Downtown Historic District – Spokane (Criteria A and C) [c]

Map ID [a]	WISAARD ID	Historic Name	Address	Current Individual NRHP Eligibility Determination	Current NRHP District Contributor Status	Individual NRHP Eligibility Recommendation	NRHP District Recommendation
119	673320	Northern Pacific Railway – Pend d'Oreille Division	BNSF Railway right-of-way	Determined Eligible: 2014-02-10	Contributing Resource to East Downtown Historic District – Spokane	Not Eligible	Contributing Resource to East Downtown Historic District – Spokane (Criterion A) [d]
120	722772	Ayer Subdivision, Union Pacific Railway	BNSF Railway right-of-way	Determined Eligible: 2020-09-29	Contributing Resource to East Downtown Historic District – Spokane	Not Eligible	Contributing Resource to East Downtown Historic District – Spokane (Criterion A) [e]
121	157295	Washington Trust Bank	706 W 2nd Ave, Spokane, WA	Not Determined	N/A	Not Eligible	Not Eligible
122	23398	Metropole Apartments	178 S Howard St, Spokane, WA	Not Determined	Contributing Resource to East Downtown Historic District – Spokane	Not Eligible	Contributing Resource to East Downtown Historic District – Spokane (Criteria A and C)
123	Unassigned	Standard Oil Service Station	721 W 2nd Ave, Spokane, WA	Unrecorded/ Unevaluated	Unrecorded/ Unevaluated	Not Eligible	Not Eligible
125	Unassigned	Kimmel Athletic Supply	525 W 2nd Ave, Spokane, WA	Unrecorded/ Unevaluated	Unrecorded/ Unevaluated	Not Eligible	Not Eligible

APE = area of potential effects; WISAARD = Washington Information System for Archaeological and Architectural Records Data; NRHP = National Register of Historic Places.

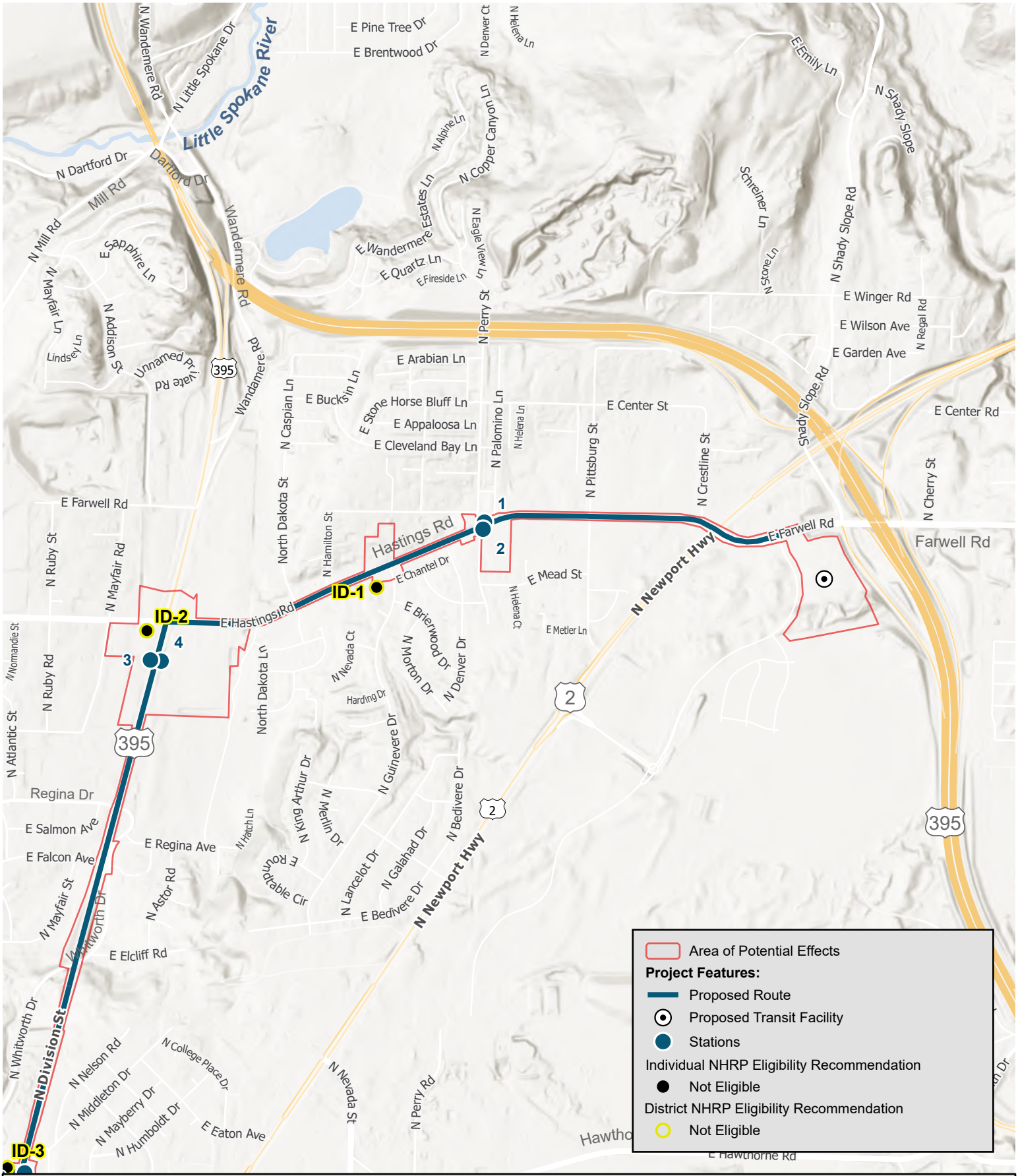
a Map IDs for 125 historic built environment resources in the APE were assigned based on the location of the resource within the APE, beginning at the northern extent of the APE and numbered sequentially proceeding south. This numbering system is inclusive of all resources, including resources previously listed or determined eligible for listing in the NRHP, previously determined not eligible for listing in the NRHP, previously recorded but unevaluated for listing in the NRHP, and previously unrecorded and unevaluated for listing in the NRHP.

b The NPR Bridge #0.5 is recommended eligible as a contributing resource to the West Downtown Historic Transportation Corridor separate from the Northern Pacific Railroad Grade, a single contributing resource to the historic district encompassing the raised grade, retaining walls, tracks, and series of bridges at street crossings within the district's boundaries.

c The NPR Bridge #0.2 is recommended eligible as a contributing resource to the East Downtown Historic District separate from the Elevated Railroad, a single contributing resource to the historic district encompassing the raised grade, retaining walls, tracks, and series of bridges at street crossings within the district's boundaries.

d The segment of Northern Pacific Railway – Pend d'Oreille Division in the APE is also recommended eligible as a contributing resource to the East Downtown Historic District separate from the Elevated Railroad.

e The segment of Ayer Subdivision, Union Pacific Railway in the APE is also recommended eligible as a contributing resource to the East Downtown Historic District separate from the Elevated Railroad.



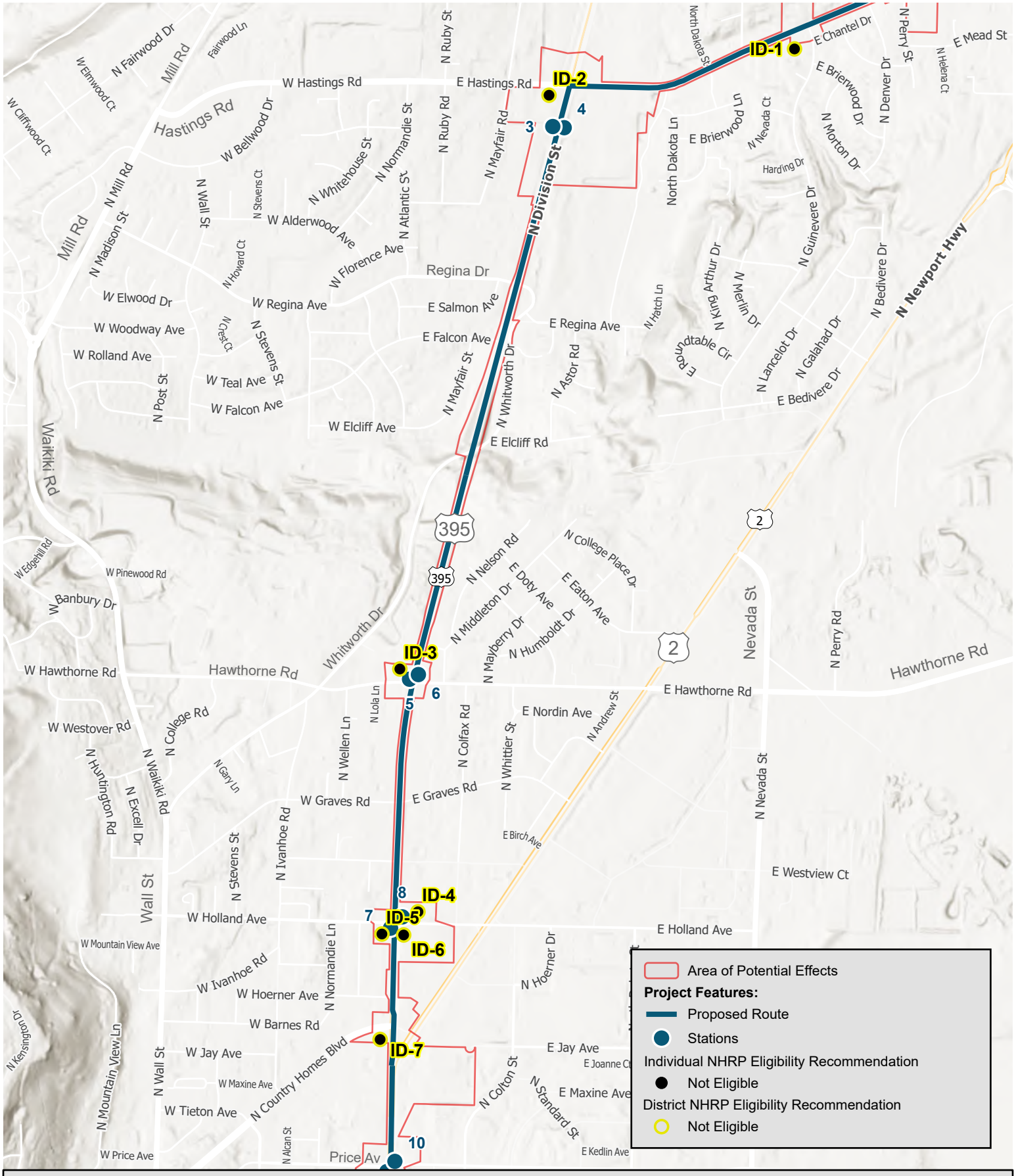
Parametrix

Sources: WISAARD, WA DAHP, WA RCO, SRTC, Spokane Housing Authority, Spokane County, City of Spokane, WSDOT, Mapbox, OpenStreetMap

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Figure 7-4. Individual and District NRHP Eligibility Recommendations for Surveyed Built Environment Resources
North Portion of the Area of Potential Effects, North Section
Cultural Resources Assessment for
Division Street Bus Rapid Transit Project

Spokane, Spokane County, Washington



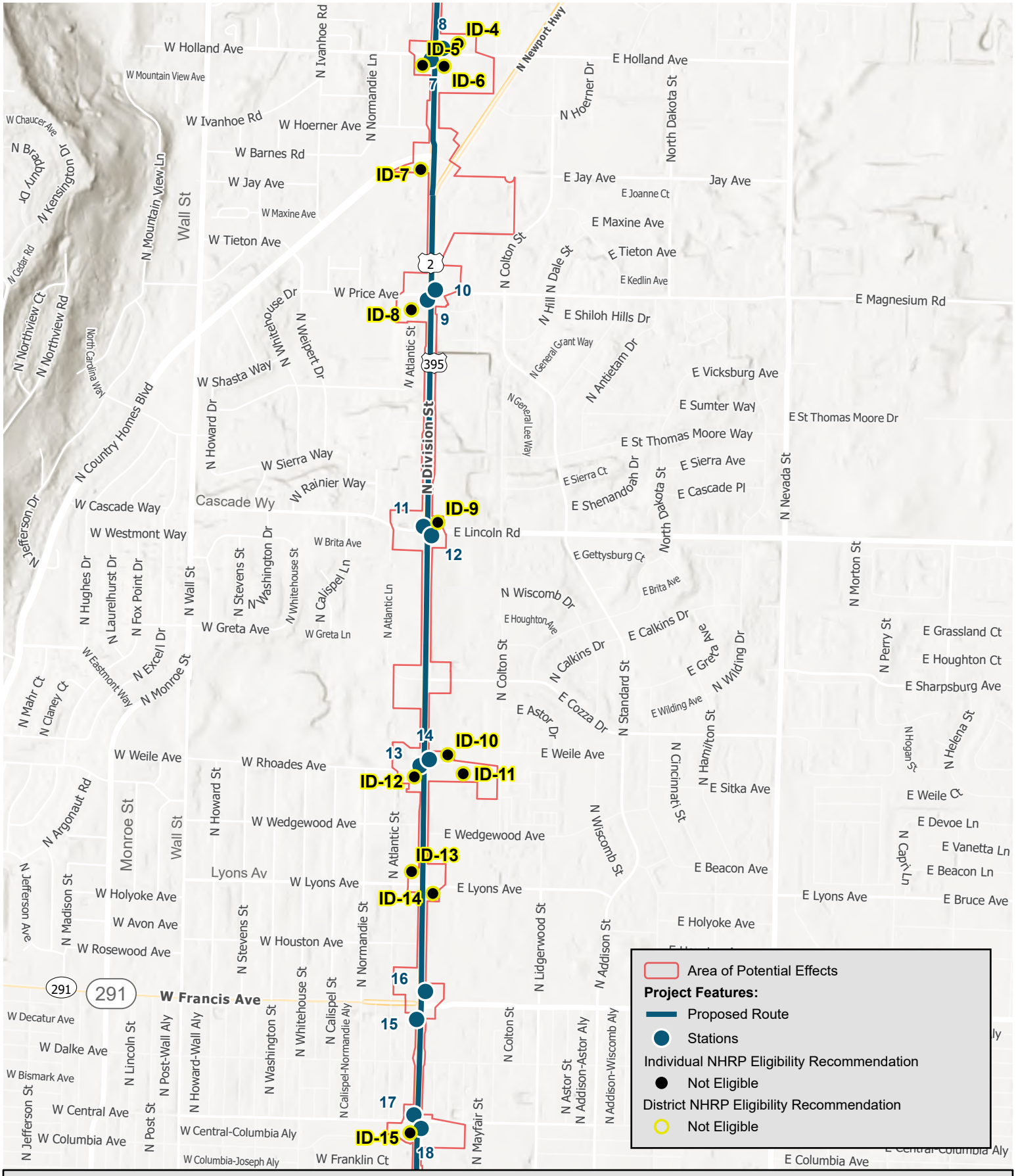
Parametrix

Sources: WISAARD, WA DAHP, WA RCO, SRTC, Spokane Housing Authority, Spokane County, City of Spokane, WSDOT, Mapbox, OpenStreetMap

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Figure 7-5. Individual and District NRHP Eligibility Recommendations for Surveyed Built Environment Resources
North Portion of the Area of Potential Effects, South Section
Cultural Resources Assessment for
Division Street Bus Rapid Transit Project

Spokane, Spokane County, Washington



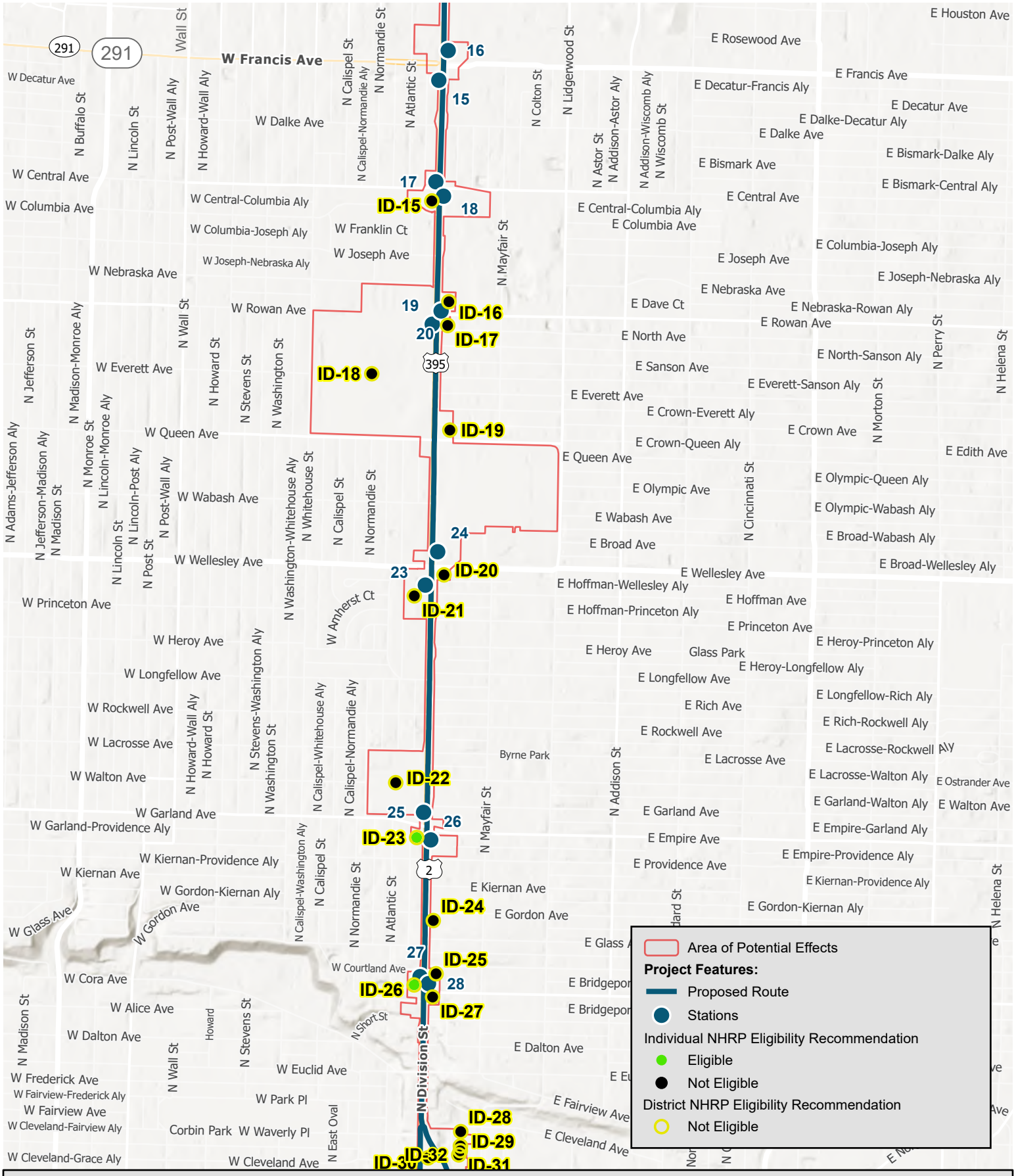
Parametrix

Sources: WISAARD, WA DAHP, WA RCO, SRTC, Spokane Housing Authority, Spokane County, City of Spokane, WSDOT, Mapbox, OpenStreetMap

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Figure 7-6. Individual and District NRHP Eligibility Recommendations for Surveyed Built Environment Resources in Mainline Portion of the Area of Potential Effects, North Section
Cultural Resources Assessment for
Division Street Bus Rapid Transit Project

Spokane, Spokane County, Washington



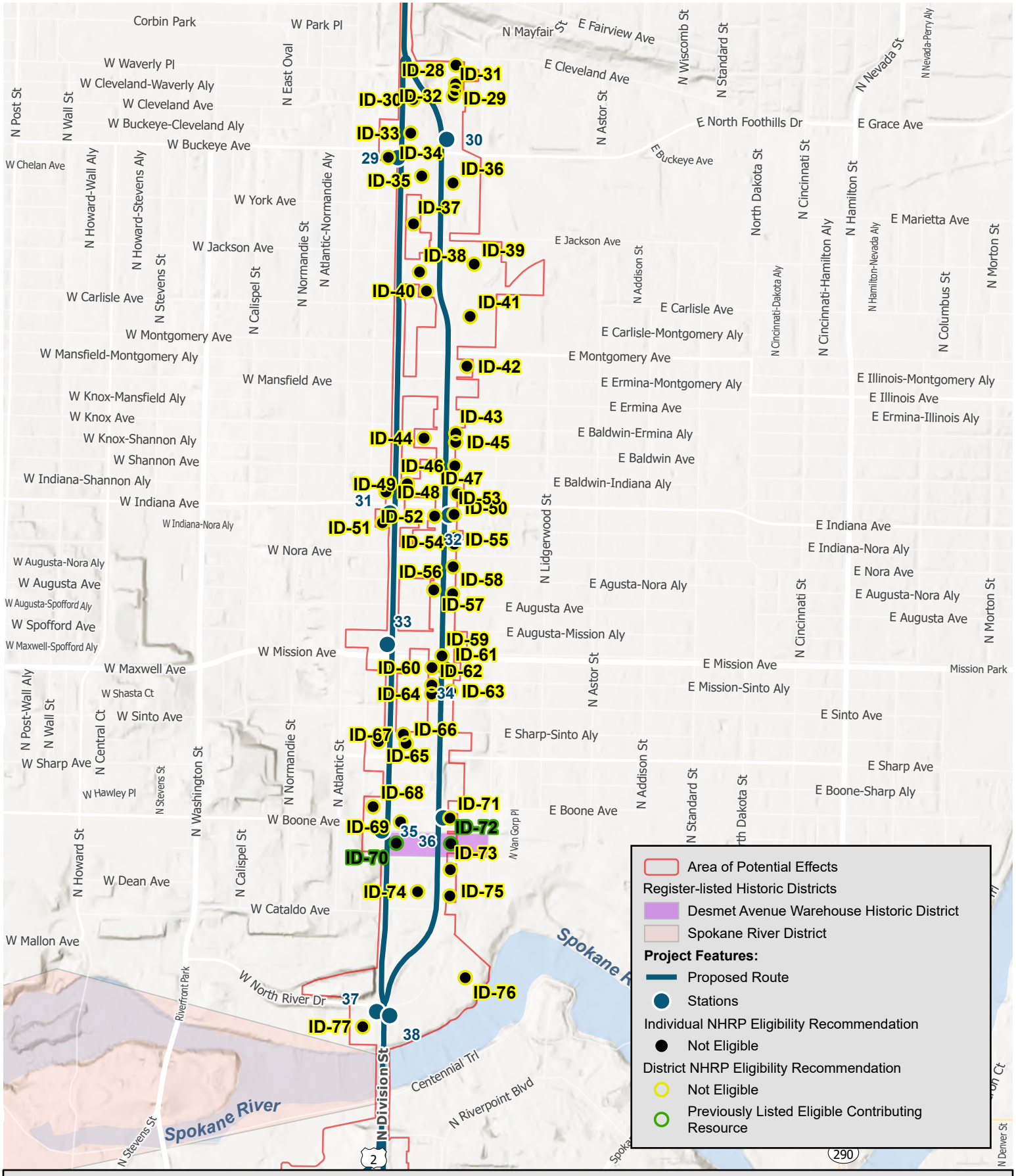
Parametrix

Sources: WISAARD, WA DAHP, WA RCO, SRTC, Spokane Housing Authority, Spokane County, City of Spokane, WSDOT, Mapbox, OpenStreetMap

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Figure 7-7. Individual and District NRHP Eligibility Recommendations for Surveyed Built Environment Resources in Mainline Portion of the Area of Potential Effects, Middle Section
Cultural Resources Assessment for
Division Street Bus Rapid Transit Project

Spokane, Spokane County, Washington



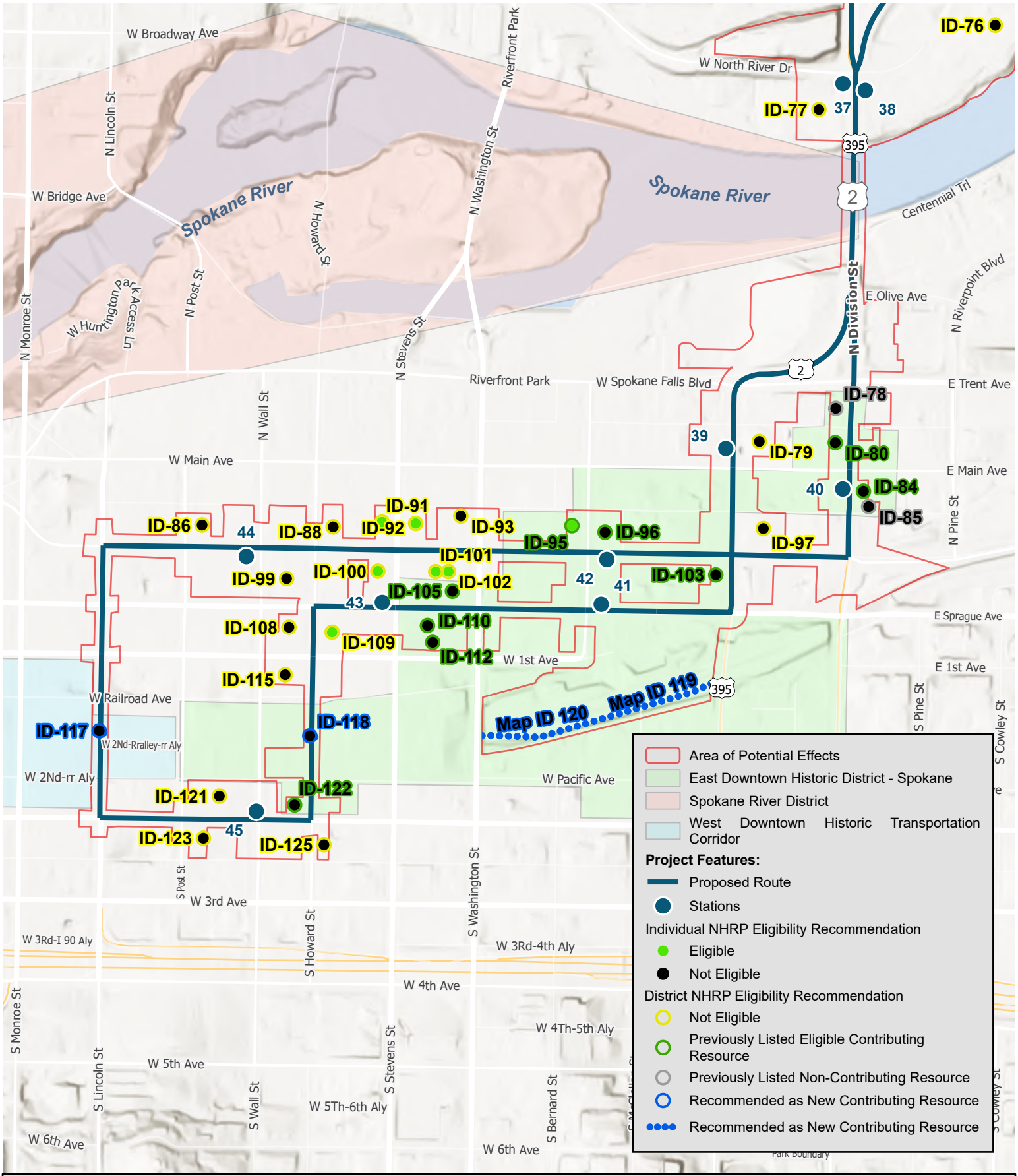
Parametrix

Sources: WISAARD, WA DAHP, WA RCO, SRTC, Spokane Housing Authority, Spokane County, City of Spokane, WSDOT, Mapbox, OpenStreetMap

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Figure 7-8. Individual and District NRHP Eligibility Recommendations for Surveyed Built Environment Resources in Mainline Portion of the Area of Potential Effects, South Section Cultural Resources Assessment for Division Street Bus Rapid Transit Project

Spokane, Spokane County, Washington



Parametrix

Sources: WISAARD, WA DAHP, WA RCO, SRTC, Spokane Housing Authority, Spokane County, City of Spokane, WSDOT, Mapbox, OpenStreetMap

Figure 7-9. Individual and District NRHP Eligibility Recommendations for Survey Built Environment Resources in South Portion of the Area of Potential Effects
Cultural Resources Assessment for
Division Street Bus Rapid Transit Project

Spokane, Spokane County, Washington

7.2.3 Previously Listed Historic Districts

Four register-listed historic districts overlap the APE (from north to south): the Desmet Avenue Historic District, Spokane River District, East Downtown Historic District, and West Downtown Historic Transportation Corridor.

7.2.3.1 NRHP-Listed Historic Districts

The APE overlaps with three NRHP-listed historic districts (north to south): the Desmet Avenue Historic District, East Downtown Historic District, and West Downtown Historic Transportation Corridor.

Desmet Avenue Warehouse Historic District

The Desmet Avenue Warehouse Historic District (NRHP No. 970000450) was listed in the NRHP in 1997 (Luttrell 1996). The historic district is listed under Criterion A in the areas of Industry and Commerce for its associations with a concentration of industrial development along Desmet Avenue and the adjacent railroad line through the Logan neighborhood of Spokane during the early 20th century. It is also listed under Criterion C in the area of Architecture as a collection of representative examples of early-20th-century commercial and industrial warehouse architecture. The historic district's period of significance is 1904-1947, encompassing the construction of all contributing resources. The historic district boundary encompasses the southern halves of Blocks 7 and 8 of the Sinto Addition located on the north side of E Desmet Avenue between US 2 and N Pearl Street. The historic district contains six contributing buildings and one noncontributing building. Two of the district's contributing resources are located in the APE:

- E.S. Burgan and Son (also known as Burgan's Furniture Warehouse #1) (Map ID 69; WISAARD ID 33133), 1108 N Division Street, Spokane, WA. Spokane County Parcel No. 35172.2408, in which this resource is located, formerly contained two other contributing resources: Burgan's Furniture Warehouse #2 (WISAARD ID 24731) and Burgan's Furniture "E" Building Warehouse (WISAARD ID 24732). Both resources were demolished in 2010.
- Market Equipment Company Office and Warehouse (Map ID 72; WISAARD ID 24733), 105 E Desmet Avenue, Spokane, WA.

The boundary of the Desmet Avenue Historic District and the location of its contributing resources within the APE are shown in Figure 7-10. Neither of the two contributing resources in the APE were previously evaluated for individual NRHP eligibility. As such, both resources were documented and evaluated for individual eligibility for the purposes of this study (see each resource's respective evaluation in Section 7.2.2, Historic Built Environment Survey). The NRHP listing for the historic district does not identify any features or elements of the streetscape in the right-of-way of N Ruby Street as contributing elements to the historic district.



Parametrix

Sources: WISAARD, WA DAHP, WA RCO, SRTC, Spokane Housing Authority, Spokane County, City of Spokane, WSDOT, Mapbox, OpenStreetMap

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- Eligible Contributor to Historic District
- Desmet Avenue Warehouse Historic District
- Area of Potential Effects

Project Features:

- Proposed Route
- Stations

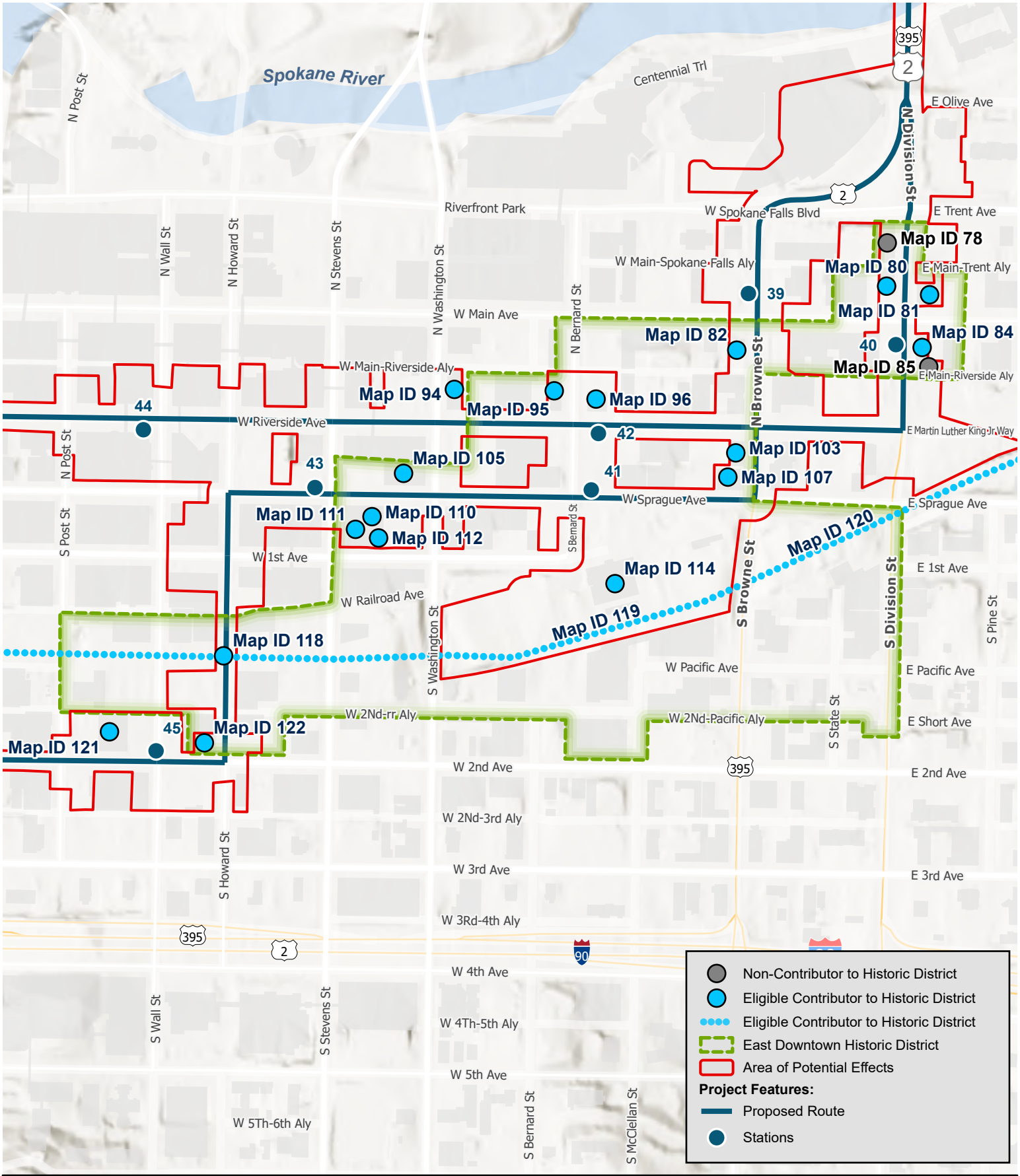
Figure 7-10. Historic District Boundary for Desmet Avenue Warehouse District and District Contributors Located in the APE
Cultural Resources Assessment for Division Street Bus Rapid Transit Project

Spokane, Spokane County, Washington

East Downtown Historic District

The East Downtown Historic District (NRHP No. 03000860) was listed in the NRHP in 2003 (Woo 2003). The historic district is listed under Criterion A in the areas of Commerce, Transportation, and Ethnic Heritage for its associations with the broad patterns of growth and development of Spokane as a major urban center in Eastern Washington, including its commercial development; the importance of the railroads to the city's growth; and the social history of its European, Japanese, and Chinese immigrant populations. It is also listed under Criterion C in the area of Architecture for its intact collection of commercial, mixed-use, and industrial buildings that reflect these patterns of development during the last decade of the 19th century and first half of the 20th century. The historic district's period of significance is 1890-1953, beginning with the construction of its earliest contributing resources and ending at the 50-year age threshold for the NRHP at the time of the district's listing.

The historic district's boundary is as follows: beginning at the intersection of S Division Street (US 2) and W Spokane Falls Boulevard west to the northwest corner of Spokane County No. 35184.4008, south to the alley between W Spokane Falls Boulevard and Main Avenue, west along this alley to the northwest corner of Spokane County No. 35184.0515, south to W Main Street, west along W Main Avenue to the northwest corner Spokane County No. 35184.0801, south to the alley between W Main Avenue and W Riverside Avenue, west along this alley to N Washington Street, south along N Washington Street to the northeast corner of Spokane County No. 35184.2802, west to N Stevens Street, south along N Stevens Street to W Railroad Alley, west along Railroad Alley to S Post Street, south along S Post Street to the alley between the BNSF Railway right-of-way and W 2nd Avenue, east along this alley to the northwest corner of Spokane County Parcel No. 35191.2608, south to W 2nd Avenue, east along W 2nd Avenue to S Howard Street, north along S Howard Street to the southwest corner of Spokane County Parcel No. 35191.2707, east to the southeast corner of this parcel, north to the alley between the BNSF Railway right-of-way and W 2nd Avenue, east to S Washington Street and continuing east along W Pacific Avenue to the northwest corner of Spokane County Parcel No. 35191.0602, south to W 2nd Avenue, east along W 2nd Avenue to S McClellan Street, north to the alley between W 2nd Avenue and W Pacific Avenue, east along this alley to S State Street, south to the southwest corner of Spokane County No. 35191.0906, east to S Division Street (US 2), north along S Division Street (US 2) to its intersection with Sprague Avenue, west along Sprague Avenue to its intersection with N Browne Street, north along N Browne Street to its intersection with the alley between W Riverside Avenue and W Main Avenue, east along this alley and across N Division Street (US 2) to the southeast corner of Spokane County Parcel No. 35163.0202, north to the northeast corner of Spokane County Parcel No. 35173.0611, west to N Division Street, and north to the intersection of S Division Street (US 2) and W Spokane Falls Boulevard. The boundary of the East Downtown Historic District and the location of its contributing resources within the APE are shown in Figure 7-11.



Parametrix

Sources: WISAARD, WA DAHP, WA RCO, SRTC, Spokane Housing Authority, Spokane County, City of Spokane, WSDOT, Mapbox, OpenStreetMap

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Figure 7-11. Historic District Boundary for East Downtown Historic District and District Contributors Located in the APE
Cultural Resources Assessment for
Division Street Bus Rapid Transit Project

Spokane, Spokane County, Washington

The historic district contains 77 contributing buildings, 1 contributing structure, and 24 noncontributing buildings. Eighteen of the district's contributing resources are located in the APE:

- Inland Brewing and Malting/Success Baking-Service (Map ID 80; WISAARD ID 24748), 7 N Division Street/4 W Main Street, Spokane, WA.
- The Globe Hotel (Map ID 81; WISAARD ID 33129), 204 N Division Street, Spokane, WA.
- Spokane Visitor Information Center (Map ID 82; WISAARD ID 24688), 201 W Main Street, Spokane, WA.
- Hotel Division (Map ID 84; WISAARD ID 20878), 128 N Division Street, Spokane, WA.
- Spokane Club Building – Legion Building (Map ID 94; WISAARD ID 20929), 108 N Washington Street, Spokane, WA.
- Dessert Block/St. Regis Hotel (Map ID 95; WISAARD ID 24305), 302 W Riverside Avenue, Spokane, WA.
- Old National Bank (Map ID 96; WISAARD ID 24702), 256 W Riverside Avenue, Spokane, WA.
- National Hotel (Map ID 103; WISAARD ID 39816), 201 W Riverside Avenue, Spokane, WA.
- Armstrong Hotel Building (Map ID 105; WISAARD ID 20917), 402 W Sprague Avenue, Spokane, WA.
- Hotel Alger/Bristol Hotel (Map ID 107; WISAARD ID 22751), 210 W Sprague Avenue/ 11 N Browne Street, Spokane, WA.
- Webster Building/Stowell Drug and Assay (Map ID 110; WISAARD ID 20919), 415 W Sprague Avenue, Spokane, WA.
- City Ramp Garage (Map ID 111; WISAARD ID 24338), 430 W 1st Avenue, Spokane, WA.
- Fire Station #1 (Map ID 112; WISAARD ID 24239), 418 W 1st Avenue, Spokane, WA.
- Northern Pacific – Spokane Depot (Map ID 114; WISAARD ID 22140), 221 W 1st Avenue, Spokane, WA.
- Northern Pacific Railway Bridge #0.2 (Map ID 118; WISAARD ID 36838/48409), intersection of BNSF Railway right-of-way and Howard Street, Spokane, WA.[1]
- Northern Pacific Railway – Pend d'Oreille Division (Map ID 119; WISAARD ID 673320), BNSF Railway right-of-way.[2]
- Ayer Subdivision, Union Pacific Railway (Map ID 120; WISAARD ID 722772), BNSF Railway right-of-way.[3]
- Metropole Apartments (Map ID 122; WISAARD ID 23398), 178 S Howard Street, Spokane, WA.

[1] Northern Pacific Railway Bridge #0.2 was previously listed as a contributing resource to the East Downtown Historic District as a component of the Elevated Railroad, which is identified as a single contributing resource to the historic district encompassing the raised grade, retaining walls, tracks, and series of bridges at street crossings within the district's boundaries.

[2] Northern Pacific Railway – Pend d'Oreille Division was also previously listed as a contributing resource to the East Downtown Historic District as a component of the Elevated Railroad.

[3] The Ayer Subdivision, Union Pacific Railway was also previously listed as a contributing resource to the East Downtown Historic District as a component of the Elevated Railroad.

Nine of the contributing resources in the APE were not previously evaluated for individual NRHP eligibility (WISAARD IDs 20878, 20917, 20919, 24239, 24702, 24748, 36838/48409, 23398, and 39816). Additionally, one resource (WISAARD ID 24305) was determined individually eligible for listing more than 10 years ago. As such, each resource was documented and evaluated for individual eligibility for the purposes of this study (see each resource's respective evaluation in Section 7.2.2, Historic Built Environment Survey). The NRHP listing for the historic district does not identify any features or elements of the streetscape in the rights-of-way of N Division Street south of Spokane Falls Boulevard, N Browne Street between W Main Avenue and W Sprague Avenue, W Riverside Avenue between N Browne Street and S Washington Street, W Sprague Avenue between N Browne Street and S Stevens Street, and S Howard Street between W 2nd Avenue and W Railroad Avenue as contributing elements to the historic district.

West Downtown Historic Transportation Corridor

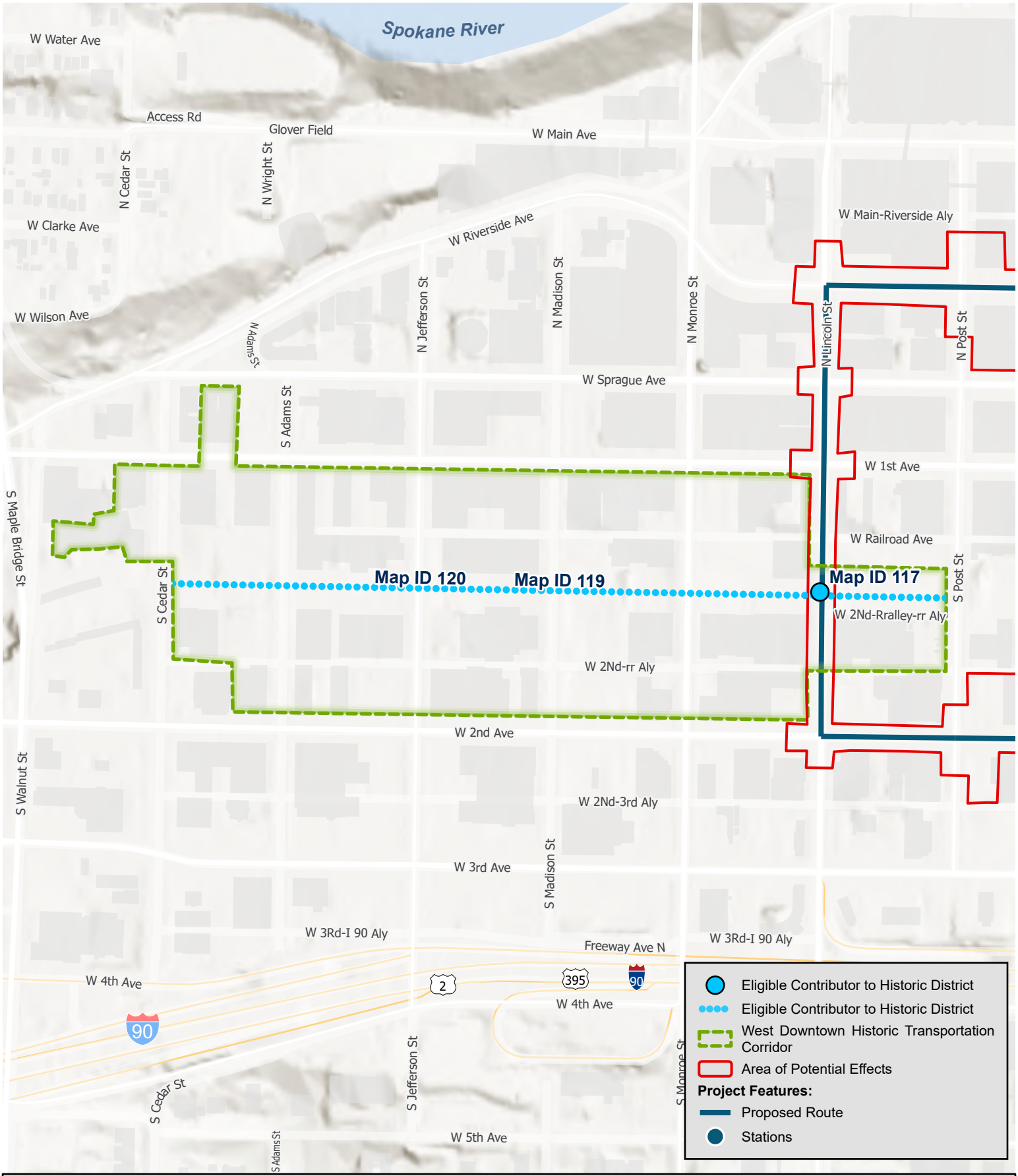
The West Downtown Historic Transportation Corridor (NRHP No. 99001631) was listed in the NRHP in 1999 (Aberle et al. 1999). The historic district is listed under Criterion A in the areas of Commerce, Industry, and Transportation for its associations with the influence of railroads and the automobile on Spokane's growth as a regional hub for the shipment of raw and manufactured goods by these modes of transportation. It is also listed under Criterion C in the area of Architecture and Engineering for its intact collection of transportation, automobile-related, and hotel properties that reflect these commercial and transportation trends. The historic district's period of significance is 1890-1949, beginning with the construction of its earliest contributing resources and ending at the 50-year age threshold for the NRHP at the time of the district's listing.

The historic district's boundary is as follows: beginning at the intersection of W 1st Avenue and S Lincoln Street west along W 1st Avenue to the intersection of W 1st Avenue and S Cedar Street, including also Spokane County Parcel No. 35192.0112 on the north side of W 1st Avenue; south along S Cedar Street to the alley between the BNSF Railway right-of-way and W 2nd Avenue, including also Spokane County Parcel Nos. 25241.1201 and 25241.1205; east along this alley to the northwest corner of Spokane County Parcel No. 35192.1507; south to W 2nd Avenue; east along W 2nd Avenue to S Lincoln Street; north to the southwest corner of Spokane County Parcel No. 35192.2001; east to S Post Street; north to the north side of the BNSF Railway right-of-way, west to S Lincoln Street; and north to the intersection of W 1st Avenue and S Lincoln Street. The boundary of the West Downtown Transportation Corridor and the location of its contributing resources within the APE are shown in Figure 7-12.

The historic district contains 49 contributing buildings, 1 contributing structure, and 15 noncontributing buildings. One of the district's contributing resources is located in the APE, the Northern Pacific Railway Bridge #0.5 (Map ID 117; WISAARD ID 36835/48406)[4], located at the intersection of the rights-of-way of BNSF Railway and Lincoln Street.

WISAARD ID 36835/48406 was not previously evaluated for individual NRHP eligibility. As such, this resource was documented and evaluated for individual eligibility for the purposes of this study (see Section 7.2.2, Historic Built Environment Survey). The NRHP listing for the historic district does not identify any features or elements of the streetscape in the rights-of-way of N Lincoln Street as contributing elements to the historic district.

[4] NRP Bridge #0.5 was previously listed as a contributing resource to the West Downtown Historic Transportation Corridor as a component of the Northern Pacific Railroad Grade, which is identified as a single contributing resource to the historic district encompassing the raised grade, retaining walls, tracks, and series of bridges at street crossings within the district's boundaries.



Parametrix

Sources: WISAARD, WA DAHP, WA RCO, SRTC, Spokane Housing Authority, Spokane County, City of Spokane, WSDOT, Mapbox, OpenStreetMap

0 500 1,000 2,000 Feet

Figure 7-12. Historic District Boundary for West Downtown Historic Transportation Corridor and District Contributors Located in the APE
Cultural Resources Assessment for
Division Street Bus Rapid Transit Project

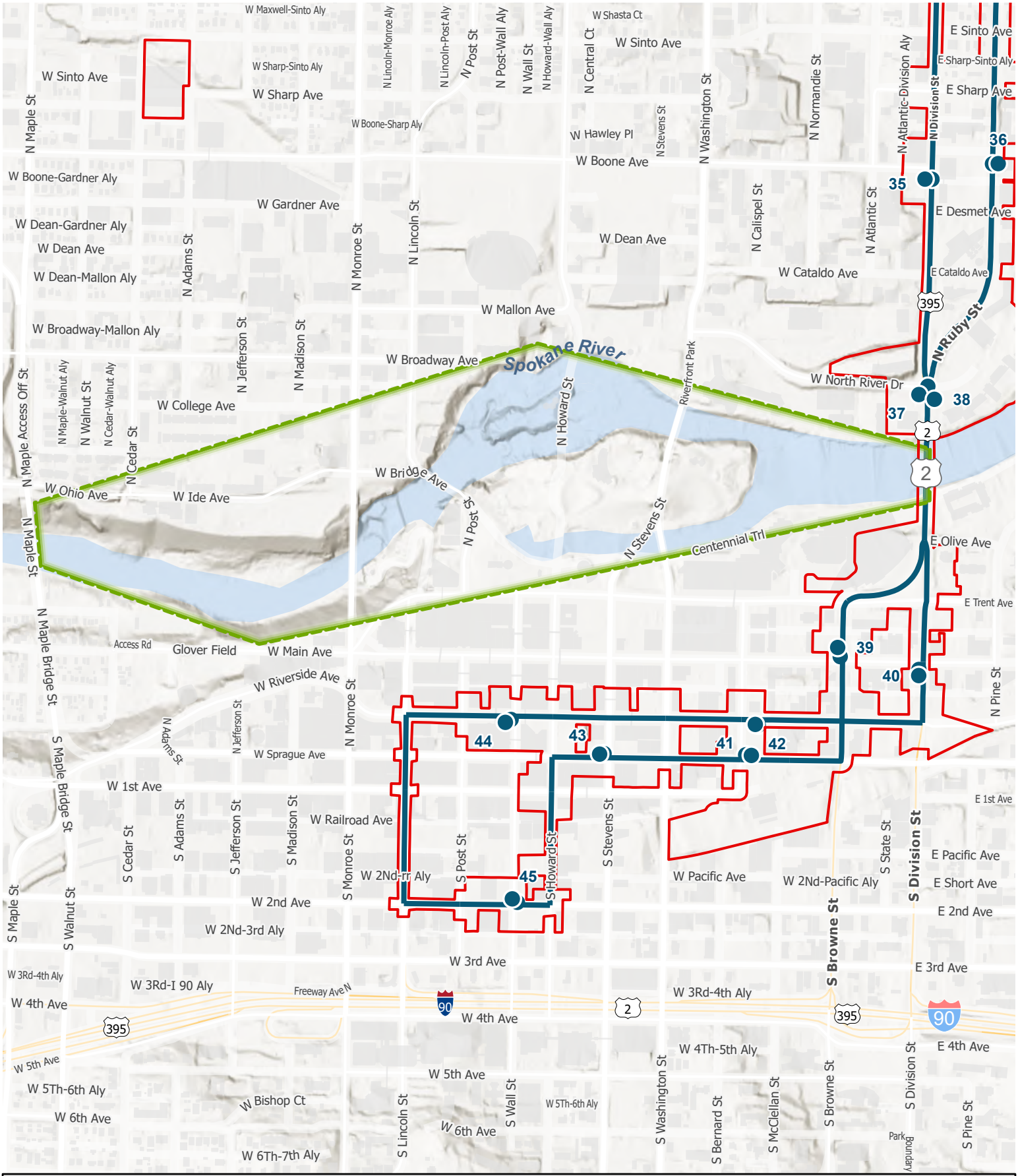
Spokane, Spokane County, Washington

7.2.3.2 WHR-Listed Historic Districts

The APE overlaps with one historic district listed only in the WHR, the Spokane River District.

Spokane River District

The Spokane River District (Smithsonian No. DT000015) was listed in the WHR in 1971 (Trogdon 1970). The historic district listing indicates that it is significant in the areas of Industry, Politics, and Urban Planning during the 19th-century period. For the purposes of this study, the district is assumed to be eligible under Criterion A. Its period of significance cannot be determined based on existing documentation. The historic district boundary encompasses an approximately 157-acre area that includes the north and south banks of the Spokane River, Riverfront Park on the island of *snxw menəʔ* (formerly Canada Island), and the Spokane River between and including the US 2 bridge (where it overlaps the APE) and the N Maple Street bridge. The historic district contains seven contributing sites, none of which are located in the APE. The boundary of the Spokane River District and its relationship to the APE are shown in Figure 7-13.



Parametrix

Sources: WISAARD, WA DAHP, WA RCO, SRTC, Spokane Housing Authority, Spokane County, City of Spokane, WSDOT, Mapbox, OpenStreetMap

0 500 1,000 2,000 Feet

Spokane River District

Area of Potential Effects

Project Features:

Proposed Route

Stations

Figure 7-13. Historic District Boundary for Spokane River District and Relationship to APE
Cultural Resources Assessment for
Division Street Bus Rapid Transit Project

Spokane, Spokane County, Washington

8. Effects Analysis

This chapter includes an analysis of effects from the Project on archaeological and built environment resources in the APE.

8.1 Archaeology

A records review revealed one previously recorded archaeological resource in the APE. This resource, 45SP10, consists of a point on WISAARD and represents the location of the Indian Council of 1877. No physical evidence of the remains of the site has been observed to date, and the construction of the Washington Street bridge for the elevated BNSF Railway grade has likely removed any features of the site. The site has not been formally evaluated, but no project activities that would include ground disturbance or physical changes to infrastructure will occur at this location. As such, no effect to this site is anticipated. No other archaeological sites or isolates were previously recorded within the APE or recorded as part of the monitoring activity.

8.2 Built Environment

The APE overlaps with four historic districts and contains six historic built environment resources that are individually listed in the NRHP and 15 historic built environment resources that are eligible for listing in the NRHP. Section 9.2.1, Historic Districts, addresses effects to the four historic districts overlapped by the APE, which are also inclusive of the effects to the 21 historic built environment resources that are listed in the NRHP as contributors to these historic districts. Effects to individually NRHP-listed and eligible historic built environment resources are addressed by resource in Section 8.2.1, Previously NRHP-Listed/Individually Eligible Historic Built Environment Resources.

8.2.1 NRHP-Listed/Individually Eligible Historic Built Environment Resources

Of the 21 NRHP-listed or eligible built-environment resources within the APE, all are within view of, or associated with, existing transportation networks. For instance, the Dunkin Donuts at 3817 N Division Street and the Kinney Shoes at 3321 N Division Street were sited along N Division Street north of the Spokane River specifically to appeal to those traveling by automobile along this corridor. If the buildings remain and can maintain their association with and visual connection to the roadway, the introduction of new bus stations within the building's viewsheds would not necessarily diminish the integrity of a characteristic that qualifies the buildings for listing. The remaining 19 properties, all located in downtown Spokane, lack this relationship to adjacent roadways. While many contain multiple-commercial units on their ground floor, these storefronts were originally and continue to be oriented primarily to pedestrian traffic. As described in Section 7.2, views of or views from any of the NRHP-listed or NRHP-eligible resources are not considered character-defining features of these resources. As such, visual effects resulting from new project activities within the viewsheds of these resources is considered only as an alteration to their integrity of setting and would not adversely affect any of the characteristics that qualify them for inclusion in the NRHP. The direct audible and visual effects are unlikely to be adverse when new bus stations are added along existing adjacent roadways. In particular, the setting of transportation corridors in downtown Spokane has already been heavily altered in recent years, and the corridors themselves have traditionally been associated with the audible and visible evidence of evolving transportation uses.

8.2.1.1 NRHP-Listed Individual Historic Properties

The Globe Hotel, 204 N Division Street, Spokane, WA, NRHP No. 03000860 (Map ID 81)

The Globe Hotel is individually listed in the NRHP and is listed as a contributor to the NRHP-listed East Downtown Historic District. This property is located at 204 N Division Street. Project activities proposed within the APE and in the vicinity of this property that would include physical changes to infrastructure in the vicinity right-of-way are limited to the construction of Station 40. The limits of the historic property boundary are approximately 129 feet northeast of Station 40.

The Station 40 location will be on N Division Street immediately south of its intersection with W Main Avenue. The existing concrete and sidewalk, asphalt street paving, and three trees and planters would be removed within the rights-of-way of N Division Street and W Main Avenue prior to the construction of project elements. Additionally, an existing cobra light standard streetlight, parking meter, and handhole will be removed and salvaged for reuse by the City of Spokane in future projects. Constructed project elements will include new curbs south of the proposed bus station, new curb ramps for pedestrian crossings, new concrete sidewalks and concrete and asphalt street paving, and the 50-foot-long (east-west) and 11-foot-wide (north-south) loading platform atop a 4-inch concrete slab-on-grade. Amenity improvements at the station would include the installation of trash and recycling bins; station marker and light pole with fare validator, security camera, and real-time information monitor; new 1.5-inch-diameter painted pipe guardrail with artwork infill panels bolted on existing concrete curb; and 2- by 3-foot truncated dome tiles. Amenities requiring connection to existing electronic utilities would be connected through internal conduits of the light pole to be installed and the existing station shelter and belowground conduit to a new communications cabinet. Current design plans do not provide information on the length, width, or height of the station shelter to be constructed. However, a rendering of Station 40 has been prepared and is shown as Figure 8-3.

Based on the anticipated means and methods of construction associated with the proposed project activities, introduction of vibration, noise, and fugitive dust during construction would likely be minimal and temporary. Atmospheric or audible changes resulting from project activities would not diminish the integrity of the Globe Hotel such that the building's ability to convey its significance for listing in the NRHP under Criteria A and C would be undermined.

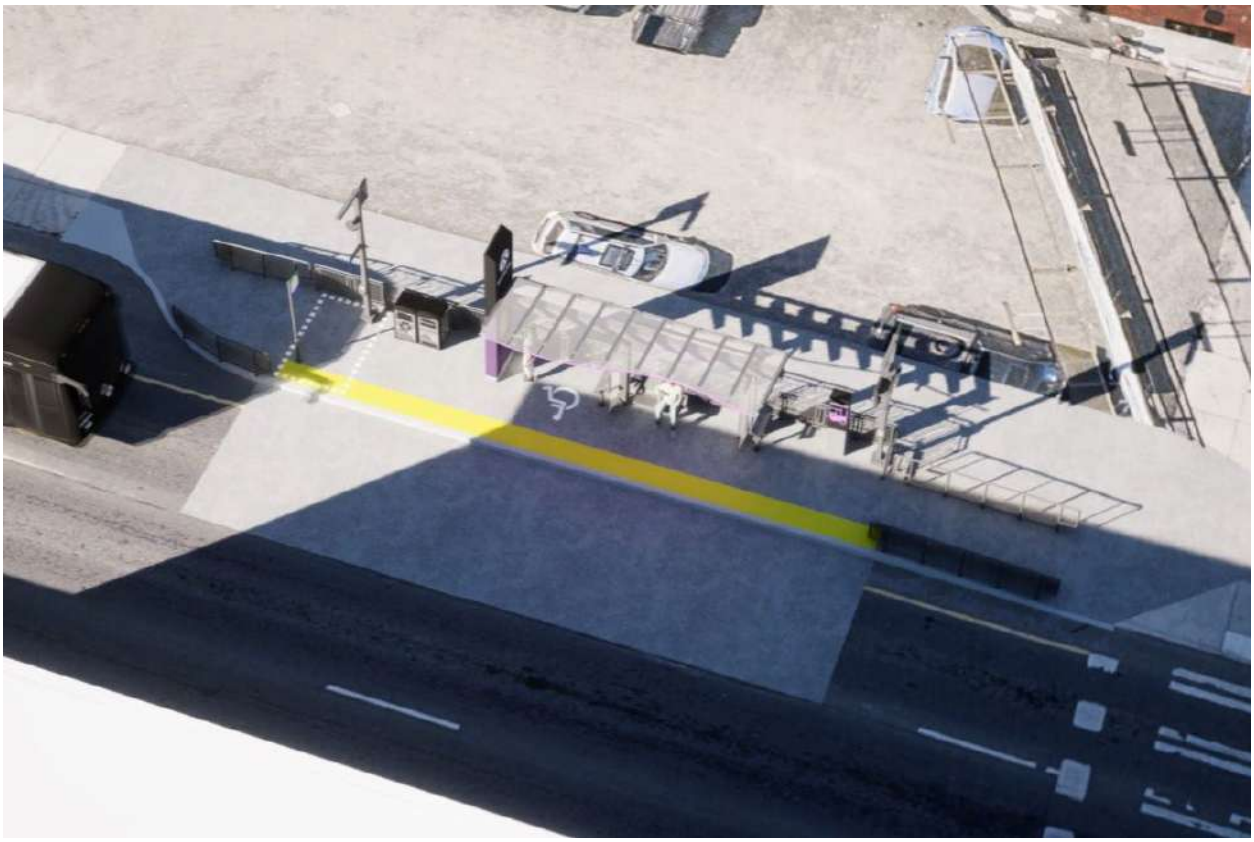


Figure 8-1. Rendering of Station 40 Division at Main Northbound, facing west.

As the characteristics that qualify the resource for listing in the NRHP are limited to its physical characteristics and do not include views of or views from the resource, the Project would not alter any character-defining features of this property. While the resource's integrity of setting would be diminished due to the new visual element of Station 40 approximately 129 feet southeast of the resource, the resource's integrity of location, design, materials, workmanship, feeling, and association would be retained. Given the proposed Project would not substantially alter characteristics that qualify this building for individual listing in the NRHP or as a contributor to the East Downtown Historic District and the overall integrity of the resource would not be diminished, the Project would have no adverse effect on the building and no adverse effect on the NRHP-listed East Downtown Historic District.

listing in the Spokane Club Building – Legion Building, 108 N Washington Street, Spokane, WA, NRHP No. 94000800 (Map ID 94)

The Spokane Club Building – Legion Building is individually listed in the NRHP and is listed as a contributor to the NRHP-listed East Downtown Historic District. This property is located at 108 N Washington Street, between Main Avenue to the north and W Riverside Avenue to the south. Project activities proposed within the APE and in the vicinity of this property that would include physical changes to infrastructure in the vicinity right-of-way are limited to the construction of Station 42. The limits of the historic property boundary are approximately 450 feet west of the Station 42 location.

Station 42 will be on W Riverside Avenue immediately east of its intersection with N Bernard Street. At the Station 42 location, the existing pedestrian sidewalk, eastbound bicycle lane, and raised

concrete slab and curb would be incorporated as part of the new loading platform. Demolition of the existing curb lid would occur as needed for amenity improvements on the loading platform and associated utilities. Project activities included as part of the station's development at this location include only the addition of new amenity improvements, including a new station shelter; the installation of trash and recycling bins; station marker and light pole with fare validator, security camera, and real-time information monitor; new 1.5-inch-diameter painted pipe guardrail with artwork infill panels bolted on existing concrete curb, and 2- by 3-foot truncated dome tiles. Amenities requiring connection to existing electricity utilities would be connected through internal conduits of the light pole to be installed, and the existing station shelter and belowground conduit to existing communications cabinet. Current design plans do not provide information on the length, width, or height of the station shelter to be constructed at Station 42, and a rendering of the station has not yet been prepared. However, renderings prepared for Stations 39, 40, 41, 43 in the downtown Spokane area are assumed to be representative of Station 42 (see Figure 8-1, Figure 8-2, Figure 8-3, and Figure 8-8).

Based on the anticipated means and methods of construction associated with the proposed project activities, introduction of vibration, noise, and fugitive dust during construction would likely be minimal and temporary. Atmospheric or audible changes resulting from project activities would not diminish the integrity of the Spokane Club Building – Legion Building such that the building's ability to convey its significance for listing in the NRHP under Criteria A and C would be undermined.

As the characteristics that qualify the resource for listing in the NRHP are limited to its physical characteristics and do not include views of or views from the resource, the Project would not alter any character-defining features of this property. While the resource's integrity of setting would be diminished by the new visual element of Station 42 approximately 450 feet east of the resource, this change would be limited by the distance between the resource and Station 42. Furthermore, the resource's integrity of location, design, materials, workmanship, feeling, and association would be retained. Given the proposed Project would not substantially alter characteristics that qualify this building for individual listing in the NRHP or as a contributor to the East Downtown Historic District and the overall integrity of the resource would not be diminished, the Project would have no adverse effect on the Spokane Club Building – Legion Building and no adverse effect on the NRHP-listed East Downtown Historic District.

Hutton Building, 9 S Washington Street, Spokane, WA, NRHP No. 83004037 (Map ID 113)

The Hutton Building is individually listed in the NRHP. This property is located at 9 S Washington Street. Project activities proposed within the APE and in the vicinity of this property that would include physical changes to the infrastructure in the vicinity right-of-way are limited to the construction of Stations 41 and 43. The limits of the historic property boundary are approximately 308 feet east of Station 43 location and 430 feet west of the Station 41 location.

Station 41 will be on W Sprague Avenue immediately east of its intersection with N Bernard Street and will extend around the corner to N Bernard Street immediately north of the intersection. The existing concrete sidewalk, asphalt street paving, and hydrant would be removed within the rights-of-way of N Bernard Street and W Sprague Avenue prior to the construction of project elements. Additionally, an existing sign, bike rack, and trashcans would be removed and salvaged for reuse by the City of Spokane in future projects. Constructed project elements will include new curbs at the northeast corner of this intersection and east of the proposed bus station, new curb ramps for pedestrian crossings, new concrete sidewalks and concrete and asphalt street paving, and the 50-foot-long (east-west) and 11-foot-wide (north-south) loading platform atop a 10-inch concrete slab-on-grade. Amenity improvements at the station would include the installation of trash and recycling bins; station marker and light pole with fare validator, security camera, and real-time

information monitor; new 1.5-inch-diameter painted pipe guardrail with artwork infill panels bolted on existing concrete curb; and 2- by 3-foot truncated dome tiles. Amenities requiring connection to existing electronic utilities would be connected through internal conduits of the light pole to be installed and the existing station shelter and belowground conduit to a new communications cabinet. Current design plans do not provide information on the length, width, or height of the station shelter to be constructed. However, a rendering of Station 41 has been prepared and is shown as Figure 8-1.

Station 43 will be on W Sprague Avenue immediately east of its intersection with N Stevens Street. The existing concrete and sidewalk, asphalt street paving, and two trees and planters would be removed within the rights-of-way of N Stevens Street and W Sprague Avenue prior to the construction of project elements. Additionally, an existing sign and wheel stops would be removed and salvaged for reuse by the City of Spokane in future projects, and an existing handhole would be relocated. A power manhole would also be relocated from within the area of new concrete slab and curb construction at the east end of the proposed loading platform to slightly east of the Station 43 location. Constructed project elements will include new curbs at the northeast corner of this intersection and east of the proposed bus station, new curb ramps for pedestrian crossings, new concrete sidewalks and concrete and asphalt street paving, and the 50-foot-long (east-west) and 11-foot-wide (north-south) loading platform atop a 4-inch concrete slab-on-grade. Amenity improvements at the station would include the installation of trash and recycling bins; station marker and light pole with fare validator, security camera, and real-time information monitor; new 1.5-inch-diameter painted pipe guardrail with artwork infill panels bolted on existing concrete curb; and 2- by 3-foot truncated dome tiles. Amenities requiring connection to existing electronic utilities would be connected through internal conduits of the light pole to be installed and the existing station shelter and belowground conduit to a new communications cabinet. Current design plans do not provide information on the length, width, or height of the station shelter to be constructed. However, a rendering of Station 43 has been prepared and is shown as Figure 8-2.

Based on the anticipated means and methods of construction associated with the proposed project activities, introduction of vibration, noise, and fugitive dust during construction would likely be minimal and temporary. Atmospheric or audible changes resulting from project activities would not diminish the integrity of the Hutton Building such that the building's ability to convey its significance for listing in the NRHP under Criteria B and C would be undermined.



Figure 8-2. Rendering of Station 41 Sprague at Bernard Westbound, facing north.

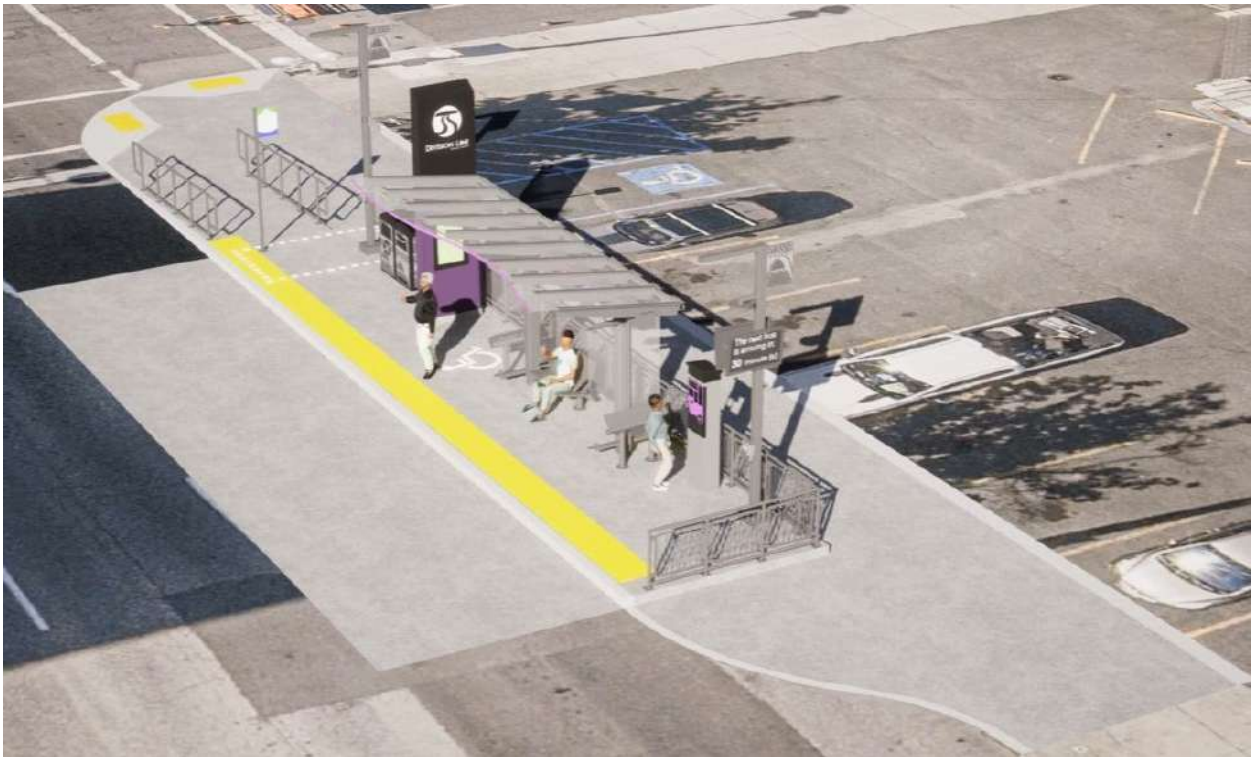


Figure 8-3. Rendering of Station 43 Sprague at Stevens Westbound, facing northwest.

As the characteristics that qualify the resource for listing in the NRHP are limited to its physical characteristics and do not include views of or views from the resource, the Project would not alter any character-defining features of this property. While the resource's integrity of setting be diminished by the new visual elements of Stations 41 and 42 approximately 308 feet west and 430 feet east of the resource, this change would be limited by the distance between the resource and Stations 41 and 42. Furthermore, the resource's integrity of location, design, materials, workmanship, feeling, and association would be retained. Given the proposed Project would not substantially alter characteristics that qualify this building for individual listing in the NRHP and the overall integrity of the resource would not be diminished, the Project would have no adverse effect on the Hutton Building.

Peyton Building and Peyton Annex, 10 N Post Street, Spokane, WA, NRHP No. 05000191 (Map ID 98)

The Peyton Building and Peyton Annex are individually listed in the NRHP. This property is located at 10 N Post Street. Project activities proposed within the APE and in the vicinity of this property would be limited to operational changes only, such as the implementation of TSP at the intersection of W Riverside Avenue and N Post Street, and would not include any physical changes to infrastructure in the vicinity rights-of-way. The nearest construction activities would be located more than 500 feet from the Peyton Building. Based on the anticipated means and methods of construction associated with the proposed project activities, introduction of vibration, noise, and fugitive dust during construction would likely be minimal and temporary. Atmospheric or audible changes resulting from project activities would not diminish the integrity of the Peyton Building and Peyton Annex such that the historic property's ability to convey its significance for listing in the NRHP under Criterion A would be undermined. As such, the proposed project activities would not alter the building's integrity of location, setting, design, materials, workmanship, feeling, and association. Given that the proposed Project would not alter the integrity of the resource, the Project would have no effect on the Peyton Building and Peyton Annex.

Columbia Building, 107 S Howard Street, Spokane, WA, NRHP No. SG100004960 (Map ID 116)

The Columbia Building is individually listed in the NRHP and located at 107 S Howard Street. Project activities proposed within the APE and in the vicinity of this property would be limited to the construction of Station 43. The limits of the historic property boundary are approximately 395 feet southwest of the Station 43 location.

Station 43 will be on W Sprague Avenue immediately east of its intersection with N Stevens Street. The existing concrete and sidewalk, asphalt street paving, and two trees and planters would be removed within the rights-of-way of N Stevens Street and W Sprague Avenue prior to the construction of project elements. Additionally, an existing sign and wheel stops would be removed and salvaged for reuse by the City of Spokane in future projects, and an existing handhole would be relocated. A power manhole would also be relocated from within the area of new concrete slab and curb construction at the east end of the proposed loading platform to slightly east of the Station 43 location. Constructed project elements will include new curbs at the northeast corner of this intersection and east of the proposed bus station, new curb ramps for pedestrian crossings, new concrete sidewalks and concrete and asphalt street paving, and the 50-foot-long (east-west) and 11-foot-wide (north-south) loading platform atop a 4-inch concrete slab-on-grade. Amenity improvements at the station would include the installation of trash and recycling bins; station marker and light pole with fare validator, security camera, and real-time information monitor; new 1.5-inch-diameter painted pipe guardrail with artwork infill panels bolted on existing concrete curb; and 2- by 3-foot truncated dome tiles. Amenities requiring connection to existing electronic utilities would be connected through internal conduits of the light pole to be installed and the existing station shelter

and belowground conduit to a new communications cabinet. Current design plans do not provide information on the length, width, or height of the station shelter to be constructed. However, a rendering of Station 43 has been prepared and is shown as Figure 8-2.

Based on the anticipated means and methods of construction associated with the proposed project activities, introduction of vibration, noise, and fugitive dust during construction would likely be minimal and temporary. Atmospheric or audible changes resulting from project activities would not diminish the integrity of the Columbia Building such that the building's ability to convey its significance for listing in the NRHP under Criteria B and C would be undermined.

As the characteristics that qualify the resource for listing in the NRHP are limited to its physical characteristics and do not include views of or views from the resource, the Project would not alter any character-defining features for the property. The resource's integrity of setting would not be diminished by the new visual element of Station 43 approximately 395 feet northwest of the resource because Station 43 would not be visible from the resource due to the distance between the resource and Station 43 and intervening buildings. Furthermore, the resource's integrity of location, design, materials, workmanship, feeling, and association would be retained. Given the proposed Project would not substantially alter characteristics that qualify this building for individual listing in the NRHP and the overall integrity of the resource would not be diminished, the Project would have no adverse effect on the NRHP listed Columbia Building.

City Ramp Garage, 430 W 1st Avenue, Spokane, WA, NRHP No. 12001099 (Map ID 111)

The City Ramp Garage is individually listed in the NRHP and is listed as a contributor to the NRHP-listed East Downtown Historic District. This property is located at 430 W 1st Avenue. Project activities proposed within the APE and in the vicinity of this property that would include physical changes to infrastructure in the vicinity right-of-way are limited to the construction of Station 43. The limits of the historic property boundary are approximately 55 feet south of Station 43.

Station 43 will be on W Sprague Avenue immediately east of its intersection with N Stevens Street. The existing concrete and sidewalk, asphalt street paving, and two trees and planters would be removed within the rights-of-way of N Stevens Street and W Sprague Avenue prior to the construction of project elements. Additionally, an existing sign and wheel stops would be removed and salvaged for reuse by the City of Spokane in future projects, and an existing handhole would be relocated. A power manhole would also be relocated from within the area of new concrete slab and curb construction at the east end of the proposed loading platform to slightly east of the Station 43 location. Constructed project elements will include new curbs at the northeast corner of this intersection and east of the proposed bus station, new curb ramps for pedestrian crossings, new concrete sidewalks and concrete and asphalt street paving, and the 50-foot-long (east-west) and 11-foot-wide (north-south) loading platform atop a 4-inch concrete slab-on-grade. Amenity improvements at the station would include the installation of trash and recycling bins; station marker and light pole with fare validator, security camera, and real-time information monitor; new 1.5-inch-diameter painted pipe guardrail with artwork infill panels bolted on existing concrete curb; and 2- by 3-foot truncated dome tiles. Amenities requiring connection to existing electronic utilities would be connected through internal conduits of the light pole to be installed and the existing station shelter and belowground conduit to a new communications cabinet. Current design plans do not provide information on the length, width, or height of the station shelter to be constructed. However, a rendering of Station 43 has been prepared and is shown as Figure 8-2.

Based on the anticipated means and methods of construction associated with the proposed project activities, introduction of vibration, noise, and fugitive dust during construction would likely be minimal and temporary. Atmospheric or audible changes resulting from project activities would not

diminish the integrity of the City Ramp Garage such that the building's ability to convey its significance for listing in the NRHP under Criteria A and C would be undermined.

As the characteristics that qualify the resource for listing in the NRHP are limited to its physical characteristics and do not include views of or views from the resource, the Project would not alter any character-defining features of the property. While the resource's integrity of setting would be diminished due to the new visual element of Station 43 approximately 55 feet north of the resource, the resource's integrity of location, design, materials, workmanship, feeling, and association would be retained. Given the proposed Project would not substantially alter characteristics that qualify this building for individual listing in the NRHP or as a contributor to the East Downtown Historic District and the overall integrity of the resource would not be diminished, the Project would have no adverse effect on the building and no adverse effect on the NRHP-listed East Downtown Historic District.

8.2.1.2 Previously Determined NRHP-Eligible Individual Historic Properties

Old National Bank Building, 428 W Riverside Avenue, Spokane, WA, WISAARD ID 20588 (Map ID 92)

The Old National Bank Building is recommended eligible for individual listing in the NRHP and is listed as a contributor to the NRHP-listed East Downtown Historic District. This property is located at 428 W Riverside Avenue. Project activities proposed within the APE and in the vicinity of this property that would include physical changes to infrastructure in the vicinity right-of-way are limited to the construction of Station 43. The limits of the historic property boundary are approximately 280 feet north of Station 43.

Station 43 will be on W Sprague Avenue immediately east of its intersection with N Stevens Street. The existing concrete and sidewalk, asphalt street paving, and two trees and planters would be removed within the rights-of-way of N Stevens Street and W Sprague Avenue prior to the construction of project elements. Additionally, an existing sign and wheel stops would be removed and salvaged for reuse by the City of Spokane in future projects, and an existing handhole would be relocated. A power manhole would also be relocated from within the area of new concrete slab and curb construction at the east end of the proposed loading platform to slightly east of the Station 43 location. Constructed project elements will include new curbs at the northeast corner of this intersection and east of the proposed bus station, new curb ramps for pedestrian crossings, new concrete sidewalks and concrete and asphalt street paving, and the 50-foot-long (east-west) and 11-foot-wide (north-south) loading platform atop a 4-inch concrete slab-on-grade. Amenity improvements at the station would include the installation of trash and recycling bins; station marker and light pole with fare validator, security camera, and real-time information monitor; new 1.5-inch-diameter painted pipe guardrail with artwork infill panels bolted on existing concrete curb; and 2- by 3-foot truncated dome tiles. Amenities requiring connection to existing electronic utilities would be connected through internal conduits of the light pole to be installed and the existing station shelter and belowground conduit to a new communications cabinet. Current design plans do not provide information on the length, width, or height of the station shelter to be constructed. However, a rendering of Station 43 has been prepared and is shown as Figure 8-2.

Based on the anticipated means and methods of construction associated with the proposed project activities, introduction of vibration, noise, and fugitive dust during construction would likely be minimal and temporary. Atmospheric or audible changes resulting from project activities would not diminish the integrity of the Old National Bank Building such that the building's ability to convey its significance for listing in the NRHP under Criteria A and C would be undermined.

As the characteristics that qualify the resource for listing in the NRHP are limited to its physical characteristics and do not include views of or views from the resource, the Project would not alter character-defining features of this property. The resource's integrity of setting would not be

diminished by the new visual element of Station 43 approximately 280 feet south of the resource because Station 43 would not be visible from the resource due to the distance between the resource and Station 43 and intervening buildings. Furthermore, the resource's integrity of location, design, materials, workmanship, feeling, and association would be retained. Given the proposed Project would not substantially alter characteristics that qualify this building for individual listing in the NRHP or as a contributor to the East Downtown Historic District and the overall integrity of the resource would not be diminished, the Project would have no adverse effect on the building and no adverse effect on the NRHP-listed East Downtown Historic District.

Fernwell Building, 505 W Riverside Avenue, Spokane, WA, WISAARD ID 20589 (Map ID 100)

The Fernwell Building is recommended eligible for individual listing in the NRHP and is located at 505 W Riverside Avenue. Project activities proposed within the APE and in the vicinity of this property that would include physical changes to infrastructure in the vicinity right-of-way are limited to the construction of Station 43. The limits of the historic property boundary are approximately 105 feet northeast of Station 43.

Station 43 will be on W Sprague Avenue immediately east of its intersection with N Stevens Street. The existing concrete and sidewalk, asphalt street paving, and two trees and planters would be removed within the rights-of-way of N Stevens Street and W Sprague Avenue prior to the construction of project elements. Additionally, an existing sign and wheel stops would be removed and salvaged for reuse by the City of Spokane in future projects, and an existing handhole would be relocated. A power manhole would also be relocated from within the area of new concrete slab and curb construction at the east end of the proposed loading platform to slightly east of the Station 43 location. Constructed project elements will include new curbs at the northeast corner of this intersection and east of the proposed bus station, new curb ramps for pedestrian crossings, new concrete sidewalks and concrete and asphalt street paving, and the 50-foot-long (east-west) and 11-foot-wide (north-south) loading platform atop a 4-inch concrete slab-on-grade. Amenity improvements at the station would include the installation of trash and recycling bins; station marker and light pole with fare validator, security camera, and real-time information monitor; new 1.5-inch-diameter painted pipe guardrail with artwork infill panels bolted on existing concrete curb; and 2- by 3-foot truncated dome tiles. Amenities requiring connection to existing electronic utilities would be connected through internal conduits of the light pole to be installed and the existing station shelter and belowground conduit to a new communications cabinet. Current design plans do not provide information on the length, width, or height of the station shelter to be constructed. However, a rendering of Station 43 has been prepared and is shown as Figure 8-2.

Based on the anticipated means and methods of construction associated with the proposed project activities, introduction of vibration, noise, and fugitive dust during construction would likely be minimal and temporary. Atmospheric or audible changes resulting from project activities would not diminish the integrity of the Fernwell Building such that the building's ability to convey its significance for listing in the NRHP under Criterion C would be undermined.

As the characteristics that qualify the resource for listing in the NRHP are limited to its physical characteristics and do not include views of or views from the resource, the Project would not alter any character-defining features of the property. While the resource's integrity of setting would be diminished due to the new visual element of Station 43 approximately 105 feet southwest of the resource, the resource's integrity of location, design, materials, workmanship, feeling, and association would be retained. Given the proposed Project would not substantially alter characteristics that qualify this building for individual listing in the NRHP and the overall integrity of the resource would not be diminished, the Project would have no adverse effect on the Fernwell Building.

August Paulsen Building, 421 W Riverside Avenue, Spokane, WA, WISAARD ID 20587 (Map ID 102)

The August Paulsen Building is recommended eligible for individual listing in the NRHP and is located at 421 W Riverside Avenue. Project activities proposed within the APE and in the vicinity of this property that would include physical changes to infrastructure in the vicinity right-of-way are limited to the construction of Station 43. The limits of the historic property boundary are approximately 78 feet north of Station 43.

Station 43 will be on W Sprague Avenue immediately east of its intersection with N Stevens Street. The existing concrete and sidewalk, asphalt street paving, and two trees and planters would be removed within the rights-of-way of N Stevens Street and W Sprague Avenue prior to the construction of project elements. Additionally, an existing sign and wheel stops would be removed and salvaged for reuse by the City of Spokane in future projects, and an existing handhole would be relocated. A power manhole would also be relocated from within the area of new concrete slab and curb construction at the east end of the proposed loading platform to slightly east of the Station 43 location. Constructed project elements will include new curbs at the northeast corner of this intersection and east of the proposed bus station, new curb ramps for pedestrian crossings, new concrete sidewalks and concrete and asphalt street paving, and the 50-foot-long (east-west) and 11-foot-wide (north-south) loading platform atop a 4-inch concrete slab-on-grade. Amenity improvements at the station would include the installation of trash and recycling bins; station marker and light pole with fare validator, security camera, and real-time information monitor; new 1.5-inch-diameter painted pipe guardrail with artwork infill panels bolted on existing concrete curb; and 2- by 3-foot truncated dome tiles. Amenities requiring connection to existing electronic utilities would be connected through internal conduits of the light pole to be installed and the existing station shelter and belowground conduit to a new communications cabinet. Current design plans do not provide information on the length, width, or height of the station shelter to be constructed. However, a rendering of Station 43 has been prepared and is shown as Figure 8-2.

Based on the anticipated means and methods of construction associated with the proposed project activities, introduction of vibration, noise, and fugitive dust during construction would likely be minimal and temporary. Atmospheric or audible changes resulting from project activities would not diminish the integrity of the August Paulsen Building such that the building's ability to convey its significance for listing in the NRHP under Criteria A and C would be undermined.

As the characteristics that qualify the resource for listing in the NRHP are limited to its physical characteristics and do not include views of or views from the resource, the Project would not alter any character-defining features of this property. While the resource's integrity of setting would be diminished due to the new visual element of Station 43 approximately 78 feet south of the resource, the resource's integrity of location, design, materials, workmanship, feeling, and association would be retained. Given the proposed Project would not substantially alter characteristics that qualify this building for individual listing in the NRHP and the overall integrity of the resource would not be diminished, the Project would have no adverse effect on the August Paulsen Building.

Hotel Alger/Bristol Hotel, 210 W Sprague Avenue, and 11 N Browne Street, Spokane, WA, WISAARD ID 22751 (Map ID 107)

The Hotel Alger/Bristol Hotel is recommended eligible for individual listing in the NRHP and is listed as a contributor to the NRHP-listed East Downtown Historic District. This property is located at 210 W Sprague Avenue. Project activities proposed within the APE and in the vicinity of this property that would include physical changes to infrastructure in the vicinity right-of-way are limited to the construction of Stations 41 and 42 as well as pavement painting and mounting new signage on existing infrastructure associated with the implementation of corridor-based BRT operation at the intersection of W Sprague Avenue and N Browne Street. The limits of the historic property boundary

are approximately 359 feet east of Station 41, 436 feet southeast of Station 42, and adjacent to construction activities at W Sprague Avenue and N Browne Street.

Station 41 will be on W Sprague Avenue immediately east of its intersection with N Bernard Street and will extend around the corner to N Bernard Street immediately north of the intersection. The existing concrete sidewalk, asphalt street paving, and hydrant would be removed within the rights-of-way of N Bernard Street and W Sprague Avenue prior to the construction of project elements. Additionally, an existing sign, bike rack, and trashcans would be removed and salvaged for reuse by the City of Spokane in future projects. Constructed project elements will include new curbs at the northeast corner of this intersection and east of the proposed bus station, new curb ramps for pedestrian crossings, new concrete sidewalks and concrete and asphalt street paving, and the 50-foot-long (east-west) and 11-foot-wide (north-south) loading platform atop a 10-inch concrete slab-on-grade. Amenity improvements at the station would include the installation of trash and recycling bins; station marker and light pole with fare validator, security camera, and real-time information monitor; new 1.5-inch-diameter painted pipe guardrail with artwork infill panels bolted on existing concrete curb; and 2- by 3-foot truncated dome tiles. Amenities requiring connection to existing electronic utilities would be connected through internal conduits of the light pole to be installed and the existing station shelter and belowground conduit to a new communications cabinet. Current design plans do not provide information on the length, width, or height of the station shelter to be constructed. However, a rendering of Station 41 has been prepared and is shown as Figure 8-1.

Station 42 will be on W Riverside Avenue immediately east of its intersection with N Bernard Street. At the Station 42 location, the existing pedestrian sidewalk, eastbound bicycle lane, and raised concrete slab and curb would be incorporated as part of the new loading platform. Demolition of the existing curb lid would occur as needed for amenity improvements on the loading platform and associated utilities. Project activities included as part of the station's development at this location include only the addition of new amenity improvements, including a new station shelter; the installation of trash and recycling bins; station marker and light pole with fare validator, security camera, and real-time information monitor; new 1.5-inch-diameter painted pipe guardrail with artwork infill panels bolted on existing concrete curb; and 2- by 3-foot truncated dome tiles. Amenities requiring connection to existing electronic utilities would be connected through internal conduits of the light pole to be installed and the existing station shelter and belowground conduit to existing communications cabinet. Current design plans do not provide information on the length, width, or height of the station shelter to be constructed and a rendering of the station has not yet been prepared. However, renderings prepared for Stations 39, 40, 41, 43 in the downtown Spokane area are assumed to be representative of Station 42 (see Figure 8-1, Figure 8-2, Figure 8-3, and Figure 8-8).

At the intersection of W Sprague Avenue and N Browne Street, the pavement will be repainted on all four approaches to the intersection. New signage associated will be mounted on existing infrastructure within the right-of-way, such as existing lighting fixtures, traffic signal mounts, or existing signs.

Based on the anticipated means and methods of construction associated with the proposed project activities, introduction of vibration, noise, and fugitive dust during construction would likely be minimal and temporary. Atmospheric or audible changes resulting from project activities would not diminish the integrity of the Hotel Alger/Bristol Hotel such that the building's ability to convey its significance for listing in the NRHP under Criterion A would be undermined.

As the characteristics that qualify the resource for listing in the NRHP are limited to its physical characteristics and do not include views of or views from the resource, the Project would not alter

any character-defining features of this property. The resource's integrity of setting would not be diminished due to the new visual elements of Stations 41 and 42 approximately 359 feet west and 436 feet northwest of the resource because Stations 41 and 42 would not be visible from the resource due to the distance between the resource and Stations 41 and 42 and intervening buildings. Likewise, the resource's integrity of setting would not be diminished by the adjacent project activities at the intersection of W Sprague Avenue and N Browne Street, as these changes will be small in scale and involve the modification of existing transportation infrastructure. Furthermore, the resource's integrity of location, design, materials, workmanship, feeling, and association would be retained. Given the proposed Project would not substantially alter characteristics that qualify this building for individual listing in the NRHP or as a contributor to the East Downtown Historic District and the overall integrity of the resource would not be diminished, the Project would have no adverse effect on the building and no adverse effect on the NRHP-listed East Downtown Historic District.

Northern Pacific Spokane Depot, 221 W 1st Avenue, Spokane, WA, WISAARD ID 221402 (Map ID 114)

The Northern Pacific Spokane Depot is recommended eligible for individual listing in the NRHP and is listed as a contributor to the NRHP-listed East Downtown Historic District. This property is located at 221 W 1st Avenue. Project activities proposed within the APE and in the vicinity of this property that would include physical changes to infrastructure in the vicinity right-of-way are limited to the construction of Station 41 as well as pavement painting and mounting new signage on existing infrastructure associated with the implementation of corridor-based BRT operation at the intersection of W Sprague Avenue and N Browne Street. The limits of the historic property boundary are approximately 363 feet south of Station 41 and 486 feet southwest of construction activities at W Sprague Avenue and N Browne Street.

Station 41 will be on W Sprague Avenue immediately east of its intersection with N Bernard Street and will extend around the corner to N Bernard Street immediately north of the intersection. The existing concrete sidewalk, asphalt street paving, and hydrant would be removed within the rights-of-way of N Bernard Street and W Sprague Avenue prior to the construction of project elements. Additionally, an existing sign, bike rack, and trashcans would be removed and salvaged for reuse by the City of Spokane in future projects. Constructed project elements will include new curbs at the northeast corner of this intersection and east of the proposed bus station, new curb ramps for pedestrian crossings, new concrete sidewalks and concrete and asphalt street paving, and the 50-foot-long (east-west) and 11-foot-wide (north-south) loading platform atop a 10-inch concrete slab-on-grade. Amenity improvements at the station would include the installation of trash and recycling bins; station marker and light pole with fare validator, security camera, and real-time information monitor; new 1.5-inch-diameter painted pipe guardrail with artwork infill panels bolted on existing concrete curb; and 2- by 3-foot truncated dome tiles. Amenities requiring connection to existing electronic utilities would be connected through internal conduits of the light pole to be installed and the existing station shelter and belowground conduit to a new communications cabinet. Current design plans do not provide information on the length, width, or height of the station shelter to be constructed. However, a rendering of Station 41 has been prepared and is shown as Figure 8-1.

At the intersection of W Sprague Avenue and N Browne Street, the pavement will be repainted on all four approaches to the intersection. New signage associated will be mounted on existing infrastructure within the right-of-way, such as existing lighting fixtures, traffic signal mounts, or existing signs.

Based on the anticipated means and methods of construction associated with the proposed project activities, introduction of vibration, noise, and fugitive dust during construction would likely be minimal and temporary. Atmospheric or audible changes resulting from project activities would not diminish the integrity of the Northern Pacific Spokane Depot such that the building's ability to convey its significance for listing in the NRHP under Criterion A would be undermined.

As the characteristics that qualify the resource for listing in the NRHP are limited to its physical characteristics and do not include views of or views from the resource, the Project would not alter any character-defining features of this property. The resource's integrity of setting would not be diminished by the new visual element of Station 41 approximately 363 feet north of the resource because Station 41 would not be visible from the resource due to the distance between the resource and Station 41 and intervening vegetation. Likewise, resource's integrity of setting would not be diminished by the project activities at the intersection of W Sprague Avenue and N Browne Street approximately 486 feet northeast of the resource because these activities would not be visible from the resource due to the distance between the resource and this intersection and intervening structures and vegetation. Furthermore, the resource's integrity of location, design, materials, workmanship, feeling, and association would be retained. Given the proposed Project would not substantially alter characteristics that qualify this building for individual listing in the NRHP or as a contributor to the East Downtown Historic District and the overall integrity of the resource would not be diminished, the Project would have no adverse effect on the building and no adverse effect on the NRHP-listed East Downtown Historic District.

Collins Apartments, 701 W 2nd Avenue, Spokane, WA, WISAARD ID 715061 (Map ID 124)

The Collins Apartments are recommended eligible for individual listing in the NRHP and are located at 701 W 2nd Avenue. Project activities proposed within the APE and in the vicinity of this property that would include physical changes to infrastructure in the vicinity right-of-way are limited to the construction of Station 45. The limits of the historic property boundary are approximately 127 feet southwest of Station 45.

Station 45 will be on the north side of W 2nd Avenue immediately east of its intersection with N Lincoln Street. Although the Station 45 location has been selected, design for Station 45 features has not yet been developed and thus could not be analyzed in greater detail. However, it is assumed that the activities involved in the construction of Station 45 would be similar in nature and scale to those of other stations in downtown Spokane (Stations 39-44). Thus, the station would represent a permanent change in the building's setting but would not alter its integrity of location, design, materials, workmanship, feeling, and association, and the setting would remain that of an urban streetscape.

Based on the anticipated means and methods of construction associated with the proposed project activities, introduction of vibration, noise, and fugitive dust during construction would likely be minimal and temporary. Atmospheric or audible changes resulting from project activities would not diminish the integrity of the Collins Apartments such that the building's ability to convey its significance for listing in the NRHP would be undermined.

As the characteristics that qualify the resource for listing in the NRHP are limited to its physical characteristics and do not include views of or views from the resource, the Project would not alter any character-defining features of this property. While the resource's integrity of setting would be diminished due to the new visual element of Station 45 approximately 127 feet northeast of the resource, the resource's integrity of location, design, materials, workmanship, feeling, and association would be retained. Given the proposed Project would not substantially alter characteristics that qualify this building for individual listing in the NRHP and the overall integrity of

the resource would not be diminished, the Project would have no adverse effect on the Collins Apartments building.

8.2.1.3 Newly Recommended NRHP-Eligible Individual Historic Properties

Dunkin Donuts, 3817 N Division Street, Spokane, WA, WISAARD ID 154733 (Map ID 23)

Dunkin Donuts is recommended eligible for individual listing in the NRHP and is located at 3817 N Division Street. Project activities proposed within the APE and in the vicinity of this property would include pavement painting and mounting new signage on existing infrastructure associated with the implementation of corridor-based BRT operation and the construction of Stations 25 and 26. The limits of the historic property boundary are approximately 225 feet south of Station 25 and 130 feet west of Station 26.

Station 25 will be on N Division Street immediately north of its intersection with W Garland Avenue. The existing concrete sidewalk and asphalt street paving would be removed within the right-of-way of N Division Street, though the existing curb would remain along this right-of-way. Constructed project elements will include a new curb along N Division Street, new concrete sidewalks and concrete and asphalt street paving, and the 60-foot-long (north-south) and 11-foot-wide (east-west) loading platform atop a 4-inch concrete slab-on-grade. Landscaping around this new hardscaping at the southeast corner of Clark Playfield would be restored. Amenity improvements at the station would include the installation of trash and recycling bins; station marker and light pole with fare validator, security camera, and real-time information monitor; new 1.5-inch-diameter painted pipe guardrail with artwork infill panels bolted on existing concrete curb; and 2- by 3-foot truncated dome tiles. Amenities requiring connection to existing electronic utilities would be connected through internal conduits of the light pole to be installed and the existing station shelter and belowground conduit to a new communications cabinet. Current design plans do not provide information on the length, width, or height of the station shelter to be constructed. However, a rendering of Station 25 has been prepared and is shown as Figure 8-4.



Figure 8-4. Rendering of Station 25 Division at Empire/Garland Southbound, facing southwest.

Station 26 will be on N Division Street immediately south of its intersection with E Empire Avenue. The existing concrete sidewalk and asphalt street paving within the right-of-way of N Division Street, two trees, an existing sign, an existing bench, and an existing bus shelter and foundation would be removed. An existing communications and power vault would be retained, but a manhole associated with this vault would be relocated slightly southwest to the rear of the station. Constructed project elements will include a new curb along N Division Street, new concrete sidewalks and concrete and asphalt street paving, and the 60-foot-long (north-south) and 11-foot-wide loading platform atop a 4-inch concrete slab-on-grade. Landscaping around this new hardscaping at the station's rear (east) would be restored. Amenity improvements at the station would include the installation of trash and recycling bins; station marker and light pole with fare validator, security camera, and real-time information monitor; new 1.5-inch-diameter painted pipe guardrail with artwork infill panels bolted on existing concrete curb; and 2- by 3-foot truncated dome tiles. Amenities requiring connection to existing electronic utilities would be connected through internal conduits of the light pole to be installed and the existing station shelter and belowground conduit to a new communications cabinet. Current design plans do not provide information on the length, width, or height of the station shelter to be constructed. However, a rendering of Station 26 has been prepared and is shown as Figure 8-5.

Based on the anticipated means and methods of construction associated with the proposed project activities, introduction of vibration, noise, and fugitive dust during construction would likely be minimal and temporary. Atmospheric or audible changes resulting from project activities would not diminish the integrity of Dunkin Donuts such that the building's ability to convey its significance for listing in the NRHP under Criterion C would be undermined.



Figure 8-5. Rendering of Station 26 Division at Empire/Garland Northbound, facing northeast.

As the characteristics that qualify the resource for listing in the NRHP are limited to its physical characteristics and do not include views of or views from the resource, the Project would not alter any character-defining features of this property. While the resource's integrity of setting would be diminished due to the new visual elements of Stations 25 and 26 approximately 225 feet north and 130 feet east of the resource, the resource's integrity of location, design, materials, workmanship, feeling, and association would be retained. Given the proposed Project would not substantially alter characteristics that qualify this building for individual listing in the NRHP and the overall integrity of the resource would not be diminished, the Project would have no adverse effect on Dunkin Donuts.

Kinney Shoes, 3321 N Division Street, Spokane, WA, WISAARD ID 157570 (Map ID 26)

Kinney Shoes is recommended eligible for individual listing in the NRHP and is located at 3321 N Division Street. Project activities proposed within the APE and in the vicinity of this property would include pavement painting and mounting new signage on existing infrastructure associated with the implementation of corridor-based BRT operation and the construction of Stations 27 and 28. The limits of the historic property boundary are approximately 430 feet south of Station 27 and 78 feet west of Station 28.

Station 28 will be on N Division Street immediately north of its intersection with E Bridgeport Avenue. The existing concrete sidewalk and asphalt street paving within the right-of-way of N Division Street, an existing sign, and existing bus shelter and foundation would be removed. Project elements will include the construction of a new curb along N Division Street, new concrete sidewalks and concrete and asphalt street paving, and a 60-foot-long (north-south) and 11-foot-wide (east-west) loading platform atop a 4-inch concrete platform. New landscaping around this new hardscaping at the station's rear (east) will be added. Amenity improvements at the station would include the installation of trash and recycling bins; station marker and light pole with fare validator, security

camera, and real-time information monitor; new 1.5-inch-diameter painted pipe guardrail with artwork infill panels bolted on existing concrete curb; and 2- by 3-foot truncated dome tiles. Amenities requiring connection to existing electronic utilities would be connected through internal conduits of the light pole to be installed and the existing station shelter and belowground conduit to a new communications cabinet. Current design plans do not provide information on the length, width, or height of the station shelter to be constructed. However, a rendering of Station 28 has been prepared and is shown as Figure 8-6.

Station 27 will be on N Division Street immediately north of its intersection with E Glass Avenue. Although the Station 27 location has been selected, design for Station 27 features has not yet been developed and thus could not be analyzed in greater detail. However, it is assumed that the activities involved in the construction of Station 27 would be similar in nature and scale to Station 28 and other stations along the N Division Street corridor (such as Station 35). Thus, the station would represent a permanent change in the building's setting but would not alter its integrity of location, design, materials, workmanship, feeling, and association, and the setting would remain that of an urban streetscape.

Based on the anticipated means and methods of construction associated with the proposed project activities, introduction of vibration, noise, and fugitive dust during construction would likely be minimal and temporary. Atmospheric or audible changes resulting from project activities would not diminish the integrity of the Kinney Shoes such that the building's ability to convey its significance for listing in the NRHP under Criterion C would be undermined.

As the characteristics that qualify the resource for listing in the NRHP are limited to its physical characteristics and do not include views of or views from the resource, the Project would not alter any character-defining features of this property. The resource's integrity of setting would not be diminished by the new visual element of Station 27 approximately 430 feet north because Station 27 would not be visible from the resource due to the distance between the resource and Station 27 and intervening buildings. While the resource's integrity of setting would be diminished by the new visual element of Station 27 approximately 78 feet east of the resource, the resource's integrity of location, design, materials, workmanship, feeling, and association would be retained. Given the proposed Project would not substantially alter characteristics that qualify this building for individual listing in the NRHP and the overall integrity of the resource would not be diminished, the Project would have no adverse effect on the Kinney Shoes.



Figure 8-6. Rendering of Station 28 Division at Bridgeport Northbound, facing east.

First National Bank of Spokane, 502 W Riverside Avenue, Spokane, WA, WISAARD ID 24309 (Map ID 91)

First National Bank of Spokane is recommended eligible for individual listing in the NRHP and is located at 502 W Riverside Avenue. Project activities proposed within the APE and in the vicinity of this property that would include physical changes to infrastructure in the vicinity right-of-way are limited to the construction of Station 43. The limits of the historic property boundary are approximately 297 feet northwest of the Station 43 location.

Station 43 will be on W Sprague Avenue immediately east of its intersection with N Stevens Street. The existing concrete and sidewalk, asphalt street paving, and two trees and planters would be removed within the rights-of-way of N Stevens Street and W Sprague Avenue prior to the construction of project elements. Additionally, an existing sign and wheel stops would be removed and salvaged for reuse by the City of Spokane in future projects, and an existing handhole would be relocated. A power manhole would also be relocated from within the area of new concrete slab and curb construction at the east end of the proposed loading platform to slightly east of the Station 43 location. Constructed project elements will include new curbs at the northeast corner of this intersection and east of the proposed bus station, new curb ramps for pedestrian crossings, new concrete sidewalks and concrete and asphalt street paving, and the 50-foot-long (east-west) and 11-foot-wide (north-south) loading platform atop a 4-inch concrete slab-on-grade. Amenity improvements at the station would include the installation of trash and recycling bins; station marker and light pole with fare validator, security camera, and real-time information monitor; new 1.5-inch-diameter painted pipe guardrail with artwork infill panels bolted on existing concrete curb; and 2- by 3-foot truncated dome tiles. Amenities requiring connection to existing electronic utilities would be

connected through internal conduits of the light pole to be installed and the existing station shelter and belowground conduit to a new communications cabinet. Current design plans do not provide information on the length, width, or height of the station shelter to be constructed. However, a rendering of Station 43 has been prepared and is shown as Figure 8-2.

Based on the anticipated means and methods of construction associated with the proposed project activities, introduction of vibration, noise, and fugitive dust during construction would likely be minimal and temporary. Atmospheric or audible changes resulting from project activities would not diminish the integrity of First National Bank of Spokane such that the building's ability to convey its significance for listing in the NRHP under Criteria A and C would be undermined.

As the characteristics that qualify the resource for listing in the NRHP are limited to its physical characteristics and do not include views of or views from the resource, the Project would not alter any character-defining features of the property. The resource's integrity of setting would not be diminished by the new visual element of Station 43 approximately 297 feet southeast because Station 43 would not be visible from the resource due to the distance between the resource and Station 43 and intervening buildings. Furthermore, the resource's integrity of location, design, materials, workmanship, feeling, and association would be retained. Given the proposed Project would not substantially alter characteristics that qualify this building for individual listing in the NRHP and the overall integrity of the resource would not be diminished, the Project would have no adverse effect on First National Bank of Spokane.

Dessert Block – St. Regis Hotel, 302 W Riverside Avenue Street, Spokane, WA, WISAARD ID 24305 (Map ID 95)

The Dessert Block – St. Regis Hotel is recommended eligible for individual listing in the NRHP and is listed as a contributor to the NRHP-listed East Downtown Historic District. This property is located at 302 W Riverside Avenue. Project activities proposed within the APE and in the vicinity of this property that would include physical changes to infrastructure in the vicinity right-of-way are limited to the construction of Stations 41 and 42. The limits of the historic property boundary are 283 feet northwest of Station 41 and approximately 88 feet west of Station 42.

Station 41 will be on W Sprague Avenue immediately east of its intersection with N Bernard Street and will extend around the corner to N Bernard Street immediately north of the intersection. The existing concrete sidewalk, asphalt street paving, and hydrant would be removed within the rights-of-way of N Bernard Street and W Sprague Avenue prior to the construction of project elements. Additionally, an existing sign, bike rack, and trashcans would be removed and salvaged for reuse by the City of Spokane in future projects. Constructed project elements will include new curbs at the northeast corner of this intersection and east of the proposed bus station, new curb ramps for pedestrian crossings, new concrete sidewalks and concrete and asphalt street paving, and the 50-foot-long (east-west) and 11-foot-wide (north-south) loading platform atop a 10-inch concrete slab-on-grade. Amenity improvements at the station would include the installation of trash and recycling bins; station marker and light pole with fare validator, security camera, and real-time information monitor; new 1.5-inch-diameter painted pipe guardrail with artwork infill panels bolted on existing concrete curb; and 2- by 3-foot truncated dome tiles. Amenities requiring connection to existing electronic utilities would be connected through internal conduits of the light pole to be installed and the existing station shelter and belowground conduit to a new communications cabinet. Current design plans do not provide information on the length, width, or height of the station shelter to be constructed. However, a rendering of Station 41 has been prepared and is shown as Figure 8-1.

Station 42 will be on W Riverside Avenue immediately east of its intersection with N Bernard Street. At the Station 42 location, the existing pedestrian sidewalk, eastbound bicycle lane, and raised

concrete slab and curb would be incorporated as part of the new loading platform. Demolition of the existing curb lid would occur as needed for amenity improvements on the loading platform and associated utilities. Project activities included as part of the station's development at this location include only the addition of new amenity improvements, including a new station shelter; the installation of trash and recycling bins; station marker and light pole with fare validator, security camera, and real-time information monitor; new 1.5-inch-diameter painted pipe guardrail with artwork infill panels bolted on existing concrete curb; and 2- by 3-foot truncated dome tiles. Amenities requiring connection to existing electricity utilities would be connected through internal conduits of the light pole to be installed and the existing station shelter and belowground conduit to existing communications cabinet. Current design plans do not provide information on the length, width, or height of the station shelter to be constructed and a rendering of the station has not yet been prepared. However, renderings prepared for Stations 39, 40, 41, 43 in the downtown Spokane area are assumed to be representative of Station 42 (see Figure 8-1, Figure 8-2, Figure 8-3, and Figure 8-8).

Based on the anticipated means and methods of construction associated with the proposed project activities, introduction of vibration, noise, and fugitive dust during construction would likely be minimal and temporary. Atmospheric or audible changes resulting from project activities would not diminish the integrity of the Dessert Block – St. Regis Hotel such that the building's ability to convey its significance for listing in the NRHP under Criterion C would be undermined.

As the characteristics that qualify the resource for listing in the NRHP are limited to its physical characteristics and do not include views of or views from the resource, the Project would not alter any character-defining features of this property. While the resource's integrity of setting would be diminished due to the new visual element of Station 41 approximately 283 feet southeast of the resource, this change would be limited by the distance between the resource and Stations 41. The resource's integrity would be more diminished by the new visual element of Station 42 because of closer proximity and direct line of sight to Station 42, which is 88 feet west of the resource.

Given the proposed Project would not substantially alter characteristics that qualify this building for individual listing in the NRHP or as a contributor to the East Downtown Historic District and the overall integrity of the resource would not be diminished, the Project would have no adverse effect on the building and no adverse effect on the NRHP-listed East Downtown Historic District.

Paulsen Medical and Dental Building, 407 W Riverside Avenue, Spokane, WA, WISAARD ID 20585 (Map ID 101)

The Paulsen Medical and Dental Building is recommended eligible for individual listing in the NRHP and is located at 407 W Riverside Avenue. Project activities proposed within the APE and in the vicinity of this property that would include physical changes to infrastructure in the vicinity right-of-way are limited to the construction of Station 43. The limits of the historic property boundary are approximately 112 feet northeast of the Station 43 location.

Station 43 will be on W Sprague Avenue immediately east of its intersection with N Stevens Street. The existing concrete and sidewalk, asphalt street paving, and two trees and planters would be removed within the rights-of-way of N Stevens Street and W Sprague Avenue prior to the construction of project elements. Additionally, an existing sign and wheel stops would be removed and salvaged for reuse by the City of Spokane in future projects, and an existing handhole would be relocated. A power manhole would also be relocated from within the area of new concrete slab and curb construction at the east end of the proposed loading platform to slightly east of the Station 43 location. Constructed project elements will include new curbs at the northeast corner of this intersection and east of the proposed bus station, new curb ramps for pedestrian crossings, new concrete sidewalks and concrete and asphalt street paving, and the 50-foot-long (east-west) and

11-foot-wide (north-south) loading platform atop a 4-inch concrete slab-on-grade. Amenity improvements at the station would include the installation of trash and recycling bins; station marker and light pole with fare validator, security camera, and real-time information monitor; new 1.5-inch-diameter painted pipe guardrail with artwork infill panels bolted on existing concrete curb; and 2- by 3-foot truncated dome tiles. Amenities requiring connection to existing electronic utilities would be connected through internal conduits of the light pole to be installed and the existing station shelter and belowground conduit to a new communications cabinet. Current design plans do not provide information on the length, width, or height of the station shelter to be constructed. However, a rendering of Station 43 has been prepared and is shown as Figure 8-2.

Based on the anticipated means and methods of construction associated with the proposed project activities, introduction of vibration, noise, and fugitive dust during construction would likely be minimal and temporary. Atmospheric or audible changes resulting from project activities would not diminish the integrity of the Paulsen Medical and Dental Building such that the building's ability to convey its significance for listing in the NRHP under Criterion C would be undermined.

As the characteristics that qualify the resource for listing in the NRHP are limited to its physical characteristics and do not include views of or views from the resource, the Project would not alter any character-defining features of this property. While the resource's integrity of setting would be diminished by the new visual element of Station 43 approximately 112 feet southwest of the resource, the resource's integrity of location, design, materials, workmanship, feeling, and association would be retained. Given the proposed Project would not substantially alter characteristics that qualify this building for individual listing in the NRHP and the overall integrity of the resource would not be diminished, the Project would have no adverse effect on the Paulsen Medical and Dental Building.

Symons Block, 525 W Sprague Avenue, Spokane, WA, WISAARD ID 33306 (Map ID 109)

Symons Block is recommended eligible for individual listing in the NRHP and is located at 525 W Sprague Avenue. Project activities proposed within the APE and in the vicinity of this property that would include physical changes to infrastructure in the vicinity right-of-way are limited to the construction of Station 43. The limits of the historic property boundary are approximately 314 feet southwest of the Station 43 location.

Station 43 will be on W Sprague Avenue immediately east of its intersection with N Stevens Street. The existing concrete and sidewalk, asphalt street paving, and two trees and planters would be removed within the rights-of-way of N Stevens Street and W Sprague Avenue prior to the construction of project elements. Additionally, an existing sign and wheel stops would be removed and salvaged for reuse by the City of Spokane in future projects, and an existing handhole would be relocated. A power manhole would also be relocated from within the area of new concrete slab and curb construction at the east end of the proposed loading platform to slightly east of the Station 43 location. Constructed project elements will include new curbs at the northeast corner of this intersection and east of the proposed bus station, new curb ramps for pedestrian crossings, new concrete sidewalks and concrete and asphalt street paving, and the 50-foot-long (east-west) and 11-foot-wide (north-south) loading platform atop a 4-inch concrete slab-on-grade. Amenity improvements at the station would include the installation of trash and recycling bins; station marker and light pole with fare validator, security camera, and real-time information monitor; new 1.5-inch-diameter painted pipe guardrail with artwork infill panels bolted on existing concrete curb; and 2- by 3-foot truncated dome tiles. Amenities requiring connection to existing electronic utilities would be connected through internal conduits of the light pole to be installed and the existing station shelter and belowground conduit to a new communications cabinet. Current design plans do not provide

information on the length, width, or height of the station shelter to be constructed. However, a rendering of Station 43 has been prepared and is shown as Figure 8-2.

Based on the anticipated means and methods of construction associated with the proposed project activities, introduction of vibration, noise, and fugitive dust during construction would likely be minimal and temporary. Atmospheric or audible changes resulting from project activities would not diminish the integrity of Symons Block such that the building's ability to convey its significance for listing in the NRHP under Criteria A and C would be undermined.

As the characteristics that qualify the resource for listing in the NRHP are limited to its physical characteristics and do not include views of or views from the resource, the Project would not alter any character-defining features of this property. While the resource's integrity of setting would be diminished by the new visual element of Station 43 approximately 314 feet northeast of the resource, the resource's integrity of location, design, materials, workmanship, feeling, and association would be retained. Given the proposed Project would not substantially alter characteristics that qualify this building for individual listing in the NRHP and the overall integrity of the resource would not be diminished, the Project would have no adverse effect on Symons Block.

8.2.2 Previously Listed Historic Districts

8.2.2.1 NRHP-Listed Historic Districts

Desmet Avenue Warehouse Historic District

The APE overlaps the boundaries of the Desmet Avenue Warehouse Historic District within the right-of-way of Lincoln Street and including the Spokane County Parcels containing the contributing resources to the historic district below. Project activities proposed within the APE and within the boundaries of the historic district that would include physical changes to infrastructure in the vicinity right-of-way include the reconfiguration of N Ruby Street alignment from its current four lanes to one BAT lane and two general purpose lanes along the alignment's west side and a bicycle/pedestrian facility along its east side, separate by a landscaped median as well as the construction of Stations 35 and Station 36.

These project elements would be located in the vicinity of two resources that contribute to the NRHP-listed West Downtown Historic Transportation Corridor, including E.S. Burgan and Son (also known as Burgan's Furniture Warehouse #1 (WISAARD ID 33133) and Market Equipment Company Office and Warehouse (WISAARD ID 24733). While the reconstruction of N Ruby Street would occur directly adjacent to WISAARD ID 247333, these activities would be approximately 275 east of WISAARD ID 33133. The distance between these resources and the Station 35 location is approximately 95 feet and 440 feet, respectively, and the distance between these resources and the Station 36 location is approximately 270 feet and 130 feet, respectively. However, the characteristics that qualify these resources for listing in the NRHP are limited to their physical characteristics and do not include views of or views from the resource. As such, none of the proposed project elements would substantially alter characteristics that qualify these resources as contributors.

These project elements would represent a permanent change to a portion of the historic district's streetscape along the segment of N Ruby Street. However, the NRHP documentation for the historic district does not describe any elements of the streetscape within the historic district (Luttrell 1996). As such, specific streetscape components such as roadway dimensions, paving materials, or grade; sidewalk dimensions, paving materials, or location; curb dimensions, materials, or location; street furnishings, signage, and other small-scale features; or vegetation are not identified as characteristics of the historic district.

The Project would introduce new aboveground features within the N Ruby Street right-of-way within the boundary of the historic district. Although the design details are yet to be developed, conceptual plans show that the landscaped median would include new curbs and vegetation within the existing roadway of N Ruby Street, and the bicycle/pedestrian facility would likely require the slight widening of the roadway and the reconstruction of the curb, landscape strip, and sidewalk along the east side of N Ruby Street.

Station 35 will be located outside the historic district boundary on the west side of N Division Street opposite the west boundary of the historic district immediately north of N Division Street's intersection with E Desmet Avenue. The existing concrete sidewalk and asphalt street paving within the right-of-way of N Division Street would be retained but an existing sign would be removed. Project elements will include the construction of a new curb along N Division Street, new concrete sidewalks, curbing, and concrete and asphalt street paving, and a 60-foot-long (north-south) and 11-foot-wide (east-west) loading platform atop a 4-inch concrete platform. New landscaping around this new hardscaping at the station's rear (east) will be added. Amenity improvements at the station would include the installation of trash and recycling bins; station marker and light pole with fare validator, security camera, and real-time information monitor; new 1.5-inch-diameter painted pipe guardrail with artwork infill panels bolted on existing concrete curb; and 2- by 3-foot truncated dome tiles. Amenities requiring connection to existing electronic utilities would be connected through internal conduits of the light pole to be installed and the existing station shelter and belowground conduit to a new communications cabinet. Current design plans do not provide information on the length, width, or height of the station shelter to be constructed. However, a rendering of Station 35 has been prepared and is shown as and Figure 8-7.

Station 36 will be located outside the historic district boundary on the west side of N Ruby Street north of the north boundary of the historic district and immediately south of N Ruby Street's intersection with E Boone Avenue. Although the Station 36 location has been selected, design for Station 36 features has not yet been developed and thus could not be analyzed in greater detail. However, it is assumed that the activities involved in the construction of Station 36 would be similar in nature and scale to Station 35 and other stations along the N Division Street corridor (such as Station 26). Thus, the station would represent a permanent change in the district's setting but would not alter its integrity of location, design, materials, workmanship, feeling, and association, and the setting would remain that of an urban streetscape.

Based on the anticipated means and methods of construction associated with the proposed project activities, introduction of vibration, noise, and fugitive dust during construction would likely be minimal and temporary. Atmospheric or audible changes resulting from project activities would not diminish the integrity of the Desmet Avenue Warehouse Historic District such that the district's ability to convey its significance for listing in the NRHP under Criteria A and C would be undermined.

Although the alterations to the streetscape do represent a change to the historic district's setting, the proposed project elements represent a relatively small and dispersed degree of change to the historic district, which is approximately 3.43 acres. As such, these project activities would not result in changes that are substantial enough to diminish the district's integrity of location, design, materials, workmanship, feeling, and association, and the setting would remain that of an urban streetscape. Therefore, these changes would not result in an adverse effect to the Desmet Avenue Warehouse District.

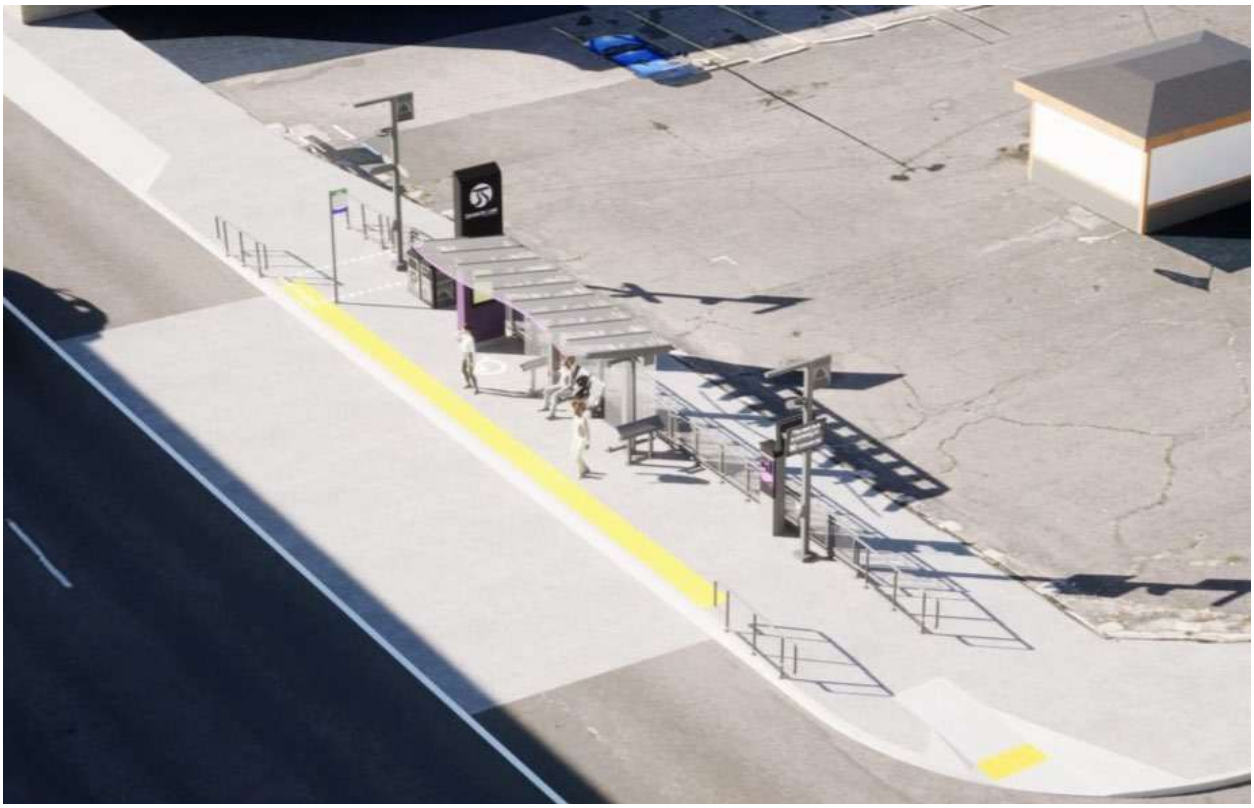


Figure 8-7. Rendering of Station 35 Division at Boone Southbound, facing southwest.

East Downtown Historic District

The APE overlaps the boundaries of the East Downtown Historic District within the rights-of-way of N Division Street south of Spokane Falls Boulevard, N Browne Street between W Main Avenue and W Sprague Avenue, W Riverside Avenue between N Browne Street and S Washington Street, W Sprague Avenue between N Browne Street and S Stevens Street, and S Howard Street between W 2nd Avenue and W Railroad Avenue and including the Spokane County parcels containing the contributing resources to the historic district below. Project activities proposed within the APE and within the boundaries of the historic district that would include physical changes to infrastructure would include pavement painting and mounting new signage on existing infrastructure associated with the implementation of corridor-based BRT operation within those aforementioned rights-of-way and the construction of five bus stations within the historic district's boundaries. The bus stations are located on the west side of N Browne Street north of E Main Street (Station 39), the west side of N Division Street south of E Main Street (Station 40), the north side of W Sprague Avenue east of N Bernard Street (Station 41), the south side of W Riverside Avenue east of N Bernard Street (Station 42), and the north side of W Sprague Avenue east of N Stevens Street (Station 43).

These project elements would be located in the vicinity of or adjacent to properties that contribute to the NRHP-listed East Downtown Historic District, including Inland Brewing and Malting/Success Baking-Service (WISAARD ID 24748); Globe Hotel (WISAARD ID 33129); Spokane Visitor Information Center (WISAARD ID 24688); Hotel Division (WISAARD ID 20878); Spokane Club Building – Legion Building (WISAARD ID 20929); Dessert Block/St. Regis Hotel (WISAARD ID 24305); Old National Bank (WISAARD ID 24702); National Hotel (WISAARD ID 39816); Armstrong Hotel Building (WISAARD ID 20917); Hotel Alger/Bristol Hotel (WISAARD ID 22751); Webster Building/Stowell Drug and Assay (WISAARD ID 20919); City Ramp Garage (WISAARD ID 24338); Fire Station #1 (WISAARD ID 24239);

Northern Pacific – Spokane Depot (WISAARD ID 22140); Northern Pacific Railway Bridge #0.2 (WISAARD ID 36838/48409); Northern Pacific Railway – Pend d'Oreille Division (WISAARD ID 673320); Ayer Subdivision, Union Pacific Railway (WISAARD ID 722772); and Metropole Apartments (WISAARD ID 23398). The distances between these resources and the five bus station locations within the historic district are summarized in Table 8-1. The distance between contributing resources and the nearest bus station location range from 48 feet to more than 500 feet. However, the characteristics that qualify these resources for listing in the NRHP are limited to their physical characteristics and do not include views of or views from the resource. As such, none of the proposed project elements would result in any physical changes to these resources or alter the characteristics that qualify them as contributing resources to the East Downtown Historic District.

The proposed project elements would represent a permanent change to a portion of the historic district's streetscape along the previously listed segments of street rights-of-way in the historic district and in the vicinity of or adjacent to the previously listed contributing resources to the historic district. The NRHP documentation for the historic district describes the following elements of the streetscape within the historic district: the lack of setback of buildings within the district from the street rights-of-way, a lack of landscaping elements, and street lighting consisting of tall metal cobra light standards or tall double-globed metal light standards. However, the NRHP documentation is not explicit that these streetscape elements are character-defining features of the historic district. In particular, the documentation notes that the two types of light standards are distinct from the "historic, smaller decorative, pedestrian scale street lamps" removed from the district to Riverfront Park for Expo '74 (Woo 2003). Specific streetscape components such as roadway dimensions, paving materials, or grade; sidewalk dimensions, paving materials, or location; curb dimensions, materials, or location; street furnishings, signage, and other small-scale features; or vegetation are not identified as characteristics of the historic district.

New bus stations would be developed at the locations of Stations 39-41 and 43. Improvements would be made at the existing bus station at the Station 42 location. All five locations would include general amenity improvements such as installation of trash and recycling bins; station marker and light pole with fare validator, security camera, and real-time information monitor; new 1.5-inch-diameter painted pipe guardrail with artwork infill panels bolted on existing concrete curb; and 2- by 3-foot truncated dome tiles. Additionally changes to curbing, paving, and utilities will be specific to the individual station locations based on existing conditions and construction needs.

At the Station 39 location, the existing concrete sidewalk and asphalt street paving would be removed within the rights-of-way of N Browne Street and W Main Avenue prior to the construction of project elements. Additionally, an existing light pole at the intersection and the handrail along the west and south exterior adjacent building will be retained, while an existing sign and parking meter would be removed and salvaged for reuse by the City of Spokane in future projects. In addition to the amenities common to all stations, constructed project elements will include new curbs at the northwest corner of this intersection and north of the proposed bus station, new curb ramps for pedestrian crossings, new concrete sidewalks and concrete and asphalt street paving, and the 50-foot-long (east-west) and 11-foot-wide (north-south) loading platform atop a 4-inch concrete slab-on-grade. Amenities requiring connection to existing electronic utilities would be connected through internal conduits of the light pole to be installed and the existing station shelter and belowground conduit to a new communications cabinet. Current design plans do not provide information on the length, width, or height of the station shelter to be constructed. However, a rendering of Station 39 has been prepared and is shown as Figure 8-8.

Table 8-1. Distances Between Contributing Resources to the East Downtown Historic District and Bus Station Locations

Map ID	Resource Name (WISAARD ID)	Distance to Station 39	Distance to Station 40	Distance to Station 41	Distance to Station 42	Distance to Station 43
80	Inland Brewing and Malting/ Success Baking-Service (WISAARD ID 24748)	Greater than 500 feet	203 feet	Greater than 500 feet	Greater than 500 feet	Greater than 500 feet
81	Globe Hotel (WISAARD ID 33129)	Greater than 500 feet	129 feet	Greater than 500 feet	Greater than 500 feet	Greater than 500 feet
82	Spokane Visitor Information Center (WISAARD ID 24688)	200 feet	Greater than 500 feet	Greater than 500 feet	Greater than 500 feet	Greater than 500 feet
84	Hotel Division (WISAARD ID 20878)	Greater than 500 feet	48 feet	Greater than 500 feet	Greater than 500 feet	Greater than 500 feet
92	Old National Bank (WISAARD ID 24702)	Greater than 500 feet	Greater than 500 feet	Greater than 500 feet	Greater than 500 feet	280 feet
94	Spokane Club Building – Legion Building (WISAARD ID 20929)	Greater than 500 feet	Greater than 500 feet	Greater than 500 feet	450 feet	Greater than 500 feet
95	Dessert Block/St. Regis Hotel (WISAARD ID 24305)	Greater than 500 feet	Greater than 500 feet	283 feet	88 feet	280 feet
103	National Hotel (WISAARD ID 39816)	Greater than 500 feet	Greater than 500 feet	487 feet	411 feet	Greater than 500 feet
105	Armstrong Hotel Building (WISAARD ID 20917)	Greater than 500 feet	Greater than 500 feet	Greater than 500 feet	Greater than 500 feet	Greater than 500 feet
107	Hotel Alger/Bristol Hotel (WISAARD ID 22751)	Greater than 500 feet	Greater than 500 feet	359 feet	436 feet	Greater than 500 feet
110	Webster Building/Stowell Drug and Assay (WISAARD ID 20919)	Greater than 500 feet	Greater than 500 feet	Greater than 500 feet	70 feet	Greater than 500 feet
111	City Ramp Garage (WISAARD ID 24338)	Greater than 500 feet	Greater than 500 feet	Greater than 500 feet	Greater than 500 feet	55 feet
112	Fire Station #1 (WISAARD ID 24239)	Greater than 500 feet	Greater than 500 feet	Greater than 500 feet	Greater than 500 feet	143 feet
114	Northern Pacific – Spokane Depot (WISAARD ID 22140)	Greater than 500 feet	Greater than 500 feet	363 feet	Greater than 500 feet	486 feet
118	Northern Pacific Railway Bridge #0.2 (WISAARD ID 36838/48409)	Greater than 500 feet	Greater than 500 feet	Greater than 500 feet	Greater than 500 feet	Greater than 500 feet
119	Northern Pacific Railway – Pend d'Oreille Division (WISAARD ID 673320)	Greater than 500 feet	Greater than 500 feet	Greater than 500 feet	Greater than 500 feet	Greater than 500 feet
120	Ayer Subdivision, Union Pacific Railway (WISAARD ID 722772)	Greater than 500 feet	Greater than 500 feet	Greater than 500 feet	Greater than 500 feet	Greater than 500 feet
122	Metropole Apartments (WISAARD ID 23398)	Greater than 500 feet	Greater than 500 feet	75 feet	Greater than 500 feet	Greater than 500 feet

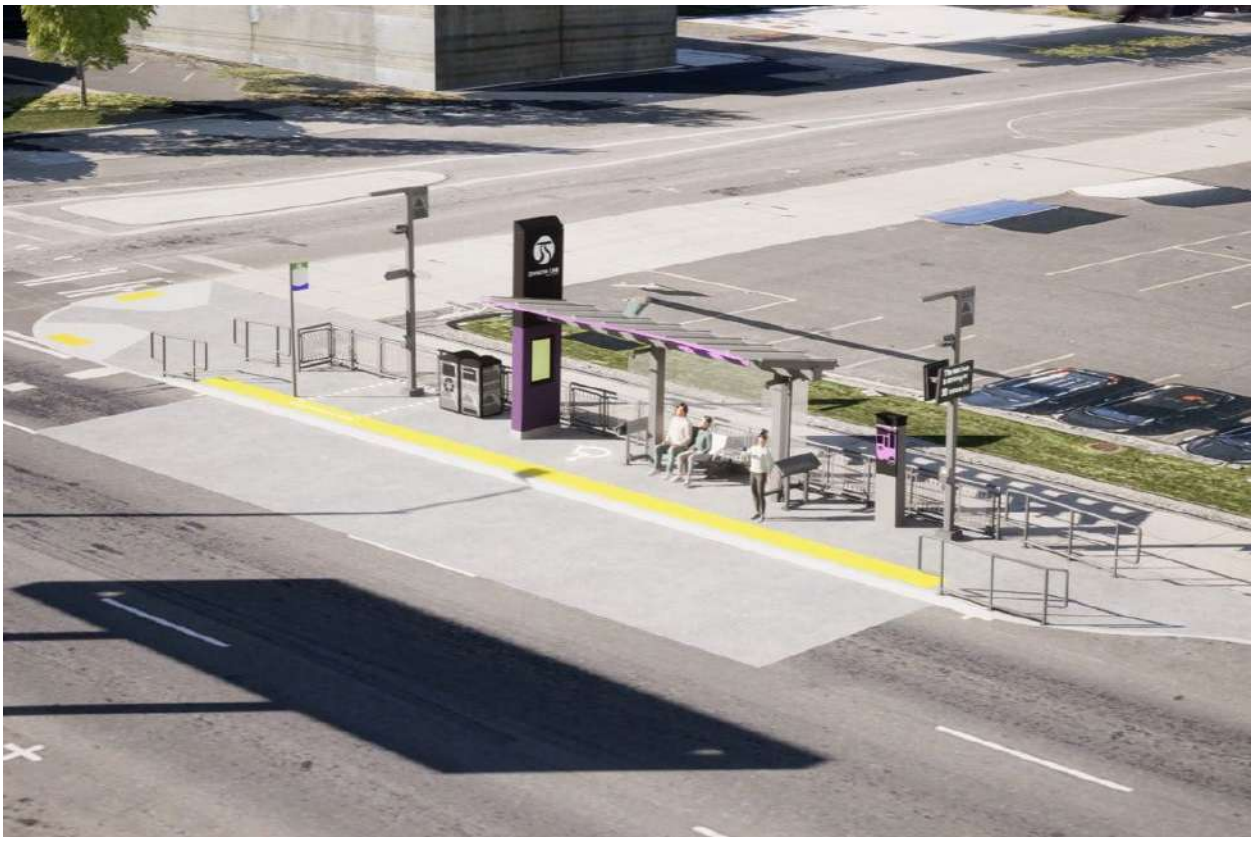


Figure 8-8. Rendering of Station 39 Boone at Main Southbound, facing southwest.

At the Station 40 location, the existing concrete and sidewalk, asphalt street paving, and three trees and planters would be removed within the rights-of-way of N Division Street and W Main Avenue prior to the construction of project elements. Additionally, an existing cobra light standard streetlight, parking meter, and handhole will be removed and salvaged for reuse by the City of Spokane in future projects. In addition to the amenities common to all stations, constructed project elements will include new curbs south of the proposed bus station, new curb ramps for pedestrian crossings, new concrete sidewalks and concrete and asphalt street paving, and the 50-foot-long (east-west) and 11-foot-wide (north-south) loading platform atop a 4-inch concrete slab-on-grade. Amenities requiring connection to existing electronic utilities would be connected through internal conduits of the light pole to be installed and the existing station shelter and belowground conduit to a new communications cabinet. Current design plans do not provide information on the length, width, or height of the station shelter to be constructed. However, a rendering of Station 40 has been prepared and is shown as Figure 8-3.

At the Station 41 location, the existing concrete sidewalk, asphalt street paving, and hydrant would be removed within the rights-of-way of N Bernard Street and W Sprague Avenue prior to the construction of project elements. Additionally, an existing sign, bike rack, and trashcans would be removed and salvaged for reuse by the City of Spokane in future projects. In addition to the amenities common to all stations, constructed project elements will include new curbs at the northeast corner of this intersection and east of the proposed bus station, new curb ramps for pedestrian crossings, new concrete sidewalks and concrete and asphalt street paving, and the 50-foot-long (east-west) and 11-foot-wide (north-south) loading platform atop a 10-inch concrete slab-on-grade. Amenities requiring connection to existing electronic utilities would be connected through internal conduits of the light pole to be installed and the existing station shelter and

belowground conduit to a new communications cabinet. Current design plans do not provide information on the length, width, or height of the station shelter to be constructed. However, a rendering of Station 41 has been prepared and is shown as Figure 8-1.

At the Station 42 location, the existing pedestrian sidewalk, eastbound bicycle lane, and raised concrete slab and curb would be incorporated as part of the new loading platform. Demolition of the existing curb lid would occur as needed for amenity improvements on the loading platform and associated utilities. Amenities requiring connection to existing electronic utilities would be connected through internal conduits of the light pole to be installed and the existing station shelter and belowground conduit to existing communications cabinet. Current design plans do not provide information on the length, width, or height of the station shelter to be constructed and a rendering of the station has not yet been prepared. However, renderings prepared for Stations 39, 40, 41, 43 in the downtown Spokane area are assumed to be representative of Station 42 (see Figure 8-1, Figure 8-2, Figure 8-3, and Figure 8-8).

At the Station 43 location, the existing concrete and sidewalk, asphalt street paving, and two trees and planters would be removed within the rights-of-way of N Stevens Street and W Sprague Avenue prior to the construction of project elements. Additionally, an existing sign and wheel stops (concrete barrier for parking spot) would be removed and salvaged for reuse by the City of Spokane in future projects, and an existing handhole would be relocated. A power manhole would also be relocated from within the area of new concrete slab and curb construction at the east end of the proposed loading platform to slightly east of the Station 43 location. In addition to the amenities common to all stations, constructed project elements will include new curbs at the northeast corner of this intersection and east of the proposed bus station, new curb ramps for pedestrian crossings, new concrete sidewalks and concrete and asphalt street paving, and the 50-foot-long (east-west) and 11-foot-wide (north-south) loading platform atop a 4-inch concrete slab-on-grade. Amenities requiring connection to existing electronic utilities would be connected through internal conduits of the light pole to be installed and the existing station shelter and belowground conduit to a new communications cabinet. Current design plans do not provide information on the length, width, or height of the station shelter to be constructed. However, a rendering of Station 43 has been prepared and is shown as Figure 8-2.

Based on the anticipated means and methods of construction associated with the proposed project activities, introduction of vibration, noise, and fugitive dust during construction would likely be minimal and temporary. Atmospheric or audible changes resulting from project activities would not diminish the integrity of the East Downtown Historic District such that the district's ability to convey its significance for listing in the NRHP under Criteria A and C would be undermined.

Although the alterations to the streetscape do represent a change to the historic district's setting, the proposed project elements represent a relatively small and dispersed degree of change to the historic district, which is approximately 80 acres. As such, these project activities would not result in changes that are substantial enough to diminish the district's integrity of location, design, materials, workmanship, feeling, and association, and the setting would remain that of an urban streetscape. Therefore, these changes would not result in an adverse effect to the East Downtown Historic District.

West Downtown Historic Transportation Corridor

The APE overlaps the boundaries of the East Downtown Historic District within the right-of-way of Lincoln Street and including the Spokane County Parcels containing the contributing resources to the historic district below. Project activities proposed within the APE and within the boundaries of the historic district include pavement painting and mounting new signage on existing infrastructure associated with the implementation of corridor-based BRT operation. Within the historic district

pavement painting would be limited to S Lincoln Street. Likewise, new signage would be mounted to existing infrastructure, such as light standards and existing signs along this portion of the APE; however, the exact locations for new signage associated with the implementation of corridor-based BRT operation have not been determined. The design of these signs has also not yet been determined but is assumed to be consistent in size and design with existing contemporary signage along S Lincoln Street. The nearest construction activities (Station 45) would be located approximately 285 feet southwest of and outside the historic district's boundary and more than 500 feet from one resource that contributes to the NRHP-listed West Downtown Historic Transportation Corridor in the APE, the Northern Pacific Railway Bridge #0.5 (WISAARD ID 36835/48406).

Based on the anticipated means and methods of construction associated with the proposed project activities, introduction of vibration, noise, and fugitive dust during construction would likely be minimal and temporary. Atmospheric or audible changes resulting from project activities would not diminish the integrity of the West Downtown Historic Transportation Corridor such that the district's ability to convey its significance for listing in the NRHP under Criteria A and C would be undermined.

Although the alterations to the streetscape do represent a change to the historic district's setting, the proposed project elements represent a relatively small and dispersed degree of change to the historic district, which is more than 31 acres. As such, these project activities would not result in changes that are substantial enough to diminish the district's integrity of location, design, materials, workmanship, feeling, and association, and the setting would remain that of an urban streetscape. Therefore, these changes would not result in an adverse effect to the West Downtown Historic Transportation Corridor.

8.2.2.2 WHR-Listed Historic Districts

Spokane River District

The APE overlaps the boundaries of the Spokane River District at the eastern boundary of the historic district at the Senator Sam C. Guess Memorial Bridge (the Spokane River crossing for N Division Street). The bridge is not identified as a contributing resource to the historic district. The WHR documentation for the historic district does not provide a justification for the district's boundary, which encompasses areas along the north and south banks of the Spokane River between the Senator Sam C. Guess Memorial Bridge and the Maple Street bridge, and sites on the island of *snxw menəʔ* (formerly Canada Island).

Project activities proposed within the APE include pavement painting and mounting new signage on existing infrastructure associated with the implementation of corridor-based BRT operation. Within the historic district, pavement painting would be limited to the road deck of the Senator Sam C. Guess Memorial Bridge. Likewise, new signage would be mounted to existing infrastructure, such as light standards and existing signs along this portion of the APE; however, the exact locations for new signage associated with the implementation of corridor-based BRT operation have not been determined. The design of these signs has also not yet been determined but is assumed to be consistent in size and design with existing contemporary signage along the bridge.

Based on the anticipated means and methods of construction associated with the proposed project activities, introduction of vibration, noise, and fugitive dust during construction would likely be minimal and temporary. Atmospheric or audible changes resulting from project activities would not diminish the integrity of the Spokane River District such that the district's ability to convey its significance for listing in the NRHP under Criterion A would be undermined.

Although the alterations to the road deck of the bridge do represent a change to the historic district's setting, the proposed project elements represent a relatively small and dispersed degree of change

to the historic district, which is approximately 157 acres. As such, these project activities would not result in changes that are substantial enough to diminish the district's integrity of location, design, materials, workmanship, feeling, and association, and the setting would remain that of urban development along the Spokane River. Therefore, these changes would not result in an adverse effect to the Spokane River Historic District.

9. Conclusion and Recommendations

9.1 Conclusion

A records review revealed one previously recorded archaeological resource in the APE. This resource, 45SP10, consists of a point on WISAARD and represents the location of the Indian Council of 1877. No physical evidence of the remains of the site has been observed to date, and the construction of the Washington Street bridge for the elevated BNSF Railway grade has likely removed any features of the site. Additionally, no project activities that would include ground disturbance or physical changes to infrastructure will occur at this location. As such, no effect to this site is anticipated. The APE has a range of sensitivity for buried archaeological resources (low in most of the APE except for the area from Francis Avenue to Whitworth Drive and at the proposed Mead Transit Center, both locations where the mixed Pleistocene and Holocene-aged deposits occur), a varied sensitivity for precontact archaeological resources, and a low sensitivity for historical archaeological resources. Monitoring of geotechnical testing confirmed these sensitivity assessments and did not result in the discovery of archaeological resources.

At the time of this assessment, Parametrix could not access the location of the proposed Mead Transit Center. No previously recorded sites occur within this portion of the APE, and the area has a high sensitivity for buried archaeological resources, a high sensitivity for precontact archaeological resources, and a low sensitivity for historical archaeological resources.

Historic built environment resources survey of the APE identified 125 individual historic built environment resources in the APE. Of these 125 resources, 94 had been previously recorded in WISAARD and 31 had not been previously recorded. Of the 94 previously recorded historic built environment resources, 6 have been listed in the NRHP, 8 have been previously determined eligible for listing in the NRHP, and 7 have been previously determined not eligible for listing in the NRHP. The remaining 73 previously recorded historic built environment resources had not been evaluated for individual listing in the NRHP. The remaining 31 resources have not been previously recorded and evaluated for listing in the NRHP. Of the 125 individual historic built environment resources identified in the APE, Parametrix documented and evaluated 109 historic built environment resources. Of the 109 individual historic properties evaluated in this study, 12 are recommended individually eligible and 97 are recommended individually not eligible for listing in the NRHP.

The APE also overlapped with three NRHP-listed historic districts (north to south)—the Desmet Avenue Historic District, East Downtown Historic District, and West Downtown Historic Transportation Corridor—and one historic district listed only in the WHR, the Spokane River District. Of the 95 previously recorded individual historic built environment resources in the APE, 2 are listed in the NRHP as contributors to the Desmet Avenue Historic District, 18 as contributors to the East Downtown Historic District, and 1 as a contributor to the West Downtown Historic Transportation Corridor. An additional 2 of these 94 resources have been previously determined to be noncontributing resources to the East Downtown Historic District.

9.2 Recommendations

Based on the information summarized above, the APE has limited sensitivity for containing as-yet undocumented buried archaeological resources, with the exception of the proposed Mead Transit Center. At this location, portions of the APE retain high sensitivity for both buried and precontact archaeological resources. Because access to the parcel was not permitted as part of this assessment, Parametrix recommends that all primary excavation for construction of the Mead Transit Center be monitored by a professional archaeologist.

Of the 125 individual historic built environment resources identified in the APE, Parametrix documented and evaluated 109, including 31 previously unrecorded and unevaluated resources, 73 previously recorded but unevaluated resources, and 5 of the 8 resources previously determined individually eligible for listing in the NRHP because these determinations concurrence from DAHP more than 10 years ago. Recommendations included:

- All 31 previously unrecorded and unevaluated resources are recommended not eligible for listing in the NRHP.
- Six of the 73 previously recorded but unevaluated resources are recommended individually eligible for listing in the NRHP: Dunkin Donuts (WISAARD ID 154733), Kinney Shoes (WISAARD ID 157570), First National Bank of Spokane (WISAARD ID 24309), Dessert Block/St. Regis Hotel (WISAARD ID 24305), Paulsen Medical and Dental Building (WISAARD ID 20585), and Symons Block (WISAARD ID 33306). Sixty-seven of the 73 previously recorded but unevaluated resources are recommended as individually not eligible.
- Three of the five resources previously determined individually eligible are recommended as remaining individually eligible for listing in the NRHP. The other two resources, segments of the NRHP-eligible regional-length rail alignments Northern Pacific Railway—Pend d'Oreille Division (WISAARD ID 673320) and Ayer Subdivision, Union Pacific Railway (WISAARD ID 722772)—are recommended as not eligible segments of their respective overall eligible alignments because the segments of each resource within the APE lack sufficient integrity of to convey each resource's significance under Criterion A.

As such, of the 109 resources that had not been previously evaluated for individual eligibility, six are newly recommended individually eligible for listing in the NRHP by this study.

None of the 94 historic built environment resources that are not currently listed as contributing or noncontributing resources to either the Desmet Avenue Historic District, East Downtown Historic District, or West Downtown Historic Transportation Corridor are recommended by this study as eligible contributors to these historic districts. The 21 historic built environment resources previously listed as contributing resources to these districts remain eligible for listing in the NRHP as contributing resources to these districts, and the 2 resources previously determined to be noncontributing resources to the East Downtown Historic District remain not eligible as noncontributing resources to this district. None of the surveyed properties located outside these historic districts are recommended by this study as eligible for listing in the NRHP as contributing resources to a new potential historic district.

Three of 18 resources in the East Downtown Historic District were previously listed as a contributing resource to the East Downtown Historic District as components of the Elevated Railroad, which is identified as a single contributing resource to the historic district encompassing the raised grade, retaining walls, tracks, and series of bridges at street crossings within the district's boundaries: Northern Pacific Railway Bridge #0.2 (WISAARD ID 36838/48409) Northern Pacific Railway – Pend d'Oreille Division (WISAARD ID 673320), and Ayer Subdivision, Union Pacific Railway (WISAARD ID 722772). This study recommends that these three resources are eligible for listing in the NRHP as individual contributing resources to the historic district, rather than as components of the single contributing resource, Elevated Railroad.

Likewise, the Northern Pacific Railway Bridge #0.5 (WISAARD ID 36835/48406) was previously listed as a contributing resource to the West Downtown Historic Transportation Corridor as a component of the Northern Pacific Railroad Grade, which is identified as a single contributing resource to the historic district encompassing the raised grade, retaining walls, tracks, and series of bridges at street crossings within the district's boundaries. This study recommends that the Northern Pacific Railway Bridge #0.5 is eligible for listing in the NRHP as an individual contributing resource to the historic district, rather than as a component of the single contributing resource, Northern Pacific Railroad Grade.

Project activities are not anticipated to substantially alter the integrity of any of the 6 historic built environment resources that are individually NRHP-listed or any of the 12 individually NRHP-eligible historic built environment resources (6 recommended eligible by this study and 6 previously determined eligible) in the APE. Project activities are also not anticipated to substantially alter the integrity of the any of the three historic districts listed in the NRHP that overlap the APE—the Desmet Avenue Historic District, East Downtown Historic District, and West Downtown Historic Transportation Corridor—or any of the 21 resources in the APE that contribute the to these 3 historic districts. Nor are project activities anticipated to substantially alter the integrity of the Spokane River District, which is listed in the WHR and overlaps the APE but does not include any contributing resources in the APE. As such, the Project will not have an adverse effect on any of these individual resources or the historic districts and their contributing resources.

Based on the findings summarized above, Parametrix recommends a finding of No Adverse Effect to historic properties under Section 106 of the NHPA. Parametrix recommends the development of a Monitoring and Inadvertent Discovery Plan to guide the treatment of monitoring activities and inadvertent discoveries in accordance with state and federal laws.

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Appendix A

Geotechnical Boring Log

Boring Location	Sample depth	Strat Name	Depositional Context	Comments	Cultural Resources
B-1	2.5'	Stratum 1	Fill		None
	7'	Stratum 2	Alluvium	1" lense of white sediment at 5'10	
	10'				
	12'	Stratum 3	high energy flood deposit	Terminated at bedrock	
B-2	2.5'	Stratum 1	Alluvium		None
	5'	Stratum 3	high energy flood deposit	Terminated at rock, prevented further boring	
B-3	2.5'	Stratum 1 and Stratum 2	Fill and Alluvium	10" of Fill followed by 11" of Alluvium in sample	None
	5'	Stratum 2	Alluvium	High gravels impeding sample collection.	
	7'	Stratum 3	high energy flood deposit	Minimal sediment, 3 cobbles impede collection	
	10'	Stratum 3			
	13.7'	Stratum 3		Rocks and gravels impede collection, terminated at bedrock	
B-4	3.9'	Stratum 1	Fill		None
	7'	Stratum 3	high energy flood deposit		
	9.5'				
	12'			Reduced collection due to rocks	
	17'				
	22'				
B-5	3.9'	Stratum 1	Fill		None
	7'	Stratum 1 and Stratum 3	Fill followed by high energy flood deposit	Calcium carbonate present on gravels during last 6" of sample denoting stratum change	
	9.5'	Stratum 3	high energy flood deposit		
	11.7'			Rocks impeded collection	
	17'				
	21.3'				
	27'				
B-6	2.75'	Stratum 1	Fill		None
	6'	Stratum 3	high energy flood deposit	Gravels impeding collection	
	9.5'				
	12'				
	17'				
	22'				
	27'				
B-7	2.1'	Stratum 1	Fill		None
	7'	Stratum 3	high energy flood deposit		
	12'				
	17'	Stratum 4	Upland flood alluvium		
	22'				
	27'			Gravels and cobbles in sample	
B-8	3.3'	Stratum1	Fill		None

Boring Location	Sample depth	Strat Name	Depositional Context	Comments	Cultural Resources
	6'	Stratum 4	Upland flood alluvium	4" of fill at top of sample	
	8'				
	11'			Gravels present	
	14.9'			Gravels present	
	21'				
	26'				
B-9	2.5'	Stratum 1	Fill		None
	5'	Stratum 4	Upland flood alluvium		
	9'				
	11.5'				
	16.5'				
	21.5'				
	26.5'				
B-10	3.5'	Stratum 1 and Stratum 4	Fill and uppland pluvial flood alluvium	First 6" of collection remainder of fill, remainder upland deposit	None
	6.5'	Stratum 4	Upland flood alluvium	Gravels impede collection	
	9'				
	11.5'				
	16.5'				
	21.5'				
	26.5'				
B-11	2.5'	Stratum 1	Fill		None
	6.5'	Stratum 4	Upland flood alluvium		
	9'				
	11.5'				
	16.5'				
	21.5'				
	26.5'				
B-12	3.5'	Stratum 1 and Stratum 4	Fill and uppland pluvial flood alluvium	First 6" of collection remainder of fill, remainder upland deposit	None
	7'	Stratum 4	Upland flood alluvium		
	9.5'				
	12'				
	17'				
	22'				
	27'				
B-13	3.5'	Stratum 1 and Stratum 4	Fill and upland flood alluvium	First 5" of collection fill, remainder upland deposit	None
	7'	Stratum 4	Upland flood alluvium		
	9.5'				
	12'				
	17'				
	22'				

Boring Location	Sample depth	Strat Name	Depositional Context	Comments	Cultural Resources
	27'				
B-14	3'	Stratum 1 and Stratum 4	Fill and upland flood alluvium	First foot of collection fill, remainder upland; relocated due to locate error.	None
	7'	Stratum 4	Upland flood alluvium		
	9.5'				
	12'				
	17'				
	22'				
	27'				
B-15	2.75'	Stratum 1 and Stratum 4	Fill and upland flood alluvium	First 2' of collection fill, remainder upland	None
	7'	Stratum 4	Upland flood alluvium		
	9.5'				
	12'				
	17'				
	22'				
	27'				
B-16	3'	Stratum 4	Upland flood alluvium		None
	7'				
	9.5'				
	12'				
	17'				
	22'				
	27'				
B-17	3'	Stratum 1 and Stratum 4	Fill and upland flood alluvium	First 2' of collection fill, remainder upland	None
	7'	Stratum 4	Upland flood alluvium		
	9.5'				
	12'				
	17'				
	22'				
	27'				
B-18	3.5'	Stratum 1 and Stratum 4	Fill and upland flood alluvium	First 14" of collection fill, remainder upland	None
	7'	Stratum 4	Upland flood alluvium		
	9.5'				
	12'				
	17'				
	22'				
	27'				
B-19	3.5'	Stratum 1 and Stratum 4	Fill and upland flood alluvium	First 10" of collection fill, remainder upland	None
	6.5'	Stratum 4	Upland flood alluvium		

Boring Location	Sample depth	Strat Name	Depositional Context	Comments	Cultural Resources
	9.5'				
	11.5'				
	16.5'				
	21.6'				
	26.5'				
B-20	3'	Stratum 1 and Stratum 4	Fill and upland flood alluvium	First 10" of collection fill, last 4" upland	None
	8.5	Stratum 4	Upland flood alluvium		
	11.5'				
	16.5'				
	21.6'				
	26.5'				
B-22	3.5'	Stratum 1 and Stratum 4	Fill and upland flood alluvium	First 6" of collection remainder of fill, remainder upland deposit	None
	7'	Stratum 4	Upland flood alluvium		
	10.5'				
	12.5'				
	17'				
	22'				
	27'				
B-23	2.5'	Stratum 1 and Stratum 3	Fill and Flood deposit	First 9" of collection fill, remainder flood deposit	None
	7'	Stratum 3	high energy flood deposit		
	9.5'				
	12'				
	15.5'			Terminated at groundwater at 15.5'	
B-24	2.8'	Stratum 1	Fill		None
	7'	Stratum 3	high energy flood deposit		
	9.5'				
	11.5'				
	17'				
	22'				
	27'				

Appendix B

Cultural Resources Survey Addendum for the Mead Transit Center Parcel (Spokane Parcel No. 36091.1602)

Appendix C

Inadvertent Discovery Protocol

Appendix D

Historic Property Inventory Forms