

CULTURAL RESOURCES REPORT COVER SHEET

Author: Stephen Emerson

Title of Report: Cultural Resources Survey for the Buckeye Avenue Sidewalk Installation Project, Millwood, Washington

Date of Report: April 2013

County(ies): Spokane Section: 7 Township: 25N Range: 44E

Quad: Spokane NE Acres: 0.9

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 #:

- 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.



April 8, 2013

Tom Richardson, City Clerk/Planner
City of Millwood
9103 E. Frederick Avenue
Spokane, WA 99206

Re: Cultural Resources Survey for the Buckeye Avenue Sidewalk Installation Project, Millwood
AHS Letter Report 2013-05

Dear Mr. Richardson:

Archaeological and Historical Services (AHS) conducted cultural resources investigations for the City of Millwood's Buckeye Avenue Sidewalk Installation Project in Spokane County (Figure 1). The approximately 2,600-foot-long project area is located in Section 7, T25N, R44E. The City proposes improvements along the north side of Buckeye Avenue, between N. Bessie Road, on the west, and Argonne Road, on the east (Figure 2). Proposed improvements include construction of curb, gutter, and sidewalk to fill in a gap in sidewalks between West Valley High School and Argonne Road. Proposed improvements also include ADA pedestrian ramps, drainage improvements (swales containing drywells), improved solar powered lighted school zone signing, a drainage swale between the curb and the sidewalk facilitating stormwater treatment, and landscaping.

Background

The project area is located in the Native American traditional territories of the Upper Spokane subgroup of the Spokan and the Coeur d'Alene. Bands of these Interior Salish-speaking peoples historically occupied the lands surrounding the Little Spokane and Spokane rivers and the areas eastward into Idaho, including the Coeur d'Alene and Hayden Lake areas (Ray 1936:116). Ethnographically, the closest village to the project area was an Upper Spokan small winter camp called *sqami'n'* located along the north bank of the Spokane River, about three miles upstream of Millwood. A second village called *simina'tculks*, located about 5 miles downstream from Millwood, was situated south of present-day Hillyard along the north bank of the Spokane River. It was a medium sized village occupied in the fall and winter only and noted for fishing, hunting, and grazing activities (Ray 1936:136).

Euro-American fur traders first arrived in the project area vicinity in the early 1800s. In about 1853, Antoine Plante, of French Canadian and Indian descent, established a ferry across the Spokane River at a point about two miles upstream from the present site of Millwood (Boutwell 1994:37-39). During the 1860s, this crossing was used by Lieutenant John Mullan as part of a military road which ran from Ft. Benton, Montana, to Walla Walla, Washington. A more permanent Spokane River crossing was established, in 1864, when the Spokane Bridge was built near the present Idaho-Washington border (Boutwell 1994:87).

The project area is located in what is now known as the community of Millwood. Homesteaders first came to the vicinity in the 1880s. Among these were J.S. Woodard and his family. Members of the Woodard family made extensive land purchases on both sides of what is now Argonne Road. In about 1903, the Woodards persuaded the Coeur d'Alene-Spokane Railroad Company to run its line through the site of the future town of Millwood. Woodard Road became a major route when a steel truss bridge was built across the Spokane River in 1909. The biggest boost in community development came that same year when plans were announced to build a paper mill. Construction of the Inland Empire Paper Company's mill began in 1910 and eventually hundreds were employed by the enterprise. The large payroll attracted newcomers and the beneficial support of the company transformed the rural environment into a planned community with park-like grounds and tree-lined streets. Spokane developer D.C. Corbin is credited with providing the name "Millwood," a combination of "Woodard" and "paper mill." New businesses were attracted to the burgeoning town and a business district developed along the main thoroughfare, Woodard Road, which came to be called Argonne Road in the years following the dedication of a new concrete bridge in 1920. West of that road, an orderly settlement of residential buildings grew up. The town of Millwood was formally incorporated in 1927. The community retains much of its historic character, with a central business district, residential blocks to the west, and the still-operating paper mill to the east (Beese and Mott 1997:27-32).

Within the project area, the route of Buckeye Avenue has been in use as a major east-west thoroughfare in the Millwood vicinity since at least 1917 (Van Duyn 1921). A 1936 Washington State Department of Highways (WSDH) map identified the road as a "metal surfaced road," a term used during that time period to describe a road covered with gravel, as opposed to dirt or bituminous (asphalt) surfacing (WSDH 1936).

A search of records available through the Washington Department of Archaeology and Historic Preservation (DAHP) WISAARD database indicated only one cultural resources site, historic debris scatter site 45SP212, has been recorded within one mile of the project area (see Figure 1). It is located on the opposite side of the Spokane River from the project area. The original Argonne Bridge, constructed across the Spokane River in 1920, was demolished in 1999, after being determined ineligible for listing in the National Register of Historic Places (NRHP). Before demolition it was recorded on a Washington Historic Property Inventory (HPI) form and photographed according to Historic American Engineering Record (HAER) standards, using large format photographic methods. The photographs and HPI form are on file at DAHP. The Millwood Historic District, featuring both residential and commercial buildings at the City's core, was listed in the NRHP in 2001. The Buckeye Avenue Sidewalk Installation project area is located several blocks south of the southern border of the district (see Figure 1). The former West Valley High School, a block south of the project area, was listed in the NRHP in 1991. None of these properties will be impacted by proposed project activities.

Methodology

A search of DAHP records through the WISAARD database was undertaken to determine if cultural resources have been previously identified within or near the project area. Background research was conducted at local repositories. On April 3, 2013, Stephen Emerson conducted a 100 percent cultural resources survey of the Buckeye Avenue Sidewalk Installation project area walking a single 5-meter-wide transect on the north side of Buckeye Avenue. Descriptive survey notes were recorded and representative photographs taken depicting landscape appearance. Finally, this report was produced,

presenting findings, conclusions, and recommendations. All photographs, field notes, maps, correspondence, and other records generated during this study are on file at the AHS office in Cheney.

Results

Ground surfaces and subsurface sediments within the project area have been extensively disturbed as a result of road construction and maintenance activities over the nearly 100 years of its use as a road corridor. Subsurface disturbances have also occurred as a result of buried natural gas lines installation (Figure 3). At the time of survey, most ground surfaces were obscured by lawns and landscaping (Figure 4), asphalt (Figure 5), and compacted gravel (Figure 6). The largest area of visible ground surface is an approximately 400-foot-long by 1-foot-wide sprinkler corridor along a chain link fence bordering the Millwood School athletic field where surface visibility was about 80 percent (see Figure 6). Within this strip common roadside debris was observed including fewer than 10 small, glass bottle fragments, plastic fragments, and paper trash. No potentially significant cultural materials were observed during the Buckeye Avenue survey.

Management Summary

Due to the absence of potentially NRHP eligible cultural resources in the project area, the Buckeye Avenue Sidewalk Installation Project may proceed as proposed, with respect to cultural resources. In the event that potentially significant cultural materials are identified during project activities, work should be halted in the immediate vicinity of the find and a professional archaeologist notified to assess the resource. This document should be submitted by the City of Millwood to the appropriate review agencies, including DAHP, and other interested parties for review and comment prior to the initiation of any land altering activities.

Cordially,



Stephen Emerson
Program Director



References Cited

Beese, Bobbie, and Greg Mott

1997 *Millwood Washington: Historic Walking Tour*. Ye Galleón Press, Fairfield, Washington.

Boutwell, Florence

1994 *The Spokane Valley*, Vol. 1. Arthur H. Clark Co., Spokane.

Ray, Verne

1936 Native Villages and Groupings of the Columbia Basin. *The Pacific Northwest Quarterly*, 27:99-152.

Van Duyne, Cornelius

1921 *Soil Survey of Spokane County, Washington*. U.S. Department of Agriculture, Government Printing Office, Washington, D.C.

Washington State Department of Highways (WSDH)

1936 Map of Spokane County. In cooperation with the U.S. Department of Agriculture, Bureau of Public Roads, Washington, D.C.



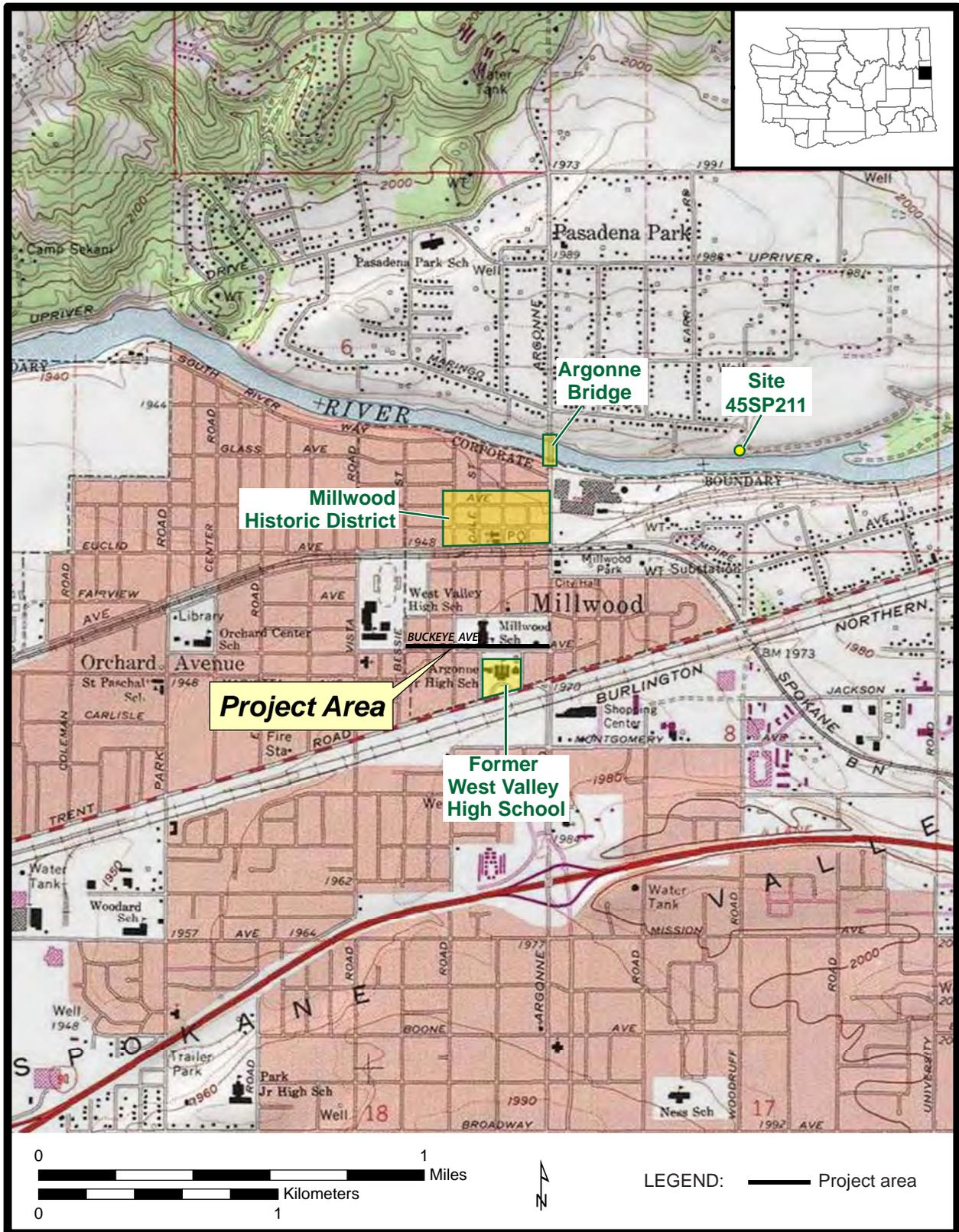


Figure 1. Map showing the locations of the Buckeye Avenue Sidewalk Installation project area and cultural resources mentioned in the text (adapted from Spokane NE, WA, USGS topographic quadrangle, 1:24,000 scale).



Sidewalk Project

Figure 2. Aerial photograph showing the locations of the Buckeye Avenue Sidewalk Installation project area and nearby landmarks (adapted from project map).



Figure 3. Natural gas line warning sign along Buckeye Avenue, view to the north.



Figure 4. Lawns and landscaping along Buckeye Avenue, view to the west.



Figure 5. Asphalt surfaces along Buckeye Avenue, view to the west.



Figure 6. This view to the west along Buckeye Avenue shows a graveled parking strip (outside the fence) and sprinkler corridor (inside the fence).