

# North Spokane Corridor Phase 1 Cultural Resources Survey and Evaluation, Spokane, Washington

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WSDOT Cultural Resources Program Report 10-05

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## Overview

Refinements in the proposed North Spokane Corridor Project design necessitated adjustments in the undertaking's area of potential effects (APE) (**Figure 1**) from that evaluated for the Final Supplemental Environmental Impact Statement (2000). Efforts focused on updating archaeological site and built environment information for properties likely to be affected by the proposed project. Potential eligibility for inclusion in the National Register of Historic Places (NRHP) was considered for historic resources previously surveyed and for those buildings not previously evaluated within the new APE.

Two previously recorded archaeological sites were revisited and site forms updated. Neither of the archaeological sites is eligible for inclusion in the NRHP. Eleven historic-era buildings not previously recorded and two previously recorded buildings were evaluated and documented on Historic Property Inventory forms for the present project. Of the buildings, four are NRHP eligible, one is listed in the NRHP as a contributing element in the Hillyard Historic Business District, and eight are not NRHP eligible. Of the NRHP eligible properties, one will be adversely affected by the project. Thus WSDOT has determined that the project as currently designed will have adverse effect on historic properties.

## Project and APE Descriptions

The WSDOT Eastern Region plans to extend the North Spokane Corridor (NSC) from its current terminus north of East Francis Avenue southward to the north bank of the Spokane River. The highway's four lanes will be separated, with two lanes each northbound and southbound. The present undertaking's APE extends from Wilding Road on the north to the Spokane River on the south. At its north end, the APE encompasses the area where the new roadway will connect with the North Spokane Corridor lanes already built and in use, and those soon to be under construction. Overcrossings and sidewalk modifications widen the APE along East Francis Avenue from Regal Street on the west to about one block east of North Freya Street. East-to-west, the APE varies in width, but generally extends from the parcels fronting North Freya Street on the east to North Market Street on the west as far south as Garland Avenue. From there south, the east edge of the APE follows the railroad right-of-way south to Euclid Avenue, then widens eastward to Ralph Street and westward to Haven Street. On the west side, the APE extends along Illinois Avenue to Regal Street as far south as Marietta Avenue, then narrows to Greene Street. The APE's eastern boundary follows Ralph Street south to the river.

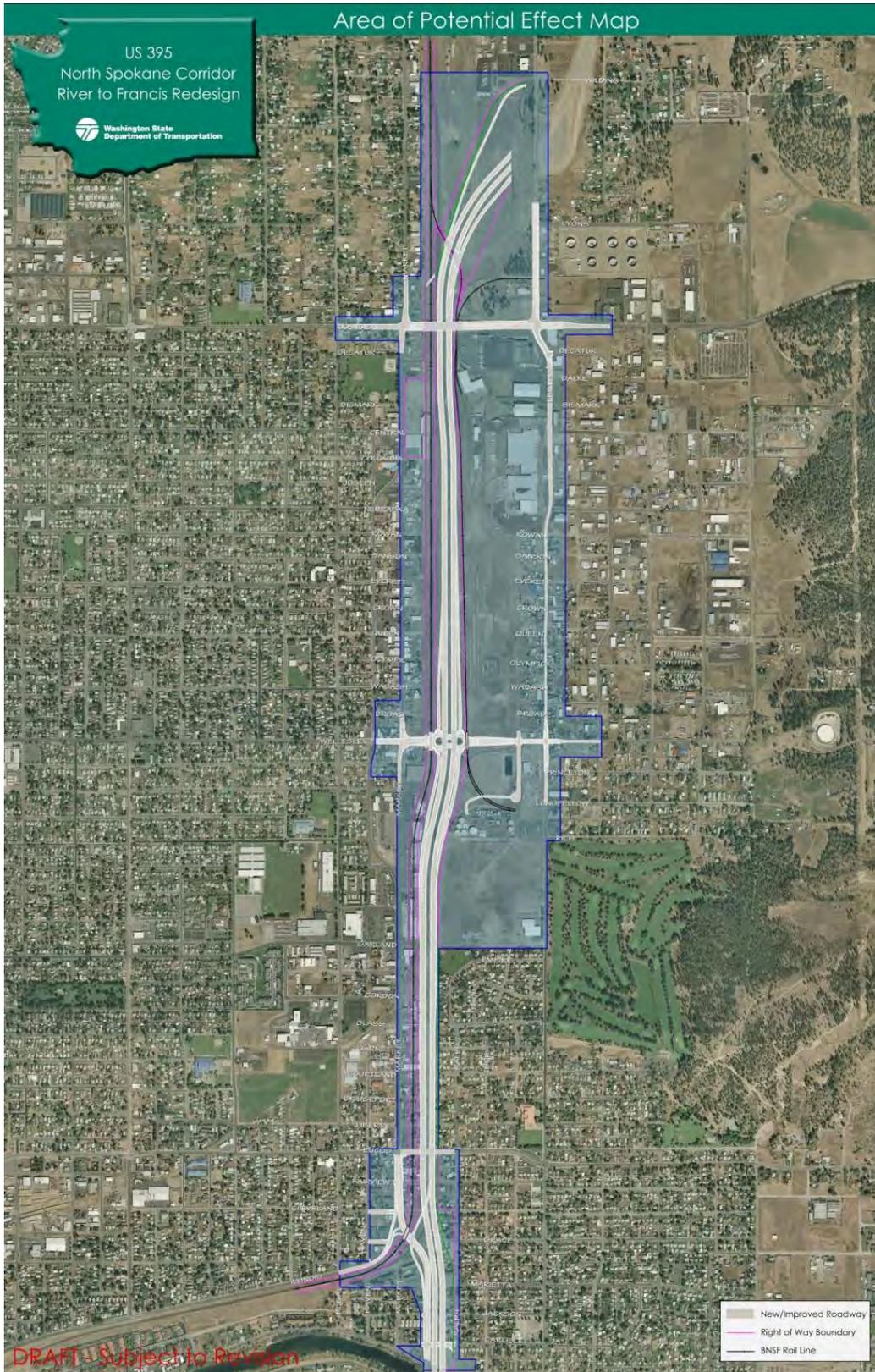


Figure 1: Project Area of Potential Effects (APE).

## Methodology

Since the project area has been previously surveyed for cultural resources, archaeological investigations were limited to relocation of sites previously recorded in the APE. See below for details of archaeological work for the present undertaking and Appendix 1 for updated archaeological site forms.

Most of the built environment within the APE has been previously surveyed and evaluated. For the present undertaking, buildings were reviewed for their potential NRHP eligibility. To ensure that effects could be assessed on historic properties, historic-era buildings with a preponderance of their historic character were documented on historic property inventory forms (Appendix 2).

## Cultural Resources Studies

Four previous cultural resources surveys have summarized the prehistory, history, and ethnography of the project area, and considered potential effects on historic properties along various alternatives studied over the years (Institute for Urban and Local Studies 1993; Regan et al. 1994; Holstine and Regan 1995; Gough et al. 2000). The 1993 study evaluated historic-era built environment within four project locales and routes, one of which, the “Market/Green Streets” alternative, overlapped much of the current APE. The study’s results reflected an earlier survey of Hillyard’s older buildings: only one structure, the Frank Atkinson House at E 3221 Grace, was identified as being “potentially historic.” The 1994 study (Regan et al.) concluded that the house was not NRHP eligible. That study also surveyed mostly rural lands east and north of the present project area. The following year surveys concentrated on the Great Northern Railway’s maintenance yards (within the current undertaking’s APE), recording sites 45SP361 and 45SP362 and determining them to be not NRHP eligible (Holstine and Regan 1995). Most recently surveyed was the project’s “new alignment” north of E. Francis Avenue, within but mostly north of the present undertaking’s APE (Gough et al. 2000).

The present undertaking’s APE includes much of the most recent previous design’s APE. Multiple evaluations of properties have demonstrated that the architectural qualities and retention of exterior integrity of residences in Hillyard and vicinity are relatively low in the context of historic-era building stock in Spokane. Residential housing in the Hillyard area is generally prosaic and lacking in architectural style and significance relative to other more economically prosperous neighborhoods of Spokane. High style bungalows, for example, proliferate on the city’s South Hill and northwest neighborhoods, but are rare in the northeast districts.

In 2002 the Hillyard Historic Business District, a contiguous collection of 32 commercial buildings along North Market Street, was listed in the NRHP (Yeomans 2002). As drawn, the APE for the present undertaking did not include potential effects on an adjacent building, the

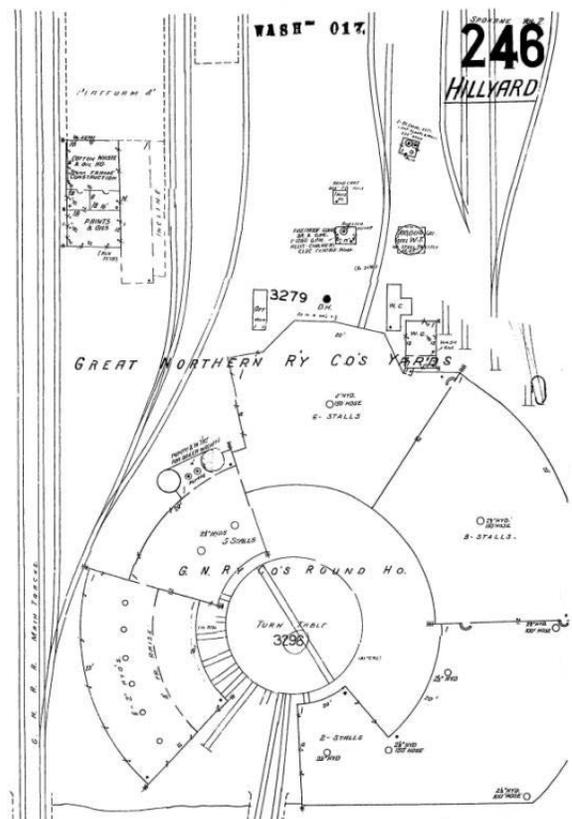
former Hillyard Post Office, included as a contributing element in the District. Potential effects to that building and the District are here evaluated as part of the refined APE.

## Archaeological Sites: Significance and Effects

A review of the existing archaeological documentation and a field review were conducted in September-October 2009. A single WSDOT archaeologist inspected all accessible areas within the APE that exhibited sufficient ground visibility for archaeological survey. Additionally, two sites identified during previous archaeological reviews were revisited, and their present conditions were recorded. Site 45SP361 is the remains of the former Great Northern Railroad (GNRR) Yard, and site 45SP362 is the remains of the watchman's residence at the GNRR tie plant. Both were determined not eligible for the National Register following the 1994 survey.

### 45SP361:

The condition of 45SP361 has deteriorated significantly since the site form was compiled in 1995. Holstine (1995) recorded 21 features and one standing structure. A water tower and pump house remained standing, and the ruins of the turntable, roundhouse, machine shop, and numerous other building foundations were present at that time (**Figure 2**). The extensive site was determined not eligible for the NRHP on the grounds that abundant archival sources relating to the Hillyard facility exist, and that these sources address research questions better than did the physical remains of the facility. The site retained associative value, but the integrity and character were substantially diminished.



**Figure 2: Great Northern Railway Yard showing the roundhouse and associated rail spurs and structures prior to demolition.**

In 2010, the remains of the Hillyard facility have severely deteriorated (**Figure 3**). The area has been the subject of an ongoing environmental remediation effort by Burlington Northern-Santa



Figure 3: Features are no longer visible across most of site 45SP361, February 2010.

Fe Railway Company, and most of the features identified in 1995 no longer exist.

Neither the water tower nor the pump house stand, and the ruins of the roundhouse/turntable complex are largely obliterated. Only one major feature identified in 1995 was substantially unchanged: Feature K, a concrete foundation with concrete blocks and ties, is still recognizable (**Figure 4**).



Figure 4: The only foundation remaining in 2010 of the Great Northern Railway Yard, site 45SP361.

The north turntable, recorded by AHS as Feature S, has been filled in. The south turntable, immediately north of Wellesley Avenue, is still discernable. Debris piles from recent demolition and clearing are also present. Scattered isolated fragments of ferrous metal, brick, flue tile, and refractory brick are visible on the surface.

With the demolition of the standing structures, and the razing of virtually all intact features, this site has essentially ceased to exist. The site

should be removed from the DAHP database, as it has effectively been obliterated. The site is **not NRHP eligible** and its further destruction by project-related construction will constitute **no effect on historic properties**.

#### 45SP362:

This site is largely the same as when it was recorded in 1995 (Holstine and Regan) and 2000 (Gough et al.). It was recorded as two concrete foundations, one of which was reportedly the watchman's residence (**Figure 5**) associated with the GNRR tie plant.

A review of the project file did yield some additional information. During hazardous materials investigations in the late 1990's, railcar components were unearthed in a backhoe trench. This is



**Figure 5: Great Northern Railway Tie Plant Foreman's Residence foundation. site 45SP362 in 2010.**

not surprising, given the proximity of the project area to the Western Fruit Express car shops. These and similar remains have limited associative value and infinitesimal data potential. This site remains **not eligible** for the National Register. As the site is not eligible, its destruction by project-related construction will constitute no effect on historic properties.

In summation, this project is not expected to affect any significant archaeological properties. Portions of 45SP361 and 45SP362 are expected to be obliterated. However, neither site is eligible for the NRHP, so no effect will result. No archaeological material was observed outside of these recorded sites. Additionally, the present design features reduced amounts of cutting and increased use of fill from those proposed for the alignment studied in the 1999 EIS. No further impacts to significant archaeological resources are anticipated.

### Built Environment Historic Resources: Significance and Effects

One NRHP-eligible building will be demolished, and thus will be **adversely affected** by the project:



**Figure 6: Prest-O-Lite Plant/ Union Carbide Warehouse, N 4020 Market St.**

**Prest-O-Lite Company Plant, N 4020 Market St.:** Oxarc Welding and Industrial Supplies currently occupies this property, which includes the main “distribution warehouse” (as coded by the Spokane County Assessor’s Parcel Summary sheet), a one-story brick building reportedly dating to 1931 (**Figure 6**); a “general purpose” building built in 1950; and five welded-steel “pressure tanks”.

The Prest-O-Lite Company appears to have been the first owner of the property, operating a “gas generating plant” in the older building (Figure 7) (Sanborn Fire Insurance Map; Polk’s 1938:938). The Union Carbide Company maintained a warehouse in the building as early as 1938 through the 1940s (simultaneously with the Prest-O-Lite Company). By 1950 the Linde Air Products Company had assumed ownership (Polk’s 1938:787; 1950:1277). Presumably all the companies produced acetylene here, a calcium carbide-based gas used for welding, lighting, and many other chemical/industrial uses. The 1931-built structure retains excellent historic character and is NRHP eligible.

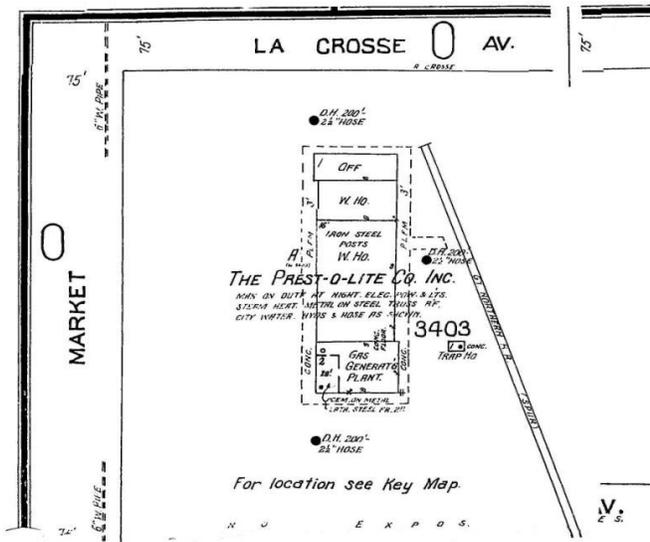


Figure 7: Sanborn Insurance map of the Prest-O-Lite Plant/ Union Carbide Warehouse, N 4020 Market St.

Seven other historic-era properties retaining a preponderance of their historic character will be demolished. As they are not NRHP eligible, project development will result in **no historic properties affected**:

**Bruno Fiorino House, E 3124 Fairview Ave.:** According to the Assessor’s Field Book, the house (Figure 8) was reportedly built in 1910, and remodeled in either 1926 or 1928. Assessor’s



Figure 8: Bruno Fiorino House, E 3124 Fairview Ave.

records reference an “upper roof extension” and show a 208-square-foot add-on above the front porch, probably the remodel done in the late 1920s. Bruno Fiorino, a laborer, and his wife, Fannie, lived in this house in 1929. By 1950 Bruno owned the place and presumably lived there (Polk’s 1929:287, 914; 1950:1218). Although the house is one of the few in the Hillyard area retaining a preponderance of its historic character, it is not among the better examples of the bungalow style in Spokane. It is therefore **not eligible for inclusion in the NRHP**.

**Romeo Diluzio House, E 3109 Cleveland Ave.:** Assessor's records (Field Book #657) indicate that this attractive brick bungalow (**Figure 9**) was built in 1924. Romeo J. Diluzio, a pipefitter



**Figure 9: Romeo Diluzio House, E 3109 Cleveland Ave.**

for the Great Northern Railway, and his wife, Josephine, and Mrs. Roza Notti, perhaps a relative, lived in this house in 1929. The Diluzios (alternately spelled "DiLuzio" and "Dilucio" in Polk's Directories) had lived at E 3307 Euclid (as early as 1922 and as late as 1926) and at E 3328 Bridgeport (in 1924). Although it is unclear exactly when they moved to the bungalow at E 3109 Cleveland, the Diluzios were still living in the house in 1950. That year R.F. DiLuzio, perhaps a son, owned Ray's Market at N 2914 Market St., the one-story concrete block building on the

parcel immediately west of the Romeo J. Diluzio house (Polk's 1922:280; 1923:279; 1924:243; 1926:254; 1929:896; 1940:). Although the house retains exterior integrity, it is architecturally prosaic and insignificant relative to other bungalows in Spokane and **not NRHP eligible**.

**B.E. Hale House, N 2828 Market St.:** According to the Assessor's Field Book (# 658), the house (**Figure 10**) was reportedly built in 1928-29. Benjamin E. Hale, a boilermaker for the Great Northern Railway, and his wife, Grace, lived in this house in 1929. By 1938 they were gone; Frank E. Headlee owned the place then, and presumably lived there (Polk's



**Figure 10: B. E. Hale House, N 2828 Market St.**

1929: 347, 955; 1938:938; 1940:931). Although the house is one of the few in the Hillyard area retaining a preponderance of its historic character, it is not a good example of the bungalow style, which is much better represented in other houses in Spokane. The house and its adjacent (rear) garage of matching siding and probable age lack architectural significance and are **not NRHP eligible**.



**Figure 11: Tony Silano House, E 3104 Bridgeport Ave.**

**Tony Silano House, E 3104 Bridgeport Ave.:** Reportedly built in 1907 and remodeled in 1923 (Spokane County Assessor's Parcel Information), this simple bungalow (**Figure 11**) is one of the older houses in the area retaining a preponderance of its historic character. In 1929 Tony Silano and his wife Carmela lived in the house, as did Julius Silano, a laborer, and Gene Silano, a machine operator (Polk's 1929: 727, 886). Although the house retains much of its exterior integrity, it is not among the better examples of bungalows in Spokane or Hillyard, and is **not NRHP eligible**.



**Figure 12: Oberg Goddard House, E 3117 Liberty Ave.**

**Oberg Goddard House, E 3117 Liberty Ave.:** Assessor's Parcel Information provides a date of construction of the street-facing bungalow (**Figure 12**) as being 1906. If accurate the date is one of the earliest for houses remaining in the neighborhood. Oberg Goddard lived in this house in 1929 (Polk's City Directory 1929:943). Although retaining a preponderance of its external integrity, including original design and most of its original materials, it is dilapidated and is not among the many outstanding examples of bungalows in Spokane, nor among

bungalows in the Hillyard area. The property is **not NRHP eligible**.

**Jerry's A & C Service Station, N 3024 Market St.:** One of several former automobile gas/service stations in the Hillyard area stands at the southeast corner of Euclid Avenue and Market Street (**Figure 13**). All have been converted to new uses, this station to used auto sales and rentals, now housing Neighborhood Auto Sales and U-Haul Truck and Trailer Rentals. The building was reportedly built in 1964 (Spokane County Assessor's Parcel information). As early as 1952, this was the site of A & C Service, a gas station and automobile repair shop.



Figure 13: Jerry's A & C Service Station, N 3024 Market St.

It operated as Jerry's A & C Service from at least 1960 through 1975, with the temporary addition of Johnny's Auto Repair in the mid-1960s. Presumably "Jerry" was Jerry Amicarella, later shown as maintaining an office in the station (Spokane County Assessor's Field Book #656). In 1976 it had become Amicarella's Service Station. By 1990 Amicarella's Produce and Service, as well as Market Street Motors, dealers in used autos, conducted business here, all using the same telephone number (Polk's 1952-53:1359; 1960:290; 1965:321;

1975:257; 1976:257; 1990:316). Although the station retains a preponderance of its historic character, its loss of pump islands and original vehicle doors diminish its importance as a good representative of a mid-twentieth century gas station. It is therefore **not NRHP eligible**.

**Henry Decker House, E 3204 Jackson Ave.:** Assessor's Field Book #659A places the date of construction of the house (Figure 14) at 1903, making it one of the oldest in the neighborhood. Henry Decker, a carpenter, lived in a house (perhaps this one) in the Minnehaha Park Addition in 1904. By 1905 his address was listed in Polk's City Directory as being on Crescent Avenue. In 1911 Crescent became Jackson Avenue, and Decker is listed as living at this address (E 3204). In 1914 Decker is identified as being a farmer, living here with his wife, Kate. In 1929 Decker was still living in the house with Jonathan A. Decker, perhaps a son. By 1938 Barnett B. Ray and his wife, Myrtle M., owned the place, and presumably lived there (Polk's 1904:263; 1905:281; 1909:231; 1910:371; 1911:373; 1914:429; 1929:236, 935; 1938:636, 920).



Figure 14: Henry Decker House, E 3204 Jackson Ave.

The house is **not eligible for inclusion in the NRHP** due to loss of integrity, primarily resulting from an addition built on the primary façade incompatible with its design, and installation of asbestos glaze siding.

Indirect effects were considered for those historic-era buildings retaining a preponderance of their historic character standing on parcels immediately adjacent to the edge of the proposed

right-of-way. The project will have **no adverse effect** on those properties meeting NRHP eligibility criteria and **no effect** on those not NRHP eligible (arranged north to south):

**Great Northern Icing Company Plant, N 5704 Market St.:** This unadorned brick building (Figure 15) stands between North Market Street and the former Great Northern Railway Yards. The building was reportedly constructed in 1921 (Spokane County Assessor’s Field Book 1288),



Figure 15: Great Northern Icing Company Plant, N 5704 Market St.

no doubt to access the railroad spur running east of the rear of the building. As early as 1926 the Great Northern Icing Company conducted business here, and continued operations at this address at least through 1950 (Polk’s 1926:335; 1940:875; 1950:1193). It is assumed that the plant produced ice for railroad refrigerator cars, which relied on ice for cooling meat and produce from the post-Civil War era through the 1950s, when mechanical cooling replaced the more labor-intensive and less efficient bulk and crushed ice-cooling method.

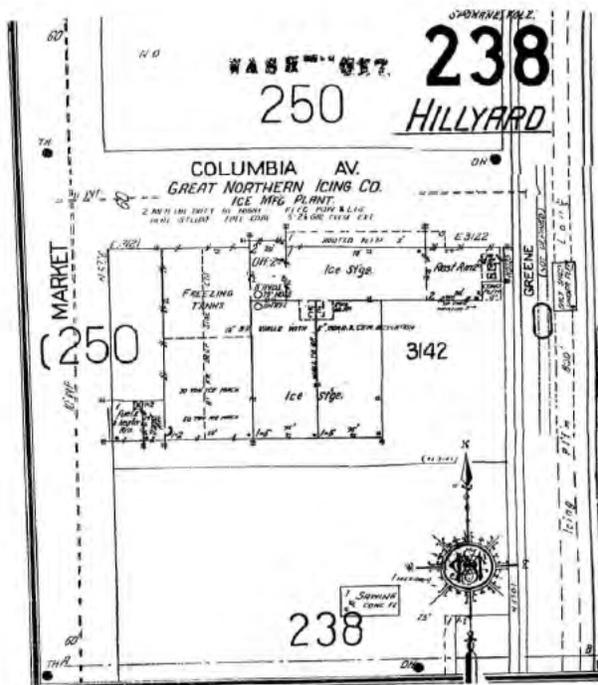


Figure 16: Sanborn Fire Insurance map of the Great Northern Icing Company Plant during the period of operation as an ice manufacturing, storage and shipping facility.

A Sanborn Fire Insurance Company map (Figure 16) indicates that ice was made by mechanical means and stored here, presumably until loaded into railroad refrigeration cars. By 1960 the building was listed as “vacant” (Polk’s 1960:152). Although the building has suffered some loss of integrity and lacks architectural distinction, the building is **NRHP eligible** under Criterion A as one of the last standing structures directly associated with Hillyard’s railroad heritage. In addition few (if any other) ice production buildings remain in Washington. Project construction will occur closest to the property in the form of a pedestrian trail on route of the present railroad spur a few feet east of the building causing **no adverse effect** to the property.



Figure 17: Hillyard Tire Center, north end on Rowan Ave.

**Hillyard Tire Center, E 3117 Sanson Ave.:**

Reportedly built in 1949 and enlarged in 1957 (Spokane County Assessor's Parcel Sheet and Field Book 1290), this one-story concrete-block building (**Figure 17**) extends 214 feet along the west edge of the project's anticipated right-of-way. It was once a paint warehouse with an office on its north end facing onto East Rowan. The building is now the warehouse for the Hillyard Tire Center, operating out of the former gas/auto service station standing to the west at the southwest corner of North Market and East

Sanson. The buildings on the two adjacent parcels lack architectural significance, have been altered, and are **not NRHP eligible**.

**Gerlach Motors, N 4726 Market St.:** Located prominently at the south end of the Hillyard business core (although just outside the NRHP-listed Hillyard Historic Business District), the



Figure 18: Gerlach Motors, N 4726 Market St.

building (**Figure 18**) occupied what was prime commercial property during the community's development as a transportation hub. The Great Northern Railway had brought economic prosperity and workers at a time when the country was transitioning to automobile culture. Not surprisingly an automobile dealership and repair shop opened across the street from the rail yards by Jacob J. Gerlach, who had managed and/or owned the Hillyard Furniture Company (Polk's 1914:510).

Gerlach operated an automobile business at this location at least as early as 1916 (Polk's 1916:1051; 1917:1071). Earlier his auto repair business was located at 710 Market (Polk's 1915:1034), and at 109 Queen Avenue where it was known as "Hillyard Garage and Plumbing Shop" (Polk's 1914:1186). By 1920 his business was the "Authorized Ford Agency, Sales and Service, Supplies, Accessories, and Repairs," housed at 417-419 Market, the previous designation for the current address (Polk's 1920:401). Jacob and his wife Mae lived at 538 Regal in 1914-15. In 1916 Jacob's spouse was listed as Hattie Gerlach, living at the same address (Polk's 1914:510; 1915:385; 1916:390). Gerlach Motors continued to occupy the building at N 4726 Market at least through 1942; by 1947 Hillyard Motors had replaced Gerlach's business. In 1950 the business was known as Hillyard Kaiser-Frasier Motors

(Polk's 1942:938; 1947:1311; 1950:1277; Collier 2010). Sometime later, a Mr. Paulukonis operated Headlight Oil, Bumpers and Amusements in the building. Dave Collier acquired the property in 1985 and today operates A&T Brake Supply in the building (Collier 2010). The building retains excellent exterior integrity and is representative of the commercial history of Hillyard. It is **NRHP eligible** under Criteria A and C. As most project construction will occur behind the building (with the possible exception of sidewalk modification in front) and will not affect the building's integrity nor viability as a business, the project will have **no adverse effect** on the property.



**Figure 19: Hillyard Post Office, E 3117 Olympic Ave.**

**Hillyard Post Office, E 3117 Olympic Ave.:** Standing at the northwest corner of Olympic and Greene, the one-story brick building (**Figure 19**) built in 1946 served as Hillyard's US Post Office until 2001 (Yeomans 2002). Presently a sign "Hot Rod Tattoo" painted on its exterior indicates its current, or most recent, business occupant. Its façade facing onto Olympic is largely intact. A mural depicting Hillyard's railroad history has been painted on its west wall. Nine of 11 windows have been boarded over on its east wall facing the west edge of the proposed

project's right-of-way. The building is **listed in the NRHP** as a contributing element in the Hillyard Historic Business District, and is the only building in the District bordering on the project's right-of-way. Despite the former Post Office's proximity, the project will have **no adverse effect** on the historic property or the Historic District. Historically trains ran where a pedestrian trail will be built, and trains running on relocated tracks east of the trail will not adversely affect business in the building. Indirect effects of highway construction and operation east of the relocated tracks likewise will not adversely affect the property.

**Frank Atkinson House, E 3221 Grace Ave.:** Built in 1905 (Ellis and Gregg 1991) or 1906 (Spokane County Assessor's Field Book 658), this vernacular house (**Figure 20**) retains excellent exterior integrity. It is one of the oldest residences in the project APE and one of the most stylish, particularly in its leaded glass and arched gable windows. Despite being previously determined not NRHP eligible, the house's age and integrity make it **NRHP eligible**. Frank Atkinson bought the property in 1889 and continued to own it when the house was built in the first decade of the twentieth century. From ca. 1913 through 1928 James E. and Nettie C. Storms owned the property.



Figure 20: Frank Atkinson House, E 3221 Grace Ave.

Between 1929 and 1931, Frank Bogenreif, a millworker, and his wife Hilda moved here from their previous residence at E 3109 Euclid. By 1931 Charles G. Vermillion and his wife Lottie lived here, and continued to own the property through 1965 (Ellis and Gregg 1991; Polk's 1926:153, 717; 1929:921; 1938:907; 1950:1230). As presently designed, project developments will indirectly affect the property, and those will be **no adverse effect**.

## Summary

The proposed project will have **no adverse effect** on the **Frank Atkinson House, E 3221 Grace Ave.**; the **Great Northern Icing Company Plant, N 5704 Market St.**; **Gerlach Motors, N 4726 Market**; the **Hillyard Historic Business District, extending along North Market Street between Everett and Wabash Avenues**; and the former **Hillyard Post Office, E 3117 Olympic Ave.**, the District's contributing building closest to the western edge of the project's proposed right-of-way. Transportation, in the form of trains operating all hours day and night, has characterized the historic nature of this portion of Spokane since the late nineteenth century. Construction of the proposed highway and recreation trail, and relocation of the remaining railroad tracks, will not adversely affect the character-defining features of the buildings or of the District.

Because the project will remove, and thus have **adverse effect** on, the **Prest-O-Lite Company Plant, N 4020 Market St.**, amendment of the current Memorandum of Agreement for the undertaking will demonstrate that effects on historic properties have been considered, per 36CFR800.

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Spokane County Assessor's Field Books

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Spokane County Assessor's Office

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## **APPENDIX 1: Archaeological Site Inventory Forms**

## **APPENDIX 2: Historic Property Inventory Forms**