



STATE OF WASHINGTON

DEPARTMENT OF ARCHAEOLOGY & HISTORIC PRESERVATION

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January 29, 2008

Mr. Trent de Boer
Archaeologist
WSDOT, Highways & Local Programs
PO Box 47390
Olympia, WA 98504-7332

RECEIVED

FEB 04 2008

CITY OF YAKIMA
PLANNING DIV.

In future correspondence please refer to:

Log: 010207-42-FHWA

Property: William O. Douglas Trail, 6th Ave Greenway Interconnect, Fed Aid # STPE-1485(020)

Re: Determined Eligible

Dear Mr. de Boer:

Thank you for contacting our office. I have reviewed the materials you provided to our office and we concur with your professional opinion that the following historic properties are eligible or listed on to the National Register of Historic Places:

- YVTC—Naches River Bridge
- YVTC—Trolley line between Yakima and Selah
- YVTC—Car Barn
- YVTC—Stone shed
- YVTC—Substation

I also concur with your professional opinion that the undertaking, as proposed, will not adversely affect the Yakima Valley Transportation Company Historic District or the YVTC—Naches River Bridge.

I would appreciate receiving any correspondence or comments from concerned tribes or other parties that you receive as you consult under the requirements of 36CFR800.4(a)(4) and the survey report when it is available. These comments are based on the information available at the time of this review and on behalf of the State Historic Preservation Officer pursuant to Section 106 of the National Historic Preservation Act and its implementing regulations 36CFR800.

Sincerely,

Russell Holter
Project Compliance Reviewer
Russell.Holter@dahp.wa.gov

Cc: Matthew Sterner (DAHP)

Vaughn McBride (Yakima)



DEPARTMENT OF ARCHAEOLOGY & HISTORIC PRESERVATION

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Management Summary

A cultural resources assessment was conducted for the proposed William O. Douglas Trail in Yakima, Washington. Survey did not result in the identification of any new historic properties; however, portions of a National Register District, the Yakima Valley Transportation Company (YVTC) Historic District, are within the project area of potential effects. As presently planned, the proposed trail will not adversely affect the district.

1. Administrative Data

Report Title: Cultural Resources Assessment for the William O. Douglas Trail, Yakima, WA
Author (s): Glenn D. Hartmann

Report Date: September 19, 2007, revised December 14, 2007

Location: The project is located in Yakima, Washington.

Legal Description: The project is located in the Sections 12 and 13, Township 13 North, Range 18 East, Willamette Meridian.

USGS 7.5' Topographic Map (s): Selah, WA (1985)

Total Area Involved (acres): less than 5

Objective (Research Design): Survey was conducted to identify any previously unrecorded pre-contact or historic-period sites that could potentially be present in the area of potential effects (APE) for this project. The project consisted of review of the design plan, related reports, and other information, as well as field investigation.

Previously Unrecorded Cultural Resources Identified and Recorded: Yes ☐ No ☒
No new sites were identified. There are no previously recorded archaeological sites in the project APE. The project includes parts of the Yakima Valley Transportation Company Historic District, a National Register of Historic Places property.

Project Background: The City of Yakima is proposing to construct a bicycle/pedestrian pathway approximately one mile in length. This path would begin at the intersection of I Street and N. 6th Avenue, continue along the west side of N. 6th Avenue and end across the historic Naches River Trolley Bridge (Figures 1 and 2). The purpose of this project is to provide safe access for pedestrians and bicyclists between the cities of Yakima and Selah. The proposed trail over the Naches River Trolley Bridge would be a component of an existing, large-scale, transportation system consisting of the William O. Douglas Trail, the Yakima Valley Transportation Company (Trolley), and the Yakima Greenway/Pathway. As this project would receive funding from the Federal Highway Administration (FHWA) through the Washington State Department of Transportation (WSDOT) it has a federal nexus.

The project footprint along N. 6th Avenue is ca. 15–20 feet-wide. Approximately 3-inches of asphalt would be installed over a 6-inch gravel base. The portion of the trail constructed on the