

## Cultural Resource Consultants

### **TECHNICAL MEMO 1706C-1**

DATE: July 24, 2017

TO: Ken Sun  
Prologis

FROM: Margaret Berger, Principal Investigator

RE: Cultural Resources Assessment for the Prologis Emerald Gateway Project, King County, Washington

Log No.: 2017-06-04611

The attached short report form constitutes our final report for the above referenced project. Background research and field investigations did not identify any recorded or as yet unrecorded precontact cultural resources within the project. CRC completed historic property inventory forms for four structures that would be demolished. These buildings may be considered locally significant but they do not appear to meet historic register eligibility criteria. CRC recommends archaeological monitoring during ground disturbing activity should proposed project actions intersect native Holocene sediments. Please contact our office should you have any questions about our findings and/or recommendations.

# CULTURAL RESOURCES REPORT COVER SHEET

Author: Margaret Berger

Title of Report: Cultural Resources Assessment for the Prologis Emerald Gateway Project, King County, Washington

Date of Report: July 24, 2017

County(ies): King      Section: 3 & 4      Township: 23 N      Range: 4 E

Quad: Seattle South, WA      Acres: 62

PDF of report submitted (REQUIRED)  Yes

Historic Property Inventory Forms to be Approved Online?  Yes  No

Archaeological Site(s)/Isolate(s) Found or Amended?  Yes  No

TCP(s) found?  Yes  No

Replace a draft?  Yes  No

Satisfy a DAHP Archaeological Excavation Permit requirement?  Yes # \_\_\_\_\_  No

Were Human Remains Found?  Yes DAHP Case # \_\_\_\_\_  No

DAHP Archaeological Site #:

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- Submission of PDFs is required.
- Please be sure that any PDF submitted to DAHP has its cover sheet, figures, graphics, appendices, attachments, correspondence, etc., compiled into one single PDF file.
- Please check that the PDF displays correctly when opened.

**Cultural Resources Assessment for the  
Prologis Emerald Gateway Project,  
King County, Washington**

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## Management Summary

This report describes the cultural resources assessment for the Prologis Emerald Gateway Project in Tukwila and Seattle. This assessment was developed to identify any previously recorded archaeological or historic sites in the project location and to evaluate the potential for the project to affect cultural resources. Background research and field investigations conducted by Cultural Resource Consultants, LLC (CRC) did not result in the identification of precontact cultural resources within the project location. However, as this location is considered to have a higher probability to contain archaeological deposits and because large portions of the project were covered by existing buildings and inaccessible to archaeological testing at the time of the survey, archaeological monitoring is recommended for during ground disturbing activities intersecting native Holocene sediments.

One previously recorded historic building and three previously unrecorded historic buildings were identified within the project; all four are a part of the Associated Grocers warehousing operation active on the property since 1952. These buildings represent the development of a successful business in this location over the past 65 years. However, they have varying degrees of integrity and do not appear to meet eligibility criteria for National, State, or local historic registers. No further historical investigations are recommended.

### 1.0 Administrative Data

#### 1.1 Overview

Report Title: Cultural Resources Assessment for the Prologis Emerald Gateway Project, King County, Washington

Author (s): Margaret Berger

Report Date: July 24, 2017

Location: This project is located on 62 contiguous acres at 3301 S Norfolk Street, Seattle, and 10230 East Marginal Way, Tukwila, in King County, Washington.

Legal Description: The legal description for the project is in the NW $\frac{1}{4}$  of the SW $\frac{1}{4}$  and SW $\frac{1}{4}$  of the NW $\frac{1}{4}$  of Section 3 and in the NE $\frac{1}{4}$  of the SE $\frac{1}{4}$  and SE $\frac{1}{4}$  of the NE $\frac{1}{4}$  of Section 4, Township 23 North, Range 4 East, W.M.

USGS 7.5' Topographic Map(s): Seattle South, WA (Figure 1).

Total Area Involved: 62 acres.

#### 1.2 Research Design

This assessment was developed as a component of preconstruction environmental review with the goal of preventing cultural resources from being disturbed during construction of the proposed project by identifying the potential for any as-yet unrecorded archaeological or historic sites within the project area. CRC's work was intended, in part, to assist in addressing state regulations pertaining to the identification and protection of cultural resources (e.g., RCW 27.44,

RCW 27.53). The Archaeological Sites and Resources Act (RCW 27.53) prohibits knowingly disturbing archaeological sites without a permit from the Washington State Department of Archaeology and Historic Preservation (DAHP), the Indian Graves and Records Act (RCW 27.44) prohibits knowingly disturbing Native American or historic graves. This project is being completed in compliance with the State Environmental Policy Act (SEPA). SEPA requires that impacts to cultural resources be considered during the public environmental review process. Under SEPA, the DAHP is the sole agency with technical expertise in regard to cultural resources and provides formal opinions to local governments and other state agencies on a site's significance and the impact of proposed projects upon such sites.

CRC's investigations consisted of review of available project information and correspondence provided by the project proponent, local environmental and cultural information, and historical maps. CRC contacted cultural resources staff of the Duwamish, Muckleshoot, Snoqualmie, and Suquamish tribes on a technical staff-to-technical staff basis to inquire about project-related cultural information or concerns (Attachment A). This communication is not intended to be or intended to replace formal government-to-government consultation with affected Tribes. The Suquamish Tribe responded that the project location has high potential for archaeological sites due to its situation on the Duwamish River floodplain near historic river meanders. Any additional information made available subsequent to the submission of this report will be included in a revision of this report. This assessment utilized a research design that considered previous studies, the magnitude and nature of the undertaking, the nature and extent of potential effects on historic properties, and the likely nature and location of historic properties within the project, as well as other applicable laws, standards, and guidelines (per 36CFR800.4 (b)(1)) (DAHP 2017a).

### **1.3 Project Description**

Prologis proposes to redevelop this 62-acre property straddling the border between Seattle and Tukwila. The project would demolish existing buildings and build new office, warehouses, parking, and associated utility infrastructure. The City of Tukwila is the lead agency for SEPA. For the purposes of this assessment, the project location for cultural resources is considered to be the 62-acre area containing the locations of all project elements as described above and as shown in Figures 1 and 2.

## **2.0 Background Research**

### **2.1 Overview**

Background research was conducted in June 2017.

Recorded Cultural Resources Present:            Yes [x] No [ ]

No archaeological sites have been recorded within the project location. One historic inventory form is on file for the property (DAHP 2017b), for the warehouse at 3301 S Norfolk St. This form was added to the Historic Property Inventory (HPI) inventory as part of DAHP's 2011 HPI Upload Project, which involved the addition of available information from the County Assessors' building records to WISAARD (ACI 2011). No photographs, historic context information, or discussion of potential significance was provided in 2011.

Context Overview: Numerous cultural resources investigations have been completed within one mile from the project (e.g., Robbins et al. 1995). These have included cultural resources overviews, surveys, treatment plans, and monitoring reports. The context presented here summarizes environmental, ethnographic, historical, and archaeological information presented in these reports by reference; archaeological and historic data from the Washington State Department of Archaeology and Historic Preservation (DAHP) and the Washington Information System for Architectural and Archaeological Records Data (WISAARD) records search; ethnographic resources; geological and soils surveys (e.g., USDA NRCS 2017; WA DNR 2017); and historical maps and documents from Bureau of Land Management United States Surveyor General (USSG) Land Status & Cadastral Survey Records database, HistoryLink, Historic Map Works, HistoricAerials (NETR 2017), University of Washington's Digital Collection, Washington State University's Early Washington Maps Collection, and in CRC's library.

## **2.2 Environmental Context**

The project is geographically situated within the Willamette-Puget Lowland physiographic province, a province that is characterized by the wide "trough" between the Coast and Cascade Ranges (McKee 1972:290), in the *Tsuga heterophylla* (Western hemlock) vegetation zone (Franklin and Dyrness 1973). This location is on the Duwamish River floodplain and the river flows within 200 feet west of the project. Lake Washington is approximately 1.33 miles to the east-northeast. Elevation within the project is approximately 20 feet above sea level.

Following glacial recession in the late Pleistocene, the Duwamish River delta formed at the head of the Duwamish marine embayment southeast of the subject property near Auburn, prograding over time towards its historical position at Elliott Bay (Dragovich et al. 1994). Delta progradation was spurred by a series of lahars originating on Mount Rainier. The first was the Osceola Mudflow, which descended the northeastern slopes of Mount Rainier about 5,700 years ago and created the ancient Duwamish River delta (Dragovich et al. 1994). The geologic unit mapped in the property location is Quaternary alluvium (WA DNR 2017). The alluvium is a Holocene deposit composed of layers of sand, silt, gravel, and cobbles a few meters to 30 meters thick, deposited by streams and running water (Troost et al. 2005).

Over time, sediments carried to the Duwamish by the Green, White, and Cedar Rivers pushed the delta front seaward. Increased sediment load due to the mudflow caused the delta to prograde rapidly at an average rate of about 6.9 meters per year (Dragovich et al. 1994). Deltaic development occurred as sediments transported from riverine and marine waters were deposited or contained at the river mouth (Waters 1992:261). By 2,000 years ago, the delta front had prograded from the Auburn area to near present-day Tukwila and the project location (Zehfuss et al. 2003:9, Figure 2). The shoreline of the Duwamish embayment was pushed to near its historical (i.e., pre-industrial) position by another lahar about 1,200 years ago (Collins and Sheikh 2005; Zehfuss et al. 2003).

Seismic events also shaped the landscape of Elliott Bay and adjacent uplands. The property is located within the Seattle Fault Zone, an east-west trending fault zone that extends through central Puget Sound (Nelson et al. 2002) where repeated seismic events of considerable magnitude have occurred over the past 2,000 years. An earthquake that occurred approximately 1,100 years ago affected topography in the vicinity of the property by increasing the elevation of

the lower Duwamish valley by several meters (Bucknam et al. 1992). The lower Duwamish River then incised into the valley forming its historical floodplain bounded by terraces of 1,200-year old lahar deposits. The nearest of these terraces to the current project is approximately two miles to the north in the Georgetown neighborhood of Seattle (Collins and Sheikh 2005a:3, Figure 1).

The reach of river just west of the project is upstream from the extent of large-scale early twentieth century straightening and channelization efforts, and it flows in approximately the same channel as it did just prior to industrialization (Kielland 1907). However, the river is characterized by a meandering channel that has shifted position within a fairly narrow valley in the late Holocene. Conditions along the valley included estuarine marsh, tidal freshwater marshes, and freshwater tidal channels (Collins and Sheikh 2005b:2.27) with ground cover characterized by wetland and forest floodplain plants in the project location (Collins and Sheikh 2005a:Figure 6). The area was historically prone to flooding and was covered by 4 feet of water in the 1906 flood (Collins and Sheikh 2005a:Figure 7). The project is situated on the outer (concave) side of a meander bend, a setting characterized by erosion of sediment from the bank by the river (Leopold and Langbein 1966), but the channel position has been stable since the banks were armored in the twentieth century to protect commercial and transportation developments.

Geotechnical explorations have been conducted in and adjacent to the project to assist in the design of a number of developments including drainage improvements, road extensions, sewer lines, and commercial building construction. Logs from many of these investigations are retained by WA DNR. Logs from borings, test pits, and wells from 1951, 1953, 1975, 1991, and 1992 were reviewed as a part of this assessment to gather information about subsurface conditions and past environment within the project. The typical subsurface stratigraphy in the logs consists of a layer of fill 1.5 to 8 feet thick over wetland deposits of varying thickness, underlain by alluvial sands, some of which contain material originating in a lahar (e.g., pumice). Wood debris and peat layers or lenses are noted in some of the logs, which suggests that organic archaeological materials could be preserved. However, the environmental setting of the project in what was historically a flood-prone wetland somewhat diminishes the potential for significant archaeological deposits to be present.

### **2.3 Archaeological Context**

Thousands of years of human occupation of the Puget Sound have been summarized in a number of archaeological, ethnographic, and historical investigations over the past several decades that provide a regional context for evaluating the project (e.g., Greengo 1983; Larson 1996; Larson and Lewarch 1995; Morgan 1999; Nelson 1990; Wessen and Stilson 1987). Archaeological evidence suggests that the transition into an ice-free regional landscape allowed the area to be suitable for habitation in the late Pleistocene following the subsidence of glacial meltwaters and the stabilization of local landforms. Subsequent changes to landforms, climate, and vegetation influenced the available resources and, consequently, the spatial distribution and subsistence strategies of humans living on the landscape. Recent investigations support human presence in region dating to the late Pleistocene – early Holocene (Kopperl et al. 2010). The general pattern of human adaptation in the Puget Lowland appears to exhibit a change through time from an upland hunting strategy to a semi-sedentary riverine-based subsistence organization. Similar to

elsewhere, human land use was generally structured around the value of natural resources available in local environments including fresh water, terrestrial and marine food resources, forests, and suitable terrain.

Due to its geological setting, described above, the project location would not have been available for human occupation until approximately 2,000 years ago. As such, archaeological deposits that maybe present in the project location would be characteristic of the ethnographic pattern in Puget Sound, which exhibited seasonal residence and logistical mobility and began around 3,000 years before present (BP). Sites dating from this period represent specialized seasonal spring and summer fishing and root-gathering campsites and winter village locations. These kinds of sites have been identified in the Puget Sound lowlands, typically located adjacent to, or near, rivers or marine transportation routes. Fish weirs and other permanent constructions are often associated with large occupation sites. Organic materials, including basketry, wood, and foodstuffs, are more likely to be preserved in sites from this late precontact period, both in submerged, anaerobic sites and in sealed storage pits. Common artifact assemblages consist of a range of hunting, fishing and food processing tools, bone and shell implements, and midden deposits. Similar economic and occupational trends persisted throughout the Puget Sound region until the arrival of European explorers.

#### **2.4 Ethnographic Context**

The project is within the traditional territory of the Duwamish tribe of Southern Lushootseed speakers; historically, ancestors of the Snoqualmie and Muckleshoot tribes also utilized this vicinity (Suttles and Lane 1990; Waterman 2001). Local Indian people shared many broadly defined traditions with their inland Puget Sound neighbors, including subsistence emphasis on salmon and other fish, land game, and a wide variety of abundant vegetable foods, and household and village communities linked by family and exchange relations (Suttles and Lane 1990).

Major Duwamish winter villages were formerly located on the Cedar, Duwamish, Sammamish, and Black Rivers, Lake Sammamish, Lake Washington, Lake Union, Elliott Bay, and Salmon Bay (Harrington ca. 1909; Miller 1999; Smith 1941:207; Waterman ca. 1920, 1922). The Muckleshoot Indian Tribe includes the descendants of an amalgam of tribes that lived in the Green River and White River valleys, including the Skopamish, Smulkamish, Stkamish, Yilalkoamish, and Twakwamish (Suttles and Lane 1990:488). The Suquamish occupied Kitsap Peninsula (Spier 1936:34), as well as Bainbridge and Whidbey Islands prior to implementation of the Point Elliot Treaty of 1855 (Ruby and Brown 1992:226). Precontact Suquamish settlements were often located on major waterways, and heads of bays or inlets (Berger 2010).

Several Lushootseed place names are recorded in the vicinity of the subject property. The name for the Duwamish drainage system “up to and including the Black River, and neighboring beach” is *tuduwábc* (Smith 1941:207). Many local landscape features, including the three hills in this part of the Duwamish valley, were described to early twentieth century Puget Sound ethnographers (e.g., Ballard 1929; Waterman ca. 1920) as landmarks associated with important characters and events in Lushootseed epics. Many of the ethnographically named places in the area relate to the Epic of the Winds, a story that describes community and family values, seasonal changes in the local environment, and the origins of the Duwamish River (Miller and Blukis Onat 2004:181-219).



Closest to the subject property is a rocky promontory called *Cxi'yaq'*, translated as “Beaver” and also known as North Hill (Waterman 2001:119). Boeing Access Road now passes through a cut in this knoll. A rock outcrop in the riverbed .33 mile southwest is known as *quláXad* (“barrier”) or North Wind’s Weir (Thrush and Thompson 2007:242). As told in the Epic of the Winds, North Wind had built an ice weir across the Duwamish River to keep salmon from reaching the people of Storm Wind upstream. North Wind and Storm Wind fought, and North Wind fled afterwards. A flood washed away most of his weir and the parts left behind were turned to stone (Ballard 1929:55-64).

The nearest village downstream on the Duwamish River is *Tuqwe'Ltíd*, translated by Waterman (1922; 2001:121) as “a large open space,” and by others as “place of the fish spear” (Thrush and Thompson 2007:240). Two longhouses stood at this village near the north end of Boeing Field/King County Airport (U.S. Court of Claims 1927; Waterman 1922), approximately 2.5 miles north-northwest of the subject property. Based upon its proximity, the subject property is in an area that would have been familiar to the people of this village. Another village, the name of which is unknown, was on the west side of Lake Washington at Rainier Beach, approximately 1.8 miles east of the property (Buerge 1984; Waterman 1922). The nearest village upstream from the property on the Duwamish River is *sqaal-go*, “meeting of rivers,” at the former confluence of the White and Black rivers (Waterman 2001:129), nearly three miles away.

Sources reviewed did not identify any recorded traditional cultural properties (TCPs) or ethnographic place names specific to or encompassing the project location. However, the abundance of named places in the vicinity is indicative of the importance of this reach of the river in Duwamish culture.

## **2.5 Historical Context**

Euro-American exploration of the Puget Sound began in 1792 with Captain Vancouver, followed by the Wilkes Expedition in 1841. In 1850, the federal government enacted the Oregon Donation Land Act, which enticed settlers to the area by awarding them free land. European-American settlers came to the Duwamish and White River valleys beginning in 1851 with the Luther Collins party, who traveled up the Duwamish River to land claims at what came to be known as Georgetown (Crowley 2003). Within a few years, Donation Land Claims (DLCs) lined the Duwamish valley. Washington was established as a territory in 1853, causing a further increase in people’s interest in settling the Puget Sound region.

By the mid-1850s, British and American settlement on Puget Sound and the entire Northwest had drastically impacted local Native American groups and their traditions. In 1853, the United States organized Washington Territory and appointed Isaac I. Stevens as its governor. In 1855, the Duwamish and other Puget Sound tribes signed the Point Elliot Treaty, which forced local tribes onto reservations (Marino 1990). Individuals considered to be of the Suquamish Tribe were relocated to the Port Madison Indian Reservation, and the Muckleshoot reservation was established for people living in the White River valley and surrounding areas (Ruby and Brown 1992). The Duwamish were not assigned their own reservation, but rather were required to live on either the Port Madison Indian Reservation on the Kitsap Peninsula or the Muckleshoot Indian Reservation between Auburn and Enumclaw. Some Duwamish moved to the reservations

but others remained in their villages including those on Elliott Bay and the lower reaches of the Duwamish River. For example, Duwamish people stayed at *Tóó7ool7altxW* (Herring's House), near Pigeon Point in West Seattle, until arsonists burned it to the ground in 1893. People from Herring's House then dispersed to places including Ballast Island at what was then the foot of Washington Street, a camp at West Point, the area around the confluence of the Black and Duwamish rivers, and reservations (Thrush 2007:82-85).

Rich alluvial soils drew farmers to the Duwamish valley. Other economic activity in the later nineteenth to early twentieth century in the area included coal mining, grazing, and logging (Solimano et al. 1994:5). Coal mine operations locally included the Foster Coal Company mine upstream from the project (Northwestern Improvement Company 1932) and others concentrated near the Black River in Renton (Evans 1912). The City of Seattle formed the Duwamish Waterway Commission to rechannel the Duwamish River in 1909 with the goals of providing a deeper, straighter channel navigable by larger ships, reducing flooding, and "reclaiming" land in the Duwamish valley and in Elliott Bay to support industries (Commercial Waterway District No. 1 1911, 1917). Dredging and straightening the Duwamish began in 1913 and removed nearly all of the river's meanders downstream from Tukwila. These alterations to the landscape enabled industrial uses of the Duwamish Waterway and adjacent lands. Hydraulic fill was added to broad expanses of land including the project location in order to raise elevation and provide suitable ground to support buildings. River dredging and tideland filling continued into the late twentieth century (USACE 1998).

Improvements to roads assisted the development of truck farming in the valley (Larson 1989:10). The community in the project vicinity was called Duwamish (Courtois et al. 1999). Beginning in the early twentieth century, development of the area was influenced by establishment of the Boeing Company north of the project. Publicly subsidized projects were initiated to keep Boeing in the area, including paving of East Marginal Way in 1922 and establishment of Boeing Field/King County Airport in 1928 (BOLA Architecture + Planning 2012:4). The airport was expanded to reach the north side of South Norfolk Street in 1961 (Harper Owes 1985:19) following relocation of Airport Way to the east.

The project includes areas within the City of Seattle and the City of Tukwila. Prior to 1907, all of the project was in unincorporated King County. The portion now in Seattle was part of a large annexation in 1907 (Seattle Office of the City Clerk 2017). The portion of the project in Tukwila was not annexed to that city until the late twentieth century. The project area has been characterized by commercial and industrial development since the middle twentieth century.

## **2.6 Historical Records Search**

Review of historical maps and aerial imagery provided an understanding of the historic and modern land use, and ownership of the project. The General Land Office (GLO) conducted early cadastral surveys to define or re-establish the boundaries and subdivisions of Federal Lands of the United States so that land patents could be issued transferring the title of the land from the Federal government to individuals. These maps and land serial patent records provide information on land ownership in the 1800s. The USSG (1862a) map depicts the project as in a marshy area east of the river (Figure 3). A map from the following year (USSG 1863) shows

boundaries of land claims including that of Timothy Grow, which encompassed the northern part of the project (Figure 4).

According to records held at the BLM (2017), part of the project is located on the Donation Claim of Timothy Grow (BLM Serial/Accession Nr: WAOAA 072099; 1/25/1883; Survey #44; Authority: Oregon Donation Act; 157.52 acres total) (see Figure 4), and on lands patented to John C. Card (BLM Serial/Accession Nr: WAOAA 072016; 5/10/1872; Authority: Homestead Entry-Original; 152.4 acres total) and James Campbell (BLM Serial/Accession Nr: WAOAA 072010; 5/1/1872; Authority: Sale-Cash Entry; 143.87 acres total) (BLM 2017). Grow's claim was surveyed on February 15, 1862. Vegetation noted by the surveyor included white fir, maple, crabapple, alder, ash, willow, cottonwood, and vine maple, and other features described included a road from Seattle to Steilacoom west of the boundary between Sections 3 and 4, and Grow's improvements and dwelling near the eastern edge of his claim and just south of the northern edge of Section 3 (USSG 1862b). Other portions of the Township were surveyed in the summer of 1862. Card's residence was noted as 10 links east of the right bank of the Duwamish River in the southern part of Section 4 (USSG 1862c). The land was described as "rich, level bottom in places low and liable to inundation 20 inches" (USSG 1862c:285).

An 1890 map shows the project as in an unplatted area west of the Columbia & Puget Sound/Northern Pacific/Puget Sound Shore Railroad and east of the Duwamish River (Anderson 1890). County atlases from 1907 and 1912 show the project as on parcels owned by Sam Sloan, Catherine Toellner, and Peter V. Cerini, with the Interurban Railway passing through the central part of the project and a road along the right (east) bank of the Duwamish River, west of the project (Anderson 1907; Kroll 1912). This road was known as Duwamish River Road (Reinartz 1991). The 1912 map shows an Interurban station at Duwamish on the north bank of the Duwamish River within .5 mile south of the project, and the northeastern part of the project had been annexed to the City of Seattle (Kroll 1912). By 1936, the railway had been abandoned by the electrical transmission line remained. The western part of the project had been subdivided into small (5- to 10-acre) tracts while Catherine Toellner still owned land in the eastern part of the project, and August Buschmann had acquired most of Cerini's land (Metsker 1936). Sanborn Fire Insurance maps available through Seattle Public Library were reviewed but were found not to cover the project location.

Early twentieth century maps in the collections of the King County Roads Department and Seattle Municipal Archives show land ownership, locations of some structures and other features (e.g., orchards), and locations of roads and right-of-ways. After the closure of the Interurban, the City of Seattle obtained part of the right-of-way including that which passed through the current project. A road was built in this alignment in the 1930s. This part of the road was relocated east of the property in the 1950s, paralleling the NPRR corridor, and remains in use as Airport Way. A 1946 map shows the project location as undeveloped (Kroll Map Company 1946).

Aerial imagery for the project location is available beginning in 1936, at which time use of the project location was predominantly agricultural (King County 2017) (Figure 5). Large fields and smaller plots of row crops covered most of the area, with a few small residential or agricultural buildings, and a group of small uniform rectangular structures in the western part fronting East Marginal Way (Pacific Highway) in a U-shaped configuration reminiscent of a motor court. A

road (Airport Way) passed through the central part of the property, trending northwest/southeast. Similar conditions were present in 1940 (NETR 2017). By 1964, the Associated Grocers office, pump house, truck maintenance, truck service building, and warehouse buildings had been constructed in the northeastern part of the project, an auto wrecking yard was in the west-central part of the project, unidentified commercial or industrial buildings were in the northwestern part of the project, residential structures including numerous trailers were in the southwestern part of the project, and the southeastern part of the project remained undeveloped (NETR 2017). Conditions were similar in 1968 and 1969 (NETR 2017). By 1980, the dry grocery warehouse had been expanded to the south, the office building was expanded to the north and west, and a few new structures had been built including the perishables and general merchandise warehouses, the guard house, and other small buildings (e.g., equipment sheds) (NETR 2017). The office building in the northwestern part of the project was in place at this time along with another unidentified building at the corner of East Marginal Way S and S Norfolk St. This latter building was no longer present in 1990 (NETR 2017). The 1990 air photo shows the second expansion of the office building. All of the modern-day Associated Grocers buildings appear to be in place by 1990 (NETR 2017). One of the original 1952 buildings, the truck service building with gas pumps, appears to have been removed in the 1990s (NETR 2017).

Review of King County Assessor records and Seattle Department of Construction and Inspection permits provide some further information about historical uses of the property. Review of county assessor records online identified four buildings within the project that are 45 years old or older (construction date prior to 1972). These are a large warehouse, a truck maintenance building, an office building, and a pump house. All are located at 3301 South Norfolk Street in Seattle. Each was built in 1952, and all but the storage structure were later remodeled. Other structures on the property are located in Tukwila and were built in the late 1970s to 2010s (King County 2017). In 2007 and 7,300 square foot “shop facility” was demolished. This was an automotive wrecking yard on East Marginal Way, now a vacant area of the property. Land containing the project was previously owned by Associated Grocers. Its successor company, Supervalu, remains a tenant, with an office building, warehouses, and storage, maintenance, and other facilities supporting their active grocery distribution operations. The company supplies independent grocers and supermarket chains in Washington, Oregon, Alaska, Hawaii, Guam, and the Pacific Rim (Martinez 2007).

The Associated Grocers Cooperative was founded in Seattle in 1934. Its first offices and warehouse were located at 1990 Alaskan Way in Seattle and it moved to a new 160,000 square foot warehouse at Holgate and Occidental in 1942 (Unified Grocers 2012:10, 16). The current headquarters location opened in 1952, covering nearly nine acres including an office and grocery warehouse, serving over 600 stores (Unified Grocers 2012:22). The company also had facilities in Yakima and Kent. An 83,000 square foot general merchandise warehouse was added to the facility in 1976 and a new 225,000 square foot perishables warehouse was built in 1980 (Unified Grocers 2012:35). Other facilities were added, removed, and expanded in the 1980s to 1990s, including removal of a truck service building, a wing added to the main office building in 1991, and construction of a truck wash building and guard house in 1985 (King County 2017). The company sold its 55.27-acre facility to Dave Sabey in 2007 (Martinez 2007). In 2008, Associated Grocers was acquired by Unified Western Grocers and the name was changed to Unified Grocers, Inc. (Unified Grocers 2008). Its Seattle distribution center is 917,000 square feet and is used to

store and ship dry grocery and chilled/frozen products. Sabey Corporation sold the property to Prologis in 2016 (Tukwila Reporter 2016). The company was acquired by Supervalu in April 2017 (DeBaun 2017).

The eastern part of the property has been in use as a grocery warehouse and distribution center since 1952. According to Seattle Times (1952a:2) article, “More than 60,000 square yards of earth were moved to grade and fill the acreage in preparation for the construction project.” Facilities were first developed in the northeastern part of the project and later expanded to the south and west, with additions to the main warehouse building and construction of new offices, warehouses, and ancillary buildings (e.g., a truck wash). Photographs on file at University of Washington show the 1952 office, warehouse, truck maintenance building, and a truck service station, the latter of which was removed in the 1990s. Proximity to the railroad and arterial roads (Airport Way and East Marginal Way) made the location a natural fit for this use. Rail spurs connected the original warehouse, which forms the northern part of the large building along the east edge of the project, to the NPRR line east of present-day Airport Way. When the facility was first in use, Airport Way was along its west side, but the County relocated the road to the east side of the property ca. 1960.

The warehouse was expanded and remodeled in 1962. The addition was planned to be 179,000 square feet (1160-x-480-ft) and was built using the same tilted up concrete panel method as the 1952 warehouse (Seattle Times 1951, 1962). The company was reputedly the “largest source of supply for independent food operators in this state” in 1965 (Seattle Times 1965). The warehouse was expanded again in the early 1970s and improvements were made to the existing building. A 13,500 square foot addition was built onto the south end of the warehouse, and a more modern conveyor belt system was installed (Seattle Times 1973). In 1976, a new 80,000 square foot warehouse (now known as general merchandise warehouse) was built; the main warehouse was 510,000 square feet by then (Seattle Times 1976). In 1978, plans were announced for construction of a new perishables warehouse south of the main warehouse, in an area formerly occupied by mobile-home parks (Seattle Times 1978). In 1983, it was announced that a 28,700 square foot addition would be built at the administrative building to house data-processing operations, designed by David Kehle (Seattle Times 1983).

## **2.7 Cultural Resources Database Review**

A review of DAHP’s WISAARD database identified previous cultural resource studies, recorded precontact and historic sites, and recorded built environment, which helps gauge the potential and likely nature of cultural resources present within the project vicinity (DAHP 2017b).

Twenty-seven cultural resources surveys have been conducted within a one-mile radius of the project location. Of these, one included an area in the eastern part of the current project and six more were on surrounding property or right-of-way.

Robbins et al. (1995) conducted archaeological monitoring during construction excavations of sewer upgrades along the east side of the property just west of Airport Way. This area was also addressed in cultural resources survey, overview, and treatment plan documents (Larson 1989; Larson and Lewarch 1992; Solimano et al. 1994) completed prior to construction, but field investigations were not conducted within the project at that time. Few details about subsurface conditions were provided in the report, but this area was expected to contain fill up to 6 feet deep

followed by alluvium to a depth of 25 feet (Robbins et al. 1995:Table 1). No archaeological deposits were observed (Robbins et al. 1995:Table 2).

The South Boeing Access Road corridor south of the project was included in cultural resources discipline studies prepared for Sound Transit's Central Link Light Rail (Courtois et al. 1998, 1999). No historic or archaeological sites were noted in proximity to the current project but the rock outcrop south of the road, known as Beaver or North Hill, was identified as a culturally important landscape feature (Courtois et al. 1999:27, Figure 11b). Baldwin et al. (2015) conducted a cultural resources survey for improvements to the Boeing Access Road Bridge southeast of the project. Due to the extent of prior disturbances and limited scope of the bridge work, no subsurface testing was conducted. The Boeing Access Road Bridge was recommended not eligible for the National Register of Historic Places (NRHP) (Baldwin et al. 2015:16).

East of the project, a preliminary cultural resources assessment and archaeological monitoring were conducted for a water quality treatment project east of Airport Way between the railroad tracks and I-5. Silverman et al. (2009) conducted background research and field reconnaissance and determined that although near surface deposits in the project location had been disturbed, there was a moderate to high potential for archaeological sites to be preserved beneath the vertical limits of prior disturbances. Archaeological monitoring was conducted during all ground disturbance intersecting native deposits (Earley 2012). Fill was observed to be 8 to 10 feet thick, capping alluvial fine sand and silt (Earley 2012:3-4). Historic and modern-era debris was observed within the fill but no intact archaeological sites were found.

As a result of these studies, few cultural resources have been identified in the vicinity of the project. Three archaeological sites have previously been recorded within a distance of one mile (Table 1). Archaeological sites in the lower Duwamish valley reflect late precontact and contact-era occupation. The archaeological site recorded nearest to the project is 45KI538, the Columbia and Puget Sound Railroad Grade, a 16.6 mile-long segment of railroad between Seattle and Cedar Grove, Washington, which passes within 200 feet east of the project. The tracks were completed by the Columbia and Puget Sound (C & PS) railroad company by 1877 (Hudson 1996). The nearest recorded precontact archaeological site is 45KI703, which was identified during archaeological survey of proposed light rail support structures (LeTourneau 2004). Results of data recovery investigations indicate that the site corresponds to the ethnographic model for Duwamish subsistence activities and resources. Lithics at the site were generally similar to those at other sites in the region and had an emphasis on core and flake reduction to produce scrapers and modified flakes. Evidence was found of hunting deer, elk, and mountain beaver, fishing Salmonids and other species, and gathering shellfish and fuel wood (Blukis Onat 2010:iii-iv). Radiocarbon assays yielded 12 dates ranging from 940-680 cal BP (A.D. 1010-1270) to 520-320 cal BP (A.D. 1430-1630) (Blukis Onat 2010:74).

One historic register-listed property is located within one mile from the project (Table 2). This is the Boeing Airplane Company Building No. 105, purchased by William Boeing in 1910 and converted for use as office and manufacturing space for his Pacific Aero Products Company in 1916 (NPS 2017). This building is listed on the NRHP. The project would not impact any properties listed on the NRHP, Washington Heritage Register (WHR), King County Landmarks, or Seattle Landmarks.

Ten other historic buildings and structures have been inventoried within 1,000 feet from the project (Table 3). These include commercial, industrial, transportation, and residential structures. Most of them were added to the HPI inventory as part of DAHP's 2011 HPI Upload Project, which involved the addition of available information from the County Assessors' building records to WISAARD (ACI 2011). No photographs, field verification, historic context information, or discussion of potential significance was provided in 2011. One of these buildings is the warehouse at 3301 S Norfolk Street. All of the other inventoried historic buildings are well outside the project and would not be impacted.

### **3.0 Archaeological Expectations**

#### **3.1 Archaeological Predictive Model**

The DAHP statewide predictive model uses environmental data about the locations of known archaeological sites to identify where previously unknown sites are more likely to be found. The model correlates locations of known archaeological data to environmental data "to determine the probability that, under a particular set of environmental conditions, another location would be expected to contain an archaeological site" (Kauhi and Markert 2009:2-3). Environmental data categories included in the model are elevation, slope, aspect, distance to water, geology, soils, and landforms. According to the model, the project location is ranked as "Survey Highly Advised: Very High Risk."

An archaeological sensitivity model was recently developed as a part of an archaeological context statement for King County (Kopperl et al. 2016). This model conditions the archaeological sensitivity of particular area of the modern-day King County landscape on two axes, sensitivity and preservation, across five analytic time periods and overall in relation to recorded archaeological sites (Kopperl et al. 2016:173). This model identifies the current project vicinity as having high sensitivity in the most recent precontact analytic period (2500 – 500 cal BP) and for archaeological deposits in general (Kopperl et al. 2016:Figures 8-6 and 8-7).

#### **3.2 Archaeological Expectations**

This assessment considers the implications of the predictive model coupled with an understanding of geomorphological context, local settlement patterns, and post-depositional processes to characterize the potential for archaeological deposits to be encountered. The dynamic depositional and erosional processes in alluvial environments such as the project location can variably cap and preserve, rework, or wash away archaeological deposits. The project is in a historically agricultural floodplain on the outside of a meander bend on a reach of the Duwamish River. The presence of numerous nearby ethnographic place names coupled with precontact archaeological sites upstream and downstream from the project support the DAHP and King County high probability rankings for cultural resources within the project location; however, this may be somewhat moderated by prior landscape modifications. Historic land use in the project location involved construction of the Interurban Railway and subsequently Airport Way through the central part of the project, placing hydraulic fill to increase elevation and provide stable land for building; development of commercial and light industrial facilities; and demolition of at least two facilities (auto wrecking yard and truck service station). These activities have impacted near-surface deposits in the project location.

Based upon review of local geological information described above, any archaeological deposits in the project location would be expected to post-date progradation of the river delta, which deposited sediment to create land elevated above the river channel approximately 2,000 years ago. Precontact activities in the project location could have included overland travel, camps, and/or resource gathering/hunting activities as well as possible ceremonial activities. Precontact materials that may be observed could include fire-modified rock, lithic scatters, bone or wooden tools or implements, faunal remains, and/or other materials that may represent more transient activities. Historic materials or deposits may include evidence associated with overland travel, homesteading, and/or agriculture.

#### **4.0 Field Investigations**

Total Area Examined: The entire project (62 acres).

Areas not examined: None.

Date(s) of Survey: June 28 and July 6, 2017

Weather and Surface Visibility: Weather conditions were warm and sunny. Mineral soil visibility in the project location was poor due to coverage by hardened surfaces.

Fieldwork conducted by: Margaret Berger. Notes are on file with CRC.

Field Methodology: Fieldwork consisted of pedestrian surface survey. Surface survey was conducted on opportunistic meandering transects throughout the property to observe topography, search for soil exposures, and photo-document historic buildings.

Field Investigations: Pedestrian survey provided information on the current condition of the project and helped to gauge the potential for as-yet unknown archaeology within the project location. At the time of the site visit, the southern and eastern parts of the property were in active use by Supervalu and the northwest corner of the property contained a coffee retail store. The western part of the property included a vacant bank building, a vacant gravel lot (former auto wrecking facility location) and the truck entrance to the warehouse facility (Figures 6 - 10). Topography is relatively flat throughout the property, which suggests that fill was used to bring the area to a uniform grade prior to commercial development. Elevation is slightly lower in the former auto wrecking yard, and water pools in two low-elevation areas within this area. Vegetation is limited to invasive species along fencelines and gravel surfaced areas, and decorative plantings around the office building. Pedestrian surface survey did not identify any locations that had an increased likelihood to contain archaeology. No cultural materials (e.g., fire-modified rock, lithic materials, structural remains) were observed in the pedestrian survey. No physical remnants of the former Interurban Railway/Airport Way corridor were observed.

Four historic (i.e. 45 years old or older) buildings are present on the portion of the property in Seattle (Table 4). These were initially identified in County Assessor's Office records and were photographed and described in the field. Several other buildings are currently within the project, in the City of Tukwila, but are not historic in age (Table 5).



Each of the four historic buildings is a part of the Supervalu (previously Unified Grocers and Associated Grocers) grocery warehouse and distribution facility. The pump house appears largely intact, while the office, truck maintenance building, and warehouse have been altered over the years. Additions were made to expand the warehouse to the south in 1961 and 1973, and the original warehouse was also refurbished, but the 1952 structure is still somewhat visible. A 1952 concrete block structure is still a part of the truck maintenance building; larger bays for maintenance of modern vehicles were added in 1969. The 1952 office was mostly enclosed by later additions to the building. Some portions of the original structure are still visible from the exterior, including the second story windows and eaves with rafters, and a portion of the Roman brick wall. With the exception of the Roman brick wall, all cladding on the original building appears to have been wood (horizontal boards on the first story and vertical boards on the second story). The first floor of the original building was remodeled in the 1980s or 1990s, likely concurrent with construction of one of the additions. Exterior modifications included new cladding and a new entrance with skylights.

## **5.0 Results and Recommendations**

### **5.1 Results**

No archaeological sites have been identified within the project. Four historic buildings have been identified within the project and recorded on DAHP HPI forms (see Attachment B):

- Associated Grocers Warehouse, 3301 S Norfolk Street, Seattle (WISAARD Property #342235);
- Associated Grocers Office, 3301 S Norfolk Street, Seattle (WISAARD Property #710467);
- Associated Grocers Truck Maintenance Building, 3301 S Norfolk Street, Seattle (WISAARD #710470);
- Associated Grocers Pump House, 3301 S Norfolk Street, Seattle (#710472).

These buildings are all a part of a grocery distribution center that began operating on the property in 1952 and expanded over the years to accommodate growth and technological updates. Each of the four structures was built in 1952 as a part of the original warehousing facility on the property.

With the exception of the office building, the buildings are utilitarian in design and materials with little or no embellishment. Integrity of setting has been diminished for all of the buildings due to changes to the surrounding landscape since their construction. Integrity of association and location are high for all of them due to their continued use in their original locations as a part of a large warehousing operation. The truck maintenance building and pumphouse are evocative of the past and retain good integrity of materials and design, but are not historically significant. The warehouse was notable for its size and construction methods when it was built in 1952 and the original structure still forms the core of the dry grocery warehouse, but it has poor integrity of design and materials due to the large-scale renovations and additions that were made to modernize and expand the building over the years. The 1952 office building was designed by a notable local architect, Robert H. Ross (Seattle Times 1952b), but similar to the warehouse, additions and renovations over the years did not leave the original structure intact; it has poor integrity of design, feeling, and materials. Ross designed the original office building early in his career and it does not appear to be one of his outstanding or notable works; he is better known for his award-winning residential and municipal designs and work at the Seattle Zoo (Archives West 2013). There is no single style associated with the office because it grew incrementally

over time. While they meet age thresholds for consideration for NRHP, WHR, King County Landmarks, and Seattle Landmarks eligibility, they do not appear to meet eligibility criteria for these registers (KCC 20.62; OAHF n.d.; NRHP 2002; SMC 25.12.350).

## 5.2 Conclusions and Recommendations

This assessment was conducted to determine potential impacts of this project on cultural resources. Archaeological sites have not been identified within the project but the situation of the project near the banks of the Duwamish River and near multiple ethnographically named places suggests that the project retains the potential to contain buried archaeological sites. Such sites could be buried within alluvial deposits or at the interface between fill and native soils. It is recommended that archaeological monitoring be conducted during construction excavations with potential to intersect native soils. Based upon review of logs for geotechnical explorations previously conducted on the property, fill is 1.5 to 8 feet thick.

None of the historic buildings identified within the project appear to meet criteria for listing on national, state, or local historic registers. These buildings appear representative of middle twentieth century warehousing facilities in the region. No evidence of association with historically significant persons or events, architectural or design significance, or potential to contribute significant historical information was found in background research or field observations for any of the buildings. No further historical investigations are recommended.

In the event that any ground-disturbing or other construction activities result in the inadvertent discovery of archaeological resources, work should be halted in the immediate area, and contact made with staff at DAHP. A protocol for inadvertent discoveries is provided in Attachment C. Work should be stopped until further investigation and appropriate consultation have concluded. In the unlikely event of the inadvertent discovery of human remains, work should be immediately halted in the area, the discovery covered and secured against further disturbance, and contact effected with law enforcement personnel, consistent with the provisions set forth in RCW 27.44.055 and RCW 68.60.055.

### Attachments:

- Figures & Tables
- Other                     Copies of project related correspondence between CRC and Tribal cultural resources staff.
- Copies of historic property inventory forms.
- Proposed inadvertent discovery protocol.

## 6.0 Limitations of this Assessment

No cultural resources study can wholly eliminate uncertainty regarding the potential for prehistoric sites, historic properties or traditional cultural properties to be associated with a project. The information presented in this report is based on professional opinions derived from our analysis and interpretation of available documents, records, literature, and information identified in this report, and on our field investigation and observations as described herein. Conclusions and recommendations presented apply to project conditions existing at the time of our study and those reasonably foreseeable. The data, conclusions, and interpretations in this report should not be construed as a warranty of subsurface conditions described in this report.

They cannot necessarily apply to site changes of which CRC is not aware and has not had the opportunity to evaluate.

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## 8.0 Figures and Tables



Figure 1. USGS Seattle South, WA 7.5-minute quadrangle annotated with the approximate location of the project in red.

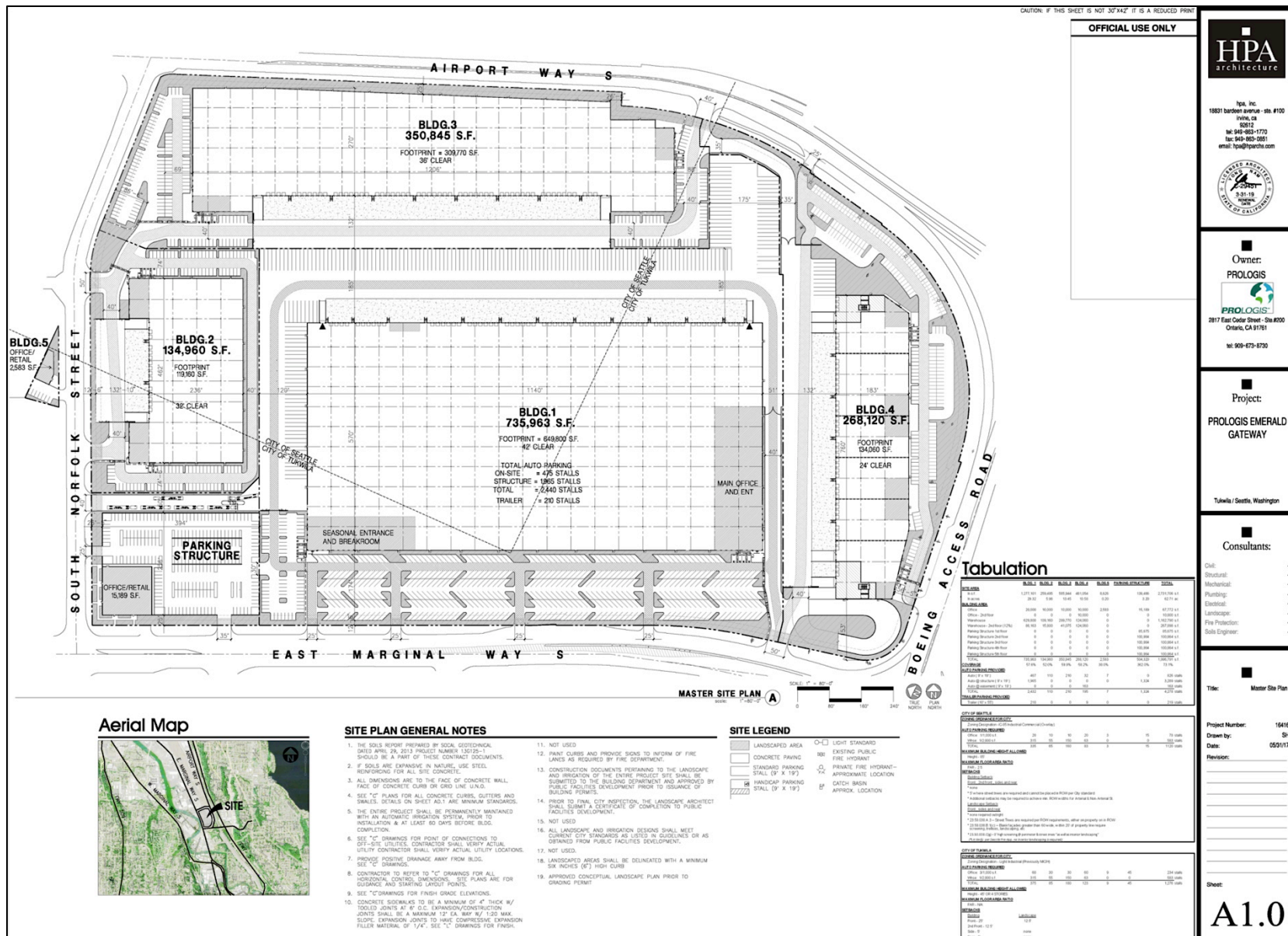


Figure 2. Conceptual site plan provided by Prologis.



Figure 3. Portion of cadastral survey map marked with the project location (USSG 1863).

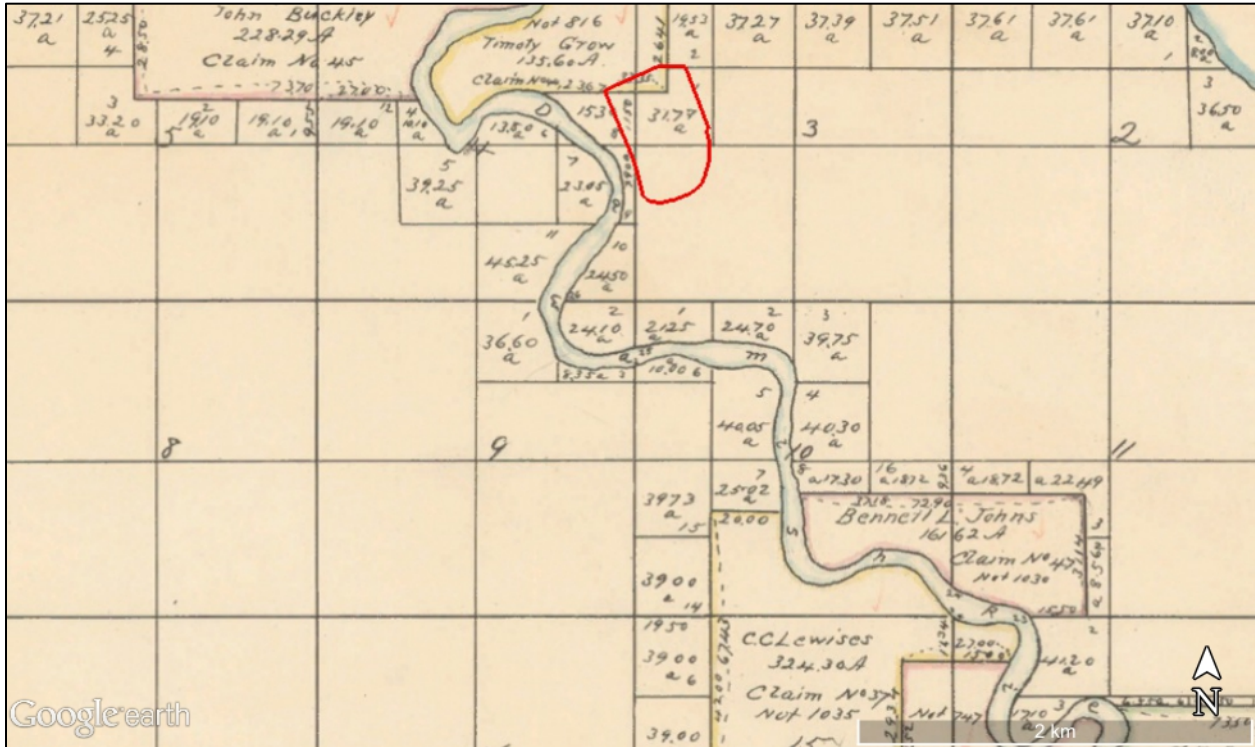
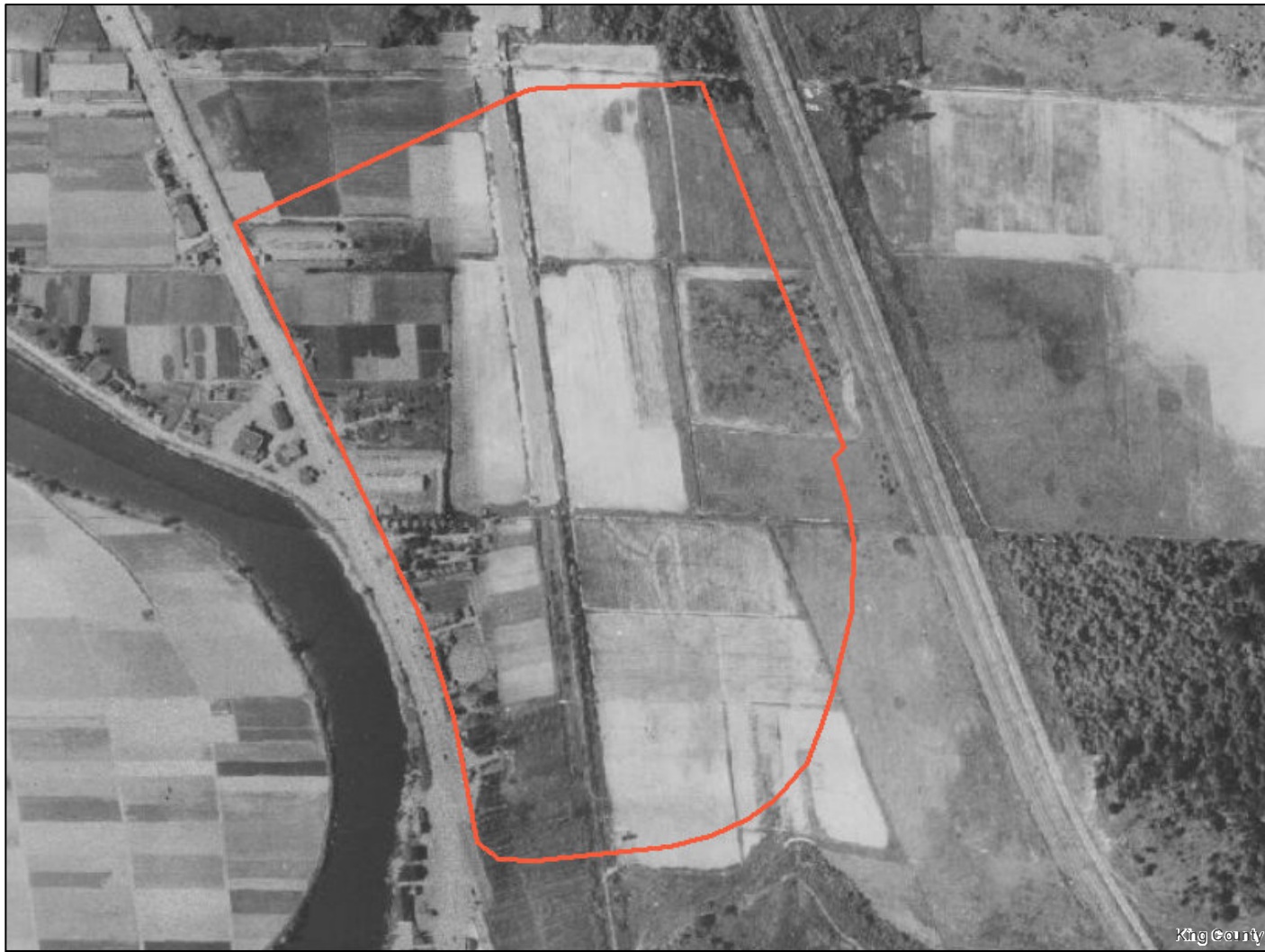


Figure 4. Portion of private land claim map marked with the project location (USSG 1863).



King County

The information included on this map has been compiled by King County staff from a variety of sources and is subject to change without notice. King County makes no representations or warranties, express or implied, as to accuracy, completeness, timeliness, or rights to the use of such information. This document is not intended for use as a survey product. King County shall not be liable for any general, special, indirect, incidental, or consequential damages including, but not limited to, lost revenues or lost profits resulting from the use or misuse of the information contained on this map. Any sale of this map or information on this map is prohibited except by written permission of King County.

Date: 6/28/2017

Notes:



Figure 5. 1936 aerial imagery marked with the project location (King County 2017).



Table 1. Archaeological sites recorded within one mile from the project (DAHP 2017b).

Site	Site Type	Distance from Project	Historic Register Status	Potential Effects
45KI538	Historic railroad properties	.03 mile (180 feet) E	Unevaluated.	None.
45KI703	Precontact camp	.63 mile NW	Determined eligible for NRHP.	None.
45KI1149	Historic waterfront structure	.44 mile S	Unevaluated.	None.

Table 2. Register-listed historic properties within one mile from the project (DAHP 2017b).

Historic Name (Common Name)	Address	Built Date	Historic Function	Historic Register Status	Potential Effects
Building No. 105, Boeing Airplane Company (Red Barn)	Purcell Avenue, Tukwila	1909	Industry / Processing / Extraction – Manufacturing	Listed on WHR and NRHP.	None.

Table 3. Historic buildings previously inventoried within approximately 1,000 feet from the project (DAHP 2017b).

Address	Built Date	Historic Function	Historic Register Status	Potential Effects
Boeing Access Rd Bridge, Tukwila	1945 (1966 remodel)	Transportation – Road-related (vehicular)	Determined not eligible for NRHP.	None.
9900 East Marginal Way S, Tukwila (Norfolk Regulator)	1964	Government – Public works; Industry / Processing / Extraction – Undefined	Unevaluated.	None.
10325 East Marginal Way S, Tukwila	1933 (1956 remodel)	Commerce / Trade – Restaurant	Unevaluated.	None.
10315 East Marginal Way S, Tukwila	1938 (1959 remodel)	Commerce / Trade – Office	Unevaluated.	None.
3301 S Norfolk St, Seattle	1952 (1970 remodel)	Commerce / Trade – Warehouse	Unevaluated.	Would be demolished by project.
3701 S Norfolk St, Seattle	1966 (1989 remodel)	Commerce / Trade – Warehouse	Unevaluated.	None.
10008 East Marginal Way S, Tukwila	1958 (1960 remodel)	Industry / Processing / Extraction – Undefined (manufacturing)	Unevaluated.	None.
10655 Tukwila International Blvd, Tukwila	1900	Commerce / Trade – Warehouse	Unevaluated.	None.
10625 East Marginal Way S, Tukwila	1960 (1990 remodel)	Commerce / Trade – Warehouse	Unevaluated.	None.
10035 East Marginal Way S, Tukwila	1929	Domestic – Single dwelling	Unevaluated.	None.



Figure 6. Overview of existing conditions in the northern part of the project.



Figure 7. Overview of existing conditions in the central part of the project.



Figure 8. Conditions in central part of project; view is to the east.

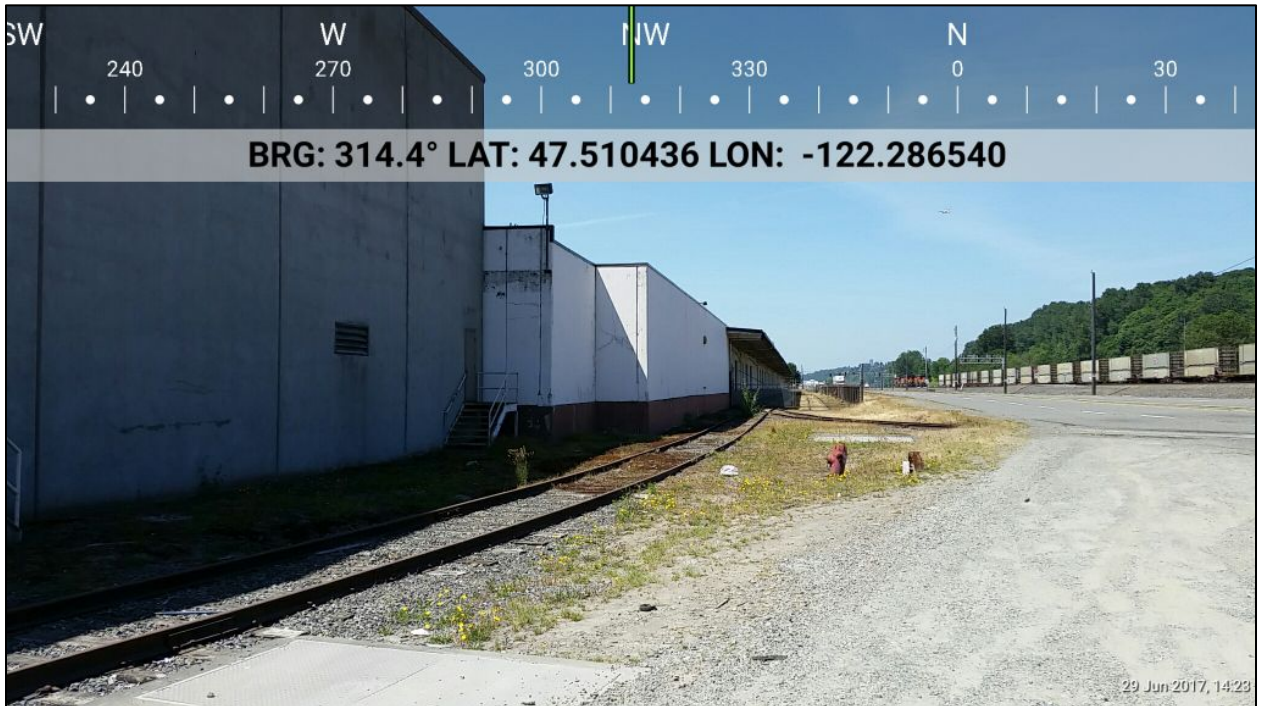


Figure 9. Existing conditions along east side of project.



Figure 10. 2016 aerial imagery showing existing conditions and locations of historic buildings within the project (base map: Google Earth).

Table 4. Summary data for all buildings over 45 years old in the project, and all buildings over 25 years old in the portion of the project within City of Seattle.


Photo	Name	Address	Built Date	Historic Function	Eligibility Assessment	Potential Impacts
	Associated Grocers Warehouse	3301 S Norfolk St, Seattle	1952 (remodeled and expanded in 1961 and 1973)	Commerce / Trade – Warehouse	No evidence was found to recommend this building as eligible for Seattle Landmarks, Washington Heritage Register, or NRHP listing.	Would be demolished by project.

Photo	Name	Address	Built Date	Historic Function	Eligibility Assessment	Potential Impacts
	Associated Grocers Office Building	3301 S Norfolk St, Seattle	1952 (remodeled and expanded in 1983 and 1991)	Commerce / Trade – Office	No evidence was found to recommend this building as eligible for WHR or NRHP listing. It may be considered locally significant and eligible for Seattle Landmarks nomination.	Would be demolished by project.
	Associated Grocers Truck Maintenance Building	3301 S Norfolk St, Seattle	1952 (1969 remodel)	Commerce / Trade – Warehouse	No evidence was found to recommend this building as eligible for Seattle Landmarks, Washington Heritage Register, or NRHP listing.	Would be demolished by project.


Photo	Name	Address	Built Date	Historic Function	Eligibility Assessment	Potential Impacts
	Associated Grocers Pump House	3301 S Norfolk St, Seattle	1952	Storage	No evidence was found to recommend this building as eligible for Seattle Landmarks, Washington Heritage Register, or NRHP listing.	Would be demolished by project.

Table 5. Summary data for buildings on the property that do not meet historic register age thresholds.

Photo	Name	Location	Assessor's Built Date
	Associated Grocers Perishables Warehouse	10430 East Marginal Way S, Tukwila	1983
	Associated Grocers Truck Wash	10430 East Marginal Way S, Tukwila	1985
	Associated Grocers General Merchandise Warehouse	3301 S Norfolk St, Seattle	1978



Photo	Name	Location	Assessor's Built Date
	Associated Grocers Maintenance Building	10430 East Marginal Way S, Tukwila	ca. 1980
	Associated Grocers / Sea Pac Freight Lines Guard House	10430 East Marginal Way S, Tukwila	1985
	vacant (formerly Sound Community Bank)	10200 East Marginal Way S, Tukwila	1976 (1985 remodel)

Photo	Name	Location	Assessor's Built Date
	Starbucks Coffee Store	10100 East Marginal Way S, Tukwila	ca. 2010

## Attachment A. Correspondence between CRC and area Tribes.



June 27, 2017

Duwamish Tribe  
Cecile Hansen, Chairwoman  
4705 W Marginal Way SW  
Seattle, WA 98106-1514

Re: Cultural Resources Assessment for the Emerald Gateway Project, Seattle, WA

Dear Cecile:

I am writing to inform you of a cultural resources assessment for the above referenced project and to seek additional information about the project area the Tribe may have that is not readily available through other written sources. This letter is on a technical staff-to-technical staff basis to inquire about project-related cultural information or concerns. It is not intended as formal government-to-government consultation to be initiated by the appropriate regulatory agency.

The project is located in Section 3, Township 23 North, Range 04 East Willamette Meridian at 3301 S Norfolk St, Seattle and 10230 East Marginal Way, Tukwila in Seattle/Tukwila, King County, Washington. Prologis is requesting a cultural resources assessment for the Emerald Gateway Project as a part of their SEPA compliance documents.

We are in the process of reviewing available information. Background research will include a site files search at the Washington State Department of Archaeology and Historic Preservation, review of previously recorded cultural resource reports, and review of pertinent published literature and ethnographies. Results of our investigations will be presented in a technical memo.

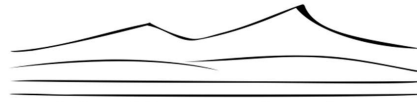
We are aware that not all information is contained within published sources. Should the Tribe have additional information to support our assessment, we would very much like to include it in our study. Please contact me at [sonja@crcwa.com](mailto:sonja@crcwa.com) or 360-395-8879 should you wish to provide any comments. I appreciate your assistance in this matter and look forward to hearing from you.

Sincerely,



Sonja Kassa  
Projects Manager

CULTURAL RESOURCE CONSULTANTS, LLC., BALLARD LABS, 1416 NW 46TH ST, STE 105 PMB346, SEATTLE, WA 98107  
PHONE 206.855.9020 - [sonja@crcwa.com](mailto:sonja@crcwa.com)



Cultural Resource Consultants

June 27, 2017

Muckleshoot Indian Tribe  
Laura Murphy  
39015 172nd Ave SE  
Auburn, WA 98092

Re: Cultural Resources Assessment for the Emerald Gateway Project, Seattle, WA

Dear Laura:

I am writing to inform you of a cultural resources assessment for the above referenced project and to seek additional information about the project area the Tribe may have that is not readily available through other written sources. This letter is on a technical staff-to-technical staff basis to inquire about project-related cultural information or concerns. It is not intended as formal government-to-government consultation to be initiated by the appropriate regulatory agency.

The project is located in Section 3, Township 23 North, Range 04 East Willamette Meridian at 3301 S Norfolk St, Seattle and 10230 East Marginal Way, Tukwila in Seattle/Tukwila, King County, Washington. Prologis is requesting a cultural resources assessment for the Emerald Gateway Project as a part of their SEPA compliance documents.

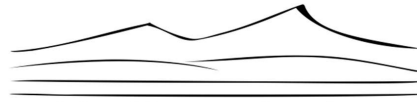
We are in the process of reviewing available information. Background research will include a site files search at the Washington State Department of Archaeology and Historic Preservation, review of previously recorded cultural resource reports, and review of pertinent published literature and ethnographies. Results of our investigations will be presented in a technical memo.

We are aware that not all information is contained within published sources. Should the Tribe have additional information to support our assessment, we would very much like to include it in our study. Please contact me at [sonja@crcwa.com](mailto:sonja@crcwa.com) or 360-395-8879 should you wish to provide any comments. I appreciate your assistance in this matter and look forward to hearing from you.

Sincerely,

Sonja Kassa  
Projects Manager

CULTURAL RESOURCE CONSULTANTS, LLC., BALLARD LABS, 1416 NW 46TH ST, STE 105 PMB346, SEATTLE, WA 98107  
PHONE 206.855.9020 - [sonja@crcwa.com](mailto:sonja@crcwa.com)



Cultural Resource Consultants

June 27, 2017

Snoqualmie Indian Tribe  
Steven Mullen-Moses  
PO Box 969  
Snoqualmie, WA 98065

Re: Cultural Resources Assessment for the Emerald Gateway Project, Seattle, WA

Dear Steven:

I am writing to inform you of a cultural resources assessment for the above referenced project and to seek additional information about the project area the Tribe may have that is not readily available through other written sources. This letter is on a technical staff-to-technical staff basis to inquire about project-related cultural information or concerns. It is not intended as formal government-to-government consultation to be initiated by the appropriate regulatory agency.

The project is located in Section 3, Township 23 North, Range 04 East Willamette Meridian at 3301 S Norfolk St, Seattle and 10230 East Marginal Way, Tukwila in Seattle/Tukwila, King County, Washington. Prologis is requesting a cultural resources assessment for the Emerald Gateway Project as a part of their SEPA compliance documents.

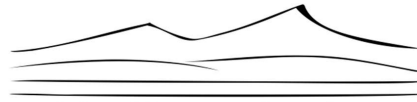
We are in the process of reviewing available information. Background research will include a site files search at the Washington State Department of Archaeology and Historic Preservation, review of previously recorded cultural resource reports, and review of pertinent published literature and ethnographies. Results of our investigations will be presented in a technical memo.

We are aware that not all information is contained within published sources. Should the Tribe have additional information to support our assessment, we would very much like to include it in our study. Please contact me at [sonja@crcwa.com](mailto:sonja@crcwa.com) or 360-395-8879 should you wish to provide any comments. I appreciate your assistance in this matter and look forward to hearing from you.

Sincerely,

Sonja Kassa  
Projects Manager

CULTURAL RESOURCE CONSULTANTS, LLC., BALLARD LABS, 1416 NW 46TH ST, STE 105 PMB346, SEATTLE, WA 98107  
PHONE 206.855.9020 - [sonja@crcwa.com](mailto:sonja@crcwa.com)



Cultural Resource Consultants

June 27, 2017

Suquamish Tribe  
Stephanie Trudel  
PO Box 498  
Suquamish, WA 98392-0498

Re: Cultural Resources Assessment for the Emerald Gateway Project, Seattle, WA

Dear Stephanie:

I am writing to inform you of a cultural resources assessment for the above referenced project and to seek additional information about the project area the Tribe may have that is not readily available through other written sources. This letter is on a technical staff-to-technical staff basis to inquire about project-related cultural information or concerns. It is not intended as formal government-to-government consultation to be initiated by the appropriate regulatory agency.

The project is located in Section 3, Township 23 North, Range 04 East Willamette Meridian at 3301 S Norfolk St, Seattle and 10230 East Marginal Way, Tukwila in Seattle/Tukwila, King County, Washington. Prologis is requesting a cultural resources assessment for the Emerald Gateway Project as a part of their SEPA compliance documents.

We are in the process of reviewing available information. Background research will include a site files search at the Washington State Department of Archaeology and Historic Preservation, review of previously recorded cultural resource reports, and review of pertinent published literature and ethnographies. Results of our investigations will be presented in a technical memo.

We are aware that not all information is contained within published sources. Should the Tribe have additional information to support our assessment, we would very much like to include it in our study. Please contact me at [sonja@crcwa.com](mailto:sonja@crcwa.com) or 360-395-8879 should you wish to provide any comments. I appreciate your assistance in this matter and look forward to hearing from you.

Sincerely,

Sonja Kassa  
Projects Manager

CULTURAL RESOURCE CONSULTANTS, LLC., BALLARD LABS, 1416 NW 46TH ST, STE 105 PMB346, SEATTLE, WA 98107  
PHONE 206.855.9020 - [sonja@crcwa.com](mailto:sonja@crcwa.com)



**Tribal Historic Preservation Officer**

Fisheries Department

360/394-8529

Fax 360/598-4666

**THE SUQUAMISH TRIBE**

P.O. Box 498 Suquamish, Washington 98392

June 29, 2017

Ms. Sonja Kassa  
Cultural Resource Consultants  
Ballard Labs, 1416 NW 46<sup>th</sup> St, STE 105 PMB 346  
Seattle, WA 98107

RE: Emerald Gateway Project, Seattle/Tukwila, King County, Washington  
Request for Traditional Cultural Property Information  
Suquamish Tribe Reference: 17-6-27-2

Dear Sonja:

Thank you for consulting with the Suquamish Tribe regarding CRC's cultural resources assessment for the Emerald Gateway Project in Seattle and Tukwila, Washington. The project area and vicinity has a high probability for cultural resources due to its location within the Duwamish River floodplain and on possible historic river meanders. Please contact me at 360-394-8533 or via e-mail at [strudel@suquamish.nsn.us](mailto:strudel@suquamish.nsn.us) as additional project information becomes available.

Sincerely,

*Stephanie E. Trudel*

Stephanie E. Trudel  
Archaeologist

Cc: Gretchen Kaehler, Local Government Archaeologist, Washington State Department of  
Archaeology and Historic Preservation

**Attachment B. Copies of State of Washington Historic Property Inventory Forms.**

*See associated PDFs.*



## **Attachment C. Inadvertent discovery protocol.**

### **Protocols for Discovery of Archaeological Resources**

In the event that archaeological resources are encountered during project implementation, the following actions will be taken:

In the find location, all ground disturbing activity will stop. The find location will be secured from any additional impacts and the supervisor will be informed.

The project proponent will immediately contact the agencies with jurisdiction over the lands where the discovery is located, if appropriate. The appropriate agency archaeologist or the proponent's contracting archaeologist will determine the size of the work stoppage zone or discovery location in order to sufficiently protect the resource until further decisions can be made regarding the work site.

The project proponent will consult with DAHP regarding the evaluation of the discovery and the appropriate protection measures, if applicable. Once the consultation has been completed, and if the site is determined to be NRHP-eligible, the project proponent will request written concurrence from the agency or tribe(s) that the protection and mitigation measures have been fulfilled. Upon notification of concurrence from the appropriate parties, the project proponent will proceed with the project.

Within six months after completion of the above steps, the project proponent will prepare a final written report of the discovery. The report will include a description of the contents of the discovery, a summary of consultation, and a description of the treatment or mitigation measures.

### **Protocols for Discovery of Human Remains**

If human remains are found within the project area, the project proponent, its contractors or permit-holders, the following actions will be taken, consistent with Washington State RCWs 68.50.645, 27.44.055, and 68.60.055:

If ground-disturbing activities encounter human skeletal remains during the course of construction then all activity will cease that may cause further disturbance to those remains. The area of the find will be secured and protected from further disturbance. The project proponent will prepare a plan for securing and protecting exposed human remains and retain consultants to perform these services. The finding of human skeletal remains will be reported to the county medical examiner/coroner and local law enforcement in the most expeditious manner possible. The remains will not be touched, moved, or further disturbed. The county medical examiner/coroner will assume jurisdiction over the human skeletal remains and make a determination of whether those remains are forensic or non-forensic. If the county medical examiner/coroner determines the remains are non-forensic, then they will report that finding to DAHP, which will then take jurisdiction over the remains. DAHP will notify any appropriate cemeteries and all affected tribes of the find. The State Physical Anthropologist will make a determination of whether the remains are Indian or Non-Indian and report that finding to any appropriate cemeteries and the affected tribes. DAHP will then handle all consultation with the affected parties as to the future preservation, excavation, and disposition of the remains.

## **Primary Contacts**

### **Duwamish Tribe**

4705 W Marginal Way SW, Seattle, WA 98106-1514  
Primary Contact: Cecile Hansen, Chair, 206-431-1582

### **Muckleshoot Indian Tribe**

39015 172nd Ave SE, Auburn, WA 98092  
Primary Contact: Laura Murphy, Cultural Resources, 253-876-3272

### **Snoqualmie Indian Nation**

PO Box 969, Snoqualmie, WA 98065  
Primary Contact: Steven Mullen-Moses, Director of Archaeology and Historic Preservation, 425-495-6097

### **Suquamish Tribe**

PO Box 498, Suquamish, WA 98392  
Primary Contact: Dennis Lewarch, Cultural Resources, 360-394-8529

### **Washington Department of Archaeology and Historic Preservation**

PO Box 48343, Olympia, WA 98504-8343  
Lead Representative: Allyson Brooks, State Historic Preservation Officer, office: 360-586-3066  
Primary Contact: Gretchen Kaehler, Local Government Archaeologist, 360-586-3088, cell: 360-628-2755  
Primary Contact for Human Remains: Guy Tasa, State Physical Anthropologist, office: 360-586-3534, cell: 360-790-1633

### **King County Medical Examiner**

908 Jefferson Street, Seattle, WA 98104  
Primary Contact: Richard Harruff, Medical Officer, 206-731-3232

### **King County Sheriff**

516 3rd Ave W-150 Seattle, WA 98104  
Lead Representative: John Urquhart, Sheriff, 206-296-4155  
Primary Contact: Non-Emergency Line, 206-296-3311