

# CULTURAL RESOURCES REPORT COVER SHEET

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Satisfy a DAHP Archaeological Excavation Permit requirement?  Yes #  No

Were Human Remains Found?  Yes DAHP Case #  No

DAHP Archaeological Site #:

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- Please check that the PDF displays correctly when opened.

# Survey of Historic Properties Associated with the African American Experience in East Pasco

**Prepared for:**  
City of Pasco

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**April 2019**

Contract No. 17-125



## Executive Summary

Harris Environmental Group was contracted by the City of Pasco to perform an inventory of properties associated with the historic African-American experience in East Pasco. The project was the result of a grant from the Department of Archaeology and Historic Preservation (DAHP), financed in part with funds from the National Park Service, Department of the Interior. The inventory was focused on properties that had integrity to the period of study: ca. 1940-1965. The ten properties included in the inventory were chosen in conjunction with project proponents and members of the community, and are largely within the area of study: The East Pasco neighborhood, located to the east of the railroad tracks. There are four domestic residences, three churches, one commercial business, one municipal park building and one bridge. Three of these properties are located slightly outside of the original area of study (Figures 1-3).

As part of the project, Harris Environmental, with the assistance of Tanya Bowers, project proponent, conducted an initial public scoping meeting, and formulated a rough list of properties to be surveyed. The fieldwork for the intensive-level survey was conducted in Summer 2018 and Winter 2019, and consisted of a photographic survey of each property, along with additional background research and oral interviews with residents and members of the community. Of the ten properties surveyed, Harris Environmental recommends that seven of them are eligible for further documentation and inclusion on the National Register of Historic Properties (NRHP). These include two of the residences, two of the churches, the bridge, the park building and a commercial business. All of the properties have new or updated Historic Property Inventory (HPI) forms (Appendix A), which have been filed with the Department of Archaeology and Historic Preservation (DAHP).

The results of this investigation will be used for the next stage in this project, which is to complete the nomination forms for a selection of these recommended eligible properties, and the preparation of a detailed context statement for these properties.



## Acknowledgements

This project was made possible through the hard work of Tanya Bowers and the members of the African-American Community Cultural & Educational Society (AACCES), who acquired the funds to carry out the project to begin with. The City of Pasco, Franklin County Historical Society and Franklin County Public Library all contributed research materials that informed the recommendations in this report. The Department of Archaeology and Historic Preservation (DAHP) was instrumental to the project approach and understanding and the grant facilitation. The members of the East Pasco community were very welcoming, particularly Quenna Beasley and Vanis Daniels, who were interviewed about their homes and personal histories specifically for this project. Lori Larson and Tanya Bowers provided video footage of interviews with the Reverend Al Wilkins, Leonard Moore, Karen Campbell and Vanis and Edmond Daniels, all of which was invaluable during the project. Special thanks to Dr. Robert Bauman from Washington State University, Tri-Cities, and to Jeff Adams and Rick White from the City of Pasco.

This survey has been financed in part with Federal funds from the National Park Service, Department of the Interior administered by the Department of Archaeology and Historic Preservation (DAHP) and the City of Pasco. However, the contents and opinions do not necessarily reflect the views or policies of the Department of the Interior, DAHP, nor does the mention of trade names or commercial products constitute endorsement or recommendation by the Department of the Interior or DAHP.

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## Introduction

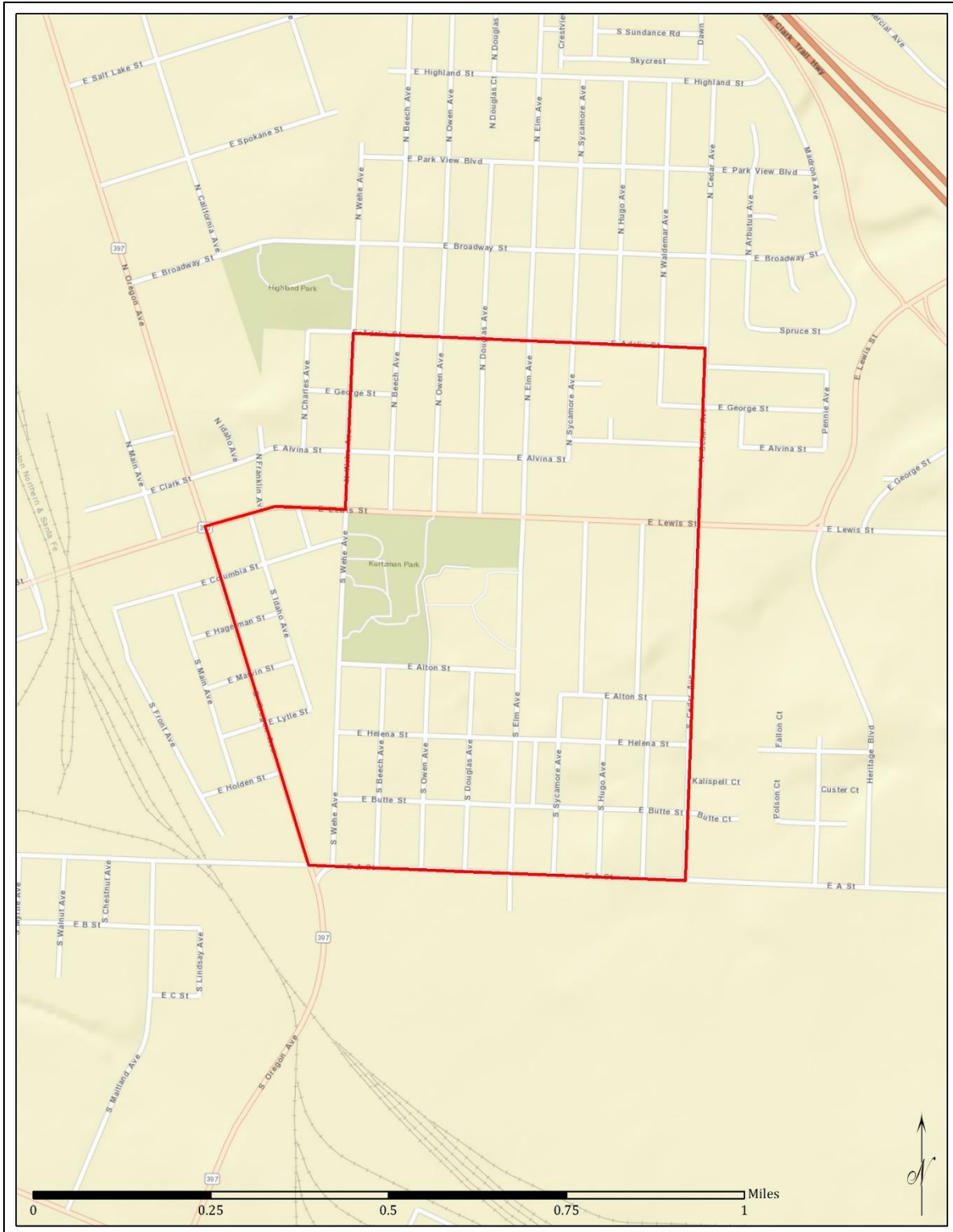
Harris Environmental Group (Harris Environmental) was contracted by the City of Pasco to conduct an inventory of historic properties that have been historically associated with the African-American experience in East Pasco. The inventory consisted of an intensive-level survey of a total of ten properties chosen in conjunction with project proponents and members of the community.

### *Area of Study*

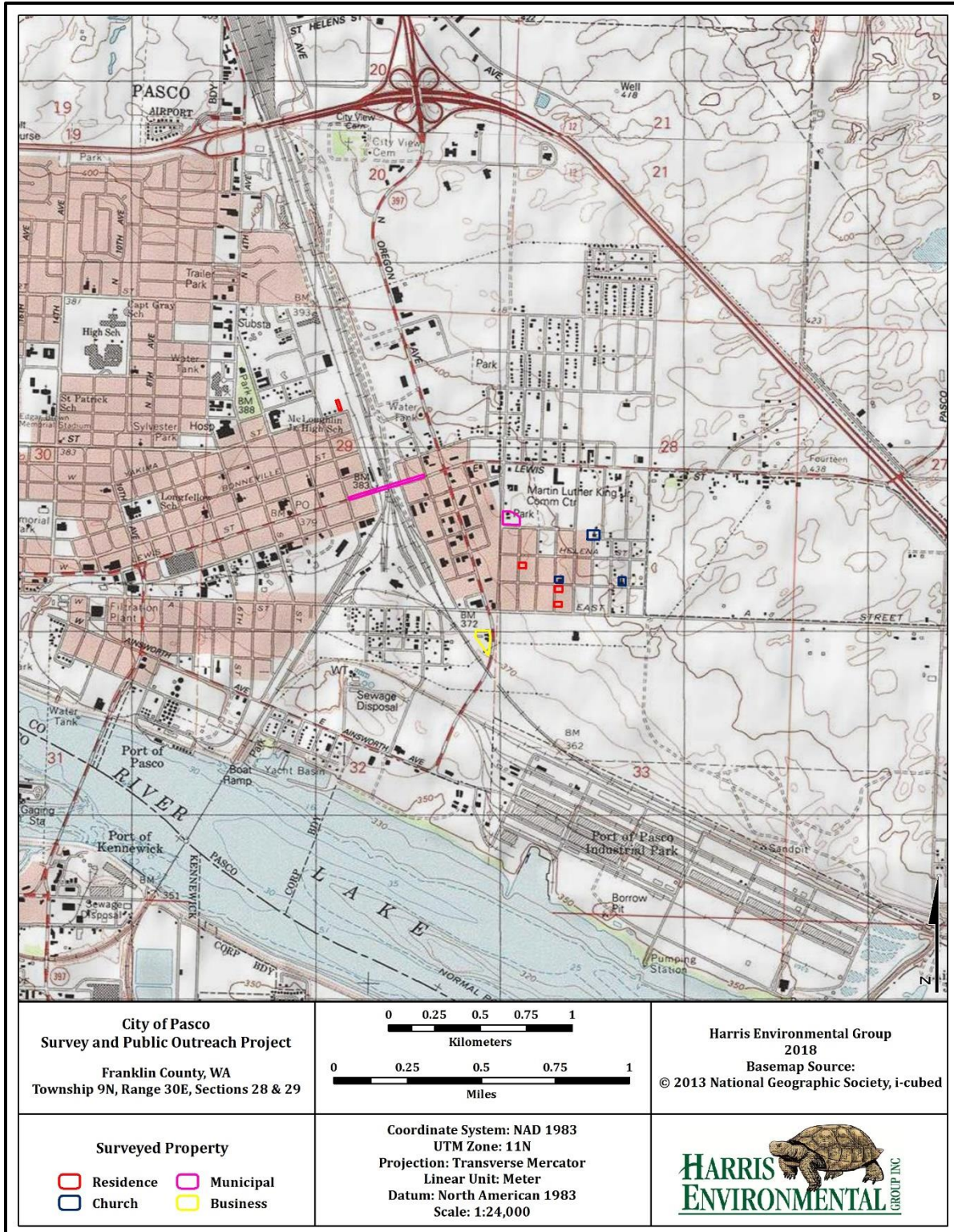
The majority of the properties included in the inventory are within the East Pasco neighborhood, which was originally envisioned as the area of study (Figure 1). This area is bounded by Lewis Street to the north, Wehe Avenue to the east, A Street to the south and Cedar Avenue to the west (Figure 1). This area has historically been the neighborhood in which African Americans settled when coming to the Tri-Cities to live (see *Historic Context*, below).

Three properties included in this inventory are located outside the boundaries of the East Pasco neighborhood. The Lewis Street Underpass is located on E Lewis Street, where it crosses the railroad tracks. The Beasley Residence is located in West Pasco, at the eastern terminus of W Sylvester Street, and the Tommy's Steel and Salvage business is located on the western side of S Oregon Avenue, to the south of A Street. All of the properties included in the inventory are depicted in Figures 2 and 3.



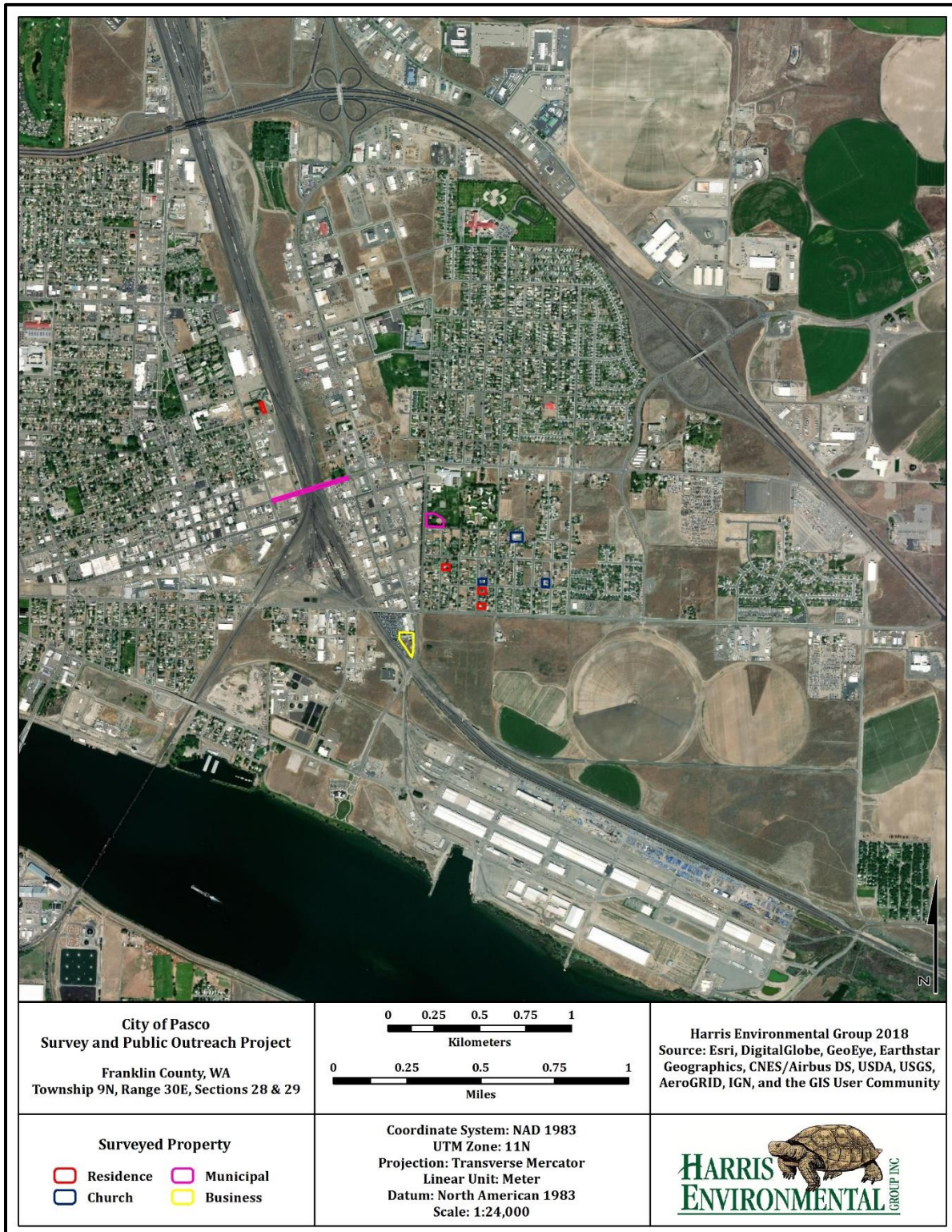


**Figure 1.**Original East Pasco neighborhood study area, as provided to Harris Environmental Group by the City of Pasco.



**Figure 2.** USGS Topographic map showing the location of the properties surveyed by Harris Environmental.





**Figure 3.** Aerial photomap showing the location of the ten properties surveyed by Harris Environmental Group.



### *Period of Study*

The inventory is concerned with the period from ca. 1940 to ca. 1965, when the highest amount of African-American migration to and settlement in the East Pasco area, took place. When evaluating the properties described below for their eligibility for inclusion on the National Register of Historic Places (NRHP), the integrity of each property to its design, appearance and condition during the period of study was an important factor. Background research centered on the properties within this period. Polk Directory research was performed on the properties in volumes dated from 1955 to 1979.

## **Project Background**

This survey was conducted using matching Federal Grant monies administered through the Department of Archaeology and Historic Preservation (DAHP). In the summer of 2017 Ms. Tanya Bowers contacted the City of Pasco and proposed to apply for, and if successful, manage, a grant from the DAHP, financed in part with funds from the National Park Service (NPS), Department of the Interior. The focus of the application would be documenting properties associated with African-American heritage in East Pasco.

With great assistance from Ms. Bowers, the City applied for the grant, which was subsequently approved by DAHP for the survey of properties in East Pasco that meet the criteria of Underrepresented Community Grant projects. These include surveys and inventories of historic properties associated with communities underrepresented in the NRHP, as well as the development of nominations to the NRHP for specific sites. In this instance the survey was focused on the documentation of properties associated with African-American heritage within a previously identified area located in East Pasco.

This survey has been financed in part with Federal funds from the NPS, administered by DAHP and the City of Pasco. However, the contents and opinions do not necessarily reflect the views or policies of the Department of the Interior, DAHP, nor does the mention of trade names or commercial products constitute endorsement or recommendation by the Department of the Interior or DAHP.

This program received Federal funds from the NPS. Regulations of the Department of the Interior strictly prohibit unlawful discrimination in departmental Federally Assisted Programs on the basis of race, color, national origin, age, or handicap. Any person who believes he or she has been discriminated against in any program, activity, or facility operated by a recipient of Federal assistance should write to: Director, Equal Opportunity Program, U.S. Department of the Interior, National Park Service, 1849 C Street, NW, Washington, D.C. 20240.

The objective of the survey is to document properties in East Pasco historically associated with African Americans.



## Historic Context

### *Early Pasco*

The early history of Pasco is closely tied to the railroad and the historic town of Ainsworth. Ainsworth was platted at the mouth of the Snake River, approximately two miles southeast of the location of present-day Pasco.

It was intended to serve as a railroad construction camp when the Northern Pacific Railway made plans in 1879 to push through a line from Spokane to Portland. Ainsworth was primarily populated by hundreds of workers, including Chinese and Irish laborers who were employed laying track and building bridges. Lumber for the tracks was floated to Ainsworth sawmills to be cut into ties. The town grew into a large and diverse frontier community, described as "the most important town" in a huge section of Eastern Washington (Kerschner 2008).

In the mid-1880s, the Northern Pacific established Pasco as a new, more permanent, townsite located a few miles northwest along the banks of the Columbia. The railroad town of Ainsworth and the Franklin County seat were moved to Pasco, which was incorporated on September 3, 1891, and was named for the railroad, after Cerro de Pasco in Peru (Kerschner 2008). The area remained relatively sparsely populated compared to other Washington towns, such as Spokane, Walla Walla, or Yakima, until ca. 1910. The presence of the railroad enabled agricultural production to grow in the region surrounding Pasco. And the period from ca. 1910 through ca. 1930 was characterized by rapid development, including the construction of churches, civic centers, storefronts, and infrastructure around the Old Town, as well as residential growth around the downtown area. In 1922, a bridge was completed over the Columbia, connecting Pasco and Kennewick for the first time.

The Great Depression significantly affected railroad workers, many of whom lost their jobs. Prior to World War II (WWII), Kennewick, Pasco, and Richland were primarily rural farming communities, and most of the African-American population living in the Tri-Cities were single men who worked for the Northern Pacific Railroad (Bauman 2005). During WWII, Pasco witnessed significant municipal development and economic expansion, including the establishment of the Army Reconsignment Depot, the opening of the Pasco Naval Air Station as a training facility for naval pilots, and the founding of Hanford Nuclear Reservation in nearby Benton County. Additionally, the Port of Pasco opened in October 1941 and increased river traffic, resulting in a rise in job opportunities. This expansion increased the local population fourfold (Gibson 2005; Kerschner 2008; Oberst, 2013).

### *The Manhattan Project and Hanford*

The African-American population in the Tri-Cities in particular increased significantly during the mid-twentieth century as well, mostly as a result of workers migrating to the area to take positions related to Manhattan Project activities at Hanford Nuclear in nearby Benton County (Bauman 2005). The Manhattan Project was a research and development undertaking during WWII that produced the first nuclear weapons.



Research and production associated with the Manhattan Project took place at more than 30 sites across the United States, the United Kingdom, and Canada, including at the Hanford Nuclear Reservation, which had the world's first full-scale nuclear reactor and produced the plutonium used for the world's first atomic explosion and the atomic bomb dropped on Nagasaki, Japan (AHF 2016).

These projects required a large amount of labor and associated infrastructure, which in turn required huge numbers of construction employees, as well as long-term employees. President Franklin D. Roosevelt's Executive Order 8802, issued in 1941 after lobbying by A. Philip Randolph and other black leaders, created greater employment opportunities for African Americans.

It stated, "I do hereby reaffirm the policy of the United States that there shall be no discrimination in the employment of workers in defense industries of Government because of race, creed, color, or national origin and I do hereby declare that it is the duty of employers and of labor organizations, to provide for the full and equitable participation of all workers in defense industries, without discrimination...." To reinforce this executive order, a prohibition of discrimination clause was written in all defense contracts (NPS 2017; AHF 2016).

Following Roosevelt's decree, a large number of African Americans came to the Northwest to work at Hanford. African Americans largely played important, though often overlooked, roles on the Manhattan Project, including making significant contributions to the project as construction workers, laborers, janitors, and domestic workers, as well as scientists, at Hanford (Bauman 2005; Wellerstein 2015; AHF 2016). The prospect of higher-paying jobs and a better future drew many African Americans to the Manhattan Project. The project conformed to the segregation practices of the time and was not immune from racism, but also offered many blacks an opportunity for advancement.

African American workers provided essential labor for building the facilities in which the plutonium for the "Fat Man" implosion bomb was produced (AHF 2016). The DuPont Company, the primary contractor for the Hanford Site, was instructed by the Manhattan Engineer District (MED) to construct facilities as quickly as possible. Between 1943 and 1945, DuPont extensively recruited black workers, advertising free room and board; high wages and overtime pay. Approximately 15,000 African Americans came, many leaving behind their family and friends in the South. They came from Mississippi, Alabama, Georgia, South Carolina, Texas and Arkansas, drawn by the promise of work and living wages for performing it (Cary 2016). DuPont reported that 4,200 to 6,000 blacks worked at Hanford in its earliest years, although that estimate may be low because of the high turnover on the project. (Cary 2016). A good number of the people who came to Hanford to do jobs like welding, cutting, digging, hammering, typing, serving, and cooking were black and from the South (Mudede 2015).

The project conformed to the segregation practices of the time and was not immune from racism, but also offered many blacks an opportunity for advancement. The Manhattan Project sites, including Hanford, often reflected the beliefs of the communities in which they were located, and the experience of African Americans on the project varied by individual and by site (AHF 2016).

*East Pasco*



The African Americans who emigrated to work at Hanford and who ultimately settled in the Tri-Cities faced a system of segregation not unlike what they had encountered in some southern communities (Bauman 2005). Though there was no explicit law that stated where blacks who worked at Hanford could live, those who chose to live on-site lived in segregated residential facilities. These were segregated racially, and men and women, including married couples, were separated.

Those who lived off-site were restricted in where they could live as well. Vanis Daniels, a prominent member of the African-American community in East Pasco, who moved from Texas as a child in the early 1950s, remembers that his family wasn't allowed to live in Richland, the new government town on the south side of the river where the scientists and engineers of the Hanford plant were moving with their families, or in neighboring Kennewick, with its sign on the bridge into town warning black people to keep out after dark (Daniels 2013). Temporary work, in construction or as janitors, was all that was open to blacks until General Electric became Hanford's main contractor and opened up some permanent jobs to blacks (Pihl 2011). Until the 1950s, Richland's government housing was only open for permanent workers, which therefore discounted the temporary laborers, most of which were African-American, from living in that city during that time.

Robert Bauman, Washington State University (WSU) Tri-Cities Associate Professor of History (personal communication, January 22, 2019), said there was no law that prevented blacks from living in Kennewick before things began to change in the mid-1960s. Real estate agents, however, wouldn't show homes to black families, and neighborhood covenants prevented residents from selling or renting to blacks, effectively keeping them from living in that city as well. When CJ Mitchell of Richland helped build Kennewick's Eastgate and Westgate elementary schools in 1952, he was able to work in Kennewick but found he couldn't live there. It is said that blacks who were seen in Kennewick had to be out by sundown. Civil rights leader Jack Tanner, who later became a federal judge and led a 1963 march in downtown Pasco protesting discrimination, dubbed Kennewick "the Birmingham of Washington" (Pihl 2011).

With the restrictions in place in Richland and Kennewick, African-American workers were only allowed to live in Pasco, specifically in East Pasco, on the far side of the train tracks (Pihl 2011; Mudede 2015). East Pasco was not an improved area, it was described as rundown, with no paved streets or other amenities like streetlights, sidewalks, sewer lines and other basic municipal improvements (Daniels 2013; Jarvis 2015). Even in Pasco, black workers faced hardships acquiring property, and many erected shanty-style houses at first. Banks wouldn't lend to them. Daniels's father eventually found an owner-financed house in East Pasco, on the wrong side of the railroad tracks (see *611 S Beech Avenue*, below).

Discriminatory practices and Jim Crow laws were an ever-present barrier to prosperity in day-to-day life. Elsewhere in Pasco, "many retail stores and restaurants refused to serve black customers" (Cary 2016). Pasco's downtown was located on the west side of the railroad tracks, and required crossing that barrier in order to access stores, schools, movie theaters and other businesses (see *Lewis Street Underpass*, below). African Americans faced discrimination from businesses in Pasco. According to the NAACP's E. R. Dudley, approximately 80% of restaurants, soda fountains, and lunch counters would not serve African Americans (Bauman 2005). Law enforcement in Pasco also targeted blacks (AHF 2016).





In response to the separation that was experienced in Pasco, the citizens of East Pasco began and maintained their own churches, food shacks, bars and barber shops (Mudede 2015).

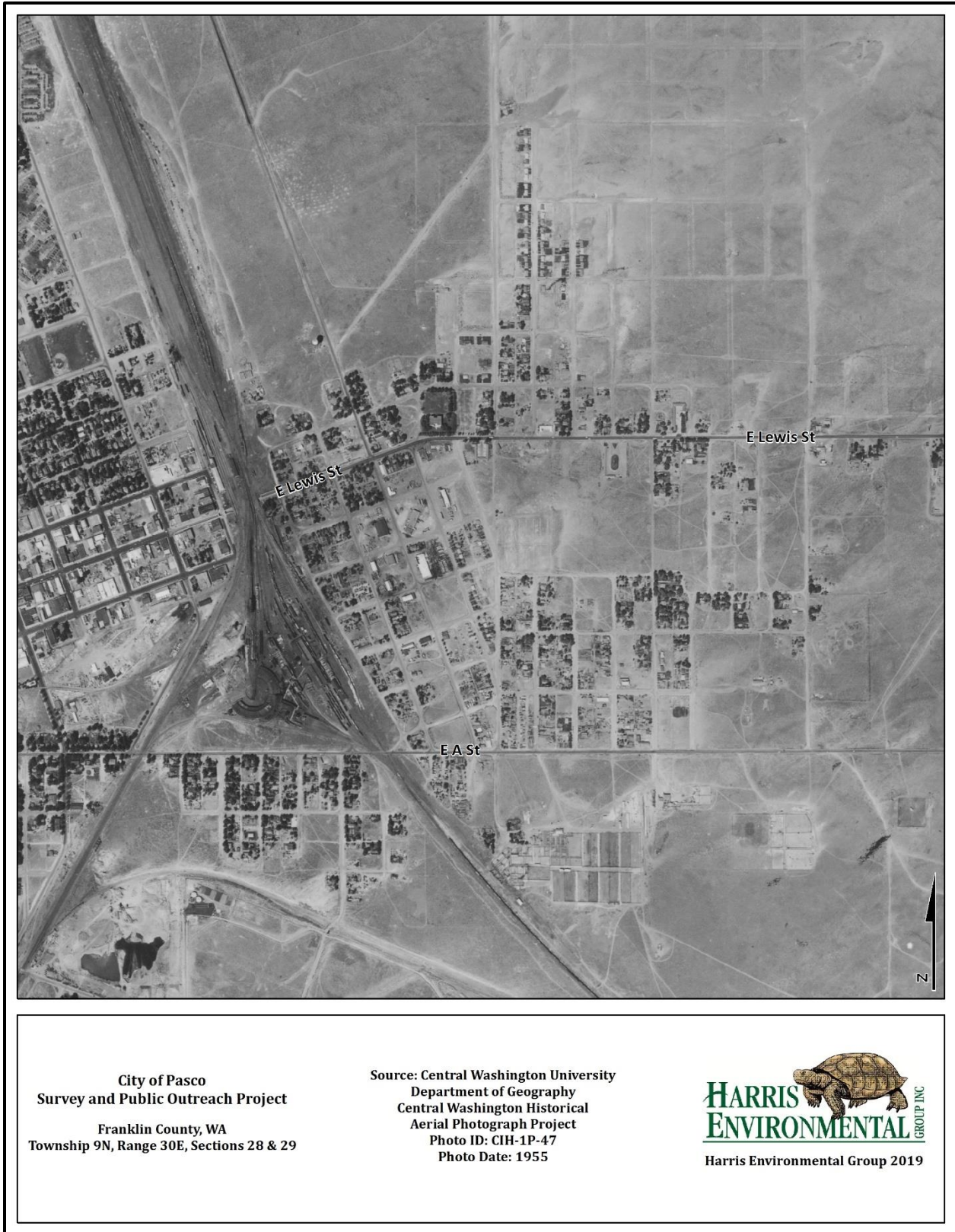
Restaurants were largely limited to people selling food and bootlegging out of their homes, but two known businesses, the Dew Drop Inn, and Jackson's Tavern, were known in the larger area and contributed to East Pasco's reputation for vice (Franklin 2019).

Despite decades of discrimination, the citizens of East Pasco created and maintained a thriving community that included churches, municipal parks, and commercial businesses. In a 1955 aerial photograph showing the East Pasco neighborhood, Lewis and A Streets can be seen in their current configurations (Figure 4). The property where Kurtzman Park is now located can be seen as undeveloped land in the northwestern corner of the study area. There is significant residential and commercial development between the S Oregon Avenue corridor and S Wehe Avenue. The majority of this residential development has since been replaced with industrial buildings.

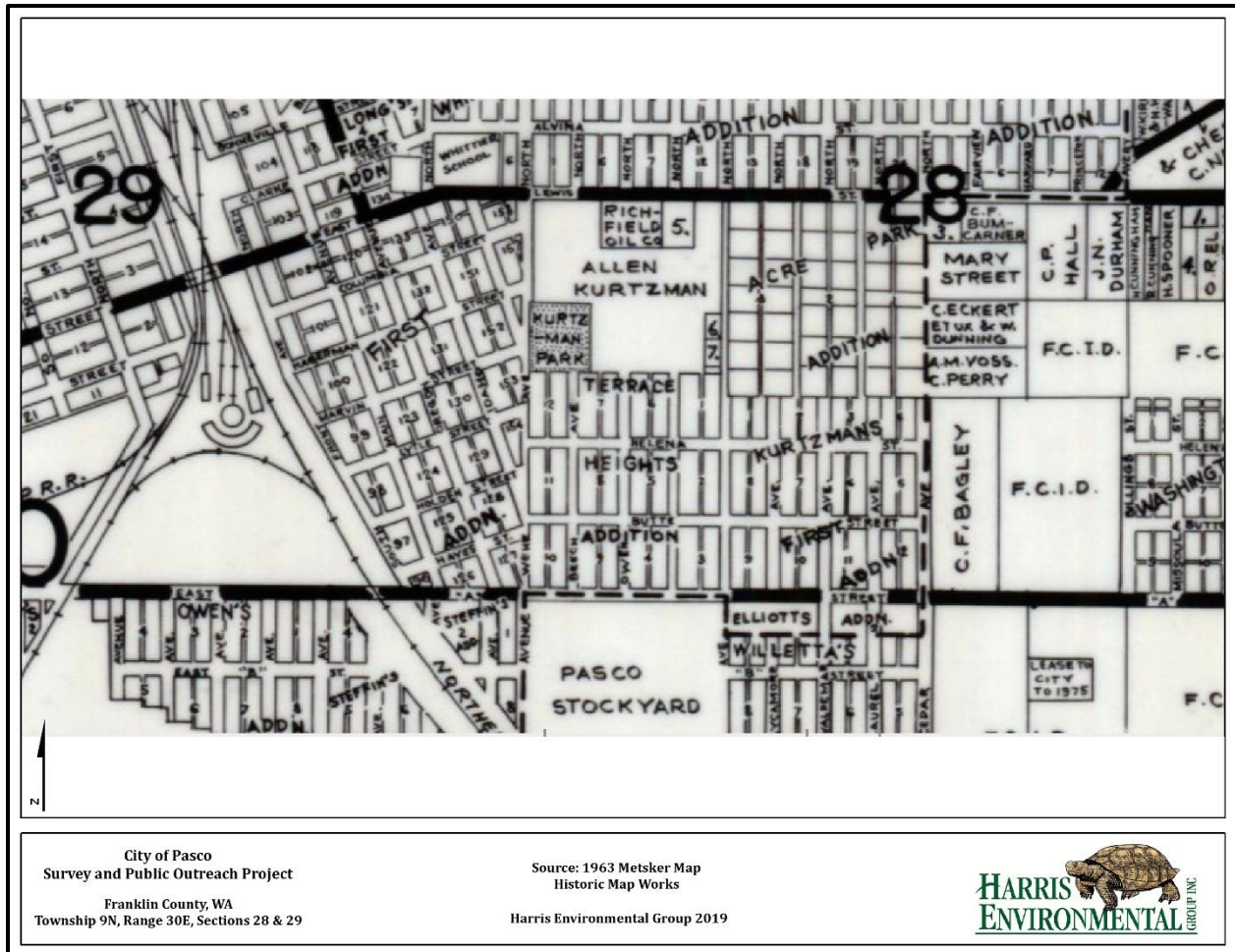
The East Pasco neighborhood had been platted by 1955 and there is residential development underway, with houses and lots visible along S Beech, Owen, Douglas and Elm Avenues in the aerial photograph (Figure 4). Visible at the corner of S Douglas and S Butte is the Morning Star Baptist Church. The Daniel residence can also be seen on S Beech Avenue as well.

The 1963 Metsker's Atlas map of the East Pasco area shows the Kurtzman holding, with the 6-acre area that was donated to the city for the park space delineated in the southwest corner (Figure 5). The East Pasco neighborhood is labeled as "Terrace Heights Addition" and "Kurtzmans First Addition".





**Figure 4.** 1955 aerial photomap showing the East Pasco neighborhood.



**Figure 5.** A portion of the 1963 Metsker's Atlas Map showing the East Pasco neighborhood.

## Methodology

The methodology for conducting this project can be broken into three components: public meetings, background research and fieldwork, as described below. Harris Environmental lead cultural resource manager, Dana L. Holschuh performed the research and fieldwork for this project, with assistance from Tanya Bowers and Lori Larson, as well as residents of the East Pasco neighborhood and the City of Pasco.

### *Public Meetings*

As part of this project, Harris Environmental conducted an initial public scoping meeting prior to carrying out the inventory and documentation. Prior to the meeting, Harris Environmental attended the Juneteenth celebration at Kurtzman Park, in order to advertise the meeting and to establish a presence with community members. The public outreach and scoping meeting was held on June 27, 2018 at the Kurtzman Park police mini-station, within the East Pasco neighborhood. The meeting was led by Harris Environmental with the assistance of Tanya Bowers and was attended by approximately 15 community members and interested parties. The meeting included a presentation of the project and the area and period of study.



A lively discussion of the history of the area resulted and several properties were discussed. As a result of this meeting, a rough list of properties to be surveyed was compiled and contacts were established.

A total of ten properties were eventually included on the inventory for this project. The properties include those that were nominated at the meeting, as well as a selection that were provided by the City during the selection process, and those added by Harris Environmental. The final list included four private residences, three churches, one retail business, one public park building and one bridge.

At the conclusion of the project, Harris Environmental will hold a second public meeting to share the results of the survey. This will be determined in cooperation with the City of Pasco and other project proponents.

### *Background Research*

Prior to the fieldwork, Harris Environmental conducted extensive research into the history of Pasco and the East Pasco community, as well as the Manhattan project and African-American employment and involvement at the Hanford Nuclear facility. This general background helped to inform the historic property inventory and provide a context for the project and the properties included.

Background research into the history and significance of the properties inventoried included consulting the Franklin County tax assessor website, the Franklin County Historical Society, The City of Pasco, and the Franklin County Library. Resources consulted included Polk City Directories for the Tri-Cities, assessor data, city and county records, and oral interviews. Dana Holschuh of Harris Environmental reached out to community members for interviews and was able to interview Quenna Beasley, Vanis Daniels and Professor Robert Bauman of WSU Tri-Cities. Video interviews were provided by Lori Larson. These included interviews with Albert Wilkins, Edmon and Vanis Daniels, Karen Campbell and Leonard Moore.

### *Fieldwork*

Dana Holschuh of Harris Environmental conducted the survey on August 13 and 14, 2018 and January 23 and 24, 2019. All of the buildings were documented through digital photographs. These included photographs of the major building elevations, as well as distinctive architectural features, such as windows, doors, foundation details, any informative plaques and other details. Notes were taken for each property, which included the structural layout, roofline and materials, cladding, window and foundation details.

### *Evaluation and Documentation*

This results of the fieldwork and local research were used to create, or in the case of the Lewis Street Underpass, to update, the Historic Property Inventory (HPI) records for each property on the DAHP WISAARD web portal.



Copies of the HPI records for each property are appended to this report (Appendix A). These records include all digital photographs taken, as well as architectural details and significance narratives.

For each property, Harris Environmental evaluated individual eligibility for inclusion on the NRHP. To do this, each property was evaluated for its integrity to the period of study, as well as its significance. Significance is judged using NRHP Criteria for Evaluation. According to the National Register Bulletin 15, “the quality of significance in American history, architecture, archeology, engineering, and culture is present in districts, sites, buildings, structures, and objects that possess integrity of location, design, setting, materials, workmanship, feeling, and association, and:

- A. That are associated with events that have made a significant contribution to the broad patterns of our history; or
- B. That are associated with the lives of persons significant in our past; or
- C. That embody the distinctive characteristics of a type, period, or method of construction, or that represent the work of a master, or that possess high artistic values, or that represent a significant and distinguishable entity whose components may lack individual distinction; or
- D. That have yielded, or may be likely to yield, information important in prehistory or history” (DOI 1995).

## Properties

Harris Environmental included a total of 10 properties in the inventory. These included four residences, three churches, one commercial business, one municipal park and one bridge.

### *Residences*

A total of four residences were included in the inventory. Two of these were nominated by members of the community during the public scoping meeting. Of the other two, one – the Daniels Residence – is within the East Pasco study area, and pre-dates the period of study. The final property is the Beasley Residence, located outside of the study area in West Pasco.

#### 107 W Sylvester Street

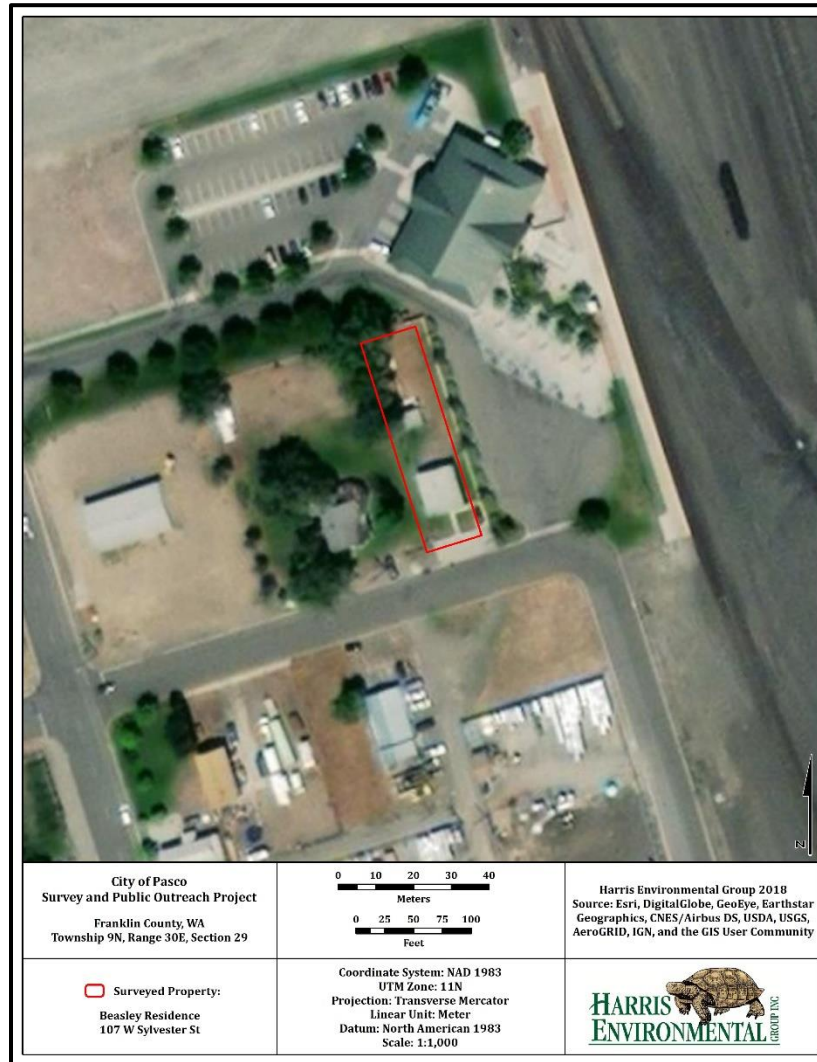
##### *Location*

This single-family residence is located at the eastern terminus of W Sylvester Street. It is bordered on the south by W Sylvester Street, on the east and north by the Pasco Intermodal facility and bus station, and on the west by another single-family residence on acreage.





The residence is positioned in the southernmost portion of Parcel Number 112028047, which is listed on the Franklin County Tax Assessor Map as “LOT 12, BLOCK 1, N.P. FIRST ADDITION, & TOG W VAC ALLEY ADJ”. The parcel is surrounded with a chain-link fence and there is one outbuilding to the north (rear) of the residence, along the western border of the property (Figures 6, 8-13).



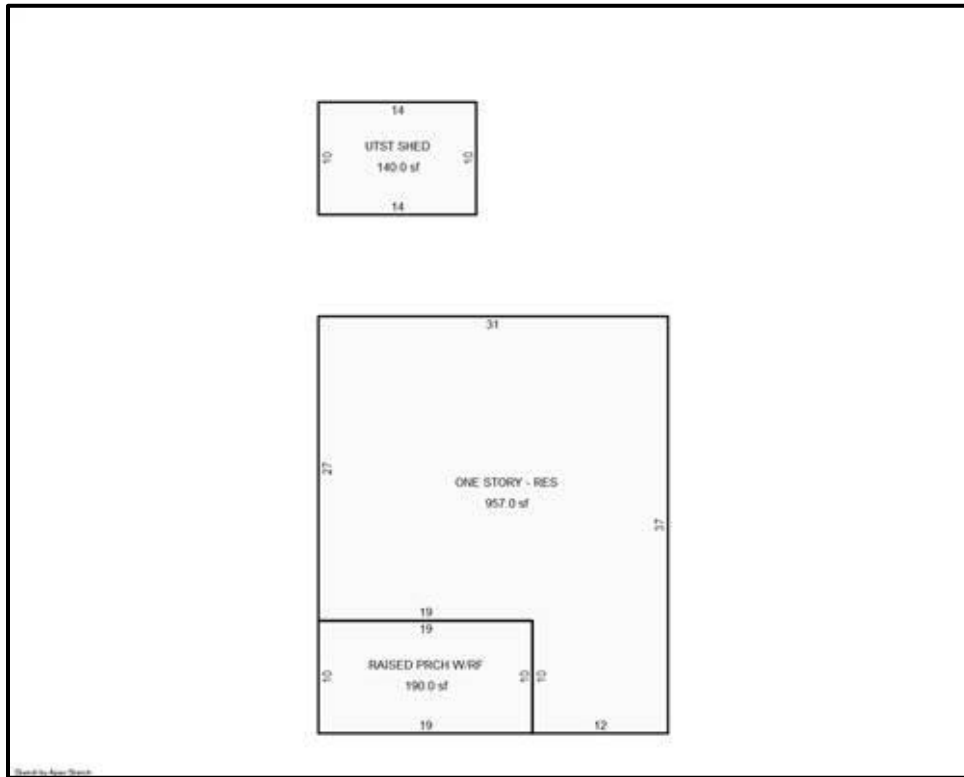
**Figure 6.** Aerial photomap showing the location of the residence at 107 W Sylvester Avenue.

### *Building Details*

The house measures 957 square feet with a 140-square-foot shed in the backyard to the north of the residence (Figure 7). Both were constructed in 1958. The three-bedroom, one-bathroom house is situated atop a poured concrete foundation and is constructed of concrete blocks (Figures 8-12). The southern elevation is the main entryway with a gabled roof and a covered entry porch supported by thin metal poles (Figures 8-10). Diagonal vinyl siding covers the pediment over the entryway, with an octagonal vent, an overhanging light and wood trim. The main entry door is located in the center of this elevation, and includes a security door.



There is a picture window to the west of the door and a side-by-side aluminum casement window to the east. Both windows are covered with metal security bars, as are all the windows on the residence (Figure 8-12).



**Figure 7.** Building footprint of the residence at 107 W Sylvester Street.



**Figure 8.** Close-up of main entry for the residence at 107 W Sylvester Avenue.



**Figure 9.** Southern (front) elevation of the residence at 107 W Sylvester Avenue.

The western elevation is characterized by two aluminum casement windows, both with security bars, and an air conditioning unit. The front gable roof is covered in asphalt composite shingles with a cement block chimney in the center (Figure 8).



**Figure 10.** Western elevation and southwestern corner of the residence at 107 W Sylvester Avenue.

The northern (rear) elevation has a second entryway, accessed via three poured concrete steps. This doorway also has a security door. (Figure 11). The pediment mirrors that on the front elevation. Two small, aluminum casement windows are located on the rear elevation, also covered with metal security bars (Figure 11).





**Figure 11.** Northern (rear) elevation of the residence at 107 W Sylvester Avenue.

The eastern elevation is punctuated by three rectangular windows at the upper portion of the wall. These are oriented with the longer axis on the horizontal (Figure 12).



**Figure 12.** Eastern elevation of the residence at 107 W Sylvester Avenue.



The shed in the backyard is constructed of concrete blocks painted to match the green of the house, with a white, vinyl siding on the gabled pediment and asphalt composite shingles on the roof (Figure 13).



**Figure 13.** Outbuilding in the backyard of the residence at 107 W Sylvester Avenue.

### *History and Significance Narrative*

This residence is the historical home of the Beasley Family. It was constructed by Ernace Beasley, his brother John (Buddy), and Howard Lee, a family friend. The house replaced an older residence that was previously located in the northern portion of the parcel in 1958 (Quenna Beasley, personal communication January 23, 2019). The home has stood in its current location since its construction, despite changes in the surrounding area, most significantly, the construction of the Amtrak Station immediately to the east in 1998.

The Beasley family typifies many of the African-American families that lived in Pasco during the period of significance. Ernace grew up in Oklahoma and moved to the area to work at Hanford Nuclear Reservation, where he was employed in various capacities as a laborer and foreman supervising crew from 1944 to 1984. In addition, he worked on numerous construction projects in between his employment at Hanford, including contributing to the construction of five dams (John Daly Dam and The Dalles Dam in Oregon and McNary Dam, Ice Harbor Dam and Lower Monumental Dam in Washington), two malls (Yakima and Columbia Center Malls) and Kadlec Hospital (Tri-City Herald 2017). Annie Bee Beasley was born in Alabama and moved to Pasco in 1947. Annie worked at Hanford from 1970 until the mid-1980s (Tri-City Herald 2010). The couple had 11 children, all of whom were raised in the residence at 107 W Sylvester Ave., which was W Yakima Avenue until 1977 (Polk City Directory 1977). Mrs. Beasley was a longtime member of the congregation at Morning Star Baptist Church in East Pasco.



The Beasley family was unusual for the Tri-Cities in that they lived on the west side of the railroad tracks, which were largely considered to be the dividing line between black and white Pasco (see *Lewis Street Underpass*, below). Quenna Beasley, the youngest of the Beasley children, who grew up in the house in the 1960s and 70s, remembers the neighborhood as fairly diverse, with families of many ethnicities, although there were few black families in the immediate area. Her house was a busy place with her family’s friends and her parents’ peers and colleagues coming and going often. She recalls that her parents didn’t allow the children to go to East Pasco, largely due to the perceived danger of using the Lewis Street Underpass. Her older brothers sometimes sneaked over the tracks to go to the pool at Kurtzman Park, but she did not go there with any regularity (Quenna Beasley, personal communication January 23, 2019).

Polk City Directory research revealed that the home has been in the name of the heads of household Ernace and Annie B. Beasley since the first entry in 1955, which referred to the earlier home. The home was held in Ernace’s name, spelled variously as Ernoce (*sic*) (1966 and 1967) and Ernest (*sic*) (1955-64) and Ernace (1968 and after), throughout the historic period of significance under study. The directory lists Ernace’s employment as working at Hanford in various laboratory jobs from 1955 until 1961. After that date, he is listed as a construction worker (1965 through 1979). From 1970 through 1974, the Beasley’s daughter, Ms. Shirley Beasley is also listed, as a maintenance officer or office secretary (Polk Directory 1955-1979) (Tables 1 and 2).

**Table 1** Listings for the residence at 107 W. Sylvester (originally W. Yakima) Street in the Polk City Directory for Tri-Cities (1955-1969).

1955	1957	1960	1961	1962-63	1964	1965	1966	1967	1968	1969
Beasley, Ernest (Annie B) Lab H107W Yakima Ave	Beasley, Ernest (Annie B) Lab Ice Harbor Dam 107 W Yakima Ave	Beasley, Ernest (Annie B) Lab Guy F. Atkinson H107 W Yakima Ave	Beasley, Ernest (Annie B) Lab Guy F. Atkinson H107 W Yakima Ave	Beasley, Ernest (Annie B) H107 W Yakima Ave	Beasley, Ernest (Annie B) H107 W Yakima Ave	Beasley, Ernest (Anna B) Constn Wrk H107 W Yakima	Beasley, Ernoce (Anna B) Constn Wrk H107 W Yakima	Beasley, Ernoce (Annie B) Constn Wkr H107 W Yakima St	Beasley, Ernace (Annie B) constn wkr H107 W Yakima St	Beasley, Ernace (Annie B) constn wkr H107 W Yakima St

**Table 2.** Listings for the residence at 107 W. Sylvester (originally W. Yakima) Street in the Polk City Directory for Tri-Cities (1970-1979).

1970	1971	1972	1973	1974	1975	1976	1977	1978	1979
Beasley, Ernace (Annie B) constn wkr h107 W Yakima St; Beasley, Shirley A mtce ofcr Urban Renewal r107 W Yakima St	Beasley, Ernace (Annie B) constn wkr h107 W Yakima St; Beasley, Shirley A ofc sec Vitro r107 W Yakima St	Beasley, Ernace (Annie B) constn wkr h107 W Yakima St; Beasley, Shirley A ofc sec Vitro r107 W Yakima St	Beasley, Ernace (Annie B) constn wkr h107 W Yakima St; Beasley, Shirley A ofc sec Vitro r107 W Yakima St	Beasley, Ernace (Annie B) constn wkr h107 W Yakima St; Beasley, Shirley A ofc sec Vitro r107 W Yakima St	Beasley, Ernace (Annie B) constn wkr h107 W Yakima St	Beasley, Ernace (Annie B) constn wkr h107 W Yakima St	Beasley, Ernace (Annie B) constn wkr h107 W Sylvester St	Beasley, Ernace & Annie B constn wkr h107 W Sylvester Av	Beasley, Ernace & Annie B constn wkr h107 W Sylvester Av



Ownership of the house was transferred to Quenna Beasley, the youngest of the 11 Beasley children, in 2011. After a short period where the home was a rental property, Ms. Beasley has returned to live in the residence. Historically, the home had three bedrooms, one for the boys in the rear of the house, one for the girls in the middle and one master bedroom in the front of the house. She recounted that there were 11 peach trees planted, one for each of the Beasley children, along the eastern property boundary. While Ms. Beasley has updated the interior to be a two-bedroom home, and made other renovations to the kitchen and bathroom, the home retains its historical integrity on the exterior, including the distinctive concrete block wall construction and metal bars on each window. The yard has changed slightly as the garden behind (to the north) of the house has been removed, as have the fruit trees along the eastern border of the property. These were removed when the barrier was put up between their property and the station next door.

### 611 S Beech Avenue

#### *Location*

This single-family residence is located on the eastern side of S Beech Avenue, in the middle portion of the block between Helena Street to the north and Butte Street to the south (Figure 14). The residence is positioned in the central-western portion of Parcel Number 113853144, which is listed on the Franklin County Assessor as “TERRACE HEIGHTS LOTS 282 TO 285 BLK 8.” The parcel is bordered by S Beech Avenue to the west, by vacant, grassy acreage to the north, a single-family residence to the south and a paved alleyway to the east.

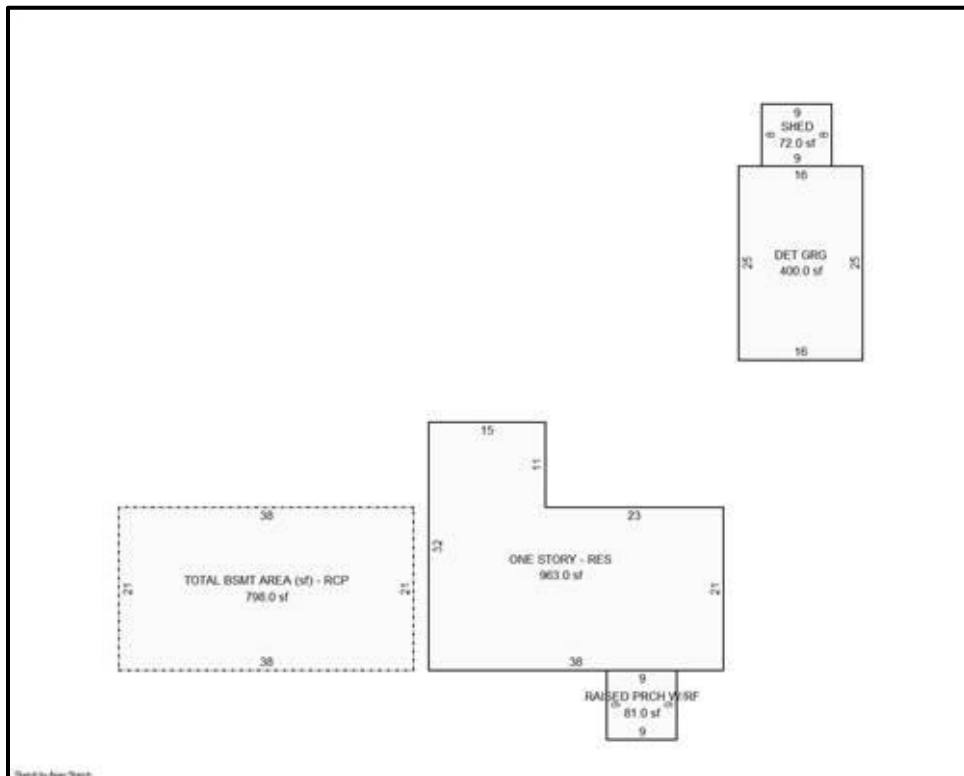




**Figure 14.** Aerial photomap of the property at 611 S Beech Avenue.

*Building Details*

The two-bedroom, one-bathroom house was constructed in 1956. It is L-shaped and measures 963 square feet with a basement that measures 798 square feet (Figure 15). The 400-square foot detached garage is located to the northeast of the residence, at the eastern terminus of a paved driveway.



**Figure 15.** Building footprint of the residence at 611 S. Beech Avenue.

The house is clad on all elevations in horizontal, white wooden clapboard siding (Figures 16-19). The gabled roof is covered in light gray asphalt-composite roofing shingles with wooden soffits and eaves and has exposed wooden rafters (Figures 12-14). It sits on a poured concrete foundation.

The western elevation (front) of the house faces S Beech Avenue. The house is located on a raised lawn, held with a poured concrete retaining wall. The main entryway is located in the center of the western elevation beneath a small portico, accessed from the south via five poured concrete steps. An alternative, ADA-friendly ramp also leads to the porch from the north (Figures 16 and 17). There are two aluminum-framed picture windows, one on either side of the wood-framed door. An additional single-hung aluminum-framed window is located on the northern end of this elevation (Figure 16)



**Figure 16.** Southwestern corner of residence at 611 S Beech Avenue.



**Figure 17.** Northwest corner of the residence.



The northern elevation is clad in the same white clapboard siding and displays a wooden-framed doorway along with a single-hung aluminum-framed window to the west and two side-by-side aluminum framed windows to the north on the rear portion of the building, which has a shed roof line that extends to the east from the main, gable roofline (Figure 16).

The eastern (rear) elevation is multi-faceted, with a single brick chimney in the central portion of the rear (eastern) roof (Figures 18 and 19). A number of single-hung aluminum-framed windows are located across the rear, along with a side-by-side window in the central portion. A rear entryway is located in the center of the rear extension, accessed by three poured concrete steps.



**Figure 18.** Exposed wooden rafters, wooden soffits and clapboard siding on southeastern corner of residence, looking north.





**Figure 19.** Eastern elevation (rear) of residence at 611 S Beech Avenue.

### *History and Significance Narrative*

The residence at 611 S Beech Avenue is the historical home of the Daniels family. It was purchased in 1955 by Vanis Sr. and Idalee Daniels. The Daniels family represents many families who migrated to the area following work available at the Hanford Nuclear Facility. According to Vanis Daniels Jr., Mr. Daniels came to the Northwest from eastern Texas to work at Hanford in 1943. His mother came in 1944, leaving their children with relatives in Texas (Daniels 2013; Vanis Daniels, personal communication January 24, 2019). They both worked on and off at the nuclear facility – Mr. Daniels in construction and Mrs. Daniels in the mess hall and cleaning the barracks. They were making far more money than they would have in Texas, and they lived in the barracks, sleeping in tents during the war, and eventually moving to a trailer camp. In 1951, they moved the family to Pasco when Vanis Jr. was a sophomore in high school and Edmon was in grade school. Other members of their family were also in Pasco at the time and Edmon recalls meeting them and adjusting to living with his parents for the first time (Daniels 2013) The bank wouldn't loan Mr. Daniels the money to buy a home, a practice both brothers describe as common in that period. Mr. Daniels bought the residence at 611 S Beech Avenue from the previous owner directly and set up an escrow account for the house with Seattle National Bank, wherein any late payments would result in seizure of the property (Daniels 2013).

The jobs available at Hanford, particularly in construction, were a driving force behind a lot of the family's movement into and out of the area. Relatives of the Daniels family came to stay at the house often, as they moved back and forth from Texas, depending on the availability of work in each location. The Daniels house at 611 S Beech Avenue served as a home-base of sorts for many of these intermittent residents (Vanis Daniels, personal communication January 24, 2019).



Edmond recalls that “there were only four houses on the street, and we were the only black family on the street” (Daniel 2013).

Edmond attended the (no longer extant) Whittier School, while Vanis, and eventually Edmon attended Pasco High School. Both of these schools were integrated, a contrast to what the children had experienced in Texas. Vanis Jr. was part of the first graduating class out of that school, and one of 25 or 30 black students in a class of just over 100 (Daniels 2013).

Daniels still lives in East Pasco with his wife, Barbara, with whom he runs a fried fish business. He’s lived in his current residence, to the north of 611 S Beech Avenue, for the last 47 years and has watched East Pasco change around him. He recalls growing up in a diverse neighborhood, characterized by both white and black families, although there weren’t as many houses back then (see Figure 4). In his current residence, his neighbors have changed from mostly white, and then mostly black, and now mostly Latino (Jarvis 2015; Vanis Daniels, personal communication January 24, 2019).

The house is listed on the Franklin County Assessor’s website as built in 1956, however the house was standing at the time of its purchase and is suspected to date to the early 1900s, as inferred from newspapers found within the walls that bore the date of 1916 (Vanis Daniels, personal communication January 24, 2019). The house was remodeled in 1961 with new siding and windows, and yet it retains much of its historic integrity and design.

The Polk City Directory lists the house as owned by Vanis Daniels and his wife Idalee throughout the period of 1955 through 1979. Mr. Daniels is listed as working in the lab at Hanford, first in Hoffman (1957), then Kaiser (1960-65) and then A. J. Jones (1966) before retiring in 1967. His sons, Edmon and James, are listed as residents of the house. Edmon is shown working at Woolworth’s (1964-65) and then at Eastside Market (1966), a local East Pasco business that has since closed. James is listed as a resident from 1966 through 1970. Vanis Daniels Jr. only appears as a resident in 1965, listed as a lab worker (Tables 3 and 4).



**Table 3.** Listings for the residence at 611 S. Beech Avenue in the Polk City Directory for Tri-Cities (1955-1969).

1955	1957	1960	1961	1962-63	1964	1965	1966	1967	1968	1969
Daniels, Vanis (Ida L) h611 s beech av	Daniels, Vanis (Ida L) lab Hoffman Constn h611 S Beech av	Daniels, Vanis (Idalee) lab h611 S Beech Av	Daniels, Vanis (Idalee) lab Kaiser h611 S Beech Av	Daniels, Edmon L r611 S Beech; Daniels, Vanis (Idalee) Lab Kaiser h611 S Beech Av	Daniels, Edmon L stockmn Woolworth's r611 S beech; Daniels, Vanis (Idalee) lab Kaiser h611 S Beech Av	Daniels, Edmon L Stk Mn Woolworth's R611 S Beech Av; Daniels, Vanis (Idalee) Lab Kaiser H611 S Beech Av; Daniels, Vanis Jr Lab R611 S Beech Av	Daniels, Edmon Clk Eastside Market R611 S Beech Av; Daniels, James Studt r 611 S Beech Av; Vanis (Idalee) Lab A J Jones H611 S Beech Av	Daniels, James M R611 S Beech Av; Daniels, Vanis (Idalee) Retd h611 S Beech Av	Daniels, James M R611 S Beech Av; Vanis (Idalee) Retd H611 S Beech Av	Daniels, James M R611 S Beech Av; Vanis (Idalee) Retd H611 S Beech Av

**Table 4.** Listings for the residence at 611 S. Beech Avenue in the Polk City Directory for Tri-Cities (1970-1979).

1970	1971	1972	1973	1974	1975	1976	1977	1978	1979
Daniels, James M r611 S Beech Av; Daniels Vanis (Idalee) h611 S Beech Av	Daniels, Vanis (Idalee) retd h611 S Beech Av	Daniels, Vanis (Idalee) retd h611 S Beech Av	Daniels, Vanis (Idalee) retd h611 S Beech Av	Daniels, Vanis (Idalee) retd h611 S Beech Av	Daniels, Vanis (Idalee) retd h611 S Beech Av	Daniels, Vanis (Idalee) retd h611 S Beech Av	Daniels, Vanis (Idalee) retd h611 S Beech Av	Daniels, Vanis (Idalee) retd h611 S Beech Av	Daniels, Vanis (Idalee) retd h611 S Beech Av

705 S Douglas Ave

*Location*

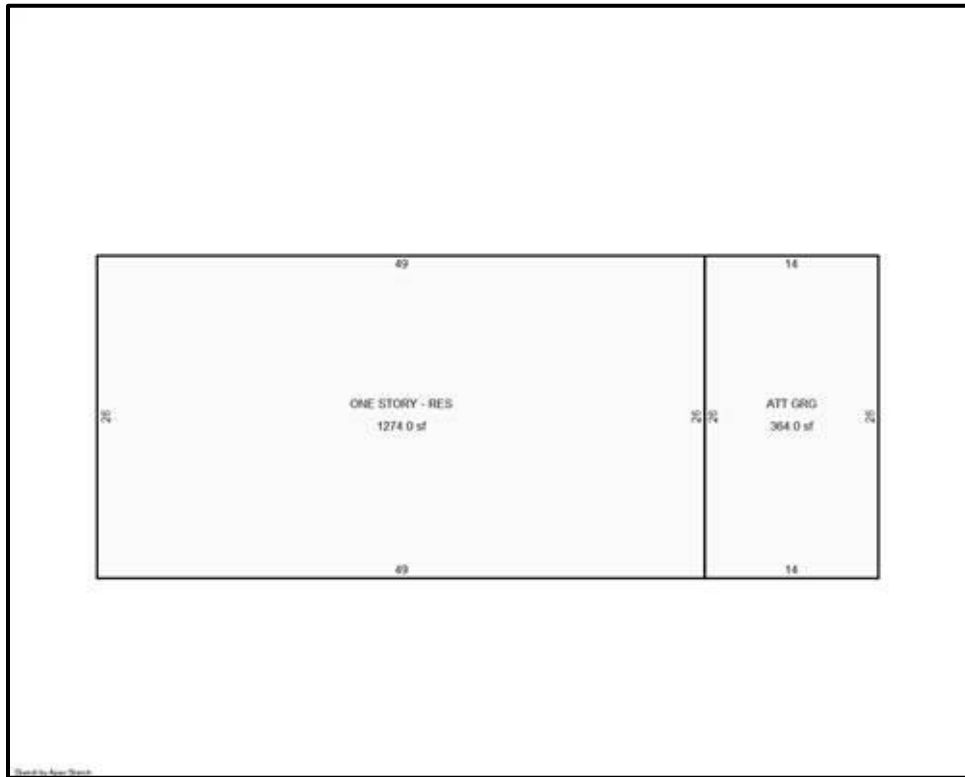
This single-family residence, constructed in 1970, is the northernmost house on the eastern side of S Douglas Avenue (Figure 20). It is located on the southeast corner of the intersection of S Douglas Avenue and E Butte Street, immediately south of the Morning Star Baptist Church. The residence is positioned in the southwestern corner of Parcel Number 113851244, which is listed on the Franklin County Tax Assessor Map as “LOTS 65 TO 68, BLOCK 3, TERRACE HEIGHT.” There are no other outbuildings or structures, but a large garden patch is located at the eastern end of the property, and a large mature tree stands at the northwestern corner (Figure 20).



**Figure 20.** Aerial photomap showing the property on which the residence at 702 S Douglas is located.

### *Building Details*

The residence measures 1274 square feet, with a 364 square-foot garage attached on the southern end (Figure 21). The one-story residence is rectangular in plan, with the longer axis oriented north-south. It has a poured concrete foundation and a hipped roof, which is covered in gray asphalt-composite roofing shingles. The house is clad in wooden siding, which is oriented horizontally and covers the entirety of the northern, southern and eastern elevations (Figure 22-25). Horizontal siding covers the bottom two thirds of the western elevation. The upper portion of this elevation is clad in vertically-oriented green wooden siding (Figure 22).



**Figure 21.** Building footprint of the residence at 705 S Douglas Ave.



**Figure 22.** Western (front) elevation of 705 S Douglas Avenue.

The western elevation is where the main entryway is located. This entryway is a single-hung door with a glass storm door on the exterior.





It is located in the center of the elevation, accessed via two concrete steps framed by associated metal handrails. This elevation also displays three side-by-side aluminum-framed windows to the north of the entryway, and one large, picture window to the south (Figure 22).

The northern and southern elevations have no windows or other features and are characterized by plain wooden siding (Figures 23 and 24). The western elevation, or rear of the house, has a rear entryway that consists of a sliding glass door that opens to two concrete steps. There are four side-by-side aluminum windows along the length of this elevation (Figure 25).



**Figure 23.** Northern elevation of the residence at 705 S Douglas Avenue.



**Figure 24.** Southern elevation of the residence.



**Figure 25.** Eastern (rear) elevation of the residence.

The garage, located on the south side of the residence, is accessed on the western elevation by a single-width roll up door at the end of the concrete driveway, and by a wood-framed doorway at the rear, on the southern end of the eastern elevation (Figure 24).



*History and Significance Narrative*

This residence was included in the inventory because it was nominated at the public meeting in June, 2018. Research into the history of the property did not reveal any information on the residence itself or the people who historically lived there. The Polk City Directory listed the residence under the name “Gix, Castuiller” beginning in 1972 and continuing with no changes and no further information until 1979 (Polk 1972-1979).

727 S Douglas Avenue

*Location*

This single-family residence is the southernmost property on the east side of S Douglas Avenue, directly north of A Street. The single-family residence was constructed in 1972. The residence is positioned in the western portion of Parcel Number 113851360, which is listed on the Franklin County Tax Assessor Map as “N 10' LOT 54 & ALL LOT 55 THRU 57, BLOCK 3, TERRACE HEIGHTS ADDN.” The residence is accessed via a short, paved driveway leading east from S Douglas Avenue. It has five bedrooms and two bathrooms, and a total of eight rooms, with two garage bays in the adjoining garage. The parcel is bordered to the north by a single-family residence, to the east by S Douglas Avenue, to the east by an alley and to the south by a vacant, grassy parcel (Figure 26).

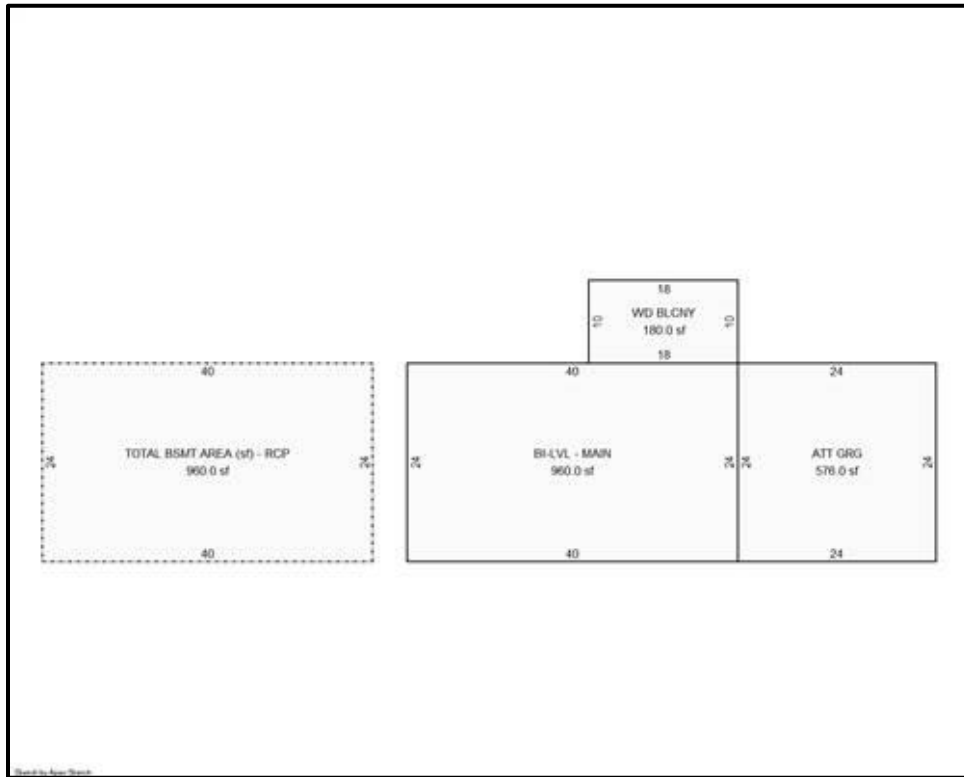




**Figure 26.** Aerial photomap showing the location of the residence at 727 S Douglas Avenue.

### *Building Details*

The residence measures 960 square feet, with an attached garage measuring 576 square feet. The full basement also measures 960 square feet and there is a wooden deck on the northern elevation that measures 180 square feet (Figure 27). The residence was built in 1972 and is listed by Franklin County as being in fair condition.



**Figure 27.** Building footprint of the residence at 727 S Douglas Avenue.

On the western (front) elevation is the main entry, which is located in the central portion of the residence. The entry has a small portico held by decorative metal supports. The entry is accessed via poured concrete steps (Figure 28). A large, aluminum-framed picture window is located to the south of the doorway, and a smaller, side-by-side aluminum casement window is to the north. The residence has a daylight basement with side-by-side aluminum-framed windows visible (Figure 28). The attached garage on the southern end of the residence is accessed via an automated garage door and a poured concrete driveway leading east from S. Douglas Avenue (Figures 28 and 30).



**Figure 28.** Eastern (front) elevation of residence at 727 S Douglas Avenue.

The northern elevation has no windows and is characterized by white vinyl siding that is horizontal on the upper portion below the pediment with a rectangular vent. It is vertical for the majority of the elevation, and horizontal again in the lower portion (Figure 29).



**Figure 29.** Northwestern corner of 727 S Douglas Avenue.

The garage has a small aluminum side-by-side window on the southern elevation, which has a gabled roofline and is clad in the same white-painted vinyl siding as the residence. The residence has a small rectangular vent window below the roofline on the southern elevation. The roof is covered in asphalt composite roofing shingles and has wooden trim and soffits (Figures 28 and 30).



**Figure 30.** Southern elevation of 727 S Douglas Avenue.

The eastern (rear) elevation of the residence has a second, basement entryway, accessed via sunken concrete steps, and covered with a shed-roof with diagonal supports (Figures 31 and 32). This elevation has three side-by-side aluminum framed windows, and a sliding door leading to a wooden deck. A larger side-by-side window is located beneath this deck. The garage has a second entryway on this elevation as well, a wooden door.





**Figure 31.** Eastern (rear) elevation of 727 S Douglas Avenue.



**Figure 32.** Close up of rear entry and deck at 727 S Douglas Avenue.



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*History and Significance Narrative*

This residence was included in the inventory because it was nominated at the public meeting in June. Research into the history of the property did not reveal any information on the residence itself or the people who historically lived there. The Polk City Directory listed the residence under the name “Artis Miles” beginning in 1964 and continuing with no changes and no further information until 1979 (Polk 1964-1979). No further information on Artis Miles could be found during research for this inventory.

*Churches*

Harris Environmental included in the inventory three Baptist churches that are important in the East Pasco community: The Greater Faith, New Hope and Morning Star Baptist Churches.

Greater Faith Baptist Church

*Location*

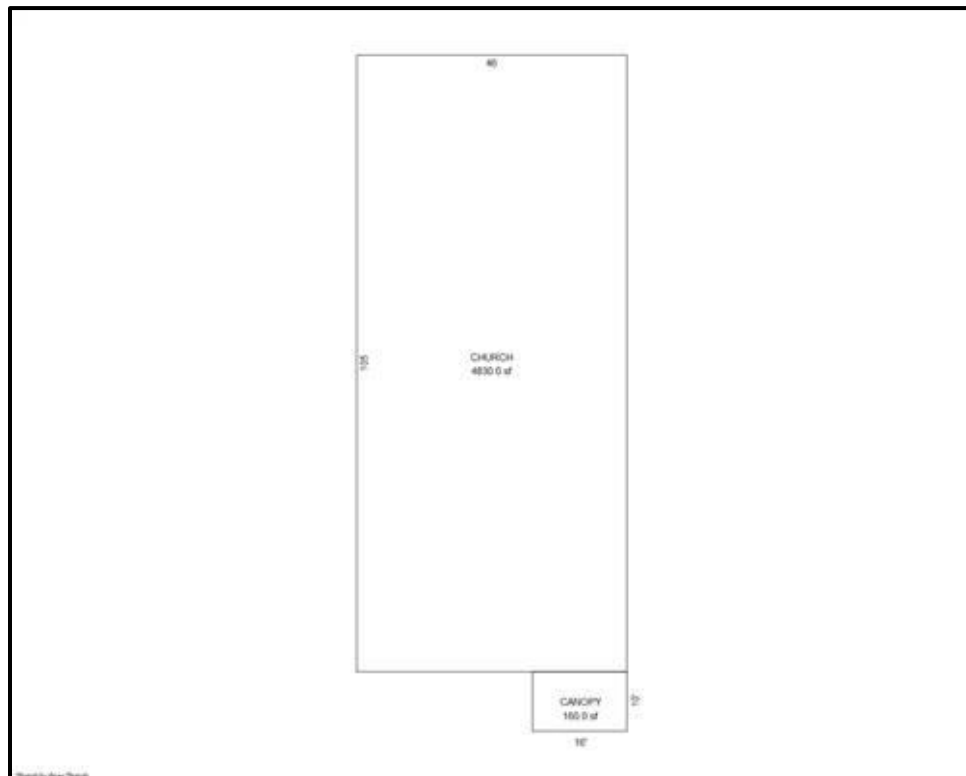
The Greater Faith Baptist Church is located at the northwestern corner of the intersection of S. Sycamore Avenue and E Alton Street. It is situated in the center of Parcel Number 113833077, which is labeled “ACRE PARK ADD LOT 7, BLK 3 EXC THE N 15' THEREOF” with Franklin County. It is bordered on the south by E Alton Street, on the east by S Sycamore Avenue, on the north and west by single-family residence on acreage (Figure 33).



**Figure 33.** Aerial photomap showing the location of the Greater Faith Baptist Church.

*Building Details*

The church is rectangular in plan, with the longer axis oriented east-west, and measures 4830 square feet (Figure 34).



**Figure 34.** Building footprint of the Greater Faith Baptist Church.

The building displays a Mid-Century Modern style. The main façade is on the east side. It has a steep, front-gabled roof in the southern portion and a flat roof in the northern portion, where the entryway is located (Figure 35). The façade of the gabled portion of the eastern elevation is divided into three roughly equal segments: the southern portion is white painted concrete block, the central portion is red brick, and the northern portion is a band of fixed stained-glass windows. The windows are in three columns and their divisions are offset vertically. Two simple metal crosses are positioned at the northern portion of the gable roofline on the east façade, stretching to heights above the roofline. The flat roof of the northern portion of the east façade extends out, supported by metal poles, creating a porch (Figures 35 and 36).



**Figure 35.** Eastern elevation and main entryway of the Greater Faith Church.

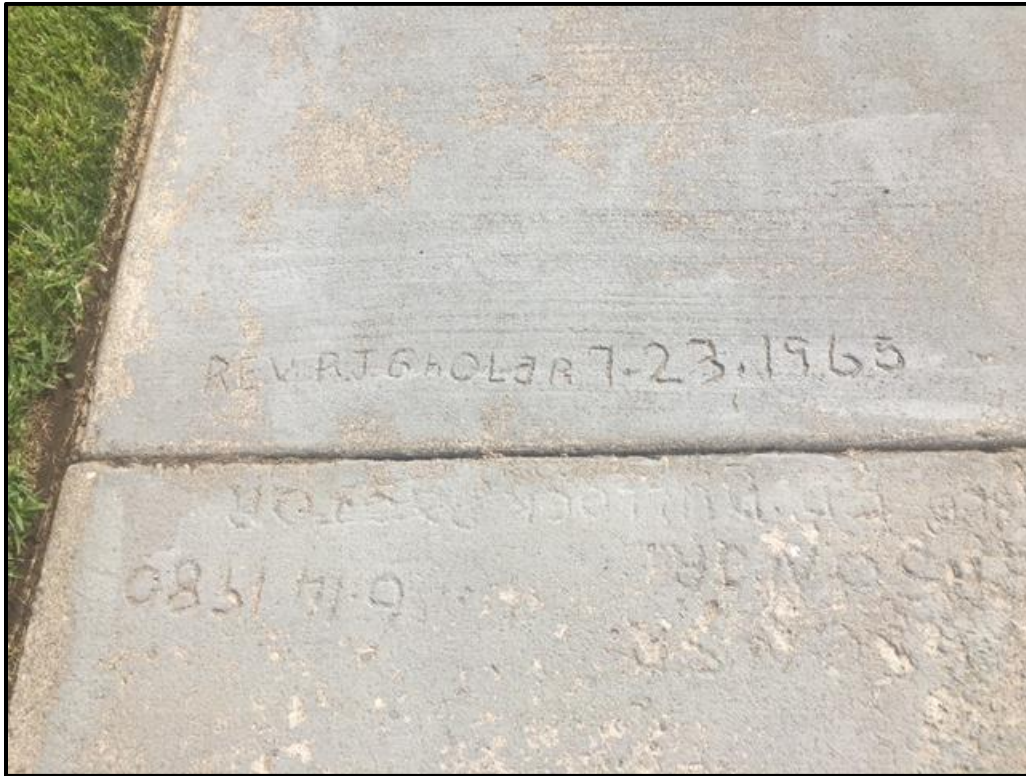


**Figure 36.** Close-up of the eastern elevation and main entryway of the Greater Faith Church.





The ground-level entryway is accessed via a concrete pathway, in which is inscribed “REV. R.J. GHOLAR 7-23-1965” (Figure 37).



**Figure 37.** Incised section of sidewalk on the exterior of the main entryway.

There is a dedication plaque on the eastern elevation, to the south of the entryway. The plaque indicates that the Greater Faith church was organized in 1958, relocated and dedicated in 1961 and that the Reverend R. J. Gholar was the organizer for the church, which was dedicated in 1976 (Figure 38).



**Figure 38.** Dedication plaque to the south of the main entryway.

The southern elevation displays four fixed, vinyl-framed, wood-trimmed rectangular stained-glass windows, reaching from the base of the roofline to just above the ground (Figure 39 and 40). There are also two smaller rectangular windows to the west of the stained glass. The rear (western) portion of this elevation is lower in profile and characterized by a secondary entryway – a single door accessed by a poured concrete stoop and covered by a flat canopy that extends south from the flat roof (Figures 40-41). There are three side-by-side aluminum-framed windows with wooden sills to the north of the door.



**Figure 39.** Overview of the southern elevation of the church building.



**Figure 40.** Detail of the southern elevation, showing the stained-glass windows.





**Figure 41.** Westernmost portion of the Greater Faith church's southern elevation and doorway.

The western elevation is irregularly shaped, with a low roofline and no windows or doorways (Figure 42). The building is clad in vertical wooden siding on the upper portion of the gabled roof, and the lower profile portion that extends to the west is comprised of 13 courses of concrete blocks.



**Figure 42.** Western elevation of the church building.



**Figure 43.** Northern elevation of the church building.

The northern elevation is characterized by 11 courses of concrete blocks.





There are two single-side doorways along this elevation and two double-hung vinyl-framed windows with wooden trim and concrete sills (Figure 43). Along with these windows, there are four side-by-side vinyl, narrow, horizontal windows and a concrete block chimney (Figures 43 and 44).



**Figure 44.** Detail of the chimney on the northern elevation of the Greater Faith Church building.

### *History and Significance Narrative*

The Greater Faith Baptist Church was founded as a family church in 1958, and celebrated its 60<sup>th</sup> anniversary in October 2018. It was started by Reverend R. J. Gholar, a former member and pastor from Morning Star Baptist Church. The Gholar family, many of whom were carpenters, migrated to Pasco from Los Angeles, following the promise of work at Hanford. Gholar's parents owned the land on which the church is now located. Although the Franklin County Tax Assessor lists a built-date of 1971, construction of the church in its current location was begun in 1965-66 (Figure 37) (Campbell 2018). Prior to that time, the church congregation met at Reverend Gholar's home on E Hagerman (Table 5).



Karen Campbell, Reverend Gholar’s niece, worked for 25 years at Hanford in various capacities, as a secretary, clerk and laundry worker, as well as a non-commissioned officer (NCO). Greater Faith Baptist Church has been a mainstay throughout Ms. Campbell’s life in East Pasco. In a 2018 interview, she described her childhood memories of the church, where she grew up serving as an usher, attending Sunday School and eventually teaching classes at the church (Campbell 2018).

The church serves as community space for charity projects and events, and its status as a family church has carried through the years as Sunday School, community events and other activities and groups have used the church as a base. It is an institution that serves the community and preserves its history. It has endured in this location as the neighborhood has grown and changed around it. Membership varies in numbers and in composition, many are continuing members over generations, with children like Ms. Campbell, and the other members of the Gholar and other families, growing up in the church.

The changes include a decreasing number of African American households as older members of the community pass away and younger family members move away. The congregation is now more diverse than it was at its founding, including increasing numbers of white, Hispanic and Samoan members, reflecting the changing character of the neighborhood (Campbell 2018). The church stands as a way to connect to the past.

The building has changed little over the 53 years it has stood. Inside there is a foyer with the sanctuary, pulpit and choir stand to the left, and the classrooms, kitchen and offices to the right as you enter through the main doors. The upstairs includes more office space, dedicated specifically to the pastor and other church officials.

The church appears in the Polk City Directory as early as 1960 at 1119 ½ E Hagerman, the address of R. J. Gholar (1119 E Hagerman). It disappears from city records for a few years before returning at its current address of 512 S Sycamore Ave in 1966. It remains at that address throughout the period researched for this project. Reverend Gholar is listed as the pastor until 1971, when Charles Hancock (1971-1974) and Floyd D Bullock (1974-1979) are listed.

**Table 5.** Listings for the Greater Faith Baptist Church in the Polk City Directory for Tri-Cities (1960-1969).

1960	1966	1967	1968	1969
Greater Faith Baptist Church 1119 1/2 E Hagerman	Greater Faith Baptist Church Rev R J Gholar Pastor 512 S Sycamore Av	Greater Faith Baptist Church Rev R J Gholar pastor 512 S Sycamore Av	Greater Faith Baptist Church Rev R J Gholar pastor 512 S Sycamore Av	Greater Faith Baptist Church Rev R J Gholar pastor 512 S Sycamore Av



**Table 6.** Listings for the Greater Faith Baptist Church in the Polk City Directory for Tri-Cities (1970-1979).

1970	1971	1972	1973	1974	1975	1976	1977	1978	1979
Greater Faith Baptist Church Rev R J Gholar pastor 512 S Sycamore Av	Greater Faith Baptist Church Rev Charles Hancock pastor 512 S Sycamore Av	Greater Faith Baptist Church Rev Charles Hancock pastor 512 S Sycamore Av	Greater Faith Baptist Church Rev Charles Hancock pastor 512 S Sycamore Av	Greater Faith Baptist Church Rev Floy D Bullock pastor 512 S Sycamore Av	Greater Faith Baptist Church Rev Floy D Bullock pastor 512 S Sycamore Av	Greater Faith Baptist Church Rev Floy D Bullock pastor 512 S Sycamore Av	Greater Faith Baptist Church Rev Floy D Bullock pastor 512 S Sycamore Av	Greater Faith Baptist Church Rev Floy D Bullock pastor 512 S Sycamore Av	Greater Faith Baptist Church Rev Floy D Bullock pastor 512 S Sycamore Av

### Morning Star Baptist Church

#### *Location*

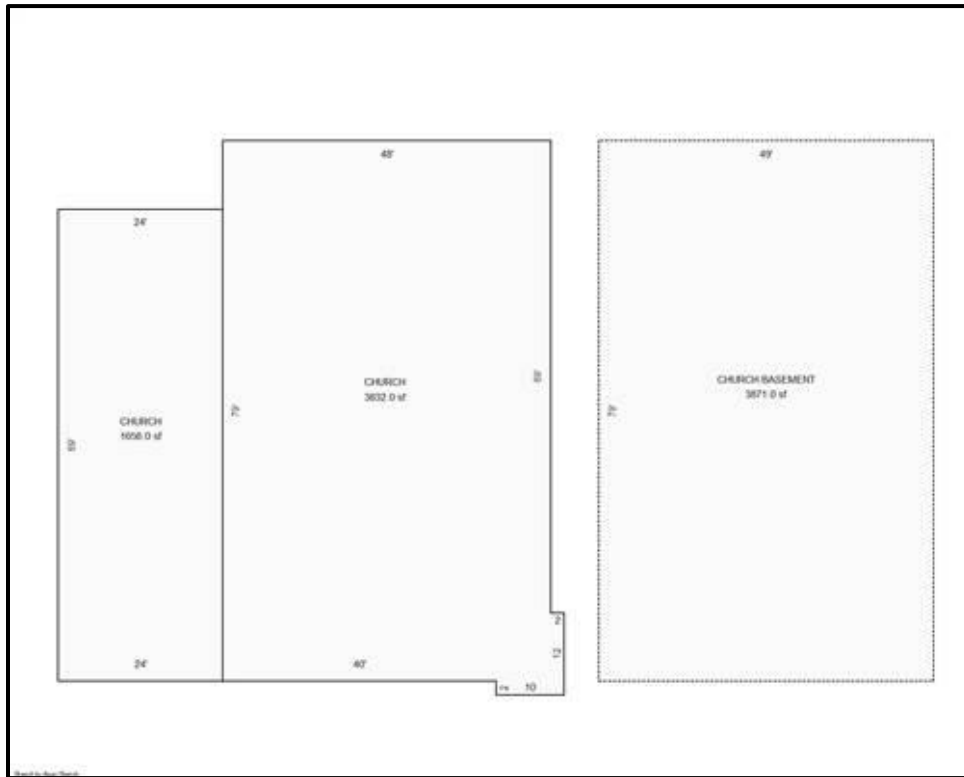
The Morning Star Baptist Church is the southernmost building on the east side of S Douglas Avenue, just north of its intersection with Butte Street. It is bordered on the north by a paved parking area for the church, to the west by S Douglas Avenue, to the south by Butte Street, and to the east by an alleyway and single-family residences (Figure 45). The church is situated in the western portion of Parcel Number 113851217, which is labeled as “LOTS 69 TO 72, BLOCK 2, TERRACE HEIGHTS ADDITION” with Franklin County. There are no other buildings or structures on this parcel (Figure 45).



**Figure 45.** Aerial photomap showing the location of the Morning Star Baptist Church.

*Building Details*

The church, constructed in 1948, measures 3832 square feet, with a 3871 square-foot basement and a 1656 square-foot addition on the northern side and is rectangular in plan (Figure 46). The building is constructed of concrete blocks.



**Figure 46.** Building footprint of the Morning Star Baptist Church.

The western elevation is the main entryway for the building with a large set of double doors under a brick-inlaid gothic-style archway. Two windows, one on either side of the doorway, are situated within matching brick-inlaid arches (Figure 47). The entryway is accessed via a wheelchair ramp that climbs a slope to the doors from the parking lot to the north. The main church building has a flat roof, with a shed-roofed extension to the north. The rear (east) of the building rises in a gable roof behind the entryway. This taller portion of the building is clad in vertical wooden siding with a long rectangular vent (Figure 47).

The tower is located at the southwestern corner of the building, and is square in plan with double doors on the western and southern elevations, both within brick-inlaid gothic archways (Figures 47, 50-53). A large red-brick cross is inlaid in the concrete fabric of the steeple above both of the doors. The cross is six courses of brick across and 46 courses high (Figures 47, 50, 52 and 53). To the west of the southern doorway, a gray, granitic dedication plaque shows the date that the church was founded (1946) and the date it was dedicated after construction was completed (1953) (Figure 48).





**Figure 47.** Western elevation of the Morning Star Baptist Church.



**Figure 48.** Dedication plaque to the west of the side entrance to the church.



The southern elevation, to the east of the steeple and doorway, is characterized by a series of three large, gothic arch-shaped windows spaced evenly along its length (Figures 49-53). These are picture windows with no divisions or decoration and each has side-by-side vinyl framed windows which open to allow ventilation (Figures 49-53).



**Figure 49.** Detail of the windows on the southern elevation of the church.



**Figure 50.** Southern elevation of the church, entryway on left.



**Figure 51.** Southern elevation of the church.





**Figure 52.** Entrance on southern elevation of the church.



**Figure 53.** Southwestern corner, and entryway of church, with announcement board, looking north along S. Douglas Avenue.

The southern elevation is marked by columns of concrete blocks between each window that divide its length into three portions (Figures 50, 51, 55). The foundation is poured concrete and below each of the larger windows are small, rectangular, vinyl-framed windows to the basement (Figures 50, 51, 54).



**Figure 54.** Detail of the basement windows along the southern elevation of the church.

There is a fourth basement window at the eastern side of the southern elevation, along with a roughly square window above, in the back entryway (Figure 55 and 56) The rear entryway is located at the southeastern corner of the building on the eastern elevation. The single metal door is accessed via four poured concrete steps and metal handrails (Figures 56 and 57).





**Figure 55.** Southern elevation and southeastern corner of the church.



**Figure 56.** Southeastern corner, southern and eastern elevations of the church.



The eastern elevation is uneven in height and depth, with a gabled, vertical wood siding-clad roofline above the cement block rear entry area (Figure 57). This entryway area has a single, vinyl-framed square window, and an inlaid glass-block cross. Another single door is located in the shed-roof extension to the north (Figure 57).



**Figure 57.** Eastern elevation (rear) of the church.

The northern elevation is marked by four larger windows with internal grids. There are also two smaller rectangular windows along this elevation. The roof is clad in gray asphalt composite roofing shingles (Figure 58).



**Figure 58.** Northern elevation of church building.

### *History and Significance Narrative*

The Morning Star Baptist Church has been, and continues to be at the literal and figurative center of the African-American community in East Pasco. As that community has grown and changed over the decades, the Morning Star Baptist Church has remained at its heart. The church, which was the first African-American church in the neighborhood, was started in 1946 by its first pastor, Reverend Johnnie Steward, in order to provide for the spiritual needs of the thousands of black workers who came to Hanford Atomic Facility during and after WWII, and who settled in East Pasco as a result of the race policies that were in place at that time. A thriving enclave of black workers and their families was formed in this neighborhood and Reverend Steward started the church to foster family and community values. His daughter and her children were all lifelong members (Newman 2017).

The Morning Star Baptist Church has provided continuous service to the African-American community of the Tri-Cities and particularly of East Pasco, since its founding, adjusting to a changing community, beginning with rapid growth because of the WWII migration of blacks from across the nation to the region (Newman 2017). “Morning Star was the center of the community,” said Pastor Albert Wilkins, who has been a member of the congregation for 65 of his 67 years and is the fifth pastor of the church (Wilkins 2018). It was originally founded at the corner of Wehe and Butte, moving to its current location in 1960, where it has remained largely unaltered from the exterior (Table 7).



Many of the people interviewed as part of this project spoke of the Morning Star Baptist Church in their recollections of East Pasco. Leonard Moore of Tommy's Steel and Salvage, recalled attending services and Sunday School at the church as a child (Moore 2018). Quenna Beasley recalled that although her family didn't travel to the east side of town often, her mother, Annie Bee Beasley, attended and was involved with the Morning Star since 1950 (Tri-City Herald 2010; Quenna Beasley, personal communication January 23, 2019). As Reverend Wilkins, the current pastor of church for the past 17 years, and a member of the church for 64 years said, the church was "the one place where everybody came...and everybody went to church there" (Wilkins 2018).

The church was and continues to be a place of community building. It has served as a place of worship, but also as a place for people to socialize and network. It has a long history of creating different groups for its members to join, including but not limited to choirs for the youth and seniors, outreach programs, and leadership opportunities within the church. According to Reverend Wilkins, the church was influential during the civil rights movement in the 1950s and 1960s, making political statements and serving as a place to gather. He stated, "During the whole civil rights movement, the church was where folks met and strategies were formed" (Wilkins 2018).

According to Reverend Wilkins, the community is no longer a physical place as the younger generation moves to larger cities and other areas, but the church remains. The sense of honor that the church groups gave Morning Star in the mid-twentieth century is still alive today. The Morning Star Deacons put together a program in February 2017 where on two Saturdays a month, the group will go out to senior-living centers, sick congregation members' homes, or even non-member homes to sing and pray about God. The church has also participated in community homeless support drives and clean-up projects. Through these activities, Morning Star has become not just a place of service but a place of community. The church shaped the lives of the people who lived and still live, in East Pasco, centering them in this place.

As the neighborhood changes around it, the church continues to offer a space for community. Originally founded exclusively for the African American citizens of Pasco, today, the church is still predominantly black, but it is now open to people of others races and cultures. It is sometimes rented out to the Hispanic community and other groups for events.

The Polk City Directories for the Tri-Cities have a listing for the Morning Star Baptist Church for each year during the period of study. The original address is listed at 703 S Wehe Avenue, where the church is listed from 1955 to 1957. The church then moved to the informal address "S Butte, NE corner E Butte," where it is listed in 1960 through 1964. The official address of 621 S Douglas Ave is used beginning in 1965 through 1979. In addition to the address information, the Polk Directory also lists the various pastors through the period of study. In 1955 and 1957, it is listed as "Rev. Wm. Wilkins" (Polk 1955, 1957). The next named pastor is "Rev. Allen Franzy," from 1966 through 1968 (Polk 1966, 1967, 1968). In 1969, "Rev. F.A. Allen" is listed, who is shown as the pastor at the church through the remainder of the period of study, listed as "Franzy A. Allen" from 1971 through 1979 (Polk 1969, 1971-1979) (Tables 7 and 8).



**Table 7.** Listings for the Morning Star Baptist Church in the Polk City Directory for Tri-Cities (1955-1969).

1955	1957	1960	1961	1962-63	1964	1965	1966	1967	1968	1969
Morning Star Baptist Church Rev Wm Wilkins pastor 703 S Wehe Av	Morning Star Baptist Church Rev Wm Wilkins pastor 703 S Wehe Av	Morning Star Baptist Church S Douglas av ne cor E butte	Morning Star Baptist Church S Douglas av ne cor E butte	Morning Star Baptist Church S Douglas av ne cor E butte	Morning Star Baptist Church S Douglas av ne cor E butte	Morning Star Baptist Church 621 S Douglas Av	Morning Star Baptist Church Rev Allen Franzy pastor 621 S Douglas Av	Morning Star Baptist Church Rev Allen Franzy pastor 621 S Douglas Av	Morning Star Baptist Church Rev Allen Franzy pastor 621 S Douglas Av	Morning Star Baptist Church Rev F A Allen Pastor 621 S Douglas Av

**Table 8.** Listings for the Morning Star Baptist Church in the Polk City Directory for Tri-Cities (1970-1979).

1970	1971	1972	1973	1974	1975	1976	1977	1978	1979
Morning Star Baptist Church Rev F A Allen Pastor 621 S Douglas Av	Morning Star Baptist Church Rev Franzy A Allen pastor 621 S Douglas Av	Morning Star Baptist Church Rev Franzy A Allen pastor 621 S Douglas Av	Morning Star Baptist Church Rev Franzy A Allen pastor 621 S Douglas Av	Morning Star Baptist Church Rev Franzy A Allen pastor 621 S Douglas Av	Morning Star Baptist Church Rev Franzy A Allen pastor 621 S Douglas Av	Morning Star Baptist Church Rev Franzy A Allen pastor 621 S Douglas Av	Morning Star Baptist Church Rev Franzy A Allen pastor 621 S Douglas Av	Morning Star Baptist Church Rev Franzy A Allen pastor 621 S Douglas Av	Morning Star Baptist Church Rev Franzy A Allen pastor 621 S Douglas Av

New Hope Baptist Church

*Location*

The New Hope Missionary Baptist Church is located at the northwestern corner of the intersection of S Waldemar Avenue and S Butte Street. It is situated in the western portion of Parcel Number 113862134, which is listed as “KURTZMANS 1ST LOTS 25 TO 32, BLK 6 TOG W 10' VAC WALDEMAR AVE & 10' VAC HELENA ST ADJ.” with Franklin County. The parcel is bordered on the east by S Waldemar Avenue, on the south by E Butte Street, on the north by a paved parking area and on the west by an alleyway dividing the church property from single-family residences on acreage (Figure 59).

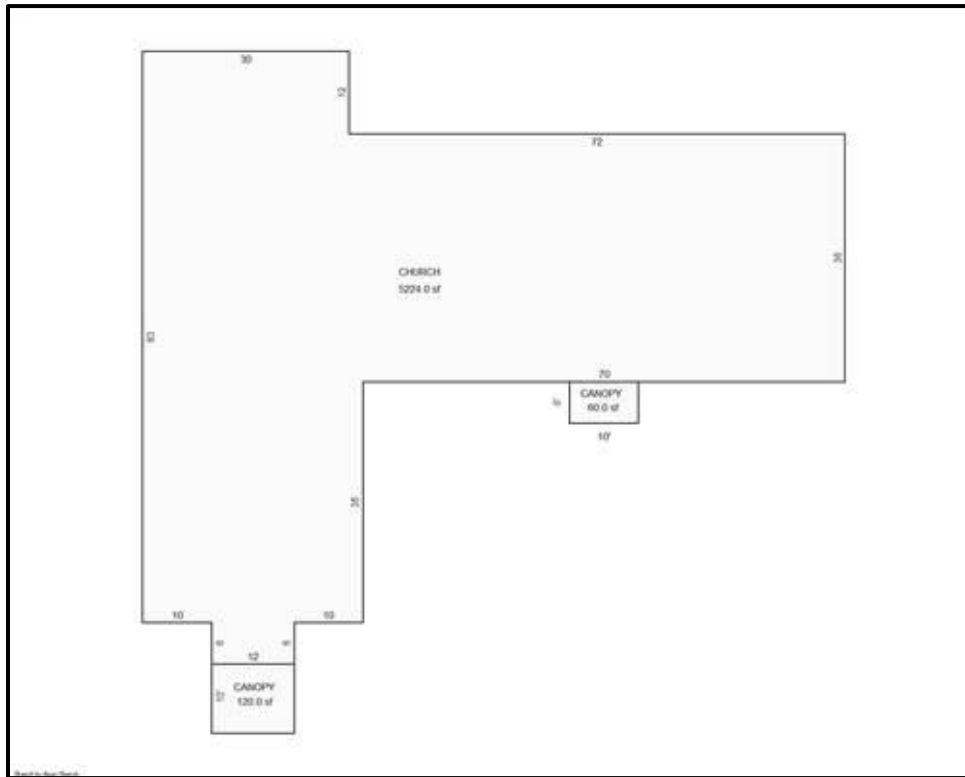




**Figure 59.** Aerial photomap showing the location of the New Hope Missionary Church.

### *Building Details*

The church, constructed in 2003, is T-shaped, and measures 5224 square feet (Figure 60). The building is clad in light gray stucco. The main entryway is located at the southwestern corner of the building and the double metal doors are covered with a substantial canopy supported with brick pillars. A brick cross is inlaid into the marquis above the entryway. The tower rises above this doorway, with no embellishments. A small triangular vent is located at the top of the steeple, just below the gabled roof topped with a simple cross (Figures 61 and 62).



**Figure 60.** Building footprint for New Hope Missionary Baptist Church.



**Figure 61.** Southeastern (main) entryway to the New Hope church building.



**Figure 62.** Detail of the covered entryway at the southeastern corner of the building.

The southern elevation displays three pairs of rectangular windows and a single metal door accessed via five poured concrete steps and metal handrails (Figure 63). The foundation is poured concrete and the building is surrounded with laid gravel within a concrete curb (Figure 64).



**Figure 63.** Southern elevation of the New Hope church building, looking west.



**Figure 64.** Southern elevation of the New Hope church building, looking east.





The western elevation is multi-faceted. The southern portion is clad in beige stucco with vertical gray wooden siding within the gable roofline (Figure 65). Four windows are located in the center of this portion, along with two flood lights.



**Figure 65.** Southern facet of the western elevation.

The remainder of the western elevation is lower in profile, with a ground-level side door (Figure 66). There are two small, square side-by-side vinyl framed windows and two longer rectangular windows along this elevation (Figures 66 and 67). The roof is clad in gray asphalt composite roofing shingles.





**Figure 66.** Western elevation of the New Hope church building.



**Figure 67.** Western elevation of the New Hope church building.



The northern elevation is characterized by the same combination of beige stucco and vertical wooden siding as the southern portion of the western elevation. There is a single door at ground level and two long rectangular windows on either side of the door (Figure 68).



**Figure 68.** Northern elevation of the New Hope church building.

The northern elevation of the main entry vestibule is characterized by two aluminum-framed rectangular windows in the stucco wall (Figure 69). The eastern elevation has another entryway at ground level, adjacent to the parking area. This double-door entryway is covered with a curved brick canopy and two sets of rectangular windows on either side (Figure 70).



**Figure 69.** Northern elevation of the main entryway vestibule.



**Figure 70.** Eastern elevation and entryway to the New Hope church building.



*History and Significance Narrative*

The New Hope Missionary Baptist Church was included in the inventory due to the longevity of its congregation, which is over 66 years old. The church was initially conceived in January 1953 in the home of Mr. and Mrs. Milton Norwood, Sr. at 307 S Wehe Street. This home is unfortunately no longer extant. Throughout the early 1950s, services for this new church were held in homes of various congregants. In June of 1953, two lots were purchased for the church’s permanent location. Construction for the church began in June of 1955 and the building was completed and dedicated on the second Sunday at this time. Reverend M. L. Williams served as its first pastor until 1956 (New Hope 2019).

The first listing for the New Hope Baptist Church in the Polk City Directory is in 1960, under the leadership of Reverend A. J. Wilkins, at the corner of Butte and Laurel. This listing remains the same in 1961. In 1964, the church, under Reverend Bill Wilkins, is listed at 431 S Warren. In 1967 and 1968, the address of the church is listed as 632 Waldemar Avenue, and Reverend Wilkins remains the pastor (Table 9) (Polk 1960-1969). Throughout the 1970s, the church was under the leadership of Reverend J. L. Singleton, and is listed at 632 S Hugo Avenue (1970-1975), changing to 632 S Waldemar Avenue, its current location (1976-1979) (Table 10) (Polk 1970-1979). During this time, ca. 1969-1980, three additional parcels of land were purchased and plans for an expansion were made. In 1983, additions to the church fellowship hall, kitchen, pastor's study, choir room and restrooms were dedicated (New Hope 2019).

The original church building was destroyed by fire in 2002. The fire destroyed the recently remodeled sanctuary and caused major damages to the fellowship hall and office areas. The church building was rebuilt in 2003 (Franklin County 2019).

**Table 9.** Listings for the New Hope Baptist Church in the Polk City Directory for Tri-Cities (1960-1969).

1960	1961	1964	1967	1968	1969
New Hope Baptist Church Rev A J Johnson pastor Butte & Laurel	New Hope Baptist Church Rev A J Johnson pastor Butte & Laurel	New Hope Church Rev bill Wilkins pastor 431 S Warren	New Hope Baptist Church Rev Bill Wilkins pastor 632 S Waldemar Av	New Hope Baptist Church Rev Bill Wilkins pastor 632 S Hugo Av	New Hope Baptist Church Rev J L Singleton pastor 632 S Hugo Av

**Table 10.** Listings for the Greater Faith Baptist Church in the Polk City Directory for the Tri-cities (1970-1979).

1970	1971	1972	1973	1974	1975	1976	1977	1978	1979
New Hope Baptist Church Rev J L Singleton pastor 632 S Hugo Av	New Hope Baptist Church Rev J L Singleton pastor 632 S Hugo Av	New Hope Baptist Church Rev J L Singleton pastor 632 S Hugo Av	New Hope Baptist Church Rev J L Singleton pastor 632 S Hugo Av	New Hope Baptist Church Rev Johnny L Singleton pastor 632 S Hugo Av	New Hope Baptist Church Rev Johnny L Singleton pastor 632 S Hugo Av	New Hope Baptist Church Rev Johnny L Singleton pastor 632 S Waldemar Av	New Hope Baptist Church Rev Johnny L Singleton pastor 632 S Waldemar Av	New Hope Baptist Church Rev Johnny L Singleton pastor 632 S Waldemar Av	New Hope Baptist Church Rev Johnny L Singleton pastor 632 S Waldemar Av





*Other Historic Properties*

Harris Environmental included three additional historic properties along with the residences and churches described above. These include one African-American-owned commercial salvage business, one municipal park building and one underpass.

Tommy’s Steel and Salvage

*Location*

The Tommy’s Steel and Salvage business is located in southeastern Pasco, on the west side of S Oregon Avenue, to the south of its intersection with A Street. It is situated in the northern portion of Parcel Number 112352179, and is bordered on the north, west and south by the U-Pull-It auto wrecking and parts business, on the east by S Oregon Avenue (Figure 71).



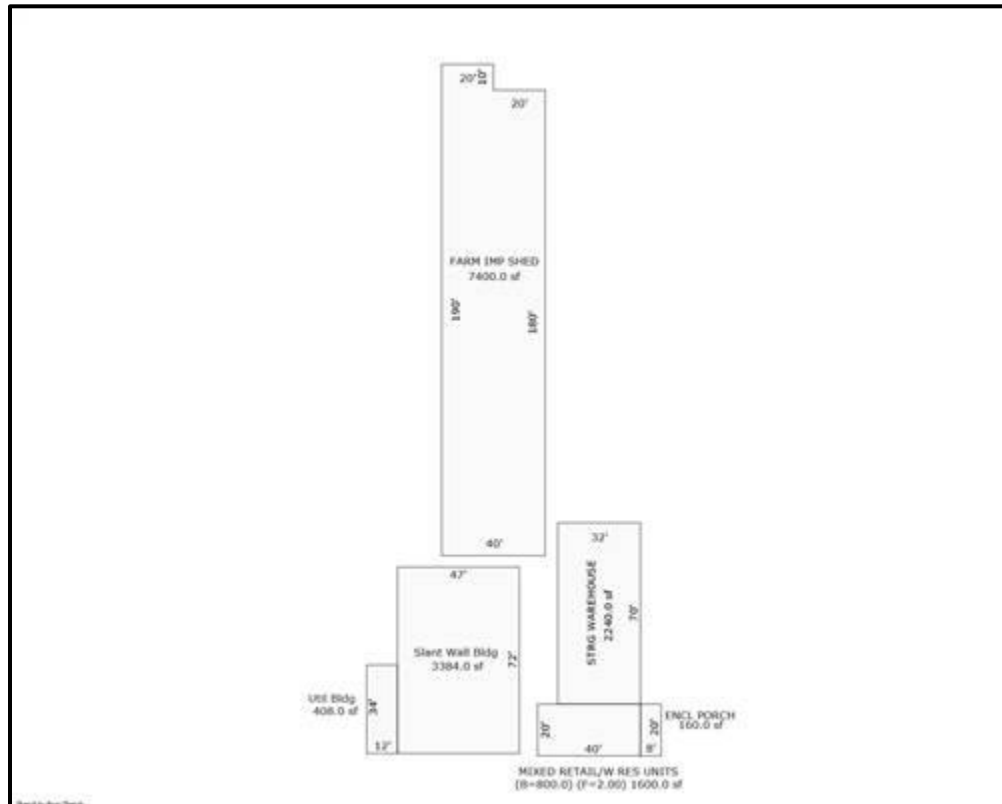
**Figure 71.** Aerial photomap showing the location of Tommy’s Steel and Salvage business





### Building Details

The Tommy's Steel and Salvage business consists of a total of three interrelated and, in some instances, interconnected structures. A metal warehouse building with a small office on its southern elevation is the southernmost building (Figure 72). To the north of this is a mixed-use commercial building with residential units, which has an enclosed porch on its northern elevation and an adjoining warehouse on its western elevation (Figures 72-75). A large farm implement shed is located to the west of this mixed commercial and residential building (Figure 73).



**Figure 72.** Building footprint for the Tommy's Steel and Salvage business complex.

The oldest building on the parcel is the southernmost office, which now adjoins the large metal-walled warehouse on its southern side. Leonard Moore indicated that this was the original office out of which his father, Thomas Moore, operated the business. It is recorded with Franklin County as dating to 1960 (Franklin County 2019). This building is labeled on the county website as a “utility building”, measuring 408 square feet (Figure 72). It is clad in vertical wooden siding with a corrugated metal, shed-type roof and wooden trim (Figure 73). The main entryway, a single metal door, is on the eastern elevation, and there is a large picture window on the southern elevation (Figures 73 and 74).



**Figure 73.** Eastern elevation of the utility building at the Tommy's Steel and Salvage complex.



**Figure 74.** Southern elevation of the utility building at the Tommy's Steel and Salvage complex, looking east.

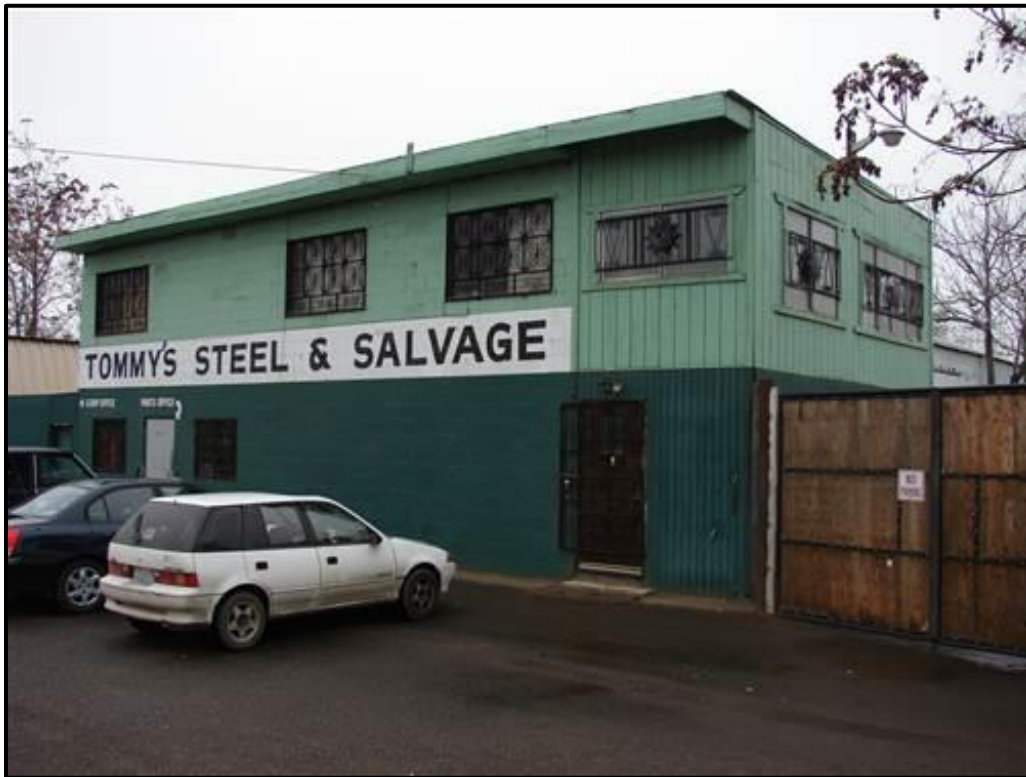


Adjoining the utility building on its northern side is a large warehouse (Figure 78). This warehouse measures 3,384 square feet and is constructed of corrugated metal with inward slanting walls and a flat metal roof. It has a sliding barn-style access doorway on its eastern elevation (Figure 78). It is recorded with Franklin County as dating to 1985 (Franklin County 2019).

The mixed commercial and residential building is located at the northern extent of the complex, and serves as the current office for the business. It is constructed of cement blocks painted green with the business logo painted on its eastern façade and has a nearly flat roof (Figure 76). The two-story building measures 1600 square feet (Figure 72). It has two entryways on its eastern elevation with two rectangular aluminum-frame windows on the lower story, and four on the second story, the northernmost of which is smaller. All of the windows are covered with decorative metal covers (Figures 76 and 77). The northern elevation of this building has two rectangular windows on the second story (Figure 77). A storage warehouse extends off the western (rear) elevation of this building. The warehouse measures 2,240 square feet and is constructed of corrugated metal with a gabled metal roof (Figure 78). It is accessed via barn-style sliding doorways of corrugated metal on the northern and western elevations.



**Figure 75.** Eastern elevation of the mixed commercial and residential building, looking west.



**Figure 76.** Northern and eastern elevations of the mixed commercial and residential building.



**Figure 77.** Western and northern elevations of the storage warehouse extending from the rear of the mixed commercial and residential building.





The third building is detached from the main three and is located to the west of the main complex. This is a farm implement shed, rectangular in shape, that measures 7400 square feet. It has a corrugated metal roof with wood and metal walls (Figures 79 and 80).



**Figure 78.** Eastern and southern elevations of implement shed.



**Figure 79.** Western and northern elevations of implement shed.





*History and Significance Narrative*

The Polk City Directory first lists the business under the name “Tommy’s Auto Salvage” in 1969, located at 831 S Chestnut Avenue. The business is attributed to Thos. Moore. The following year, the business listing remains the same, however there is also a listing for Tommy’s Auto Salvage, also attributed to Thos. Moore, located at 931 S 9<sup>th</sup> Avenue. The listings for 1971 through 1974 remain constant, with the single listing under “Tommy’s Auto Salvage (Thos. Moore) 931 S 9<sup>th</sup> Ave.” In 1975, the listing moves to Thomas Moore’s private residence and includes his wife, Ellenor L. Moore. The listings continue to be under Moore’s private residence through the end of the 1970s. Leonard Moore, Thomas’s son, is listed as an employee beginning in in 1976 (Table 11) (Polk 1969-1979).

**Table 11.** Listings for the Tommy's Steel and Salvage business in the Polk City Directory for the Tri-Cities (1969-1979).

1969	1970	1971	1972	1973	1974	1975	1976	1977	1978	1979
Tommy's Auto Salvage (Thos. Moore) 831 S Chestnut Av	Tommy's Auto Salvage (Thos. Moore) 831 S Chestnut Av; Tommy's Auto Salvage (Thos. Moore) 931 S 9th Av	Tommy's Auto Salvage (Thos. Moore) 831 S Chestnut Av	Tommy's Auto Salvage (Thos. Moore) 831 S Chestnut Av	Tommy's Auto Salvage (Thos. Moore) 831 S Chestnut Av	Tommy's Auto Salvage (Thos. Moore) 831 S Chestnut Av	under "Moore, Thos. (Ellenor L) Tommy's Auto Salvage h931 S 9th Av	under "Moore, Thos. And Ellenor L (Tommy's Auto Salvage) h931 S 9th Av; Lenoard emp. Tommy's Auto Salvage r931 S 9th Av"	under "Moore, Thos. And Ellenor L (Tommy's Auto Salvage) h931 S 9th Av; Lenoard emp. Tommy's Auto Salvage r931 S 9th Av"	under Moore, Leonard emp Tommy's Auto Salvage r931 S 9th Av; Thos. & Ellenor L (A Street Welding) 831 S Chestnut Av	Moore, Thos. & Ellenor L (Tommy's Steel and Salvage) h931 S 9th Av

Tommy’s Steel and Salvage is significant as the oldest continually African-American-owned and operated business in the Tri-Cities. The business was started by Thomas Moore in 1962, and was previously located on Chestnut Street and what is now Wehe, before moving to its current location in 1971 (Moore 2018). Thomas Moore came to the Tri-Cities, like so many others, to seek employment. He worked on the Manhattan project in 1943 and worked a variety of jobs in the Seattle area and travelling overseas until 1949, when he moved back to the Tri-Cities. He then pursued various business ventures, including a restaurant, construction, running a pawn shop and a jewelry store, before eventually going to work at Tri-City Metals in Kennewick. It was there he learned the salvage business and went on to establish his own salvage business, Tommy’s Steel and Salvage (Moore 2018).

His original holdings at the intersection of S Oregon Ave and A Street consisted of three undeveloped acres. Moore gradually acquired three additional acres from the railroad, and approximately half an acre was gained when the road was extended. It was downsized to the one acre that is currently occupied after selling the auto-wrecking to the U-Pull-It business, which borders Tommy’s Steel and Salvage on two sides (Figure 71) (Moore 2018).

The first building to be constructed was the small-scale house or utility building that is still extant on the southern side of the property.



The business was run out of this small building for 3 or 4 years, and included a scale to weigh automobiles and crushers, loaders, and bailing machinery (Moore 2018). In 1969, the large warehouse for metals recycling was begun, followed by the office complex and shop building, which were finished in 1971 (Moore 2018). Thomas Moore, along with other contractors, built the buildings in-place themselves. Thomas Moore had been in the building profession prior to that time and constructed several buildings around town, including residences and an apartment complex, which he owned and rented out in the 1950s, primarily to new African-American residents who were coming into town seeking employment as he had done previously. An early attraction for the business was acquiring their own, in-house, crusher in 1968-69. The acquisition of this machine allowed the business to perform automobile crushing on-site without having to rely on a mobile crusher (Moore 2018).

The business has persisted during the last nearly 60 years, with three generations of the Moore family working there. The area surrounding the business has changed significantly. S Oregon Avenue was a dead-end road when the business was established, terminating at A Street. The property is attributed to “Simmons Addition” on the 1963 Metsker’s Map, with the Pasco Stockyard taking up most of the real estate across the street (Figure 5) (Metsker 1963). The remote location allowed the business to operate their machinery without fear of disturbing neighboring households (Moore 2018).

In addition to auto salvaging and crushing, metals and electronic recycling activities, the business had been engaged in some projects of historical significance. It was contracted to recover the metal that was salvaged from the replacement of the Pasco-Kennewick Bridge (alternatively known as the Benton-Franklin Inter-County Bridge, or informally, the Green Bridge) when it was dismantled in 1990. The metal was processed for reuse or recycled, and portions of it were donated to the Kennewick Historical Society (Moore 2018).

While urban development has changed many aspects of the neighborhood, including the demolition of homes and businesses along the Oregon Avenue and S Wehe corridors, Tommy’s Steel and Salvage has remained in business in its historic and current location. It has been a continuous means of financial support for the Moore family since its founding, and is the only salvage business in the city of Pasco (Moore 2018).

### Kurtzman Park Mini Station

#### *Location*

The Kurtzman Park Mini Station is located in the southwestern corner of Kutzman Park, at the northeastern corner of the intersection of S Wehe Avenue and E Alton Street. The park is within Parcel Number 113840069, which includes the mini station building, as well as an associated pavilion picnic area in the southwestern portion, a water park in the western portion, sports fields and basketball courts in the central portion and the Virgie Robinson Elementary School in the northern portion. The building is surrounded on all sides by grassy lawn, with a large mature tree to the south (Figure 81).



**Figure 80.** Aerial photomap showing the location of the Kurtzman Park Mini-Station.

### *Building Details*

The building was constructed between 1961 and 1964 as the Kurtzman Youth Center (Figure 82). It is a rectangular building with a rectangular entrance addition on the northern end.



**Figure 81.** Memorial plaque on the western side of the Kurtzman Park Mini Station.

It is constructed of concrete blocks on a concrete block foundation. There are two entryways, the first, a single-hung metal access doorway is located on the western elevation. This entryway is covered with a rounded stucco-clad marquis with a recessed light and a sign that reads “ENTRANCE” (Figure 83).



**Figure 82.** Main entry on the western elevation of the Kurtzman Park Mini Station.

A single, metal-framed picture window is located to the south of this entryway with a caged light above (Figures 84 and 85). The roofline is flat, with wood, blue-painted trim and soffits. The concrete blocks that comprise the fabric of the walls are 15 courses high over the main structure. Atop the roof is metal HVAC equipment and vent pipes.





**Figure 83.** Western elevation of the Kurtzman Park Mini Station.



**Figure 84.** Southwest corner of the Kurtzman Park Mini Station.



The northern elevation is the second entryway. The building is accessed on this side by double-hung metal doors (Figure 86). It is lower in profile than the remainder of the building, with only 12 courses of concrete blocks. No windows are displayed on this entrance hall.



**Figure 85.** Northern elevation of the Kurtzman Park Mini Station.

The eastern elevation is marked with two metal-trimmed windows at the northeastern and southeastern corners (Figures 87 and 88). One caged light is located between the windows on this side of the building, with a cement curb that curves around the gravel laid at the base of the building (Figure 87).

The southern elevation is marked with metal-framed windows at the western and eastern edges of the elevation, and a cement-block chimney in the central portion (Figure 88). The chimney stops at the roofline of the building, possibly truncated when the fireplace within the building was decommissioned. Two caged light fixtures are fixed at the roofline of this elevation.





**Figure 86.** Eastern elevation of the Kurtzman Park Mini Station.



**Figure 87.** Southern elevation of the Kurtzman Park Mini Station.

To the immediate north of the building, a large, hexagonal pavilion of wooden construction is located on a cement slab (Figure 89). The cement area leads to the northern entryway of the Mini Station to the south.



**Figure 88.** Pavilion at the northern end of the Kurtzman Park Mini Station, looking N/NE.

### *History and Significance Narrative*

Kurtzman Park sits in the literal and figurative center of the East Pasco community. The park was constructed from within the community and served to strengthen the sense of neighborhood in East Pasco. The land was cleared by local children, including Vanis Daniels, who created the space out of a vacant lot in order to play baseball. In a 2013 interview, Mr. Daniels describes in detail how he and his friends cleared the lot of tumbleweeds and leveled the ground to make a baseball diamond in the late 1950s and early 1960s (Daniels 2013). Until that time, the children had to cross the tracks into West Pasco to access park space (Edmon and Vanis Daniels 2019; Vanis Daniels, personal communication January 24, 2019).

Before the building that would become the Mini Station was even constructed, the children used the park to strengthen their sense of neighborhood identity. They organized a baseball team in order to compete with other children in the area. According to Vanis Daniels, “we lived on what we called the East side.... Right on the north side of Lewis Street was enough white kids that they had two baseball teams. We lived on the south side of Lewis Street. We had one baseball team. And we played each other every day” (Daniels 2013).

The land that would become the park was originally part of a larger tract of land owned by Allen Kurtzman, who lived in Seattle. When contacted after the children were spotted playing on the property, he agreed to donate six acres in the southwest corner of his holdings to the city to be used as a park, with the provision that the park be named after him (Vanis Daniels, personal communication, January 24, 2019).



Kurtzman’s original holdings and the property allotted to the park can be seen on the 1963 Metsker Atlas (see Figure 4). Upon receiving the land, members of the community, including the parents of the children who began this project, dug trenches and installed recycled pipes to create a water system for the park, which was seeded, landscaped and maintained by the City (Daniels 2013).

The Mini Station building was also constructed by members of the community, using materials donated by a local business. As recalled by Mr. Daniels, “The Kurtzman building has a park right in the front of it that myself, my cousin, Mr. Louzel Johnson put up, free of charge, right where Uhaul is on Fourth Street and Pasco now, used to be a brick place where they made brick blocks, your cinder blocks. And they donated the blocks. We did the labor and put it up” (Daniels 2013).

As the plaque outside the Mini Station displays (Figure 82), this building was originally constructed between 1961 and 1964 to be the Kurtzman Park Youth Center. The Youth Center was officially listed in the Polk Directory for the first time in 1965, with Virgie Robinson, for whom the nearby elementary school is named, as the first manager (Table 12). Mrs. Robinson was a significant figure in the African-American community in East Pasco and personified many of the themes associated with this community, coming to Pasco along with her husband, Richard, in 1947. They established the Queen Street Diner (also known as 'The Squeeze In'), which quickly became the "place to be" for the fast-growing African-American community in East Pasco during the post-WWII era (Virgie Robinson Memorial Scholarship 2019). In the 1960s, Virgie was instrumental in the establishment of the original Community Center at Kurtzman Park, and served as its first director. Through this organization, she created and ran tutoring programs, youth activities and established a library for the community. Throughout her impressive career, Virgie worked for children and family organizations, including the YMCA's Higher Horizons program, the Chinook Council of Camp Fire Girls, Toastmasters/Toastmistresses, the Pasco School District and committees, such as the Juneteenth Festival Committee, the Black Junior Miss Scholarship Committee, and the NAACP Soul Food Dinner Committee, among many others (Tri-City Herald 2003; Virgie Robinson Memorial Scholarship 2019).

**Table 12.** Listings for Kurtzman Park in the Polk City Directory for Tri-cities (1960-1969).

1960	1961	1962-63	1964	1965	1966	1967	1968	1969
Kurtzman Park Harold A Wyman supt S Wehe cor E Alton	Kurtzman Park S Wehe cor E Alton	Kurtzman Park S Wehe cor E Alton	Kurtzman Park S Wehe cor E Alton	Kurtzman Park and Kurtzman Park Youth Center Vergie Robinson Mgr 500 S Wehe Av	Kurtzman Park and Kurtzman Park Youth Center Vergie Robinson Mgr 500 S Wehe Av	Kurtzman Park and Kurtzman Youth Center Mrs Lozie S Barnes Mgr 500 S Wehe	Kurtzman Park and Kurtzman Youth Center Mrs Lozie S Barnes Mgr 500 S Wehe	Kurtzman Park and Kurtzman Youth Center Mrs Lozie S Barnes Mgr 500 S Wehe

**Table 13.** Listings for Kurtzman Park in the Polk City Directory for Tri-Cities (1970-1979).

1970	1971	1972	1973	1974	1975
Kurtzman Park and Kurtzman Park Youth Center Mrs Delores Groce Supvr 333 S California Av	Kurtzman Park and Kurtzman Park Youth Center Mrs Delores Groce Supvr 333 S California Av	Kurtzman Park and Kurtzman Park Youth Center Mrs Delores Groce Supvr 333 S California Av	Kurtzman Park and Kurtzman Park Youth Center Mrs Delores Groce Supvr 333 S California Av	Kurtzman Park and Kurtzman Park Youth Center Mrs Delores Groce Supvr 333 S California Av	Kurtzman Park and Kurtzman Park Youth Center Mrs Delores Groce Supvr 333 S California Av



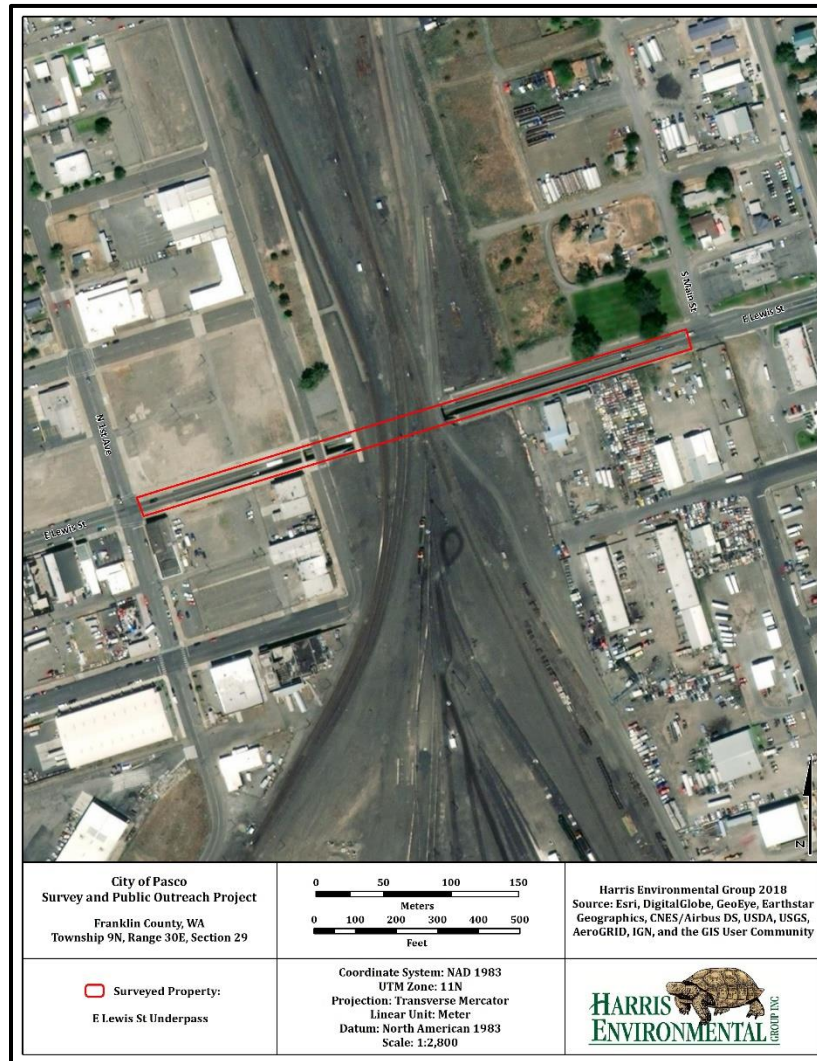


The Youth Center is listed in the Polk City Directories, with various managers including Virgie Robinson, Lozie Barnes and Delores Groce, until 1975 (Table 13). After this time, the building was used as a community space for events and activities, eventually becoming one of four police mini stations in town. According to the City of Pasco website, “the mini-station [system] was designed with the purpose of creating a more personalized relationship between the community and the Police Department. Officers are assigned to a specific geographical area with the objective of developing an ongoing, proactive relationship with the community to address concerns in that specific area” (City of Pasco 2019). The space is set up for community events, with a kitchen, meeting room and restrooms, in addition to an office for the assigned police officer. A covered pavilion provides a sheltered place for outdoor events and houses picnic tables, trash cans, electrical outlets and other facilities. First-hand knowledge of the community event space includes the Juneteenth celebration event that was held at the Mini Station in June 2018, and was widely attended by members of the community. In addition, Harris Environmental held the public scoping meeting in that space a few weeks later in order to be within the community and attract a larger number of participants. The building is well-known in the neighborhood and beyond.

### Lewis Street Underpass

#### *Location*

The Lewis Street Underpass encompasses the section of Lewis Street where it crosses under the existing Northern Pacific Railroad tracks. Lewis Street is a main east-west arterial that runs through the eastern portion of downtown Pasco, connecting the east and west halves of the city. The Lewis Street Underpass occupies a two-lane portion of Lewis Street between its intersection with N Main Street on the east side and N 1<sup>st</sup> Avenue on the west side, along with two pedestrian walkways, one on either side of the roadway (Figures 90-93). It is separated from the railroad tracks by a chain-link fence.



**Figure 89.** Aerial photomap showing the location and orientation of the Lewis Street Underpass.

### *Structural Details*

This large automobile underpass was designed by the Northern Pacific Railway in 1935 and constructed in 1937 for the purpose of providing safe and continuous automobile and pedestrian travel underneath the existing railroad tracks in Pasco without obstructing or delaying rail traffic. basic components of the Lewis Street Underpass include the east approach from the intersection of Lewis Street and N Main Street, the railway underpass itself, and the west approach, which extends to the intersection with N 1<sup>st</sup> Avenue. Other notable structural features include a total of four pedestrian stairways on both the east and west sides of the railway underpass, and overpasses carrying Tacoma Street vehicular traffic and pedestrian traffic, both located on the west approach (Emerson 2011).

The underpass is primarily constructed of steel reinforced poured-in-place concrete (Figures 91 and 92). It displays many decorative stylistic elements, most notably the Italianate-style arches on the railings at the ground level, parallel to rail traffic, and on the pedestrian stairwell railings and in the underground pedestrian walkway (Figures 92 and 93).



**Figure 90.** Photograph of the arched railings on the eastern side of the Lewis Street Underpass, looking west/northwest.



**Figure 91.** Photograph of the arches on stairway railings and on the concrete divider between the pedestrian walkway and the roadway, looking south/southeast from the east side approach.



A chain-link fence has been placed as a divider in the archways separating the underground pedestrian walkway and the roadway (Figure 93). Chain-link with barbed wire has been placed at the ground level dividing the pedestrian access area from the adjacent railroad tracks, effectively halting the historical practice of walking over the tracks (Figure 94).



**Figure 92.** Photograph looking along the pedestrian walkway with chain-link fence on left between walkway and roadway.





**Figure 93.** Photograph of chain-link fence dividing the tracks from the underpass (railing foreground), looking west/southwest.

In addition to the chain-link fences, other updates include modern anti-loitering and anti-littering signage on the underpass's pedestrian walkways. The concrete of the structure, particularly of some of the pedestrian handrails and guard rails, has deteriorated and much of it has been patched and placed with rough, unformed concrete or stucco (Figure 96).





**Figure 94.** Photograph of patched railing on the western approach to the underpass, looking east.

It is apparent that graffiti has been a problem for the underpass, as indicated by numerous patchy painted areas (Figure 96). Modern, round, metal hand rails have been added in the pedestrian stairwells leading to the underground portion of the underpass and electrical lighting has been added as well (Figure 97).



**Figure 95.** Patched graffiti on the east side approach to the underpass, looking south.



**Figure 96.** Electrical lighting and patched graffiti on the ceiling on the pedestrian walkway.



### *History and Significance Narrative*

The history of the Lewis Street Underpass is tied to the history of the railroad in town. Pasco's early economy was based on the Northern Pacific Railroad and the transportation industry. The presence of the railroad enabled agricultural production to grow in the region surrounding Pasco; harvested crops were easily distributed by rail. Residential growth surrounded the "downtown" Pasco railroad corridor, but the area remained relatively sparsely populated until the early 1900s, when its location at the confluence of the Snake and Columbia Rivers, along with increased rail traffic, spurred commerce-related growth in the 1910s and 1920s (Sharpe and DeMaris 2009). By the 1930s, the busy railroad corridor had become a hindrance to east-west transportation, and there were long delays at the Lewis Street crossing as freight trains slowly passed. One of President Franklin Roosevelt's New Deal agencies, the Public Works Administration (PWA), provided a grant to the City of Pasco and the Washington Department of Highways to build an underpass on Lewis Street to allow for the safe passage of vehicular and foot traffic beneath the railroad tracks (Emerson 2011). While A Street to the south also provided access across the tracks, Lewis Street was the main road that connected the two sides of town in a more central and populated area (Daniels 2018).

Construction of the underpass was accomplished via an ordinance that proposed "separating the street and railroad grades at the Lewis Street crossing of the Northern Pacific Railway Company's tracks by the construction of a subway or underground crossing beneath the same" (November 25, 1935). The ordinance was approved in 1935, and the underpass was constructed in 1937 as a way to extend Lewis Street (then Highway 395), a main thoroughfare through town, beneath the railroad tracks. Prior to the installation of the underpass, pedestrian access largely consisted of citizens, including women and children, commonly crossing the active tracks above-ground in order to reach the other side on an almost daily basis. This practice was obviously dangerous and the construction of the underpass was intended to curtail it.

As detailed previously, the east side of Pasco, delineated by the railroad tracks, was effectively segregated and housed the African-American population, while the town on the west side of the tracks housed a majority white population, along with the downtown business district. While the people who lived on the east side of the tracks eventually developed their own community that included hotels, shops, restaurants and some other business, most of which are no longer extant, the residents of Pasco's east side needed to cross the tracks on an almost daily basis in order to access the businesses, parks and other amenities on the west side of town (Daniels 2018b).

These amenities included businesses in the downtown shopping district, including Sears, J.C. Penney and others (Wilkins 2018). In addition, the movie theater and Memorial Park, a popular location for swimming and baseball, were located to the west of the tracks, and children crossed them often to access these recreational facilities prior to the construction of Kurtzman Park in the 1960s (Daniels 2018a, 2018b; Daniels personal communication January 24, 2019; Wilkins 2018). In addition to commerce and recreation, the city's schools, with the exception of the Whittier School (an elementary school located on the east side of town from 1911 until it burned in 1965) were located on the west side of town. Leonard Moore recalled attending St. Patrick Catholic School on the west side of town. There was no bus that would come to the east side, requiring him to either cross the tracks or get a ride to school each day (Moore 2018; Whittier School 2018).



The railroad tracks represented a major internal division within the city. They served, and in many ways, continue to serve, as a literal dividing line between the east and west sides, and therefore between the historically predominantly black and predominantly white populations in the city as well. As Reverend Wilkins recalls, it was “like day and night” going from East Pasco, where there were no paved streets, sidewalks, streetlights or many thriving businesses, to West Pasco. As he put it in a 2018 interview: “Across the tracks was us, and across on the west side was everybody else, predominantly white” (Wilkins 2018). According to Leonard Moore, the underpass represented the difference between “where we were compared to where we wanted to be” (Moore 2018).

The underpass effectively discouraged open foot traffic on the tracks themselves and concentrated the crossing of the railroad into a single point, a corridor through which every person on that route must travel to cross from one side or the other. This corridor eventually came to symbolize the barrier or obstacle standing between these two worlds, particularly for the residents of East Pasco. The underpass became, in effect, a physical representation of the difference between the two sides of town and all that those differences implied. Vanis and Edmond Daniels described the underpass as representing the difference between where people of color could and couldn’t live (Daniels 2018a, 2018b).

While the underpass created a safer crossing, interviews with residents of the east side of Pasco indicate that residents experienced a certain amount of trepidation approaching and using the underpass. Ms. Quenna Beasley, the youngest child of one of the few black families who lived on the west side of the tracks, described how she was forbidden by her parents to go to the east side of town, largely due to the necessity of using the underpass to do so (Quenna Beasley, personal communication January 23, 2019). The Daniels brothers also recalled that parents of children on the east side didn’t want them riding their bikes under the underpass, and that ladies seldom walked through underpass, preferring to go over tracks instead as it was assumed to be safer than walking through, due to the threat of getting attacked by people who may be trespassing there (Daniels 2018a, 2018b; Vanis Daniels, personal communication January 24, 2019). The Daniels brothers, Leonard Moore and Reverend Wilkins all recalled screaming and yelling as they went through the underpass as children, in order to ward off “monsters” and unseen menaces, and Reverend Wilkins remembers knowing with certainty that “Frankenstein” resided in the underpass (Daniels 2018a, 2018b; Wilkins 2018). Moore described it as a “harrowing experience” to get from East Pasco to West Pasco, and according to the brothers, ladies wouldn’t walk under the underpass, and would call a cab to go downtown instead (Daniels 2018a; Moore 2018). The underpass was unlit for much of its history and transients would camp or loiter within it. The Daniels brothers mentioned that they wouldn’t let their own children go through the underpass unsupervised for many of the same reasons, although it now has lighting within the walkways on either side of the roadway (Daniels 2018b; Vanis Daniels, personal communication January 23, 2019).



## Results and Recommendations

The ten properties that were surveyed have all been documented with DAHP via their WISAARD web portal. All of the properties were preliminarily evaluated for their eligibility for inclusion on the NRHP. The results of each evaluation are discussed below.

### *107 W Sylvester Street*

The Beasley residence at 107 W Sylvester is significant locally for its association with the Beasley family, and for its status as one of the first African-American residences to be built and inhabited by a black family on the west side of Pasco during the era of segregation. The residence is in good condition, with integrity to the period of study, ca. 1940-1965, and integrity of location, design, setting, materials, workmanship, feeling and association. It is significant under NRHP Criterion A for its association with African-American history in East Pasco during the period of study (ca. 1940-1965), and with the larger influx of African-American workers to the area in the mid-twentieth century. The house is associated with a prominent African-American family, which exemplifies many of the research themes, including migration to the area to work at Hanford Nuclear and the separation between East and West Pasco. **It is the recommendation of Harris Environmental Group that the house is eligible for listing on the NRHP.**

### *611 S Beech Avenue*

The Daniels residence at 611 S Beech Avenue is in good condition and retains all seven aspects of integrity from the period of study, including location, design, setting, materials, workmanship, feeling and association. It is locally significant as the childhood home to a well-known African-American family in the community, which includes current community leaders Vanis and Edmon Daniels. It is in good condition and has integrity to the period of study, ca. 1940-1965. The residence is significant under Criterion A for its association with African-American history in East Pasco and with the larger influx of African-American workers to the area in the mid-twentieth century. It is associated with a prominent African-American family, and is associated with many of the research themes, including migration to the area to work at Hanford Nuclear. **It is the opinion of Harris Environmental Group that the residence is eligible for listing on the NRHP.**

### *705 S Douglas Avenue*

The intensive-level inventory, including research with the City of Pasco and the Franklin County library system, did not reveal information on this building, and none of the informants consulted for the oral interviews had anything to say about the history or significance of this building. Without documentation, the significance of this building could not be determined.

The residence is in good condition and retains integrity to its period of construction (1970), which falls slightly outside the period of study (ca. 1940-1965). While the residence retains integrity of location, design, setting, materials, workmanship, feeling and association, it does not appear to be eligible under any of the Criteria of significance.





Research did not reveal an association with significant events or patterns in history (Criterion A), with a significant person in history (Criterion B). It is not the work of a master, or an outstanding example of a ranch-style home (Criterion C), and the house is unlikely to yield further information.

**Therefore, it is the recommendation of Harris Environmental that the residence at 705 S Douglas Avenue is not eligible for inclusion on the NRHP based on the results of the current investigation.**

#### *727 S Douglas Avenue*

The intensive-level inventory, including research with the City of Pasco and the Franklin County library system, did not reveal information on this building, and none of the informants consulted for the oral interviews had anything to say about the history or significance of this building. Without documentation, the significance of this building could not be determined.

The residence is in good condition and retains integrity to its period of construction (1972), which falls slightly outside the period of study (ca. 1940-1965). While the residence retains integrity of location, design, setting, materials, workmanship, feeling and association, it does not appear to be eligible under any of the Criteria of significance. Research did not reveal an association with significant events or patterns in history (Criterion A), with a significant person in history (Criterion B). It is not the work of a master, or an outstanding example of a ranch-style home (Criterion C), and the house is unlikely to yield further information.

**Therefore, it is the recommendation of Harris Environmental that the residence at 727 S Douglas Avenue is not eligible for inclusion on the NRHP based on the results of the current investigation.**

#### *Greater Faith Baptist Church*

The Greater Faith Baptist Church is historically significant for its association with the growth of the African-American community in East Pasco during the mid-twentieth century and into the present. The church has played and continues to play a significant role in the creation and maintenance of the African-American community in the East Pasco neighborhood and embodies the values of that community: family and civic engagement, as well as spiritual growth and endurance in the face of change. The building itself is in good condition and retains integrity to the period of study, ca. 1940-1965, as the exterior has changed little although there have been updates to the interior. This includes integrity of location, design, setting, materials, workmanship, feeling and association

**It is the recommendation of Harris Environmental Group that the church is eligible for listing on the NRHP under Criterion A, for its association with the historic rise and importance of the East Pasco African-American community, to which it is intrinsically tied.**

In order to be significant under any of the Criteria (A-D), according to Criterion Consideration A, religious properties must also derive primary significance from architectural or artistic distinction or historical importance (Department of the Interior 2019).



In the case of the Greater Faith Baptist Church, the church can be considered significant, as described above, for significance derived from association with historical events and trends.

### *Morning Star Baptist Church*

The Morning Star Baptist Church is historically significant for its association with the growth of the African-American community in East Pasco during the mid-twentieth century and into the present. The church building is a significant historic property within the community and beyond, embodying many of the values of that community: strong family ties and civic engagement, as well as spiritual growth and endurance in the face of demographic and physical changes to the neighborhood. The church has always served as a space for socializing, organizing and reinforcing family and community ties. Nearly every person interviewed for this project mentioned the church in some capacity, and had recollections of their family and friends attending services or events there. The Morning Star Baptist Church was the original black church in the East Pasco neighborhood, and set the model for others including New Hope and Greater Faith Baptist Churches, both of which sprung from members of Morning Star's congregation. Morning Star Baptist Church was founded to meet the spiritual needs of the growing African-American community in the area, and it continues to support those needs today. The church building is in good condition and maintains integrity of design, setting and character from the historic period of study, ca. 1940-1965. The outside façade of the church still stands much as it did when it first in the period of study, while there have been numerous renovations to the interior over the decades, the most recent in late February 2016 (Newman 2017; Franklin County 2019). **It is the recommendation of Harris Environmental Group that the church is eligible for listing on the NRHP under Criterion A, for its association with the historic rise and importance of the East Pasco African-American community, to which it is intrinsically tied.**

In order to be significant under any of the Criteria (A-D), according to Criterion Consideration A, religious properties must also derive primary significance from architectural or artistic distinction or historical importance (Department of the Interior 2019). In the case of the Greater Faith Baptist Church, the church can be considered significant, as described above, for significance derived from association with historical events and trends.

### *New Hope Baptist Church*

The New Hope Baptist Church building was constructed in 2003, well outside of the period of significance for the current study and far below the generally accepted 50-year age window for historic properties. It does not meet the standards of Criterion Consideration E, as the existing church is not a strict reconstruction (Department of the Interior 2019). Although the congregation and history of the church have some significance during the period of study and certainly to the history of the East Pasco neighborhood, **it is the opinion of Harris Environmental that the building is not eligible for inclusion on the NRHP.**



### *Tommy's Steel and Salvage*

**It is the opinion of Harris Environmental Group that the Tommy's Steel and Salvage business is eligible for inclusion on the NRHP.** The buildings that comprise the business retain their integrity of design, workmanship and style, with some newer additions. They were constructed by the business owner himself and have been in continuous and consistent use as a salvage business for nearly 60 years. In addition to the integrity of the property, the business is significant as the oldest continuously operating African-American owned business in the Tri-Cities. The business is one of the last black-owned business in the study area, and has operated throughout the period of significance and into the modern era when major changes have taken place all around it. It is eligible under Criterion A for its association with the socio-economic and cultural history of Pasco as a whole and for its association with the historical experience of African-American population and with the community of East Pasco in particular.

### *Kurtzman Park Mini Station*

The Kurtzman Park Mini Station is a locus of community in East Pasco. Kurtzman Park itself was established by young members of the African-American community, and the Mini Station was originally designed and built to be a place for the youth within that community to meet and thrive. Virgie Robinson, the original manager of the Youth Center was a leader of this community, working with spiritual and charitable organizations for the betterment of all its members. The Mini Station is significant in the history of the neighborhood and continues to be a locus of gathering and community building. While there have been some updates to the building, including the removal of the fireplace from the main gathering room, and the addition of telecommunications antennae and other small improvements, the building is in good condition and maintains integrity from the period of study, including location, design, setting, materials, workmanship, feeling and association. **It is the opinion of Harris Environmental that the Kurtzman Park Mini Station is eligible for inclusion on the NRHP under Criterion A, for its association with the historic rise and maintenance of the East Pasco African-American community, to which it is intrinsically tied.**

### *Lewis Street Underpass*

As detailed by Sharpe and DeMaris (2009), the underpass has undergone minor repairs and safety modifications over the years, but retains much of its historic character and integrity of design, workmanship, and style. The historic fabric and character of the structure remain in fair condition, and although some minor changes to the historic fabric have taken place, the structure's capacity and function are intact, if perhaps outdated. The underpass retains its integrity of location, with changes in the surrounding neighborhood since the 1940s somewhat impacting the structure's setting, feeling, and association.

It was previously recorded with Washington State for its association with early Pasco history and was recommended as eligible for inclusion on the NRHP under Criterion A, for association with early transportation in the Tri-Cities, particularly early transportation history, especially its association with the railroad and the PWA (Sharpe and DeMaris 2009; Emerson 2011).



In addition to the significance of its association with these themes of transportation and structural improvement, **it is the opinion of Harris Environmental that the Lewis Street Underpass is further eligible for inclusion on the NRHP under Criterion A for its association with the socio-cultural history of Pasco as a whole and for its association with the historical experience of African-American population and with the community of East Pasco in particular.** This community experienced the underpass as a railroad crossing and as a symbolic barrier on a daily basis. The underpass stands as a tangible expression of the history and impact of segregation on the community and the evolution of the town and the relations between its residents.

Out of the 10 properties surveyed for this project, Harris Environmental recommends seven of them as eligible for listing on the NRHP. Harris Environmental will work closely with the chosen consultant to support the transition from the current inventory, to the next phase, which includes the preparation of a historic context document as well as two nominations to the National Register of Historic Places using Federal Grant monies administered through the National Parks Service. The context statement and nomination will build on the results of this inventory will be used for the next stage of this project, detailed in this report



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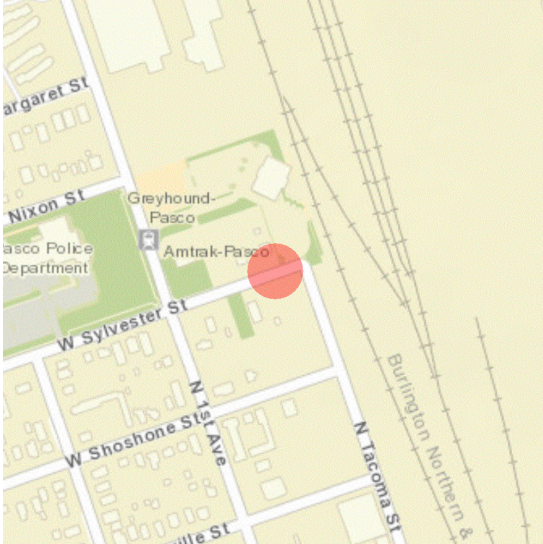
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**Appendix A:**  
Historic Property Inventory forms  
for the 10 properties included in this inventory



## Location



**Address:** 107 W Sylvester St, Pasco, WA, 99301, USA

**Geographic Areas:** Franklin County, T09R30E29, PASCO Quadrangle

## Information

**Number of stories:** N/A

### Construction Dates:

Construction Type	Year	Circa
Built Date	1958	<input type="checkbox"/>

### Historic Use:

Category	Subcategory
Domestic	Domestic - Single Family House
Domestic	Domestic - Single Family House

### Historic Context:

#### Category

Social History

Ethnic Heritage

### Architect/Engineer:

Category	Name or Company
Builder	Ernace Beasley



# Historic Property Report

Resource Name: Beasley Residence

Property ID: 718687

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**Thematics:**

**Local Registers and Districts**

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Name	Date Listed	Notes
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**Project History**

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Project Number, Organization, Project Name	Resource Inventory	SHPO Determination	SHPO Determined By, Determined Date
2018-10-08077, , City of Pasco African American Historic Properties	4/8/2019		

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## Photos



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IMG\_2997.JPG



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IMG\_2585.JPG



# Historic Property Report

Resource Name: Beasley Residence

Property ID: 718687



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IMG\_2578.JPG





# Historic Property Report

Resource Name: Beasley Residence

Property ID: 718687

## Inventory Details - 4/8/2019

**Common name:**

**Date recorded:** 4/8/2019

**Field Recorder:** Dana Holschuh

**Field Site number:**

**SHPO Determination**

## Detail Information

**Characteristics:**

Category	Item
Foundation	Concrete - Poured
Form Type	Single Dwelling
Roof Type	Hip
Roof Material	Asphalt/Composition - Shingle
Cladding	Concrete - Block (cmu)
Plan	Rectangle

## Surveyor Opinion

**Property appears to meet criteria for the National Register of Historic Places:** Yes

**Property is located in a potential historic district (National and/or local):** No

**Property potentially contributes to a historic district (National and/or local):** No

**Significance narrative:** This residence is the historical home of the Beasley Family. It was constructed by Ernace Beasley, his brother John (Buddy), and Howard Lee, a family friend. The house replaced an older residence that was previously located in the northern portion of the parcel in 1958 (Quenna Beasley, personal communication January 23, 2019). The home has stood in its current location since its construction, despite changes in the surrounding area, most significantly, the construction of the Amtrak Station immediately to the east in 1998.

The Beasley family typifies many of the African-American families that lived in Pasco during the period of significance. Ernace grew up in Oklahoma and moved to the area to work at Hanford Nuclear Reservation, where he was employed in various capacities as a laborer and foreman supervising crew from 1944 to 1984. In addition, he worked on numerous construction projects in between his employment at Hanford, including contributing to the construction of five dams (John Daly Dam OR, The Dalles Dam OR, McNary Dam WA, Ice Harbor Dam WA and Lower Monumental Dam, WA), two malls (Yakima and Columbia Center Malls) and Kadlec Hospital (Tri-City Herald 2017). Annie Bee Beasley was born in Alabama and moved to Pasco, WA, in 1947. Annie worked at Hanford from 1970 until the mid-1980s (Tri-City Herald 2010). The couple had 11 children, all of whom were raised in the residence at 107 W Sylvester Ave., which was W Yakima Avenue until 1977 (Polk Directory 1977). Mrs. Beasley was a longtime member of the congregation at Morning Star Baptist Church in East Pasco.





## Historic Property Report

Resource Name: Beasley Residence

Property ID: 718687

The Beasley family was unusual for the Tri-Cities in that they lived on the west side of the railroad tracks, which were largely considered to be the dividing line between black and white Pasco (see Lewis Street Underpass, below). Quenna Beasley, the youngest of the Beasley children who grew up in the house in the 1960s and 70s, remembers the neighborhood as fairly diverse, with families of many ethnicities, although there were few black families in the immediate area. Her house was a busy place with her family's friends and her parents' peers and colleagues coming and going often. She recalls that her parents didn't allow the children to go to East Pasco, largely due to the perceived danger of using the Lewis Street Underpass. Her older brothers sometimes sneaked over the tracks to go to the pool at Kurtzman Park, but she did not go there with any regularity (Quenna Beasley, personal communication January 23, 2019).

Polk directory research revealed that the home has been in the name of the heads of household Ernace and Annie B. Beasley since the first entry in 1955, which referred to the earlier home. The home was held Ernace's name, spelled variously as Ernoce (sic) (1966 and 1967) and Ernest (sic) (1955-64) and Ernace (1968 and after), throughout the historic period of significance under study.

The directory lists Ernace's employment as working at Hanford in various laboratory jobs from 1955 until 1961. After that date, he is listed as a construction worker (1965 through 1979). From 1970 through 1974, the Beasley's daughter, Ms. Shirley Beasley is also listed, as a maintenance officer or office secretary (Polk Directory 1955-1979).

Ownership of the house was transferred to Quenna Beasley, the youngest of the 11 Beasley children, in 2011. After a short period where the home was a rental property, Ms. Beasley has returned to live in the residence. Historically, the home had three bedrooms, one for the boys in the rear of the house, one for the girls in the middle and one master bedroom in the front of the house. She recounted that there were 11 peach trees planted, one for each of the Beasley children, along the eastern property boundary. While Ms. Beasley has updated the interior to be a two-bedroom home, and made other renovations to the kitchen and bathroom, the home retains its historical integrity on the exterior, including the distinctive concrete block wall construction and metal bars on each window. The yard has changed slightly as the garden behind (to the north) of the house has been removed, as have the fruit trees along the eastern border of the property. These were removed when the barrier was put up between their property and the station next door.

The Beasley residence at 107 W Sylvester is significant locally for its association with the Beasley family, and for its status as one of the first African-American residences to be built and inhabited by a black family on the west side of Pasco during the era of segregation. The residence is in good condition, with integrity to the period of study, ca. 1940-1965, and integrity of location, design, setting, materials, workmanship, feeling and association. It is significant under NRHP Criterion A for its association with African-American history in East Pasco during the period of study (ca. 1940-1965), and with the larger influx of African-American workers to the area in the mid-twentieth century. The house is associated with a prominent African-American family, which exemplifies many of the research themes, including migration to the area to work at Hanford Nuclear and the separation between East and West Pasco. It is the recommendation of Harris Environmental Group that the house is eligible for listing on the NRHP.



# Historic Property Report

Resource Name: Beasley Residence

Property ID: 718687

## Physical description:

The Beasley residence is located at the eastern terminus of W Sylvester Street. It is bordered on the south by W Sylvester Street, on the east and north by the Pasco Intermodal facility and bus station, and on the west by another single-family residence on acreage. The residence is positioned in the southernmost portion of Parcel Number 112028047, which is listed on the Franklin County Tax Assessor Map as "LOT 12, BLOCK 1, N.P. FIRST ADDITION, & TOG W VAC ALLEY ADJ". The parcel is surrounded with a chain-link fence and there is one outbuilding to the north (rear) of the residence, along the western border of the property.

The house is square in plan and measures 957 square feet with a 140 square foot shed outbuilding. Both were constructed in 1958 by the owner, Ernace Beasley and his relatives and friends. The three-bedroom, one-bathroom house is constructed of concrete blocks and is situated atop a poured concrete foundation. It has a gable The southern elevation is the main entryway with a gabled roof and a covered entry porch supported by thin metal poles (Figures 22 and 23). Diagonal vinyl siding covers the pediment over the entryway, with an octagonal vent, an overhanging light and wooden trim. There is a picture window to the west of the door and a side-by-side aluminum casement window to the east. Both windows are covered with metal bars, as are all the windows on the residence.

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1970 1970 City Directory: Tri-Cities, Washington. Pasco, Washington. Listing for Beasley.

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1972 1972 City Directory: Tri-Cities, Washington. Pasco, Washington. Listing for Beasley.



## Historic Property Report

Resource Name: Beasley Residence

Property ID: 718687

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1973 1973 City Directory: Tri-Cities, Washington. Pasco, Washington. Listing for Beasley.

1974 1974 City Directory: Tri-Cities, Washington. Pasco, Washington. Listing for Beasley.

1975 1975 City Directory: Tri-Cities, Washington. Pasco, Washington. Listing for Beasley.

1976 1976 City Directory: Tri-Cities, Washington. Pasco, Washington. Listing for Beasley.

1977 1977 City Directory: Tri-Cities, Washington. Pasco, Washington. Listing for Beasley.

1978 1978 City Directory: Tri-Cities, Washington. Pasco, Washington. Listing for Beasley.

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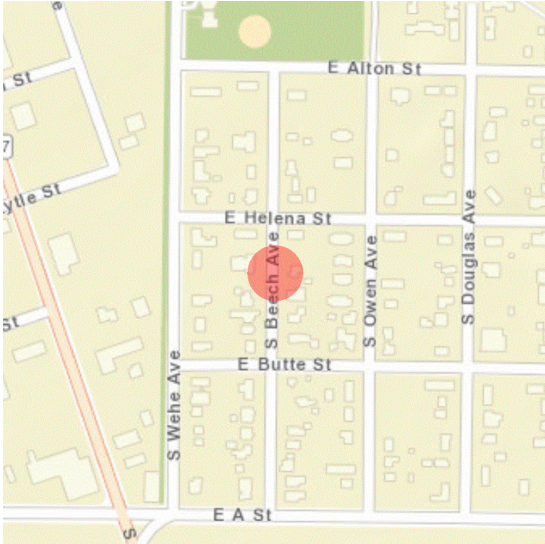
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## Location



**Address:** 611 S Beech Ave, Pasco, WA, 99301, USA

**Geographic Areas:** Franklin County, T09R30E28, PASCO Quadrangle

## Information

**Number of stories:** N/A

### Construction Dates:

Construction Type	Year	Circa
Built Date	1956	<input checked="" type="checkbox"/>

### Historic Use:

Category	Subcategory
Domestic	Domestic - Single Family House
Domestic	Domestic - Single Family House

### Historic Context:

Category
Social History
Ethnic Heritage

### Architect/Engineer:

Category	Name or Company
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# Historic Property Report

Resource Name: Daniels Residence

Property ID: 717274

**Thematics:**

**Local Registers and Districts**

Name	Date Listed	Notes
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**Project History**

Project Number, Organization, Project Name	Resource Inventory	SHPO Determination	SHPO Determined By, Determined Date
2018-10-08077, , City of Pasco African American Historic Properties	4/8/2019		



## Photos



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# Historic Property Report

Resource Name: Daniels Residence

Property ID: 717274



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# Historic Property Report

Resource Name: Daniels Residence

Property ID: 717274

## Inventory Details - 4/8/2019

**Common name:**

**Date recorded:** 4/8/2019

**Field Recorder:** Dana Holschuh

**Field Site number:**

**SHPO Determination**

## Detail Information

**Characteristics:**

Category	Item
Foundation	Concrete - Poured
Form Type	Single Dwelling
Roof Type	Hip
Roof Material	Asphalt/Composition - Shingle
Cladding	Wood - Clapboard
Plan	L-Shape

## Surveyor Opinion

**Property appears to meet criteria for the National Register of Historic Places:** Yes

**Property is located in a potential historic district (National and/or local):** No

**Property potentially contributes to a historic district (National and/or local):** No

**Significance narrative:** The residence at 611 S Beech Avenue is the historical home of the Daniels family. It was purchased in 1955 by Vanis Sr. and Idalee Daniels. The Daniels family represent many families who migrated to the area following work available at the Hanford Nuclear Facility. According to Vanis Daniels Jr Mr. Daniels came to the northwest from eastern Texas in order to work at Hanford in 1943. His mother came in 1944, leaving their children with relatives in Texas (Daniels 2013; Vanis Daniels, personal communication January 24, 2019). They both worked on and off at the nuclear facility- Mr. Daniels in construction and Mrs. Daniels in the mess hall and cleaning the barracks. They were making far more money than they would have in Texas and they lived in the barracks, sleeping in tents during the war, and eventually moving to a trailer camp. In 1951 they moved the family to Pasco when Vanis Jr. was a sophomore in high school and Edmon was in grade school. Other members of their family were also in Pasco at the time and Edmon recalls meeting them and adjusting to living with his parents for the first time (Daniels 2013) The bank wouldn't loan Mr. Daniels the money to buy a home, a practice both brothers describe as common in that period. Mr. Daniels bought the residence at 611 S Beech Avenue from the previous owner directly and set up escrow account for house with Seattle national bank wherein any late payments would result in seizure of the property (Daniels 2013).

The jobs available at Hanford, particularly in construction, were a driving force behind a lot of the family's movement into and out of the area. Relatives of the Daniels family





## Historic Property Report

Resource Name: Daniels Residence

Property ID: 717274

came to stay at the house often, as they moved back and forth from Texas depending on the availability of work in each location. The Daniels house at 611 S Beech Avenue served as a home-base of sorts for many of these intermittent residents (Vanis Daniels, personal communication January 24, 2019). Edmon recalls that “there were only four houses on the street, and we were the only black family on the street” (Daniel 2013)

Edmond attended the (no longer extant) Whittier School, while Vanis, and eventually Edmon attended Pasco High School. Both of these schools were integrated, a contrast to what the children had experienced in Texas. Vanis Jr. was part of the first graduating class out of that school, and one of 25 or 30 black students in a class of just over 100 (Daniels 2013)

Daniels still lives in East Pasco with his wife, Barbara with whom he runs a fried fish business. He’s lived in his current residence, to the north of that at 611 S Beech Avenue, for the last 47 years and has watched East Pasco change around him. He recalls growing up in a diverse neighborhood, characterized by both white and black families, although there weren’t as many houses back then (Figure 4). In his current residence, his neighbors have changed from mostly white, and then mostly black and now they’re mostly Latino (Jarvis 2015; Vanis Daniels, personal communication January 24, 2019).

The house is listed on the Franklin County assessor’s website as built in 1956, however the house was standing at the time of its purchase and is suspected to date back to the early 1900s, as inferred from newspapers found within the walls that bore the date of 1916 (Vanis Daniels, personal communication January 24, 2019). The house was remodeled in 1961 with new siding and windows, and yet it retains much of its historic integrity and design.

The Polk directory lists the house as owned by Vanis Daniels and his wife Idalee throughout the period of 1955-1979. Mr. Daniels is listed as working in the lab at Hanford, first in Hoffman (1957), then Kaiser (1960-65) and then A.J. Jones (1966) before retiring in 1967. His sons Edmon and James are listed as residents of the house. Edmon is shown working at Woolworth’s (1964-65) and then at Eastside Market (1966), a local East Pasco business that has since gone out of business. James is listed as a resident from 1966 through 1970. Vanis Daniels Jr. only appears as a resident in 1965, as a lab worker.

The Daniels residence at 611 S Beech Avenue is in good condition and retains all seven aspects of integrity from the period of study, including location, design, setting, materials, workmanship, feeling and association. It is locally significant as the childhood home to a well-known African-American family in the community, which includes current community leaders Vanis and Edmon Daniels. It is in good condition and has integrity to the period of study, ca. 1940-1965. The residence is significant under Criterion A for its association with African-American history in East Pasco and with the larger influx of African-American workers to the area in the mid-twentieth century. It is associated with a prominent African-American family, and is associated with many of the research themes, including migration to the area to work at Hanford Nuclear. It is the opinion of Harris Environmental Group that the residence is eligible for listing on the NRHP.



## Historic Property Report

Resource Name: Daniels Residence

Property ID: 717274

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### Physical description:

This single-family residence is located on the eastern side of S. Beech Avenue, in middle portion of the block between Helena Street to the north and Butte Street to the south. The residence is positioned in the central-western portion of parcel number 113853144, which is listed on the Franklin County Assessor as "TERRACE HEIGHTS LOTS 282 TO 285 BLK 8". The parcel is bordered by S Beech Avenue to the west, by vacant, grassy acreage to the north, a single-family residence to the south and a paved alleyway to the east.

The two-bedroom, one-bathroom house was constructed in 1956. It is L-shaped and measures 963 square feet with a basement that measures 798 square feet. The 400-square foot detached garage is located to the northeast of the residence, at the eastern terminus of a paved driveway. The house is clad on all elevations in horizontal, white wooden clapboard siding. The pitched roof is covered in light gray asphalt-composite roofing shingles with wooden soffits and eaves and exposed wooden rafters. It sits on a poured concrete foundation.

The western elevation (front) of the house faces S. Beech Avenue. The house is located on a raised lawn held with a poured concrete retaining wall. The main entryway is located in the center of the western elevation, covered with a pitched roof and accessed via five poured concrete steps that lead to a raised slab porch with a pitched roof. An alternative, ADA-friendly ramp also leads to the entryway from the north. There are two aluminum-framed picture windows, one on either side of the wood-framed door. An additional single-hung aluminum-framed window is located on the northern end of this elevation.

### Bibliography:

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Daniels, Vanis

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Jarvis, Brooke

2015 17 Shots in Pasco: The police shooting of a Mexican field worker prompted a reckoning in a Washington farming town. Seattle Met.  
<https://www.seattlemet.com/articles/2015/5/26/pasco-and-the-shooting-of-antonio-zambrano-montes>. Accessed electronically February 7th, 2010.

Polk, R.L. and Company

1955 1955 City Directory: Tri-Cities, Washington. Pasco, Washington. Listing for Daniels.





## Historic Property Report

Resource Name: Daniels Residence

Property ID: 717274

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1957 1957 City Directory: Tri-Cities, Washington. Pasco, Washington. Listing for Daniels.

1960 1960 City Directory: Tri-Cities, Washington. Pasco, Washington. Listing for Daniels.

1961 1961 City Directory: Tri-Cities, Washington. Pasco, Washington. Listing for Daniels.

1962-63 1962-63 City Directory: Tri-Cities, Washington. Pasco, Washington. Listing for Daniels.

1964 1964 City Directory: Tri-Cities, Washington. Pasco, Washington. Listing for Daniels.

1965 1965 City Directory: Tri-Cities, Washington. Pasco, Washington. Listing for Daniels.

1966 1966 City Directory: Tri-Cities, Washington. Pasco, Washington. Listing for Daniels.

1967 1967 City Directory: Tri-Cities, Washington. Pasco, Washington. Listing for Daniels.

1968 1968 City Directory: Tri-Cities, Washington. Pasco, Washington. Listing for Daniels.

1969 1969 City Directory: Tri-Cities, Washington. Pasco, Washington. Listing for Daniels.

1970 1970 City Directory: Tri-Cities, Washington. Pasco, Washington. Listing for Daniels.

1971 1971 City Directory: Tri-Cities, Washington. Pasco, Washington. Listing for Daniels.

1972 1972 City Directory: Tri-Cities, Washington. Pasco, Washington. Listing for Daniels.

1973 1973 City Directory: Tri-Cities, Washington. Pasco, Washington. Listing for Daniels.

1974 1974 City Directory: Tri-Cities, Washington. Pasco, Washington. Listing for Daniels.

1975 1975 City Directory: Tri-Cities, Washington. Pasco, Washington. Listing for Daniels.

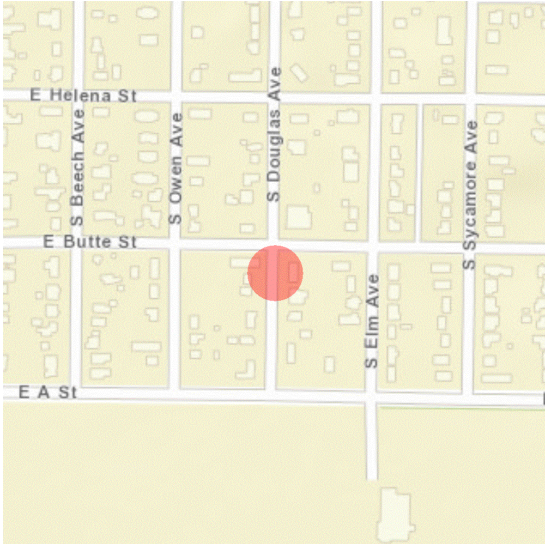
1976 1976 City Directory: Tri-Cities, Washington. Pasco, Washington. Listing for Daniels.

1977 1977 City Directory: Tri-Cities, Washington. Pasco, Washington. Listing for Daniels.

1978 1978 City Directory: Tri-Cities, Washington. Pasco, Washington. Listing for Daniels.

1979 1979 City Directory: Tri-Cities, Washington. Pasco, Washington. Listing for Daniels.

## Location



**Address:** 705 S Douglas Ave, Pasco, WA, 99301, USA

**Geographic Areas:** Franklin County, T09R30E28, PASCO Quadrangle

## Information

**Number of stories:** N/A

### Construction Dates:

Construction Type	Year	Circa
Built Date	1970	<input type="checkbox"/>

### Historic Use:

Category	Subcategory
Domestic	Domestic - Single Family House
Domestic	Domestic - Single Family House

### Historic Context:

Category
Social History
Ethnic Heritage

### Architect/Engineer:

Category	Name or Company
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# Historic Property Report

Resource Name: Johnson Residence

Property ID: 717270

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## Thematics:

### Local Registers and Districts

Name	Date Listed	Notes
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### Project History

Project Number, Organization, Project Name	Resource Inventory	SHPO Determination	SHPO Determined By, Determined Date
2018-10-08077, , City of Pasco African American Historic Properties	4/8/2019		

## Photos



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IMG\_2576.JPG



IMG\_2575.JPG



IMG\_2574.JPG



IMG\_2573.JPG



IMG\_2572.JPG

# Historic Property Report

Resource Name: Johnson Residence

Property ID: 717270



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# Historic Property Report

Resource Name: Johnson Residence

Property ID: 717270

## Inventory Details - 4/8/2019

**Common name:**

**Date recorded:** 4/8/2019

**Field Recorder:** Dana Holschuh

**Field Site number:**

**SHPO Determination**

## Detail Information

**Characteristics:**

Category	Item
Foundation	Concrete - Poured
Form Type	Single Dwelling - Ranch
Roof Type	Hip
Roof Material	Asphalt/Composition - Shingle
Cladding	Metal - Aluminum Siding
Structural System	Metal - Aluminum
Plan	Rectangle

## Surveyor Opinion

**Property appears to meet criteria for the National Register of Historic Places:** No

**Property is located in a potential historic district (National and/or local):** No

**Property potentially contributes to a historic district (National and/or local):** No



## Historic Property Report

Resource Name: Johnson Residence

Property ID: 717270

**Significance narrative:** This residence was included in the inventory because it was nominated at the public meeting in June, 2018. Research into the history of the property did not reveal any information on the residence itself or the people who historically lived there. The Polk City Directory listed the residence under the name "Gix, Castuiller" beginning in 1972 and continuing with no changes and no further information until 1979 (Polk 1972-1979).

The intensive-level inventory, including research with the City of Pasco and the Franklin County library system, did not reveal information on this building, and none of the informants consulted for the oral interviews had anything to say about the history or significance of this building. Without documentation, the significance of this building could not be determined.

The residence is in good condition and retains integrity to its period of construction (1970), which falls slightly outside the period of study (ca. 1940-1965). While the residence retains integrity of location, design, setting, materials, workmanship, feeling and association, it does not appear to be eligible under any of the Criteria of significance. Research did not reveal an association with significant events or patterns in history (Criterion A), with a significant person in history (Criterion B). It is not the work of a master, or an outstanding example of a ranch-style home (Criterion C), and the house is unlikely to yield further information.

Therefore, it is the recommendation of Harris Environmental that the residence at 705 S Douglas Avenue is not eligible for inclusion on the NRHP based on the results of the current investigation.

**Physical description:** This single-family residence, constructed in 1970, is the northernmost house on the eastern side of South Douglas Avenue. It is located on the southeast corner of the intersection of S Douglas Avenue and E Butte Street, immediately south of the Morning Star Baptist Church. The residence is positioned in the southwestern corner of parcel number 113851244, which is listed on the Franklin County Tax Assessor Map as "LOTS 65 TO 68, BLOCK 3, TERRACE HEIGHT". There are no other outbuildings or other structures, but a large garden patch is located at the eastern end of the property, and a large mature tree stands at the northwestern corner.

The residence measures 1274 square feet, with a 364 square-foot garage attached on the southern end. The one-story residence is rectangular in plan, with the longer axis oriented north-south. It has a hipped roof covered in gray asphalt-composite roofing shingles. The house is clad in wooden siding, which is oriented horizontally and covers the entirety of the northern, southern and eastern elevations. It has a poured concrete foundation and horizontal siding covers the bottom two thirds of the western elevation. The upper portion of this elevation is clad in vertically-oriented green wooden siding.

The western elevation is where the main entryway is located. This entryway is located in the center of the elevation, and is accessed via two concrete steps framed by associated metal handrails. This elevation also displays three side-by-side aluminum-framed windows to the north of the entryway, and one large, picture window to the south. The northern and southern elevations have no windows or other features and are characterized by plain wooden siding. The western elevation, or rear of the house, has a rear entryway that consists of a sliding glass door that opens to two concrete steps. There are four side-by-side aluminum windows along the length of this elevation. The garage is accessed on the western elevation by a single-width roll up door at the end of the concrete driveway, and by a wood-framed doorway at the rear, on the southern end of the eastern elevation.



## Historic Property Report

Resource Name: Johnson Residence

Property ID: 717270

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### Bibliography:

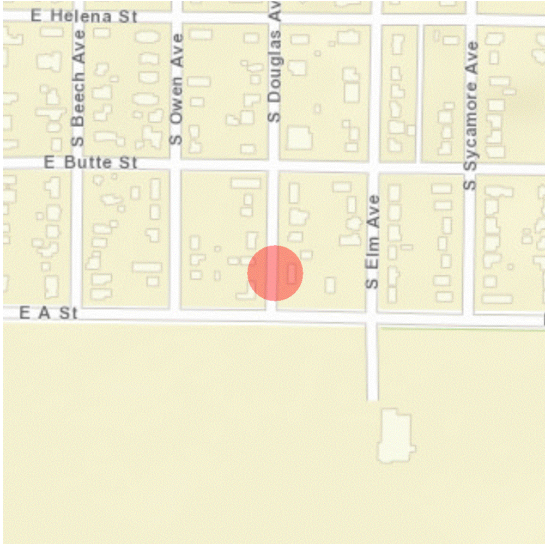
- Polk, R.L. and Company  
1972 1972 City Directory: Tri-Cities, Washington. Pasco, Washington. Listing for 705 S Douglas Ave.
- 1973 1973 City Directory: Tri-Cities, Washington. Pasco, Washington. Listing for 705 S Douglas Ave.
- 1974 1974 City Directory: Tri-Cities, Washington. Pasco, Washington. Listing for 705 S Douglas Ave.
- 1975 1975 City Directory: Tri-Cities, Washington. Pasco, Washington. Listing for 705 S Douglas Ave.
- 1976 1976 City Directory: Tri-Cities, Washington. Pasco, Washington. Listing for 705 S Douglas Ave.
- 1977 1977 City Directory: Tri-Cities, Washington. Pasco, Washington. Listing for 705 S Douglas Ave.
- 1978 1978 City Directory: Tri-Cities, Washington. Pasco, Washington. Listing for 705 S Douglas Ave.
- 1979 1979 City Directory: Tri-Cities, Washington. Pasco, Washington. Listing for 705 S Douglas Ave.

# Historic Property Report

Resource Name: Hernandez Residence

Property ID: 717272

## Location



**Address:** 727 S Douglas Ave, Pasco, WA, 99301, USA

**Geographic Areas:** Franklin County, T09R30E28, PASCO Quadrangle

## Information

**Number of stories:** N/A

### Construction Dates:

Construction Type	Year	Circa
Built Date	1972	<input type="checkbox"/>

### Historic Use:

Category	Subcategory
Domestic	Domestic - Single Family House
Domestic	Domestic - Single Family House

### Historic Context:

#### Category

Social History

Ethnic Heritage

### Architect/Engineer:

Category	Name or Company
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# Historic Property Report

Resource Name: Hernandez Residence

Property ID: 717272

**Thematics:**

**Local Registers and Districts**

Name	Date Listed	Notes
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**Project History**

Project Number, Organization, Project Name	Resource Inventory	SHPO Determination	SHPO Determined By, Determined Date
2018-10-08077, , City of Pasco African American Historic Properties	4/8/2019		



## Photos



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IMG\_2568.JPG



IMG\_2567.JPG



IMG\_2566.JPG



IMG\_2565.JPG



IMG\_2564.JPG

# Historic Property Report

Resource Name: Hernandez Residence

Property ID: 717272



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# Historic Property Report

Resource Name: Hernandez Residence

Property ID: 717272

## Inventory Details - 4/8/2019

**Common name:**

**Date recorded:** 4/8/2019

**Field Recorder:** Dana Holschuh

**Field Site number:**

**SHPO Determination**

## Detail Information

### Surveyor Opinion

**Property appears to meet criteria for the National Register of Historic Places:** No

**Property is located in a potential historic district (National and/or local):** No

**Property potentially contributes to a historic district (National and/or local):** No

**Significance narrative:** This residence was included in the inventory because it was nominated at the public meeting in June. Research into the history of the property did not reveal any information on the residence itself or the people who historically lived there. The Polk City Directory listed the residence under the name "Artis Miles" beginning in 1964 and continuing with no changes and no further information until 1979 (Polk 1964-1979). No further information on Artis Miles could be found during research for this inventory.

The intensive-level inventory, including research with the City of Pasco and the Franklin County library system, did not reveal information on this building, and none of the informants consulted for the oral interviews had anything to say about the history or significance of this building. Without documentation, the significance of this building could not be determined.

The residence is in good condition and retains integrity to its period of construction (1972), which falls slightly outside the period of study (ca. 1940-1965). While the residence retains integrity of location, design, setting, materials, workmanship, feeling and association, it does not appear to be eligible under any of the Criteria of significance. Research did not reveal an association with significant events or patterns in history (Criterion A), with a significant person in history (Criterion B). It is not the work of a master, or an outstanding example of a ranch-style home (Criterion C), and the house is unlikely to yield further information.

Therefore, it is the recommendation of Harris Environmental that the residence at 727 S Douglas Avenue is not eligible for inclusion on the NRHP based on the results of the current investigation.



## Historic Property Report

Resource Name: Hernandez Residence

Property ID: 717272

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### Physical description:

This single-family residence is the southernmost property on the east side of S Douglas Avenue, directly north of A Street. The single-family residence was constructed in 1972 and measures 960 square feet on its main story, with a 960 square-foot below-ground basement and a 576 square-foot attached garage on the southern side. The residence is positioned in the western portion of parcel number 113851360, which is listed on the Franklin County Tax Assessor Map as "N 10' LOT 54 & ALL LOT 55 THRU 57, BLOCK 3, TERRACE HEIGHTS ADDN". The residence is accessed via a short, paved driveway leading east from S Douglas Avenue. It has five bedrooms and two bathrooms, and a total of eight rooms, with two garage bays in the adjoining garage. The parcel is bordered to the north by a single-family residence, to the east by S Douglas Avenue, to the east by an alley and to the south by a vacant, grassy parcel.

The residence measures 960 square feet, with an attached garage measuring 576 square feet. The full basement also measures 960 square feet and there is a wooden deck on the northern elevation that measures 180 square feet. The residence was built in 1972 and is listed as in fair condition by Franklin County.

The western (main) elevation is the main entry, which is located in the central portion of the residence and is accessed via poured concrete steps and covered with a pediment with decorative metal supports on either side. A large, aluminum framed picture window is located to the south of the doorway, and a smaller, side-by-side aluminum casement window is to the north. The residence has a daylight basement with side-by-side aluminum-framed windows visible. The attached garage on the southern end of the residence is accessed via automated garage door and a poured concrete driveway leading east from S. Douglas Avenue. The northern elevation has no windows and is characterized by white vinyl siding that is horizontal on the upper portion below the pediment with a rectangular vent. It is vertical for the majority of the elevation, and horizontal again in the lower portion.

The garage has a small aluminum side-by-side window on the southern elevation, which has a gabled roofline and is clad in the same white-painted vinyl siding as the residence. The residence has a small rectangular vent window below the roofline on the southern elevation. The roof is covered in asphalt composite roofing shingles and has wooden trim and soffits. The eastern (rear) elevation of the residence has a second, basement entryway, accessed via sunken concrete steps, and covered with a shed-roof with diagonal supports. This elevation has three side-by-side aluminum framed windows, and a sliding door leading to a wooden deck. A larger side-by-side window is located beneath this deck. The garage has a second entryway on this elevation as well, a wooden door.



# Historic Property Report

Resource Name: Hernandez Residence

Property ID: 717272

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## Bibliography:

- Polk, R.L. and Company  
1964 1964 City Directory: Tri-Cities, Washington. Pasco, Washington. Listing for 727 S Douglas Ave.
- 1965 1965 City Directory: Tri-Cities, Washington. Pasco, Washington. Listing for 727 S Douglas Ave.
- 1966 1966 City Directory: Tri-Cities, Washington. Pasco, Washington. Listing for 727 S Douglas Ave.
- 1967 1967 City Directory: Tri-Cities, Washington. Pasco, Washington. Listing for 727 S Douglas Ave.
- 1968 1968 City Directory: Tri-Cities, Washington. Pasco, Washington. Listing for 727 S Douglas Ave.
- 1969 1969 City Directory: Tri-Cities, Washington. Pasco, Washington. Listing for 727 S Douglas Ave.
- 1970 1970 City Directory: Tri-Cities, Washington. Pasco, Washington. Listing for 727 S Douglas Ave.
- 1971 1971 City Directory: Tri-Cities, Washington. Pasco, Washington. Listing for 727 S Douglas Ave.
- 1972 1972 City Directory: Tri-Cities, Washington. Pasco, Washington. Listing for 727 S Douglas Ave.
- 1973 1973 City Directory: Tri-Cities, Washington. Pasco, Washington. Listing for 727 S Douglas Ave.
- 1974 1974 City Directory: Tri-Cities, Washington. Pasco, Washington. Listing for 727 S Douglas Ave.
- 1975 1975 City Directory: Tri-Cities, Washington. Pasco, Washington. Listing for 727 S Douglas Ave.
- 1976 1976 City Directory: Tri-Cities, Washington. Pasco, Washington. Listing for 727 S Douglas Ave.
- 1977 1977 City Directory: Tri-Cities, Washington. Pasco, Washington. Listing for 727 S Douglas Ave.
- 1978 1978 City Directory: Tri-Cities, Washington. Pasco, Washington. Listing for 727 S Douglas Ave.
- 1979 1979 City Directory: Tri-Cities, Washington. Pasco, Washington. Listing for 727 S Douglas Ave.

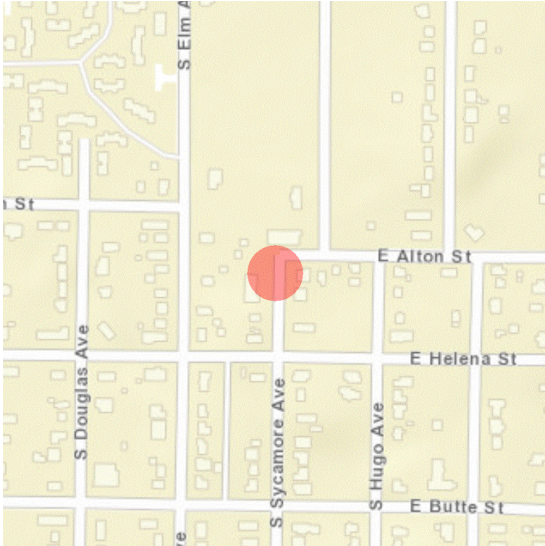


# Historic Property Report

Resource Name: Greater Faith Baptist Church

Property ID: 718688

## Location



**Address:** 512 S Sycamore Ave, Pasco, WA, 99301, USA

**Geographic Areas:** Franklin County, T09R30E28, PASCO Quadrangle

## Information

**Number of stories:** N/A

### Construction Dates:

Construction Type	Year	Circa
Built Date	1971	<input type="checkbox"/>

### Historic Use:

Category	Subcategory
Religion	Religion - Religious Facility
Religion	Religion - Religious Facility

### Historic Context:

Category
Religion

### Architect/Engineer:

Category	Name or Company
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# Historic Property Report

Resource Name: Greater Faith Baptist Church

Property ID: 718688

**Thematics:**

**Local Registers and Districts**

Name	Date Listed	Notes
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**Project History**

Project Number, Organization, Project Name	Resource Inventory	SHPO Determination	SHPO Determined By, Determined Date
2018-10-08077, , City of Pasco African American Historic Properties	4/8/2019		

## Photos



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IMG\_2603.JPG



IMG\_2602.JPG



IMG\_2601.JPG



IMG\_2600.JPG



IMG\_2599.JPG

# Historic Property Report

Resource Name: Greater Faith Baptist Church

Property ID: 718688



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IMG\_2593.JPG



# Historic Property Report

Resource Name: Greater Faith Baptist Church

Property ID: 718688



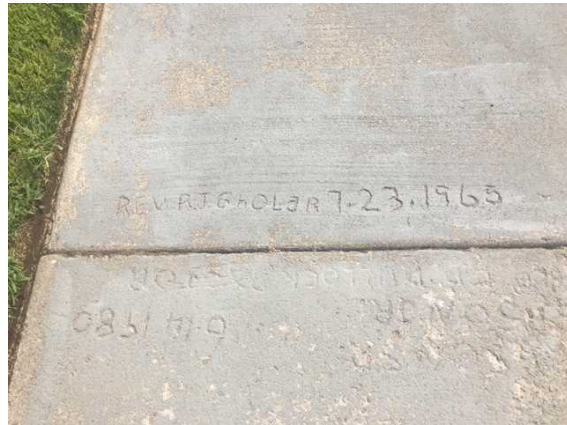
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# Historic Property Report

Resource Name: Greater Faith Baptist Church

Property ID: 718688

## Inventory Details - 4/8/2019

**Common name:**

**Date recorded:** 4/8/2019

**Field Recorder:** Dana Holschuh

**Field Site number:**

**SHPO Determination**

## Detail Information

**Characteristics:**

Category	Item
Form Type	Church - A-Frame
Plan	Rectangle
Foundation	Concrete - Poured
Cladding	Concrete - Block (cmu)
Roof Material	Asphalt/Composition - Shingle
Roof Type	Hip
Structural System	Masonry - Concrete Block

## Surveyor Opinion

**Property appears to meet criteria for the National Register of Historic Places:** Yes

**Property is located in a potential historic district (National and/or local):** No

**Property potentially contributes to a historic district (National and/or local):** No

**Significance narrative:** The Greater Faith Baptist Church was founded as a family church in 1958, and celebrated its 60th anniversary in October 2018. It was started by Reverend R.J Gholar, a former member and pastor from Morning Star Baptist Church. The Gholar family, many of whom were carpenters, migrated to Pasco from Los Angeles, following the promise of work at Hanford. Gholar’s parents owned the land on which the church is now located. Although the Franklin County tax assessor lists the built-date of 1971, construction of the church in its current location was begun in 1965-66 (Campbell 2018). Prior to that time, the church congregation was formed at Reverend Gholar’s home on E Hagerman.

Karen Campbell, Reverend Gholar’s niece, worked for 25 years at Hanford in various capacities, as a secretary, clerk and laundry workers, as well as a non-commissioned officer (NCO). Greater Faith Baptist Church has been a mainstay throughout Ms. Campbell’s life in East Pasco. In a 2018 interview, she describes her childhood memories of the church, where she grew up serving as an usher, attending Sunday School and eventually teaching classes at the church (Campbell 2018). The church serves as community space for charity projects and events, and its status as a family church has carried through the years as Sunday School, community events and other activities and groups have used the church as a base. It is an institution that serves the community and preserves its history. It has endured in this location as the neighborhood as grown and changed around it. Membership varies in numbers and in



## Historic Property Report

Resource Name: Greater Faith Baptist Church

Property ID: 718688

composition, many are continuing members over generations, with children like Ms. Campbell, and the other members of the Gholar and other families, growing up in the church.

The changes include a decreasing number of African American households as older members of the community pass away and younger family members move away. The congregation is now more diverse than it was at its founding, including increasing numbers of white, Hispanic and Samoan members, reflecting the changing character of the neighborhood (Campbell 2018). The church stands as a way to connect to the past.

The building has changed little over the 53 years it has stood. Inside there is a foyer with the church itself- sanctuary, pulpit and choir stand, to the left, and the classrooms, kitchen and offices to the right as you enter through the main doors. The upstairs includes more office space, dedicated specifically to the pastor and other church officials.

The church appears in the Polk City Directory as early as 1960, at 1119 ½ E Hagerman- the address of R. J. Gholar (1119 E Hagerman). It disappears from city records for a few years before returning at its current address of 512 S Sycamore Ave in 1966. It remains at that address throughout the period researched for this project. Rev Gholar is listed as the pastor until 1971, when Charles Hancock (1971-1974) and Floyd D Bullock (1974-1979) are listed.

The Greater Faith Baptist Church is historically significant for its association with the growth of the African-American community in East Pasco during the mid-twentieth century and into the present. The church has played and continues to play a significant role in the creation and maintenance of the African-American community in the East Pasco neighborhood and embodies the values of that community: family and civic engagement, as well as spiritual growth and endurance in the face of change. The building itself is in good condition and retains integrity to the period of study, ca. 1940-1965, as the exterior has changed little although there have been updates to the interior. This includes integrity of location, design, setting, materials, workmanship, feeling and association

It is the recommendation of Harris Environmental Group that the church is eligible for listing on the NRHP under Criterion A, for its association with the historic rise and importance of the East Pasco African-American community, to which it is intrinsically tied.

In order to be significant under any of the Criteria (A-D), according to Criterion Consideration A, religious properties must also derive primary significance from architectural or artistic distinction or historical importance (Department of the Interior 2019). In the case of the Greater Faith Baptist Church, the church can be considered significant, as described above, for significance derived from association with historical events and trends.



## Historic Property Report

Resource Name: Greater Faith Baptist Church

Property ID: 718688

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### Physical description:

The Morning Star Baptist Church is the southernmost building on the E side of S. Douglas Avenue just north of its intersection with Butte Street. It is bordered on the north by a paved parking area for the church, to the west by S. Douglas Avenue, to the south by Butte Street, and to the east by an alleyway and single-family residences. The church is situated in the western portion of Parcel Number 113851217, which is labeled as "LOTS 69 TO 72, BLOCK 2, TERRACE HEIGHTS ADDITION" with Franklin County. There are no other buildings or structures on this parcel.

The church, constructed in 1948, measures 3832 square feet, with a 3871 square-foot basement and a 1656 square-foot addition on the northern side and is rectangular in plan. The building is constructed of concrete blocks. The western elevation is the main entryway for the building with a large set of double doors under a brick-inlaid gothic archway. Two windows, one on either side of the doorway, are situated within matching brick-inlaid arches. The entryway is accessed via a wheelchair ramp that climbs a slope to the doors from the parking lot to the north. The main church building has a flat roof, with a shed-roofed extension to the north. The rear (east) of the building rises in a gable roof behind the entryway. This taller portion of the building is clad in vertical wooden siding with a long rectangular vent.

The steeple is located at the southwestern corner of the building, and is square in plan with double doors on the western and southern elevations, both within brick-inlaid gothic archways. A large red-brick cross is inlaid in the concrete fabric of the steeple above both of the doors. The cross is six courses of brick across and 46 courses high. To the west of the southern doorway, a gray, granitic dedication plaque shows the date that the church was founded (1946) and the date it was dedicated after construction was completed (1953).

### Bibliography:

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2018 Interview by Lori Larson and Tanya Bowers. Washington State University, Tri-Cities. September 27, 2018.

Department of the Interior  
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<https://www.nps.gov/nr/publications/bulletins/pdfs/nrb15.pdf>. Accessed electronically November, 2018.

Polk, R.L. and Company  
1960 1960 City Directory: Tri-Cities, Washington. Pasco, Washington. Listing for Greater Faith Baptist Church.

1961 1961 City Directory: Tri-Cities, Washington. Pasco, Washington. Listing for Greater Faith Baptist Church.

1962-63 1962-63 City Directory: Tri-Cities, Washington. Pasco, Washington. Listing for Greater Faith Baptist Church.

1964 1964 City Directory: Tri-Cities, Washington. Pasco, Washington. Listing for Greater Faith Baptist Church.

1965 1965 City Directory: Tri-Cities, Washington. Pasco, Washington. Listing for Greater Faith Baptist Church.



## Historic Property Report

Resource Name: Greater Faith Baptist Church

Property ID: 718688

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1966 1966 City Directory: Tri-Cities, Washington. Pasco, Washington. Listing for Greater Faith Baptist Church.

1967 1967 City Directory: Tri-Cities, Washington. Pasco, Washington. Listing for Greater Faith Baptist Church.

1968 1968 City Directory: Tri-Cities, Washington. Pasco, Washington. Listing for Greater Faith Baptist Church.

1969 1969 City Directory: Tri-Cities, Washington. Pasco, Washington. Listing for Greater Faith Baptist Church.

1970 1970 City Directory: Tri-Cities, Washington. Pasco, Washington. Listing for Greater Faith Baptist Church.

1971 1971 City Directory: Tri-Cities, Washington. Pasco, Washington. Listing for Greater Faith Baptist Church.

1972 1972 City Directory: Tri-Cities, Washington. Pasco, Washington. Listing for Greater Faith Baptist Church.

1973 1973 City Directory: Tri-Cities, Washington. Pasco, Washington. Listing for Greater Faith Baptist Church.

1974 1974 City Directory: Tri-Cities, Washington. Pasco, Washington. Listing for Greater Faith Baptist Church.

1975 1975 City Directory: Tri-Cities, Washington. Pasco, Washington. Listing for Greater Faith Baptist Church.

1976 1976 City Directory: Tri-Cities, Washington. Pasco, Washington. Listing for Greater Faith Baptist Church.

1977 1977 City Directory: Tri-Cities, Washington. Pasco, Washington. Listing for Greater Faith Baptist Church.

1978 1978 City Directory: Tri-Cities, Washington. Pasco, Washington. Listing for Greater Faith Baptist Church.

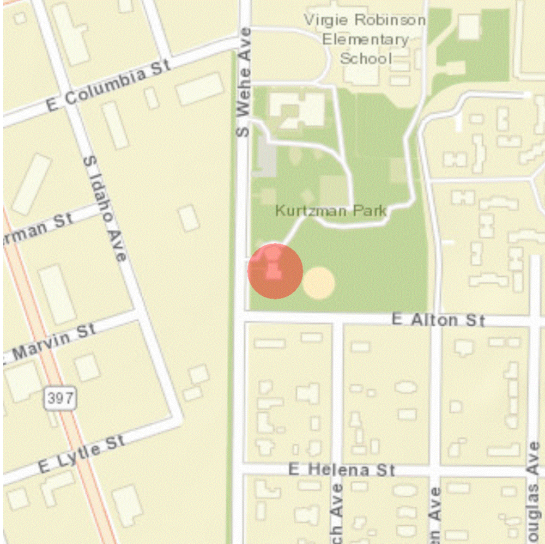
1979 1979 City Directory: Tri-Cities, Washington. Pasco, Washington. Listing for Greater Faith Baptist Church.

# Historic Property Report

Resource Name: Kurtzman Park Mini Station

Property ID: 718690

## Location



**Geographic Areas:** Franklin County, T09R30E28, PASCO Quadrangle

## Information

**Number of stories:** N/A

### Construction Dates:

Construction Type	Year	Circa
Built Date	1964	<input checked="" type="checkbox"/>

### Historic Use:

Category	Subcategory
Recreation and Culture	
Recreation and Culture	

### Historic Context:

Category
Ethnic Heritage
Social History

### Architect/Engineer:

Category	Name or Company





# Historic Property Report

Resource Name: Kurtzman Park Mini Station

Property ID: 718690

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**Thematics:**

**Local Registers and Districts**

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Name	Date Listed	Notes
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**Project History**

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Project Number, Organization, Project Name	Resource Inventory	SHPO Determination	SHPO Determined By, Determined Date
2018-10-08077, , City of Pasco African American Historic Properties	4/8/2019		

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## Photos



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IMG\_2505.JPG



IMG\_2504.JPG



IMG\_2503.JPG



IMG\_2501 - Copy.JPG



IMG\_2499.JPG

# Historic Property Report

Resource Name: Kurtzman Park Mini Station

Property ID: 718690



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IMG\_2491 - Copy.JPG



## Historic Property Report

Resource Name: Kurtzman Park Mini Station

Property ID: 718690



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IMG\_2486.JPG



# Historic Property Report

Resource Name: Kurtzman Park Mini Station

Property ID: 718690

## Inventory Details - 4/8/2019

**Common name:**

**Date recorded:** 4/8/2019

**Field Recorder:** Dana Holschuh

**Field Site number:**

**SHPO Determination**

## Detail Information

**Characteristics:**

Category	Item
Foundation	Concrete - Poured
Form Type	Utilitarian
Roof Type	Flat with Eaves
Roof Material	Concrete Tile
Cladding	Concrete - Block (cmu)
Structural System	Masonry - Concrete Block
Plan	Rectangle

## Surveyor Opinion

**Property appears to meet criteria for the National Register of Historic Places:** Yes

**Property is located in a potential historic district (National and/or local):** No

**Property potentially contributes to a historic district (National and/or local):** No

**Significance narrative:** Kurtzman Park sits in the literal and figurative center of the East Pasco community. The park was constructed from within the community and served to strengthen the sense of neighborhood in East Pasco. The land was cleared by local children, including Vanis Daniels, who created the space out of a vacant lot in order to play baseball. In a 2013 interview, Mr. Daniels describes in detail how he and his friends cleared the lot of tumbleweeds and leveled the ground to make a baseball diamond in the late 1950s/early 1960s (Daniels 2013). Until that time, the children had to cross the tracks into West Pasco to access park space (Edmon and Vanis Daniels 2019; Vanis Daniels, personal communication January 24, 2019).

Before the building that would become the Mini Station was even constructed, the children used the park strengthen their sense of neighborhood identity. They organized a baseball team in order to compete with other children in the area. According to Vanis Daniels, "we lived on what we called the East side.... Right on the north side of Lewis Street was enough white kids that they had two baseball teams. We lived on the south side of Lewis Street. We had one baseball team. And we played each other every day" (Daniels 2013).

The land that would become the park was originally part of a larger tract of land owned by Allen Kurtzman, who lived in Seattle. When contacted after the children were spotted





## Historic Property Report

Resource Name: Kurtzman Park Mini Station

Property ID: 718690

playing on the property, he agreed to donate six acres in the southwest corner of his holdings to the city to be used as a park, with the provision that the park be named after him (Vanis Daniels, personal communication, January 24, 2019). Kurtzman's original holdings and the property allotted to the park can be seen on the 1963 Metsker Atlas. Upon receiving the land, members of the community, including the parents of the children who began this project, dug trenches and installed recycled pipes to create a water system for the park, which was seeded, landscaped and maintained by the City (Daniels 2013).

The Mini Station building was also constructed by members of the community, using materials donated by a local business. As recalled by Mr. Daniels, "The Kurtzman building has a park right in the front of it that myself, my cousin, Mr. Louzel Johnson put up, free of charge, right where Uhaul is on Fourth Street and Pasco now, used to be a brick place where they made brick blocks, your cinder blocks. And they donated the blocks. We did the labor and put it up" (Daniels 2013).

As the plaque outside the Mini Station displays, this building was originally constructed from 1961-1964 to be the Kurtzman Park Youth Center. The Youth Center was officially listed in the Polk Directory for the first time in 1965, with Virgie Robinson, for whom the nearby elementary school is named, as the first manager (Table X). Mrs. Robinson was a significant figure in the African-American community in East Pasco and personified many of the themes associated with this community, coming to Pasco along with her husband, Richard in 1947. They established the Queen Street Diner (a.k.a. 'The Squeeze In'), which quickly became the "place to be" for the fast-growing African American community in East Pasco during the post-World War II era (Virgie Robinson Memorial Scholarship 2019). In the 1960s Virgie was instrumental in the establishment of the original Community Center at Kurtzman Park, and served as its first director. Through this organization she created and ran tutoring programs, youth activities and established a library for the community. Throughout her impressive career, Virgie worked for children and family organizations, including the YMCA's Higher Horizons program, the Chinook Council of Camp Fire Girls, Toastmasters/Toastmistresses, the Pasco School District and committees such as the Juneteenth Festival Committee, the Black Junior Miss Scholarship Committee, the NAACP Soul Food Dinner Committee, among many others (Tri-City Herald 2003; Virgie Robinson Memorial Scholarship 2019).

The Youth Center is listed in the Polk Directories, with various managers including Virgie Robinson, Lozie Barnes and Delores Groce, until 1975. After this time the building was used as a community space for events and activities, eventually becoming one of four police mini stations in town. According to the City of Pasco website, "the mini-station [system] was designed with the purpose of creating a more personalized relationship between the community and the Police Department. Officers are assigned to a specific geographical area with the objective of developing an ongoing, proactive relationship with the community to address concerns in that specific area" (City of Pasco 2019). The space is set up for community events, with a kitchen, meeting room and restrooms in addition to an office for the assigned police officer. A covered pavilion provides a sheltered place for outdoor events, and houses picnic tables, trash cans, electrical outlets and other facilities. First-hand knowledge of the community event space includes the Juneteenth celebration event was held at the Mini Station in June 2018, and was widely attended by members of the community. In addition, Harris Environmental held the public scoping meeting in that space a few weeks later in order to be within the community and attract a larger number of participants. The building is well-known in the neighborhood and beyond.



## Historic Property Report

Resource Name: Kurtzman Park Mini Station

Property ID: 718690

The Kurtzman Park Mini Station is a locus of community in East Pasco. Kurtzman Park itself was established by young members of the African-American community, and the Mini Station was originally designed and built to be a place for the youth within that community to meet and thrive. Virgie Robinson, the original manager of the Youth Center was a leader of this community, working with spiritual and charitable organizations for the betterment of all its members. The Mini Station is significant in the history of the neighborhood and continues to be a locus of gathering and community building. While there have been some updates to the building, including the removal of the fireplace from the main gathering room, and the addition of telecommunications antennae and other small improvements, the building is in good condition and maintains integrity from the period of study. It is the opinion of Harris Environmental that the Kurtzman Park Mini Station is eligible for inclusion on the NRHP under Criterion A, for its association with the historic rise and maintenance of the East Pasco African-American community, to which it is intrinsically tied.

### Physical description:

The Kurtzman Park Mini Station is located in the southwestern corner of Kurtzman Park, at the northeastern corner of the intersection of S Wehe Avenue and E Alton Street. The park is within Parcel Number 113840069, which includes the mini station building, as well as an associated pavilion picnic area in the southwestern portion, along with a water park in the western portion, sports fields, basketball courts in the central portion and the Virgie Robinson Elementary School in the northern portion. The building is surrounded on all sides by grassy lawn, with a large mature tree to the south.

The building was constructed between 1961 and 1964 as the Kurtzman Youth Center. It is a rectangular building with a rectangular entrance addition on the northern end. It is constructed of concrete blocks on a concrete block foundation. There are two entryways, the first, a single-hung metal access doorway is located on the western elevation. This entryway is covered with a stucco-clad marquis with a recessed light and a sign that reads "ENTRANCE".

A single, metal-framed picture window is located to the south of this entryway with a caged light above. The roofline is flat, with wood, blue-painted trim and soffits. The concrete blocks that comprise the fabric of the walls is 15 courses high over the main structure. Atop the roof is metal HVAC equipment and vent pipes.

The northern elevation is the second entryway. The building is access on this side by double-hung metal doors. It is lower than the remainder of the building, with only 12 courses of concrete blocks. No windows are displayed on this entrance hall. The eastern elevation is marked with two metal-trimmed at the northeastern and southeastern corners. One caged light is located between the windows on this side of the building, with a cement curb that curves around the gravel laid at the base of the building.

The southern elevation is marked with metal-framed windows at the western and eastern edges of the elevation, and a cement-block chimney in the central portion. The chimney stops at the roofline of the building, possibly truncated when the fireplace within the building was decommissioned. Two caged light fixtures are fixed at the roofline of this elevation. To the immediate north of the building, a large, hexagonal pavilion of wooden construction is located on a cement slab. The cement area leads to the northern entryway of the Mini Station to the south.

### Bibliography:

City of Pasco  
2019 Mini-Stations: Providing Greater Local Resources. Police Department, Mini Stations. <https://www.pasco-wa.gov/388/Mini-Stations>. Accessed electronically June 2018.  
Daniels, Edmon



## Historic Property Report

Resource Name: Kurtzman Park Mini Station

Property ID: 718690

2013 Interview with Edmon Daniels. Hanford Oral History Project at Washington State University Tri-Cities. Interviewed by Robert Bauman November 20, 2013.  
<http://www.hanfordhistory.com/items/show/16>. Accessed electronically January 29, 2019.

Daniels, Vanis

2013 Interview with Vanis Daniels. Hanford Oral History Project at Washington State University Tri-Cities. Interviewed by Laura Arata November 14, 2013.  
<http://www.hanfordhistory.com/items/show/202>. Accessed electronically January 29, 2019.

2019 Personal Interview, January 24, 2019.

Daniels, Edmon and Vanis

2018 Interview by Lori Larson and Tanya Bowers. Washington State University, Tri-Cities. December 12, 2018.

2019 Interview by Lori Larson and Tanya Bowers. Washington State University, Tri-Cities. January 24, 2019.

Polk, R.L. and Company

1960 1960 City Directory: Tri-Cities, Washington. Pasco, Washington. Listing for Kurtzman Park.

1961 1961 City Directory: Tri-Cities, Washington. Pasco, Washington. Listing for Kurtzman Park.

1962-63 1962-63 City Directory: Tri-Cities, Washington. Pasco, Washington. Listing for Kurtzman Park.

1964 1964 City Directory: Tri-Cities, Washington. Pasco, Washington. Listing for Kurtzman Park.

1965 1965 City Directory: Tri-Cities, Washington. Pasco, Washington. Listing for Kurtzman Park.

1966 1966 City Directory: Tri-Cities, Washington. Pasco, Washington. Listing for Kurtzman Park.

1967 1967 City Directory: Tri-Cities, Washington. Pasco, Washington. Listing for Kurtzman Park.

1968 1968 City Directory: Tri-Cities, Washington. Pasco, Washington. Listing for Kurtzman Park.

1969 1969 City Directory: Tri-Cities, Washington. Pasco, Washington. Listing for Kurtzman Park.

1970 1970 City Directory: Tri-Cities, Washington. Pasco, Washington. Listing for Kurtzman Park.

1971 1971 City Directory: Tri-Cities, Washington. Pasco, Washington. Listing for



## Historic Property Report

Resource Name: Kurtzman Park Mini Station

Property ID: 718690

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Kurtzman Park.

1972 1972 City Directory: Tri-Cities, Washington. Pasco, Washington. Listing for Kurtzman Park.

1973 1973 City Directory: Tri-Cities, Washington. Pasco, Washington. Listing for Kurtzman Park.

1974 1974 City Directory: Tri-Cities, Washington. Pasco, Washington. Listing for Kurtzman Park.

1975 1975 City Directory: Tri-Cities, Washington. Pasco, Washington. Listing for Kurtzman Park.

Tri-City Herald

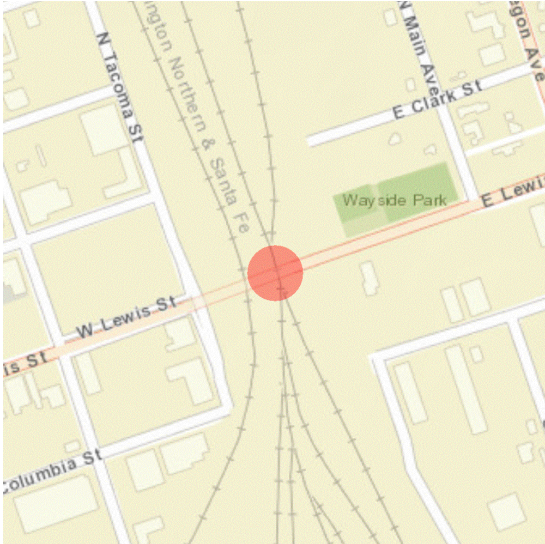
2003 Virgie M. Robinson, Obituary.

<https://www.legacy.com/obituaries/tricityherald/obituary.aspx?n=virgie-m-robinson&pid=1353159&fhid=2832>. Accessed electronically Marsh 14, 2019.

Virgie Robinson Memorial Scholarship

2019 About Virgie. <http://www.vmr-scholarships.org/AboutVirgie.htm>. Accessed electronically Marsh 14, 2019.

## Location



**Address:** Lewis St, Pasco, WA  
**Tax No/Parcel No:** N/A unparceled area  
**Plat/Block/Lot:** N/A  
**Geographic Areas:** Franklin County, PASCO Quadrangle, T09R30E29

## Information

**Number of stories:** N/A

### Construction Dates:

Construction Type	Year	Circa
Built Date	1937	<input type="checkbox"/>

### Historic Use:

Category	Subcategory
Transportation	Transportation - Road-Related (vehicular)
Transportation	Transportation - Road-Related (vehicular)

### Historic Context:

Category
Transportation

### Architect/Engineer:

Category	Name or Company
Builder	Northern Pacific Railway Company
Engineer	Northern Pacific Railway Office of Bridge Engineer





# Historic Property Report

Resource Name: Lewis Street Railroad Underpass

Property ID: 102414

## Thematics:

### Local Registers and Districts

Name	Date Listed	Notes
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### Project History

Project Number, Organization, Project Name	Resource Inventory	SHPO Determination	SHPO Determined By, Determined Date
082509-13-FHWA, FHWA, Lewis Street Overpass	6/9/2009	Determined Eligible	
2018-10-08077, , City of Pasco African American Historic Properties	4/8/2019		

## Photos



the Lewis Street Railroad Underpass from its west end, facing east.



the Lewis Street Railroad Underpass below grade from the west facing east.



the pedestrian access of the Lewis Street Railroad Underpass at Tacoma Ave., facing east.



the pedestrian underpass stairwell facing southeast.



one of the pedestrian underpass stairwells, facing east.



the arched pedestrian underpass facing east.



a pedestrian stairwell and utilities access door facing north.



a pedestrian stairwell in the underpass, facing east.



# Historic Property Report

Resource Name: Lewis Street Railroad Underpass

Property ID: 102414

## Inventory Details - 6/9/2009

**Common name:** Lewis Street Railroad Underpass  
**Date recorded:** 6/9/2009  
**Field Recorder:** Jim Sharpe and Raena DeMaris  
**Field Site number:** Lewis Street Railroad Underpass  
**SHPO Determination** 082509-13-FHWA

## Detail Information

### Characteristics:

Category	Item
Cladding	Concrete
Foundation	Concrete - Poured
Cladding	Concrete - Poured
Structural System	Masonry - Poured Concrete
Form Type	Utilitarian

### Styles:

Period	Style Details
Modern Movement	PWA Moderne

## Surveyor Opinion

**Property appears to meet criteria for the National Register of Historic Places:** Yes

**Property is located in a potential historic district (National and/or local):** No



## Historic Property Report

Resource Name: Lewis Street Railroad Underpass

Property ID: 102414

**Significance narrative:** This concrete railroad underpass was constructed in 1937 to aid in uninterrupted and safe vehicle and pedestrian traffic across existing rail lines in downtown Pasco. The structure is directly affiliated with the theme of railroading in Pasco, a significant local historical theme. Further, the original contract for construction of the underpass indicates that its construction was approved and funded by the Public Works Administration (PWA), a federal Depression-Era entity which was part of Roosevelt's New Deal. (The PWA is not to be confused with the Works Progress Administration, or WPA, another component of Roosevelt's New Deal intended to bolster the national economy during the Great Depression.) The underpass was a part of the PWA's "Grade Crossing" protocol, and the underpass was constructed under the authority of this agency.

The underpass has undergone minor repairs and safety modifications over the years, but retains much of its historic character and integrity of design, workmanship, and style. The underpass retains integrity of location, but changes in the surrounding neighborhood since the 1940s have somewhat impacted the structure's setting, feeling, and association. Ironically, the construction of the underpass is largely responsible for the changes that lead to the deterioration and loss of character of Old Town Pasco (Woehler 1981). Construction of the underpass changed the traffic flow pattern of Lewis Street and the Surrounding district. The Cunningham Hotel, which was readily accessible by automobile prior to the underpass construction, was easily bypassed and difficult to navigate to after the underpass construction. The Cunningham hotel underwent massive structural changes as a result of the underpass, and ultimately went out of business. Similar changes in the districts character undoubtedly resulted elsewhere, and the character, setting, feeling, and association of Old Town Pasco to the adjacent rail yards changed. Other factors responsible for Old Town Pasco's changes include repeated fires in the 1910s and 50s, and an influx of Hanford site workers in the 1940s. Nonetheless, the underpass remains strongly connected to the railroad under which it was intended to direct and carry traffic. For these reasons, the underpass meets minimum criteria for NRHP Eligibility-particularly Criterion A.





## Historic Property Report

Resource Name: Lewis Street Railroad Underpass

Property ID: 102414

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### Physical description:

This large automobile underpass to railroad tracks was designed by the Northern Pacific Railway in 1935 and constructed in 1937 for the purpose of providing safe and continuous automobile and pedestrian travel across existing railroad tracks without obstructing or delaying rail traffic. The underpass occupies a section of Lewis Street, a main east-west arterial, in downtown Pasco. The underpass begins at Lewis Street and 1st Avenue, and continues eastward beneath several existing rail lines, to the east side of the tracks and terminates at Lewis Street and Main. The underpass contains a complex pedestrian element with stairways. The underpass is made of poured, formed concrete, and contains many decorative stylistic elements. Notably, Italianate style arches are present on the railings at the ground level, parallel to rail traffic, and also on the pedestrian stairwell railings and in the underground pedestrian walkway between the walkway and the underpass street traffic. Some Art Deco styling can be seen in the underpass design as well, and is reflected in recessed paneling and geometric detailing of the vertical concrete walls bordering the pedestrian walkway and vehicle thoroughfare. The historic fabric and character of the structure remain in fair condition, although the structure's capacity and function are out-dated. Several changes to the historic fabric have taken place. Notably, chain link fence has been placed as a divider in the archways separating the underground pedestrian walkway and the roadway. Chain link with barbed wire has been placed at the ground level dividing the pedestrian access area from the railroad-owned tracks. Modern anti-loitering and anti-littering signage has been added to the underpass's pedestrian walkway. The concrete of the structure--particularly of some of the pedestrian handrails and guard rails, was deteriorated and much of it has been patched and placed with rough, unformed concrete or stucco. Portions of the deck-like structure supporting the ground level rail traffic are crumbling, leaving exposed rebar in places. It is apparent that graffiti has been a problem for the underpass. There are lots of patchy areas where paint of various colors covers graffiti, and other areas that have been newly tagged by graffiti. Modern round metal hand rails have been added in the pedestrian stairwell leading to the underground portion of the underpass. A metal door has replaced an earlier door leading to the utilities maintenance area at one of the pedestrian landings in a stairwell. Portions of the underpass have been painted shades of blue, grey, and white, perhaps as attempts to cover graffiti. Electrical lighting may have been part of the original design of the structure, but the present day lighting are relatively modern replacements of perhaps older fixtures.

### Bibliography:

LeCompte, Sarah. 1984. City of Pasco Historic Structures Survey Report. Pasco, Wa.  
Northern Pacific Railway Company. 1935. Agreement for the Construction of a Railway Underpass.  
Woehler, Bob. 1981. "Old Pasco hotel falls without reservations." Tri-City Herald. Sunday, November 8, 1981. Pasco: Washington.



# Historic Property Report

Resource Name: Lewis Street Railroad Underpass

Property ID: 102414

## Inventory Details - 4/8/2019

**Common name:**

**Date recorded:** 4/8/2019

**Field Recorder:** Dana Holschuh

**Field Site number:**

**SHPO Determination**

## Detail Information

**Characteristics:**

Category	Item
Foundation	Concrete - Poured

## Surveyor Opinion

**Property appears to meet criteria for the National Register of Historic Places:** Yes

**Property is located in a potential historic district (National and/or local):** No

**Property potentially contributes to a historic district (National and/or local):** No

**Significance narrative:** The history of the Lewis Street Underpass is tied to the history of the railroad in town. Pasco's early economy was based on the Northern Pacific Railroad and the transportation industry. The presence of the railroad enabled agricultural production to grow in the region surrounding Pasco; harvested crops were easily distributed by rail. Residential growth surrounded the "downtown" Pasco railroad corridor, but the area remained relatively sparsely populated until the early 1900s, when its location at the confluence of the Snake and Columbia Rivers, along with increased rail traffic spurred commerce-related growth in the 1910s and 1920s (Sharpe and DeMaris 2009). By the 1930s the busy railroad corridor had become a hindrance to east-west transportation, and there were long delays at the Lewis Street crossing as freight trains slowly passed. One of President Franklin Roosevelt's new deal agencies, the Public Works Administration (PWA), provided a grant to the City of Pasco and the Washington Department of Highways to build an underpass on Lewis Street to allow for the safe passage of vehicular and foot traffic beneath the railroad tracks (Emerson 2011). While A Street to the south also provided access across the tracks, Lewis Street was the main road that connected the two sides of town in a more central and populated area (Daniels 2018).

The construction of the underpass was accomplished via an ordinance that proposed "separating the street and railroad grades at the Lewis Street crossing of the Northern Pacific Railway Company's tracks by the construction of a subway or underground crossing beneath the same" (Nov 25 1935 ordinance citation). The ordinance was approved in 1935, and the underpass was constructed in 1937 as a way to extend Lewis Street (then highway 395), a main thoroughfare through town, beneath the railroad tracks. Prior to the installation of the underpass, pedestrian access largely consisted of citizens, including women and children, commonly crossing the active tracks above-ground in order to reach the other side on an almost daily basis. This practice was obviously dangerous and the construction of the underpass was intended to curtail it.



## Historic Property Report

Resource Name: Lewis Street Railroad Underpass

Property ID: 102414

As detailed previously, the east side of Pasco, delineated by the railroad tracks, was effectively segregated and housed the African-American population, while the town on the west side of the tracks housed a majority white population, along with the downtown business district. While the people who lived on the east side of the tracks eventually developed their own community that included hotels, shops, restaurants and some other business, most of which are now no longer extant, the residents of Pasco's east side needed to cross the tracks on an almost daily basis in order to access the businesses, parks and other amenities on the west side of the town (Daniels 2018b).

These amenities included businesses in the downtown shopping district, including Sears, J.C. Penney and others (Wilkins 2018). In addition, the movie theater, Memorial Park, a popular location for swimming and baseball were located to the west of the tracks, and children crossed them often to access these recreational facilities prior to the construction of Kurtzman Park in the 1960s (Daniels 2018a, 2018b; Daniels personal communication January 24, 2019; Wilkins 2018). In addition to commerce and recreation, the city's schools, with the exception of the Whittier School (an elementary school located on the east side of town from 1911 until it burned in 1965) were located on the west side of town. Leonard Moore recalled attending St. Patrick Catholic School on the west side of town and that there was no bus that would come to the east side, requiring him to either cross the tracks or get a ride to school each day (Moore 2018; Whittier School 2018).

The railroad tracks represented a major internal division within the city. They served, and in many ways, continue to serve, as a literal dividing line between the east and west sides and therefore between the historically predominantly black and predominantly white populations in the city as well. As Reverend Wilkins recalls, it was "like day and night" going from East Pasco, where there were no paved streets, sidewalks, streetlights or many thriving businesses, to West Pasco. As he put it in a 2018 interview: "Across the tracks was us, and across on the west side was everybody else, predominantly white" (Wilkins 2018). According to Leonard Moore, the underpass represented the difference between "where we were compared to where we wanted to be" (Moore 2018).

The underpass effectively discouraged open foot traffic on the tracks themselves and concentrated the crossing of the railroad into a single point, a corridor through which every person on that route must travel to cross from one side or the other. This corridor eventually came to symbolize the barrier or obstacle standing between these two worlds, particularly for the residents of East Pasco. The underpass became, in effect, a physical representation of the difference between the two sides of town and all that those differences implied. Vanis and Edmond Daniels described the underpass as representing the difference between where people of color could and couldn't live (Daniels 2018a, 2018b).

While the underpass created a safer crossing, interviews with residents of the East side of Pasco indicate that residents experienced a certain amount of trepidation approaching and using the underpass. Ms. Quenna Beasley, the youngest child of one of the few black families who lived on the west side of the tracks, described how she was forbidden by her parents to go to the east side of town, largely due to the necessity of using the underpass to do so (Quenna Beasley, personal communication January 23, 2019). The Daniels brothers also recalled that parents of children on the east side didn't want them riding their bikes under the underpass, and that ladies seldom walked through underpass, preferring to go over tracks instead as it was assumed to be safer than walking through due to the threat of getting attacked by people who may be trespassing



## Historic Property Report

Resource Name: Lewis Street Railroad Underpass

Property ID: 102414

there (Daniels 2018a, 2018b; Vanis Daniels, personal communication January 24, 2019). The Daniels brothers, Leonard Moore and Reverend Wilkins all recalled screaming and yelling as they went through the underpass as children on order to ward off “monsters” and unseen menaces, and Reverend Wilkins remembers knowing with certainty that “Frankenstein” resided in the underpass (Daniels 2018a, 2018b; Wilkins 2018). Moore described it as a “harrowing experience” to get from East Pasco to West Pasco, and according to the brothers, ladies wouldn’t walk under the underpass, and would call a cab to go downtown instead (Daniels 2018a; Moore 2018). The underpass was unlit for much of its history and transients would camp or loiter within it. The Daniels brothers mentioned that they wouldn’t let their own children go through the underpass unsupervised for many of the same reasons, although it now has lighting within the walkways on either side of the roadway (Daniels 2018b; Vanis Daniels, personal communication January 23, 2019).

As detailed by Sharpe and DeMaris (2009), the underpass has undergone minor repairs and safety modifications over the years, but retains much of its historic character and integrity of design, workmanship, and style. The historic fabric and character of the structure remain in fair condition, and although some minor changes to the historic fabric have taken place, the structure's capacity and function are intact, if perhaps outdated. The underpass retains its integrity of location, with changes in the surrounding neighborhood since the 1940s somewhat impacting the structure's setting, feeling, and association.

It was previously recorded with Washington State for its association with early Pasco history and was recommended as eligible for inclusion on the NRHP under Criterion A, for association with early transportation in the Tri-Cities, particularly early transportation history, especially its association with the railroad and the PWA (Sharpe and DeMaris 2009; Emerson 2011).

In addition to the significance of its association with these themes of transportation and structural improvement, it is the opinion of Harris Environmental that the Lewis Street Underpass is further eligible for inclusion on the NRHP under Criterion A for its association with the socio-cultural history of Pasco as a whole and for its association with the historical experience of African-American population and with the community of East Pasco in particular. This community experienced the underpass as a railroad crossing and as a symbolic barrier on a daily basis. The underpass stands as a tangible expression of the history and impact of segregation on the community and the evolution of the town and the relations between its residents.



## Historic Property Report

Resource Name: Lewis Street Railroad Underpass

Property ID: 102414

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### Physical description:

The Lewis Street Underpass encompasses the section of Lewis Street where it crosses the existing Northern Pacific Railroad tracks. Lewis Street is a main east-west arterial that runs through the eastern portion of downtown Pasco, connecting the east and west halves of the city. The Lewis Street Underpass occupies a two-lane portion of Lewis Street between its intersection with N Main Street on the east side and N 1st Avenue on the west side, along with two pedestrian walkways, one on either side of the roadway. It is separated from the railroad tracks by a chain-link fence.

This large automobile underpass was designed by the Northern Pacific Railway in 1935 and constructed in 1937 for the purpose of providing safe and continuous automobile and pedestrian travel underneath the existing railroad tracks in Pasco without obstructing or delaying rail traffic. basic components of the Lewis Street Underpass include the east approach from the intersection of Lewis Street and N Main Street, the railway underpass itself, and the west approach which extends to the intersection with N 1st Avenue. Other notable structural features include a total of four pedestrian stairways on both the east and west sides of the railway underpass, and overpasses carrying Tacoma Street vehicular traffic and pedestrian traffic, both located on the west approach (Emerson 2011).

It is primarily constructed of steel reinforced poured-in-place concrete. It displays many decorative stylistic elements, most notably the Italianate-style arches on the railings at the ground level, parallel to rail traffic, and on the pedestrian stairwell railings and in the underground pedestrian walkway.

A chain-link fence has been placed as a divider in the archways separating the underground pedestrian walkway and the roadway. Chain-link with barbed wire has been placed at the ground level dividing the pedestrian access area from the adjacent, effectively halting the historical practice of walking over the tracks.

In addition to the chain-link fences, other updates include modern anti-loitering and anti-littering signage on the underpass's pedestrian walkways. The concrete of the structure, particularly of some of the pedestrian handrails and guard rails, has deteriorated and much of it has been patched and placed with rough, unformed concrete or stucco.

It is apparent that graffiti has been a problem for the underpass, as indicated by numerous patchy painted areas. Modern, round, metal hand rails have been added in the pedestrian stairwells leading to the underground portion of the underpass and electrical lighting has been added as well.





## Historic Property Report

Resource Name: Lewis Street Railroad Underpass

Property ID: 102414

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Daniels, Vanis

2019 Personal Interview, January 24, 2019.

Daniels, Vanis and Edmond

2018 Interview by Lori Larson and Tanya Bowers. Washington State University, Tri-Cities. December 3, 2018.

Emerson, Stephen

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2009 Cultural Resource Technical Memorandum for the Lewis Street Overpass Project, City of Pasco, Franklin County, Washington. CH2MHill. Prepared for the City of Pasco.

State of Washington

1935 State Road No. 3 City of Pasco Underpass of N. P. Ry. Co.'s Tracks, Franklin County. State of Washington Department of Highways.

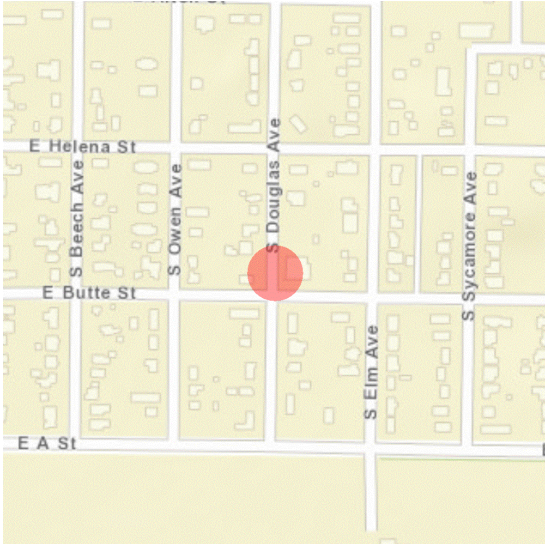
Whittier Elementary

2019 About Whittier Elementary. <https://www.psd1.org/domain/352>. Accessed electronically January 31st, 2019.

Wilkins, Al

2018 Interview by Lori Larson and Tanya Bowers. Washington State University, Tri-Cities. June November 8, 2018.

## Location



**Address:** 631 S Douglas Ave, Pasco, WA, 99301, USA

**Geographic Areas:** Franklin County, T09R30E28, PASCO Quadrangle

## Information

**Number of stories:** N/A

### Construction Dates:

Construction Type	Year	Circa
Built Date	1948	<input type="checkbox"/>

### Historic Use:

Category	Subcategory
Religion	Religion - Religious Facility
Religion	Religion - Religious Facility

### Historic Context:

Category
Ethnic Heritage
Social History

### Architect/Engineer:

Category	Name or Company
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# Historic Property Report

Resource Name: Morning Star Baptist Church

Property ID: 718689

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**Thematics:**

**Local Registers and Districts**

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Name	Date Listed	Notes
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**Project History**

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Project Number, Organization, Project Name	Resource Inventory	SHPO Determination	SHPO Determined By, Determined Date
2018-10-08077, , City of Pasco African American Historic Properties	4/8/2019		

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## Photos



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# Historic Property Report

Resource Name: Morning Star Baptist Church

Property ID: 718689



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# Historic Property Report

Resource Name: Morning Star Baptist Church

Property ID: 718689



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# Historic Property Report

Resource Name: Morning Star Baptist Church

Property ID: 718689



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# Historic Property Report

Resource Name: Morning Star Baptist Church

Property ID: 718689

## Inventory Details - 4/8/2019

**Common name:**

**Date recorded:** 4/8/2019

**Field Recorder:** Dana Holschuh

**Field Site number:**

**SHPO Determination**

## Detail Information

**Characteristics:**

Category	Item
Foundation	Concrete - Poured
Form Type	Church
Roof Material	Asphalt/Composition - Shingle
Cladding	Concrete - Block (cmu)
Structural System	Masonry - Concrete Block
Plan	Rectangle
Roof Type	Hip

## Surveyor Opinion

**Significance narrative:** The Morning Star Baptist Church has been, and continues to be at the literal and figurative center of the African-American community in East Pasco. As that community has grown and changed over the decades, the Morning Star Baptist Church has remained at its heart. The church, which was the first African American church in the neighborhood, was started in 1946 by its first pastor, Reverend Johnnie Steward, in order to provide for the spiritual needs of the thousands of black workers who came to Hanford Atomic Facility during and after World War II, and who settled in East Pasco as a result of the race policies that were in place at that time. A thriving enclave of black workers and their families was formed in this neighborhood and Reverend Steward started the church to foster family and community values. His daughter and her children were all lifelong members (Newman 2017).

The Morning Star Baptist Church has provided continuous service to the African American community of the Tri-Cities and particularly of East Pasco, since its founding, adjusting to a changing community, beginning with rapid growth because of the World War II migration of blacks from across the nation to the region (Newman 2017). "Morning Star was the center of the community," said Pastor Albert Wilkins, who has been a member of the congregation for 65 of his 67 years and is the fifth pastor of the church (Wilkins 2018). It was originally founded at the corner of Wehe and Butte, moving to its current location in 1960, where it has remained, largely unaltered from the exterior.

Many of the people interviewed as part of this project spoke of the Morning Star Baptist Church in their recollections of East Pasco. Leonard Moore of Tommy's Steel and Salvage,



## Historic Property Report

Resource Name: Morning Star Baptist Church

Property ID: 718689

recalled attending services and Sunday School at the church as a child (Moore 2018). Quenna Beasley recalled, that although her family didn't travel to the east side of town often, her mother, Annie Bee Beasley, attended and was involved with the Morning Star since 1950 (Tri-City Herald 2010; Quenna Beasley, personal communication January 23, 2019). As Reverend Wilkins, the current pastor of church for the past 17 years, and a member of the church for 64 years said, the church was "the one place where everybody came...and everybody went to church there" (Wilkins 2018).

The church was and continues to be a place of community building. It has served as a place of worship, but also as a place for people to socialize and network. It has a long history of creating different groups for its members to join, including but not limited to choirs for the youth and seniors, outreach programs, and leadership opportunities within the church. According to Reverend Wilkins, the church was influential during the civil rights movement in the 1950s and 60s making political statements and serving as a place to gather "during the whole civil rights movement, the church was where folks met and strategies were formed," (Wilkins 2018).

According to Reverend Wilkins, the community is no longer a physical place as the younger generation moves to larger cities and other areas, but the church remains. The sense of honor that the church groups gave Morning Star in the mid-twentieth century is still alive today. The Morning Star Deacons put together a program in the February of 2017 where on two Saturdays a month, the group will go out to senior-living centers, sick congregation member's homes, or even non-member home to sing and pray about God. The church has also participated in community homeless support drives and clean-up projects. Through these activities, Morning Star has become a not just a place of service but a place of community. The church shaped the lives of the people who lived and still live, in East Pasco, centering them in this place.

As the neighborhood changes around it, the church continues to offer a space for community. Originally founded exclusively for the African American citizens of Pasco, Washington. Today, the church is still predominantly black, but it is now open to accepting people of others races and cultures. It is sometimes rented out to the Hispanic community and other groups for events.

The Polk City Directories for the Tri-Cities have a listing for the Morning Star Baptist Church for each year during the period of study. The original address is listed at 703 S Wehe Avenue, where the church is listed from 1955 to 1957. The church then moves to the informal address "S Butte, NE corner E Butte", where it is listed in 1960 through 1964. The official address of 621 S Douglas Ave is used beginning in 1965 through 1979. In addition to the address information, the Pol Directory also lists the various pastors through the period of study. IN 1955 and 1957, it is listed as "Rev. Wm. Wilkins" (Polk 1955, 1957). The next named pastor is "Rev. Allen Franzy", from 1966-1968 (Polk 1966, 1967, 1968). In 1969 "Rev. F.A. Allen" is listed, who is shown as the pastor at the church through the remainder of the period of study, listed as "Franzy A. Allen" from 1971-1979 (Polk 1969, 1971-1979).

The Morning Star Baptist Church is historically significant for its association with the growth of the African-American community in East Pasco during the mid-twentieth century and into the present. The church building is a significant historic property within the community and beyond, embodying many of the values of that community: strong family ties and civic engagement, as well as spiritual growth and endurance in the face of demographic and physical changes to the neighborhood. The church has always served



## Historic Property Report

Resource Name: Morning Star Baptist Church

Property ID: 718689

as a space for socializing, organizing and reinforcing family and community ties. Nearly every person interviewed for this project mentioned the church in some capacity, and had recollections of their family and friends attending services or events there. The Morning Star Baptist Church was the original black church in the East Pasco neighborhood, and set the model for others including New Hope and Greater Faith Baptist Churches, both of which sprung from members of Morning Star's congregation. Morning Star Baptist Church was founded to meet the spiritual needs of the growing African-American community in the area, and it continues to support those needs today.

The church building is in good condition and maintains integrity of design, setting and character from the historic period of study, ca. 1940-1965. The outside façade of the church still stands much as it did when it first in the period of study, while there have been numerous renovations to the interior over the decades, the most recent in late February 2016 (Newman 2017; Franklin County 2019). It is the recommendation of Harris Environmental Group that the church is eligible for listing on the NRHP under Criterion A, for its association with the historic rise and importance of the East Pasco African-American community, to which it is intrinsically tied.

In order to be significant under any of the Criteria (A-D), according to Criterion Consideration A, religious properties must also derive primary significance from architectural or artistic distinction or historical importance (Department of the Interior 2019). In the case of the Greater Faith Baptist Church, the church can be considered significant, as described above, for significance derived from association with historical events and trends.





## Historic Property Report

Resource Name: Morning Star Baptist Church

Property ID: 718689

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### Physical description:

The Morning Star Baptist Church is the southernmost building on the E side of S. Douglas Avenue just north of its intersection with Butte Street. It is bordered on the north by a paved parking area for the church, to the west by S. Douglas Avenue, to the south by Butte Street, and to the east by an alleyway and single-family residences (Figure 37). The church is situated in the western portion of Parcel Number 113851217, which is labeled as “LOTS 69 TO 72, BLOCK 2, TERRACE HEIGHTS ADDITION” with Franklin County. There are no other buildings or structures on this parcel.

The church, constructed in 1948, measures 3832 square feet, with a 3871 square-foot basement and a 1656 square-foot addition on the northern side and is rectangular in plan. The building is constructed of concrete blocks.

The western elevation is the main entryway for the building with a large set of double doors under a brick-inlaid gothic archway. Two windows, one on either side of the doorway, are situated within matching brick-inlaid arches. The entryway is accessed via a wheelchair ramp that climbs a slope to the doors from the parking lot to the north. The main church building has a flat roof, with a shed-roofed extension to the north. The rear (east) of the building rises in a gable roof behind the entryway. This taller portion of the building is clad in vertical wooden siding with a long rectangular vent.

The steeple is located at the southwestern corner of the building, and is square in plan with double doors on the western and southern elevations, both within brick-inlaid gothic archways. A large red-brick cross is inlaid in the concrete fabric of the steeple above both of the doors. The cross is six courses of brick across and 46 courses high. To the west of the southern doorway, a gray, granitic dedication plaque shows the date that the church was founded (1946) and the date it was dedicated after construction was completed (1953).

The southern elevation, to the east of the steeple and doorway, is characterized by a series of three large, gothic arch-shaped windows spaced evenly along its length. These are picture windows with no divisions or decoration and each has side-by-side vinyl framed windows which open to allow ventilation. The southern elevation is marked by columns of concrete blocks between each window that divide its length into three portions. The foundation is poured concrete and below each of the larger windows are small, rectangular, vinyl-framed windows to the basement. There is a fourth basement window at the eastern side of the southern elevation, along with a roughly square window above, in the back entryway. The rear entryway is located at the southeastern corner of the building on the eastern elevation. The single metal door is accessed via four poured concrete steps and metal handrails.

The eastern elevation is uneven in height and depth, with a gabled, vertical wood siding-clad roofline above the cement block rear entry area. This entryway area has a single, vinyl-framed square window, and an inlaid glass-block cross. Another single door is located in the shed-roof extension to the north. The northern elevation is marked by four larger windows with internal grids. There are also two smaller rectangular windows along this elevation. The roof is clad in gray asphalt composite roofing shingles.

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2019 Terra Scan Tax Sifter.



## Historic Property Report

Resource Name: Morning Star Baptist Church

Property ID: 718689

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Moore, Leonard

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Polk, R.L. and Company

1955 1955 City Directory: Tri-Cities, Washington. Pasco, Washington. Listing for Morning Star Baptist Church.

1957 1957 City Directory: Tri-Cities, Washington. Pasco, Washington. Listing for Morning Star Baptist Church.

1960 1960 City Directory: Tri-Cities, Washington. Pasco, Washington. Listing for Morning Star Baptist Church.

1961 1961 City Directory: Tri-Cities, Washington. Pasco, Washington. Listing for Morning Star Baptist Church.

1962-63 1962-63 City Directory: Tri-Cities, Washington. Pasco, Washington. Listing for Morning Star Baptist Church.

1964 1964 City Directory: Tri-Cities, Washington. Pasco, Washington. Listing for Morning Star Baptist Church.

1965 1965 City Directory: Tri-Cities, Washington. Pasco, Washington. Listing for Morning Star Baptist Church.

1966 1966 City Directory: Tri-Cities, Washington. Pasco, Washington. Listing for Morning Star Baptist Church.

1967 1967 City Directory: Tri-Cities, Washington. Pasco, Washington. Listing for Morning Star Baptist Church.

1968 1968 City Directory: Tri-Cities, Washington. Pasco, Washington. Listing for Morning Star Baptist Church.

1969 1969 City Directory: Tri-Cities, Washington. Pasco, Washington. Listing for Morning Star Baptist Church.

1970 1970 City Directory: Tri-Cities, Washington. Pasco, Washington. Listing for Morning Star Baptist Church.

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1972 1972 City Directory: Tri-Cities, Washington. Pasco, Washington. Listing for Morning Star Baptist Church.



## Historic Property Report

Resource Name: Morning Star Baptist Church

Property ID: 718689

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1973 1973 City Directory: Tri-Cities, Washington. Pasco, Washington. Listing for Morning Star Baptist Church.

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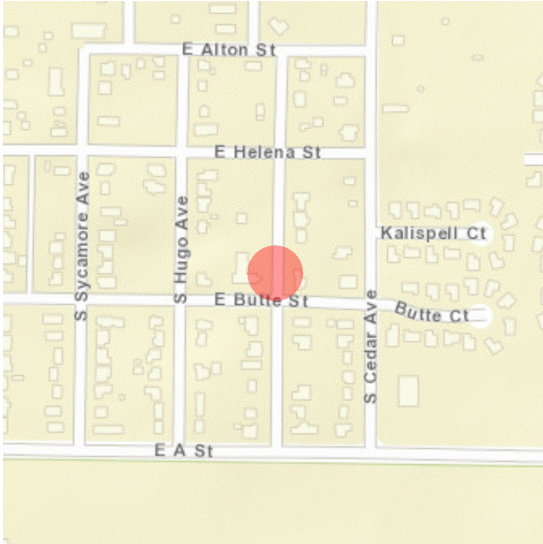
2018 Interview by Lori Larson and Tanya Bowers. Washington State University, Tri-Cities. November 30, 2018.

# Historic Property Report

Resource Name: New Hope Baptist Church

Property ID: 717275

## Location



**Address:** 630 S Waldemar Ave, Pasco, WA, 99301, USA

**Geographic Areas:** Franklin County, T09R30E28, PASCO Quadrangle

## Information

**Number of stories:** N/A

### Construction Dates:

Construction Type	Year	Circa
Built Date	2003	<input type="checkbox"/>

### Historic Use:

Category	Subcategory
Religion	Religion - Religious Facility
Religion	Religion - Religious Facility

### Historic Context:

Category
Religion

### Architect/Engineer:

Category	Name or Company
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# Historic Property Report

Resource Name: New Hope Baptist Church

Property ID: 717275

**Thematics:**

**Local Registers and Districts**

Name	Date Listed	Notes
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**Project History**

Project Number, Organization, Project Name	Resource Inventory	SHPO Determination	SHPO Determined By, Determined Date
2018-10-08077, , City of Pasco African American Historic Properties	4/8/2019		



## Photos



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IMG\_2555.JPG



IMG\_2554.JPG

# Historic Property Report

Resource Name: New Hope Baptist Church

Property ID: 717275



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IMG\_2549.JPG



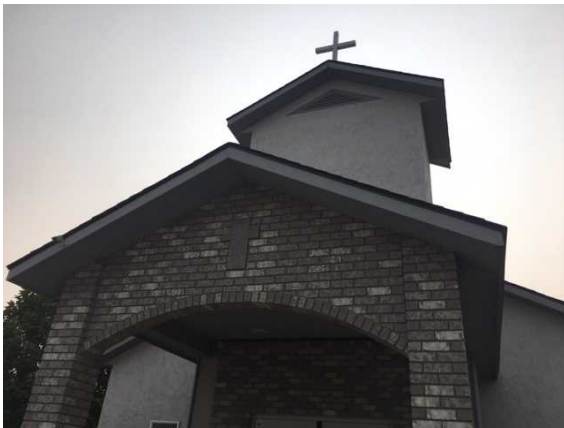
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# Historic Property Report

Resource Name: New Hope Baptist Church

Property ID: 717275



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# Historic Property Report

Resource Name: New Hope Baptist Church

Property ID: 717275



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# Historic Property Report

Resource Name: New Hope Baptist Church

Property ID: 717275

## Inventory Details - 4/8/2019

**Common name:**

**Date recorded:** 4/8/2019

**Field Recorder:** Dana Holschuh

**Field Site number:**

**SHPO Determination**

## Detail Information

**Characteristics:**

Category	Item
Foundation	Concrete - Poured
Form Type	Church
Roof Type	Gable
Roof Material	Asphalt/Composition - Shingle
Cladding	Stucco
Plan	L-Shape
Structural System	Masonry - Precast Concrete

## Surveyor Opinion

**Property appears to meet criteria for the National Register of Historic Places:** No

**Property is located in a potential historic district (National and/or local):** No

**Property potentially contributes to a historic district (National and/or local):** No





## Historic Property Report

Resource Name: New Hope Baptist Church

Property ID: 717275

**Significance narrative:** The New Hope Missionary Baptist Church was included in the inventory due to the longevity of its congregation, which is over 66 years old. The church was initially conceived in January, 1953 in the home of Mr. & Mrs. Milton Norwood Sr. at 307 S. Wehe Street. This home is unfortunately no longer extant. Throughout the early 1950s services for this new church were held in homes of various congregants. In June of 1953, two lots were purchased for the church's permanent location. Construction for the church began in June of 1955 and the building was completed and dedicated on the 2nd Sunday at this time. Reverend M. L. Williams served as its first pastor until 1956 (New Hope 2019).

The first listing for the New Hope Baptist Church is in 1960, under the leadership of Reverend A.J. Wilkins at the corner of Butte and Laurel. This listing remains the same in 1961. In 1964, the church under Reverend Bill Wilkins, is listed at 431 S Warren. In 1967 and 1968, the address of the church is listed at 632 Waldemar Avenue, and Reverend Wilkins remains the pastor (Polk 1960-1969). Throughout the decade of the seventies, the church was under the leadership of Reverend J. L. Singleton, and is listed at 632 S Hugo Avenue (1970-1975), changing to 632 S Waldemar Avenue, its current location (1976-1979) (Polk 1970-1979). During this time, ca. 1969-1980, three additional parcels of land were purchased and plans for an expansion was made. In 1983 additions to the church fellowship hall, kitchen, pastor's study, choir room and rest rooms were dedicated (New Hope 2019).

The original church building was destroyed by fire in 2002. The fire destroyed the recently remodeled sanctuary and caused major damages to the fellowship hall and office areas. The church building was rebuilt in 2003 (Franklin County 2019).

The New Hope Baptist Church building was constructed in 2003, well outside of the period of significance for the current study and far below the generally accepted 50-year age window for historic properties. It does not meet the standards of Criterion Consideration E, as the existing church is not a strict reconstruction (Department of the Interior 2019). Although the congregation and history of the church have some significance during the period of study and certainly to the history of the East Pasco neighborhood, it is the opinion of Harris Environmental that the building is not eligible for inclusion on the NRHP.



## Historic Property Report

Resource Name: New Hope Baptist Church

Property ID: 717275

### Physical description:

The New Hope Missionary Baptist Church is located at the northwestern corner of the intersection of S Waldemar Avenue and S Butte Street. It is situated in the western portion of Parcel Number 113862134, which is listed as "KURTZMANS 1ST LOTS 25 TO 32, BLK 6 TOG W 10' VAC WALDEMAR AVE & 10' VAC HELENA ST ADJ." with Franklin County. The parcel is bordered on the east by S Waldemar Avenue, on the south by E Butte Street, on the north by a paved parking area and on the west by an alley way dividing the church property from single-family residences on acreage.

The church, constructed in 2003, is T-shaped, and measures 5224 square feet. The building is clad in light gray stucco. The main entryway is located at the southwestern corner of the building and the double metal doors are covered with a substantial canopy supported with brick pillars. A brick cross is inlaid into the marquis about the entryway. The steeple rises above this doorway, with no embellishments. A small triangular vent is located at the top of the steeple, just below the gabled roof topped with a simple cross.

The southern elevation displays three pairs of rectangular windows and a single metal door accessed via five poured concrete steps and metal handrails. The foundation is poured concrete and the building is surrounded with laid gravel within a concrete curb.

The western elevation is multi-faceted. The southern portion is clad in beige stucco with vertical gray wooden siding within the gable roofline. Four windows are located in the center of this portion, along with two flood lights. The remainder of the western elevation is lower in profile, with a ground-level side door. There are two small, square side-by-side vinyl framed windows and two longer rectangular windows along this elevation. The roof is clad in gray asphalt composite roofing shingles.

The northern elevation is characterized by the same combination of beige stucco and vertical wooden siding as the southern portion of the western elevation. There is a single door at ground level and two long rectangular windows on either side of the door. The northern elevation of the main entry vestibule is characterized by two aluminum-framed rectangular windows in the stucco wall. The eastern elevation has another entryway at ground level, adjacent to the parking area. This double-door entryway is covered with a curved brick canopy and two sets of rectangular windows on either side.

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New Hope

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1962-63 1962-63 City Directory: Tri-Cities, Washington. Pasco, Washington. Listing for New Hope Baptist Church.

1964 1964 City Directory: Tri-Cities, Washington. Pasco, Washington. Listing for New



## Historic Property Report

Resource Name: New Hope Baptist Church

Property ID: 717275

Hope Baptist Church.

1965 1965 City Directory: Tri-Cities, Washington. Pasco, Washington. Listing for New Hope Baptist Church.

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1970 1970 City Directory: Tri-Cities, Washington. Pasco, Washington. Listing for New Hope Baptist Church.

1971 1971 City Directory: Tri-Cities, Washington. Pasco, Washington. Listing for New Hope Baptist Church.

1972 1972 City Directory: Tri-Cities, Washington. Pasco, Washington. Listing for New Hope Baptist Church.

1973 1973 City Directory: Tri-Cities, Washington. Pasco, Washington. Listing for New Hope Baptist Church.

1974 1974 City Directory: Tri-Cities, Washington. Pasco, Washington. Listing for New Hope Baptist Church.

1975 1975 City Directory: Tri-Cities, Washington. Pasco, Washington. Listing for New Hope Baptist Church.

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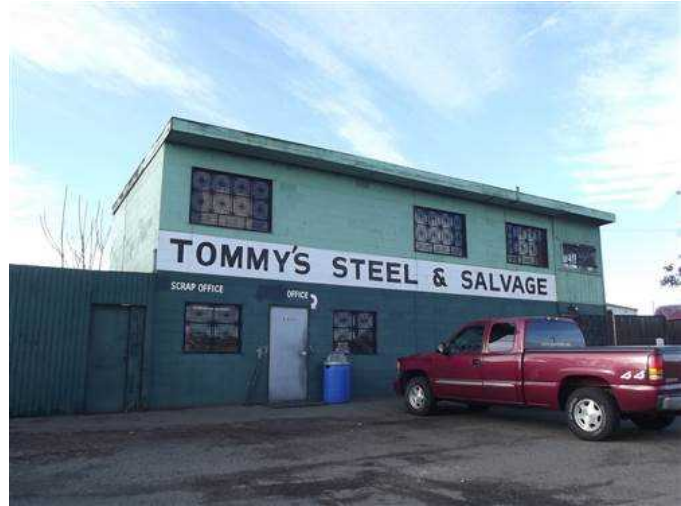
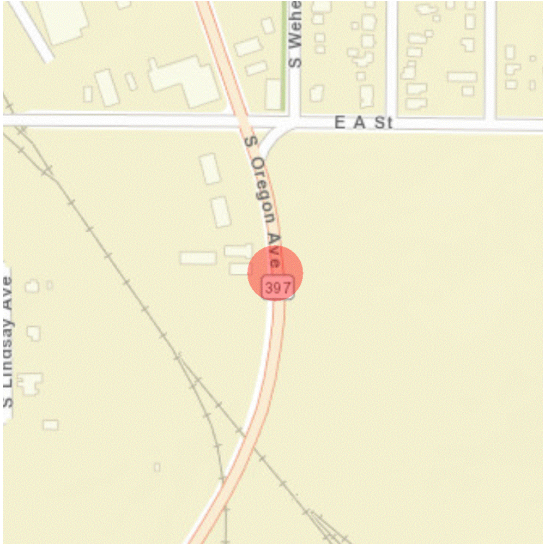
1979 1979 City Directory: Tri-Cities, Washington. Pasco, Washington. Listing for New Hope Baptist Church.

# Historic Property Report

Resource Name: Tommy's Steel and Salvage

Property ID: 718692

## Location



**Address:** 904 S Oregon Ave, Pasco, WA, 99301, USA

**Geographic Areas:** Franklin County, T09R30E32, PASCO Quadrangle

## Information

**Number of stories:** N/A

### Construction Dates:

Construction Type	Year	Circa
Built Date	1960	<input checked="" type="checkbox"/>

### Historic Use:

Category	Subcategory
Commerce/Trade	Commerce/Trade - Business
Commerce/Trade	Commerce/Trade - Business

### Historic Context:

Category
Ethnic Heritage
Social History

### Architect/Engineer:

Category	Name or Company
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# Historic Property Report

Resource Name: Tommy's Steel and Salvage

Property ID: 718692

**Thematics:**

**Local Registers and Districts**

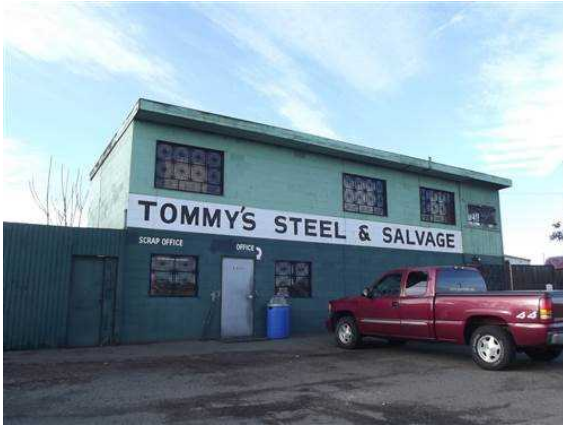
Name	Date Listed	Notes
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**Project History**

Project Number, Organization, Project Name	Resource Inventory	SHPO Determination	SHPO Determined By, Determined Date
2018-10-08077, , City of Pasco African American Historic Properties	4/8/2019		



## Photos



mixed use east elevation.jpg



original office s elevation.jpg



northern warehouse.jpg



Mixed use east and north elevationa.jpg



implement shed.jpg



implement shed 2.jpg



# Historic Property Report

Resource Name: Tommy's Steel and Salvage

Property ID: 718692

## Inventory Details - 4/8/2019

**Common name:**

**Date recorded:** 4/8/2019

**Field Recorder:** Dana Holschuh

**Field Site number:**

**SHPO Determination**

## Detail Information

### Characteristics:

Category	Item
Cladding	Concrete - Block (cmu)
Structural System	Masonry - Concrete Block
Plan	Rectangle
Roof Type	Flat with Eaves
Roof Material	Concrete Tile
Form Type	Utilitarian
Foundation	Concrete - Poured

## Surveyor Opinion

**Property appears to meet criteria for the National Register of Historic Places:** Yes

**Property is located in a potential historic district (National and/or local):** No

**Property potentially contributes to a historic district (National and/or local):** No

**Significance narrative:** The Polk City Directory first lists the business under the name "Tommy's Auto Salvage" in 1969, located at 831 S Chestnut Avenue. The business is attributed to Thos. Moore. The following year, the business listing remains the same, however there is also a listing for Tommy's Auto Salvage, also attributed to Thos. Moore, located at 931 S 9th Avenue. The listings for 1971 through 1974 remain constant, with the single listing under "Tommy's Auto Salvage (Thos. Moore) 931 S 9th Ave.". In 1975 the listing moves to the name of Thomas Moore's private residence and includes his wife, Ellenor L. Moore. The listings continue to be under Moore's private residence through the end of the 1970s. Leonard Moore, Thomas's son, is listed as an employee beginning in in 1976 (Polk 1969-1979).

Tommy's Steel and Salvage is significant as the oldest continually African-American owned and operated business in the Tri-Cities. The business was started by Thomas Moore in 1962, and was previously located on Chestnut Street and what is now Wehe before moving to its current location in 1971 (Moore 2018). Thomas Moore came to the Tri-Cities, like so many others, to seek employment. He worked on the Manhattan project in 1943 and worked a variety of jobs in the Seattle area and travelling overseas until 1949 when he moved back to the Tri-Cities and pursued various business ventures, including a restaurant construction, running a pawn shop and a jewelry store before eventually going to work at Tri-City Metals in Kennewick. It was there he learned the salvage business and he established his own salvage business, Tommy's Steel and



## Historic Property Report

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Salvage (Moore 2018).

His original holdings at the intersection of S Oregon Ave and A Street consisted of three undeveloped acres. Moore gradually acquired three additional acres from the railroad, and approximately half an acre was gained when the road was extended. It has been downsized to the one acre that is currently occupied after selling the auto-wrecking to the U-Pull-It business, which borders Tommy's Steel and Salvage on two sides (Moore 2018).

The first building to be constructed was the small-scale house or utility building that is still extant on the southern side of the property. The business was run out of this small building for 3 or 4 years, and included a scale to weigh automobiles and crushers, loaders, bailing machinery (Moore 2018). In 1969 the large warehouse for metals recycling was begun, followed by the office complex and shop building, which were finished in 1971 (Moore 2018). Thomas Moore, along with other contractors built the buildings in-place themselves. Thomas Moore had been in building prior to that time and constructed several buildings around town, including residences and an apartment complex, which he owned and rented out in the 1950s, primarily to new African-American residents who were coming into town seeking employment as he had done previously. An early attraction for the business was acquiring their own, in-house, crusher in 1968-69. The acquisition of this machine allowed the business to perform automobile crushing on-site without having to rely on a mobile crusher (Moore 2018).

The business has persisted during the last nearly 60 years, with three generations of the Moore family working there. The area surrounding the business has changed significantly. S Oregon Avenue was a dead-end road when the business was established, terminating at A Street. The property is attributed to "Simmons Addition" on the 1963 Metsker's Map, with the Pasco Stockyard taking up most of the real estate across the street (Metsker 1963). The remote location allowed the business to operate their machinery without fear of disturbing neighboring households (Moore 2018).

In addition to auto salvaging and crushing, metals and electronic recycling activities, the business had been engaged in some projects of historical significance. It was contracted to recover the metal that was salvaged from the replacement of the Pasco-Kennewick Bridge (alternatively known as the Benton-Franklin Inter-County Bridge, or more informally as the Green Bridge) when it was dismantled in 1990. The metal was processed for reuse, recycled, or portions of it were donated to the Kennewick Historical Society (Moore 2018).

While urban development has changed many aspects of the neighborhood, including the demolition of homes and businesses along the Oregon Avenue and S Wehe corridors, Tommy's Steel and Salvage has remained in business in its historic and current location. It has been a continuous means of financial support for Moore family since its founding, and is the only salvage business in the city of Pasco (Moore 2018).

It is the opinion of Harris Environmental Group that the Tommy's Steel and Salvage business is eligible for inclusion on the NRHP. The buildings that comprise the business retain their integrity of design, workmanship and style, with some newer additions. They were constructed by the business owner himself and have been in continuous and consistent use as a salvage business for nearly 60 years. In addition to the integrity of the property, the business is significant as the oldest continuously operating African-American owned business in the Tri-Cities. The business is one of the last black-owned



## Historic Property Report

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business in the study area, and has operated throughout the period of significance and into the modern era when major changes have taken place all around it. It is eligible under Criterion A for its association with the socio-economic and cultural history of Pasco as a whole and for its association with the historical experience of African-American population and with the community of East Pasco in particular.

### Physical description:

The Tommy's Steel and Salvage business is located in southeastern Pasco, on the west side of S Oregon Avenue, to the south of its intersection with A Street. It is situated in the northern portion of Parcel Number 112352179, and is bordered on the north, west and south by the U-Pull-It auto wrecking and parts business, on the east by S Oregon Avenue.

The Tommy's Steel and Salvage business consists of a total of three interrelated and in some instances interconnected structures. These consist of a metal warehouse building with a small office on its southern elevation. To the north of this is a mixed-use commercial building with residential units, which has an enclosed porch on its northern elevation and an adjoining warehouse on its western elevation. A large farm implement shed is located to the west of this mixed commercial and residential building.

The oldest building on the parcel is the southernmost office, which now adjoins the large metal-walled warehouse on its southern side. Leonard Moore indicated that this was the original office out of which his father, Thomas Moore, operated the business. It is recorded with Franklin County as dating to 1960 (Franklin County 2019). This building is labeled on the county website as a "utility building", measuring 408 square feet. It is clad in vertical wooden siding with a corrugated metal, shed-type roof and wooden trim. The main entryway, a single metal door, is on the eastern elevation, and there is a large picture window on the southern elevation.



# Historic Property Report

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Property ID: 718692

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