

the east end of this corridor segment is the Meadow Wood Business Park. This commercial facility houses many light manufacturing companies including Hewlett Packard and has many sites still available.

Existence of these large multi-use sites does not preclude displaced businesses from relocating to Spokane's north side which is predominately zoned industrial.

Cultural Resources

Studies and Coordination

Research was conducted at the Eastern Washington University Library, Eastern Washington Historical Society Library, and Northwest Room of the Spokane Public Library. This included a review of photographs, documents, maps, and newspaper files, the R. L. Polk directories, Sanborn Insurance Rate Maps (1902 and 1910 updated to 1928 and 1950), 1912 Ogle Atlas, city of Spokane Landmarks Inventory (1977), and Hillyard Community Historic Resources Inventory (1991).

A land use survey of the alternative routes and impact areas was conducted during 1991. Those structures and neighborhoods identified through Sanborn maps, Polk directories, and the land use surveys were evaluated for integrity of original construction and design of individual structures, neighborhood or district context, and existence of comparable properties in the Spokane area.

The State Office of Archaeology and Historic Preservation (OAHP) was contacted to determine existing sites on the State and National Historic Registers. No properties were identified within the project area from these registers. Historical and photographic files of the Eastern Washington State Historical Society were reviewed to identify potential historical sites and provide background information on the history of the study area. The Spokane City/County Historic Preservation Office was consulted to identify historic sites that have been inventoried by the city, and to identify properties affected by the routes that might be of local historic significance.

Linette Miller, Curator for the Museum of Native American Culture, was consulted to identify Indian sites of cultural significance within the project area. The city of Spokane Landmarks Survey was researched for potential sites in the project area.

The data and findings of the 1991 study were augmented and expanded by a study contract between WSDOT and the Eastern Washington University in 1994-95. This study confirmed the historical findings of 1991 and greatly expanded the archeological research. The archeological effort involved both document investigation and two field surveys designed to cover the project area.

On the first investigation by Eastern Washington University (EWU), a total of seven kilometers (4.34 linear miles) or 117 hectares (292.72 acres) were surveyed for cultural resources. Along the Market/Greene Street alternative, survey areas consisted of the south option from Gerlach Road northwest to the sand pit in the NW 1/4 of Section 22, T26N, R43E. The survey continued just north of a private road south of the BPA Bell Substation at the section line between sections 16 and 21, west/northwest, and extended through Section 16 to Hawthorne Road. The areas

surveyed along the Havana Street option included the right of way from Euclid Avenue north through Minnehaha Park and along the east side of Esmeralda Golf Course to Rich Avenue. Survey along the North Option, was conducted from Gerlach Road north to Fairview Road, then starting just north of Parksmith Road in the NW 1/4 of Section 15, T26N, R43E.

In the second investigation by EWU, a total of 19.2 kilometers (12 miles) or 125 hectares (312.65 acres) were surveyed for cultural resources. This survey covered most of the undeveloped portions of the proposed alternatives and their options. Areas covered were on the Havana Option from Frederick to Wellesley. The area covered on the South Option was where the two options cross over to Hawthorne Road. The area covered on the North Option was from Hawthorne Road to the proposed Stoneman Interchange.

The above surveyed areas from the two investigations comprise between 80 and 85 percent of all the undeveloped portions of the project area that appear to warrant survey for cultural resources. A two- and three-person crew surveyed the portions of the corridors where permission to enter had been granted, as depicted on aerial photos and property ownership maps supplied by the WSDOT. The crew walked transects spaced no more than 30 meters apart. Isolated finds were recorded on Archaeological and Historical Services (AHS) isolated find forms. For purposes of this project, historic artifact scatters, a grinding stone, a small dam, and concrete foundations lacking associated features were categorized as isolated finds and not as archaeological or historic sites.

~~From the data gathered by EWU, SHPO determined there would be no effect or adverse effect on the identified properties. SHPO signed the historic properties letter in February 1995.~~

~~Affected Environment~~

Extensive remains associated with the Great Northern Railroad yards in Hillyard were considered as a single archaeological site. A brick building not previously evaluated was observed near the proposed Havana Alternative and recorded on a Historic Property Inventory form. Photos were taken of selected properties and in various surveyed areas and are on file at the AHS main office in Cheney, Washington. Field notes recorded during the course of the project are also on file in the Cheney office.

Due to their proximity to the city of Spokane and outlying urban communities and industrial areas, surfaces in most inspected areas were previously disturbed. Recent debris, dirt trails, and roads are found in virtually all wooded areas examined.

Affected Environment

The following discussion begins at the south end of the project area and progresses north.

Located at Pacific Avenue and Haven Street, Libby Middle School was named after Isaac Chase Libby, a pioneer teacher at Lewis and Clark High School. It is a two-story building of variegated buff, brown, and red brick and stone detailing. The

original front façade maintains relatively good integrity, except that the upper halves of the steel sash windows have been covered with flat brown panels. Even though the original building has been somewhat compromised, SHPO concurred in the determination that Libby Middle School, now Libby Center, is eligible for the National Register of Historic Places (NRHP) under Criterion A.

A review of available data reveals that four potential archaeological sites may exist near the project area.

- The first is a site used by the Spokane and Coeur d'Alene Indian Tribes for racing horses. The site is difficult if not impossible to locate archaeologically because there would be few archaeological remains to reveal its presence. It may be in the immediate vicinity of the proposed freeway alternatives in an area known prior to the platting of Hillyard as Wild Horse Prairie.
- The second site is a medium size seasonal village “noted for fishing.” The survey form for the village, “Place Where Many Crows are Found,” indicates the location is imprecise; it is described as “just south of ... Hillyard ... on the north side of the Spokane River.”
- The third site is presumed to be along the north bank of the Spokane River about one block west of Havana Street. It is listed as “Water Plants and Shell Fish Ground,” and is suspected to have once extended somewhat up- and downstream from the indicated location.
- The last site is the homestead of Chief Spokane Garry, who was said to have settled for a while on the north bank of the Spokane River in what is now the Minnehaha Neighborhood. There are several projections as to the site location, all indicating that it is somewhere east of the proposed Havana alternative in the vicinity of Valley Springs Road. ~~No further attempts to locate the reported sites appear warranted, as the project will not affect lands east of the western section line of Section 2.~~

The EWU field survey of the vacant parcels where these sites might be expected to occur revealed no sign that the sites exist along the proposed routes.

North of the Spokane River, west of Freya and south of Euclid, are residential subdivisions. Acreage tracts extend east of these subdivisions to beyond Havana. With the exception of scattered houses, this area of acreage tracts was not developed until after the 1950s, with the bulk of activity taking place after 1973.

On the east side of Havana, between Upriver Drive and Jackson, and south of Frederick Avenue, the land has been developed in a pattern of small farm tracts.

- A stone house built in 1897 is at the corner of Frederick and Havana (4408 E. Frederick). It maintains good integrity and is a rare example of the use of local field stone for house construction. The property is eligible for NRHP listing under Criterion C. (See Figure 4-39.)
- Minnehaha Park, north of Euclid, has a maintained playground area and equipment, tennis courts, and natural rock outcrops. It is well used by local residents. In addition to two historically significant buildings, the park contains the

western remnant of an unmortared, uncut stone wall that formerly encircled much of the park, and the stone foundation of an old tennis court. All are contributing elements to the park's NRHP eligibility. The park is eligible for inclusion in the NRHP under Criterion A for its association with park development in Spokane.

- The stone building in Minnehaha Park also meets the NRHP eligibility requirements under Criterion C. The two-story building of rough-cut granite stone is also a contributing factor in Minnehaha Park's overall NRHP eligibility. (See [Figure 4-40](#).)
- The Playter Motion Picture Studio Laboratory is a two story building located on the east side of Minnehaha Park. The studio was built in 1918 as part of a larger complex of structures used to produce silent films. The original stone foundation and building core remain intact. However, corrugated metal siding has been applied over the original cladding, and the hip roof has been reconstructed, eliminating the original central cupola and eyebrow windows. The overall shape and mass are intact, and because this is viewed as being one, if not the only, example of this property type in the state, SHPO considers it eligible for the NRHP under Criterion A. (See [Figure 4-40](#).)

Originally known as "Wild Horse Prairie," the Hillyard Neighborhood is north and west of Minnehaha Park. In 1892, James Jerome Hill, founder of the Great Northern Railroad (GNRR), chose this area to be the site of the material yards and the center of the GNRR activity in the Inland Empire. EWU Archaeological and Historical Services, performed a record search and a visual survey to determine the extent of the yards and to identify the locations of individual structures. Although associated with an important event, i.e., railroad history in the Spokane area, the remains lack integrity and do not meet criteria of eligibility for listing in the National Register of Historic Places. ~~the structural integrity required under National Register Criterion A. Likewise, compromised integrity and diminished historic character render the remains ineligible under Criterion C. While their extent, association, and structural dimensions are apparent, the remains do not appear likely to yield information not presently available in written, cartographic, and photographic forms, and therefore do not appear eligible under Criterion D.~~

North of Hillyard proper, the railroad yards continue almost as far north as Lincoln Road. The Western Fruit Express rail car shops operated in the area between Francis and Lincoln Road. They have been razed and only foundations remain. The area north of Lincoln Road has been dominated by oil refining and distribution.

East of the rail yards along the east side of Freya Street is a mix of mobile homes and frame houses on one acre lots extending to Yale Road.

- To the east, on the hill overlooking Hillyard, is Mount St. Michael's Scholasticate. The impressive architectural quality and integrity of the primary structure, in addition to the undeniable historic significance of the site, makes Mount St. Michael's a candidate for listing on the NRHP under both Criterion A and C. (See [Figure 4-41](#).)

- The power lines and towers number 3 and number 4 that convey electricity from Grand Coulee Dam to the Bell Substation have been determined eligible for listing in the National Register of Historic Places. (See **Figure 4-41.**)

Impacts

(For discussion of short duration construction activity impacts, see Construction Activity Impacts on page 278 .)

Archaeological Sites

~~With the exception of the Great Northern Railway Yards, the EWU field surveys of vacant properties along the proposed right of way revealed no sign that the above identified sites exist along the proposed routes. As previously discussed, the conclusion of the EWU survey is that the sites do not appear likely to yield any information that is not already available, and they are not recommended for NRHP eligibility.~~

Historic Sites- Acquisition of Land and Access

No-Build Alternative

Properties will not be acquired and no access restrictions will occur if the project is not built.

Market/Greene Alternative (Preferred Alternative)

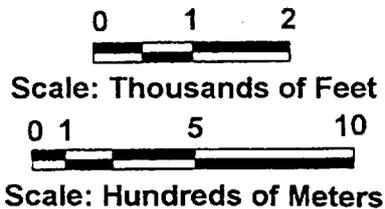
Libby Center Middle School

Libby Center Middle School property is adjacent to the I-90 interchange footprint. The closest portion of the proposed route (interchange ramp) is approximately 15 meters (50 feet) from the corner of the structure. The interchange ramp is expected to be 6.0 to 9.0 meters (20 to 30 feet) above the existing ground level as it passes by the Libby building. **WSDOT commits to avoid any use of the Libby Center property.** Use of the area under the interchange ramps is undetermined at this time but it may be developed for access, parking, or a pedestrian/bicycle path.

The south side of the building will be approximately 150 meters (500 feet) from the center of the I-90 mainline. I-90 will be widened to incorporate existing 2nd Avenue. This will move the outside lanes of traffic closer to the Libby property. Direct access to Libby Center Middle School by vehicle from the east will be closed off under the build alternatives. Parking across from the site's north-easternmost corner will be maintained and will be accessible from Haven Street by way of Sprague Avenue. Vehicle access will also be possible from the north and west sides of the facility. Walking and bicycling access will be available from the east, as well as from the south via the pedestrian overcrossing of I-90.

LEGEND ○ NRHP (Eligible Unless Noted)

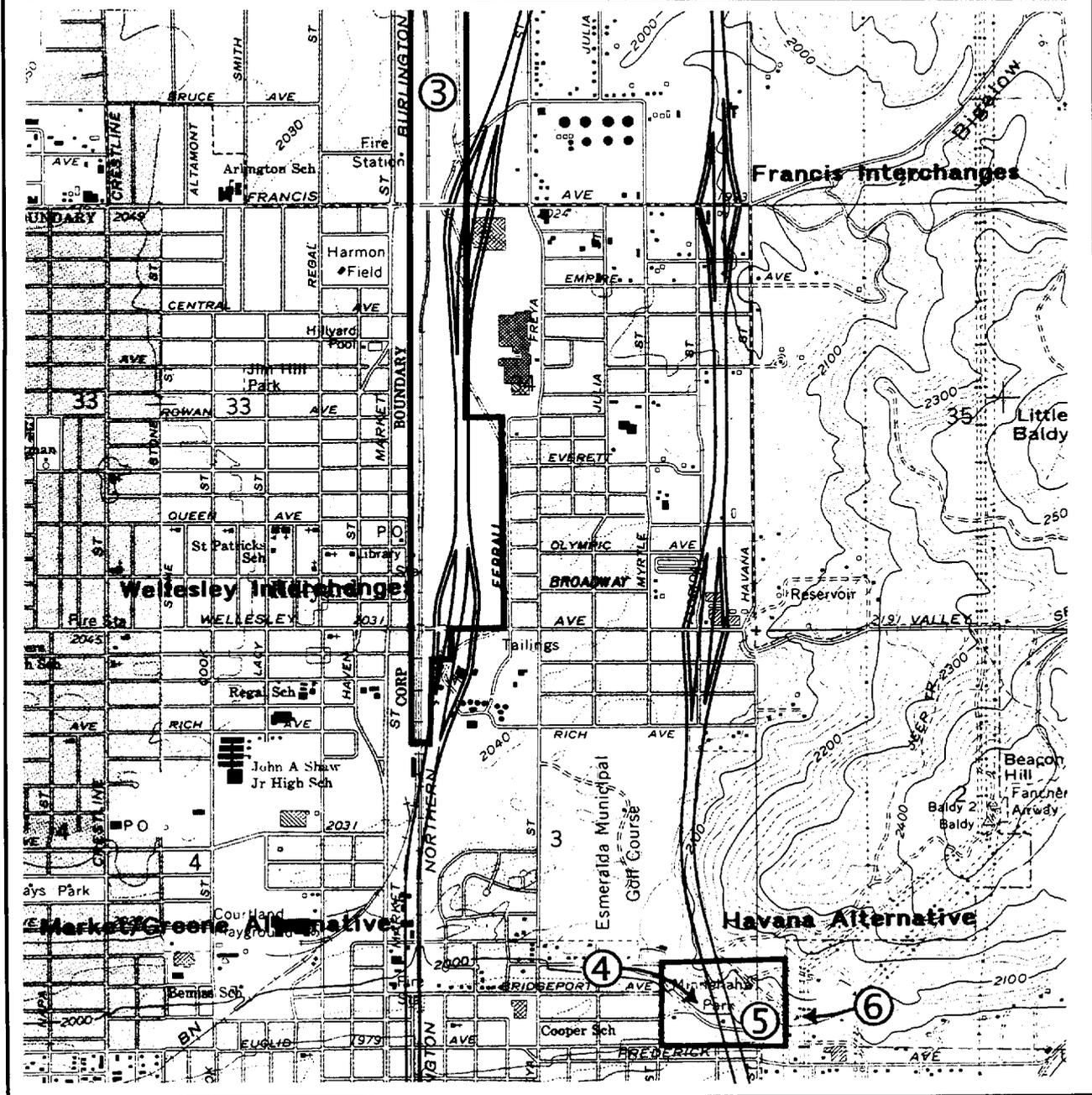
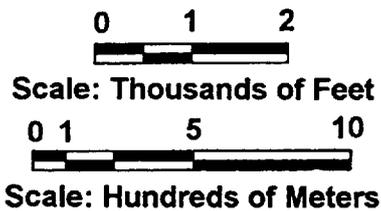
- ① 1897 Stone House
- ② Libby Middle School (Closed)



**Market/Greene (Preferred Alternative) and Havana Alternative
Historic and Archaeological Sites — Area 1
Figure 4-39**

LEGEND ○ NRHP (Eligible Unless Noted)

- ③ Great Northern Railroad (Not Eligible)
- ④ Stone Building in Park
- ⑤ Minnehaha Park
- ⑥ Playter Motion Picture Studio Laboratory



**Market/Greene (Preferred Alternative) and Havana Alternative
Historic and Archaeological Sites — Area 2
Figure 4-40**

LEGEND ○ NRHP (Eligible Unless Noted)

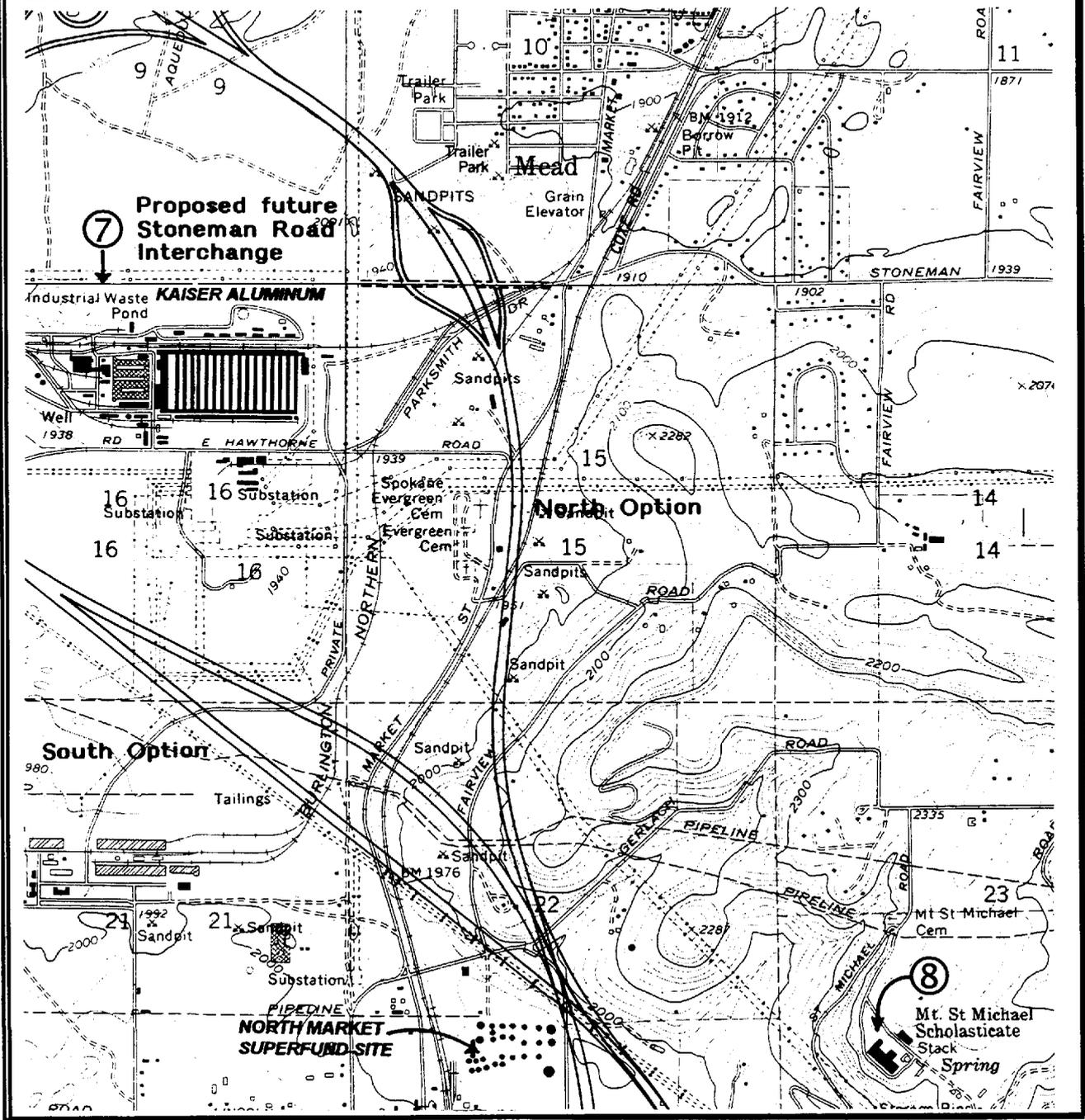
⑦ BPA #3 & #4 Power Lines

⑧ Mt. St. Michael's Scholasticate



0 1 2
Scale: Thousands of Feet

0 1 5 10
Scale: Hundreds of Meters



**North Option (Preferred Alternative) and South Option
Historic and Archaeological Sites — Area 3
Figure 4-41**

Havana Alternative

Impacts to Libby Center Middle School are the same as discussed above under the Market/Greene Alternative.

1897 Stone House (4408 E. Frederick)

The proposed roadway will pass along the west side of the 1897 stone house at 4408 E. Frederick Avenue. The vertical alignment places the roadway about 15 meters (50 feet) above the existing ground and the house. The roadway will be

constructed on an earth fill section. The centerline of the roadway will be approximately 61 meters (200 feet), horizontally, from the house, which puts the house at the toe of the fill.

No land will be required from the property. Access will be altered due to the closure of Havana Street. Frederick Avenue and Fairview will remain open to provide access to the property.

Minnehaha Park

The roadway here will traverse through the eastern third of the park on a bridge structure. The vertical profile places the roadway approximately 15 to 18 meters (50 to 60 feet) above the existing ground. Construction within the park would involve placement of bridge footings and columns. (Actual number and placement has not been determined at this time.) The proposed alignment requires acquisition of approximately 27,900 square meters (300,000 square feet), or 2.8 hectares (7 acres), of land from Minnehaha Park. This area is based on the right of way footprint. The NSF design through this area involves a bridge structure over the property. This will allow permanent access to and from the park, similar to what now exists.

Construction will not displace the stone building in Minnehaha Park. Any direct impacts to park land and related facilities will occur around the tennis courts, as a result of insufficient vertical clearance and/or placement of bridge columns. As stated above, the NSF design through this area involves a bridge structure that will cross the property. This will allow permanent access to and from the stone building to remain.

Stone Building in Minnehaha Park

This building will be just outside the west edge of the proposed bridge, adjacent to the right of way line.

The Playter Motion Picture Studio Laboratory

Roadway design here is the same as that described for Minnehaha Park. The studio building will lie about 120 meters (400 feet) east of the proposed roadway centerline.

Construction will not displace the Playter Motion Picture Studio-Building. Any direct impacts to the park land and related facilities will occur west of the studio building. As discussed under Minnehaha Park, the NSF design through this area

involves a bridge across the park property. Access to the studio building will not change.

Mount St. Michael's Scholasticate

The proposed roadway will follow the ground level of the valley below the St. Michael's facility. This equates to a vertical separation of about 90 meters (300 feet). Horizontally, the separation between the two facilities will be about 915 meters (3000 feet).

Access to the Mount St. Michael's Scholasticate facility will not change.

South Option

The BPA Power Lines and Towers Number 3 and Number 4

The horizontal alignment on the South Option ~~cannot avoid passing under~~ will pass under these transmission lines. The vertical and horizontal alignments have been designed to avoid both the transmission lines and the towers. The design allows for the roadway to pass beneath the lines without requiring any modifications or relocation of the towers and lines.

Property under BPA's Grand Coulee to Spokane transmission lines number 3 and number 4 will be acquired for the roadway. Towers or lines will not require relocation. The physical presence of the NSF, a limited access facility, will create a barrier for direct access to lines crossing the roadway.

North Option

No properties of historical significance will be acquired and no restrictions will occur within this option.

I-90 Collector/Distributor (C/D) System (part of the Preferred Alternative)

No properties of historic significance would be acquired for the construction of the C/D system.

Aesthetics, Air Quality, and Noise

It is not expected that the atmospheric contaminants generated by operation of the proposed project will affect the integrity of any of the identified historic properties. According to the Air Quality study, air quality standards will not be exceeded in the vicinity of the NRHP eligible historic properties.

No-Build Alternative

If the project is not built, noise and aesthetic impacts would not occur.

Market/Greene Alternative (Preferred Alternative)

Noise levels at Libby Center Middle School will come primarily from I-90 to the south of the facility. The one lane interchange ramp noise will be minimal. According to the Noise study, federal noise standards will not be exceeded at this facility. The proposed elevated interchange ramps to the east of the school will have a visual impact. However, this visual encroachment will not substantially impair use of the facilities.

Havana Alternative

Impacts to Libby Center Middle School are the same as discussed above under the Market/Greene Alternative.

The stone house at 4408 E. Frederick is within the area that exceeds federal noise standards (outdoor) and has a projected outdoor noise level of about 71 dBA. The interior noise level, projected at about 46 to 50 dBA, is within federal criteria. The location of the house at the toe of a 12 to 15 meter (40 to 50 foot) fill section provides a noise reduction of up to 3 dBA, attributed to the shadowing effect caused by the fill. On the other hand, the fill section will block the view to the west of the house.

Noise level increases at Minnehaha Park will be similar to those described above for the Frederick House. Unmitigated outside noise levels are expected to range from 65 to 75 dBA. (See Mitigation, below, for ultimate noise levels.) The elevated structure will visually intrude upon the park atmosphere.

Noise and visual impacts to the stone building in Minnehaha Park will be similar to those described for the park. Unmitigated noise levels would be expected to be near the 71 to 72 dBA range. Again, the proximity of the building to the elevated bridge structure will result in some shadowing effect on noise levels.

Noise and visual impacts for the Playter Motion Picture Studio Building will be similar to those described for the park. Noise levels are expected to be near the 71 to 72 dBA range. Again, the proximity of the building to the elevated bridge structure will result in some shadowing effect on noise levels.

Noise levels for the Mount St. Michael's Scholasticate facility will increase, but will remain within federal standards. Visual impacts due to the separation between the property and the NSF will have a negligible effect, due to the vegetative canopy that insulates the site. The facility has a commanding view of the project area, and the freeway in operation will be apparent to viewers from the area. However, because of the industrial development around the vicinity of the proposed project, the actual impact is expected to be minimal.

South Option

There will be both noise and visual impacts in the area of the BPA power lines and towers. These are not expected to impair the function or impact the historical integrity of the system.

North Option

There are no historic properties in the area of the North Option.

I-90 Collector/Distributor (C/D) System (part of the Preferred Alternative)

There are no historic properties along the I-90 C/D.

Land Use

No-Build Alternative

If the project is not built, land use changes would not occur.

Market/Greene and Havana Alternatives, South and North Options, and I-90 Collector/Distributor (C/D) System

Over the long term, land uses in the immediate vicinity of interchanges could change to freeway service commercial but this should not affect the integrity of the identified historic properties.

Conclusion

The results of Section 106 coordination with SHPO are as follows:

- Libby **Center Middle School** — No Effect
- Stone house at 4408 E. Frederick Avenue — No Effect
- Minnehaha Park - No Adverse Effect
- Stone Building in Minnehaha Park — No Adverse Effect
- Playter Motion Picture Studio Laboratory — No Adverse Effect
- BPA Grand Coulee to Spokane transmission lines Number 3 and Number 4 — No Effect

Mitigation

Market/Greene Alternative (Preferred Alternative)

Noise walls are proposed for each side of I-90. These walls will extend up the ramps east of the Libby **Center Middle School** property.

Havana Alternative

Mitigation for noise impacts to Libby **Center Middle School** are the same as discussed above under the Market/Greene Alternative.

Due to the rural character of the site, noise abatement (i.e., a noise wall) is not reasonable for the stone house at 4408 E. Frederick Avenue. A Roadside Master Plan will be developed to provide project guidance for landscape treatments such as the fill slope adjacent to this property. Native trees, shrubs, and grasses are proposed to visually soften the structural elements of the roadway adjacent to the Frederick Avenue property.

Noise levels will be reduced to federal standards for the western side of Minnehaha Park, including the stone building by constructing a noise wall on the west side of the roadway. Noise levels on the east side, which includes the Playter Studio, will be similar to those for the Frederick Avenue house. The park property on the east will experience some shadowing effect from the roadway's vertical alignment. Noise on the east is expected to be about 67 to 70 dBA. Due to the sparse

development in this project area, noise abatement (i.e., a noise wall) is not reasonable for this side of the roadway. Visual impacts will be mitigated through reestablishment of any vegetative areas that may be disturbed during construction. Native trees, shrubs, and grasses are proposed, to visually soften the roadway structural elements. Areas under the bridge would be landscaped where physical elements allow.

South Option

No mitigation is proposed for the BPA Grand Coulee to Spokane transmission lines Number 3 and Number 4.

Hazardous Waste

Studies and Coordination

The Environmental Protection Agency (EPA), ~~Federal Highway Administration (FHWA)~~, Washington State Department of Ecology (Ecology), Washington State Department of Transportation (WSDOT), and the city and county of Spokane jointly manage and regulate use, generation, transportation, storage, disposal, cleanup, and spills of hazardous substances that may be used or encountered in development and operation of the proposed North Spokane Freeway. Conclusions contained within this impact analysis are taken from two reports: 1) The North Spokane Freeway — Hazardous Waste Discipline Report, by the Institute for Urban and Local Studies, August 1993, and 2) Limited Initial Site Assessment of Known and Suspected Contaminated Sites on the Proposed North Spokane Freeway Alternatives, by the Washington State Department of Transportation, Eastern Region Environmental Office, February 1995.

The Washington State Department of Transportation (WSDOT) has reviewed the following rules, regulations, and guidelines and will comply with the letter and intent of each during construction and operation of the North Spokane Freeway.

- Total Resource Conservation and Recovery Act (RCRA)
- Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA)
- EPA's National Emission Standards for Hazardous Air Pollutants covered by Title 40 CFR Part 61 subpart M
- OSHA Title 29 CFR Part 1910
- FHWA interim guidance on hazardous waste sites affecting highway project development
- Environmental Protection Agency National Emission Standard for Hazardous Air Pollutants 40 CFR Part 61 Subpart M
- Asbestos regulation 29 CFR Part 1910
- Washington State's WISHA Hazardous Waste Operations WAC 296-62-077 and Chapter 296-65 WAC