



Bus Rapid Transit

I-405 corridor

Historic and Archaeological Resources Technical Memorandum

September 2020

Consultant Quality Control Form

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Summary

The I-405 Bus Rapid Transit (BRT) Project would provide high-capacity transit service, primarily operating in managed and bus-only lanes within the I-405/SR 518 corridor for 37 miles between Lynnwood and Burien. Once complete, BRT in the project corridor would include: 11 BRT station pairs, including 3 at existing transit centers; expanded park-and-ride facilities and transit system access at the existing Kingsgate and Brickyard Park-and-Rides; a new park-and-ride facility at SE 44th Street; and a new transit center with a park-and-ride garage in South Renton.

The project, and all its components, are required to comply with state regulations related to the identification and protection of historic and archaeological resources, including the Washington State Environmental Policy Act (SEPA). This technical memorandum has been prepared to provide additional information on historic and archaeological resources for the project's SEPA Checklist. Some project components are also required to comply with the National Environmental Policy Act and Section 106 of the National Historic Preservation Act, which are addressed elsewhere in efforts led by the Federal Highway Administration and the Federal Transit Administration. This document is not intended to be used for federal regulatory compliance.

This report documents existing cultural resources conditions within the area of impact for the project components based on review of archival resources and field work at some locations. There are no known archaeological sites or cemeteries within the individual project components. Based on geologic conditions and previous development, ESA finds that the individual project components generally have a low potential for intact archaeological sites. Implementing an Archaeological Resources Inadvertent Discovery Plan during construction, as is Sound Transit's standard practice, would be adequate protection for potential archaeological resources that may be encountered within most of the project components. However, based on geology, the South Renton Transit Center and Roadway Improvements project component has higher potential for archaeological sites; archaeological geoprobing prior to construction is recommended for this area, with potential follow-on work determined by the results of the geoprobing.

Nineteen historic-aged built environment resources were identified during this assessment. Of those, only one, a single-family residence in Burien, is being recommended Eligible for listing in the National Register of Historic Places. This built environment resource is adjacent to roadway improvements along SR 518 at the Burien Transit Center and no adverse effect from project activities is expected. Two historic-aged built environment resources would be demolished for project construction; they are being recommended not eligible for listing in the National Register of Historic Places by the surveyor.

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Appendix A Project Component Areas of Impact with Recorded Historic-Aged Built Environment Resources

Appendix B 2019/2020 Historic Property Inventory Forms

Acronyms and Abbreviations

AI	Area of Impacts
BLM	Bureau of Land Management
BRT	bus rapid transit
DAHP	Department of Archaeology and Historic Preservation
ETL	electronic toll lane
NEPA	National Environmental Policy Act
NHPA	National Historic Preservation Act
NRHP	National Register of Historic Places
PCAD	Pacific Coast Architectural Database
Project	I-405 Bus Rapid Transit Project
RCW	Revised Code of Washington
SCR	structural clay research
SEPA	State Environmental Policy Act
SR	State Route
ST3	Sound Transit 3
TCP	Traditional Cultural Properties
TSP	transit signal priority
WHR	Washington Historic Register
WISAARD	Washington Information System for Architectural and Archaeological Records Data
WSDOT	Washington State Department of Transportation

1 INTRODUCTION

1.1 Overview

The I-405 Bus Rapid Transit (BRT) Project would provide BRT service, primarily operating in managed and bus-only lanes within the I-405 and State Route (SR) 518 corridors for 37 miles between Lynnwood and Burien. The project alignment as well as proposed transit stations and park-and-ride garages are shown in **Figure 1-1**. The new BRT service is planned to operate as two high-capacity transit lines, inter-connecting at the Bellevue Transit Center near the future Bellevue Downtown Link light rail station. The north BRT line would operate between the Bellevue Transit Center and the Lynnwood City Center transit center, and the south BRT line would operate between the Bellevue Transit Center and the Burien Transit Center. Together, the I-405 BRT lines (north and south) would serve 11 stations, including one new transit center in Renton and one new park-and-ride garage in Kirkland. In addition, a park-and-ride lot would be constructed to increase park-and-ride capacity in the I-405 corridor (NE 44th Street, Renton).

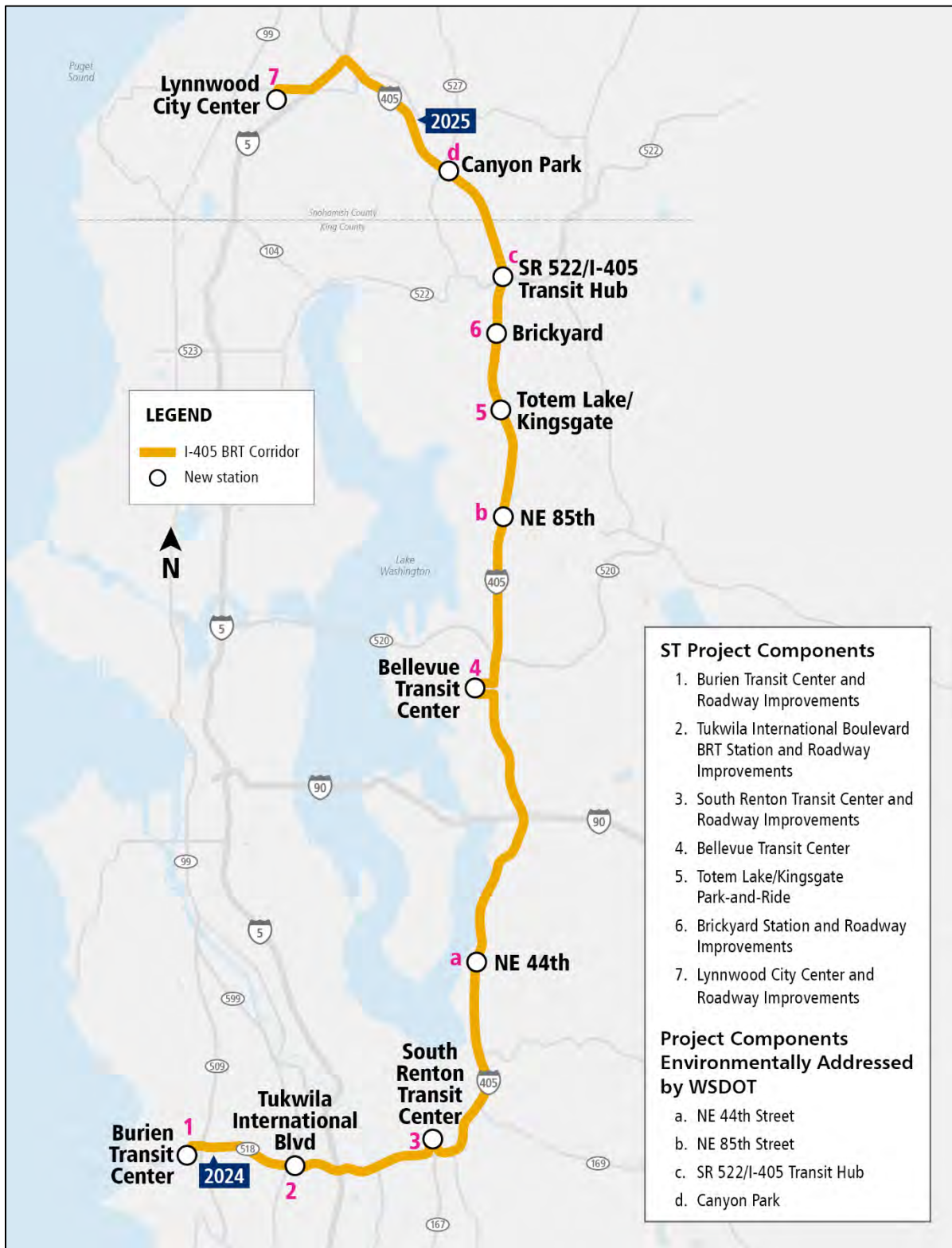
In large part, the project would operate in express toll lanes (ETLs) along I-405, including segments of existing ETLs and segments of ETLs that the Washington State Department of Transportation (WSDOT) will construct between Bellevue and Tukwila (WSDOT 2018) and between the Canyon Park and Brickyard stations. Along SR 518, the project would operate primarily in general-purpose lanes, with bus-only lanes approaching and leaving the BRT station. Buses would move along local arterial roads to access transit facilities in Burien, Renton, Bellevue, and Lynnwood. It should be noted that WSDOT, in partnership with Sound Transit, has completed the environmental analysis, including evaluation of potential cultural resource impacts, for:

- NE 44th Street Station and Park-and- Ride
- NE 85th Street Station
- SR 522/I-405 Transit Hub
- Canyon Park Station

This document does not provide any additional information about these four locations.

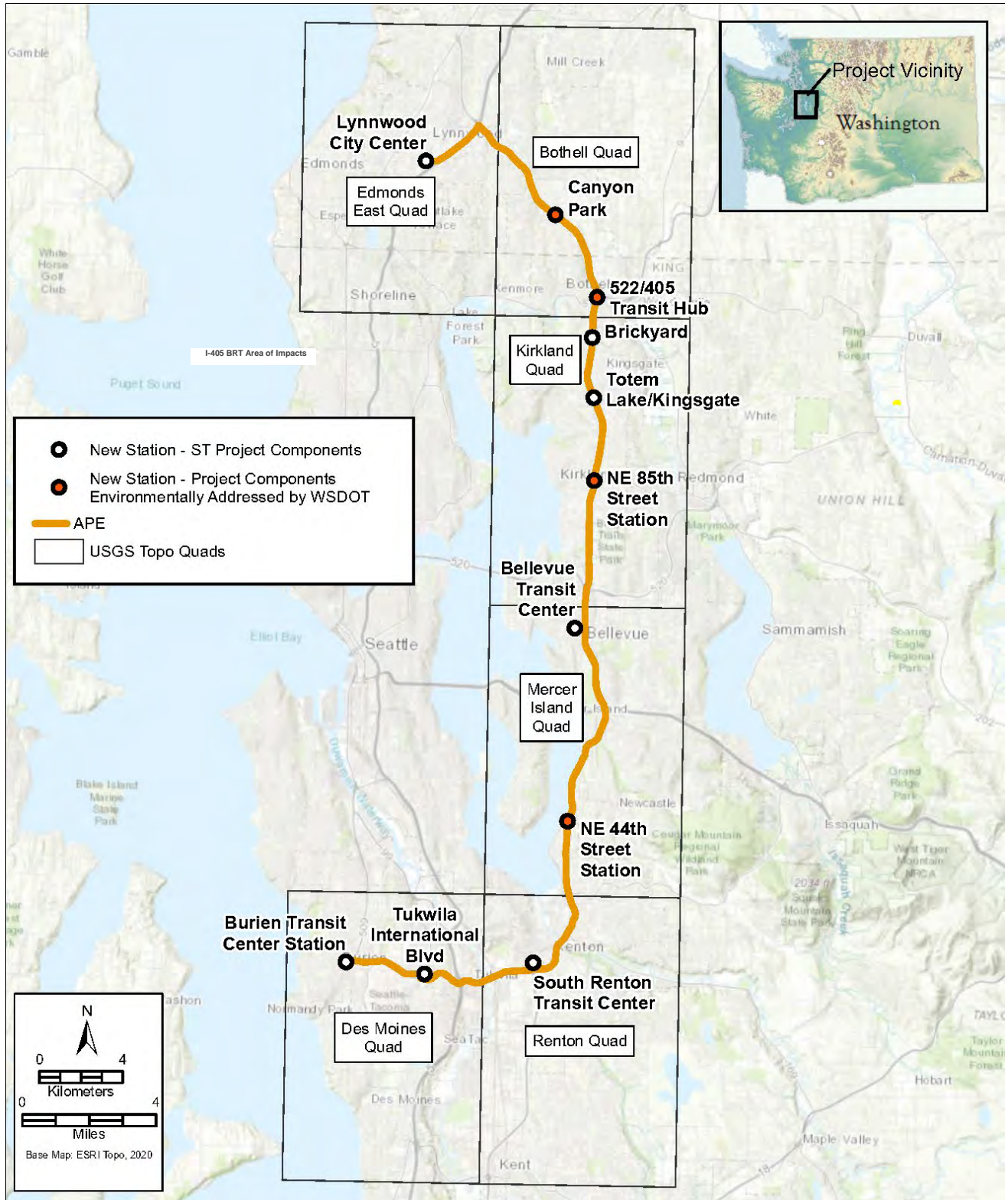
Figure 1-1 shows all BRT project components, including the four locations with environmental analysis completed by WSDOT, for reference. **Figure 1-2** show the following project components for which Sound Transit is completing environmental analysis and which are discussed in this memorandum:

- Burien Transit Center and Roadway Improvements
- Tukwila International Boulevard BRT Station and Roadway Improvements
- South Renton Transit Center and Roadway Improvements
- Bellevue Transit Center and Off-site Layover
- Kingsgate/Totem Lake Station and Kingsgate Park-and-Ride Garage
- Brickyard Station and Roadway Improvements
- Lynnwood City Center Transit Station BRT and Roadway Improvements



SOURCE: Sound Transit 2019

Figure 1-1 I-405 Bus Rapid Transit Project



SOURCE: Sound Transit 2019

Figure 1-2 I-405 Bus Rapid Transit Project – Topographic

1.2 Purpose of technical memorandum

The purpose of this technical memorandum is to support the project's environmental review phase by identifying existing and potential cultural resources within the I-405 BRT Project Area of Impacts, and to assess potential project impacts to these resources. The project, and all its components, are required to comply with state regulations related to the identification and protection of historic and archaeological resources, including the Washington State Environmental Policy Act (SEPA). This technical memorandum has been prepared to provide additional information on historic and archaeological resources for the project's SEPA Checklist. Some project components are also required to comply with the National Environmental Policy Act (NEPA) and Section 106 of the National Historic Preservation Act (NHPA), which are addressed elsewhere in efforts led by the Federal Highway Administration and the Federal Transit Administration. This document is not intended to be used for federal regulatory compliance.

2 PROJECT DESCRIPTION

2.1 I-405 BRT operations

The new BRT service is planned to operate as two high-capacity transit lines, inter-connecting at the Bellevue Transit Center near the future Bellevue Downtown Link light rail station. The north BRT line would operate between the Bellevue Transit Center and the Lynnwood City Center transit center, and the south BRT line would operate between the Bellevue Transit Center and the Burien Transit Center. BRT service would have 10-minute headways during peak periods and 15-minute headways the remainder of the day and on weekends. Assuming a similar pattern to the Sound Transit Express and Sound Transit service standards, peak periods would be from 6 a.m. to 9 a.m. and from 3 p.m. to 6 p.m. on weekdays. During peak periods when travel time has more variation, the level of bus service could vary to maintain 10-minute headway service. The span of service would be 19 hours on weekdays and Saturday and up to 17 hours on Sundays.

2.2 Project components

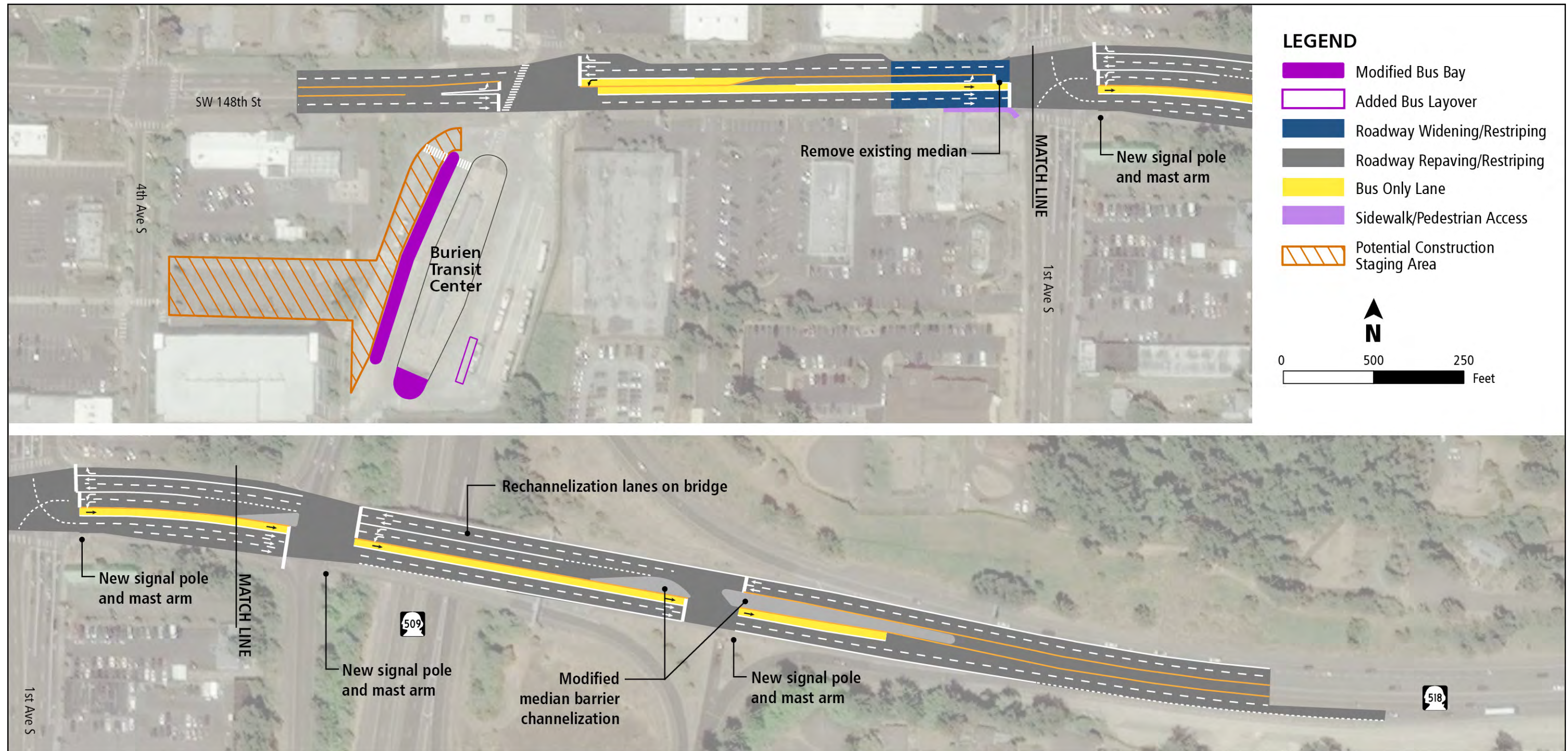
All project components would include a proposed BRT-branded (Stride) uniquely identifiable pylon (decorative column) at the transit station to alert BRT riders to the service access point. The pylon may be internally illuminated to be identifiable in the evening and during hours of less light. In addition, all project components would likely include ticket vending machines (TVMs), security cameras and real-time bus information signs at stations for passengers. These are considered to be standard elements for all project components.

2.2.1 Burien Transit Center and Roadway Improvements

To access the Burien Transit Center, westbound vehicles would turn left into the existing transit center driveway access, circulate south around the main transit center island and then west to the west transit center island. Within the Burien Transit Center, the existing main transit center island would be extended approximately 20 feet south to provide additional bus bay capacity; the height of this transit center island would remain at 6 inches. The west transit center island would be reconstructed to provide 9-inch-high platforms and would be lengthened to the south approximately 60 feet and to the north approximately 50 feet; the northern portion would also be shifted slightly to be angled to the east. The BRT service would use the northern portion of the west transit center island. The station would include a BRT-branded shelter and benches, in addition to the amenities at all project component stations.

New crosswalks may be added at the northern end of the west transit center island, one connecting the pedestrian path from the sidewalk on SW 148th Street to the west transit center island and a second extending east to connect to the main transit center island. The BRT vehicles would use the layover area in the Burien Transit Center. This project component may add one layover space to the southwest portion of the existing layover area. To exit the Burien Transit Center, BRT vehicles would circulate around the transit center islands to the existing driveway access and then turn right to travel eastbound on SW 148th Street.

To improve transit speed and reliability, a bus-only lane would be added east of the transit center entrance for eastbound buses along SW 148th Street that would extend east across the SR 509/SR 518 interchange and along SR 518 for approximately 400 feet. For westbound buses, a new bus-only left-turn pocket would be added beginning approximately 240 feet east of the transit center driveway access. Between 1st Avenue S and the Burien Transit Center, the bus-only lane and the bus-only left-turn pocket on SW 148th Street would be accommodated by converting the center two-way turn lane and, in the southeast section, slightly widening the existing roadway. Between the Burien Transit Center and 1st Avenue S, driveways would become right-in/right-out only. To accommodate the eastbound bus-only lane on the SR 518 bridge over SR 509, the existing lane striping would be rechannelized. Transit signal priority (TSP) would be added to the existing traffic signals at the intersection of SW 148th Street and 1st Avenue S, at the intersection of SW 148th Street and the SR 509 southbound on- and off-ramps, and at the intersection of SR 518.



SOURCE: Sound Transit 2020

Figure 2-1 Burien Transit Center and Roadway Improvements

2.2.1.1 Utilities and connections

Anticipated utilities needed to serve the BRT station include electric power, communications, and possibly water, which would be connected to utilities currently available in the transit center site or within SW 148th Street.

For this project component, all stormwater would be collected underground and detention would be provided as required. For the Burien Transit Center, flow control and water quality treatment would meet the requirements of the *King County Surface Water Design Manual* (King County 2016b) and agreements between the King County Metro Transit Division, the property owner, and the City of Burien Public Works Department. Roadway modifications to SW 148th Street would comply with City of Burien requirements, which follow the *King County Surface Water Design Manual*, for flow control and water quality treatment. Stormwater facilities would ultimately tie into the existing conveyance systems. For the roadway modifications along SR 518, stormwater would meet the requirements of WSDOT's *Highway Runoff Manual* (WSDOT 2019) for flow control and water quality treatment. Stormwater facilities also would ultimately tie into the existing conveyance systems.

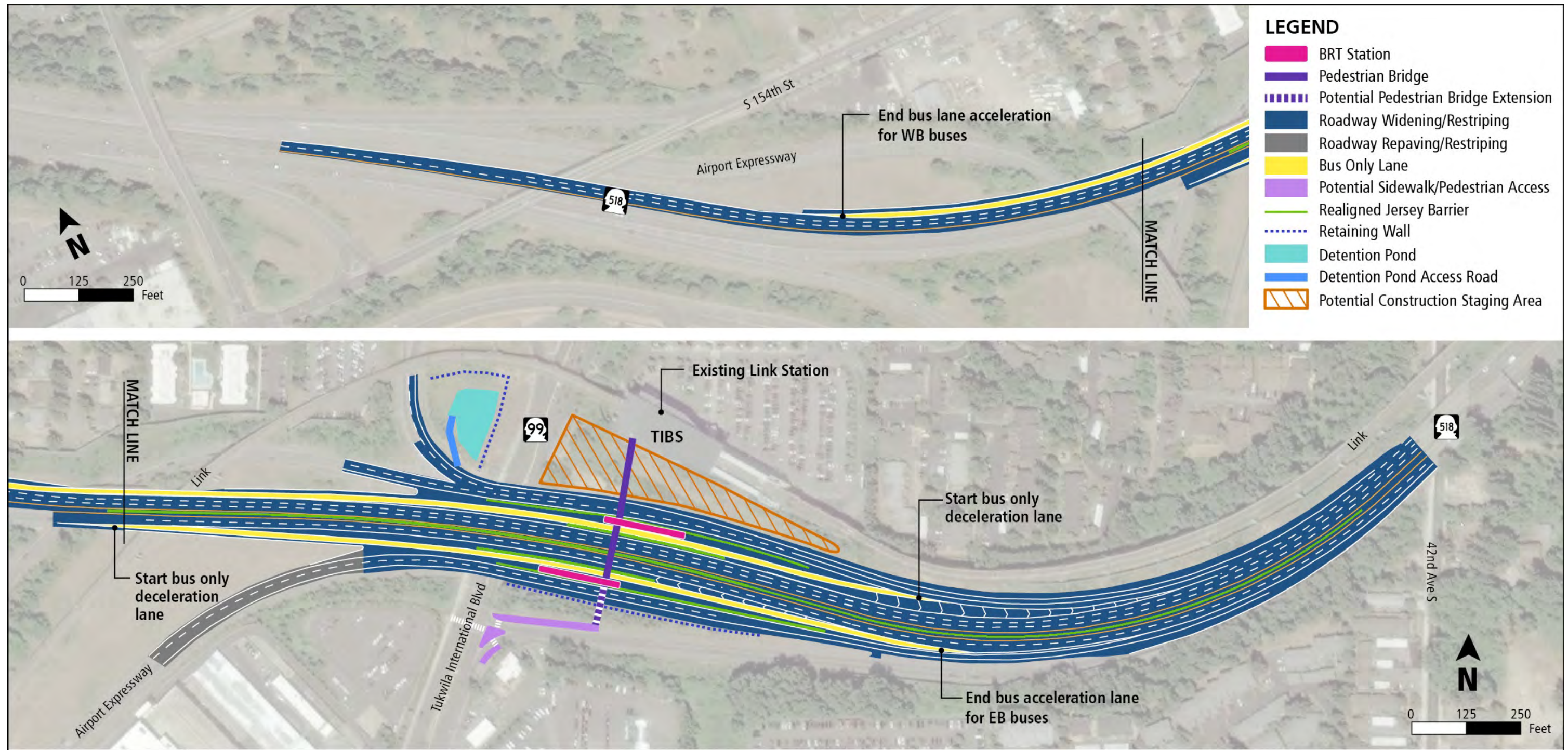
2.2.1.2 Site work

It is anticipated that the contractor would stage the necessary construction equipment and materials within the Burien Transit Center, including potentially using adjacent parking areas also owned by King County Metro.

Construction of this project component will require compliance with SEPA.

2.2.2 Tukwila International Boulevard BRT Station and Roadway Improvements

Figure 2-2 provides a graphic representation of the proposed Tukwila International Boulevard BRT Station, the new pedestrian bridge, and associated roadway improvements. The proposed BRT station would be accessed by a new pedestrian bridge that would be constructed from the mezzanine level of the Tukwila International Boulevard Link light rail station and extended south across SR 518, connecting to the eastbound and westbound BRT station platforms. The walking surface of the pedestrian bridge would be level with the mezzanine floor level of the Link station and roughly level with the existing Tukwila International Boulevard bridge over SR 518. From the pedestrian bridge, access down to each BRT station platform would be provided by stairs and an elevator. The pedestrian bridge is also anticipated to extend to the south and connect at grade to an existing sidewalk on the eastbound on-ramp to SR 518 that connects to sidewalks on Tukwila International Boulevard.



SOURCE: Sound Transit 2020

Figure 2-2 Tukwila International Boulevard BRT Station and Roadway Improvements

The proposed BRT station (eastbound and westbound station platforms) would be located at-grade within the SR 518 right-of-way in an existing area between the SR 518 travel lanes and the on- and off-ramps to SR 518. In addition to the standard elements, the BRT station would include a branded shelter, benches, and raised platforms (approximately 9 inches) for level or near-level passenger boarding. Approaching both the east and westbound BRT station platforms, bus-only lanes would be added (for a total length of approximately 1,900 feet eastbound and 2,800 feet westbound) to allow BRT vehicles to safely decelerate to pick up/drop off at the station platform and accelerate from the station platforms and merge back onto SR 518 with general-purpose traffic. The addition of these bus-only lanes would require realigning the center jersey barrier, regrading, and repaving a portion of the existing SR 518 travel lanes and ramps to and from the interchange of SR 518 with Tukwila International Boulevard. In the westbound direction, the bus-only lane would also require widening the existing westbound SR 518 bridge that passes over the SR 518 off-ramp heading south to Airport Expressway.

A new retaining wall for fill would be constructed along the west side of the eastbound bus-only deceleration lane for approximately 900 feet, with a maximum fill elevation of 6 feet. On the south side of SR 518, adjacent to eastbound SR 518, there would be a new retaining wall for a length of approximately 730 feet, with a maximum height of 10 feet.

2.2.2.1 Utilities and connections

Anticipated utilities needed to serve the BRT station include electric power, communications, and possibly water, which would be connected to utilities currently available in or near SR 518 right-of-way.

Additionally, a stormwater detention facility would be constructed inside the westbound SR 518 off-ramp loop. The detention pond would include an adjacent retaining wall with a maximum height of 11 feet. Stormwater would be collected underground and detention would be provided as required. Flow control and water quality treatment would be provided as required by WSDOT's *Highway Runoff Manual* (WSDOT 2019), and stormwater facilities would ultimately tie into the existing conveyance systems.

2.2.2.2 Site work

During construction, dewatering is anticipated near the Tukwila International Boulevard BRT Station area for construction of new retaining walls.

For this project component, the contractor would be expected to stage the necessary construction equipment and materials within the existing right-of-way for SR 518, likely in the area between westbound SR 518 and the existing Tukwila International Boulevard Link light rail station, outside of the active travel lanes and the on- and off-ramps.

Construction of this project component will require compliance with SEPA.

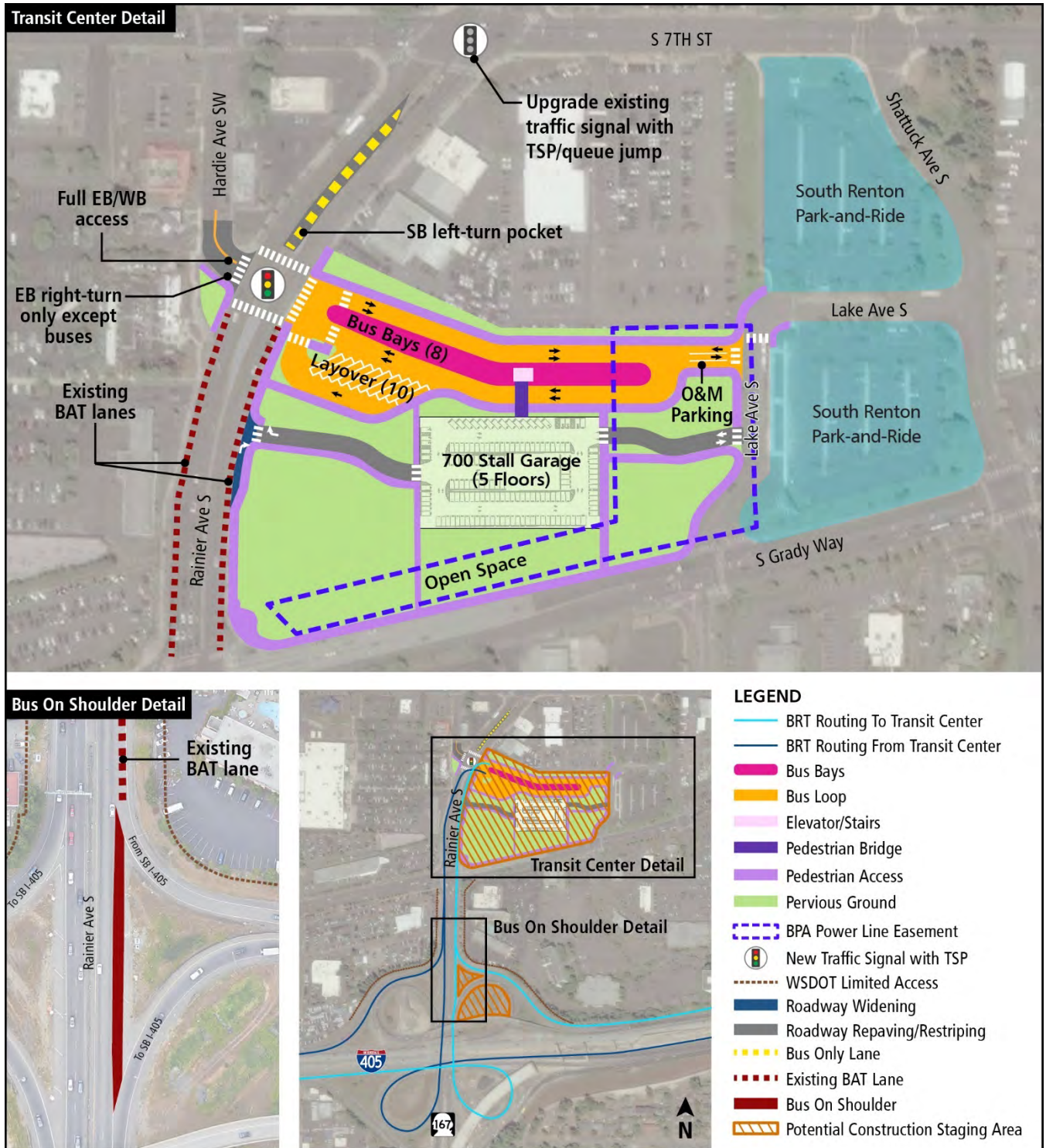
2.2.3 South Renton Transit Center and Roadway Improvements

Figure 2-3 provides a graphic representation of the proposed South Renton Transit Center and Roadway Improvements.

The South Renton Transit Center would be located on the north side of I-405, in the northeast corner of the intersection of S Grady Way and Rainier Avenue S. This new transit facility would be developed on an 8.3-acre site. Facilities at the South Renton Transit Center would include the following:

- A new transit center island with eight 120-foot active bus bays with operational space provided for both BRT and other bus transit service (operated by King County Metro, with the assumption that they will use 6 active bays) using this facility. In addition to the standard elements, the BRT station in the transit center island could include a branded BRT shelter (if the entire transit center island is covered by a single, large shelter there would only be the pylon) and 9-inch raised platforms for near-level passenger boarding.
- Ten bus layover bays in the bus loop area.
- A 700-stall, 5-floor park-and-ride garage with drop-off and pick-up stalls on the first floor. Access to the park-and-ride garage would be from a separate right-turn-only entrance and exit from Rainier Avenue S, located south of the access to the transit center bus loop. A second access to the park-and-ride garage would be from Lake Avenue S; this access would not be restricted to right-in/right-out turns.
- From the third floor of the park-and-ride garage, a pedestrian bridge would potentially connect the garage to a staircase and elevator connecting to the middle of the transit center island.
- Pedestrian access to the transit center site would be from the existing and reconstructed sidewalks along Rainier Avenue S and S Grady Way. A new sidewalk would be constructed along the eastern side of the transit center, along the frontage of Lake Avenue S. Pedestrian sidewalks would also be constructed within the transit center site along the north and south sides of the bus loop, from Rainier Avenue S and Lake Avenue S to the park-and-ride garage, from S Grady Way north into the site, and between the park-and-ride garage and the bus loop.

To access the South Renton Transit Center from I-405, BRT vehicles heading in a westerly direction (southbound) on I-405 would use the exit onto SR 167 N/Rainier Avenue S into an existing northbound, curbside business access and transit (BAT) lane. BRT buses would stay in the existing BAT lane across S Grady Way along Rainier Avenue S. BRT vehicles heading in an easterly direction (northbound) on I-405 would access the South Renton Transit Center using the existing exit onto SR 167 N/Rainier Avenue S. To improve transit speed and reliability, northbound BRT vehicles would use a new short section of a bus-only, bus-on-shoulder lane on northbound SR 167 that would be constructed starting at the existing loop ramp from SR 167 to southbound I-405 and extending north approximately 200 feet to connect with the existing BAT lane.



SOURCE: Sound Transit 2020

Figure 2-3 South Renton Transit Center and Roadway Improvements

Once across S Grady Way, BRT vehicles heading northbound would turn right into the transit center's bus loop from a new signalized intersection at Rainier Avenue S and Hardie Avenue SW. This new intersection would also be the exit point for buses leaving the transit center and would be the primary ingress and egress location for the buses. Within this intersection, the existing raised, landscaped median in Rainier Avenue S would be removed to allow for turning movements, and crosswalks would be provided at each of the four roadway crossings. North of this intersection, the existing center median within Rainier Avenue S would be removed for a new southbound bus-only left-turn pocket that would allow buses to turn left into the transit center; a small section of a center median may remain at the southern end of the bus-only left-turn pocket. At the connection to Rainier Avenue S, Hardie Avenue SW would be reconstructed to realign the southbound lane adjacent to the northbound lane. This shift would require removing the northern portion of an existing raised, landscaped island. In place of the existing southbound lane on Hardie Avenue SW, a landscaped curb would be constructed, connecting with the remaining portion of the existing island. For general-purpose traffic, the southbound lane on Hardie Avenue SW would be right-turn only. Buses on Hardie Avenue SW would be able to travel through the intersection into the transit center.

A secondary bus access into the transit center's bus loop would be from the east side of the site from Lake Avenue S. This secondary access would also provide connectivity to the bus bays and layover spaces at the existing South Renton Park-and-Ride located just east of the South Renton Transit Center. Access from Lake Avenue S provides bus circulation and access from S Grady Way, Shattuck Avenue S, and S 7th Street. Parking for operation and maintenance vehicles would be located parallel to the Lake Avenue S access to the bus loop.

In the southern portion (adjacent to S Grady Way) and the eastern portion of the site (adjacent to Lake Avenue S) there is an existing Bonneville Power Administration power line easement. Along the south boundary, the easement is approximately 100 feet in width. In the eastern portion of the site the easement is approximately 200 feet in width. Prior to the start of construction, Sound Transit would coordinate with the Bonneville Power Administration, and utility providers as needed, to ensure construction activities would not interfere with their facilities and service. Once constructed, the transit facilities would not alter, affect, or interfere with this existing 240 kilovolt transmission line across the site. The easement area under the transmission lines would primarily be green space (where existing pavement would be removed) or would consist of ground-level improvements, such as the driveway into the park-and-ride garage off of Lake Avenue S and the eastern portion of the transit loop. In addition, the existing sculpture located at the northeast corner of the intersection of Rainier Avenue S and S Grady Way, adjacent to the southwest corner of the transit center site, would remain.

BRT vehicles leaving the South Renton Transit Center would turn left onto Rainier Avenue S into an existing, southbound curbside BAT lane and then onto either northbound or southbound I-405 using existing on-ramps. Signal-timing improvements would be made, including adding TSP to the traffic signal at the intersection of S Grady Way and southbound SR 167 and at Rainier Avenue S and SW 7th Street.

2.2.3.1 Utilities and connections

Anticipated utilities to serve this project component include electric power (transmission and distribution), storm drainage, sanitary sewer, water, public agency telecommunications, and commercial telecommunications. Electric power and telecommunications would be tied into utilities currently available near the project component, such as either from S Grady Way or Rainier Avenue S. Electrical service would be coordinated with the local electrical service provider (Puget Sound Energy) who would extend service to the site. Construction within the existing power line easement would be limited to equipment that would not interfere with the high voltage, overhead power lines. Potential conflicts may exist between existing utilities and structure foundations, which would require relocating the existing utilities.

For this project component, stormwater within the transit center site would be collected underground and detention would be provided either above grade or below grade as required. Currently, three compost amended biofiltration swales are proposed on-site upstream of existing catch basins and would tie into the existing catch basins. Flow control and water quality treatment would be provided as required by the *City of Renton Surface Water Design Manual* (City of Renton 2017). Stormwater facilities would ultimately tie into existing conveyance systems. Within the Rainier Avenue S/SR 167 right-of-way, stormwater would be collected underground and detention would be provided either above grade or below grade as required. Flow control and water quality treatment would be provided as required by WSDOT's *Highway Runoff Manual* (WSDOT 2019), and stormwater facilities would tie into the existing conveyance systems.

2.2.3.2 Site work

For construction of the South Renton Transit Center, the contractor would likely stage the necessary equipment and materials on the site. For construction of the bus-on-shoulder lane along SR 167, the contractor may stage equipment and materials in the area to the east of SR 167, within the existing, unpaved right-of-way for I-405.

Dewatering is potentially anticipated at the South Renton Transit Center depending on the type of foundation used for the parking garage.

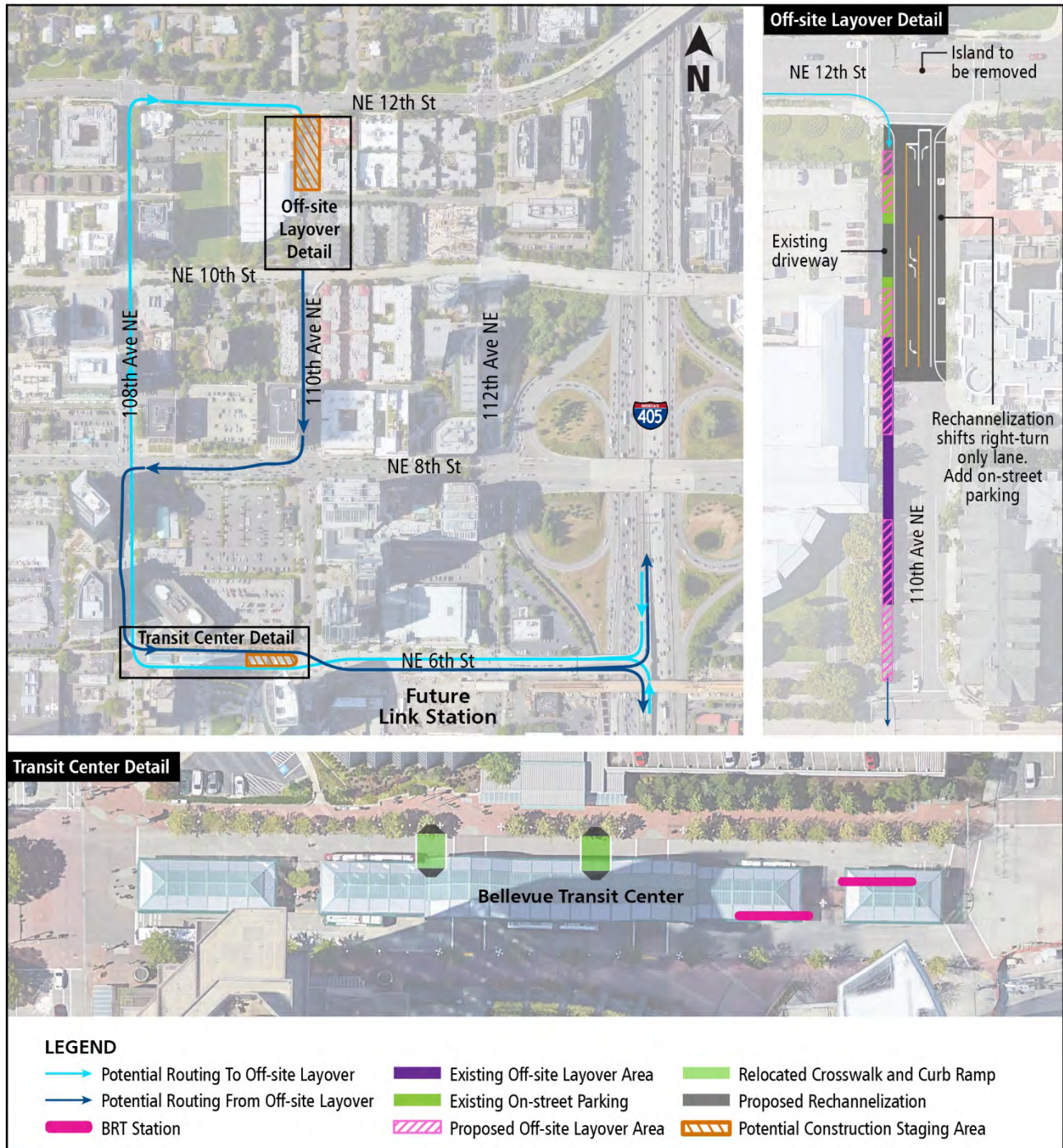
Prior to construction, the existing buildings on-site would be removed and properly disposed of and on-site remediation would be completed as identified in the Phase II Environmental Site Assessment (Shannon & Wilson 2018). The site would be cleared and graded as needed for the proposed transit center features and to provide adequate drainage.

Concrete paving would be used for all driveways and bus and large maintenance vehicle parking areas. Limited areas of asphalt paving would be provided in areas trafficked by personal vehicles. A retaining wall with a maximum height of 5 feet would be constructed along the northern edge of the site. The site would be equipped with lighting to support operations and as needed for security. Landscaping would be provided in designated areas and in accordance with City of Renton requirements, including regulations relating to maintenance and irrigation.

Construction of this project component will require compliance with SEPA and Section 106 of the NHPA.

2.2.4 Bellevue Transit Center and Off-site Layover

Figure 2-4 provides a graphic representation of the proposed Bellevue Transit Center improvements, off-site layover space, and potential BRT routing to and from the improvements and I-405.



SOURCE: Sound Transit 2020

Figure 2-4 Bellevue Transit Center and Off-site Layover

At the Bellevue Transit Center, two existing bus bays would be modified with the standard station elements for the BRT service. The existing height of the transit center island would remain, as would the shelter over the transit center island; a BRT-branded pylon would be installed to identify the bays used for the BRT service. On the north side of the transit center island, two existing crosswalks across NE 6th Street would be relocated (shifted slightly west from their current locations). To maintain Americans with Disability Act accessibility at these relocated crosswalks, the existing curb ramps on the transit center island and on the north side of NE 6th Street would be re-graded. This regrading would be coordinated with the City of Bellevue's Downtown Bellevue Exceptional Intermodal Connections project to raise the intersections east and west of the transit center (City of Bellevue 2020).

The BRT vehicles would have on-street layover along 110th Avenue NE in front of the Bellevue Library, which is less than a half-mile north of the transit center. To access the layover space from the transit center, BRT vehicles would be anticipated to turn right onto 108th Avenue NE, then right onto NE 12th Street, and then right onto 110th Avenue NE.

In the northern portion of 110th Avenue NE, the roadway cross-section would be modified. On the west side of 110th Avenue NE the existing on-street parking would be removed to provide additional bus layover capacity north and south of the existing driveway into the library parking garage. The one existing southbound through lane would remain. In the northbound direction, the rechannelization includes shifting the right-turn-only lane slightly west to provide on-street parking spaces along the east side of the street to replace what was removed along the west side of the street. Through re-striping, the existing painted median would be replaced with a left-turn-only pocket from 110th Avenue NE to NE 12th Street. No changes to the existing sidewalks are proposed. The existing raised island in the middle of the intersection of 110th Ave NE and NE 12th Street would be removed. In the southern portion of 110th Avenue NE, the existing bus layover space just north of NE 10th Street would remain.

From the layover space, BRT vehicles would be anticipated to access the Bellevue Transit Center by heading south on 110th Avenue NE, turning right onto NE 8th Street, left onto 108th Avenue NE, and then left onto NE 6th Street into the transit center.

2.2.4.1 Utilities and connections

Anticipated utilities needed to serve the BRT station include electric power, communications, and possibly water, which would be connected to utilities currently available in the transit center site.

For this project component, flow control and water quality treatment would be provided as required by the City of Bellevue. Stormwater would ultimately tie into the existing conveyance systems. For the work at the Bellevue Transit Center, the contractor would likely stage the necessary equipment and materials all within the existing transit center.

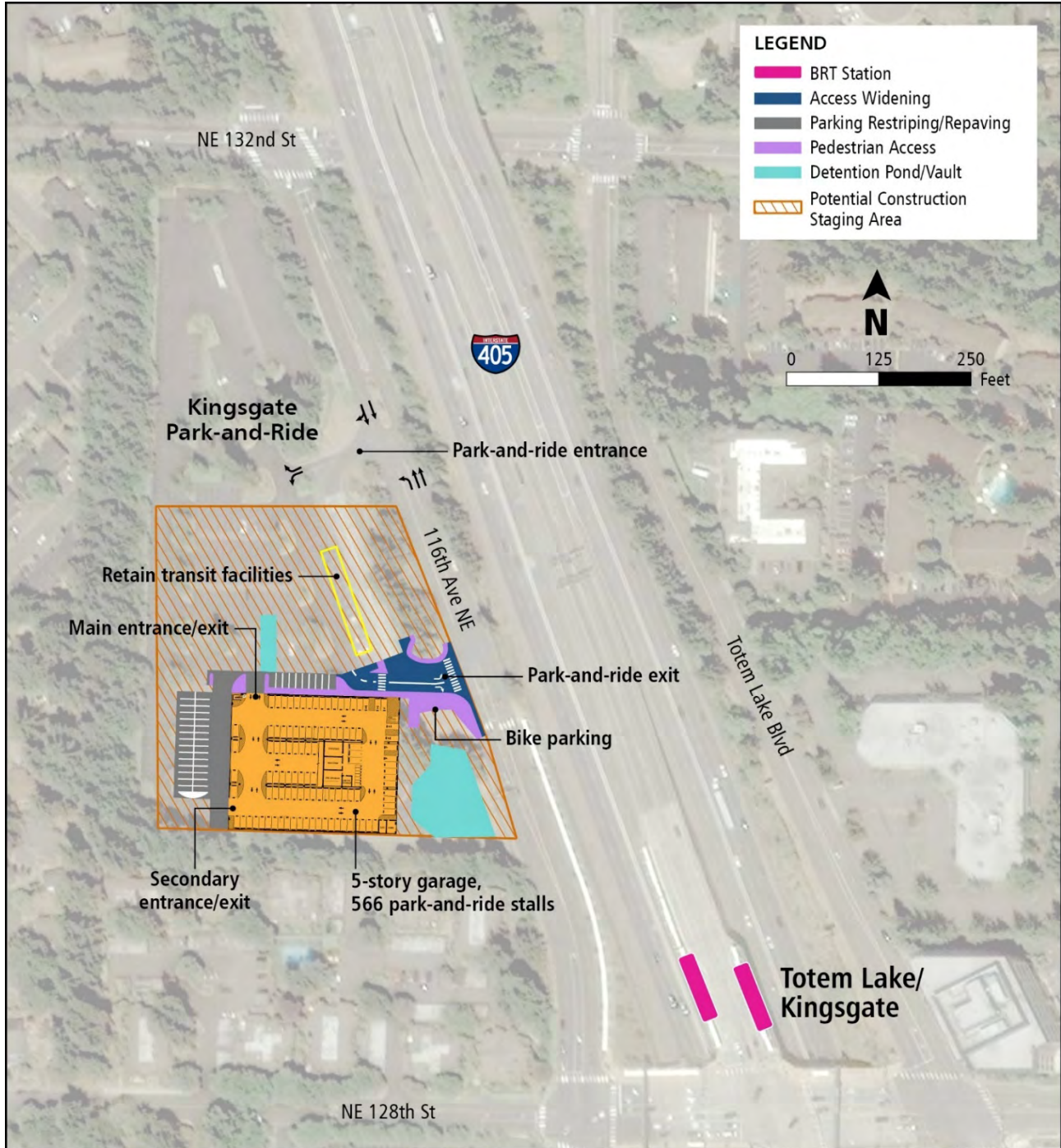
2.2.4.2 Site work

For the layover area, construction staging would be expected within the existing right-of-way for 110th Avenue NE. Off-site staging areas are not anticipated.

Construction of this project component will require compliance with SEPA.

2.2.5 Totem Lake/Kingsgate Station and Kingsgate Park-and-Ride Garage

Figure 2-5 provides a graphic representation of the proposed Totem Lake/Kingsgate Station and Kingsgate Park-and-Ride Garage.



SOURCE: Sound Transit 2020

Figure 2-5 Totem Lake/Kingsgate Station and Kingsgate Park-and-Ride Garage

The existing Totem Lake Freeway Station is located on the in-line direct access ramps that extend from the center of I-405 up to the NE 128th Street overcrossing of I-405 (on the north side of NE 128th Street). For the Totem Lake/Kingsgate BRT Station, one bay of each existing station pair would be transformed into a BRT station with the standard station elements. TVMs may be installed at the station platform or they may just be located at the Kingsgate Park-and-Ride Garage. At this station, the existing 6-inch height of the platforms and the existing shelter over the station platforms would remain. TSP would be added at the intersection of the in-line ramp terminal and NE 128th Street.

The existing Kingsgate Park-and-Ride lot is located west of the Totem Lake/Kingsgate Station along 116th Avenue NE. The Kingsgate Park-and-Ride site is approximately 8 acres in size and consists of 502 surface park-and-ride spaces and an existing bus transit loop currently used by Sound Transit express routes, several King County Metro routes, and one Community Transit route. The site is owned by WSDOT, considered to be right-of-way for I-405, and is operated and maintained by King County Metro.

This project component includes adding 400 park-and-ride spaces at the Kingsgate site by constructing a garage structure in the southern portion of the existing surface park-and-ride lot to create a total of approximately 900 park-and-ride spaces on the site. Sound Transit would construct a 5-story park-and-ride garage with approximately 566 park-and-ride stalls. The 566 park-and-ride stalls would replace 166 surface park-and-ride spaces that would be displaced by the garage and would provide an additional 400 park-and-ride spaces. The park-and-ride garage would be equipped with lighting to support operations and as needed for safety and security. Landscaping would be provided in designated areas in accordance with City of Kirkland and Sound Transit requirements, including maintenance and irrigation. Security cameras are anticipated to be used in the vicinity of the garage structure.

Access to the Kingsgate site would continue to be through two driveways from 116th Avenue NE, and the existing on-site circulation would not change. The northern driveway along 116th Avenue NE would remain as is and would continue to be the only entrance to the park-and-ride lot, with vehicles southbound on 116th Avenue NE turning right and vehicles northbound on 116th Avenue NE turning left. To access the park-and-ride garage, vehicles from 116th Avenue NE would use this northern driveway and then circulate through the surface park-and-ride aisles to the main garage entrance/exit on the northwest corner of the structure or the secondary access on the southwest corner of the structure.

Vehicles exiting the garage would turn right immediately past the proposed single row of park-and-ride stalls located along the northern side of the garage, drive along the aisle, and exit the site using the southern driveway to 116th Avenue NE. The existing southern driveway would be shifted slightly north to accommodate the garage structure. This shift in the driveway location would result in a slight modification to the existing bus loop, located just north, that uses this driveway. The existing bus loop would remain on-site. The two lanes of this driveway would continue to be one right-turn-only and one left-turn-only to exit the site. Asphalt paving would be provided in areas trafficked by personal vehicles. Additional work within the Kingsgate site includes providing sidewalks for pedestrian access from 116th Avenue NE along the north side of the garage to the main entrance. This sidewalk would connect to the existing crosswalk across 116th Avenue NE to the covered walkway along the east side that continues south and then east to connect to the Totem Lake/Kingsgate Station.

2.2.5.1 Utilities and connections

Anticipated utilities to serve this project component include electric power (transmission and distribution), storm drainage, sanitary sewer, water, public agency telecommunications, and commercial telecommunications. Electric power and telecommunications would be tied into utilities currently available near the project component. Electrical service would be coordinated with the local electrical service provider (Puget Sound Energy) who would extend service to the site from 116th Avenue NE. Potential conflicts may exist between existing utilities and the proposed garage structure foundation, which would require relocation of the existing utilities.

For this project component (both the Totem Lake Station and the Kingsgate Park-and-Ride Garage), stormwater would be collected underground and detention would be provided either above grade or below grade as required. Stormwater management facilities would include modifications to the existing detention pond in the southeast corner of the site, a bioretention swale along the south side of the garage, and a detention vault that would be located underground, below the surface park-and-ride stalls (**Figure 2-5**). Flow control and water quality treatment would be provided as required by WSDOT's *Highway Runoff Manual* (WSDOT 2019). Stormwater would ultimately tie into the existing conveyance systems.

2.2.5.2 Site work

For the work at the Totem Lake Station and the Kingsgate Park-and-Ride, the contractor would likely stage the necessary equipment and materials on the Kingsgate site. The Kingsgate Park-and-Ride lot was constructed with Federal Highway Administration funds. A requirement of this funding is to maintain the existing 502 park-and-ride stalls associated with the lot. During construction of the Kingsgate Park-and-Ride Garage, a number of the existing surface stalls within the footprint of the garage and areas needed for construction staging would be inaccessible. Prior to construction, nearby temporary parking spaces would be identified for use as temporary replacement parking during construction. These temporary parking spaces are anticipated to be from existing, nearby properties with underused parking that could be leased through temporary construction easements.

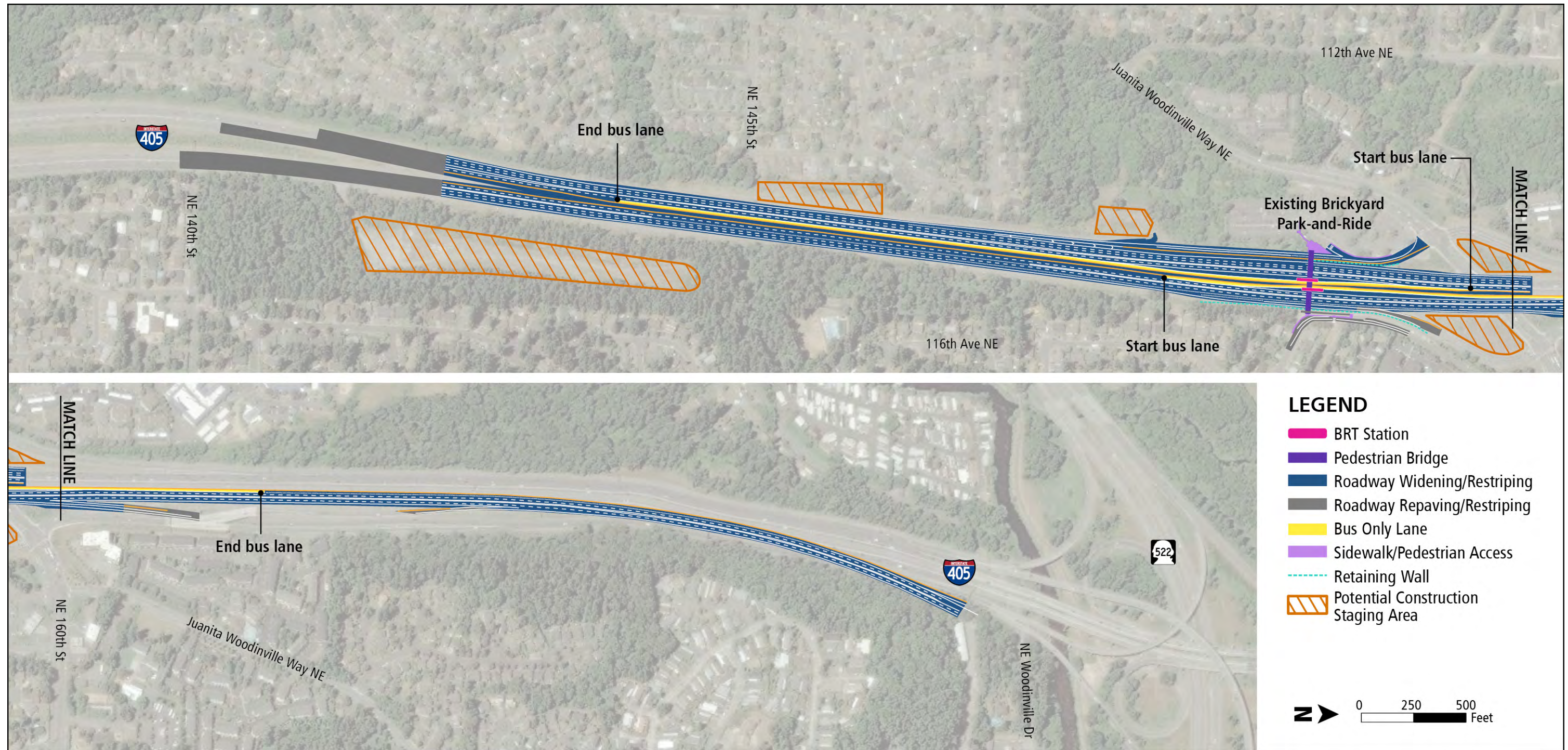
Prior to construction, the southern portion of the Kingsgate Park-and-Ride lot where the garage would be located would be cleared of existing trees/vegetation and pavement, and would be graded as needed for the garage structure and the drainage vault. The existing trees along the southern and western site boundary would remain, as would the existing raised berm along the western site boundary.

Concrete paving would be used for all driveways and bus and large maintenance vehicle parking areas. Asphalt paving would be provided in areas trafficked by personal vehicles. The park-and-ride garage would be equipped with lighting to support operations and as needed for safety and security. Landscaping would be provided in designated areas in accordance with City of Kirkland requirements, including maintenance and irrigation.

Construction of this project component will require compliance with SEPA and Section 106 of the NHPA.

2.2.6 Brickyard Station and Roadway Improvements

Figure 2-6 provides a graphic representation of the proposed Brickyard Station, the new pedestrian bridge, and associated roadway improvements.



SOURCE: Sound Transit 2020

Figure 2-6 Brickyard Station and Roadway Improvements

The proposed new BRT station (northbound and southbound station platforms) would be located at-grade within the center of the I-405 roadway and right-of-way. A bus-only lane would be added in both the northbound and southbound direction (for a total length of approximately 4,000 feet southbound and 3,000 feet northbound), to allow BRT vehicles to safely decelerate to pick up/drop off at the BRT station platform and to accelerate from the station platforms and merge into I-405 traffic. The addition of these northbound and southbound bus-only lanes and the BRT station platforms would require realigning and widening the existing I-405 roadway to the east and west. The BRT station would include a branded shelter, benches, and raised platforms for level or near-level passenger boarding, in addition to the standard elements.

A pedestrian bridge over I-405 would connect the two BRT station platforms and would connect the BRT station to the Brickyard Park-and-Ride lot to the west. Between the I-405 roadway surface and the bottom of the pedestrian bridge, the proposed vertical clearance would be approximately 17.5 feet. From each BRT station platform, access to the pedestrian bridge would be provided by stairs and at least one elevator. Stairs and an elevator would be provided from the pedestrian bridge to access the Brickyard Park-and-Ride lot. Although funding is not currently available, WSDOT, Bothell, Kirkland, and Sound Transit are currently considering an extension of this pedestrian bridge to the east side of I-405, with a stairway and ramp, and possibly an elevator, connecting to 116th Avenue NE.

2.2.6.1 Utilities and connections

Anticipated utilities needed to serve the BRT station include electric power, public agency telecommunications and commercial telecommunications, and water, which would be tied into utilities currently available near the project component.

Stormwater would be collected underground and detention would be provided as required. Flow control and water quality treatment would be provided as required by WSDOT's *Highway Runoff Manual* (WSDOT 2019), and stormwater facilities would ultimately tie into the existing conveyance systems. Near the BRT station platforms, where the I-405 widening would be greatest, new noise walls may be needed along the east side of I-405. New retaining walls would be constructed along the east and west sides of I-405 for approximately 1,110 feet in the northbound direction and 465 feet in the southbound direction, with a maximum height of 6 feet.

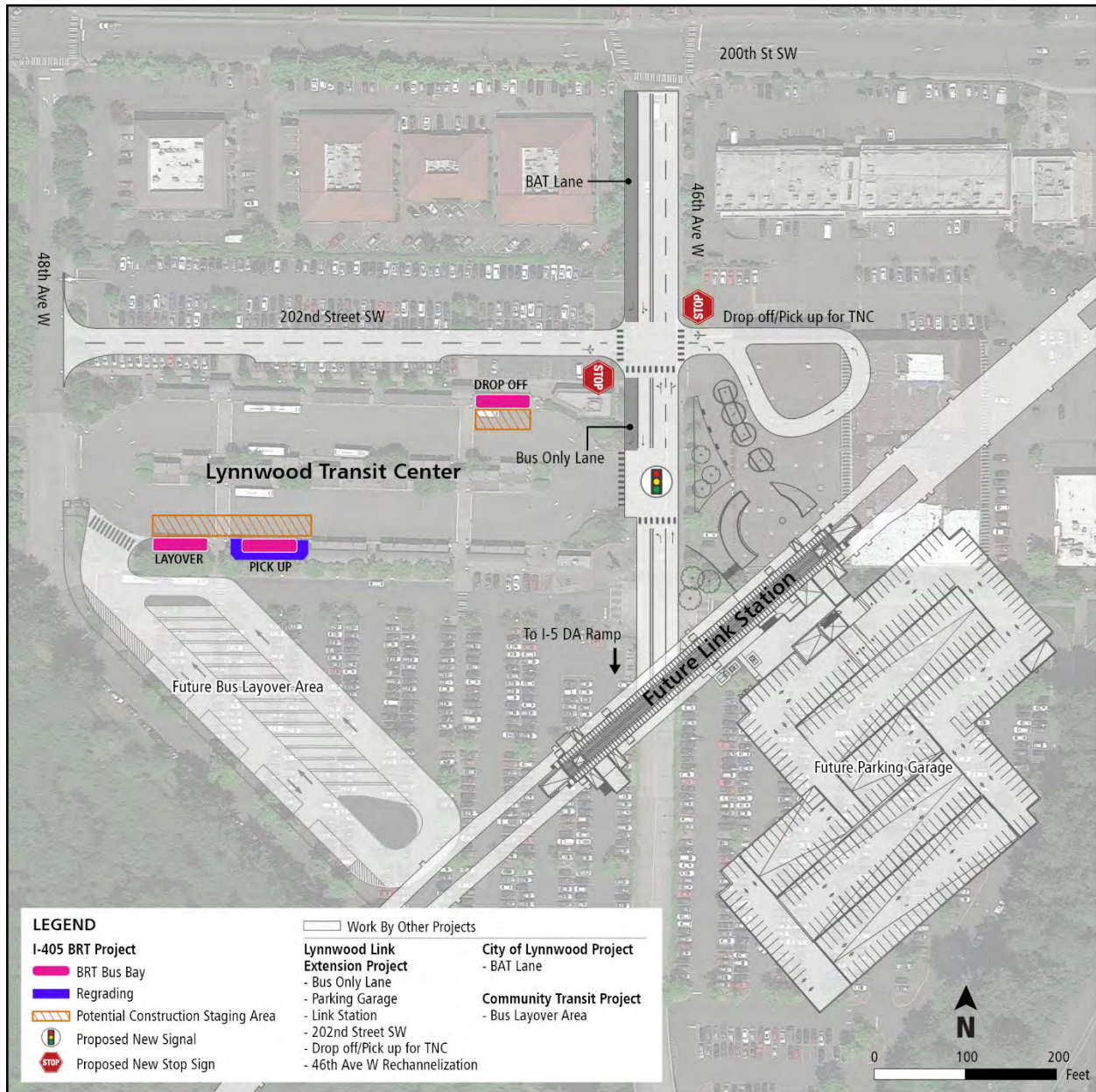
2.2.6.2 Site work

For this project component, the contractor would be expected to stage the necessary construction equipment and materials within the existing right-of-way for I-405 and, potentially, the Brickyard Park-and-Ride lot.

Construction of this project component will require compliance with SEPA and Section 106 of the NHPA.

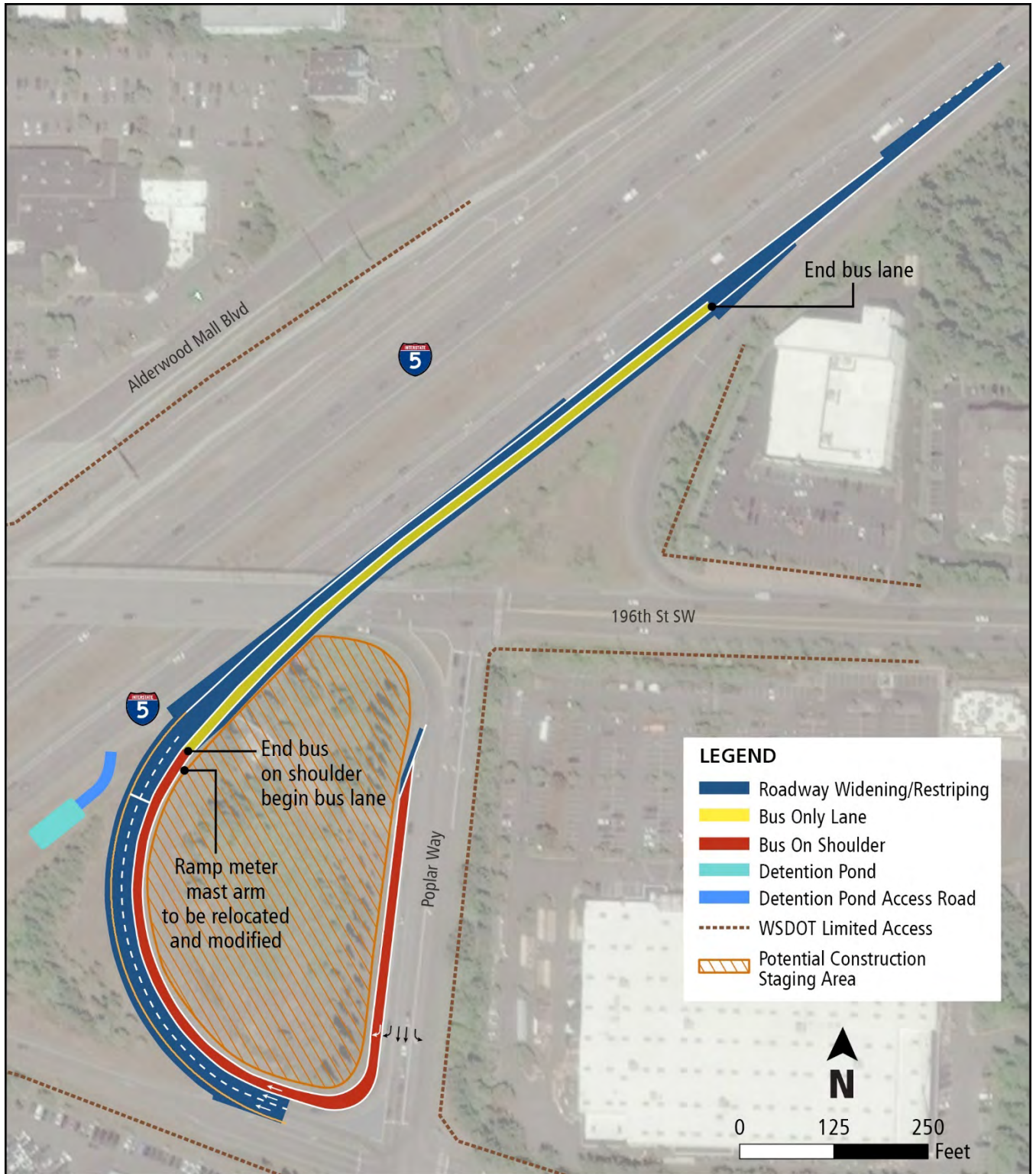
2.2.7 Lynnwood City Center Transit Station BRT and Roadway Improvements

Figure 2-7 provides a graphic representation of the proposed Lynnwood City Center Transit Station BRT and Roadway Improvements. Figure 2-7 also shows the Lynnwood Link light rail station, transit center bus layover area, and roadway improvements that will be constructed as part of Sound Transit’s Lynnwood Link Extension project. Figure 2-8 shows the proposed roadway improvements that would be constructed as part of the I-405 BRT Project on Poplar Way and the loop ramp onto I-5 northbound.



SOURCE: Sound Transit 2020

Figure 2-7 Lynnwood City Center Transit Station BRT and Roadway Improvements



SOURCE: Sound Transit 2020

Figure 2-8 Lynnwood City Center Transit Station BRT and Roadway Improvements: Poplar Way Loop Ramp Roadway Improvements

BRT buses would access the Lynnwood City Center transit station by using the existing Alderwood Mall Boulevard exit from I-5 south, traveling along 196th Street SW, turning left at 44th Avenue W, right at 200th Street SW, left onto 46th Avenue W, and then into the transit center. Along this routing, TSP would be added to existing traffic signals. To improve access to and from the transit center, modifications would be made at two intersections along 46th Avenue W. The first intersection, just north of the transit center, would include two northbound and two southbound lanes with stop signs controlling the east and west legs of the intersection. The second intersection, at the entrance to the transit center, would be modified to include a new traffic signal and to include crosswalks.

At the existing Lynnwood City Center transit station, one bay in the northeast portion of the transit center loop would be modified to accommodate the BRT service as a drop-off bay with a 6 to 9 inch curb height. In the southwest portion of the transit center loop, one bay would be modified to accommodate BRT pick up and one bay would be converted to a layover space. At the BRT pick-up bay, in addition to the standard station elements, the platform and adjacent area would be re-graded for near-level passenger boarding. The existing shelters over the bays would remain.

Leaving the transit center, BRT vehicles would follow the same routing to 196th Street SW and then would use the Poplar Way on-ramp to access I-5 north and then I-405 south. Along Poplar Way (south of 196th Street SW) and the I-5 northbound on-ramp, the roadway and ramp would be widened for a bus-only bus-on-shoulder lane for BRT vehicles to use to bypass congestion.

Leaving the transit center, BRT vehicles would follow the same routing to 196th Street SW and then would use the Poplar Way on-ramp to access I-5 north and then I-405 south. Along Poplar Way (south of 196th Street SW) and the I-5 northbound on-ramp, the roadway and ramp would be widened for a bus-only lane for BRT vehicles to use to bypass congestion. The existing ramp meter mast arm would be relocated and modified.

2.2.7.1 Utilities and connections

Anticipated utilities include electric power, storm drainage, public agency telecommunications, and commercial telecommunications. Electric power and telecommunications would be tied into utilities currently available near the project component.

At the Lynnwood City Center transit center, stormwater would be collected underground and detention would be provided as required. Flow control and water quality treatment would be provided as required by the *Washington State Department of Ecology Stormwater Management Manual for Western Washington* (Ecology 2019). Stormwater would ultimately tie into the existing conveyance systems. For the Poplar Way ramp modifications, stormwater flow control and water quality treatment would be provided as required by WSDOT's *Highway Runoff Manual* (WSDOT 2019).

2.2.7.2 Site work

For construction at the Lynnwood City Center transit center, the contractor would likely stage the necessary equipment and materials within the transit center. For construction of the bus-only lane along Poplar Way and the I-5 on-ramp, the contractor may stage equipment and materials in the existing, unpaved right-of-way within the center of the Poplar Way loop ramp onto I-5.

Construction of this project component will require compliance with SEPA and Section 106 of the NHPA.

3 REGULATORY

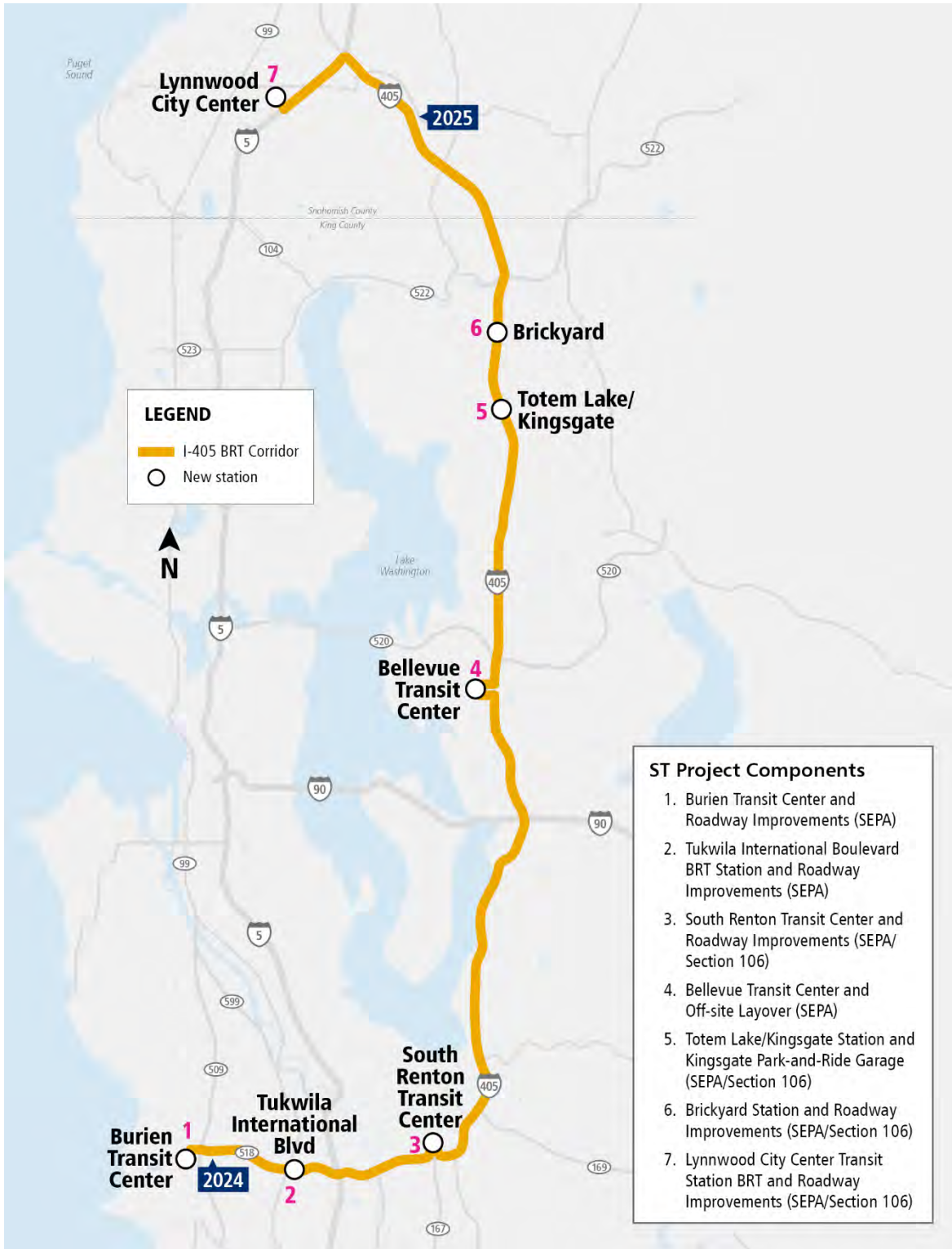
The I-405 BRT project components are subject to state SEPA regulations related to the identification and protection of historic and archaeological resources. In addition to SEPA, for which Sound Transit is the lead agency, four project components have a federal nexus and are also required to comply with NEPA and Section 106 of the NHPA. **Table 3-1** identifies the project components with a NEPA regulatory nexus, which is also shown in **Figure 3-1**, and the NEPA lead agency.

Table 3-1 I-405 BRT project components with a NEPA nexus

Project component	NEPA	
	Regulatory nexus	Lead Agency
Burien Transit Center and Roadway Improvements	No	N/A
Tukwila International Boulevard BRT Station and Roadway Improvements	No	N/A
South Renton Transit Center and Roadway Improvements	Yes	FTA
Bellevue Transit Center and Off-site Layover	No	N/A
Totem Lake/Kingsgate Station and Kingsgate Park-and-Ride Garage	Yes	FHWA
Brickyard Station and Roadway Improvements	Yes	FHWA
Lynnwood City Center Transit Station BRT and Roadway Improvements	Yes	FHWA

NOTES:

FHWA = Federal Highway Administration; FTA = Federal Transit Administration; N/A = not applicable; NEPA = National Environmental Policy Act



SOURCE: Sound Transit 2019

Figure 3-1 Applicable historic and archaeological regulations for each I-405 BRT project component

3.1 Federal

Potential federal funding and/or the use of I-405, a federal facility, requires compliance with Section 106 of the NHPA (Section 106). Three project components—the South Renton Transit Center and Roadway Improvements, the Totem Lake/Kingsgate Station and Kingsgate Park-and-Ride Garage, and the Lynnwood City Center Transit Station BRT and Roadway Improvements—would require work within the I-405 and I-5 right-of-way, which creates a federal nexus. At this time, only the South Renton Transit Center has been identified for potentially receiving federal funding.

Section 106 requires that the lead federal agency, in cooperation with Sound Transit, consider the effects of the undertaking upon historic properties within the Project's Area of Potential Effects (APE). Sound Transit and the lead federal agency will define the APE in coordination with the Washington State Department of Archaeology and Historic Preservation (DAHP), affected tribes, and other stakeholders. Federal code implementing Section 106, found at 36 Code of Federal Regulations 800, includes a requirement that an effort be made to identify historic properties within the APE. This document is not intended to be used to fulfill federal regulatory requirements.

3.2 State

The project is subject to compliance with SEPA. SEPA (Chapter 43.21C Revised Code of Washington [RCW], and implementing statewide regulations) and State SEPA rules (Chapter 197-11 Washington Administrative Code), set forth an environmental policy for Washington State that requires Sound Transit to consider and mitigate, where appropriate, the environmental impacts of various programs and projects. Impacts would include those to properties of historical, archaeological, scientific, or cultural importance. Additional laws that apply to archaeological resources within the state of Washington include Archaeological Sites and Resources (RCW 27.53), Indian Graves and Records (RCW 27.44), Human Remains (RCW 68.50), and Abandoned and Historic Cemeteries and Historic Graves (RCW 68.60). Districts, sites, buildings, structures, and objects at least 50 years old at the time of project construction may be eligible for listing in the Washington Heritage Register (WHR)¹. The WHR is an official listing of historically significant sites and properties maintained by DAHP.

Areas of impact (AI) are those where project-related construction activities, including roadway improvements, would occur. The project component AI is defined as the footprint of anticipated ground disturbance for BRT stations, transit centers, parking garages, and associated roadway improvements. The construction staging areas, identified at the time of this analysis, are also within the project component AI.

¹ WHR eligibility is only considered if a project or project component does not include Section 106 compliance.

3.3 Local

This project is subject to compliance with county historic register designation and resource preservation regulations, including King County Code – Historic Preservation Program – Landmarks (Chapter 20.62) and Snohomish County Historic and Archaeological Resources (Chapter 30.32D).

4 METHODS

4.1 Study area

For this review, the discontinuous study area for the I-405 BRT Project is defined as a 0.25-mile buffer from each project component AI. This review examines the Washington Information System for Architectural and Archaeological Records Data (WISAARD) maintained by DAHP to identify recorded cultural resources and assesses the potential for unrecorded cultural resources within the study area for the I-405 BRT Project.

Cultural resources information reviewed on WISAARD included previously recorded archaeological sites, historic aboveground resources or districts, cemeteries, and traditional cultural properties (TCPs). Historic registers include the WHR, the National Register for Historic Places (NRHP), and municipal and county historic registers. Under an Interlocal Agreement with the King County Historic Preservation Program, municipalities within King County use the King County Landmarks Register for listing historic properties.

Cultural resource specialists also reviewed Snohomish and King County Assessor records to identify historic-aged built environment resources within and adjacent to project components based on the Draft Conceptual Engineering Plans dated January 29, 2020. For this project, historic-aged built environment resources were defined as those constructed in or before 1971 as these would be 50 years or older at the time of anticipated project construction (2021). Historic property inventory forms were completed for those properties adjacent to or within project component AI (see Section 6). Documentation included field photography of elevations from pedestrian rights-of-way, physical descriptions, and a completed statement of significance for NRHP eligibility. Cultural resource specialists also reviewed published ethnographies to identify recorded Native American place names, historic-era maps, aerial photographs, digital archives, ESA's in-house library, and local histories to provide context for existing conditions.

Archaeologists reviewed geological maps and cultural resources to identify previously recorded resources and archaeological potential. Archaeologists conducted a windshield and pedestrian survey of the I-405 and SR 518 corridors and footprint of project stations on December 2, 2019, to determine the potential for unrecorded cultural resources and inform recommendations.

5 EXISTING CONDITIONS

5.1 Overview

The following discussion provides Native American land use, historic, and environmental context for the project. An overview of Native American land use for the entire project AI is provided, including identified place names within and near project component study areas. This helps to contextualize Native American use of the landscape surrounding the I-405 corridor. Historic land use and environmental context are broken down by project component. Along with this background, the discussion identifies cultural resources assessments, recorded archaeological sites, register-listed historic built environment resources or districts, cemeteries, TCPs, and recorded or unrecorded historic-aged built environment resources within the individual project component study areas for each project component AI. Results of pedestrian surveys conducted at each project component AI are also provided. This discussion is intended to aid in the identification of recorded resources within or adjacent to project component AIs, to assess the potential for undiscovered cultural resources, and to provide a basis for providing cultural resources recommendations.

5.1.1 Native American land use context

The precontact-era cultural chronology of Native American people in the Pacific Northwest and Puget Sound from the Late Pleistocene onward has been previously summarized (Ames and Maschner 1999; Blukis Onat et al. 2001; Kidd 1964; Matson and Coupland 1995; Nelson 1990). The various chronologies generally agree on broad patterns in culture but may differ regarding the timing and significance of changes in specific aspects of culture, such as subsistence, technology, and social organization. The following sequence draws broadly on the various chronologies, but follows Ames and Maschner (1999) by recognizing five periods; Paleoindian (before 12,500 years ago), Archaic (12,500 to 6,400 years ago), Early Pacific (6,400 to 3,800 years ago), Middle Pacific (3,800 to 1,800/1,500 years ago), and Late Pacific (1,800 / 1,500 years ago to AD 1851). One of the earliest precontact-era sites recorded in Washington State is the Bear Creek Site (45KI839) and is located in Redmond approximately 2.5 miles east of the I-405 corridor. Results of testing at this site, dates it to approximately 12,500 – 10,000 cal BP the Archaic cultural period (Kopperl et al. 2016).

Prior to the lowering of Lake Washington in the early 1900s, the Black River once joined the Cedar River. This lowering affected several sloughs and waterways along the lake's shoreline. Evidence from oral traditions, ethnographic reports, and archaeological investigations demonstrate the intensive Native American use of waterways throughout Puget Sound (Haeberlin and Gunther 1930; Hilbert et al. 2001; Smith 1940; Spier 1936; Swanton 1979; Waterman 1922). Several villages and Native American place names are recorded along the shores of lakes and rivers throughout Puget Sound (Haeberlin and Gunther 1930:10; Hilbert et al. 2001; Smith 1940:15; Spier 1936:34; Swanton 1979:26; Tweddell 1974). No known Native American place names have been recorded within the project component AI. However, several recorded place names are located within and near the I-405 BRT Project study area, as listed in **Table 5-1**.

Table 5-1 Recorded place names within and just beyond the project study area

Nearest project component	Approximate location	Lushootseed name	Lushootseed translation	Waterman name	Description	Citation ¹
South Renton Transit Center and Roadway Improvements, Bellevue Transit Center and Off-site layover, entire I-405 corridor	Lake Washington	<i>ḡaču?</i>	Lake (Washington)	--	Lake Washington	Hilbert et al. 2001:40
South Renton Transit Center and Roadway Improvements	Black River	<i>spapḡxad</i>	Marshes, bogs, wetlands	<i>Spa'pLxad</i>	"marshes" for marshes at the south end of Lake Washington to the east of Black River	Hilbert et al. 2001:94 (119)
South Renton Transit Center and Roadway Improvements	Black River	--	--	<i>Pa'pxwEtsût</i>	Riffle, "place where water is swift," for a place in the Black River where a creek enters from the east	Hilbert et al. 2001:148 (235)
South Renton Transit Center and Roadway Improvements	Black River	<i>dex^wudidew</i>	Place of little cedar river	<i>Tuxudidû³</i>	Black River, for a spring in Renton site of an important town	Hilbert et al. 2001:148 (235a)
South Renton Transit Center and Roadway Improvements	Cedar River	<i>Dex^wəbq^wu?</i>	Place where fresh water thrown	<i>TuwE'b-qo</i>	A village at the confluence of the Cedar River and the Black River (Cedar River)	Hilbert et al. 2001:148 (237)
South Renton Transit Center and Roadway Improvements	May Creek	<i>š(a)bal[?]tx^w</i>	Dry house	<i>Cba³t^u</i>	May Creek – "a place where things are dried" great quantities of red fish were taken here	Hilbert et al. 2001:94 (116)
South Renton Transit Center and Roadway Improvements	Coal Creek	--	--	<i>SqE'bEqsl^d</i>	Coal Creek	Hilbert et al. 2001:94 (114)

Nearest project component	Approximate location	Lushootseed name	Lushootseed translation	Waterman name	Description	Citation ¹
Bellevue Transit Center and Off-site Layover	Mercer Slough	--	--	<i>Sa'tsakaL</i>	Mercer Slough "water at head of Bay" and old village site	Hilbert et al. 2001:89 (115)
Totem Lake/Kingsgate Station and Kingsgate Park-and-Ride Garage	Northup Creek Mouth	--	--	<i>Tc'lutsid</i>	Mouth of Northup Creek	Hilbert et al. 2001:90 (103)
Totem Lake/Kingsgate Station and Kingsgate Park-and-Ride Garage	Northup Creek	--	--	<i>Tc!u</i>	Northup Creek	Hilbert et al. 2001:90 (104)
Brickyard Station and Roadway Improvements	Juanita Creek	<i>təb(ʔ)tubix^w</i>	Red marked land/people	<i>TE'btubi^v</i>	Juanita Creek "loamy place"	Hilbert et al. 2001:82 (98)
Brickyard Station and Roadway Improvements	Sammamish River	<i>sčəp</i>	Deep water hole	<i>Sts!ap</i>	Sammamish River for Squak Slough "crooked"	Hilbert et al. 2001:82 (91a)
Brickyard Station and Roadway Improvements	North Creek	--	--	<i>Ctcel</i>	North Creek	Hilbert et al. 2001:110 (148)
Lynnwood City Center Transit Station and Roadway Improvements	Swamp Creek	<i>dx^w(ə)qab</i>	A wide place	<i>TuLq³a'b</i>	Swamp Creek	Hilbert et al. 2001:82 (89)

SOURCE: Hilbert et al., 2001

NOTES: ¹ Parenthetical numbers are map locations used in the publication.

The I-405 BRT Project's study area is located within the traditional territory of the Southern Coast Salish cultural group, which includes but is not limited to: Duwamish *dxʷdəwʔabš* (people of the inside), Skopamish *sqʷəpábš* (Green River (White River) people), Snoqualmie *sdukʷalbixʷ* (people of the moon), Suquamish *dxʷsəqʷəb* (place of clear water), and Snohomish *sduhúbš* (Haeberlin and Gunther 1930:9; Spier 1936:42; Suttles and Lane 1990; Tweddell 1974). Southern Coast Salish have used the study area since time immemorial for various levels of habitation and resource gathering (Haeberlin and Gunther 1930:9; Spier 1936:42; Suttles and Lane 1990; Tweddell 1974). Descendants of these tribes are members of today's non-federally recognized Duwamish Tribe and Snohomish Tribe of Indians, and the following federally recognized tribes: the Muckleshoot Indian Tribe, the Snoqualmie Indian Tribe, the Suquamish Indian Tribe of Port Madison Reservation, the Tulalip Tribes of Washington, and the Confederated Tribes and Bands of the Yakama Nation (Miller and Blukis Onat 2004:24-25, 56-108). These groups share traditional linguistic characteristics; the Duwamish, Snoqualmie, and Suquamish share a Southern Lushootseed dialect, while the Snohomish share a Northern Lushootseed dialect (Suttles and Lane 1990:485).

The Southern Coast Salish culture group shares similarities in language, subsistence patterns, structures, and other cultural practices (Suttles and Lane 1990). Permanent and seasonal campsites were located at specific locations ideal for resource gathering, hunting, and travel. Villages were located at the mouths of rivers, river confluences, and terraces, following a seasonal round for subsistence and resources. Southern Coast Salish relied heavily upon salmon for subsistence, supplementing this diet with other resources found in marsh and river environments. Several waterways are located within the study area including but not limited to: Lake Washington, Cedar River (Black River), Coal Creek, Mercer Slough, Totem Lake, Sammamish River, North Creek, Swamp Creek as well as several smaller creeks and tributaries. These waterways along with other nearby rivers, lakes, and forests, would have provided fishing and hunting opportunities for resources such as salmon, beaver, waterfowl, deer, elk, bear, and other animals.

Non-Native American settlement of the study area began in the mid-1800s when settlers started to arrive and reconfigure the land toward their ends. With the passage of the 1850 Donation Land Claim Act, settlers began to claim homestead lands throughout the Pacific Northwest. These early settlements and land claims were focused around key routes of access and areas rich in resources. The traditional mobile subsistence strategies of Native American hunter-fisher-gatherers were increasingly disrupted as settlement progressed. These impacts on Native American groups within Puget Sound are documented by the treaties that were signed and the reservations that were established where Native American groups were forced to relocate from their traditional lands. The Duwamish, Snoqualmie, Skopamish, Suquamish, and Snohomish, along with other Coast Salish groups, were signatories of the 1855 Treaty of Point Elliot (Lane 1972, 1974, 1975a, 1975b, 1975c; Suttles and Lane 1990). Under the provisions of this treaty, ratified in 1859, the U.S. Government established four reservations within the Puget Sound region with the intent to move allied tribes to these lands: Tulalip, Port Madison, Swinomish, and Lummi. Not all Coast Salish relocated to these reservations; some individuals remained in their traditional lands, including members of the Duwamish, Skopamish, Snoqualmie, Suquamish, and Snohomish (Lane 1972, 1974, 1975a, 1975b, 1975c). The Muckleshoot Reservation was established in 1857 under the Treaty of Medicine Creek and later expanded in 1874 (Lane 1972). Some Duwamish and Skopamish along with several other Native American groups around southern Puget Sound relocated to this reservation. The Duwamish Tribe and Snohomish Tribe of Indians are actively pursuing federal recognition (Bureau of Indian Affairs 2019a, 2019b).

5.2 Burien Transit Center and Roadway Improvements

5.2.1 Historic context

Burien's first non-Native American homesteaders arrived in the late 1880s. When first surveyed in 1862, no features were recorded in the study area (U.S. Surveyor General 1862). Land patents for the study area were issued to Mary T.E. Brown on January 28, 1888 and Charles R. Brown on August 3, 1889 (U.S. Bureau of Land Management [BLM] 1981). At that time, early homesteader Michael Kelly had arrived naming the forested area Sunnydale (DeCoster 2013). By the early 1900s, the area surrounding the current transit center had been subdivided into several smaller parcels with various owners and the portion following along the current alignment of SR 518 was listed under Cormodes 5 A. TR's (Anderson Map Company 1907a; Kroll Map Company 1912a). By that time, the area was referred to as Highline, for the many roads that connected the smaller communities in the area (DeCoster 2013; Eyer and Yeager 1972). By 1919 a post office was established southeast of the study area near Lake Burien, named for early homesteaders Gottlieb and Emma Burian of Prussia (Boswell 2017; City of Burien 2018). Development grew rapidly during the 20th century. Residences were concentrated to the west of the study area along Ambaum Boulevard (Kroll Map Company 1926a; Metsker Map Company 1936a). Aerial photography from the 1930s show open fields and residences within the study area (NetrOnline 2019; Pacific Aerial Survey 1937a). By 1928, Lyons Avenue/SW 148th Street was in place and functioned as a through-road; by 1976, SR 518 was in place offering commuters access to I-5 (King County Engineers Office 1928; USGS 1956a, 1968a, 1969a, 1970, 1991). In the late 1960s large commercial parking lots and businesses were erected along SW 148th Street (King County Aerial Survey 1954a, 1965a; NetrOnline 2019). The City of Burien incorporated in 1993. During the early 21st century, new commercial structures replaced aging buildings as well as the development of the current Burien Transit Center which opened in 2009 (NetrOnline 2019).

5.2.2 Recorded cultural resources

No previously recorded archaeological sites, cemeteries, TCPs, or historic-register-listed built environment resources or districts were identified in the study area for this project component AI.

There is one building within the study area previously Determined Eligible for listing in the NRHP. Built in 1970, the City of Burien Community Center is approximately 0.25-mile northwest of the project component and served as the Burien Branch of the King County Public Library System for several years.

Table 5-2 shows six previously conducted cultural resource assessments within the study area, three of which were conducted within the project component AI. None of the assessments identified cultural resources within the project component AI. These assessments were conducted for various roadway and transportation projects, including the third runway addition at Sea-Tac Airport.

Table 5-2 Cultural resource assessments conducted within 0.25 mile of Burien Transit Center and Roadway Improvements area of impact

Approximate distance from area of impact	NADB number	Project	Citation	Cultural resources identified
Within	1349413	<i>SR 518/509 Interchange Improvements Cultural Resources Discipline Report</i>	Larson Anthropological Archaeological Services 2007	Historic-aged built environment resources
Within	1354596	<i>Cultural Resources Discipline Report for the Burien to Renton RapidRide Project- F Line, NEPA Documented Categorical Exclusion; Final Historical, Archaeological and Cultural Resources Discipline Report</i>	Rooke 2010	Historic-aged built environment resources
Within	1685430	<i>Eastbound Off-Ramp from SR 518 to Des Moines Memorial Drive</i>	CH2MHILL 2014	Historic-aged built environment resources
Non-adjacent	1339853	<i>Port of Seattle, Sea-Tac International Airport Master Plan, Proposed Third Runway Archaeological Resources and Traditional Cultural Places Assessment, King County, Washington.</i>	Iversen et al. 2000	None
Non-adjacent	1349400	<i>Cultural Resources Report, Burien Town Square Street Improvement Project</i>	Tingwall and Naoi Goetz 2006a	None
Non-adjacent	1349571	<i>Cultural Resources Report, 4th Avenue SW Improvement Project</i>	Tingwall and Naoi Goetz 2006b	None

SOURCE: DAHP, 2019

NOTES: NADB = National Archaeological Database Report Number

5.2.3 Historic-aged built environment resources

No historic-aged built environment resources have been identified within the Burien Transit Center parcel. However, 10 unrecorded or recorded more than 5 years ago historic-aged built environment resources were identified adjacent to the Burien Transit Center parcel and associated roadway improvements extending along SR 518 (Appendix A). Of these resources, one resource, a single-family residence built in 1954, was previously recommended Eligible for listing in the NRHP. Eight of these resources were previously recommended not eligible for listing in the NRHP, and one is not yet recorded. All of these resources have been evaluated and recorded at the reconnaissance level for DAHP (see Section 6).

5.2.4 Environmental context and pedestrian survey

This project component is located within a highly urbanized landscape (**Figure 5-1**). There is a slight north/south-oriented basin that encapsulates business and parking areas between the Burien Transit Center and 1st Avenue S. The Burien Transit Center area of impact is situated on a glacial plain and is underlain by Pleistocene-aged glacial till and glacial outwash (WDNR 2019). Based on age and environment of deposition, these geological units have a low potential for intact archaeological sites.

SW 148th Street has been constructed via cut and fill, resulting in occasional slopes and short walls on the south side of the roadway (fill portion of road construction). Eastward of the Burien Transit Center, SW 148th Street becomes SR 518 and crosses over SR 509 on a bridge. Both margins of SW 148th Street contain extensive buried utilities; utilities are also located beneath the roadway (**Figure 5-2**). The north side of SW 148th Street is bounded by multiple buildings that are within 30 feet of the road curb. Sidewalks and occasional landscaping strips are also located along the road curb (**Figure 5-1** and **Figure 5-2**).

The Burien Transit Center is almost completely paved. A retaining wall is located at the eastern end, and the northwestern corner includes a landscaped planting area (**Figure 5-3**). This planting area contains an array of buried utilities; buried utilities were also observed across the remainder of the property.

The planned improvements are located in an area that appears to have been subject to widespread and shallow surface grading and paving. Due to the probable lack of significant natural depositions during the Holocene epoch, this area is unlikely to have contained deeply buried archaeological resources prior to urbanization. Archaeological sites, if present, would be expected to have been located at or near the ground surface and are unlikely to have remained intact with grading.



Figure 5-1 East-facing overview of north side of SW 148th Street



Figure 5-2 West-facing overview of south side of SW 148th Street; note multiple buried utilities



Figure 5-3 Southeast facing view of Burien Transit Center location; landscaped planting area beyond the fence, center of frame

5.3 Tukwila International Boulevard BRT Station and Roadway Improvements

5.3.1 Historic context

Tukwila’s first non-Native American homesteaders settled the area along the Duwamish River to the east of the study area in the late 19th century. When first surveyed in 1862, no features were recorded in the study area (U.S. Surveyor General 1862). A land patent for the location of the Tukwila International Boulevard Station and associated pedestrian bridge was issued to J.W. Sprague on October 10, 1871 (U.S. BLM 1981). Sprague, the general manager of the Northern Pacific Railroad in the late 1800s, owned several plots of land throughout the Pacific Northwest (Boswell 2017). By 1907, the old military road was in place and the South Seattle Land Company owned the property platted as Adams Home Tracts Third Addition; in 1926 the “New Pacific Highway” was in place to the west of the current Tukwila International Boulevard Station (Anderson Map Company 1907a; Kroll Map Company 1912a, 1926a; Metsker Map Company 1936a; Abraham 1907). Aerial photography from the 1930s show sparse development with few residences, agricultural use, and three major roads in place (the current alignments of S. 154th Street, Military Road, and Pacific Highway) in the study area (NetrOnline 2019; Pacific Aerial Survey 1937b). By the 1960s, residential and commercial development continued along the major roads including a large movie theatre just south of the area of impact;

by 1980 several structures were removed from the station area, by 1990 a large parking lot was in place (King County Aerial Survey 1954b, 1965b; NetrOnline 2019; USGS 1956a, 1968a, 1969a, 1970, 1991). The City of Tukwila incorporated in 1908. The development and growth of Tukwila was influenced by its proximity to Sea-Tac Airport. By 2009, new transit systems were in place allowing for better commuting options from the SeaTac and Tukwila area to Seattle.

5.3.2 Recorded cultural resources

No previously recorded archaeological sites, cemeteries, TCPs, historic-register-listed built environment resources, districts, or determined eligible for listing in the NRHP built environment resources were identified within the study area. **Table 5-3** shows three previously conducted cultural resource assessments within the study area. None of the assessments identified cultural resources within the project component AI. These were conducted for various roadway and transportation projects.

Table 5-3 Cultural resource assessments conducted within 0.25 mile of Tukwila International Boulevard BRT Station and Roadway Improvements area of impact

Approximate distance from area of impact	NADB number	Project	Citation	Cultural resources identified
Non-adjacent	1354385	<i>Cultural Resources Survey Report City of SeaTac South 154th Street Improvements Project</i>	Elder and Sparks 2010	None
Within	1339816	<i>Sound Transit Central Link Light Rail EIS Historic and Archaeological Resources Technical Report</i>	Curtois et al. 1999	Historic-aged built environment resources
Within	1354596	<i>Cultural Resources Discipline Report for the Burien to Renton RapidRide Project-F Line, NEPA Documented Categorical Exclusion; Final Historical, Archaeological and Cultural Resources Discipline Report</i>	Rooke 2010	Historic-aged built environment resources

SOURCE: DAHP, 2019.

NOTES: NADB = National Archaeological Database Report Number

5.3.3 Historic-aged built environment resources

No historic-aged built environment resources were identified within the Tukwila International Boulevard Station parcel. One historic-aged built environment resource was identified adjacent to the proposed pedestrian bridge that is part of this project component (Appendix A). The resource was recorded more than 5 years ago and recommended not eligible for listing in the NRHP at that time. This resource has been reevaluated and recorded at the reconnaissance level for DAHP (see Section 6).

5.3.4 Environmental context and pedestrian survey

The retaining wall, new station, and road widening are proposed at the existing elevation of SR 518 and associated on- and off-ramps. The associated pedestrian bridge across SR 518 would be elevated over the roadway (meeting WSDOT's standards for height clearance over SR 518). The highway appears to have been constructed below grade at this location, with considerable excavation into the landform as evidenced by steep slopes on both sides of the highway (**Figure 5-4**). The project component is situated on a glacial plain and is underlain by Pleistocene-aged glacial till (WDNR 2019). Based on age and environment of deposition, these geological units have a low potential for intact archaeological sites.

South of the freeway, the top of slope appears to be at or near the natural grade; however, extensive disturbances have occurred associated with construction of the overpass, SR 99, and the State Patrol building. The north side of SR 518 (along the top of slope) was extensively modified by construction of the existing Tukwila International Boulevard light rail station. Multiple buried utilities were also observed along the freeway and along the top of slope.

The proposed detention pond is located within a grass/Scotch broom/blackberry field that appears to have been mounded with fill sediment (**Figure 5-5**). The mound is higher than neighboring elevations and does not appear to be at native ground surface. This area would have been extensively impacted by highway off-ramp construction, highway construction, and elevated light rail line construction. No buried utilities were evident within this area.

The planned improvements are located in an area that appears to have been subject to widespread cutting, grading, and paving. Due to the probable lack of significant natural depositions during the Holocene epoch, this area is unlikely to have contained deeply buried archaeological resources prior to urbanization. Archaeological sites, if present, are expected to have been located at or near the ground surface, and are unlikely to have remained intact with cutting and grading.



Figure 5-4 Northwest-facing overview of the SR 518 cut and Tukwila International Boulevard Station



Figure 5-5 North-facing overview of the planned retention pond location

5.4 South Renton Transit Center and Roadway Improvements

5.4.1 Historic context

Renton's proximity to the Black and Cedar Rivers, Lake Washington, and coal resources in the foothills attracted many non-Native American settlers to the area beginning in the 1850s. When first surveyed in 1865, a trail led up the White River and a Black River tributary ran just north of the current South Renton Transit Center; a nearby dwelling that belonged to Edmund Carr was also recorded (U.S. Surveyor General 1865a). Land patents for this location were issued to Carr on October 1, 1875 and Antonio Maria and Juan Jose Aragon along with Carr on July 30, 1873 (U.S. BLM 1997). Renton incorporated in 1901; the coal industry thrived in the area through the late 19th and early 20th centuries. Businesses developed along the Black and Cedar Rivers north of the study area, fueled by nearby coal, including Renton Clay Works and Pacific Car and Foundry (City of Renton 2019). By 1907, Jane B. Wolsworth and P.D. Hamlin owned portions of the study area; the Northern Pacific Railroad also ran through the project area just north of Grady Way. By 1912, a second, shorter electric railway had been built just south of the railroad. Paved roads were in place by 1926, and Renton continued to develop northeast of the location (Anderson Map Company 1907b; Kroll Map Company 1912b, 1926b). By 1936, several plats and unpaved roads were in place in the area and the Black River was shown as "dry" (Metsker Map Company 1936b). Aerial photography from the 1930s and 1940s show the area as agricultural and undeveloped with railroads and dirt roads in place at the current alignments of Grady Way and Rainier Avenue (NetrOnline 2019; Pacific Aerial Survey 1934d). A 1954 aerial shows a farm in the project area and by 1964 a large structure, as well as, several access roads located in the area (King County Aerial Survey 1954d, 1965d; NetrOnline 2019). By 1968 this earlier (1964) building was replaced and several other commercial buildings appear in the area. The Northern Pacific Railroad became part of the Burlington Northern Railway and the portion south of the station property was eventually abandoned. Commercial development of the area continued throughout the late 20th century (NetrOnline 2019; USGS 1956c, 1969c, 1976d).

5.4.2 Recorded cultural resources

No previously recorded cemeteries, TCPs, historic-register-listed built environment resources, districts, or determined eligible for listing in the NRHP built environment resources were identified within the study area.

No archaeological sites were identified within the project component AI. Three previously recorded archaeological sites have been recorded within the study area (**Table 5-4**). These sites consist of portions of active and abandoned railroad grade and an historic debris scatter from the early 20th-century.

Table 5-4 Recorded archaeological sites within 0.25 mile of the South Renton Transit Center and Roadway Improvements area of impact

Approximate distance from area of impact	Site number	Site name	Site type	Description	NRHP status
Non-adjacent	45KI285	--	Historic railroad grade	Abandoned railroad grade, c. 1874, possible portion of Walla Walla Railroad	Not evaluated
Non-adjacent	45KI538	Columbia & Puget Sound Railroad	Historic railroad grade	Portion of railroad, 1874-present	Determined not eligible
Non-adjacent	45KI759	Bob Bridge Toyota site	Historic debris scatter	Glass, ceramic, saw-cut bone, toy, wood, and metal, c1900-1940	Not evaluated

SOURCE: DAHP, 2019

NOTE: NRHP = National Register of Historic Places

Ten cultural resource assessments have been recorded within the study area (**Table 5-5**). None of the assessments identified cultural resources within the project component AI. These were conducted for various roadway and transportation projects, and commercial development. The AI overlaps and is adjacent to the area analyzed by Bundy (2008), who determined that areas along the I-405/SR 167 interchange consisted of fill; analysis was not performed of the South Renton Transit Center.

Table 5-5 Cultural resource assessments conducted within the South Renton Transit Center and Roadway Improvements area of impact

Approximate distance from area of impact	NADB number	Project	Citation	Cultural resources identified
Within	1339887	<i>Cultural Resources Inventory of the Proposed Washington Light Lanes Project</i>	Juell 2001	45KI285
Within	1352447	<i>Cultural Resources Survey Interstate 405 Corridor Survey: Phase 1 Interstate 5 to State Route 169 Improvements Project</i>	Bundy 2008	None
Within	1354596	<i>Cultural Resources Discipline Report for the Burien to Renton RapidRide Project- F Line, NEPA Documented Categorical Exclusion; Final Historical, Archaeological and Cultural Resources Discipline Report</i>	Rooke 2010	Historic-aged built environment resources
Within	1686391	<i>Cultural Resources Survey for the WSDOT's I-405/SR 167 Direct Connector Project</i>	Smith et al. 2014	Historic-aged built environment resources
Within	1352458	<i>Cultural Resources Assessment for the Rainier Avenue South Transit Improvement and Shattuck Avenue South Storm Drain Project, City of Renton</i>	Berger and Hartmann 2009	None
Non-adjacent	1346750	<i>Cultural Resources Discipline Report for I-405, Renton Nickel Improvement Project I-5 to SR 169</i>	Bowden and Dampf 2005	None
Non-adjacent	1350292	<i>Cultural Resources Inventory of the Columbia Bank Parcel</i>	Smith and Hoffman 2007	None
Non-adjacent	1349984	<i>Cultural Resources Assessment for the Rainier Avenue/Hardie Avenue Project: Hardie Avenue Railroad Bridge Replacement, Renton</i>	Berger 2007	None
Non-adjacent	1682766	<i>Archaeological Assessment of the Bob Bridge Toyota Expansion Project, Renton</i>	Kaehler 2007	45KI759
Non-adjacent	1683232	<i>Cultural Resources Discipline Report for the RapidRide-F Line, NEPA Documented Categorical Exclusion Project- Addendum: Historical, Archaeological, and Cultural Resources Discipline Report- Addendum</i>	Rooke 2012	Historic-aged built environment resources

SOURCES: DAHP, 2019.

NOTES: NADB = National Archaeological Database Report Number

5.4.3 Historic-aged built environment resources

Six historic-aged built environment resources have been identified within and adjacent to the South Renton Transit Center and Roadway Improvements project component AI. Of those, two resources, built in 1968 and 1971, are located within the project component AI and are to be demolished. These two resources have been evaluated and recorded at the intensive level for DAHP (see Section 6).

The remaining four unrecorded, or recorded more than 5 years ago, historic-aged built environment resources are located adjacent to the South Renton Transit Center and Roadway Improvements project component AI (Appendix A). Three of these resources were previously recommended not eligible for listing in the NRHP. All four resources have been evaluated/reevaluated and recorded at the reconnaissance level for DAHP (see Section 6).

5.4.4 Environmental context and pedestrian survey

The South Renton Transit Center location is within an area that has been extensively developed and urbanized and is currently for car sales and repair businesses (**Figure 5-6**). Very little non-paved areas exist, and these are confined to small grass and planting strips. This area has been at least superficially graded flat for use as parking area as well as extensively disturbed at the location of multiple buildings. Buried utilities are prevalent along the street margins (**Figure 5-7**) as well as occasionally extending across the site, feeding multiple buildings and light poles. Large aboveground power lines are located at the southern end (oriented east/west), as well as along the eastern end (oriented north/south). The area appears to be at or near the historic/native ground surface (no major grade changes with neighboring properties), but is 99 percent paved.

The South Renton Transit Center and Roadway Improvements project component AI is situated within an area mapped as Holocene-aged alluvial deposits (WDNR 2019). Based on age and environment of deposition, this geological unit has a high potential for intact archaeological sites. In October 2019, four geotechnical borings at this location were monitored by an archaeologist. Preliminary results indicate mixed fill deposits from surface to approximately 8 feet, followed by bedded alluvial deposits ranging from silt/fine sand to gravels. Occasional organic-rich peat layers were also observed bedded within the alluvium. This stratigraphic sequence is consistent with geological mapping.

The planned improvements are located in an area that appears to have been subject to widespread and shallow surface grading and paving. Due to the significant natural deposition during the Holocene epoch, this area has the potential to contain deeply buried archaeological resources prior to urbanization. Archaeological sites, if present, may be present at depths deeper than previous grading.



Figure 5-6 North-facing overview of the abandoned car dealership and extensively paved ground surface



Figure 5-7 East-facing overview of the southern end of the planned South Renton Transit Center site; note multiple buried utilities, paved surfaces, aboveground power lines, and flat landform

5.5 Bellevue Transit Center and Off-site Layover

5.5.1 Historic context

The City of Bellevue's first non-Native American homesteaders arrived in the 1860s. When first surveyed in 1871, two streams east and west of the project station were recorded (U.S. Surveyor General 1871a). Land patents were issued to the heirs of Matthew S. Sharp on March 29, 1890, Clark M Sturtevant on August 10, 1874, and Noe Lanier on December 17, 1890 (U.S. BLM 1977a). Bellevue Lake is also known as Sturtevant Lake named for the civil war veteran and early Bellevue homesteader (Eastside Heritage Center 2006; King County 2016a). By 1907, William Raine and John Reiner were listed as owners and the Northern Pacific Railroad ran east of the property (Anderson Map Company 1907c; Kroll Map Company 1912c, 1926c). Bellevue-Redmond Road/NE 8th Street was paved by 1936 and is situated just north of the Bellevue Transit Center; this road was a main thoroughfare connecting the communities of Bellevue and Redmond (Metsker Map Company 1936c). In the 1930s, orchards, farmland, and two buildings existed at this location (NetrOnline 2019; Pacific Aerial Survey 1937e). Farming was an important industry in the community and a large portion of farmers were Japanese. Japanese farmers in the King County community supplied 75 percent of the vegetables and milk for the region in the 1920s (Takami 1998). By 1954, the community saw increased development; commercial properties were added to the west and residences and large buildings constructed to the north of the location (King County Aerial Survey 1954e). By 1964, a parking lot and large commercial building stood directly south of the property, but by 1990 this building was replaced by several high-rises (NetrOnline 2019; USGS 1956c, 1968c, 1976c). Bridge construction across Lake Washington provided Bellevue with easy access to Seattle and encouraged development throughout the central business district. The City of Bellevue incorporated in 1953.

5.5.2 Recorded cultural resources

No previously recorded archaeological sites, cemeteries, TCPs, historic-register-listed built environment resources, districts, or determined eligible for listing in the NRHP built environment resources were identified within the study area.

Table 5-6 shows two previously conducted cultural resource assessments within the study area. Neither of the assessments identified cultural resources within the project component AI. These were conducted for a communications project and roadway improvements project.

Table 5-6 Cultural resource assessments conducted within 0.25 mile of the Bellevue Transit Center and Off-site Layover area of impact

Approximate distance from area of impact	NADB number	Project	Citation	Cultural resources identified
Non-adjacent	1346848	<i>Historic, Archaeological and Cultural Resources Technical Report for the I-405, NE 10th Overcrossing Project</i>	Unknown 2005a	None
Non-adjacent	1684713	<i>SE3943B, Bellevue Malls/Sterling 600 106th Avenue NE, Bellevue EBI Project No. 61060077 (Antenna Installation)</i>	Schultz and Jongsma 2006	None

SOURCES: DAHP, 2019.

NOTES: NADB = National Archaeological Database Report Number

5.5.3 Historic-aged built environment resources

No historic-aged built environment resources were identified within or adjacent to the Bellevue Transit Center project component AI.

5.5.4 Environmental context and pedestrian survey

The proposed Bellevue Transit Center project components, including the layover area, are located within an extensively urbanized environment. The ground surface has been modified by roadway construction as well large building construction. Buried utilities are prevalent. Although it is difficult to determine due to the extent of urbanization, it appears that the ground surface is near where the natural ground surface would be. All surfaces are paved, including the transit center location (**Figure 5-8**) and the bus layover area (**Figure 5-9**).

The Bellevue Transit Center project component AI is situated within an area mapped as Pleistocene-aged glacial till deposits (WDNR 2019). Based on age and environment of deposition, this geological unit has a low potential for intact archaeological sites.

The planned improvements are located in an area that appears to have been subject to widespread surface grading and paving. Due to the probable lack of significant natural deposition during the Holocene epoch, this area is unlikely to have contained deeply buried archaeological resources prior to urbanization. Archaeological sites, if present, are expected to have been located at or near the ground surface and are unlikely to have remained intact with grading.



Figure 5-8 West-facing overview of the Bellevue Transit Center location



Figure 5-9 North-facing view of the bus layover location

5.6 Totem Lake/Kingsgate Station and Kingsgate Park-and-Ride Garage

5.6.1 Historic context

When first surveyed in 1871, swampy lands and two streams were noted in the study area (U.S. Surveyor General 1871b). Land patents were issued to Annie H. Josten on September 6, 1889, Edwin Langdon on February 29, 1890, and Jesse S. Spray on May 15, 1877 (U.S. BLM 1977b). By 1907, several smaller plats and unpaved roads appear within the area (Anderson Map Company 1907d). In 1912, a few of the plats were combined; the names of these landowners are illegible on the county atlas map (Kroll Map Company 1912d). By 1926, D.C. Benedic and W. Langden are shown as owners of the properties (Kroll Map Company 1926d; Metsker Map Company 1936d). Aerial photography from the 1930s to mid-1950s show the location being forested with few residential buildings and landscaped fields in the location of the existing parking garage (King County Aerials 1954f; NetrOnline 2019; Pacific Aerial Survey 1937f). By the 1960s, major roadways had been built, including 116th Way NE to the east of the parking garage and I-405; more of the study area had been cleared by this time, yet the properties remained relatively undeveloped (NetrOnline 2019). Development of the area in the late 20th century included residential and commercial structures to the south of the parking garage, improvements to I-405, and commercial buildings east of I-405 (NetrOnline 2019; USGS 1956d, 1967a, 1976d).

5.6.2 Recorded cultural resources

No previously recorded archaeological sites, cemeteries, TCPs, historic-register-listed built environment resources, districts, or determined eligible for listing in the NRHP built environment resources were identified within the study area.

Table 5-7 shows three previously conducted cultural resource assessments within the study area. None of the assessments identified cultural resources within the project component AI. These assessments were conducted for various transportation projects. Analysis performed by Bundy (2009) encompassed the Totem Lake Station and classified it as “unrestricted” designating that the area required no further archaeological review; however, the analysis did not encompass the Kingsgate Park-and-Ride.

Table 5-7 Cultural Resource Assessments conducted within 0.25 miles of the Totem Lake/Kingsgate Station and Kingsgate Park-and-Ride Garage area of impact

Approximate distance from area of impact	NADB number	Project	Citation	Cultural resources identified
Within	1353740	<i>Interstate 405 Corridor Survey: Phase III I-405, SR 520 to I-5 Improvement Project</i>	Bundy 2009	None
Within	1339845	<i>Letter to Lloyd Skinner Regarding Proposed Sound Transit Regional Express Totem Lake Project Cultural Resource Assessment</i>	Robbins and Dugas 2000	None
Within	1692750	<i>Cultural Resources Survey for the Interstate 405 / Northeast 132nd Street Interchange Project</i>	Cooper and Jenks 2019	None

SOURCE: DAHP, 2019.

NOTES: NADB = National Archaeological Database Report Number

5.6.3 Historic-aged built environment resources

No historic-aged built environment resources were identified within or adjacent to the Totem Lake/Kingsgate Station and Kingsgate Park-and-Ride project component A1.

5.6.4 Environmental context and pedestrian survey

The Kingsgate Park-and-Ride location is extensively paved with trees and grass areas around the periphery and within strips throughout the parking lot (**Figure 5-10**). Many of the parking strips contain mature cedar and fir trees that may predate the parking lot. The ground surface is generally level and does not appear overly graded. A detention pond is located at the southeast corner of the property. The only observable utilities across the site are for power to light poles.

A 1- to 2-meter-high earthen berm is located along the south and east edge of the property, and is covered with ivy and mature to young firs. While extensive grading has likely occurred across the site as preparation for the parking lot, the depth and degree of disturbance may be minimal as the ground surface at this location appears similar to that of neighboring properties.

The Totem Lake/Kingsgate Station and Kingsgate Park-and-Ride project component is situated within an area mapped as Pleistocene-aged glacial outwash deposits (WDNR 2019). Based on age and environment of deposition, this geological unit has a low potential for intact archaeological sites.



Figure 5-10 Northwest-facing overview of the parking lot and mature trees

The planned improvements are located in an area that appears to have been subject to widespread surface grading and paving. Due to the probable lack of significant natural deposition during the Holocene epoch, this area is unlikely to have contained deeply buried archaeological resources prior to urbanization. Archaeological sites, if present, are expected to have been located at or near the ground surface, and are unlikely to have remained intact with grading.

The Totem Lake/Kingsgate Station is located between the lanes of I-405. This area is extensively urbanized. I-405 appears to have been excavated below natural grade at this location.

5.7 Brickyard Station and Roadway Improvements

5.7.1 Historic context

When first surveyed in 1871, the study area was recovering from a fire that left nearly all large timber destroyed (U.S. Surveyor General 1871b). Land patents for the area were issued to Jakob T. Hammer on September 31, 1889, and the state of Washington (U.S. BLM 1977b). By 1907, Lora Eyde and Fred Schnell were also listed as owners of the area (Anderson Map Company 1907d). In 1912, H.K. Hill took ownership of a portion of the area and an unpaved road had been built (today's Woodinville Way NE); a large portion of lands had also been dedicated as school land by this time (Kroll Map Company 1912d). By 1926, the plats are further divided; E.S. Perkins took ownership from at least 1926 until 1936 when C.I. Welch and Ralph Miller were recorded as owners (Kroll Map Company 1926d; Metsker Map Company 1936d). Aerial photography from the 1930s to mid-1950s show farmland and orchards in the area with few residential structures (King County Aerials 1954f; NetrOnline 2019; Pacific Aerial Survey 1937f). By the 1960s, the area remained relatively unchanged other than major roadway development, including I-405 and Juanita Woodinville Way NE, which was redirected farther north with continued access to the east via a bridge over I-405 (NetrOnline 2019; USGS 1956d, 1967a, 1976d). Development occurring in the area in the late 20th century and early 21st century include the park-and-ride and residential and commercial structures (NetrOnline 2019; USGS 1956d, 1967a, 1976d).

5.7.2 Recorded cultural resources

No previously recorded archaeological sites, cemeteries, TCPs, historic-register-listed built environment resources or districts were identified within the study area.

As of December 2019, WISAARD contained a record of the Henry and Bell Miller residence (DAHP Property ID # 55667), approximately 0.05-mile north of the project component AI on parcel 162605-9071. This historic-aged built environment resource was recorded in 1988 and 2004 and had been Determined Eligible for listing in the NRHP in 2005. However, King County Assessor database indicates a permit to demolish an existing residence on this parcel was issued in 2004 (King County Assessor 2019). A commercial building, built in 2008, now exists within this parcel.

Table 5-8 shows six previously conducted cultural resource assessments within the study area. None of the assessments identified cultural resources within the project component AI. These were conducted for various transportation projects, a communication project, and a historic property survey. Analysis performed by Bundy (2009) encompassed the Brickyard Station and Roadway Improvements project component AI and classified it as “unrestricted” designating that the area required no further archaeological review.

Table 5-8 Cultural resource assessments conducted within 0.25 mile of the Brickyard Station and Roadway Improvements area of impact

Approximate distance from area of impact	NADB number	Project	Citation	Cultural resources identified
Within	1683155	<i>Cultural Resources Inventory for Puget Sound Energy's Cottage Brook-Moorlands 115-kV Transmission Line Pole Replacement Project, Cities of Kenmore, Bothell, Kirkland, and Woodinville</i>	Gilpin et al. 2012	None
Within	1353740	<i>Interstate 405 Corridor Survey: Phase III I-405, SR 520 to I-5 Improvement Project</i>	Bundy 2009	None
Within	1349952	<i>Historic Structures Survey Report</i>	Knapp 1995	Historic-aged built environment resources
Within	1339769	<i>Results of a Cultural Resources Assessment for the Tolt Pipeline No. 2, Phase IV Project</i>	Naoi Goetz and Warner 1997	None
Adjacent	1351467	<i>Cultural Resource Assessment Brickyard Park-and-Ride Expansion, Kirkland</i>	Rooke and Gantz 2008	None
Adjacent	1344441	<i>I-405, SR 520 to SR 522 Kirkland Nickel Project Historic, Cultural, and Archaeological Resources Discipline Report and Supplemental Analysis, Appendix M Version 3</i>	Unknown 2005b	None

SOURCE: DAHP, 2019.

NOTES: NADB = National Archaeological Database Report Number

5.7.3 Historic-aged built environment resources

No historic-aged built environment resources were identified within or adjacent to the Brickyard Station project component A1.

5.7.4 Environmental context and pedestrian survey

The Brickyard Station Park-and-Ride is located on a southwest-aspect slope just east of I-405. It appears the I-405 was constructed just below natural grade with the parking lot situated along the natural ground surface elevation. The park-and-ride is bounded to the south by a densely vegetated natural area. The parking lot is primarily paved with occasional planting strips between the parking lanes (**Figure 5-11**) and along the periphery. Buried utilities are present but relatively minimal. There is evidence of grading along the downslope edge (southwestern corner) with small slopes containing exposed fill material extending from the edge of pavement. The degree of prior ground disturbance at this location is difficult to determine; the parking lot appears to follow the general slope of the surrounding landform but superficial grading would have occurred to construct the parking lot. Ground disturbance associated with the freeway construction may have also impacted the site.



Figure 5-11 North-facing view of the bus lane along the eastern edge of the parking lot

The Brickyard Station and Roadway Improvements project component A1 is situated within an area mapped as Pleistocene-aged glacial advance outwash and till deposits (WDNR 2019). Based on age and environment of deposition, this geological unit has a low potential for intact archaeological sites.

The planned improvements are located in an area that appears to have been subject to widespread surface grading and paving. Due to the probable lack of significant natural deposition during the Holocene epoch, this area is unlikely to have contained deeply buried archaeological resources prior to urbanization. Archaeological sites, if present, are expected to have been located at or near the ground surface, and are unlikely to have remained intact with grading.

5.8 Lynnwood City Center Transit Station BRT and Roadway Improvements

5.8.1 Historic context

Lynnwood's first non-Native American homesteaders arrived in the late 1860s, drawn to the area by the abundant logging resources. When first surveyed in 1860, the Military Wagon Road that led from Fort Steilacoom to Fort Bellingham was noted to have passed southeast of the project station (U.S. Surveyor General 1860). The wagon road does not appear again on subsequent maps. Land patents for this area were issued to William Loughridge on May 1, 1872 (BLM 1980). By 1910, the Puget Mill Company was listed as the property owner of the study area and the Seattle-Everett Interurban Rail Line (commonly known as the "Interurban") ran just southeast of the Lynnwood City Center transit station and northwest of the Poplar Way roadway improvements. The Interurban eventually became part of the Pacific Northwest Track Company and was abandoned by 1940 (Anderson Map Company 1910; League of Snohomish County Heritage Organizations 2019). As lumber companies and other early settlers arrived the community of Cedar Valley soon developed. Peter Schreiber homesteaded the wetlands surrounding today's Scriber Lake Park (Wilma 2007).

By 1927, the area was divided into several smaller parcels and became part of the Alderwood Manor No. 1 plat, formed by the Puget Mill Company (Metsker Map Company 1927; Kroll Map Company 1934). The Puget Mill Company was one of the largest land owners in area. They along with the access provided by the Interurban played a significant role in the residential development of the study area. Historic aerials show the study area still somewhat forested and undeveloped through the 1950s. The City of Lynnwood incorporated in 1959, and construction of I-5 and I-405 in the late 1960s and 1970s furthered its growth along their corridors. By 1968 two buildings and possibly a pool had been built at the present-day location of the Lynnwood Transit Center (NetrOnline 2019; USGS 1955, 1963, 1969c, 1976e). These structures were removed by 1980 for construction of the Lynnwood Park-and-Ride, which was in operation by 1981 (Aweeka 1981; NetrOnline 2019; USGS 1955, 1963, 1969c, 1976e). Improvements to the park-and-ride, including the addition of the Lynnwood Transit Center just north, continued at the location through the 1990s and early 2000s (City of Lynnwood 2016; NetrOnline 2019; USGS 1955, 1963, 1969c, 1976e).

5.8.2 Recorded cultural resources

No previously recorded cemeteries, TCPs, or historic-register-listed built environment districts were identified within the study area. One register-listed historic-age built environment resource was identified within the study area.

No previously recorded archaeological sites were identified within either project component A1. Two previously recorded archaeological sites have been recorded within the study area (**Table 5-9**). These sites consist of portions of abandoned railroad grade and a historic debris scatter from the late 19th and early 20th centuries.

Table 5-10 shows six previously conducted cultural resource assessments within the study area. None of the assessments identified cultural resources within either project component A1. These were conducted for various transportation projects, telecommunication projects, and a historic structures survey.

Table 5-9 Recorded Archaeological sites within 0.25 mile of the Lynnwood City Center Transit Station and Roadway Improvements area of impact

Approximate distance from area of impact	Site number	Site name	Site type	Description	NRHP status
Non-adjacent	45SN531	Seattle – Everett Interurban Railway Scriber Creek Segment	Historic-era railroad grade	Historic-era railroad grade segment, in ca. 1906 - 1936	Not evaluated
Non-adjacent	45SN609	Scriber Creek Park Site	Historic-era scatter and foundation remains	Remains of a ca. late 19th - early 20th century historic debris scatter and concrete foundation, wall, and stairs	Determined not eligible

SOURCE: DAHP, 2019

NOTE: NRHP = National Register of Historic Places

Table 5-10 Cultural resource assessments conducted within the Lynnwood City Center Transit Station BRT Roadway Improvements and Poplar Way improvements area of impact

Approximate distance from area of impact	NADB number	Project	Citation	Cultural resources identified
Non-adjacent LTC	1688196	<i>Cultural Resources Assessment for the 196th Street SW (SR 524) Improvements Project</i>	Berger 2016	None
Within LTC	1351904	<i>Cultural Resources Assessment for the 44th Avenue West Interurban Trail and Trail Bridge Project</i>	Dampf and Gilpin 2008	None
Within LTC	1342623	<i>Letter to Steve Bingham Regarding Proposed Regional Express Lynnwood Project Cultural Resource Assessment</i>	Robbins and Johnson 1999	None
Within Poplar Way	1352059	<i>Cultural Resources Assessment for the Lynnwood Cell Tower Project</i>	Hartmann 2008	None
Within Poplar Way	1680629	<i>Cultural Resources Assessment for the Poplar Way Extension Bridge Project</i>	Early and Shantry 2014	45-SN-531
Within Poplar Way	1352118	<i>Request for Determination of Effects Concurrence 15-196th Street (SR524) Interchange Project</i>	Chidley 2008	Historic-aged resources

SOURCE: DAHP, 2019.

NOTES: NADB = National Archaeological Database Report Number; LTC = Lynnwood Transit Center

5.8.3 Historic-aged built environment resources

No historic-aged built environment resources were identified within the Lynnwood Transit Center parcel. However, two unrecorded historic-aged built environment resources were identified adjacent to potential roadway and pedestrian improvements along 44th Avenue near this location (Appendix A). The historic-aged built environment resources were evaluated and recorded at the reconnaissance level for DAHP (see Section 6).

There is one aboveground historic-aged resource listed on the WHR that is within 0.25 mile of roadway improvements at the Poplar Way project component AI. The Wickers Building (built in 1919) was moved from its original location in 2003 to its current location within Heritage Park in Lynnwood. Heritage Park contains aboveground historic-aged built environment resources associated with the history of Lynnwood and Alderwood Manor. In addition to the Wickers Building, three aboveground historic-aged resources and one historic-aged rail car are located within the park. Two of the resources are associated with the Puget Mill Company. Of these two resources, a water tower (built in 1917) has been determined not eligible for listing in an historic register. No local register-listed properties were identified within the vicinity of the project component improvements.

5.8.4 Environmental context and pedestrian survey

The Lynnwood City Center Transit Station and Roadway Improvements project component is located within an extensively urbanized area. The natural ground surface slopes to the south and west, and is bounded by I-5 to the south and Scriber Creek Park to the southwest. All locations of planned improvements are paved road surfaces (bounded by business), existing parking lots, or former building locations. Some planting strips are present along the road edges (**Figure 5-12**). Buried utility corridors are extensive along the roadway margins but minimal across the parking areas.

This area has likely been subjected to extensive grading; however, the current ground surface appears similar to that of neighboring properties. The area along the edge of Scriber Creek Park is steeper (extending into the creek drainage), implying that some material has been graded downslope to create a somewhat level parking area (**Figure 5-13**).



Figure 5-12 North-facing view along 46th Avenue W; note the landscaping strip and paved surfaces



Figure 5-13 South-facing overview of the southwest end of the parking area (at the proposed bus layover area); note the steep graded slope above the Scriber Creek drainage along the right side of the frame

The Lynnwood City Center Transit Station and Roadway Improvements project component is situated within an area mapped as Pleistocene-aged glacial till deposits (WDNR 2019). Based on age and environment of deposition, this geological unit has a low potential for intact archaeological sites.

The planned improvements are located in an area that appears to have been subject to widespread surface grading and paving. Due to the probable lack of significant natural deposition during the Holocene epoch, this area is unlikely to have contained deeply buried archaeological resources prior to urbanization. Archaeological sites, if present, are expected to have been located at or near the ground surface, and are unlikely to have remained intact with grading.

The Poplar Way I-5 on-ramp area is a heavily vegetated, hummocky area that stands approximately 8 to 10 feet above the surface of Poplar Way and the I-5 on-ramp (**Figure 5-14**). These roads appear to have been constructed primarily through cutting. The area contains poplars and blackberry brambles. It also contains a cell tower (**Figure 5-15**).



Figure 5-14 West-facing overview of the Poplar Way I-5 ramp area



Figure 5-15 West-facing overview of the Poplar Way Interstate-5 ramp area

6 HISTORIC PROPERTY INVENTORY

This analysis identified 19 historic-aged built environment resources within and adjacent to project component AIs, all of which were built before 1971, making them at least 50 years old and meeting the minimum age criteria for consideration of listing in the NRHP (see Appendix A). National Register Criteria for Evaluation can be found in National Register Bulletin 15 (U.S. Department of the Interior NPS 1995). Two of these 19 properties (15 and 16 in Appendix A) are buildings within the South Renton Transit Center project component AI that are expected to be demolished for construction. Based on the intensive-level documentation conducted for Sound Transit, these two resources are recommended to be not eligible for listing in the NRHP. The remaining 17 historic-aged built environment resources identified were inventoried for this assessment at the reconnaissance level (Appendix A), and all but one of the inventoried resources are recommended not eligible for listing in the NRHP. ESA supports prior eligibility recommendations for those historic-aged built environment resources that were inventoried in 2005 and 2006 (Campbell and Lalonde 2005a, 2005b, 2005c, 2005d; Tingwall 2006). Results of the intensive and reconnaissance-level historic properties inventory are summarized below for each of these 19 historic-aged built environment resources. A summary table (**Table 8-1**) is provided in Section 8.2.

Data sources reviewed for these evaluations include King and Snohomish County Assessor records, historic assessor records, previous inventories on WISAARD, King County archives, Washington State Digital Archives, University of Washington Digital Collections, historic maps and aerial photography, other historic online resources, ESA's in-house library, and photographs of the resources.

6.1 Burien Transit Center and Roadway Improvements

6.1.1 295 SW 148th Street, Burien (DAHP #343100)

This historic-aged built environment resource is located within an adjacent parcel and within view to the project component AI (see Appendix A Map ID #1). The building would not be demolished. A reconnaissance-level evaluation was completed for DAHP.

6.1.1.1 Physical description

The building at 457 SW 148th Street, Burien, is located in King County, east of 4th Avenue SW. The county assessor lists the construction date as 1966.

The building is essentially rectangular, with a central mass and two slightly off-set wings (**Figure 6-1** and **Figure 6-2**). The central mass measures 58 feet north-south by 35 feet east-west; the western wing measures 40 feet north-south by 85 feet east-west; the eastern wing measures 30 feet north-south by 66 feet east-west. The central portion houses a convenience store and is comprised of a series of plate-glass windows interrupted by brick columns. Double-glass doors are located on the southern and eastern façades. The western wing features three auto repair bays, with an office on the west end. The entrance to the auto repair office is located on the southern façade and features tall plate-glass windows flanked by sections of brick; a secondary personnel door is located to the right of the main entrance. The eastern wing covers two gas pump islands.



Figure 6-1 295 SW 148th Street, Burien; view to the northeast



Figure 6-2 295 SW 148th Street, Burien; view to the northwest

When constructed in 1966, the property had a flat roof with an 8-foot overhang and brackets. The western wing originally contained four auto repair bays; the repair office was clad in exposed aggregate. The eastern wing was not connected to the rest of the building. The 1989 remodel resulted in northern and southern additions to the eastern end, along with converting the easternmost repair bay, to form the convenience store. The roofline was changed to the current heavy entablature and connected to the eastern wing. The exposed aggregate was removed and replaced with the plate-glass windows.

6.1.1.2 Statement of significance

Research did not reveal any associations with significant events, and the property is recommended not eligible under Criterion A. The property has been occupied by various automotive-related business, including TMI Tire Center, USA Station, Evans Tire Center, Bridgestone Tires, and Mobil. There are no known associations with significant people or businesses, and the building is recommended not eligible under Criterion B. The architect and builder of the property are unknown, and it is not considered to be the work of a master. As an altered and modest example of a commercial/light-industrial auto repair shop, the property does not possess the distinctive characteristics of its type, period, or method of construction. For these reasons it is recommended not eligible under Criterion C. Construction details about the existing building have been documented. Because it is not likely to yield any additional important information about our history, the property is recommended not eligible under Criterion D.

The property remains on the site where it was originally constructed and retains integrity of location. The vicinity is characterized by residential and commercial uses and large paved parking lots, and the property retains integrity of setting. The building continues to be used for automotive purposes, and the property retains integrity of feeling. Extensive alterations have resulted in significant changes to the property's original appearance, and it does not retain integrity of design, materials, or workmanship. As explained above, the building is not significantly associated with important events or people, and it therefore does not possess integrity of association. For these reasons, the property does not retain sufficient integrity to convey its historic identity.²

For a property to be eligible for listing in the NRHP, it must be significant and possess integrity. This property is recommended not eligible for listing in the NRHP under any criteria and does not retain integrity.

² In *National Register Bulletin 15: How to Apply the National Register Criteria*, integrity is defined as “the essential physical features that enable [a property] to convey its historic identity.”

6.1.2 125 A SW 148th Street, Burien (DAHP #343676)

This historic-aged built environment resource is located within an adjacent parcel and within view to the project component AI (see Appendix A Map ID #2). The building would not be demolished. A reconnaissance-level evaluation was completed for DAHP.

6.1.2.1 Physical description

The building at 125 A SW 148th Street, Burien, is located in King County, west of 1st Avenue S. The county assessor lists the construction date as 1966.

The 34,650-square-foot building is rectangular in plan with the shorter dimension parallel to SW 148th Street and the primary façade facing east (**Figure 6-3** and **Figure 6-4**). The primary façade of the building is comprised of a series of tall plate-glass windows interrupted by stucco panels. Three arched canopies over commercial signage space are meant to demarcate the entrances to three shops. However, the southern two shop bays have been combined into one store and, therefore, the commercial signage is located between the canopies.



Figure 6-3 125 A SW 148th Street, Burien; view to the southwest



Figure 6-4 125 A SW 148th Street, Burien; view to the north

When originally constructed, the building was clad in a combination exposed aggregate, marblecrete and structural clay research (SCR) brick. Shops were divided by large columns decorated with large, circular emblems. The building was remodeled in 1989, removing these details and adding the arched canopies and commercial signage space. The entrance to the middle shop was replaced by plate glass and a secondary set of doors was added to the southern shop.

6.1.2.2 Statement of significance

Research did not reveal any associations with significant events, and the property is recommended not eligible under Criterion A. The property is a multi-tenant building and has been occupied by various commercial businesses, including Sports West, House of Fabrics, a beauty school, a movie rental shop, Big 5, and Big Lots. There are no known associations with significant people or businesses, and the property is recommended not eligible under Criterion B. Although this building was designed by noted local architect Chester L. Lindsey, who was best known for his large and sometimes controversial office buildings in downtown Seattle (Houser 2007), the subject property does not express a particular phase in the development of his career, an aspect of his work, or a particular idea or theme in his craft. As an altered and modest example of a commercial building, the property does not possess the distinctive characteristics of its type, period, or method of construction. For these reasons it is recommended not eligible under Criterion C. Construction details about the existing building have been documented. Because it is not likely to yield any additional important information about our history, the property is recommended not eligible under Criterion D.

The property remains on the site where it was originally constructed and retains integrity of location. The vicinity is characterized by commercial uses and large paved parking lots, and the property retains integrity of setting. The building continues to be used for commercial purposes, and the property retains integrity of feeling. Alterations have resulted in significant changes to the property's original appearance, and it does not retain integrity of design, materials, or workmanship. The building is not significantly associated with important events or people, and it therefore does not possess integrity of association. For these reasons, the property does not retain sufficient integrity to convey its historic identity.

For a property to be eligible for listing in the NRHP, it must be significant and possess integrity. This property is recommended not eligible for listing in the NRHP under any criteria and does not retain integrity.

6.1.3 119 SW 148th Street, Burien (DAHP #341507)

This historic-aged built environment resource is located within an adjacent parcel and within view to the project component AI (see Appendix A Map ID #3). The building would not be demolished. A reconnaissance-level evaluation was completed for DAHP.

6.1.3.1 Physical description

The building at 119 SW 148th Street, Burien, is located in King County, west of 1st Avenue S. The county assessor lists the construction date as 1966.

The 2,054-square-foot building is rectangular in plan, with the shorter dimension parallel to SW 148th Street (**Figure 6-5** and **Figure 6-6**). The heavy, corbelled entablature overhangs the building by approximately 6 feet. The primary façade of the building is comprised of a series of tall plate-glass windows. A single-glass personnel door is centered on the primary façade and is flanked by columns of brick veneer. The southern, eastern, and western façades are clad in stucco. An additional single-glass personnel door is located on the western façade, also flanked by columns of brick veneer.

The building was originally constructed as a drive-in with an angled, Googie-style roofline. In 1974, it was remodeled into a seafood restaurant with a Mansard roof. An approximately 25-foot addition was constructed at the front of the building as well. The building was remodeled once again in 1990 to its current configuration.



Figure 6-5 119 SW 148th Street, Burien; view to the southeast



Figure 6-6 119 SW 148th Street, Burien; view to the south

6.1.3.2 Statement of significance

Research did not reveal any associations with significant events, and the property is recommended not eligible under Criterion A. The property has been occupied by various commercial businesses, including Arctic Circle Drive-In, Ivar's Seafood Bar, and Burger Broiler. There are no known associations with significant people or businesses, and the building is recommended not eligible under Criterion B. The architect and builder of the property are unknown, and it is not considered to be the work of a master. As an altered and modest example of a commercial building, the property does not possess the distinctive characteristics of its type, period, or method of construction. For these reasons, it is recommended not eligible under Criterion C. Construction details about the existing building have been documented. Because it is not likely to yield any additional important information about our history, the property is recommended not eligible under Criterion D.

The property remains on the site where it was originally constructed and retains integrity of location. The vicinity is characterized by commercial uses and large paved parking lots, and the property retains integrity of setting. The building continues to be used for commercial purposes, and the property retains integrity of feeling. Extensive alterations have resulted in significant changes to the property's original appearance, and it does not retain integrity of design, materials, or workmanship. The building is not significantly associated with important events or people, and it therefore does not possess integrity of association. For these reasons, the property does not retain sufficient integrity to convey its historic identity.

For a property to be eligible for listing in the NRHP, it must be significant and possess integrity. This property is recommended not eligible for listing in the NRHP under any criteria and does not retain integrity.

6.1.4 14816 1st Avenue S, Burien (DAHP #344318)

This historic-aged built environment resource is located within an adjacent parcel and within view to the project component AI (see Appendix A Map ID #4). The building would not be demolished. A reconnaissance-level evaluation was completed for DAHP.

6.1.4.1 Physical description

The building at 14816 1st Avenue S, Burien, is located in King County, south of SW 148th Street. The county assessor lists the construction date as 1969.

The building is rectangular in plan and has a footprint measuring 100 by 22 feet, with the shorter dimension parallel to 1st Avenue S (**Figure 6-7** and **Figure 6-8**). The one-and-a-half-story building features the characteristic steeply pitched cross-gable roof and exposed rafter tails iconic of the International House of Pancakes (IHOP) chain of restaurants. It is clad in applied brick veneer at the ground level to a faux water table, topped with stucco; decorative half-timbering is featured in the gables. An interior chimney is located on the northern slope. Fenestration on the north, south, and west façades consists of fixed windows with diamond grilles.



Figure 6-7 14816 1st Avenue S, Burien; view to the east



Figure 6-8 14816 1st Avenue S, Burien; view to the northeast

6.1.4.2 Statement of significance

Research did not reveal any associations with significant events, and the property is recommended not eligible under Criterion A. The property has been occupied by multiple restaurant businesses, including IHOP from 1969 until at least 1991 and Thai Corner Cuisine since at least 2011. The first IHOP opened in 1958 in Toluca Lake, California, and the last one was constructed in 1979. The first IHOP opened in the Seattle area at 950 E. Madison Street in 1965 (Determined Eligible for NRHP under Criterion A), followed by Bellevue in 1968. There are no significant associations with important people or businesses, and the building is recommended not eligible under Criterion B. The architect and builder of the property are unknown, and it is not considered to be the work of a master. The property was designed for a restaurant chain and although the original IHOP buildings share some of the same features including the A-frame roofline (Wilson and Perrin 2017), the subject property does not possess the distinctive characteristics of its type, period, or method of construction. For these reasons it is recommended not eligible under Criterion C. Construction details about the existing building have been documented. Because it is not likely to yield any additional important information about our history, the property is recommended not eligible under Criterion D.

The property remains on the site where it was originally constructed and retains integrity of location. The vicinity is characterized by commercial uses and large paved parking lots, and the property retains integrity of setting. The building continues to function as a restaurant, and the property retains integrity of feeling. The property has undergone no apparent alterations and therefore retains integrity of design, materials, or workmanship. As explained above, the building is not significantly associated with important events or people, and it therefore does not possess integrity of association. For these reasons, the property retains integrity and is therefore able to convey its historic identity.

For a property to be eligible for listing in the NRHP, it must be significant and possess integrity. Because the subject property retains integrity but lacks significance, it is recommended not eligible for listing in the NRHP.

6.1.5 14650 1st Avenue S, Burien – Showroom (DAHP #338641)

This historic-aged built environment resource is located within an adjacent parcel and within view to the project component AI (see Appendix A Map ID #5). The building would not be demolished. A reconnaissance-level evaluation was completed for DAHP.

6.1.5.1 Physical description

The building at 14650 1st Avenue S, Burien, is located in King County, north of SW 148th Street. The county assessor lists the construction date as 1963.

The building has a rectangular-shaped plan and has a footprint measuring 60 by 42 feet, with the longer dimension parallel to 1st Avenue S (**Figure 6-9** and **Figure 6-10**). The building has a flat roof with a 3-foot overhang; a 29-foot by 26-foot canopy supported by metal poles extends to the south. The western façade is comprised of a series of tall plate-glass windows with clerestory windows at the roofline; a decorative rock wall divides the series of plate glass. Double-glass doors are located on the southern façade. In addition to the plate-glass windows, the building is clad in T 1-11 siding. Window openings along the southern and eastern façades may have been altered and filled in with horizontal wood siding.



Figure 6-9 14650 1st Avenue S, Burien; view to the east

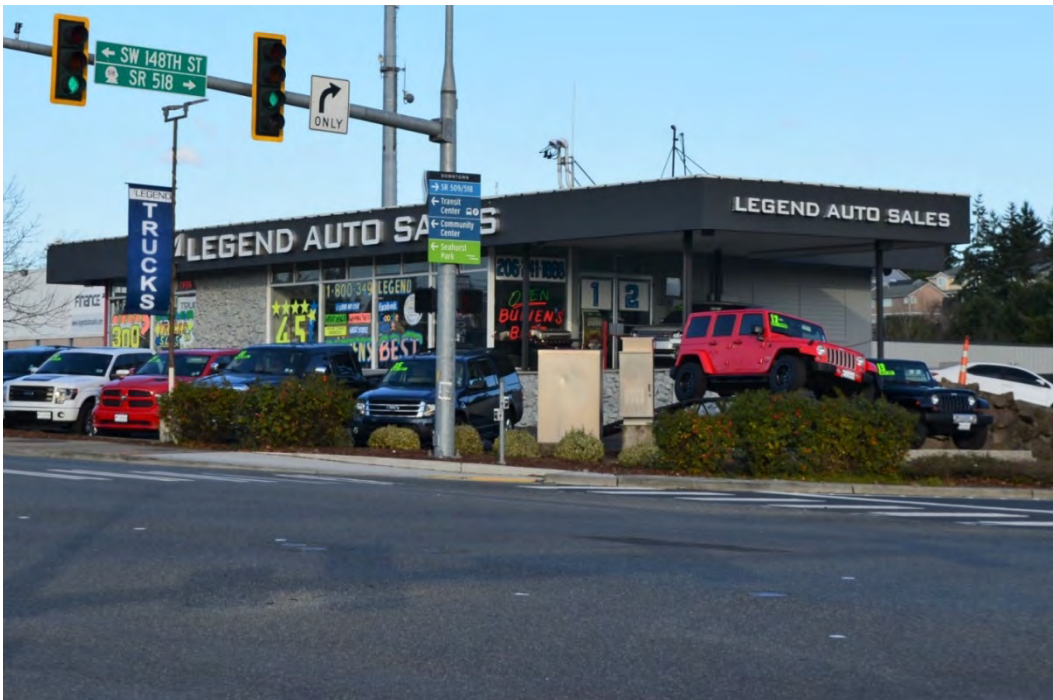


Figure 6-10 14650 1st Avenue S, Burien; view to the northeast

6.1.5.2 Statement of significance

Research did not reveal any associations with significant events, and the property is recommended not eligible under Criterion A. The property has been occupied by various automotive-related businesses, including BBC Dodge and Legend Auto Sales. There are no known associations with significant people or businesses, and the building is recommended not eligible under Criterion B. The architect and builder of the property are unknown, and it is not considered to be the work of a master. As a modest example of a commercial building, the property does not possess the distinctive characteristics of its type, period, or method of construction and is not known to be connected to the work of a master. For these reasons it is recommended not eligible under Criterion C. Construction details about the existing building have been documented. Because it is not likely to yield any additional important information about our history, the property is recommended not eligible under Criterion D.

The property remains on the site where it was originally constructed and retains integrity of location. The vicinity is characterized by commercial uses and large paved parking lots, and the property retains integrity of setting. The building continues to be operated by an automotive business, and the property retains integrity of feeling. Aside from possible alterations to fenestration on the south and east (rear) façades, the property has undergone no apparent alterations and therefore retains integrity of design, materials, or workmanship. As explained above, the building is not significantly associated with important events or people, and it therefore does not possess integrity of association. For these reasons, the property retains integrity and is therefore able to convey its historic identity.

For a property to be eligible for listing in the NRHP, it must be significant and possess integrity. Because the subject property retains integrity but lacks significance, it is recommended not eligible for listing in the NRHP.

6.1.6 14650 1st Avenue S, Burien – Garage (DAHP #720689)

This historic-aged built environment resource is located within an adjacent parcel and within view to the project component AI (see Appendix A Map ID #6). The building would not be demolished. A reconnaissance-level evaluation was completed for DAHP.

6.1.6.1 Physical description

The building at 14650 (14642) 1st Avenue S, Burien, is located in King County, north of SW 148th Street; the garage is behind the auto dealership. The county assessor lists the construction date as 1965.

The building is rectangular in plan and has a footprint measuring 142 by 58 feet, with the longer dimension parallel to 1st Avenue S (**Figure 6-11** and **Figure 6-12**). The building has a flat roof, and the northern portion has a roofline that is approximately 5 feet higher than the rest of the building. The primary façade (west) features three auto repair bays with roll-up doors at the southern end and another roll-up door at the northern end. Four single personnel doors are located on the primary façade. The building is clad in T 1-11 siding.



Figure 6-11 14650 1st Avenue S, Burien; view to the southwest



Figure 6-12 14650 1st Avenue S, Burien; view to the northeast

When originally constructed in 1965, the property measured 82 by 28 feet; in 1967, 840 square feet were added to the north; by 1972, an addition measuring 112 by 30 feet was constructed at the rear of the building. A shade structure was constructed between 1998 and 2002 (NetrOnline 2019); however, this was converted in 2019 and is now enclosed. The overhang, once located on the western façade, was removed in 2019.

6.1.6.2 Statement of significance

Research did not reveal any associations with significant events, and the property is recommended not eligible under Criterion A. The property, a service garage for an associated auto dealership, has been occupied by various automotive-related businesses, including BBC Dodge and Legend Auto Sales. There are no known associations with significant people or businesses, and the building is recommended not eligible under Criterion B. The architect and builder of the property are unknown, and it is not considered to be the work of a master. As an altered and modest example of an auto service garage, the property does not possess the distinctive characteristics of its type, period, or method of construction. For these reasons it is recommended not eligible under Criterion C. Construction details about the existing building have been documented. Because it is not likely to yield any additional important information about our history, the property is recommended not eligible under Criterion D.

The property remains on the site where it was originally constructed and retains integrity of location. The vicinity is characterized by commercial uses and large paved parking lots, and the property retains integrity of setting. The building continues to be used for automotive purposes, and the property retains integrity of feeling. Alterations, which are detailed above, have resulted in significant changes to the property's original appearance, and it does not retain integrity of design, materials, or workmanship. As explained above, the building is not significantly associated with important events or people, and it therefore does not possess integrity of association. For these reasons, the property does not retain sufficient integrity to convey its historic identity.

For a property to be eligible for listing in the NRHP, it must be significant and possess integrity. This property is recommended not eligible for listing in the NRHP under any criteria and does not retain integrity.

6.1.7 14839 4th Avenue S, Burien (DAHP #51467)

This historic-aged built environment resource is located within an adjacent parcel and within view to the project component AI (see Appendix A Map ID #7). The building would not be demolished. A reconnaissance-level evaluation was completed for DAHP.

6.1.7.1 Physical description

The building at 14839 4th Avenue S, Burien, is located in King County, north of S 150th Street. The county assessor lists the construction date as 1954.

The building is a split-level ranch home with a hipped roof (**Figure 6-13**). The garage forms the base for a large deck that extends off the north side and wraps around to the front of the residence. The primary entrance is perpendicular to the primary façade and is accessed by an L-shaped set of concrete steps with a metal railing. The house has an octagonal room that protrudes from the northeast corner of the residence. Fenestration consists of aluminum-framed picture windows, rectangular panes, and sliding doors. Cladding is a mix of stone, brick veneer, and vertical board. The building does not appear to have been altered since the 2005 survey and evaluation.



Figure 6-13 14839 4th Avenue S, Burien; view to the southwest

6.1.7.2 Statement of significance

The property was evaluated in 2005 and recommended eligible for listing in the NRHP under Criterion C:

14839 4th Avenue S. is typical of Ranch-style homes constructed in the 1950s, although it is somewhat unusual in with the octagonal room and the open deck above the garage. The house retains integrity of materials and design. This building is considered eligible for inclusion in the [NRHP] under Criterion C for its exemplary workmanship and design (Campbell and Lalonde 2005a)

ESA supports Campbell and Lalonde's previous recommendation that the property is eligible for the NRHP under Criterion C (Campbell and Lalonde 2005a). The 2005 evaluation did not include discussions of Criteria A, B, or D, and ESA has provided supplemental evaluation below.

Research did not reveal any associations with significant events, and the property is recommended not eligible under Criterion A. Likewise, research did not establish any associations with significant people, and the building is recommended not eligible under Criterion B. Construction details about the existing building have been documented. Because it is not likely to yield any additional important information about our history, the property is recommended not eligible under Criterion D.

The property remains on the site where it was originally constructed and retains integrity of location. The vicinity is characterized by residential uses, and the property retains integrity of setting. The building continues to be used as a single-family residence, and the property retains integrity of feeling. The property has undergone no apparent alterations and therefore retains integrity of design, materials, or workmanship. As explained above, the building is not significantly associated with important events or people, and it therefore does not possess integrity of association. For these reasons, the property retains integrity and is therefore able to convey its historic identity.

For a property to be eligible for listing in the NRHP, it must be significant and possess integrity. This property is recommended eligible for listing in the NRHP under Criterion C, and it retains integrity.

6.1.8 14832 4th Avenue S, Burien (DAHP #51471)

This historic-aged built environment resource is located within an adjacent parcel and within view to the project component AI (see Appendix A Map ID #8). The building would not be demolished. A reconnaissance-level evaluation was completed for DAHP.

6.1.8.1 Physical description

The building at 14832 4th Avenue S, Burien, is located in King County, north of S 150th Street. The county assessor lists the construction date as 1954.

The building is a one-story ranch home with a cross-gabled roof and narrow eaves (**Figure 6-14**). It has a rectangular plan, with the garage in the base of the “L.” The primary entrance is located at the interior corner of the “L” and is flanked by a large picture pane on one side. The entry is under a corner porch created by the roof overhang, and the original door has been replaced with a paneled and partially glazed door. The cladding is stone veneer on the lower portion of the house (a 2005 survey and evaluation incorrectly described the cladding as brick veneer), which is likely a recent alteration, with asbestos shingle in the upper portion. The front gable over the garage is clad with vertical boards. The windows are aluminum sliding frames and have decorative brick sills. The building does not appear to have been altered since a 2005 survey and evaluation.



Figure 6-14 14832 4th Avenue S, Burien; view to the east

6.1.8.2 Statement of significance

The property was evaluated in 2005 and recommended not eligible for listing in the NRHP under Criterion C:

14832 4th Avenue S. is typical of Ranch-style homes constructed in the 1950s. It is not significant in the development of the Burien area and it was built well after the original neighborhood platting. While containing many elements of the Minimalist Traditional Ranch style, the form of the house is not characteristic of the style and this building is not eligible for inclusion in the [NRHP] or Washington Heritage Register (Campbell and Lalonde 2005b).

ESA supports Campbell and Lalonde's previous recommendation that the property is not eligible for the NRHP under Criterion C (Campbell and Lalonde 2005b). The 2005 evaluation did not include discussions of Criteria A, B, or D, and ESA has provided supplemental evaluation below.

Research did not reveal any associations with significant events, and the property is recommended not eligible under Criterion A. Likewise, research did not establish any associations with significant people, and the building is recommended not eligible under Criterion B. The architect and builder of the property are unknown, and it is not considered to be the work of a master. For this reason, it is recommended not eligible under Criterion C. Construction details about the existing building have been documented. Because it is not likely to yield any additional important information about our history, the property is recommended not eligible under Criterion D.

The property remains on the site where it was originally constructed and retains integrity of location. The vicinity is characterized by residential uses, and the property retains integrity of setting. The building continues to be used as a single-family residence, and the property retains integrity of feeling. As detailed above, the property appears to have undergone several alterations to the primary façade, and although it retains integrity of design, integrity of materials and workmanship has been compromised. As explained above, the building is not significantly associated with important events or people, and it therefore does not possess integrity of association. For these reasons, the property retains integrity and is therefore able to convey its historic identity.

For a property to be eligible for listing in the NRHP, it must be significant and possess integrity. Because the subject property retains integrity but lacks significance, it is recommended not eligible for listing in the NRHP.

6.1.9 14837 5th Avenue S, Burien (DAHP #51476)

This historic-aged built environment resource is located within an adjacent parcel and within view to the project component AI (see Appendix A Map ID #9). The building would not be demolished. A reconnaissance-level evaluation was completed for DAHP.

6.1.9.1 Physical description

The building at 14837 5th Avenue S, Burien, is located in King County, north of S 150th Street. The county assessor lists the construction date as 1954.

The building is a split-level ranch home with a rectangular plan and a cascading hipped roof (**Figure 6-15**). The primary entrance is located in the corner of the “L” under a recessed porch. One exterior brick chimney is located on the southern façade; a second brick chimney is in the northwest corner. Fenestration consists of replacement picture and sliding windows. Cladding is original wood clapboard and brick veneer. Some modification to cladding has occurred at the basement level. A single-car detached garage is located north of the building. The detached garage has a gabled roof and is clad in vertical wood siding.



Figure 6-15 14837 5th Avenue S, Burien; view to the southwest

Since the 2005 survey and evaluation, the single-car garage at the basement level has been converted and filled in. The space now contains a personnel door and fixed window.

6.1.9.2 Statement of significance

A 2005 evaluation concluded that the building lacks architectural distinction and does not embody the significant characteristics of a type, period, or method of construction required for it to be eligible for inclusion in the NRHP under Criterion C:

14837 5th Avenue S. is typical of Ranch-style homes constructed in the 1950s. It is not significant in the development of the Burien area and it was built well after the original neighborhood platting. The house has features of Ranch-style homes but has undergone modifications of cladding and windows. This building is not characteristic of the style and this house is not eligible for inclusion in the [NRHP] or Washington Heritage Register (Campbell and Lalonde 2005c).

ESA supports Campbell and Lalonde's previous recommendation that the property is not eligible for the NRHP under Criterion C (Campbell and Lalonde 2005c). The 2005 evaluation did not include discussions of Criteria A, B, or D, and Criterion C was not completely analyzed. ESA has provided supplemental evaluation below.

Research did not reveal any associations with significant events, and the property is recommended not eligible under Criterion A. Likewise, research did not establish any associations with significant people, and the building is recommended not eligible under Criterion B. The architect and builder of the property are unknown, and it is not considered to be the work of a master. For this reason, it is recommended not eligible under Criterion C. Construction details about the existing building have been documented. Because it is not likely to yield any additional important information about our history, the property is recommended not eligible under Criterion D.

The property remains on the site where it was originally constructed and retains integrity of location. The vicinity is characterized by residential uses, and the property retains integrity of setting. The building continues to be used as a single-family residence, and the property retains integrity of feeling. The property appears to have undergone several alterations to the primary façade, and although it retains integrity of design, integrity of materials and workmanship has been compromised. The building is not significantly associated with important events or people, and it therefore does not possess integrity of association. For these reasons, the property retains integrity and is therefore able to convey its historic identity.

For a property to be eligible for listing in the NRHP, it must be significant and possess integrity. Because the subject property retains integrity but lacks significance, it is recommended not eligible for listing in the NRHP.

6.1.10 14838 5th Avenue S, Burien (DAHP #51480)

This historic-aged built environment resource is located within an adjacent parcel and within view to the project component AI (see Appendix A Map ID #10). The building would not be demolished. A reconnaissance-level evaluation was completed for DAHP.

6.1.10.1 Physical description

The building at 14838 5th Avenue S, Burien, is located in King County, north of S 150th Street. The county assessor lists the construction date as 1954.

The building is a single-story, Ranch-style home with an "L"-shaped plan and cross-gabled roof (**Figure 6-16**). The primary entrance is located in the interior corner of the "L." The single-car garage is located in the base of the "L." Windows have been replaced throughout; window openings have been enlarged and another has been added to the basement level of the primary façade. The building is clad in asbestos shingle with wood clapboard in the gable. The building does not appear to have been altered since the 2005 survey and evaluation.



Figure 6-16 14838 5th Avenue S, Burien; view to the southeast

6.1.10.2 Statement of significance

The property was evaluated in 2005 and recommended not eligible for listing in the NRHP under Criterion C:

14838 5th Avenue S. is not characteristic of any particular architectural style. It is not significant in the development of the Burien area and it was built well after the original neighborhood platting. The house has some features that suggest an older construction date, including the wood shingle roof. Windows have been replaced throughout in a style not consistent with the rest of the house. This building is not eligible for inclusion in the [NRHP] or Washington Heritage Register (Campbell and Lalonde 2005d).

ESA supports Campbell and Lalonde's previous recommendation that the property is not eligible for the NRHP under Criterion C (Campbell and Lalonde 2005d). The 2005 evaluation did not include discussions of Criteria A, B, or D, and Criterion C was not completely analyzed. ESA has provided supplemental evaluation below.

Research did not reveal any associations with significant events, and the property is recommended not eligible under Criterion A. Likewise, research did not establish any associations with significant people, and the building is recommended not eligible under Criterion B. The architect and builder of the property are unknown, and it is not considered to be the work of a master. For this reason, it is recommended not eligible under Criterion C. Construction details about the existing building have been documented. Because it is not likely to yield any additional important information about our history, the property is recommended not eligible under Criterion D.

The property remains on the site where it was originally constructed and retains integrity of location. The vicinity is characterized by residential uses, and the property retains integrity of setting. The building continues to be used as a single-family residence, and the property retains integrity of feeling. The property appears to have undergone several alterations to the primary façade, and although it retains integrity of design, integrity of materials and workmanship has been compromised. The building is not significantly associated with important events or people, and it therefore does not possess integrity of association. For these reasons, the property retains integrity and is therefore able to convey its historic identity.

For a property to be eligible for listing in the NRHP, it must be significant and possess integrity. Because the subject property retains integrity but lacks significance, it is recommended not eligible for listing in the NRHP.

6.2 Tukwila International Boulevard BRT Station and Roadway Improvements

6.2.1 15700 International Boulevard, Tukwila (DAHP #344070)

This historic-aged built environment resource is located within an adjacent parcel and within view to the project component AI (see Appendix A Map ID #11). The building would not be demolished. A reconnaissance-level evaluation was completed for DAHP.

6.2.1.1 Physical description

The building at 15700 Pacific Highway S (15700 International Boulevard), Tukwila, is located in King County, north of S 160th Street. The county assessor lists the construction date as 1967.

The one-story-over-basement building is T-shaped in plan with two enclosed courtyards on the southwest and southeast corners, creating a rectangular footprint measuring 51 by 53 feet (**Figure 6-17** and **Figure 6-18**). The primary façade faces southwest. The flat roof is cantilevered over the central portion of the primary façade, and the two courtyards that are enclosed by SCR brick walls in a stack bond do not have roofs. The primary façade of the building is comprised of a series of tall plate-glass windows with transoms; a single glazed pedestrian door is located in the center. The two side façades are clad in SCR brick in a stack bond, and clerestory windows are located below the roofline. The rear façade faces northeast, and the first floor is entirely glazed with a continuous series of fixed and sash windows and transoms.

The building appears to have undergone few alterations. When originally constructed in 1967, the primary façade featured a pair of glazed doors; these were replaced with a single glazed door at an unknown date.



Figure 6-17 15700 International Boulevard, Tukwila; view to the northeast



Figure 6-18 15700 International Boulevard, Tukwila; view to the southeast

6.2.1.2 Statement of significance

Research did not reveal any associations with significant events, and the property is recommended not eligible under Criterion A. The property has historically been occupied by the Washington State Patrol Office. There are no known associations with significant people or businesses, and the building is recommended not eligible under Criterion B. The architect and builder of the property are unknown, and it is not considered to be the work of a master. As a modest example of a civic office building, the property does not possess the distinctive characteristics of its type, period, or method of construction. For these reasons it is recommended not eligible under Criterion C. Construction details about the existing building have been documented. Because it is not likely to yield any additional important information about our history, the property is recommended not eligible under Criterion D.

The property remains on the site where it was originally constructed and retains integrity of location. The vicinity is characterized by commercial uses and large paved parking lots, and the property retains integrity of setting and feeling. Aside from minor alterations to the main entrance on the primary façade, the property has undergone no apparent alterations and therefore retains integrity of design, materials, or workmanship. The building continues to operate as the Washington State Patrol Office, and it retains integrity of association with this historic use. For these reasons, the property retains integrity and is therefore able to convey its historic identity.

For a property to be eligible for listing in the NRHP, it must be significant and possess integrity. Because the subject property retains integrity but lacks significance, it is recommended not eligible for listing in the NRHP.

6.3 South Renton Transit Center and Roadway Improvements

6.3.1 15 S Grady Way, Renton (DAHP #720690)

This historic-aged built environment resource is located within an adjacent parcel where work along the southbound I-405 to Rainer Avenue off-ramp would have occurred. Subsequent to recording this property, this work component was removed from the project (see Appendix A Map ID #12). The building would not be demolished. A reconnaissance-level evaluation was completed for DAHP.

6.3.1.1 Physical description

The building at 15 S Grady Way, Renton, is located in King County, east of Rainier Avenue S. The county assessor lists the construction date as 1969.

The six-story-over-basement commercial building features an irregular plan and has a footprint with maximum dimensions measuring 230 by 80 feet (**Figure 6-19** and **Figure 6-20**). It is clad primarily in concrete. The primary façade faces northeast toward a parking lot, and the recessed entrance composed of a pair of glazed pedestrian doors and fixed windows and transoms is accessed by concrete stairs. The façade is composed of 11 structural bays, each with fixed windows at each floor. The two side façades are composed of four structural bays, each with four fixed windows at each floor. Vertical circulation on the southeast façade is located in an enclosed stairwell that extends from the basement level to the sixth floor. The rear façade faces southwest and is composed of 11 structural bays, each with fixed windows at each floor. The four northernmost bays are separated from the other seven bays by a windowless vertical circulation feature that contains a combination stairwell/elevator shaft/lounge area that extends from the basement to the roof. The building is capped by a flat roof.



Figure 6-19 15 S Grady Way, Renton; view to the east



Figure 6-20 15 S Grady Way, Renton; view to the southwest

6.3.1.2 Statement of significance

Research did not reveal any associations with significant events, and the property is recommended not eligible under Criterion A. The property is a multi-tenant commercial building and has been occupied by various companies, including Pawar Law LLC, Align Your Mind, Pacific Market Research, Standard Marketing Events, Access Speech and Language Therapy Inc., Cedar River Counseling, Century Massage & Bodywork Inc., Coleman's Family Services, and Cyborg Mobile LLC. There are no known associations with significant people or businesses, and the building is recommended not eligible under Criterion B. The architect of the building was Allan M. Walter & Associates of San Jose, California, and the builder was Charles Pankow, Inc. The Walter and Pankow firms collaborated on several high-rise building projects in San Jose during the 1960s and 1970s, including the 1625 The Alameda Building (1965), the Joe West Residence Hall at San Jose City College (now San Jose State University, 1968), San Jose Plaza I and II (office towers) and parking garage (1970-73), all of which are extant (Adamson 2013). One of the 14-story office towers of the San Jose Plaza project, which is similar to the building at 15 S. Grady Way, was evaluated in 2013 and determined not eligible under Criterion C for the following reasons:

Architecturally, the building at 2 N. 2nd Street does not possess distinctive characteristics of a type, period, or method of construction, nor is it an important work of a master architect; it is therefore not eligible under NRHP Criterion C [...]. The building is a modestly designed example of Corporate Modern architecture with Brutalist influences. Corporate Modern architecture fits within the broader Modernism movement of the twentieth century which encompassed all aspects of art. In architecture, Modernism emerged as the International Style in Europe in the early twentieth century. Eschewing the popular ornamental elements of early architectural styles, the International Style espoused a minimalist approach in which the form of a building aided in the efficient functioning of it. By the post-war years, these tenets were applied to high-rise commercial office towers in major cities throughout the United States by well known architects, such as Mies van der Rohe, Philip Johnson, and the architectural firm of Skidmore Owings and Merrill. These buildings often featured glass curtain walls on steel structures with few architectural embellishments. As the popularity of these designs peaked, several architects were experimenting with different approaches to Modernism. Among them was Brutalism, a style that started in England during the 1950s and promoted similar principles as International Style architects. Specifically, the goal of Brutalism was to strip all elements of traditional architectural ornament, leaving the basic building materials. This evolved into a style characterized by the overwhelming use of unadorned concrete, block massing, and small, often recessed openings. The building at 2 N. 2nd Street contains some of the elements of both Corporate Modernism and Brutalism, but is not a good example or important within either architectural movement. The building is also not the work of a master architect. Architect Allan M. Walter appears to have begun his career in the Santa Clara Valley in the 1950s, working on a number of local projects that were small to moderate in scale. His company worked on a variety of projects, including commercial, religious, and civic buildings, but specialized in educational projects. Despite being a successful local architect, he does not appear to have risen to the level of master architect as defined by these criteria. The property is also not an important example of a design-build or speculative development project. While it was financially successful for Charles Pankow Inc., research does not indicate that the company used an innovative

business approach, nor did the project prove important within the industry (JRP Historical Consulting 2016).

For reasons similar to and consistent with those provided for the San Jose Plaza project, the building at 15 S. Grady Way is recommended not eligible under Criterion C. Construction details about the existing building have been documented. Because it is not likely to yield any additional important information about our history, the property is recommended not eligible under Criterion D.

The property remains on the site where it was originally constructed and retains integrity of location. The vicinity is characterized by commercial uses and large paved parking lots, and the property retains integrity of setting and feeling. The property has undergone no known alterations, and it therefore retains integrity of design, materials, or workmanship. As explained above, the building is not significantly associated with important events or people, and it therefore does not possess integrity of association. In summary, the property retains integrity and is therefore able to convey its historic identity.

For a property to be eligible for listing in the NRHP, it must be significant and possess integrity. Because the subject property retains integrity but lacks significance, it is recommended not eligible for listing in the NRHP.

6.3.2 1 S Grady Way, Renton (DAHP #55556)

This historic-aged built environment resource is located within an adjacent parcel and within view to the project component AI (see Appendix A Map ID #13). The building would not be demolished. A reconnaissance-level evaluation was completed for DAHP.

6.3.2.1 Physical description

The building at 1 S Grady Way, Renton, is located in King County, east of Rainier Avenue S. The county assessor lists the construction date as 1965.

This property consists of a complex of three buildings attached by a covered walkway (**Figure 6-21** and **Figure 6-22**). The Central Building (Structure C) is six stories high, rectangular in plan with a flat roof. It is connected to the three-story, rectangular South Building (Structure A) with a flat roof and enclosed stairwells on the east and west by a fully enclosed arcade (Structure B). These two buildings converge toward one another forming a triangular plan with a central courtyard dominated by a swimming pool. The northern building (Structure C) extends east forming a covered driveway supported by six rectangular concrete piers. The third building (Structure D) is a one-story wing projecting north. The projecting north wing has a recessed covered entrance on the east supported by one concrete column, a flat roof with a parapet, and a projecting dropped awning on the east, north, and west elevations. The building does not appear to have been altered since the 2006 survey and evaluation.



Figure 6-21 1 S Grady Way, Renton; view to the southwest



Figure 6-22 1 S Grady Way, Renton; view to the northwest

Additional research has shown that the property has undergone numerous alterations. When originally constructed in 1965, the property consisted of the six-story Central Building and the restaurant. The three-story South Building and connecting arcade were additions constructed 1967. In 1980, the restaurant building was completely remodeled; the tiled Mansard roof was removed; exposed rafters were eliminated; and large metal awnings were added. In 1997, the partial sixth floor of the Central Building was demolished and replaced with a full sixth floor, which altered the roofline of the building, removing the Mansard roof and replacing it with a heavy entablature. Decorative rock cladding around the Central Building and restaurant were also removed at this time.

6.3.2.2 Statement of significance

The property was evaluated in 2006 and recommended not eligible for listing in the NRHP under any criteria:

A review of historical literature pertaining to King County and Renton, Washington did not reveal any associations between this property and significant historical events. The hotel is not one of the first in the area. Therefore, the property is not eligible for listing in the [NRHP] under Criterion A.

Records on file at the Puget Sound Archives and the University of Washington and Renton Public libraries did not indicate that Nellie Davis [who owned the farm that previously occupied the subject property] was significant in local, state, or national history. In addition, the rural character of the farm associated with her has been altered due to extensive development. Therefore, the property is not eligible for listing in the [NRHP] under Criterion B.

In addition, the property is not significant under Criterion C based on its architectural characteristics; it lacks distinctive architectural characteristics and does not represent the work of a master. The hotel is a typical multi-story hotel that displays no exemplary and defining features (Tingwall 2006).

ESA supports Tingwall's previous recommendation that the property is not eligible for the NRHP under Criteria A, B, and C (Tingwall 2006). The 2006 evaluation did not include a discussion of Criterion D, and ESA has provided a supplemental evaluation below.

Construction details about the existing building have been documented. Because it is not likely to yield any additional important information about our history, the property is recommended not eligible under Criterion D.

The property remains on the site where it was originally constructed and retains integrity of location. The vicinity is characterized by commercial uses and large areas of paved parking lots, and the property retains integrity of setting. The building continues to be used as a motel, and the property retains integrity of feeling. The property has been extensively altered over time, including construction of new buildings to the complex and changes to the massing, fenestration, and roof forms. It therefore does not retain integrity of design, materials, or workmanship. As explained above, the building is not significantly associated with important events or people, and it therefore does not possess integrity of association. For these reasons, the property does not retain sufficient integrity in order to convey its historic identity.

For a property to be eligible for listing in the NRHP, it must be significant and possess integrity. This property is recommended not eligible for listing in the NRHP under any criteria, and it does not retain integrity.

6.3.3 720 Rainier Avenue S – Building 1, Renton (DAHP #343450)

This historic-aged built environment resource is located within an adjacent parcel and within view to the project component AI (see Appendix A Map ID #14). The building would not be demolished. A reconnaissance-level evaluation was completed for DAHP.

6.3.3.1 Physical description

The building at 720 Rainier Avenue S, Renton, is located in King County, south of S 7th Street. The county assessor lists the construction date as 1965.

The building is rectangular in plan and has a footprint measuring 91 by 60 feet, with the shorter dimension parallel to 196th Street SW (**Figure 6-23** and **Figure 6-24**). The heavy entablature overhangs the western and southern façades of the building by 8 feet. The western and southern façades are comprised of a series of tall plate-glass windows with transoms. The western façade contains a slightly recessed concrete column, which mimics a large chimney. Two sets of double-glass doors are also located on the western façade.

The building has been altered since its 1965 construction; the materials and accents to the entablature were frequently changed. In 1972, a 25-by-30-foot canopy was constructed off of the western façade; it was removed between 2002 and 2006 (NetrOnline 2019). The faux-chimney was likely constructed in the 1990s; historic photos included in the property records do not show the feature in the 1980s; however, it is visible in 2004.



Figure 6-23 720 Rainier Avenue S, Renton; view to the northeast



Figure 6-24 720 Rainier Avenue S, Renton; view to the southeast

6.3.3.2 Statement of significance

In a report documenting the history of auto dealerships in Seattle from 1900-1969, it was noted that by the 1960s dealerships were moving away from the Seattle core, and by the 1980s most of the auto rows had moved to the northern and southern ends of the city (Weaver et al. 2019). When built, the property initially housed an appliance store; its connection to the auto industry came in a second wave remodel by the late 1960s. Research did not reveal any associations with significant events, and the property is recommended not eligible under Criterion A. The property was originally occupied by Poole's appliance store, followed by various automotive-related business, including Toyota, Subaru, Mazda, and recreational vehicle dealerships. There are no known associations with significant people or businesses, and the building is recommended not eligible under Criterion B. The architect of the property is unknown; the contractor is listed as Baugh Construction. Baugh Construction was founded by Lawrence and R.H. Baugh and was active from 1946 to 2000 when they were acquired by Skanska (Pacific Coast Architectural Database (PCAD) 2020). The company constructed several buildings throughout the greater Seattle area, including the Bricklayers, Masons and Plasterers' International Union, Local No. 2, Hall; Southcenter Mall; and the Seattle University Student Center, First Hill, Seattle (PCAD 2020; Seattle Times). Although the company constructed several notable buildings throughout Seattle, this resource is not considered to be the work of a master (PCAD 2020; Vinluan 2000). As an extensively altered example of a common commercial building type, the property does not possess the distinctive characteristics of its type, period, or method of construction. For these reasons it is recommended not eligible under Criterion C. Construction details about the existing building have been documented. Because it is not likely to yield any additional important information about our history, the property is recommended not eligible under Criterion D. The property remains on the site where it was originally constructed and retains integrity of location. The vicinity is characterized by commercial uses and large paved parking lots, and the property retains integrity of setting and feeling. The property has been extensively altered over time, and it does not retain integrity of design, materials, or workmanship. As explained above, the building is not significantly associated with important events or people, and it therefore does not possess integrity of association. For these reasons, the property does not retain sufficient integrity in order to convey its historic identity.

For a property to be eligible for listing in the NRHP, it must be significant and possess integrity. Because the subject property retains integrity but lacks significance, it is recommended not eligible for listing in the NRHP.

6.3.4 720 Rainier Avenue S, Renton – Building 2 (DAHP #713412)

This historic-aged built environment resource is located within the project component AI at the South Renton Transit Center. The property is expected to be demolished for project construction (See Appendix A Map ID #15). An intensive-level evaluation was completed for DAHP.

6.3.4.1 Physical description

Building 2 at 720 Rainier Avenue S is directly behind building 1 which fronts Rainier Avenue S, located in Renton, King County (**Figure 6-25** and **Figure 6-26**). The one-story commercial building features an L-shaped plan and sits on a concrete foundation. It is of galvanized steel construction, clad in corrugated steel siding, and capped by a gabled roof covered with corrugated metal. The primary (west) façade is composed of 12 structural bays, which include 10 vehicular doors and two pedestrian doors. The rear (east) elevation features eight vehicular doors, one pedestrian door, and a paint shop. The only known alteration is the addition of the paint shop on the east elevation in ca. 2001.



Figure 6-25 720 Rainier Avenue S – Building 2, Renton; view to the northeast



Figure 6-26 720 Rainier Avenue S – Building 2, Renton; view to the east

6.3.4.2 Statement of significance

Building 2 at 720 Rainier Avenue S. was constructed in 1971 as the 11,200-square-foot body and repair shop for a car dealership. The builder was Tech Construction Company; research did not find any information on this company. Assessor data indicates that there was no architect. The former car dealership was originally Toyota of Renton and was later named Walker's Renton Mitsubishi, Walker's Renton Mazda, and Sound Ford. It has operated as Sound Collision Center in recent years. While the building is located along a half-mile stretch of road that has several car dealerships, this was not an auto row, analogous to lengths along Aurora Avenue in Seattle where dealerships line the right-of-way. Rather, the immediate area is characterized by a variety of commercial businesses.

The building remains where it was originally constructed, and it retains integrity of location. It has undergone few known alterations, and it retains integrity of design, materials, and workmanship. It remains surrounded by small-scale commercial/automotive buildings and vast paved parking lots, and it retains integrity of setting, feeling, and association. Overall, it retains a high degree of integrity.

Although Building 2 is associated with the increasing demand for automobile ownership in Renton during the late 20th century, it does not appear to be directly associated with a pattern of events or trend that made a significant contribution to the community's development. It is therefore recommended not eligible for listing in the NRHP under Criterion A (event). Building 2 has been owned and operated by multiple people since 1971, and research did not identify any significant people with whom the building is associated. It is recommended not eligible for listing in the NRHP under Criterion B (person). The modest commercial building was constructed of pre-engineered structural components, which is typical for body and repair shops of a similar age. As such, it does not embody the distinctive characteristics of a type, period, or method of construction. Likewise, it does not represent the work of a master and does not possess high artistic values. It is therefore recommended not eligible for listing in the NRHP under Criterion C (design/construction). Given the date and type of construction, it is unlikely that the building would yield information important in history, and it is therefore recommended not eligible for listing under Criterion D (information potential).

For these reasons, building 2 is recommended not eligible for listing in the NRHP under any criteria, either as an individual property or as a contributor to a potential historic district.

6.3.5 750 Rainier Avenue S, Renton (DAHP #713411)

This historic-aged built environment resource is located within the project component AI at the South Renton Transit Center. The property is expected to be demolished for project construction (see Appendix A Map ID #16). An intensive-level evaluation was completed for DAHP.

6.3.5.1 Physical description

The building at 750 Rainier Avenue S. is located in Renton, King County (**Figure 6-27** and **Figure 6-28**). The two-story commercial building features an irregular plan and sits on a concrete foundation. The eastern half of the building (i.e., the original 1968 building) is constructed of tilt-up concrete walls, and the entire building is capped by a series of flat, built-up roofs. The primary (west) façade is clad in smooth, scored concrete and features fixed, aluminum-frame windows. The main entrance is centered on the façade and includes a pair of glazed aluminum-frame doors. The western portions of the north and south elevations are also clad in concrete, and the remainder of the building is clad in pebble dash, which is original to the 1968 design. The rear (east) elevation is composed of 16 structural bays, each with a vehicular door.



Figure 6-27 750 Rainier Avenue S, Renton; view to the east



Figure 6-28 750 Rainier Avenue S, Renton; view to the view to the northwest

Exterior alterations believed to have been made to the subject building in ca. 1991 were extensive, and the building no longer reflects its original Mid-Century Modern-style design. On the west (front) half of the building, the pebble dash cladding was replaced with smooth concrete; the original fenestration was removed and the fenestration pattern changed; and the massing, footprint, and roof forms were altered. The primary (west) façade was essentially redesigned in a faux-Streamline Moderne style.

6.3.5.2 Statement of significance

The building at 750 Rainier Avenue S. was constructed in 1968 as the 35,915-square-foot Robinson & Lyon Ford car dealership. The architect was Richard Bouillon. The builder was Central Construction Company; research did not find any information about this company. The building was later occupied by Sound Ford, and it is vacant at the time of this statement. While the building is located along a half-mile stretch of road that has several car dealerships, this was not an auto row, analogous to lengths along Aurora Avenue in Seattle where dealerships line the right-of-way. Rather, the immediate area is characterized by a variety of commercial businesses.

Seattle-born architect Richard Bouillon (1927-73) graduated from the University of Washington in 1952 and received his architectural license in 1954. He was initially in a partnership with architect Joseph Williams, and in 1959 he established his own practice, Richard Bouillon & Associates, which primarily designed commercial projects. One of Bouillon's notable early projects was Crescent Apartments in Seattle (ca. 1963), for which he was given an award from Practical Builder Magazine. He also designed a Lincoln First Federal Savings and Loan in Kent (1963), a one-story office complex for Rudy Simone Construction Company in Seattle (1964), Lake Forest Park Shopping Center (1964), Crossroads Restaurant in the Bellevue Play Barn (collaboration with architect John Woodman, 1964), a B.F. Goodrich Co. store (1964), Klopfenstein's retail store in downtown Seattle (ca. 1967), Washington Mutual Savings Bank in Renton (1968), Greenwood Inn/Red Lion Inn in West Olympia (1970), and the Totem Lake Mall in Kirkland (1973). In ca. 1969, Bouillon was honored by the AIA for alterations to the University Chevrolet car dealership in Seattle.

The building remains where it was originally constructed, and it retains integrity of location. It has undergone extensive alterations (detailed below), and it does not retain integrity of design, materials, and workmanship. It remains surrounded by small-scale commercial/automotive buildings and vast paved parking lots, and many of the buildings have been remodeled or replaced with newer construction. Integrity of setting, feeling, and association has been compromised. Overall, it retains a low degree of integrity.

Although 750 Rainier Avenue S. is associated with the increasing demand for automobile ownership in Renton during the late 20th century, it does not appear to be directly associated with a pattern of events or trend that made a significant contribution to the community's development. It is therefore recommended not eligible for listing in the NRHP under Criterion A (event). The dealership has been owned and operated by multiple people since 1971, and research did not identify any significant people with whom the building is associated. It is recommended not eligible for listing in the NRHP under Criterion B (person). Originally designed in a Mid-Century Modern style and later extensively altered to reflect a faux-Streamline Moderne design, the automobile dealership does not embody the distinctive characteristics of a type, period, or method of construction. Likewise, it does not represent the work of a master, nor does it possess high artistic values. It is therefore recommended not eligible for listing in the NRHP

under Criterion C (design/construction). Given the date and type of construction, it is unlikely that the building would yield information important in history, and it is therefore recommended not eligible for listing under Criterion D (information potential).

For these reasons, 750 Rainer Avenue S. is recommended not eligible for listing in the National Register of Historic Places under any criteria, either as an individual property or as a contributor to a potential historic district.

6.3.6 765 Rainier Avenue S, Renton (DAHP #342991)

This historic-aged built environment resource is located within an adjacent parcel and within view to the project component AI (see Appendix A Map ID #17). The building would not be demolished. A reconnaissance-level evaluation was completed for DAHP.

6.3.6.1 Physical description

The building at 765 Rainier Avenue S, Renton, is located in King County, north of SW Grady Way. The county assessor lists the construction date as 1966.

The building has a rectangular plan, measuring approximately 135 by 50 feet, with the longer dimension parallel to Rainier Avenue S; a small portion on the northern end of the western façade bumps out by approximately 8 feet (**Figure 6-29** and **Figure 6-30**). The roof is flat with gabled parapets on the eastern and western façades of the northern end. An awning covering two gas pump islands extends to the north and measures approximately 70 by 35 feet. The northern façade is comprised of a series of plate-glass windows and the double-glass doors that provide access to the convenience shop. The southern half of the building's western façade features three auto repair bays divided by brick columns, with an office on the southern end. The entrance to the auto repair office is located at the southern corner and features double-glass doors. The eastern and southern façades are clad in concrete blocks with geometric patterns.

According to the county assessor, the building was remodeled in 1985 (Artifacts Consulting 2011). An addition was constructed on the west façade in ca. 1990-98, according to review of historic aerial photographs. The roofline was likely altered at this time to its current appearance.



Figure 6-29 765 Rainier Avenue S, Renton; view to the southeast

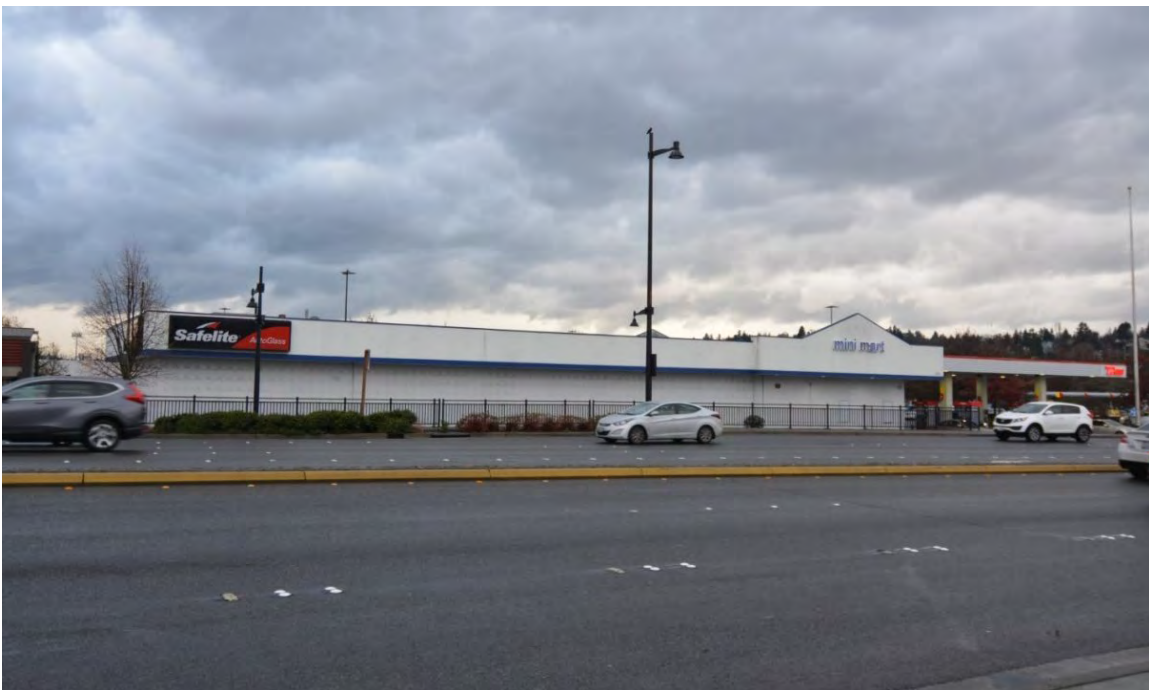


Figure 6-30 765 Rainier Avenue S, Renton; view to the west

6.3.6.2 Statement of significance

Research did not reveal any associations with significant events, and the property is recommended not eligible under Criterion A. The property has been occupied by various automotive-related business, including USA Station, GlasPro, Mobil, Safelite Auto Glass, and Speedway Express. There are no known associations with significant people or businesses, and the building is recommended not eligible under Criterion B. The architect and builder of the property are unknown, and it is not considered to be the work of a master. As an altered example of a common commercial building type, the property does not possess the distinctive characteristics of its type, period, or method of construction. For these reasons it is recommended not eligible under Criterion C. Construction details about the existing building have been documented. Because it is not likely to yield any additional important information about our history, the property is recommended not eligible under Criterion D.

The property remains on the site where it was originally constructed and retains integrity of location. The vicinity is characterized by commercial uses and large areas of paved parking lots, and the property retains integrity of setting. The building continues to be used for automotive purposes, and the property retains integrity of feeling. A review of historic aerial photographs indicates that the building has been altered over time, resulting in changes to the footprint and likely also changes to the fenestration, finishes, and roofline. Integrity of design, materials, and workmanship has therefore been compromised. As explained above, the building is not significantly associated with important events or people, and it therefore does not possess integrity of association. In summary, the property retains sufficient integrity to convey its historic identity as an automotive-related commercial building.

For a property to be eligible for listing in the NRHP, it must be significant and possess integrity. Because the subject property retains integrity but lacks significance, it is recommended not eligible for listing in the NRHP.

6.4 Bellevue Transit Center and Off-site Layover

No historic-aged built environment resources were identified within or adjacent to this project component A1.

6.5 Totem Lake/Kingsgate Station and Kingsgate Park-and-Ride Garage

No historic-aged built environment resources were identified within or adjacent to this project component A1.

6.6 Brickyard Station and Roadway Improvements

No historic-aged built environment resources were identified within or adjacent to this project component A1.

6.7 Lynnwood City Center Transit Station BRT and Roadway Improvements

6.7.1 19817 44th Avenue W, Lynnwood (DAHP #720691)

This historic-aged built environment resource is located adjacent to project work along 44th Avenue. Subsequent to recording this property, this work component has been removed (see Appendix A Map ID #18). This building would not be demolished. A reconnaissance-level evaluation was completed for DAHP.

6.7.1.1 Physical description

The building at 19817 44th Avenue W, Lynnwood, is located in Snohomish County, south of 198th Street SW. The county assessor lists the construction date as 1970.

The building is essentially rectangular in plan, measuring 79 by 40 feet, with the longer dimension parallel to 44th Avenue W (**Figure 6-31** and **Figure 6-32**). The single-story building has a recessed area at the southwest corner, where the primary entrance is located, and a small bump out in the rear, northeast corner. The faux-mansard roof is covered with metal tiles. The entrance consists of a single-glass personnel door, flanked by tall panes of plate glass, and a transom window. Nine large, fixed windows are located on the primary façade. Cladding is a combination of brick and board and batten siding.

6.7.1.2 Statement of significance

Research did not reveal any associations with significant events, and the property is recommended not eligible under Criterion A. The property was originally occupied by Mr. Steak, a national chain, followed by other restaurants, including Great China Restaurant and Café India. There are no known associations with significant people or businesses, and the building is recommended not eligible under Criterion B. The architect and builder of the property are unknown, and it is not considered to be the work of a master. As an extensively altered example of a common commercial building type, the property does not possess the distinctive characteristics of its type, period, or method of construction. For these reasons it is recommended not eligible under Criterion C. Construction details about the existing building have been documented. Because it is not likely to yield any additional important information about our history, the property is recommended not eligible under Criterion D.



Figure 6-31 19817 44th Avenue W, Lynnwood; view to the east



Figure 6-32 19817 44th Avenue W, Lynnwood; view to the northeast

The property remains on the site where it was originally constructed and retains integrity of location. The vicinity is characterized by commercial uses and large areas of paved parking lots, and the property retains integrity of setting. The building continues to function as a restaurant, and the property retains integrity of feeling. The only known alteration is the replacement of the original wood shingles on the roof with metal tiles, and it therefore retains integrity of design, materials, and workmanship. The building is not significantly associated with important events or people, and it therefore does not possess integrity of association. In summary, the property retains integrity and is therefore able to convey its historic identity.

For a property to be eligible for listing in the NRHP, it must be significant and possess integrity. Because the subject property retains integrity but lacks significance, it is recommended not eligible for listing in the NRHP.

6.7.2 19815 44th Avenue W (DAHP # 720692)

This historic-aged built environment resource is located adjacent to project work along 44th Avenue W. Subsequent to recording this property, this work component has been removed (see Appendix A Map ID #19). The building would not be demolished. A reconnaissance-level evaluation was completed for DAHP.

6.7.2.1 Physical description

The building at 19815 44th Avenue W, Lynnwood, is located in Snohomish County, south of 198th Street SW. The county assessor lists the construction date as 1970.

The two-story commercial building is T-shaped in plan and measures approximately 5,000 square feet (**Figure 6-33** and **Figure 6-34**). The primary façade faces west and is parallel to 44th Avenue W. The building is capped by a flat roof with a prominent fascia board, which overhangs on all sides. The primary entrance is composed of a pair of glazed doors near the center of the primary façade. Fixed, aluminum-frame windows are located on both floors. The two side façades feature no fenestration. The rear façade faces east toward a parking lot.



Figure 6-33 19815 44th Avenue W, Lynnwood; view to the northeast



Figure 6-34 19815 44th Avenue W, Lynnwood; view to the east

6.7.2.2 Statement of significance

Research did not reveal any associations with significant events, and the property is recommended not eligible under Criterion A. The property is a multi-tenant office building and has been occupied by various real estate companies, including Prudential Real Estate, Willow Walk Homeowners Association, Northwest Independent Builders LLC, and Berkshire Hathaway Home Services. There are no known associations with significant people or businesses, and the building is recommended not eligible under Criterion B. The architect and builder of the property are unknown, and it is not considered to be the work of a master. As a modest example of a common commercial building type, the property does not possess the distinctive characteristics of its type, period, or method of construction. For these reasons it is recommended not eligible under Criterion C. Construction details about the existing building have been documented. Because it is not likely to yield any additional important information about our history, the property is recommended not eligible under Criterion D.

The property remains on the site where it was originally constructed and retains integrity of location. The vicinity is characterized by commercial uses and large paved parking lots, and the property retains integrity of setting and feeling. The property has undergone no known alterations, and it therefore retains integrity of design, materials, or workmanship. The building is not significantly associated with important events or people, and it therefore does not possess integrity of association. In summary, the property retains integrity and is therefore able to convey its historic identity.

For a property to be eligible for listing in the NRHP, it must be significant and possess integrity. Because the subject property retains integrity but lacks significance, it is recommended not eligible for listing in the NRHP.

7 IMPACTS ASSESSMENT

7.1 Construction

Construction impacts occur as a result of construction activities. Ground-disturbing activities, such as excavation and drilling, are most likely to directly impact below-ground resources, including archaeological sites and cemeteries, by removing, rearranging, or breaking materials. Demolition or alteration of aboveground built environment resources, including buildings and structures, results in a direct impact to these elements. Furthermore, a variety of indirect impacts to the character and setting of built environment resources may result from changes in viewsheds, and increases in noise, dust, and light. More information on potential changes to viewsheds can be found in the *I-405 BRT Visual and Aesthetic Resources Technical Memorandum* (Sound Transit 2020).

7.1.1 Archaeological resources

Although there are no known archaeological resources within the project component AIs, if ground-disturbing construction activities, such as grading, drilling, and excavation, were to intersect archaeological resources, these activities could impact such resources. Impacts could include removal of archaeological resources, disturbance to the context of archaeological resources, destruction and breakage to artifacts and features, compaction, and burial of archaeological resources by fill. Impacts would be permanent and irreversible. Sound Transit's implementation of an Inadvertent Discovery Plan will avoid this type of potential impact to unknown resources.

7.1.2 Historic-aged built environment resources

Nineteen historic-aged built environment resources were identified and assessed in this study. Two historic-aged built environment resources identified within this assessment would be demolished for construction at the South Renton Transit Center. Historic property inventories conducted for Sound Transit did not identify any association with these resources to a significant event, historic context, persons, or distinctive style, and they are recommended not eligible for listing in the NRHP by the surveyor. Therefore, no significant adverse impacts to historic-aged built environment resources are expected.

The remaining 17 historic-aged built environment resources identified in this assessment are adjacent to proposed project construction and could experience minimal impacts from construction activities. Potential impacts during construction would be temporary and may consist of impacts to historic view sheds, such as views to and from stations, and increased dust and noise levels, which can impact the character and setting of built environment resources. With the best management practices that Sound Transit implements on its construction projects (including erosion and sediment control), none of the historic resources are expected to experience adverse impacts.

7.2 Long-term impacts

7.2.1 Archaeological resources

There are no known archaeological resources within the I-405 BRT Project Area of Impacts. As discussed above, impacts to archaeological resources that occur during construction are irreversible and permanent, and are, therefore, long-term. No impacts to archaeological resources are anticipated as a result of long-term operation of the project.

7.2.2 Historic-aged built environment resources

Long-term impacts from project construction include the demolition of two historic-aged buildings for construction at the South Renton Transit Center. However, both buildings are recommended as not eligible for listing in the NRHP, and if determined not eligible, then no further consideration is required.

One historic-aged property that is recommend Eligible for listing in the NRHP is adjacent to project construction. No long-term impacts are expected.

8 SUMMARY AND RECOMMENDATIONS

8.1 Archaeological resources

This study identified no known archaeological sites, cemeteries, or TCPs within the I-405 BRT Project Area of Impacts.

For portions of the project that are subject to compliance with NEPA and Section 106 of the NHPA (South Renton Transit Center and Roadway Improvements, Totem Lake/Kingsgate Station and Kingsgate Park-and-Ride Garage, Brickyard Station and Roadway Improvements, and Lynnwood City Center Transit Station BRT and Roadway Improvements), if adverse effects to archaeological resources occur, a Memorandum of Agreement would be negotiated between the lead federal agency, DAHP, affected Native American tribes, the applicant, and other Section 106 consulting parties. The Memorandum of Agreement would determine mitigation and treatment requirements through the Section 106 process of the NHPA.

Portions of the project that are not subject to compliance with NEPA or NHPA are subject to compliance with Washington State law, including SEPA. Under Washington State law, precontact-era archaeological resources are considered “significant” protected, while historic-era resources must be evaluated for significance. If impacts to significant resources cannot be avoided, an archaeological site alteration and excavation permit is required (RCW 27.53.060). The permit would specify mitigation and treatment requirements.

Based on geology and previous development, the project component AIs, except for the South Renton Transit Center and Roadway Improvements, generally have a low potential for intact archaeological sites. An Archaeological Resources Inadvertent Discovery Plan is recommended for construction within these project component AIs.

Based on geology and the results of archaeological monitoring of geotechnical borings, which revealed the presence of intact, organic Holocene-aged soils, the South Renton Transit Center and Roadway Improvements project component AI has a higher potential for archaeological sites. Preconstruction archaeological borings are recommended to assess the extent and integrity of buried Holocene-aged soils and the presence/absence of archaeological resources.

8.2 Historic-aged built environment resources

Nineteen historic-aged built environment resources are within or adjacent to the project components (**Table 8-1**). Of these, two (DAHP # 713411 and #713412) would be demolished for project construction. Both of these properties are recommended not eligible for listing in the NRHP, herein.

One historic-aged built environment resource—14839 4th Avenue S. in Burien (DAHP #51467)—is recommended Eligible for inclusion in the NRHP under Criterion C for its exemplary workmanship and design (Campbell and Lalonde 2005); this resources would be avoided. The remaining identified resources are recommended not eligible for listing in the NRHP.

Table 8-1 Historic property inventory summary

Project component	Map ID	Address	Structure	Potential impact	NRHP recommendation	DAHP ID #
Burien Transit Center and Roadway Improvements	1	295 SW 148th Street, Burien	Commercial	Indirect	Not eligible	343100
	2	125 A SW 148th Street, Burien	Commercial	Indirect	Not eligible	343676
	3	119 SW 148th Street, Burien	Commercial	Indirect	Not eligible	341507
	4	14816 1st Avenue South, Burien	Commercial	Indirect	Not eligible	344318
	5	14650 1st Avenue South, Burien	Commercial - Showroom	Indirect	Not eligible	338641
	6	14650 1st Avenue South, Burien	Commercial - Garage	Indirect	Not eligible	720689
	7	14839 4th Avenue South, Burien	SFR	Indirect	Eligible	51467
	8	14832 4th Avenue South, Burien	SFR	Indirect	Not eligible	51471
	9	14837 5th Avenue South, Burien	SFR	Indirect	Not eligible	51476
	10	14838 5th Avenue South, Burien	SFR	Indirect	Not eligible	51480

Project component	Map ID	Address	Structure	Potential impact	NRHP recommendation	DAHP ID #
Tukwila International Boulevard BRT Station and Roadway Improvements	11	15700 International Boulevard, Tukwila	Commercial	Indirect	Not eligible	344070
South Renton Transit Center and Roadway Improvements	12	15 South Grady Way, Renton	Commercial	Indirect	Not eligible	720690
	13	1 South Grady Way, Renton	Commercial	Indirect	Not eligible	55556
	14	720 Rainier Avenue South, Renton Building 1	Commercial	Indirect	Not eligible	343450
	15	720 Rainier Avenue South, Renton Building 2	Commercial	to be Demolished	Not eligible	713412
	16	750 Rainier Avenue South, Renton	Commercial	to be Demolished	Not eligible	713411
	17	765 Rainier Avenue South, Renton	Commercial	Indirect	Not eligible	342991
Lynnwood City Center Transit Station BRT and Roadway Improvements	18	19817 44th Avenue West, Lynnwood	Commercial	Indirect	Not eligible	720691
	19	19815 44th Avenue West, Lynnwood	Commercial	Indirect	Not eligible	720692

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APPENDIX A

Project Component Areas of Impact with Recorded Historic-Aged Built Environment Resources











APPENDIX B

2019/2020 Historic Property Inventory Forms

Location



Address: 295 SW 148th St, Seattle, WA, 98166, USA
Tax No/Parcel No: 1923049368
Plat/Block/Lot: LOT 2 LESS CO RD OF KC SHORTPLAT NO 977026 RECORD I
Geographic Areas: King County, DES MOINES Quadrangle, King County, T23R04E19, DES MOINES Quadrangle

Information

Number of stories: 1.00

Construction Dates:

Construction Type	Year	Circa
Built Date	1966	<input type="checkbox"/>
Remodel	1975	<input type="checkbox"/>
Addition	1989	<input type="checkbox"/>

Historic Use:

Category	Subcategory
Commerce/Trade	Commerce/Trade - Business
Transportation	Transportation - Road-Related (vehicular)
Commerce/Trade	Commerce/Trade - Business
Transportation	Transportation - Road-Related (vehicular)



Historic Property Report

Resource Name: gas station

Property ID: 343100

Historic Context:

Category

Architecture

Transportation

Commerce

Architect/Engineer:

Category

Name or Company

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
2011-07-00111, , Assessors Data Project: King County E	7/3/2011	Not Determined	
2017-11-07927, , Sound Transit I-405 BRT	12/10/2019		

Photos



295 SW 148th St_2019_NE.jpg



295 SW 148th St._2019_SE.JPG



295 SW 148th St_unknown_W.jpg



295 SW 148th St_unknown_NW.jpg



295 SW 148th St_2019_NW.jpg



295 SW 148th St_1967_N.jpg



Historic Property Report

Resource Name: gas station

Property ID: 343100

Inventory Details - 7/3/2011

Common name:

Date recorded: 7/3/2011

Field Recorder: Artifacts Consulting, Inc.

Field Site number: 1923049368

SHPO Determination

Detail Information

Characteristics:

Category	Item
Form Type	Commercial

Surveyor Opinion

Significance narrative: Data included on this historic property inventory form (HPI) detail stemmed from County Assessor building records imported by the Washington State Department of Archaeology of Historic Preservation (DAHP) into WISAARD in 2011. This upload reduces data entry burden on community volunteers and historical societies participating in the survey and inventory of their communities. The intent of this project is directed specifically to facilitating community and public involvement in stewardship, increasing data accuracy, and providing a versatile planning tool to Certified Local Governments (CLGs).

Project methodology entailed use of the University of Washington's State Parcel Database (<http://depts.washington.edu/wagis/projects/parcels/development.php>) to provide the base parcel layer for CLGs. Filtering of building data collected from each county trimmed out all properties built after 1969, as well as all current, previously inventoried properties. Translation of building data descriptors to match fields in HPI allowed the data upload. Calculation of point locations utilized the center of each parcel. Data on this detail provides a snapshot of building information as of 2011. A detailed project methodology description resides with DAHP. Project team members: Historic Preservation Northwest, GeoEngineers, and Artifacts Consulting, Inc. (project lead).

Physical description: The building at 457 SW 148th Street, Burien, is located in King County. According to the county assessor, the structure was built in 1966 and is a commercial business. Also according to the county assessor, the structure was remodeled in 1980. The 1-story building has a commercial form.



Historic Property Report

Resource Name: gas station

Property ID: 343100

Inventory Details - 12/10/2019

Common name:

Date recorded: 12/10/2019

Field Recorder: Alta Cunningham and Johanna Kahn

Field Site number:

SHPO Determination

Detail Information

Characteristics:

Category	Item
Cladding	Stucco
Cladding	Concrete
Cladding	Brick
Plan	Rectangle
Form Type	Gas Station
Form Type	Commercial
Roof Type	Gable - Cross
Structural System	Masonry - Concrete Block

Surveyor Opinion



Historic Property Report

Resource Name: gas station

Property ID: 343100

Significance narrative: Research did not reveal any associations with significant events, and the property is recommended not eligible under Criterion A. The property has been occupied by various automotive-related business, including TMI Tire Center, USA Station, Evans Tire Center, Bridgestone Tires, and Mobil. There are no known associations with significant people or businesses, and the building is recommended not eligible under Criterion B. The architect and builder of the property are unknown, and it is not considered to be the work of a master. As an altered and modest example of a commercial/light-industrial auto repair shop, the property does not possess the distinctive characteristics of its type, period, or method of construction. For these reasons it is recommended not eligible under Criterion C. Construction details about the existing building have been documented. Because it is not likely to yield any additional important information about our history, the property is recommended not eligible under Criterion D.

The property remains on the site where it was originally constructed and retains integrity of location. The vicinity is characterized by residential and commercial uses and large paved parking lots, and the property retains integrity of setting. The building continues to be used for automotive purposes, and the property retains integrity of feeling. Extensive alterations have resulted in significant changes to the property's original appearance, and it does not retain integrity of design, materials, or workmanship. As explained above, the building is not significantly associated with important events or people, and it therefore does not possess integrity of association. For these reasons, the property does not retain sufficient integrity to convey its historic identity.

For a property to be eligible for listing in the NRHP, it must be significant and possess integrity. This property is recommended not eligible for listing in the NRHP under any criteria and does not retain integrity.

Physical description: The building at 457 SW 148th Street, Burien, is located in King County, east of 4th Avenue SW. The county assessor lists the construction date as 1966.

The building is essentially rectangular, with a central mass and two slightly off-set wings. The central mass measures 58 feet north-south by 35 feet east-west; the western wing measures 40 feet north-south by 85 feet east-west; the eastern wing measures 30 feet north-south by 66 feet east-west. The central portion houses a convenience store and is comprised of a series of plate-glass windows interrupted by brick columns. Double-glass doors are located on the southern and eastern facades. The western wing features three auto repair bays, with an office on the west end. The entrance to the auto repair office is located on the southern façade and features tall plate-glass windows flanked by sections of brick; a secondary personnel door is located to the right of the main entrance. The eastern wing covers two gas pump islands.

When constructed in 1966, the property had a flat roof with an 8-foot overhang and brackets. The western wing originally contained four auto repair bays; the repair office was clad in exposed aggregate. The eastern wing was not connected to the rest of the building. The 1989 remodel resulted in northern and southern additions to the eastern end, along with converting the easternmost repair bay, to form the convenience store. The roofline was changed to the current heavy entablature and connected to the eastern wing. The exposed aggregate was removed and replaced with the plate-glass windows.



Historic Property Report

Resource Name: gas station

Property ID: 343100

Bibliography:

King County Assessor. 2019. Assessor's Data Report for Parcel 192304-9368. Electronic document, <https://blue.kingcounty.com/Assessor/eRealProperty/Dashboard.aspx?ParcelNbr=1923049368>, accessed December 6, 2019.

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McAlester, Virginia Savage. 2015. A Field Guide to American Houses. Second Edition. Alfred A. Knopf, New York.



Historic Property Report

Resource Name: commercial building

Property ID: 343676

Location



Address: 125 A SW 148TH ST, BURIEN, WA

Tax No/Parcel No: 3511000020

Plat/Block/Lot: HUGHES TRS TGW W 60 FT OF NE 1/4 OF NE 1/4 OF SE 1

Geographic Areas: King County, DES MOINES Quadrangle, DES MOINES Quadrangle, T23R04E19, King County

Information

Number of stories: 1.00

Construction Dates:

Construction Type	Year	Circa
Built Date	1966	<input type="checkbox"/>
Remodel	1989	<input type="checkbox"/>

Historic Use:

Category	Subcategory
Commerce/Trade	Commerce/Trade - Business
Commerce/Trade	Commerce/Trade - Specialty Store
Commerce/Trade	Commerce/Trade - Business
Commerce/Trade	Commerce/Trade - Specialty Store

Historic Context:

Category
Architecture
Commerce



Historic Property Report

Resource Name: commercial building

Property ID: 343676

Architect/Engineer:

Category	Name or Company
Architect	Chester L. Lindsey

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
2011-07-00111, , Assessors Data Project: King County E	7/3/2011	Not Determined	
2017-11-07927, , Sound Transit I-405 BRT	12/9/2019	Survey/Inventory	

Photos



125 A SW 148th St_2019_SW.JPG



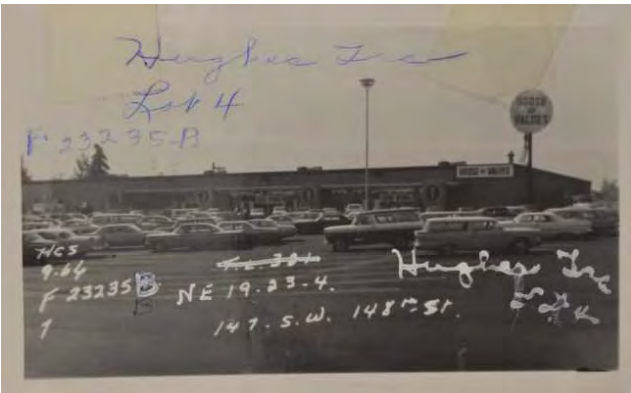
125 A SW 148th St_2019_SE.JPG



125 A SW 148th St_2019_N.jpg



125 A SW 148th St_c1989_W.jpg



125 A SW 148th St_1966_SW.jpg



Historic Property Report

Resource Name: commercial building

Property ID: 343676

Inventory Details - 7/3/2011

Common name:

Date recorded: 7/3/2011

Field Recorder: Artifacts Consulting, Inc.

Field Site number: 3511000020

SHPO Determination

Detail Information

Characteristics:

Category	Item
Form Type	Commercial

Surveyor Opinion

Significance narrative: Data included on this historic property inventory form (HPI) detail stemmed from County Assessor building records imported by the Washington State Department of Archaeology of Historic Preservation (DAHP) into WISAARD in 2011. This upload reduces data entry burden on community volunteers and historical societies participating in the survey and inventory of their communities. The intent of this project is directed specifically to facilitating community and public involvement in stewardship, increasing data accuracy, and providing a versatile planning tool to Certified Local Governments (CLGs).

Project methodology entailed use of the University of Washington's State Parcel Database (<http://depts.washington.edu/wagis/projects/parcels/development.php>) to provide the base parcel layer for CLGs. Filtering of building data collected from each county trimmed out all properties built after 1969, as well as all current, previously inventoried properties. Translation of building data descriptors to match fields in HPI allowed the data upload. Calculation of point locations utilized the center of each parcel. Data on this detail provides a snapshot of building information as of 2011. A detailed project methodology description resides with DAHP. Project team members: Historic Preservation Northwest, GeoEngineers, and Artifacts Consulting, Inc. (project lead).

Physical description: The building at 125 A SW 148th Street, Burien, is located in King County. According to the county assessor, the structure was built in 1966 and is a commercial business. Also according to the county assessor, the structure was remodeled in 1985. The 1-story building has a commercial form.



Historic Property Report

Resource Name: commercial building

Property ID: 343676

Inventory Details - 12/9/2019

Common name: Big 5 Sporting Goods and Big Lots
Date recorded: 12/9/2019
Field Recorder: Alta Cunningham and Johanna Kahn
Field Site number:
SHPO Determination

Detail Information

Characteristics:

Category	Item
Foundation	Concrete - Poured
Cladding	Concrete
Structural System	Masonry - Poured Concrete
Plan	Rectangle
Form Type	Commercial
Roof Type	Flat with Parapet
Roof Material	Asphalt/Composition - Built Up

Surveyor Opinion



Historic Property Report

Resource Name: commercial building

Property ID: 343676

Significance narrative: Research did not reveal any associations with significant events, and the property is recommended not eligible under Criterion A. The property is a multi-tenant building and has been occupied by various commercial businesses, including Sports West, House of Fabrics, a beauty school, a movie rental shop, Big 5, and Big Lots. There are no known associations with significant people or businesses, and the property is recommended not eligible under Criterion B. Although this building was designed by noted local architect Chester L. Lindsey, who was best known for his large and sometimes controversial office buildings in downtown Seattle (Houser 2007), the subject property does not express a particular phase in the development of his career, an aspect of his work, or a particular idea or theme in his craft. As an altered and modest example of a commercial building, the property does not possess the distinctive characteristics of its type, period, or method of construction. For these reasons it is recommended not eligible under Criterion C. Construction details about the existing building have been documented. Because it is not likely to yield any additional important information about our history, the property is recommended not eligible under Criterion D.

The property remains on the site where it was originally constructed and retains integrity of location. The vicinity is characterized by commercial uses and large paved parking lots, and the property retains integrity of setting. The building continues to be used for commercial purposes, and the property retains integrity of feeling. Alterations have resulted in significant changes to the property's original appearance, and it does not retain integrity of design, materials, or workmanship. The building is not significantly associated with important events or people, and it therefore does not possess integrity of association. For these reasons, the property does not retain sufficient integrity to convey its historic identity.

For a property to be eligible for listing in the NRHP, it must be significant and possess integrity. This property is recommended not eligible for listing in the NRHP under any criteria and does not retain integrity.

Physical description: The building at 125 A SW 148th Street, Burien, is located in King County, west of 1st Avenue S. The county assessor lists the construction date as 1966. The 34,650-square-foot building is rectangular in plan with the shorter dimension parallel to SW 148th Street and the primary façade facing east. The primary façade of the building is comprised of a series of tall plate-glass windows interrupted by stucco panels. Three arched canopies over commercial signage space are meant to demarcate the entrances to three shops. However, the southern two shop bays have been combined into one store and, therefore, the commercial signage is located between the canopies.

When originally constructed, the building was clad in a combination exposed aggregate, marblecrete and structural clay research (SCR) brick. Shops were divided by large columns decorated with large, circular emblems. The building was remodeled in 1989, removing these details and adding the arched canopies and commercial signage space. The entrance to the middle shop was replaced by plate glass and a secondary set of doors was added to the southern shop.



Historic Property Report

Resource Name: commercial building

Property ID: 343676

Bibliography:

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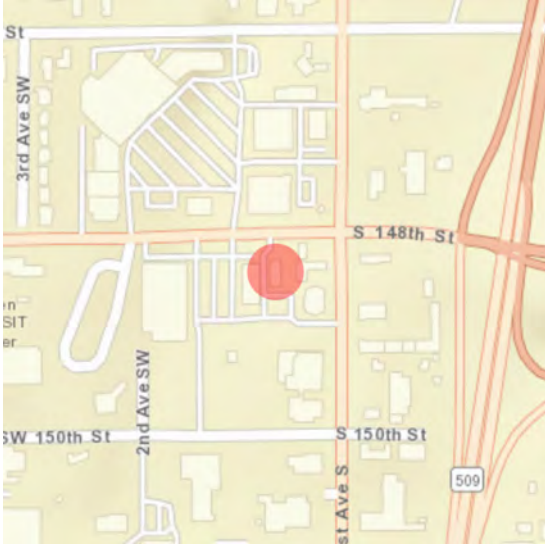


Historic Property Report

Resource Name: restaurant

Property ID: 341507

Location



Address: 119 SW 148TH ST, BURIEN, WA
Tax No/Parcel No: 3511000015
Plat/Block/Lot: HUGHES TRS LESS CO RD LESS RD 20050517000401
Geographic Areas: King County, DES MOINES Quadrangle, King County, DES MOINES Quadrangle, T23R04E19

Information

Number of stories: 1.00

Construction Dates:

Construction Type	Year	Circa
Built Date	1966	<input type="checkbox"/>
Remodel	1974	<input type="checkbox"/>
Remodel	1980	<input type="checkbox"/>

Historic Use:

Category	Subcategory
Commerce/Trade	Commerce/Trade - Restaurant
Commerce/Trade	Commerce/Trade - Restaurant

Historic Context:

Category
Architecture
Commerce



Historic Property Report

Resource Name: restaurant

Property ID: 341507

Architect/Engineer:

Category	Name or Company
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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
2011-07-00111, , Assessors Data Project: King County E	7/2/2011	Not Determined	
2017-11-07927, , Sound Transit I-405 BRT	12/9/2019	Survey/Inventory	

Photos



119 SW 148th St_2019_SE.jpg



119 SW 148th St_2019_S.jpg



119 SW 148th St_1974_SE.jpg



119 SW 148th St_1966_SE.jpg



119 SW 148th St_4_1966_SE.JPG



Historic Property Report

Resource Name: restaurant

Property ID: 341507

Inventory Details - 7/2/2011

Common name:

Date recorded: 7/2/2011

Field Recorder: Artifacts Consulting, Inc.

Field Site number: 3511000015

SHPO Determination

Detail Information

Characteristics:

Category	Item
Form Type	Commercial

Surveyor Opinion

Significance narrative: Data included on this historic property inventory form (HPI) detail stemmed from County Assessor building records imported by the Washington State Department of Archaeology of Historic Preservation (DAHP) into WISAARD in 2011. This upload reduces data entry burden on community volunteers and historical societies participating in the survey and inventory of their communities. The intent of this project is directed specifically to facilitating community and public involvement in stewardship, increasing data accuracy, and providing a versatile planning tool to Certified Local Governments (CLGs).

Project methodology entailed use of the University of Washington's State Parcel Database (<http://depts.washington.edu/wagis/projects/parcels/development.php>) to provide the base parcel layer for CLGs. Filtering of building data collected from each county trimmed out all properties built after 1969, as well as all current, previously inventoried properties. Translation of building data descriptors to match fields in HPI allowed the data upload. Calculation of point locations utilized the center of each parcel. Data on this detail provides a snapshot of building information as of 2011. A detailed project methodology description resides with DAHP. Project team members: Historic Preservation Northwest, GeoEngineers, and Artifacts Consulting, Inc. (project lead).

Physical description: The building at 119 SW 148th Street, Burien, is located in King County. According to the county assessor, the structure was built in 1966 and is a commercial business. Also according to the county assessor, the structure was remodeled in 1990. The 1-story building has a commercial form.



Historic Property Report

Resource Name: restaurant

Property ID: 341507

Inventory Details - 12/9/2019

Common name: Burger Broiler
Date recorded: 12/9/2019
Field Recorder: Alta Cunningham and Johanna Kahn
Field Site number:
SHPO Determination

Detail Information

Characteristics:

Category	Item
Cladding	Concrete
Cladding	Stucco
Form Type	Commercial
Roof Type	Flat with Parapet
Roof Material	Asphalt/Composition - Built Up
Plan	Rectangle

Surveyor Opinion



Historic Property Report

Resource Name: restaurant

Property ID: 341507

Significance narrative: Research did not reveal any associations with significant events, and the property is recommended not eligible under Criterion A. The property has been occupied by various commercial businesses, including Arctic Circle Drive-In, Ivar's Seafood Bar, and Burger Broiler. There are no known associations with significant people or businesses, and the building is recommended not eligible under Criterion B. The architect and builder of the property are unknown, and it is not considered to be the work of a master. As an altered and modest example of a commercial building, the property does not possess the distinctive characteristics of its type, period, or method of construction. For these reasons, it is recommended not eligible under Criterion C. Construction details about the existing building have been documented. Because it is not likely to yield any additional important information about our history, the property is recommended not eligible under Criterion D.

The property remains on the site where it was originally constructed and retains integrity of location. The vicinity is characterized by commercial uses and large paved parking lots, and the property retains integrity of setting. The building continues to be used for commercial purposes, and the property retains integrity of feeling. Extensive alterations have resulted in significant changes to the property's original appearance, and it does not retain integrity of design, materials, or workmanship. The building is not significantly associated with important events or people, and it therefore does not possess integrity of association. For these reasons, the property does not retain sufficient integrity to convey its historic identity.

For a property to be eligible for listing in the NRHP, it must be significant and possess integrity. This property is recommended not eligible for listing in the NRHP under any criteria and does not retain integrity.

Physical description: The building at 119 SW 148th Street, Burien, is located in King County, west of 1st Avenue S. The county assessor lists the construction date as 1966.

The 2,054-square-foot building is rectangular in plan, with the shorter dimension parallel to SW 148th Street. The heavy, corbelled entablature overhangs the building by approximately 6 feet. The primary façade of the building is comprised of a series of tall plate-glass windows. A single-glass personnel door is centered on the primary façade and is flanked by columns of brick veneer. The southern, eastern, and western façades are clad in stucco. An additional single-glass personnel door is located on the western façade, also flanked by columns of brick veneer.

The building was originally constructed as a drive-in with an angled, Gooogie-style roofline. In 1974, it was remodeled into a seafood restaurant with a Mansard roof. An approximately 25-foot addition was constructed at the front of the building as well. The building was remodeled once again in 1990 to its current configuration.



Historic Property Report

Resource Name: restaurant

Property ID: 341507

Bibliography:

King County Assessor. 2019. Assessor's Data Report for Parcel 351100-0015. Electronic document, <https://blue.kingcounty.com/Assessor/eRealProperty/Dashboard.aspx?ParcelNbr=3511000015>, accessed December 6, 2019.

King County Historic Property Records. 1966, 1971, 1987, 1989, 1991, 1996. On file at Washington State Archives, Puget Sound Regional Branch.

McAlester, Virginia Savage. 2015. A Field Guide to American Houses. Second Edition. Alfred A. Knopf, New York.

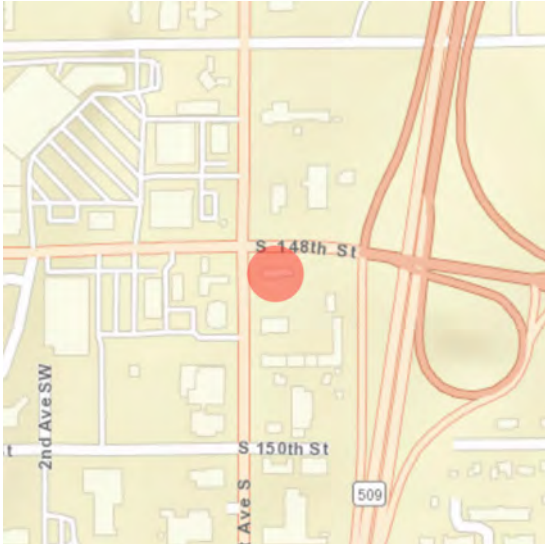


Historic Property Report

Resource Name: restaurant

Property ID: 344318

Location



Address: 14816 1ST AVE S, BURIEN, WA
Tax No/Parcel No: 1760600231
Plat/Block/Lot: CORMODES 5-ACRE GARDEN TRS S 80 FT OF N 160 FT LES
Geographic Areas: King County, DES MOINES Quadrangle, DES MOINES Quadrangle, T23R04E20, King County

Information

Number of stories: 1.00

Construction Dates:

Construction Type	Year	Circa
Built Date	1969	<input type="checkbox"/>

Historic Use:

Category	Subcategory
Commerce/Trade	Commerce/Trade - Restaurant
Commerce/Trade	Commerce/Trade - Restaurant

Historic Context:

Category
Architecture
Commerce

Architect/Engineer:

Category	Name or Company
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Historic Property Report

Resource Name: restaurant

Property ID: 344318

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
2011-07-00111, , Assessors Data Project: King County E	7/3/2011	Not Determined	
2017-11-07927, , Sound Transit I-405 BRT	12/9/2019	Survey/Inventory	

Photos



14816 1st Ave S_2019_NE.jpg



14816 1st Ave S_1969_NE.jpg



14816 1st Ave S_2019_SW.jpg



14816 1st Ave S_2019_SE.JPG



14816 1st Ave S_2019_E.jpg



Historic Property Report

Resource Name: restaurant

Property ID: 344318

Inventory Details - 7/3/2011

Common name:

Date recorded: 7/3/2011

Field Recorder: Artifacts Consulting, Inc.

Field Site number: 1760600231

SHPO Determination

Detail Information

Characteristics:

Category	Item
Form Type	Commercial

Surveyor Opinion

Significance narrative: Data included on this historic property inventory form (HPI) detail stemmed from County Assessor building records imported by the Washington State Department of Archaeology of Historic Preservation (DAHP) into WISAARD in 2011. This upload reduces data entry burden on community volunteers and historical societies participating in the survey and inventory of their communities. The intent of this project is directed specifically to facilitating community and public involvement in stewardship, increasing data accuracy, and providing a versatile planning tool to Certified Local Governments (CLGs).

Project methodology entailed use of the University of Washington's State Parcel Database (<http://depts.washington.edu/wagis/projects/parcels/development.php>) to provide the base parcel layer for CLGs. Filtering of building data collected from each county trimmed out all properties built after 1969, as well as all current, previously inventoried properties. Translation of building data descriptors to match fields in HPI allowed the data upload. Calculation of point locations utilized the center of each parcel. Data on this detail provides a snapshot of building information as of 2011. A detailed project methodology description resides with DAHP. Project team members: Historic Preservation Northwest, GeoEngineers, and Artifacts Consulting, Inc. (project lead).

Physical description: The building at 14816 1st Avenue S, Burien, is located in King County. According to the county assessor, the structure was built in 1969 and is a restaurant. Also according to the county assessor, the structure was remodeled in 1980. The 1-story building has a commercial form.



Historic Property Report

Resource Name: restaurant

Property ID: 344318

Inventory Details - 12/9/2019

Common name:

Date recorded: 12/9/2019

Field Recorder: Alta Cunningham and Johanna Kahn

Field Site number:

SHPO Determination

Detail Information

Surveyor Opinion

Significance narrative: Research did not reveal any associations with significant events, and the property is recommended not eligible under Criterion A. The property has been occupied by multiple restaurant businesses, including IHOP from 1969 until at least 1991 and Thai Corner Cuisine since at least 2011. The first IHOP opened in 1958 in Toluca Lake, California, and the last one was constructed in 1979. The first IHOP opened in the Seattle area at 950 E. Madison Street in 1965 (Determined Eligible for NRHP under Criterion A), followed by Bellevue in 1968. There are no significant associations with important people or businesses, and the building is recommended not eligible under Criterion B. The architect and builder of the property are unknown, and it is not considered to be the work of a master. The property was designed for a restaurant chain and although the original IHOP buildings share some of the same features including the A-frame roofline (Wilson and Perrin 2017), the subject property does not possess the distinctive characteristics of its type, period, or method of construction. For these reasons it is recommended not eligible under Criterion C. Construction details about the existing building have been documented. Because it is not likely to yield any additional important information about our history, the property is recommended not eligible under Criterion D.

The property remains on the site where it was originally constructed and retains integrity of location. The vicinity is characterized by commercial uses and large paved parking lots, and the property retains integrity of setting. The building continues to function as a restaurant, and the property retains integrity of feeling. The property has undergone no apparent alterations and therefore retains integrity of design, materials, or workmanship. As explained above, the building is not significantly associated with important events or people, and it therefore does not possess integrity of association. For these reasons, the property retains integrity and is therefore able to convey its historic identity.

For a property to be eligible for listing in the NRHP, it must be significant and possess integrity. Because the subject property retains integrity but lacks significance, it is recommended not eligible for listing in the NRHP.



Historic Property Report

Resource Name: restaurant

Property ID: 344318

Physical description: The building at 14816 1st Avenue S, Burien, is located in King County, south of SW 148th Street. The county assessor lists the construction date as 1969.

The building is rectangular in plan and has a footprint measuring 100 by 22 feet, with the shorter dimension parallel to 1st Avenue S. The one-and-a-half-story building features the characteristic steeply pitched cross-gable roof and exposed rafter tails iconic of the International House of Pancakes (IHOP) chain of restaurants. It is clad in applied brick veneer at the ground level to a faux water table, topped with stucco; decorative half-timbering is featured in the gables. An interior chimney is located on the northern slope. Fenestration on the north, south, and west façades consists of fixed windows with diamond grilles.

Bibliography: King County Assessor. 2019. Assessor's Data Report for Parcel 176060-0231. Electronic document, <https://blue.kingcounty.com/Assessor/eRealProperty/Dashboard.aspx?ParcelNbr=1760600231>, accessed December 6, 2019.

King County Historic Property Records. 1969, 1985, 1987, 1990, 1991. On file at Washington State Archives, Puget Sound Regional Branch.

McAlester, Virginia Savage. 2015. *A Field Guide to American Houses*. Second Edition. Alfred A. Knopf, New York.

Wilson, Katie and Natalie Perrin. 2017. State of Washington Historic Property Inventory Form: International House of Pancakes DAHP ID 708772. On file, Washington State Department of Archaeology and Historic Preservation, Olympia.

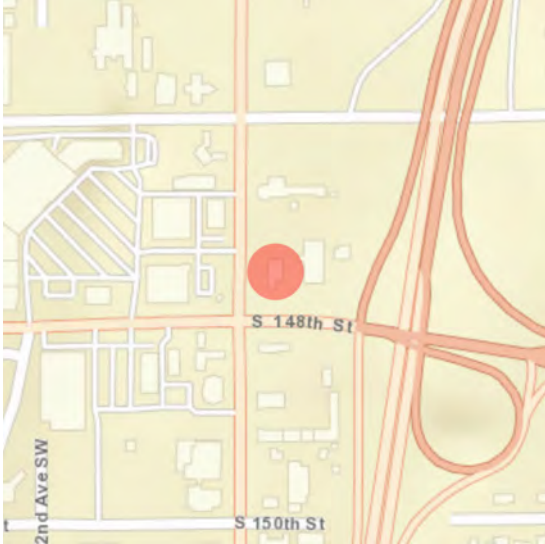


Historic Property Report

Resource Name: commercial building

Property ID: 338641

Location



Address: 14650 1ST AVE S, BURIEN, WA
Tax No/Parcel No: 1760600076
Plat/Block/Lot: CORMODES 5-ACRE GARDEN TRSS 320 FT LESS CO RD LESS
Geographic Areas: King County, DES MOINES Quadrangle, T23R04E20, DES MOINES Quadrangle, King County

Information

Number of stories: 1.00

Construction Dates:

Construction Type	Year	Circa
Built Date	1963	<input type="checkbox"/>

Historic Use:

Category	Subcategory
Commerce/Trade	Commerce/Trade - Business
Transportation	Transportation - Road-Related (vehicular)
Commerce/Trade	Commerce/Trade - Business
Transportation	Transportation - Road-Related (vehicular)

Historic Context:

Category
Architecture
Commerce



Historic Property Report

Resource Name: commercial building

Property ID: 338641

Architect/Engineer:

Category	Name or Company
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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
2011-07-00111, , Assessors Data Project: King County E	7/2/2011	Not Determined	
2017-11-07927, , Sound Transit I-405 BRT	12/9/2019	Survey/Inventory	

Photos



14650 1st Ave S Showroom_2019_NE.jpg



14650 1st Ave S Showroom_2019_NW.JPG



14650 1st Ave S Showroom_2019_N.JPG



14650 1st Ave S Showroom_2019_E.jpg



14650 1st Ave S Showroom_1963_SE.jpg



Historic Property Report

Resource Name: commercial building

Property ID: 338641

Inventory Details - 7/2/2011

Common name:

Date recorded: 7/2/2011

Field Recorder: Artifacts Consulting, Inc.

Field Site number: 1760600076

SHPO Determination

Detail Information

Characteristics:

Category	Item
Form Type	Commercial
Structural System	Wood - Platform Frame

Surveyor Opinion

Significance narrative: Data included on this historic property inventory form (HPI) detail stemmed from County Assessor building records imported by the Washington State Department of Archaeology of Historic Preservation (DAHP) into WISAARD in 2011. This upload reduces data entry burden on community volunteers and historical societies participating in the survey and inventory of their communities. The intent of this project is directed specifically to facilitating community and public involvement in stewardship, increasing data accuracy, and providing a versatile planning tool to Certified Local Governments (CLGs).

Project methodology entailed use of the University of Washington's State Parcel Database (<http://depts.washington.edu/wagis/projects/parcels/development.php>) to provide the base parcel layer for CLGs. Filtering of building data collected from each county trimmed out all properties built after 1969, as well as all current, previously inventoried properties. Translation of building data descriptors to match fields in HPI allowed the data upload. Calculation of point locations utilized the center of each parcel. Data on this detail provides a snapshot of building information as of 2011. A detailed project methodology description resides with DAHP. Project team members: Historic Preservation Northwest, GeoEngineers, and Artifacts Consulting, Inc. (project lead).

Physical description: The building at 14650 1st Avenue S, Burien, is located in King County. According to the county assessor, the structure was built in 1963 and is a commercial business. Also according to the county assessor, the structure was remodeled in 1970. The 1-story building has a commercial form.



Historic Property Report

Resource Name: commercial building

Property ID: 338641

Inventory Details - 12/9/2019

Common name: Legend Auto Sales - Building 1
Date recorded: 12/9/2019
Field Recorder: Alta Cunningham and Johanna Kahn
Field Site number: Building 1-Showroom
SHPO Determination

Detail Information

Characteristics:

Category	Item
Foundation	Concrete - Poured
Structural System	Wood - Post and Beam
Plan	Rectangle
Form Type	Commercial
Roof Type	Flat with Eaves
Roof Material	Asphalt/Composition - Built Up
Cladding	Stone
Cladding	Wood - T 1-11

Surveyor Opinion



Historic Property Report

Resource Name: commercial building

Property ID: 338641

Significance narrative: Research did not reveal any associations with significant events, and the property is recommended not eligible under Criterion A. The property has been occupied by various automotive-related businesses, including BBC Dodge and Legend Auto Sales. There are no known associations with significant people or businesses, and the building is recommended not eligible under Criterion B. The architect and builder of the property are unknown, and it is not considered to be the work of a master. As a modest example of a commercial building, the property does not possess the distinctive characteristics of its type, period, or method of construction and is not known to be connected to the work of a master. For these reasons it is recommended not eligible under Criterion C. Construction details about the existing building have been documented. Because it is not likely to yield any additional important information about our history, the property is recommended not eligible under Criterion D.

The property remains on the site where it was originally constructed and retains integrity of location. The vicinity is characterized by commercial uses and large paved parking lots, and the property retains integrity of setting. The building continues to be operated by an automotive business, and the property retains integrity of feeling. Aside from possible alterations to fenestration on the south and east (rear) façades, the property has undergone no apparent alterations and therefore retains integrity of design, materials, or workmanship. As explained above, the building is not significantly associated with important events or people, and it therefore does not possess integrity of association. For these reasons, the property retains integrity and is therefore able to convey its historic identity.

For a property to be eligible for listing in the NRHP, it must be significant and possess integrity. Because the subject property retains integrity but lacks significance, it is recommended not eligible for listing in the NRHP.

Physical description: The building at 14650 1st Avenue S, Burien, is located in King County, north of SW 148th Street. The county assessor lists the construction date as 1963.

The building has a rectangular-shaped plan and has a footprint measuring 60 by 42 feet, with the longer dimension parallel to 1st Avenue S. The building has a flat roof with a 3-foot overhang; a 29-foot by 26-foot canopy supported by metal poles extends to the south. The western façade is comprised of a series of tall plate-glass windows with clerestory windows at the roofline; a decorative rock wall divides the series of plate glass. Double-glass doors are located on the southern façade. In addition to the plate-glass windows, the building is clad in T 1-11 siding. Window openings along the southern and eastern façades may have been altered and filled in with horizontal wood siding.

Bibliography: King County Assessor. 2019. Assessor's Data Report for Parcel 176060-0076. Electronic document, <https://blue.kingcounty.com/Assessor/eRealProperty/Dashboard.aspx?ParcelNbr=1760600076>, accessed December 6, 2019.

King County Historic Property Records. 1963, 1975, 1984, 1985, 1986, 1987, 1990, 1991, 1992. On file at Washington State Archives, Puget Sound Regional Branch.

McAlester, Virginia Savage. 2015. A Field Guide to American Houses. Second Edition. Alfred A. Knopf, New York.

Location



Address: 14650 1st Ave S, Seattle, WA, 98168, USA

Location Comments: This is the garage / shop located on the parcel

Geographic Areas: King Certified Local Government, King County, T23R04E20, DES MOINES Quadrangle

Information

Number of stories: 1.00

Construction Dates:

Construction Type	Year	Circa
Built Date	1965	<input type="checkbox"/>
Addition	1967	<input type="checkbox"/>
Remodel	1970	<input checked="" type="checkbox"/>
Remodel	2000	<input checked="" type="checkbox"/>

Historic Use:

Category	Subcategory
Commerce/Trade	Commerce/Trade - Business
Transportation	Transportation - Road-Related (vehicular)
Commerce/Trade	Commerce/Trade - Business
Transportation	Transportation - Road-Related (vehicular)

Historic Context:

Category

Commerce



Historic Property Report

Resource Name: commercial building

Property ID: 720689

Architect/Engineer:

Category	Name or Company
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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
2017-11-07927, , Sound Transit I-405 BRT	12/10/2019		

Photos



14650 1st Ave S Garage_2-19_NE.jpg



14650 1st Ave S Garage_2019_W.jpg



14650 1st Ave S Garage_1966_SE.jpg



14650 1st Ave S Garage_1965_SE.jpg



Historic Property Report

Resource Name: commercial building

Property ID: 720689

Inventory Details - 12/10/2019

Common name: Legend Auto Sales - Garage
Date recorded: 12/10/2019
Field Recorder: Alta Cunningham and Johanna Kahn
Field Site number: Building 2 - Garage

SHPO Determination

Detail Information

Characteristics:

Category	Item
Foundation	Concrete - Poured
Cladding	Wood
Cladding	Wood - T 1-11
Structural System	Wood - Post and Beam
Plan	Rectangle
Form Type	Commercial
Roof Type	Flat with Eaves
Roof Material	Asphalt/Composition - Built Up
Roof Material	Metal

Surveyor Opinion



Historic Property Report

Resource Name: commercial building

Property ID: 720689

Significance narrative: Research did not reveal any associations with significant events, and the property is recommended not eligible under Criterion A. The property, a service garage for an associated auto dealership, has been occupied by various automotive-related businesses, including BBC Dodge and Legend Auto Sales. There are no known associations with significant people or businesses, and the building is recommended not eligible under Criterion B. The architect and builder of the property are unknown, and it is not considered to be the work of a master. As an altered and modest example of an auto service garage, the property does not possess the distinctive characteristics of its type, period, or method of construction. For these reasons it is recommended not eligible under Criterion C. Construction details about the existing building have been documented. Because it is not likely to yield any additional important information about our history, the property is recommended not eligible under Criterion D.

The property remains on the site where it was originally constructed and retains integrity of location. The vicinity is characterized by commercial uses and large paved parking lots, and the property retains integrity of setting. The building continues to be used for automotive purposes, and the property retains integrity of feeling. Alterations, which are detailed above, have resulted in significant changes to the property's original appearance, and it does not retain integrity of design, materials, or workmanship. As explained above, the building is not significantly associated with important events or people, and it therefore does not possess integrity of association. For these reasons, the property does not to retain sufficient integrity to convey its historic identity.

For a property to be eligible for listing in the NRHP, it must be significant and possess integrity. This property is recommended not eligible for listing in the NRHP under any criteria and does not retain integrity.

Physical description: The building at 14650 (14642) 1st Avenue S, Burien, is located in King County, north of SW 148th Street; the garage is behind the auto dealership. The county assessor lists the construction date as 1965.

The building is rectangular in plan and has a footprint measuring 142 by 58 feet, with the longer dimension parallel to 1st Avenue S. The building has a flat roof, and the northern portion has a roofline that is approximately 5 feet higher than the rest of the building. The primary façade (west) features three auto repair bays with roll-up doors at the southern end and another roll-up door at the northern end. Four single personnel doors are located on the primary façade. The building is clad in T 1-11 siding.

When originally constructed in 1965, the property measured 82 by 28 feet; in 1967, 840 square feet were added to the north; by 1972, an addition measuring 112 by 30 feet was constructed at the rear of the building. A shade structure was constructed between 1998 and 2002 (NetrOnline 2019); however, this was converted in 2019 and is now enclosed. The overhang, once located on the western façade, was removed in 2019.



Historic Property Report

Resource Name: commercial building

Property ID: 720689

Bibliography:

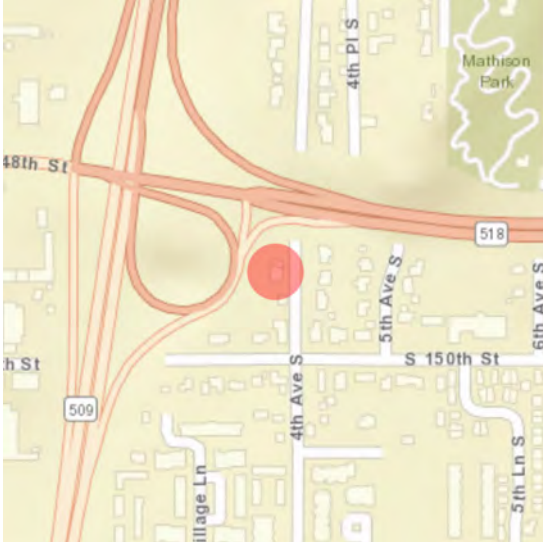
King County Assessor. 2019. Assessor's Data Report for Parcel 176060-0076. Electronic document, <https://blue.kingcounty.com/Assessor/eRealProperty/Dashboard.aspx?ParcelNbr=1760600076>, accessed December 6, 2019.

King County Historic Property Records. 1965. On file at Washington State Archives, Puget Sound Regional Branch.

McAlester, Virginia Savage. 2015. A Field Guide to American Houses. Second Edition. Alfred A. Knopf, New York.

NetrOnline, 2019. Historic Aerials 1980, 1998, 2002. Available: <https://www.historicaerials.com/viewer>. Accessed December 12, 2019.

Location



Address: 14839 4th Ave S, Burien, WA 98168
Tax No/Parcel No: 0564000065
Plat/Block/Lot: S J Basset's Plat Add/Block 2/Lot 5-6
Geographic Areas: King County, DES MOINES Quadrangle, T23R04E20

Information

Number of stories: 2.00

Construction Dates:

Construction Type	Year	Circa
Built Date	1954	<input type="checkbox"/>

Historic Use:

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

Historic Context:

Category
Architecture

Architect/Engineer:

Category	Name or Company
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Historic Property Report

Resource Name: residence

Property ID: 51467

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
2007-05-00055, , SR 518/509 Interchange	5/4/2005	Not Determined	
2011-08-00133, , Assessors Data Project: King County L	7/8/2011	Not Determined	
2017-11-07927, , Sound Transit I-405 BRT	12/9/2019	Survey/Inventory	

Photos



14839 4th Ave S_2019_SW.jpg



14839 4th Ave S_1970_NW.jpg



14839 4th Ave S_1955_W.jpg



east elevation



NE corner



north elevation



Historic Property Report

Resource Name: residence

Property ID: 51467

Inventory Details - 5/4/2005

Common name:

Date recorded: 5/4/2005

Field Recorder: K. Campbell, G. Lalonde

Field Site number: 509-4

SHPO Determination

Detail Information

Characteristics:

Category	Item
Plan	Irregular
Cladding	Stone
Cladding	Brick
Foundation	Concrete - Block
Form Type	Single Dwelling
Cladding	Wood - Vertical Boards
Roof Type	Hip
Roof Material	Asphalt/Composition - Shingle
Structural System	Wood - Braced Frame
Form Type	

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

Significance narrative: The building at 14839 4th Avenue S. is in S. J. Bassett's Plat Addition, a 1953 replat of Tract 21 of Cormode's 5-Acre Garden Tracts. Constructed in 1954, by 1960 the building was occupied by Edward Stonehocker, a mechanic, and his wife Ruby (Polk 1960). The 1967 right-of-way maps for the SR 518/SR 509 Interchange (WSDOT 1967) show that the northern half of S. J. Bassett's addition was removed by the construction of the interchange. Building 4 lost the northwest corner of its lot but gained a portion of Lot 5 to the north.

14839 4th Avenue S. is typical of Ranch-style homes constructed in the 1950s, although it is somewhat unusual in with the octagonal room and the open deck above the garage. The house retains integrity of materials and design. This building is considered eligible for inclusion in the National Register of Historic Places under criterion "c" for its exemplary workmanship and design.



Historic Property Report

Resource Name: residence

Property ID: 51467

Physical description: The building at 14839 4th Avenue S. is a split level ranch home. Somewhat atypical of the style, the lower level contains only the garage with no living space. The garage forms the base for a large deck that extends off the north elevation and wraps around to the front of the house. The garage doors are the original wood. Exterior access from the house to the garage is up an L-shaped set of concrete steps with a metal railing. The main entry of the house is perpendicular to the primary elevation in a recessed porch under the roof eave. There is a large picture pane window in the porch area also, characteristic of the ranch style. The house has an octagonal room that protrudes from the NE corner of the house. This room is somewhat unusual but is found on at least one other home in the neighborhood. The upper portion of this room consists of rectangular window panes.

Cladding is a mix of stone, brick veneer, and vertical board. Windows are original aluminum sliders. Two sets of aluminum sliding doors on the north elevation provide access to the deck from the main house. A set of concrete steps leads off the deck to the back yard on the west side of the house.

Bibliography:

King County Assessor
2005 Property record for 14839 4th Avenue S., Burien, WA.

Polk, R. L.
1960 Burien Center City Directory. R.L. Polk & Co., Los Angeles, CA.

WSDOT
1967 As Constructed Plans, SR 509 MP 24.11 to MP 35.84/SR 518 MP 0.00 to MP 2.26.
On File at WSDOT Engineering Records Division, Olympia, WA.



Historic Property Report

Resource Name: residence

Property ID: 51467

Inventory Details - 7/8/2011

Common name:

Date recorded: 7/8/2011

Field Recorder: Artifacts Consulting, Inc.

Field Site number: 509-4

SHPO Determination

Detail Information

Characteristics:

Category	Item
Form Type	Single Dwelling

Surveyor Opinion

Significance narrative: Data included on this historic property inventory form (HPI) detail stemmed from County Assessor building records imported by the Washington State Department of Archaeology of Historic Preservation (DAHP) into WISAARD in 2011. This upload reduces data entry burden on community volunteers and historical societies participating in the survey and inventory of their communities. The intent of this project is directed specifically to facilitating community and public involvement in stewardship, increasing data accuracy, and providing a versatile planning tool to Certified Local Governments (CLGs).

Project methodology entailed use of the University of Washington's State Parcel Database (<http://depts.washington.edu/wagis/projects/parcels/development.php>) to provide the base parcel layer for CLGs. Filtering of building data collected from each county trimmed out all properties built after 1969, as well as all current, previously inventoried properties. Translation of building data descriptors to match fields in HPI allowed the data upload. Calculation of point locations utilized the center of each parcel. Data on this detail provides a snapshot of building information as of 2011. A detailed project methodology description resides with DAHP. Project team members: Historic Preservation Northwest, GeoEngineers, and Artifacts Consulting, Inc. (project lead).

Physical description: The house at 14839 4th Avenue S, Burien, is located in King County. According to the county assessor, the structure was built in 1954 and is a single family dwelling. The form of the building is single-family with an attached garage.



Historic Property Report

Resource Name: residence

Property ID: 51467

Inventory Details - 12/9/2019

Common name:

Date recorded: 12/9/2019

Field Recorder: Alta Cunningham and Johanna Kahn

Field Site number:

SHPO Determination

Detail Information

Characteristics:

Category	Item
Plan	Irregular
Cladding	Brick
Cladding	Stone
Foundation	Concrete - Poured
Form Type	Single Dwelling
Roof Type	Hip
Roof Material	Asphalt/Composition - Shingle
Cladding	Wood - Vertical Boards

Surveyor Opinion

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



Historic Property Report

Resource Name: residence

Property ID: 51467

Significance narrative: The property was evaluated in 2005 and recommended eligible for listing in the NRHP under Criterion C:

14839 4th Avenue S. is typical of Ranch-style homes constructed in the 1950s, although it is somewhat unusual in with the octagonal room and the open deck above the garage. The house retains integrity of materials and design. This building is considered eligible for inclusion in the [NRHP] under Criterion C for its exemplary workmanship and design (Campbell and Lalonde 2005)

ESA supports Campbell and Lalonde's previous recommendation that the property is eligible for the NRHP under Criterion C (Campbell and Lalonde 2005). The 2005 evaluation did not include discussions of Criteria A, B, or D, and ESA has provided supplemental evaluation below.

Research did not reveal any associations with significant events, and the property is recommended not eligible under Criterion A. Likewise, research did not establish any associations with significant people, and the building is recommended not eligible under Criterion B. Construction details about the existing building have been documented. Because it is not likely to yield any additional important information about our history, the property is recommended not eligible under Criterion D.

The property remains on the site where it was originally constructed and retains integrity of location. The vicinity is characterized by residential uses, and the property retains integrity of setting. The building continues to be used as a single-family residence, and the property retains integrity of feeling. The property has undergone no apparent alterations and therefore retains integrity of design, materials, or workmanship. As explained above, the building is not significantly associated with important events or people, and it therefore does not possess integrity of association. For these reasons, the property retains integrity and is therefore able to convey its historic identity.

For a property to be eligible for listing in the NRHP, it must be significant and possess integrity. This property is recommended eligible for listing in the NRHP under Criterion C, and it retains integrity.

Physical description: The building at 14839 4th Avenue S, Burien, is located in King County, north of S 150th Street. The county assessor lists the construction date as 1954.

The building is a split-level ranch home with a hipped roof. The garage forms the base for a large deck that extends off the north side and wraps around to the front of the residence. The primary entrance is perpendicular to the primary façade and is accessed by an L-shaped set of concrete steps with a metal railing. The house has an octagonal room that protrudes from the northeast corner of the residence. Fenestration consists of aluminum-framed picture windows, rectangular panes, and sliding doors. Cladding is a mix of stone, brick veneer, and vertical board. The building does not appear to have been altered since the 2005 survey and evaluation.



Historic Property Report

Resource Name: residence

Property ID: 51467

Bibliography:

Campbell, K. and G. Lalonde. 2005. Historic Property Inventory Form. DAHP Property ID 51467. On file, Department of Archaeology and Historic Preservation, Olympia.

King County Assessor. 2019. Assessor's Data Report for Parcel 056400-0065. Electronic document, <https://blue.kingcounty.com/Assessor/eRealProperty/Dashboard.aspx?ParcelNbr=0564000065>, accessed December 6, 2019.

King County Historic Property Records. 1954, 1968, 1971. On file at Washington State Archives, Puget Sound Regional Branch.

McAlester, Virginia Savage. 2015. A Field Guide to American Houses. Second Edition. Alfred A. Knopf, New York.

Location



Address: 14832 4th Ave S, Burien, WA 98168
Tax No/Parcel No: 0564000025
Plat/Block/Lot: S J Basset's Plat Add/Block 1/Lot 5
Geographic Areas: King County, DES MOINES Quadrangle, T23R04E20

Information

Number of stories: 1.00

Construction Dates:

Construction Type	Year	Circa
Built Date	1954	<input type="checkbox"/>

Historic Use:

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

Historic Context:

Category

Architecture

Architect/Engineer:

Category	Name or Company
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Historic Property Report

Resource Name: residence

Property ID: 51471

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
2007-05-00055, , SR 518/509 Interchange	5/4/2005	Not Determined	
2017-11-07927, , Sound Transit I-405 BRT	12/9/2019	Survey/Inventory	

Photos



14832 4th Ave S_2019_E.jpg



14832 4th Ave S_1955_E.jpg



NW corner



west elevation



Historic Property Report

Resource Name: residence

Property ID: 51471

Inventory Details - 5/4/2005

Common name:

Date recorded: 5/4/2005
Field Recorder: K. Campbell, G. Lalonde
Field Site number: 509-8

SHPO Determination

Detail Information

Characteristics:

Category	Item
Roof Material	Asphalt/Composition - Shingle
Cladding	Wood - Vertical Boards
Cladding	Asbestos - Shingles
Cladding	Brick
Roof Type	Gable - Side
Plan	L-Shape
Foundation	Concrete - Block
Cladding	Concrete - Block (cmu)
Form Type	Single Dwelling - Gable Front and Wing
Structural System	Wood - Braced Frame

Styles:

Period	Style Details
Modern Movement	Minimal Traditional

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



Historic Property Report

Resource Name: residence

Property ID: 51471

Significance narrative: The building at 14832 4th Avenue S. is in S. J. Bassett's Plat Addition, a 1953 replat of Tract 21 of Cormode's 5-Acre Garden Tracts. Constructed in 1954, by 1960 the building was occupied by George G. Holland, an engineer at Boeing in Renton, and his wife Muriel (Polk 1960). The 1967 right-of-way maps for the SR 518/SR 509 Interchange (WSDOT 1967) show that the northern half of S. J. Bassett's addition was removed by the construction of the interchange, including the property immediately north of Building 8.

14832 4th Avenue S. is typical of Ranch-style homes constructed in the 1950s. It is not significant in the development of the Burien area and it was built well after the original neighborhood platting. While containing many elements of the Minimalist Traditional Ranch style, the form of the house is not characteristic of the style and this building is not eligible for inclusion in the National Register of Historic Places or Washington Heritage Register.

Physical description: The building at 14832 4th Avenue S. is a one-story ranch home with elements of the Minimalist Traditional Ranch style. The plan is somewhat atypical of the style, with the garage in the base of the "L" as opposed to at the other end of the house as is more common. The garage door has been replaced. Other elements are more typical of Ranch homes, including the front entry in the interior corner of the "L" flanked by a large picture pane. The entry is under a corner porch created by the roof overhang. Eaves are narrow. The windows are aluminum sliding frames and have decorative brick sills. The cladding is brick veneer on the lower portion of the house with asbestos shingle in the upper portion. The brick veneer is placed endwise at the upper edge creating a horizontal border between the upper and lower cladding types. The front gable is clad with vertical boards. The concrete block foundation is exposed towards the bottom of the house as the slope of the land drops away from the house.

Bibliography: King County Assessor
2005 Property record for 14832 4th Ave S, Burien, WA.

Polk, R. L.
1960 Burien City Directory. R.L. Polk & Co., Los Angeles, CA.

WSDOT
1967 As Constructed Plans, SR 509 MP 24.11 to MP 35.84/SR 518 MP 0.00 to MP 2.26.
On File at WSDOT Engineering Records Division, Olympia, WA.



Historic Property Report

Resource Name: residence

Property ID: 51471

Inventory Details - 12/9/2019

Common name:

Date recorded: 12/9/2019

Field Recorder: Alta Cunningham and Johanna Kahn

Field Site number:

SHPO Determination

Detail Information

Characteristics:

Category	Item
Cladding	Brick
Cladding	Wood - Shake
Foundation	Concrete - Poured
Form Type	Single Dwelling
Plan	Rectangle
Cladding	Wood - Vertical Boards
Roof Type	Gable - Cross
Roof Material	Asphalt/Composition - Shingle

Surveyor Opinion



Historic Property Report

Resource Name: residence

Property ID: 51471

Significance narrative: The property was evaluated in 2005 and recommended not eligible for listing in the NRHP under Criterion C:

14832 4th Avenue S. is typical of Ranch-style homes constructed in the 1950s. It is not significant in the development of the Burien area and it was built well after the original neighborhood platting. While containing many elements of the Minimalist Traditional Ranch style, the form of the house is not characteristic of the style and this building is not eligible for inclusion in the [NRHP] or Washington Heritage Register (Campbell and Lalonde 2005).

ESA supports Campbell and Lalonde's previous recommendation that the property is not eligible for the NRHP under Criterion C (Campbell and Lalonde 2005). The 2005 evaluation did not include discussions of Criteria A, B, or D, and ESA has provided supplemental evaluation below.

Research did not reveal any associations with significant events, and the property is recommended not eligible under Criterion A. Likewise, research did not establish any associations with significant people, and the building is recommended not eligible under Criterion B. The architect and builder of the property are unknown, and it is not considered to be the work of a master. For this reason, it is recommended not eligible under Criterion C. Construction details about the existing building have been documented. Because it is not likely to yield any additional important information about our history, the property is recommended not eligible under Criterion D.

The property remains on the site where it was originally constructed and retains integrity of location. The vicinity is characterized by residential uses, and the property retains integrity of setting. The building continues to be used as a single-family residence, and the property retains integrity of feeling. As detailed above, the property appears to have undergone several alterations to the primary façade, and although it retains integrity of design, integrity of materials and workmanship has been compromised. As explained above, the building is not significantly associated with important events or people, and it therefore does not possess integrity of association. For these reasons, the property retains integrity and is therefore able to convey its historic identity.

For a property to be eligible for listing in the NRHP, it must be significant and possess integrity. Because the subject property retains integrity but lacks significance, it is recommended not eligible for listing in the NRHP.



Historic Property Report

Resource Name: residence

Property ID: 51471

Physical description: The building at 14832 4th Avenue S, Burien, is located in King County, north of S 150th Street. The county assessor lists the construction date as 1954.

The building is a one-story ranch home with a cross-gabled roof and narrow eaves. It has a rectangular plan, with the garage in the base of the "L." The primary entrance is located at the interior corner of the "L" and is flanked by a large picture pane on one side. The entry is under a corner porch created by the roof overhang, and the original door has been replaced with a paneled and partially glazed door. The cladding is stone veneer on the lower portion of the house (a 2005 survey and evaluation incorrectly described the cladding as brick veneer), which is likely a recent alteration, with asbestos shingle in the upper portion. The front gable over the garage is clad with vertical boards. The windows are aluminum sliding frames and have decorative brick sills. The building does not appear to have been altered since a 2005 survey and evaluation.

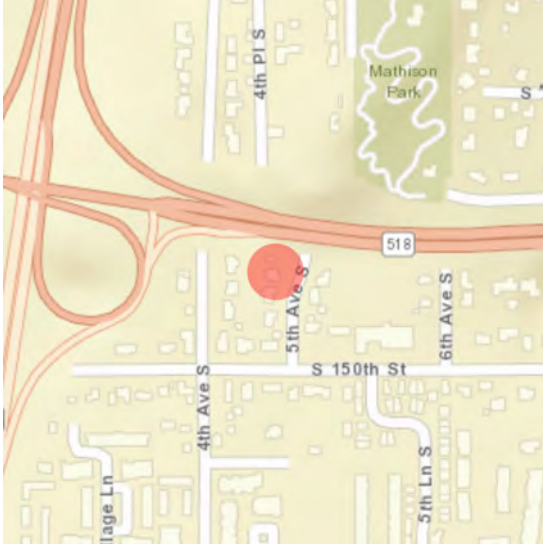
Bibliography: Campbell, K. and G. Lalonde. 2005. Historic Property Inventory Form. DAHP Property ID 51471. On file, Department of Archaeology and Historic Preservation, Olympia.

King County Assessor. 2019. Assessor's Data Report for Parcel 056400-0025. Electronic document, <https://blue.kingcounty.com/Assessor/eRealProperty/Dashboard.aspx?ParcelNbr=0564000025>, accessed December 6, 2019.

King County Historic Property Records. 1954, 1971. On file at Washington State Archives, Puget Sound Regional Branch.

McAlester, Virginia Savage. 2015. A Field Guide to American Houses. Second Edition. Alfred A. Knopf, New York.

Location



Address: 14837 5th Ave S, Burien, WA 98168
Tax No/Parcel No: 2286400020
Plat/Block/Lot: El Camino Add/Lot 2-3
Geographic Areas: King County, DES MOINES Quadrangle, T23R04E20

Information

Number of stories: 1.00

Construction Dates:

Construction Type	Year	Circa
Built Date	1954	<input type="checkbox"/>

Historic Use:

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

Historic Context:

Category
Architecture

Architect/Engineer:

Category	Name or Company
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Historic Property Report

Resource Name: residence

Property ID: 51476

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
2007-05-00055, , SR 518/509 Interchange	5/4/2005	Not Determined	
2011-07-00112, , Assessors Data Project: King County B	7/1/2011	Not Determined	
2017-11-07927, , Sound Transit I-405 BRT	12/9/2019	Survey/Inventory	

Photos



east elevation



14837 5th Ave S_2019_SW.jpg



14837 5th Ave S_1955_NW.jpg



NE corner



SE corner



Historic Property Report

Resource Name: residence

Property ID: 51476

Inventory Details - 5/4/2005

Common name:

Date recorded: 5/4/2005

Field Recorder: K. Campbell, G. Lalonde

Field Site number: 509-13

SHPO Determination

Detail Information

Characteristics:

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

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

Significance narrative: The building at 14837 5th Avenue S. is in the El Camino Addition, a 1953 replat of Tract 20 of Cormode's 5-Acre Garden Tracts, originally platted in 1890. Constructed in 1954, by 1960 the home was occupied by George O. Gunderson, an ice-cream maker for Arden Farms in Seattle, and his wife Edith (Polk 1960). The 1967 right-of-way maps for the SR 518/SR 509 Interchange (WSDOT 1967) show that this house was not affected by construction of the interchange. However, the property to the north was acquired for roadway construction and the remnant parcel was added to this property.

14837 5th Avenue S. is typical of Ranch-style homes constructed in the 1950s. It is not significant in the development of the Burien area and it was built well after the original neighborhood platting. The house has features of Ranch-style homes but has undergone modifications of cladding and windows. This building is not characteristic of the style and this house is not eligible for inclusion in the National Register of Historic Places or Washington Heritage Register.



Historic Property Report

Resource Name: residence

Property ID: 51476

Physical description:

The building at 14837 5th Avenue S. is a split-level ranch home. The plan is rectangular with a hipped roof. As is common in the neighborhood, the roof eaves are overhanging with a tongue-in-groove treatment on the underside. The main entry is in the corner of the "L" under a recessed porch. There is a single car garage in the basement level. There are two brick chimneys, one on the south elevation and one in the NW corner. A wood deck has been added to the north elevation with wood steps leading down to the backyard to the west.

The original picture pane flanking the entry has been replaced with a thermal sliding window. Other windows were replaced throughout the house in 2002, primarily as a means to mitigate highway noise (City of Burien 2005). Cladding is original wood clapboard and brick veneer. Some modification to cladding has occurred around the garage on the lower level.

Bibliography:

City of Burien

2005 Permit record files for 14837 5th Avenue S., City of Burien, WA.

King County Assessor

2005 Property record for 14837 5th Avenue S., Burien, WA.

Polk, R. L.

1960 Burien City Directory. R.L. Polk & Co., Los Angeles, CA.

WSDOT

1967 As Constructed Plans, SR 509 MP 24.11 to MP 35.84/SR 518 MP 0.00 to MP 2.26.

On File at WSDOT Engineering Records Division, Olympia, WA.



Historic Property Report

Resource Name: residence

Property ID: 51476

Inventory Details - 7/1/2011

Common name:

Date recorded: 7/1/2011

Field Recorder: Artifacts Consulting, Inc.

Field Site number: 509-13

SHPO Determination

Detail Information

Characteristics:

Category	Item
Form Type	Single Dwelling

Surveyor Opinion

Significance narrative: Data included on this historic property inventory form (HPI) detail stemmed from County Assessor building records imported by the Washington State Department of Archaeology of Historic Preservation (DAHP) into WISAARD in 2011. This upload reduces data entry burden on community volunteers and historical societies participating in the survey and inventory of their communities. The intent of this project is directed specifically to facilitating community and public involvement in stewardship, increasing data accuracy, and providing a versatile planning tool to Certified Local Governments (CLGs).

Project methodology entailed use of the University of Washington's State Parcel Database (<http://depts.washington.edu/wagis/projects/parcels/development.php>) to provide the base parcel layer for CLGs. Filtering of building data collected from each county trimmed out all properties built after 1969, as well as all current, previously inventoried properties. Translation of building data descriptors to match fields in HPI allowed the data upload. Calculation of point locations utilized the center of each parcel. Data on this detail provides a snapshot of building information as of 2011. A detailed project methodology description resides with DAHP. Project team members: Historic Preservation Northwest, GeoEngineers, and Artifacts Consulting, Inc. (project lead).

Physical description: The house at 14837 5th Avenue S, Burien, is located in King County. According to the county assessor, the structure was built in 1954 and is a single family dwelling. The form of the building is single-family.



Historic Property Report

Resource Name: residence

Property ID: 51476

Inventory Details - 12/9/2019

Common name:

Date recorded: 12/9/2019

Field Recorder: Alta Cunningham and Johanna Kahn

Field Site number:

SHPO Determination

Detail Information

Characteristics:

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

Surveyor Opinion



Historic Property Report

Resource Name: residence

Property ID: 51476

Significance narrative: A 2005 evaluation concluded that the building lacks architectural distinction and does not embody the significant characteristics of a type, period, or method of construction required for it to be eligible for inclusion in the NRHP under Criterion C:

14837 5th Avenue S. is typical of Ranch-style homes constructed in the 1950s. It is not significant in the development of the Burien area and it was built well after the original neighborhood platting. The house has features of Ranch-style homes but has undergone modifications of cladding and windows. This building is not characteristic of the style and this house is not eligible for inclusion in the [NRHP] or Washington Heritage Register (Campbell and Lalonde 2005).

ESA supports Campbell and Lalonde's previous recommendation that the property is not eligible for the NRHP under Criterion C (Campbell and Lalonde 2005). The 2005 evaluation did not include discussions of Criteria A, B, or D, and Criterion C was not completely analyzed. ESA has provided supplemental evaluation below.

Research did not reveal any associations with significant events, and the property is recommended not eligible under Criterion A. Likewise, research did not establish any associations with significant people, and the building is recommended not eligible under Criterion B. The architect and builder of the property are unknown, and it is not considered to be the work of a master. For this reason, it is recommended not eligible under Criterion C. Construction details about the existing building have been documented. Because it is not likely to yield any additional important information about our history, the property is recommended not eligible under Criterion D.

The property remains on the site where it was originally constructed and retains integrity of location. The vicinity is characterized by residential uses, and the property retains integrity of setting. The building continues to be used as a single-family residence, and the property retains integrity of feeling. The property appears to have undergone several alterations to the primary façade, and although it retains integrity of design, integrity of materials and workmanship has been compromised. The building is not significantly associated with important events or people, and it therefore does not possess integrity of association. For these reasons, the property retains integrity and is therefore able to convey its historic identity.

For a property to be eligible for listing in the NRHP, it must be significant and possess integrity. Because the subject property retains integrity but lacks significance, it is recommended not eligible for listing in the NRHP.



Historic Property Report

Resource Name: residence

Property ID: 51476

Physical description: The building at 14837 5th Avenue S, Burien, is located in King County, north of S 150th Street. The county assessor lists the construction date as 1954.

The building is a split-level ranch home with a rectangular plan and a cascading hipped roof. The primary entrance is located in the corner of the "L" under a recessed porch. One exterior brick chimney is located on the southern façade; a second brick chimney is in the northwest corner. Fenestration consists of replacement picture and sliding windows. Cladding is original wood clapboard and brick veneer. Some modification to cladding has occurred at the basement level. A single-car detached garage is located north of the building. The detached garage has a gabled roof and is clad in vertical wood siding.

Since the 2005 survey and evaluation, the single-car garage at the basement level has been converted and filled in. The space now contains a personnel door and fixed window

Bibliography:

Campbell, K. and G. Lalonde. 2005. Historic Property Inventory Form. DAHP Property ID 51476. On file, Department of Archaeology and Historic Preservation, Olympia.
King County Assessor. 2019. Assessor's Data Report for Parcel 228640-0020. Electronic document, <https://blue.kingcounty.com/Assessor/eRealProperty/Dashboard.aspx?ParcelNbr=2286400020>, accessed December 6, 2019.

King County Historic Property Records. 1954. On file at Washington State Archives, Puget Sound Regional Branch.

McAlester, Virginia Savage. 2015. A Field Guide to American Houses. Second Edition. Alfred A. Knopf, New York.

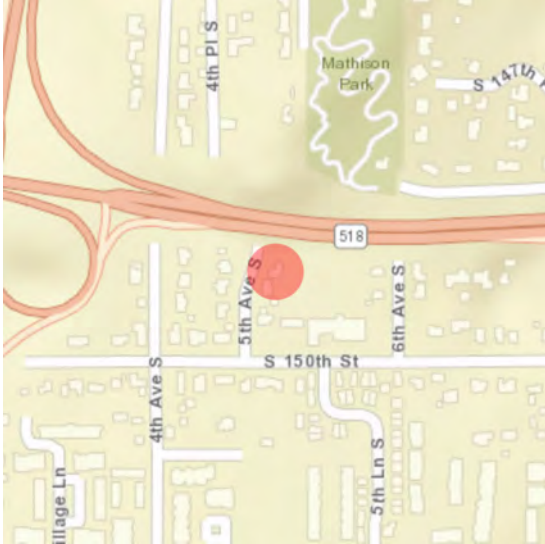


Historic Property Report

Resource Name: residence

Property ID: 51480

Location



Address: 14838 5th Ave S, Burien, WA 98168
Tax No/Parcel No: 2286400110
Plat/Block/Lot: El Camino Add/Lot 10-11
Geographic Areas: King County, DES MOINES Quadrangle, King County, DES MOINES Quadrangle, T23R04E20

Information

Number of stories: 1.00

Construction Dates:

Construction Type	Year	Circa
Built Date	1954	<input type="checkbox"/>

Historic Use:

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

Historic Context:

Category
Architecture

Architect/Engineer:

Category	Name or Company
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Historic Property Report

Resource Name: residence

Property ID: 51480

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
2007-05-00055, , SR 518/509 Interchange	5/4/2005	Not Determined	
2017-11-07927, , Sound Transit I-405 BRT	12/9/2019	Survey/Inventory	

Photos



14838 5th Ave S_2019_SE.jpg



14838 5th Ave S_1955_SE.jpg



14838 5th Ave S_1955_SE.jpg



west elevation



NW corner



SW corner



Historic Property Report

Resource Name: residence

Property ID: 51480

Inventory Details - 5/4/2005

Common name:

Date recorded: 5/4/2005

Field Recorder: K. Campbell, G. Lalonde

Field Site number: 509-17

SHPO Determination

Detail Information

Characteristics:

Category	Item
Foundation	Concrete - Poured
Form Type	Single Dwelling
Cladding	Wood - Clapboard
Roof Type	Gable
Roof Material	Wood - Shingle
Structural System	Wood - Braced Frame
Cladding	Asbestos - Shingles
Plan	L-Shape

Styles:

Period	Style Details
No Style	No Style

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

Significance narrative: The building at 14838 5th Avenue S. is in the El Camino Addition, a 1953 replat of Tract 20 of Cormode's 5-Acre Garden Tracts, originally platted in 1890. Constructed in 1954, by 1960 the home was occupied by Fred A. Dehlinger, a driver for Arden Farms in Seattle, and his wife Patricia (Polk 1960). The 1967 right-of-way maps for the SR 518/SR 509 Interchange (WSDOT 1967) show that the northwest corner of this property was acquired to create the current cul-de-sac on 5th Avenue South. The SR 518 right-of-way acquired the property to the north.

14838 5th Avenue S. is not characteristic of any particular architectural style. It is not significant in the development of the Burien area and it was built well after the original neighborhood platting. The house has some features that suggest an older construction date, including the wood shingle roof. Windows have been replaced throughout in a style not consistent with the rest of the house. This building is not eligible for inclusion in the National Register of Historic Places or Washington Heritage Register.



Historic Property Report

Resource Name: residence

Property ID: 51480

Physical description: The building at 14838 5th Avenue S. is a single story ranch home in an L-shaped plan. The entry is in the interior corner of the L. There is a single car garage on the north end of the house. The roof is wood shingle, an uncommon feature in the area. Windows have been replaced throughout. Cladding is asbestos shingle and is wood clapboard and is likely original.

Bibliography:

King County Assessor
2005 Property record for 14838 5th Avenue S., Burien, WA.

Polk, R. L.
1960 Burien City Directory. R.L. Polk & Co., Los Angeles, CA.

WSDOT
1967 As Constructed Plans, SR 509 MP 24.11 to MP 35.84/SR 518 MP 0.00 to MP 2.26.
On File at WSDOT Engineering Records Division, Olympia, WA.



Historic Property Report

Resource Name: residence

Property ID: 51480

Inventory Details - 12/9/2019

Common name:

Date recorded: 12/9/2019

Field Recorder: Alta Cunningham and Johanna Kahn

Field Site number:

SHPO Determination

Detail Information

Characteristics:

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

Surveyor Opinion



Historic Property Report

Resource Name: residence

Property ID: 51480

Significance narrative: The property was evaluated in 2005 and recommended not eligible for listing in the NRHP under Criterion C:

14838 5th Avenue S. is not characteristic of any particular architectural style. It is not significant in the development of the Burien area and it was built well after the original neighborhood platting. The house has some features that suggest an older construction date, including the wood shingle roof. Windows have been replaced throughout in a style not consistent with the rest of the house. This building is not eligible for inclusion in the [NRHP] or Washington Heritage Register (Campbell and Lalonde 2005).

ESA supports Campbell and Lalonde's previous recommendation that the property is not eligible for the NRHP under Criterion C (Campbell and Lalonde 2005). The 2005 evaluation did not include discussions of Criteria A, B, or D, and Criterion C was not completely analyzed. ESA has provided supplemental evaluation below.

Research did not reveal any associations with significant events, and the property is recommended not eligible under Criterion A. Likewise, research did not establish any associations with significant people, and the building is recommended not eligible under Criterion B. The architect and builder of the property are unknown, and it is not considered to be the work of a master. For this reason, it is recommended not eligible under Criterion C. Construction details about the existing building have been documented. Because it is not likely to yield any additional important information about our history, the property is recommended not eligible under Criterion D.

The property remains on the site where it was originally constructed and retains integrity of location. The vicinity is characterized by residential uses, and the property retains integrity of setting. The building continues to be used as a single-family residence, and the property retains integrity of feeling. The property appears to have undergone several alterations to the primary façade, and although it retains integrity of design, integrity of materials and workmanship has been compromised. The building is not significantly associated with important events or people, and it therefore does not possess integrity of association. For these reasons, the property retains integrity and is therefore able to convey its historic identity.

For a property to be eligible for listing in the NRHP, it must be significant and possess integrity. Because the subject property retains integrity but lacks significance, it is recommended not eligible for listing in the NRHP.

Physical description: The building at 14838 5th Avenue S, Burien, is located in King County, north of S 150th Street. The county assessor lists the construction date as 1954.

The building is a single-story, ranch-style home with an "L"-shaped plan and cross-gabled roof. The primary entrance is located in the interior corner of the "L." The single-car garage is located in the base of the "L." Windows have been replaced throughout; window openings have been enlarged and another has been added to the basement level of the primary façade. The building is clad in asbestos shingle with wood clapboard in the gable. The building does not appear to have been altered since the 2005 survey and evaluation.



Historic Property Report

Resource Name: residence

Property ID: 51480

Bibliography:

Campbell, K. and G. Lalonde. 2005. Historic Property Inventory Form. DAHP Property ID 51480. On file, Department of Archaeology and Historic Preservation, Olympia.

King County Assessor. 2019. Assessor's Data Report for Parcel 228640-0110. Electronic document, <https://blue.kingcounty.com/Assessor/eRealProperty/Dashboard.aspx?ParcelNbr=2286400110>, accessed December 6, 2019.

King County Historic Property Records. 1954. On file at Washington State Archives, Puget Sound Regional Branch.

McAlester, Virginia Savage. 2015. A Field Guide to American Houses. Second Edition. Alfred A. Knopf, New York.

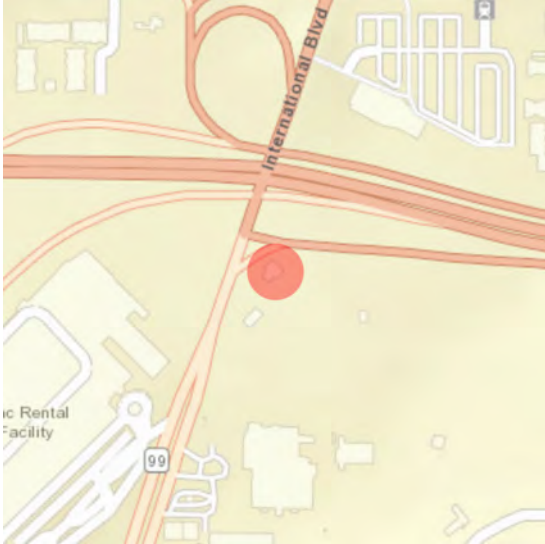


Historic Property Report

Resource Name: commercial building

Property ID: 344070

Location



Address: 15700 Pacific Hwy S, Seattle, Washington, 98188
Tax No/Parcel No: 2223049029
Plat/Block/Lot: BEG ON ELY MGN OF PACIFIC HIWAY AT A PT 280.58 FT
Geographic Areas: King County, DES MOINES Quadrangle, T23R04E22, DES MOINES Quadrangle, King County

Information

Number of stories: 1.00

Construction Dates:

Construction Type	Year	Circa
Built Date	1967	<input type="checkbox"/>

Historic Use:

Category	Subcategory
Government	Government - Administrative Facility
Government	Government - Administrative Facility

Historic Context:

Category
Architecture
Politics/Government/Law

Architect/Engineer:

Category	Name or Company
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Historic Property Report

Resource Name: commercial building

Property ID: 344070

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
2011-07-00111, , Assessors Data Project: King County E	7/3/2011	Not Determined	
2017-11-07927, , Sound Transit I-405 BRT	12/9/2019	Survey/Inventory	

Photos



15700 International Blvd_2019_NE.jpg



15700 International Blvd_2019_S_.jpg



15700 International Blvd_2019_S.JPG



15700 International Blvd_1967_N.jpg



Historic Property Report

Resource Name: commercial building

Property ID: 344070

Inventory Details - 7/3/2011

Common name:

Date recorded: 7/3/2011

Field Recorder: Artifacts Consulting, Inc.

Field Site number: 2223049029

SHPO Determination

Detail Information

Characteristics:

Category	Item
Form Type	Commercial

Surveyor Opinion

Significance narrative: Data included on this historic property inventory form (HPI) detail stemmed from County Assessor building records imported by the Washington State Department of Archaeology of Historic Preservation (DAHP) into WISAARD in 2011. This upload reduces data entry burden on community volunteers and historical societies participating in the survey and inventory of their communities. The intent of this project is directed specifically to facilitating community and public involvement in stewardship, increasing data accuracy, and providing a versatile planning tool to Certified Local Governments (CLGs).

Project methodology entailed use of the University of Washington's State Parcel Database (<http://depts.washington.edu/wagis/projects/parcels/development.php>) to provide the base parcel layer for CLGs. Filtering of building data collected from each county trimmed out all properties built after 1969, as well as all current, previously inventoried properties. Translation of building data descriptors to match fields in HPI allowed the data upload. Calculation of point locations utilized the center of each parcel. Data on this detail provides a snapshot of building information as of 2011. A detailed project methodology description resides with DAHP. Project team members: Historic Preservation Northwest, GeoEngineers, and Artifacts Consulting, Inc. (project lead).

Physical description: The building at 15700 Pacific Highway S, Tukwila, is located in King County. According to the county assessor, the structure was built in 1967 and is a professional building. Also according to the county assessor, the structure was remodeled in 1975. The 1-story building has a commercial form.



Historic Property Report

Resource Name: commercial building

Property ID: 344070

Inventory Details - 12/9/2019

Common name:

Date recorded: 12/9/2019

Field Recorder: Alta Cunningham and Johanna Kahn

Field Site number:

SHPO Determination

Detail Information

Characteristics:

Category	Item
Foundation	Concrete - Poured
Cladding	Marblecrete
Cladding	Brick
Structural System	Wood - Braced Frame
Structural System	Masonry - Brick
Plan	T-Shape
Form Type	Commercial
Roof Type	Flat with Eaves
Roof Material	Asphalt/Composition - Built Up

Surveyor Opinion



Historic Property Report

Resource Name: commercial building

Property ID: 344070

Significance narrative: Research did not reveal any associations with significant events, and the property is recommended not eligible under Criterion A. The property has historically been occupied by the Washington State Patrol Office. There are no known associations with significant people or businesses, and the building is recommended not eligible under Criterion B. The architect and builder of the property are unknown, and it is not considered to be the work of a master. As a modest example of a civic office building, the property does not possess the distinctive characteristics of its type, period, or method of construction. For these reasons it is recommended not eligible under Criterion C. Construction details about the existing building have been documented. Because it is not likely to yield any additional important information about our history, the property is recommended not eligible under Criterion D.

The property remains on the site where it was originally constructed and retains integrity of location. The vicinity is characterized by commercial uses and large paved parking lots, and the property retains integrity of setting and feeling. Aside from minor alterations to the main entrance on the primary façade, the property has undergone no apparent alterations and therefore retains integrity of design, materials, or workmanship. The building continues to operate as the Washington State Patrol Office, and it retains integrity of association with this historic use. For these reasons, the property retains integrity and is therefore able to convey its historic identity.

For a property to be eligible for listing in the NRHP, it must be significant and possess integrity. Because the subject property retains integrity but lacks significance, it is recommended not eligible for listing in the NRHP.

Physical description: The building at 15700 Pacific Highway S (15700 International Boulevard), Tukwila, is located in King County, north of S 160th Street. The county assessor lists the construction date as 1967.

The one-story-over-basement building is T-shaped in plan with two enclosed courtyards on the southwest and southeast corners, creating a rectangular footprint measuring 51 by 53 feet. The primary façade faces southwest. The flat roof is cantilevered over the central portion of the primary façade, and the two courtyards that are enclosed by SCR brick walls in a stack bond do not have roofs. The primary façade of the building is comprised of a series of tall plate-glass windows with transoms; a single glazed pedestrian door is located in the center. The two side façades are clad in SCR brick in a stack bond, and clerestory windows are located below the roofline. The rear façade faces northeast, and the first floor is entirely glazed with a continuous series of fixed and sash windows and transoms.

The building appears to have undergone few alterations. When originally constructed in 1967, the primary façade featured a pair of glazed doors; these were replaced with a single glazed door at an unknown date.



Historic Property Report

Resource Name: commercial building

Property ID: 344070

Bibliography:

King County Assessor. 2019. Assessor's Data Report for Parcel 222304-9029. Electronic document, <https://blue.kingcounty.com/Assessor/eRealProperty/Dashboard.aspx?ParcelNbr=2223049029>, accessed December 6, 2019.

King County Historic Property Records. 1967. On file at Washington State Archives, Puget Sound Regional Branch.

McAlester, Virginia Savage. 2015. A Field Guide to American Houses. Second Edition. Alfred A. Knopf, New York.

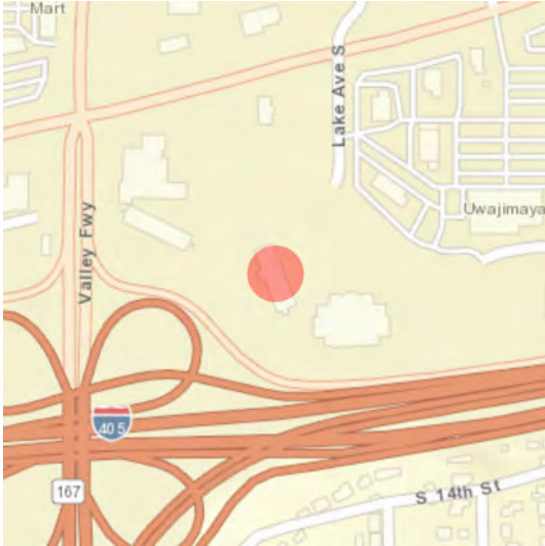


Historic Property Report

Resource Name: commercial building

Property ID: 720690

Location



Address: 15 S Grady Way, Renton, WA, 98057, USA

Geographic Areas: King Certified Local Government, King County, T23R05E19, RENTON Quadrangle

Information

Number of stories: 6.00

Construction Dates:

Construction Type	Year	Circa
Built Date	1969	<input type="checkbox"/>

Historic Use:

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

Historic Context:

Category
Commerce

Architect/Engineer:

Category	Name or Company
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Historic Property Report

Resource Name: commercial building

Property ID: 720690

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
2017-11-07927, , Sound Transit I-405 BRT	12/10/2019		

Photos



15 S Grady Way_2019_S.jpg



15 S Grady Way_2019_E.jpg



15 S Grady Way_1969_W.jpg



Historic Property Report

Resource Name: commercial building

Property ID: 720690

Inventory Details - 12/10/2019

Common name: The Evergreen Building
Date recorded: 12/10/2019
Field Recorder: Alta Cunningham and Johanna Kahn
Field Site number:
SHPO Determination

Detail Information

Characteristics:

Category	Item
Plan	Irregular
Foundation	Concrete - Poured
Form Type	Commercial
Roof Type	Flat with Parapet
Cladding	Concrete
Structural System	Metal - Steel

Surveyor Opinion

Significance narrative: Research did not reveal any associations with significant events, and the property is recommended not eligible under Criterion A. The property is a multi-tenant commercial building and has been occupied by various companies, including Pawar Law LLC, Align Your Mind, Pacific Market Research, Standard Marketing Events, Access Speech and Language Therapy Inc., Cedar River Counseling, Century Massage & Bodywork Inc., Coleman's Family Services, and Cyborg Mobile LLC. There are no known associations with significant people or businesses, and the building is recommended not eligible under Criterion B. The architect of the building was Allan M. Walter & Associates of San José, California, and the builder was Charles Pankow, Inc. The Walter and Pankow firms collaborated on several high-rise building projects in San José during the 1960s and 1970s, including the 1625 The Alameda Building (1965), the Joe West Residence Hall at San José City College (now San José State University, 1968), San José Plaza I and II (office towers) and parking garage (1970-73), all of which are extant (Adamson 2013). One of the 14-story office towers of the San José Plaza project, which is similar to the building at 15 S. Grady Way, was evaluated in 2013 and determined not eligible under Criterion C for the following reasons:

Architecturally, the building at 2 N. 2nd Street does not possess distinctive characteristics of a type, period, or method of construction, nor is it an important work of a master architect; it is therefore not eligible under NRHP Criterion C [...].

The building is a modestly designed example of Corporate Modern architecture with Brutalist influences. Corporate Modern architecture fits within the broader Modernism movement of the twentieth century which encompassed all aspects of art. In architecture, Modernism emerged as the International Style in Europe in the early twentieth century. Eschewing the popular ornamental elements of early architectural



Historic Property Report

Resource Name: commercial building

Property ID: 720690

styles, the International Style espoused a minimalist approach in which the form of a building aided in the efficient functioning of it. By the post-war years, these tenets were applied to high-rise commercial office towers in major cities throughout the United States by well known architects, such as Mies van der Rohe, Philip Johnson, and the architectural firm of Skidmore Owings and Merrill. These buildings often featured glass curtain walls on steel structures with few architectural embellishments. As the popularity of these designs peaked, several architects were experimenting with different approaches to Modernism. Among them was Brutalism, a style that started in England during the 1950s and promoted similar principles as International Style architects. Specifically, the goal of Brutalism was to strip all elements of traditional architectural ornament, leaving the basic building materials. This evolved into a style characterized by the overwhelming use of unadorned concrete, block massing, and small, often recessed openings. The building at 2 N. 2nd Street contains some of the elements of both Corporate Modernism and Brutalism, but is not a good example or important within either architectural movement. The building is also not the work of a master architect. Architect Allan M. Walter appears to have begun his career in the Santa Clara Valley in the 1950s, working on a number of local projects that were small to moderate in scale. His company worked on a variety of projects, including commercial, religious, and civic buildings, but specialized in educational projects. Despite being a successful local architect, he does not appear to have risen to the level of master architect as defined by these criteria. The property is also not an important example of a design-build or speculative development project. While it was financially successful for Charles Pankow Inc., research does not indicate that the company used an innovative business approach, nor did the project prove important within the industry (JRP Historical Consulting 2016).

For reasons similar to and consistent with those provided for the San José Plaza project, the building at 15 S. Grady Way is recommended not eligible under Criterion C. Construction details about the existing building have been documented. Because it is not likely to yield any additional important information about our history, the property is recommended not eligible under Criterion D.

The property remains on the site where it was originally constructed and retains integrity of location. The vicinity is characterized by commercial uses and large paved parking lots, and the property retains integrity of setting and feeling. The property has undergone no known alterations, and it therefore retains integrity of design, materials, or workmanship. As explained above, the building is not significantly associated with important events or people, and it therefore does not possess integrity of association. In summary, the property retains integrity and is therefore able to convey its historic identity.

For a property to be eligible for listing in the NRHP, it must be significant and possess integrity. Because the subject property retains integrity but lacks significance, it is recommended not eligible for listing in the NRHP.



Historic Property Report

Resource Name: commercial building

Property ID: 720690

Physical description: The building at 15 S Grady Way, Renton, is located in King County, east of Rainier Avenue S. The county assessor lists the construction date as 1969.

The six-story-over-basement commercial building features an irregular plan and has a footprint with maximum dimensions measuring 230 by 80 feet. It is clad primarily in concrete. The primary façade faces northeast toward a parking lot, and the recessed entrance composed of a pair of glazed pedestrian doors and fixed windows and transoms is accessed by concrete stairs. The façade is composed of 11 structural bays, each with fixed windows at each floor. The two side façades are composed of four structural bays, each with four fixed windows at each floor. Vertical circulation on the southeast façade is located in an enclosed stairwell that extends from the basement level to the sixth floor. The rear façade faces southwest and is composed of 11 structural bays, each with fixed windows at each floor. The four northernmost bays are separated from the other seven bays by a windowless vertical circulation feature that contains a combination stairwell/elevator shaft/lounge area that extends from the basement to the roof. The building is capped by a flat roof.

Bibliography: Adamson, Michael R. 2013. *A Better Way to Build: A History of the Pankow Companies*. Purdue University Press, West Lafayette, IN.

JRP Historical Consulting. September 2016. VTA's BART Silicon Valley Phase II Extension Project Supplemental Built Environment Survey Report. Prepared for Santa Clara Valley Transportation Authority and Federal Transit Administration. (Website: https://www.vta.org/sites/default/files/documents/04_Supplemental%2520Built%2520Environment%2520Survey%2520Report.pdf) accessed March 2020.

King County Assessor. 2019. Assessor's Data Report for Parcel 723200-0020. Electronic document, <https://blue.kingcounty.com/Assessor/eRealProperty/Detail.aspx?ParcelNbr=7232000020>, accessed December 6, 2019.

King County Historic Property Records. 1968. On file at Washington State Archives, Puget Sound Regional Branch.

McAlester, Virginia Savage. 2015. *A Field Guide to American Houses*. Second Edition. Alfred A. Knopf, New York.

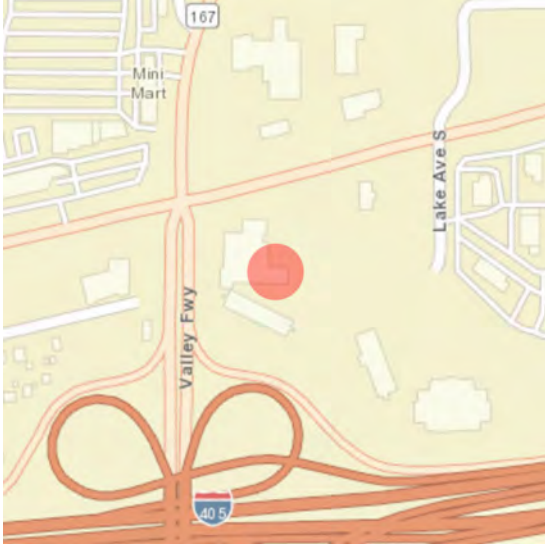


Historic Property Report

Resource Name: hotel

Property ID: 55556

Location



Address: 1 S Grady Way, Renton, WA 98055
Tax No/Parcel No: 3340401630
Plat/Block/Lot: Hillmans CD Earlington Gardens NO. 01
Geographic Areas: King County, RENTON Quadrangle, T23R05E19

Information

Number of stories: N/A

Construction Dates:

Construction Type	Year	Circa
Built Date	1965	<input type="checkbox"/>
Addition	1967	<input type="checkbox"/>
Remodel	1980	<input type="checkbox"/>
Remodel	1997	<input type="checkbox"/>

Historic Use:

Category	Subcategory
Commerce/Trade	Commerce/Trade - Business
Commerce/Trade	Commerce/Trade - Restaurant
Domestic	Domestic - Hotel
Commerce/Trade	Commerce/Trade - Business
Commerce/Trade	Commerce/Trade - Restaurant
Domestic	Domestic - Hotel



Historic Property Report

Resource Name: hotel

Property ID: 55556

Historic Context:

Category

Architecture

Commerce

Architect/Engineer:

Category

Name or Company

Thematics:

Local Registers and Districts

Name

Date Listed

Notes

Project History

Project Number, Organization, Project Name

Resource Inventory

SHPO Determination

SHPO Determined By, Determined Date

2008-01-00003, , I-405 Tukwila to Renton Improvement Project

12/6/2006

Not Determined

2011-07-00111, , Assessors Data Project: King County E

7/3/2011

Not Determined

2017-11-07927, , Sound Transit I-405 BRT

12/9/2019

Survey/Inventory

Photos



1 S Grady Way_2019_SW.jpg



1 S Grady Way_unknown_SW.jpg



1 S Grady Way_2019_W.jpg



1 S Grady Way_2019_S.JPG



1 S Grady Way_2019_NE.JPG



1 S Grady Way_1968_SW.jpg



1 S Grady Way_1966_SW.jpg



1 S Grady Way_1966_S b.jpg



1 S Grady Way_1966_N.jpg



1 S Grady Way_1966_NW.jpg



North Building-Center (Structure C)



North Wing-Structure D-Far Right

Historic Property Report

Resource Name: hotel

Property ID: 55556



North and East Elevation



South Building-Far Left



Historic Property Report

Resource Name: hotel

Property ID: 55556

Inventory Details - 12/6/2006

Common name: Holiday Inn
Date recorded: 12/6/2006
Field Recorder: Doug Tingwall
Field Site number: TRIPH-029

SHPO Determination

Detail Information

Characteristics:

Category	Item
Foundation	Concrete - Poured
Roof Type	Flat with Parapet
Plan	Irregular
Form Type	Hotel/Motel - Downtown Hotel
Cladding	Concrete

Styles:

Period	Style Details
Late 19th and Early 20th Century American Movements	Commercial

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



Historic Property Report

Resource Name: hotel

Property ID: 55556

Significance narrative: The City of Renton is located on the Duwamish River delta where the Cedar River and the Black River join the Duwamish River. In 1853, Henry Tobin staked a claim with the intention of beginning a lumber mill. In 1854, a coal seam was discovered on the claim of DR. R.H. Bigelow. Lumber, coal, and agriculture attracted settlers to the area however; it was not until 1873 that coal mining became a serious endeavor with the beginnings of the Renton Coal Company established by Captain William Renton. Due to its location and easy access to Seattle, Renton became the center of the coal industry in the area. In 1875, the City of Renton was platted by Erasmus Smithers. The City of Renton is named after Captain William Renton who opened the Renton Coal Company (Bagley 1929a; HistoryLink.Org; Slauson 1976).

This property is associated with Nellie Davis, whose father, V. W. Davis, was born in Bear Valley, Minnesota in 1859. He spent his youth farming in Minnesota, but in 1891, he came to King County and operated a dairy farm with his brother Robert. In 1899, he left farming and opened a general store in Tolt, Washington. V. W. Davis had five children. His daughter Nellie resided in Renton (Anonymous 1903).

This property is located in the C.D. Hillman's Earlington Gardens Addition Division that was platted in 1908, consisting of a total of 41 blocks. Each block contained 14 to 36 lots, depending upon its configuration. The addition is bounded by First Avenue to the north, Seventh Avenue to the south, Hargiss Avenue on the west, and Stibien Avenue on the east. The hotel was built relatively late on the property in 1965 and was one of several hotels/motels built in the Renton-Tukwila area at the time.

A review of historical literature pertaining to King County and Renton, Washington did not reveal any associations between this property and significant historical events. The hotel is not one of the first in the area. Therefore, the property is not eligible for listing in the National Register of Historic Places under Criterion A.

Records on file at the Puget Sound Archives and the University of Washington and Renton Public libraries did not indicate that Nellie Davis was significant in local, state, or national history. In addition, the rural character of the farm associated with her has been altered due to extensive development. Therefore, the property is not eligible for listing in the National Register under Criterion B.

In addition, the property is not significant under Criterion C based on its architectural characteristics; it lacks distinctive architectural characteristics and does not represent the work of a master. The hotel is a typical multi-story hotel that displays no exemplary and defining features.

Physical description: Overview: This property consists of a complex of three buildings attached by a covered walkway at the corner of Grady Way SW and Rainier Avenue South. The central building (Structure C) is six stories high, rectangular in plan with a flat roof. It is connected to the three-story, rectangular south building (Structure A) with a flat roof and enclosed stairwells on the east and west by a fully enclosed walkway (Structure B). These two buildings converge toward one another forming a triangular plan with a central courtyard dominated by a swimming pool. The north building extends east forming a covered driveway supported by six rectangular concrete piers. The third building (Structure D) is a one-story wing projecting north. The projecting north wing has a recessed covered entrance on the east supported by one concrete column, a flat roof with a parapet and projecting dropped awning on the east, north and west elevations.

South Building (Structure A)



Historic Property Report

Resource Name: hotel

Property ID: 55556

East Elevation: An exterior partially enclosed stairwell is centered in this elevation. Numerous metal stairs with two landings lead up from the main to the second and third stories of this building. The north and south sides of the partially enclosed stairwell have a continuous stucco wall. The east side of the stairwell is open with metal railings on each landing. The stairwell is covered by a flat, projecting roof with closed eaves.

South Elevation (Front): This elevation has nine vertically oriented, recessed panels and a recessed covered entrance centered on ground level. The main entrance has aluminum and glass, side-hinged double doors with glass sidelights and transoms. The ribbon windows in each story consist of paired, two-sash aluminum casements with metal mullions, surrounds and slipsills. The roof is flat and has a projecting square cornice.

West Elevation: This elevation mirrors the east elevation and has a flat-roofed, partially enclosed stairwell with metal stairs and banisters leading to recessed metal doors with molded wood surrounds and aluminum slipsills. The stairwell is centered in the elevation.

North Elevation: This elevation has four vertical recessed window panels to the left of a central covered walkway in the main level and four to the right. Each recessed panel has a window centered in each of the three stories. Each window consists of paired two-sash ribbon windows with metal mullions, surrounds and slipsills. A larger metal mullion separates each pair. One two-sash ribbon window with metal mullion is centered above the covered walkway.

Covered Walkway (Structure B)

East Elevation (Front): Centered in the walkway is a double-leaf glass and metal door with plain metal surrounds and metal slipsill. A fixed rectangular sidelight is offset left and right of the door and three fixed panes serve as a transom above the door and sidelights. Stucco walls project out on each side of door. Three recessed window bays are located left and three to the right of the door. Each bay has two rectangular windows and each window has two fixed panes.

West Elevation: The features along this elevation mirror those on the east elevation except that the doorway is offset left.

There are no north or south elevations for this walkway because it adjoins the central and south buildings, respectively.

Central Building (Structure C)

South Elevation: The six-story building has 54 windows in nine vertically oriented recessed panels. Each register has recessed, vinyl windows in each story. They consist of two-sash casement types far left and far right registers and four-sash ribbon windows for the remaining seven registers. They have plain surrounds and slipsills.

East Elevation (Front): This central building projects east from the main complex of buildings. One vertical recessed panel is centered in this elevation. A two-sash metal casement window is present in the panel at each story with a total of five. The ground level of the projection is three-lane driveway with roof supported by six concrete pillars. A four-leaf, glass and metal sliding door, is offset right under the projection. It has plain metal surrounds and continuous metal slipsill. Above the sliding door is a three-pane, fixed transom.



Historic Property Report

Resource Name: hotel

Property ID: 55556

North Elevation: The central building has seven vertical recessed panels that are spaced evenly across the elevation. Each recessed panel has a window centered in each of the five upper stories forming a vertical register of five windows. Each four-sash ribbon window is comprised of two fixed panes flanked by casements and has metal mullions, plain metal surrounds and continuous slipsills.

West Elevation: This elevation has a covered recessed entrance offset left on the corner in the main level. The recess is supported by one square concrete pier. The entrance has double-leaf metal doors opening onto concrete walk otherwise it mirrors the east elevation with respect to its other features.

North Wing (Structure D)

East Elevation (Front): Offset right side of the sliding door in the central building (Structure C) is a ribbon window comprised of five fixed panes the size of sliding doors with metal mullions, plain metal surrounds and separate metal slipsills. To the right of this is another ribbon window with 14 fixed panes separated by metal mullions. This ribbon window is slightly recessed and has slightly smaller sashes than the ribbon window to the left of it. The far right third of the elevation is a separate business, the Yankee Grill. A recessed entryway is covered by a projecting rectangular porch roof and is supported by one round concrete pillar. A rectangular boxed frontispiece that extends above the parapet of the roofline exhibits the business sign and is clad with vertical board and batten siding. Beneath is a double-leaf glass and metal door. Each leaf has eight vertical panes. The door has molded plain metal surrounds, a metal slipsill, and a single, fixed-pane transom. A projection to the left of the door has three vertical fixed windows with plain wood surrounds and continuous lugsill. A single fixed pane is on the north side of the projecting extension on the right side of the door. Identical windows are on east elevation, right of the door. A ribbon window is offset right. It consists of four fixed panes separated by three wood mullions and has plain wood surrounds and a continuous lugsill. Another matching, door is to the right with plain metal surrounds, metal slipsill, and single fixed transom. To its right, is a ribbon window comprised of four fixed panes separated by wood mullions. The ribbon window lacks surrounds. A dropped awning covers the right door and ribbon window.

North Elevation: This building has a flat roof with parapet and standing metal seam. An awning is located offset left and right in the elevation. A ribbon window comprised of five fixed panes with metal mullions is offset left and an identical ribbon window is offset right.

West Elevation: This structure has a covered walkway with flat roof and dropped awning supported by two square concrete piers offset left. A double-leaf metal door lacking surrounds is centered and a double-leaf metal door with glass panels is offset far right within a recess.

South Elevation: This structure does not exhibit a south elevation because it directly adjoins the central building (Structure C).



Historic Property Report

Resource Name: hotel

Property ID: 55556

Bibliography:

Anonymous. 1903. A Volume Of Memoirs And Genealogy Of Representative Citizens Of The City Of Seattle And County Of King, Washington, Including Biographies Of Many Of Those Who Have Passed Away. Lewis Publishing Company. Chicago, Illinois.

Bagley, Clarence. 1929a. History of King County Vol. 1. S.J. Clarke. Chicago, Illinois.

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HistoryLink.org website. 2007. Renton Thumbnail History.
http://www.historylink.org/essays/output.cfm?file_id=688. Accessed on January 19, 2007

King County Recorder's Office. 2007. Map (Plat Map search).
<http://www.metrokc.gov/recelec/records/default.htm> Accessed September 29, 2006.

Puget Sound Archives. King County Real Property Cards. Accessed October 18-19, 2006 and January 24, 2007.

Slauson, Morda C. 1976. Renton, From Coal to Jets. Renton Historical Society. Renton, Washington.



Historic Property Report

Resource Name: hotel

Property ID: 55556

Inventory Details - 7/3/2011

Common name: Holiday Inn
Date recorded: 7/3/2011
Field Recorder: Artifacts Consulting, Inc.
Field Site number: TRIPH-029

SHPO Determination

Detail Information

Characteristics:

Category	Item
Form Type	Hotel/Motel

Surveyor Opinion

Significance narrative: Data included on this historic property inventory form (HPI) detail stemmed from County Assessor building records imported by the Washington State Department of Archaeology of Historic Preservation (DAHP) into WISAARD in 2011. This upload reduces data entry burden on community volunteers and historical societies participating in the survey and inventory of their communities. The intent of this project is directed specifically to facilitating community and public involvement in stewardship, increasing data accuracy, and providing a versatile planning tool to Certified Local Governments (CLGs).

Project methodology entailed use of the University of Washington's State Parcel Database (<http://depts.washington.edu/wagis/projects/parcels/development.php>) to provide the base parcel layer for CLGs. Filtering of building data collected from each county trimmed out all properties built after 1969, as well as all current, previously inventoried properties. Translation of building data descriptors to match fields in HPI allowed the data upload. Calculation of point locations utilized the center of each parcel. Data on this detail provides a snapshot of building information as of 2011. A detailed project methodology description resides with DAHP. Project team members: Historic Preservation Northwest, GeoEngineers, and Artifacts Consulting, Inc. (project lead).

Physical description: The building at 1 S Grady Way, Renton, is located in King County. According to the county assessor, the structure was built in 1965 and is a hotel. Also according to the county assessor, the structure was remodeled in 1990. The 6-story building has a hotel/motel form.



Historic Property Report

Resource Name: hotel

Property ID: 55556

Inventory Details - 12/9/2019

Common name: Red Lion Hotel and Yankee Diner Restaurant; Davis Farm
Date recorded: 12/9/2019
Field Recorder: Alta Cunningham and Johanna Kahn
Field Site number:
SHPO Determination

Detail Information

Characteristics:

Category	Item
Form Type	Hotel/Motel - Downtown Hotel
Cladding	Concrete
Plan	Irregular
Foundation	Concrete - Poured
Roof Type	Flat with Parapet
Roof Type	Varied Roof Lines

Surveyor Opinion



Historic Property Report

Resource Name: hotel

Property ID: 55556

Significance narrative: The property was evaluated in 2006 and recommended not eligible for listing in the NRHP under any criteria:

A review of historical literature pertaining to King County and Renton, Washington did not reveal any associations between this property and significant historical events. The hotel is not one of the first in the area. Therefore, the property is not eligible for listing in the [NRHP] under Criterion A.

Records on file at the Puget Sound Archives and the University of Washington and Renton Public libraries did not indicate that Nellie Davis [who owned the farm that previously occupied the subject property] was significant in local, state, or national history. In addition, the rural character of the farm associated with her has been altered due to extensive development. Therefore, the property is not eligible for listing in the [NRHP] under Criterion B.

In addition, the property is not significant under Criterion C based on its architectural characteristics; it lacks distinctive architectural characteristics and does not represent the work of a master. The hotel is a typical multi-story hotel that displays no exemplary and defining features (Tingwall 2006).

ESA supports Tingwall's previous recommendation that the property is not eligible for the NRHP under Criteria A, B, and C (Tingwall 2006). The 2006 evaluation did not include a discussion of Criterion D, and ESA has provided a supplemental evaluation below.

Construction details about the existing building have been documented. Because it is not likely to yield any additional important information about our history, the property is recommended not eligible under Criterion D.

The property remains on the site where it was originally constructed and retains integrity of location. The vicinity is characterized by commercial uses and large areas of paved parking lots, and the property retains integrity of setting. The building continues to be used as a motel, and the property retains integrity of feeling. The property has been extensively altered over time, including construction of new buildings to the complex and changes to the massing, fenestration, and roof forms. It therefore does not retain integrity of design, materials, or workmanship. As explained above, the building is not significantly associated with important events or people, and it therefore does not possess integrity of association. For these reasons, the property does not retain sufficient integrity in order to convey its historic identity.

For a property to be eligible for listing in the NRHP, it must be significant and possess integrity. This property is recommended not eligible for listing in the NRHP under any criteria, and it does not retain integrity.



Historic Property Report

Resource Name: hotel

Property ID: 55556

Physical description: The building at 1 S Grady Way, Renton, is located in King County, east of Rainier Avenue S. The county assessor lists the construction date as 1965.

This property consists of a complex of three buildings attached by a covered walkway. The Central Building (Structure C) is six stories high, rectangular in plan with a flat roof. It is connected to the three-story, rectangular South Building (Structure A) with a flat roof and enclosed stairwells on the east and west by a fully enclosed arcade (Structure B). These two buildings converge toward one another forming a triangular plan with a central courtyard dominated by a swimming pool. The northern building (Structure C) extends east forming a covered driveway supported by six rectangular concrete piers. The third building (Structure D) is a one-story wing projecting north. The projecting north wing has a recessed covered entrance on the east supported by one concrete column, a flat roof with a parapet, and a projecting dropped awning on the east, north, and west elevations. The building does not appear to have been altered since the 2006 survey and evaluation.

Additional research has shown that the property has undergone numerous alterations. When originally constructed in 1965, the property consisted of the six-story Central Building and the restaurant. The three-story South Building and connecting arcade were additions constructed 1967. In 1980, the restaurant building was completely remodeled; the tiled Mansard roof was removed; exposed rafters were eliminated; and large metal awnings were added. In 1997, the partial sixth floor of the Central Building was demolished and replaced with a full sixth floor, which altered the roofline of the building, removing the Mansard roof and replacing it with a heavy entablature. Decorative rock cladding around the Central Building and restaurant were also removed at this time.

Bibliography: King County Assessor. 2019. Assessor's Data Report for Parcel 334040-1630. Electronic document, <https://blue.kingcounty.com/Assessor/eRealProperty/Detail.aspx?ParcelNbr=3340401630>, accessed December 6, 2019.

King County Historic Property Records. 1967, 1987, 1990, 1997, 1998. On file at Washington State Archives, Puget Sound Regional Branch.

McAlester, Virginia Savage. 2015. *A Field Guide to American Houses*. Second Edition. Alfred A. Knopf, New York.

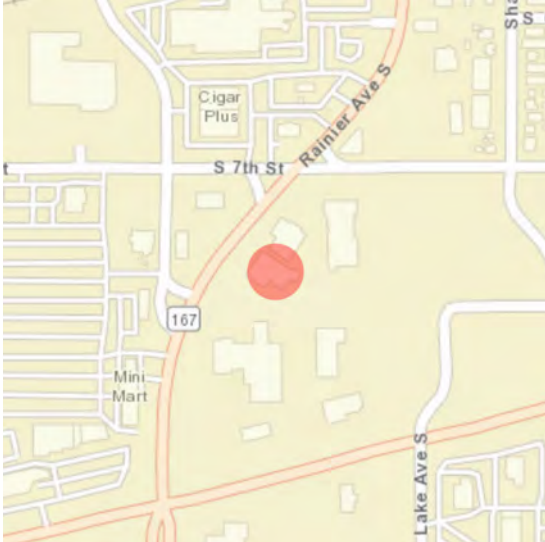
Tingwall, Doug. 2006. Historic Property Inventory Form. DAHP Property ID 55556, Davis Farm. On file, Department of Archaeology and Historic Preservation, Olympia.

Historic Property Report

Resource Name: commercial building

Property ID: 343450

Location



Address: 720 Rainier Ave S, Renton, Washington, 98057
Tax No/Parcel No: 1923059053
Plat/Block/Lot: LOT 1 OF RENTON LLA #LUA-02-025- LLA REC #20020515
Geographic Areas: King County, RENTON Quadrangle, T23R05E19

Information

Number of stories: 1.00

Construction Dates:

Construction Type	Year	Circa
Built Date	1965	<input type="checkbox"/>
Remodel	1972	<input type="checkbox"/>
Remodel	1990	<input checked="" type="checkbox"/>
Remodel	2002	<input checked="" type="checkbox"/>

Historic Use:

Category	Subcategory
Commerce/Trade	Commerce/Trade - Business
Transportation	Transportation - Road-Related (vehicular)
Commerce/Trade	Commerce/Trade - Business
Transportation	Transportation - Road-Related (vehicular)



Historic Property Report

Resource Name: commercial building

Property ID: 343450

Historic Context:

Category

Architecture

Commerce

Transportation

Architect/Engineer:

Category

Name or Company

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
2011-07-00111, , Assessors Data Project: King County E	7/3/2011	Not Determined	
2017-11-07927, , Sound Transit I-405 BRT	12/9/2019	Survey/Inventory	

Photos



720 Rainier Ave S_2019_NE.jpg



720 Rainier Ave S_unknown_NE.jpg



720 Rainier Ave S_2019_SE.jpg



720 Rainier Ave S_1972_NE.jpg



720 Rainier Ave S_1965_NE.jpg



Historic Property Report

Resource Name: commercial building

Property ID: 343450

Inventory Details - 7/3/2011

Common name:

Date recorded: 7/3/2011

Field Recorder: Artifacts Consulting, Inc.

Field Site number: 1923059053

SHPO Determination

Detail Information

Characteristics:

Category	Item
Form Type	Commercial

Surveyor Opinion

Significance narrative: Data included on this historic property inventory form (HPI) detail stemmed from County Assessor building records imported by the Washington State Department of Archaeology of Historic Preservation (DAHP) into WISAARD in 2011. This upload reduces data entry burden on community volunteers and historical societies participating in the survey and inventory of their communities. The intent of this project is directed specifically to facilitating community and public involvement in stewardship, increasing data accuracy, and providing a versatile planning tool to Certified Local Governments (CLGs).

Project methodology entailed use of the University of Washington's State Parcel Database (<http://depts.washington.edu/wagis/projects/parcels/development.php>) to provide the base parcel layer for CLGs. Filtering of building data collected from each county trimmed out all properties built after 1969, as well as all current, previously inventoried properties. Translation of building data descriptors to match fields in HPI allowed the data upload. Calculation of point locations utilized the center of each parcel. Data on this detail provides a snapshot of building information as of 2011. A detailed project methodology description resides with DAHP. Project team members: Historic Preservation Northwest, GeoEngineers, and Artifacts Consulting, Inc. (project lead).

Physical description: The building at 720 Rainier Avenue S, Renton, is located in King County. According to the county assessor, the structure was built in 1965 and is a commercial business. Also according to the county assessor, the structure was remodeled in 1990. The 1-story building has a commercial form.



Historic Property Report

Resource Name: commercial building

Property ID: 343450

Inventory Details - 12/9/2019

Common name: Walker's Renton Mazda
Date recorded: 12/9/2019
Field Recorder: Alta Cunningham and Johanna Kahn
Field Site number: Building 1 - Showroom

SHPO Determination

Detail Information

Characteristics:

Category	Item
Foundation	Concrete - Poured
Form Type	Commercial
Cladding	Concrete - Block (cmu)
Cladding	Concrete
Plan	Rectangle
Roof Type	Flat with Parapet
Roof Material	Asphalt/Composition - Built Up

Surveyor Opinion



Historic Property Report

Resource Name: commercial building

Property ID: 343450

Significance narrative: In a report documenting the history of auto dealerships in Seattle from 1900-1969, it was noted by the 1960's dealerships were moving away from the Seattle core and by the 1980s most of the auto-rows had moved to the northern and southern ends of the city (Weaver et al. 2019). When built, the property initially housed an appliance store, it's connection to the auto industry came in a second wave remodel by the late 1960s. Research did not reveal any associations with significant events, and the property is recommended not eligible under Criterion A. The property was originally occupied by Poole's appliance store, followed by various automotive-related business, including Toyota, Subaru, Mazda, and recreational vehicle dealerships. There are no known associations with significant people or businesses, and the building is recommended not eligible under Criterion B. The architect of the property is unknown, the contractor is listed as Baugh Construction. Baugh Construction founded by Lawrence and R. H. Baugh was active from 1946 to 2000 when they were aquired by Skanska (PCAD 2020). The company constructed several buildings throughout the greater Seattle area including the Bricklayers, Masons and Plasterers' International Union, Local No. 2, Hall, Southcenter Mall, and Seattle University Student Center, First Hill, Seattle (PCAD 2020; Seattle Times).Though the company constructed several notable buildings throughout Seattle this resource is not considered to be the work of a master (PCAD 2020; Vinluan 2000) .

As an extensively altered example of a common commercial building type, the property does not possess the distinctive characteristics of its type, period, or method of construction. For these reasons it is recommended not eligible under Criterion C. Construction details about the existing building have been documented. Because it is not likely to yield any additional important information about our history, the property is recommended not eligible under Criterion D. The property remains on the site where it was originally constructed and retains integrity of location. The vicinity is characterized by commercial uses and large paved parking lots, and the property retains integrity of setting and feeling. The property has been extensively altered over time, and it does not retain integrity of design, materials, or workmanship. As explained above, the building is not significantly associated with important events or people, and it therefore does not possess integrity of association. For these reasons, the property does not retain sufficient integrity in order to convey its historic identity.

For a property to be eligible for listing in the NRHP, it must be significant and possess integrity. Because the subject property retains integrity but lacks significance, it is recommended not eligible for listing in the NRHP.



Historic Property Report

Resource Name: commercial building

Property ID: 343450

Physical description: The building at 720 Rainier Avenue S, Renton, is located in King County, south of S7th Street. The county assessor lists the construction date as 1965.

The building is rectangular in plan and has a footprint measuring 91 by 60 feet, with the shorter dimension parallel to 196th Street SW. The heavy entablature overhangs the western and southern façades of the building by 8 feet. The western and southern façades are comprised of a series of tall plate-glass windows with transoms. The western façade contains a slightly recessed concrete column, which mimics a large chimney. Two sets of double-glass doors are also located on the western façade.

The building has been altered since its 1965 construction; the materials and accents to the entablature were frequently changed. In 1972, a 25-by-30-foot canopy was constructed off of the western façade; it was removed between 2002 and 2006 (NetrOnline 2019). The faux-chimney was likely constructed in the 1990s; historic photos included in the property records do not show the feature in the 1980s; however, it is visible in 2004.

Bibliography:

King County Assessor. 2019. Assessor's Data Report for Parcel 192305-9053. Electronic document, <https://blue.kingcounty.com/Assessor/eRealProperty/Dashboard.aspx?ParcelNbr=1923059053>, accessed December 6, 2019.

King County Historic Property Records. 1965, 1989, 1990, 1997. On file at Washington State Archives, Puget Sound Regional Branch.

McAlester, Virginia Savage. 2015. *A Field Guide to American Houses*. Second Edition. Alfred A. Knopf, New York.

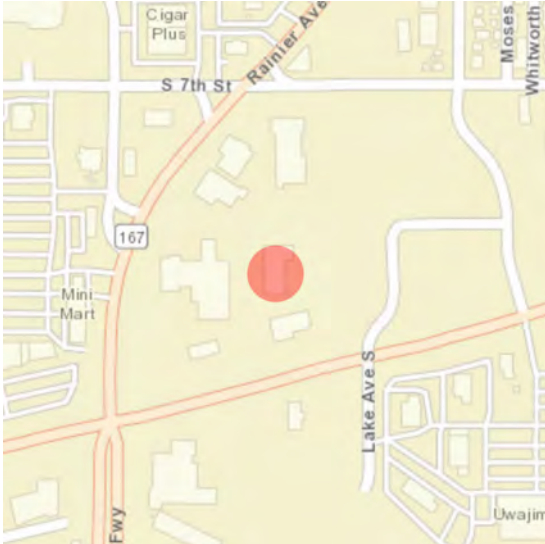
NetrOnline, 2019. Historic Aerials 1968, 1980, 1990, 2002, 2006. Available: <https://www.historicaerials.com/viewer>. Accessed December 13, 2019.

Pacific Coast Architectural Database (PCAD). 2020. Baugh Construction Company. (Website: <http://pcad.lib.washington.edu/firm/2880/>) accessed March 23, 2020.

Vinluan, Frank. "Larry Baugh was a builder of malls and landmarks". *The Seattle Times*. (Website, <https://archive.seattletimes.com/archive/?date=20000918&slug=4043119>) accessed March 23, 2020.

Weaver, Lindsey, Christine Becker, Heather Lee Miller, and Jordan Pickerell 2019. "Along the Row" the Growth of Seattle's Auto Dealerships from 1900 -1969. Prepared by Historical Research Associates, Seattle. On file, ESA, Seattle.

Location



Address: 720 Rainier Ave S, Renton, WA, 98057, USA

Location Comments: Building 1 fronts Rainier Avenue S. This building is in the rear, on King County Parcel 192305-9063.

Tax No/Parcel No: 1923059053

Geographic Areas: King Certified Local Government, King County, T23R05E19, RENTON Quadrangle

Information

Number of stories: 1.00

Construction Dates:

Construction Type	Year	Circa
Built Date	1971	<input type="checkbox"/>
Addition	2001	<input checked="" type="checkbox"/>

Historic Use:

Category	Subcategory
Commerce/Trade	
Commerce/Trade	

Historic Context:

Category
Commerce
Transportation



Historic Property Report

Resource Name: Sound Collision Center

Property ID: 713412

Architect/Engineer:

Category	Name or Company
Builder	Tech Construction Company

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
2017-11-07927, , Sound Transit I-405 BRT		1/29/2020	

Photos



720 Rainier Ave S_Bldg 2__2020_NE.JPG



720 RainierAveSBldg2_unknown_1972.JPG



720 RainierAveSBldg2_viewW_2013.jpg



720 RainierAveSBldg2_viewW_2017.jpg



720 RainierAveSBldg2_viewNE_2017.jpg



720 RainierAveSBldg2_viewNE_2001.JPG



720 RainierAveSBldg2_viewE_2001.JPG



720 Rainier Ave S_Blg 2__2020_W.JPG



720 Rainier Ave S_Blg 2__2020_E.JPG



720 RainierAveSBldg2_viewW_2017.jpg



Historic Property Report

Resource Name: Sound Collision Center

Property ID: 713412

Inventory Details - 1/29/2020

Common name: Toyota of Renton - Building 2
Date recorded: 1/29/2020
Field Recorder: Johanna Kahn updated (Alicia Valentino 11/2017)
Field Site number: N/A
SHPO Determination

Detail Information

Characteristics:

Category	Item
Foundation	Concrete - Poured
Form Type	Commercial
Roof Type	Gable - Side
Roof Material	Metal
Cladding	Metal - Corrugated
Structural System	Metal - Aluminum
Plan	L-Shape

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: Sound Collision Center

Property ID: 713412

Significance narrative: Building 2 at 720 Rainier Avenue S. was constructed in 1971 as the 11,200-square-foot body and repair shop for a car dealership. The builder was Tech Construction Company; research did not find any information on this company. Assessor data indicates that there was no architect. The former car dealership was originally Toyota of Renton and was later named Walker's Renton Mitsubishi, Walker's Renton Mazda, and Sound Ford. It has operated as Sound Collision Center in recent years. While the building is located along a half-mile stretch of road that has several car dealerships, this was not an auto row, analogous to lengths along Aurora Avenue in Seattle where dealerships line the right-of-way. Rather, the immediate area is characterized by a variety of commercial businesses.

The building remains where it was originally constructed, and it retains integrity of location. It has undergone few known alterations, and it retains integrity of design, materials, and workmanship. It remains surrounded by small-scale commercial/automotive buildings and vast paved parking lots, and it retains integrity of setting, feeling, and association. Overall, it retains a high degree of integrity.

Although Building 2 is associated with the increasing demand for automobile ownership in Renton during the late 20th century, it does not appear to be directly associated with a pattern of events or trend that made a significant contribution to the community's development. It is therefore recommended not eligible for listing in the NRHP under Criterion A (event). Building 2 has been owned and operated by multiple people since 1971, and research did not identify any significant people with whom the building is associated. It is recommended not eligible for listing in the NRHP under Criterion B (person). The modest commercial building was constructed of pre-engineered structural components, which is typical for body and repair shops of a similar age. As such, it does not embody the distinctive characteristics of a type, period, or method of construction. Likewise, it does not represent the work of a master and does not possess high artistic values. It is therefore recommended not eligible for listing in the NRHP under Criterion C (design/construction). Given the date and type of construction, it is unlikely that the building would yield information important in history, and it is therefore recommended not eligible for listing under Criterion D (information potential).

For these reasons, building 2 is recommended not eligible for listing in the NRHP under any criteria, either as an individual property or as a contributor to a potential historic district.

Physical description: Building 2 at 720 Rainier Avenue S is directly behind building 1 which fronts Rainier Avenue S, located in Renton, King County . The one-story commercial building features an L-shaped plan and sits on a concrete foundation. It is of galvanized steel construction, clad in corrugated steel siding, and capped by a gabled roof covered with corrugated metal. The primary (west) façade is composed of 12 structural bays, which include 10 vehicular doors and two pedestrian doors. The rear (east) elevation features eight vehicular doors, one pedestrian door, and a paint shop. The only known alteration is the addition of the paint shop on the east elevation in ca. 2001.



Historic Property Report

Resource Name: Sound Collision Center

Property ID: 713412

Bibliography:

King County Archives. Accessed January 30, 2020, at <https://www.kingcounty.gov/depts/records-licensing/archives.aspx>.

King County Assessor. 2020. Assessor's Data Report for Parcel 1923059063. Electronic document, <https://blue.kingcounty.com/Assessor/eRealProperty/Dashboard.aspx?ParcelNbr=1923059063>, accessed January 30, 2020.

King County Historic Property Records. 1937-1972. On file at Washington State Archives, Puget Sound Regional Branch.

Slauson, Morda. 1976. Renton - From Coal to Jets. Renton, WA: Sunset Press, CA.

Stein, Alan J. 1999. Renton--Thumbnail History. HistoryLink Essay 688. Electronic document, <http://www.historylink.org/File/688>, accessed January 30, 2020.

University of Washington Libraries Digital Collections. Accessed January 30, 2020 at <https://content.lib.washington.edu/>.

Valentino, Alicia Ph.D. 2017. Contract No. D120673, Work Order 84 – Renton Properties Historic Property Evaluations. Prepared for Sound Transit by ESA. On file, ESA, Seattle.

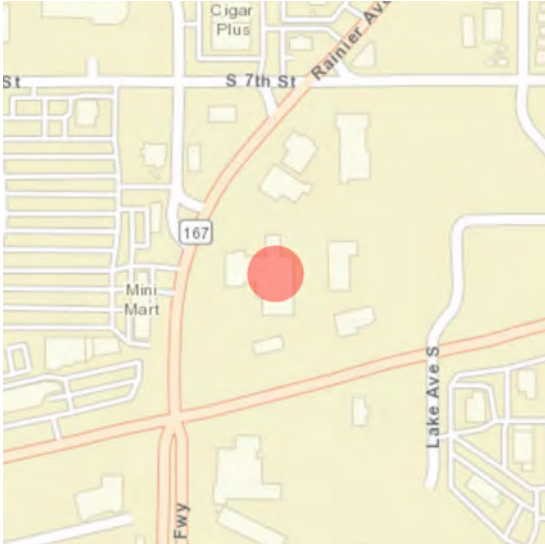
Washington State Digital Archives. Accessed January 30, 2020, at <http://www.digitalarchives.wa.gov>.

Historic Property Report

Resource Name: Robinson and Lyon Ford

Property ID: 713411

Location



Address: 750 Rainier Ave S, Renton, WA, 98057, USA

Tax No/Parcel No: 1923059035

Geographic Areas: King Certified Local Government, King County, T23R05E19, RENTON Quadrangle

Information

Number of stories: 2.00

Construction Dates:

Construction Type	Year	Circa
Built Date	1968	<input type="checkbox"/>
Addition	1991	<input type="checkbox"/>

Historic Use:

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

Historic Context:

Category

Architect/Engineer:

Category	Name or Company
Architect	Richard Bouillon
Builder	Central Construction Company



Historic Property Report

Resource Name: Robinson and Lyon Ford

Property ID: 713411

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
2017-11-07927, , Sound Transit I-405 BRT	1/29/2020		

Photos



750 Rainier Ave S_2020_E.JPG.jpg



750 Rainier Ave S_2020_SW.JPG



750 Rainier Ave S_2020_SE.JPG.jpg



750 Rainier Ave S_2020_S.JPG



750 Rainier Ave S_2020_NW.JPG



750 Rainier Ave S_2020_NE.JPG

Historic Property Report

Resource Name: Robinson and Lyon Ford

Property ID: 713411



750RainierAveS_footprint_2017.jpg



750RainierAveS_viewW_2017.jpg



750RainierAveS_viewSW_1969.jpg



750RainierAveS_viewSE_2017.jpg



750RainierAveS_viewSE_2001.jpg



750RainierAveS_viewsS_2017.jpg

Historic Property Report

Resource Name: Robinson and Lyon Ford

Property ID: 713411



750RainierAveS_viewNW_2017.jpg



750RainierAveS_viewNE_2013.jpg



750RainierAveS_viewNE_1969.jpg



750RainierAveS_viewN_2017.jpg



Historic Property Report

Resource Name: Robinson and Lyon Ford

Property ID: 713411

Inventory Details - 1/29/2020

Common name: Sound Ford
Date recorded: 1/29/2020
Field Recorder: Johanna Kahn updated (Alicia Valentino 11/2017)
Field Site number: N/A
SHPO Determination

Detail Information

Characteristics:

Category	Item
Foundation	Concrete - Poured
Form Type	Commercial
Roof Type	Flat with Parapet
Roof Material	Asphalt/Composition - Built Up
Cladding	Marblecrete
Structural System	Masonry - Poured Concrete
Plan	Irregular

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: Robinson and Lyon Ford

Property ID: 713411

Significance narrative: The building at 750 Rainier Avenue S. was constructed in 1968 as the 35,915-square-foot Robinson & Lyon Ford car dealership. The architect was Richard Bouillon. The builder was Central Construction Company; research did not find any information about this company. The building was later occupied by Sound Ford, and it is vacant at the time of this statement. While the building is located along a half-mile stretch of road that has several car dealerships, this was not an auto row, analogous to lengths along Aurora Avenue in Seattle where dealerships line the right-of-way. Rather, the immediate area is characterized by a variety of commercial businesses.

Seattle-born architect Richard Bouillon (1927-73) graduated from the University of Washington in 1952 and received his architectural license in 1954. He was initially in a partnership with architect Joseph Williams, and in 1959 he established his own practice, Richard Bouillon & Associates, which primarily designed commercial projects. One of Bouillon's notable early projects was Crescent Apartments in Seattle (ca. 1963), for which he was given an award from Practical Builder Magazine. He also designed a Lincoln First Federal Savings and Loan in Kent (1963), a one-story office complex for Rudy Simone Construction Company in Seattle (1964), Lake Forest Park Shopping Center (1964), Crossroads Restaurant in the Bellevue Play Barn (collaboration with architect John Woodman, 1964), a B.F. Goodrich Co. store (1964), Klopfenstein's retail store in downtown Seattle (ca. 1967), Washington Mutual Savings Bank in Renton (1968), Greenwood Inn/Red Lion Inn in West Olympia (1970), and the Totem Lake Mall in Kirkland (1973). In ca. 1969, Bouillon was honored by the AIA for alterations to the University Chevrolet car dealership in Seattle.

The building remains where it was originally constructed, and it retains integrity of location. It has undergone extensive alterations (detailed below), and it does not retain integrity of design, materials, and workmanship. It remains surrounded by small-scale commercial/automotive buildings and vast paved parking lots, and many of the buildings have been remodeled or replaced with newer construction. Integrity of setting, feeling, and association has been compromised. Overall, it retains a low degree of integrity.

Although 750 Rainier Avenue S. is associated with the increasing demand for automobile ownership in Renton during the late 20th century, it does not appear to be directly associated with a pattern of events or trend that made a significant contribution to the community's development. It is therefore recommended not eligible for listing in the NRHP under Criterion A (event). The dealership has been owned and operated by multiple people since 1971, and research did not identify any significant people with whom the building is associated. It is recommended not eligible for listing in the NRHP under Criterion B (person). Originally designed in a Mid-Century Modern style and later extensively altered to reflect a faux-Streamline Moderne design, the automobile dealership does not embody the distinctive characteristics of a type, period, or method of construction. Likewise, it does not represent the work of a master, nor does it possess high artistic values. It is therefore recommended not eligible for listing in the NRHP under Criterion C (design/construction). Given the date and type of construction, it is unlikely that the building would yield information important in history, and it is therefore recommended not eligible for listing under Criterion D (information potential).

For these reasons, 750 Rainer Avenue S. is recommended not eligible for listing in the National Register of Historic Places under any criteria, either as an individual property or as a contributor to a potential historic district.



Historic Property Report

Resource Name: Robinson and Lyon Ford

Property ID: 713411

Physical description:

The building at 750 Rainier Avenue S. is located in Renton, King County. The two-story commercial building features an irregular plan and sits on a concrete foundation. The eastern half of the building (i.e., the original 1968 building) is constructed of tilt-up concrete walls, and the entire building is capped by a series of flat, built-up roofs. The primary (west) façade is clad in smooth, scored concrete and features fixed, aluminum-frame windows. The main entrance is centered on the façade and includes a pair of glazed aluminum-frame doors. The western portions of the north and south elevations are also clad in concrete, and the remainder of the building is clad in pebble dash, which is original to the 1968 design. The rear (east) elevation is composed of 16 structural bays, each with a vehicular door.

Exterior alterations believed to have been made to the subject building in ca. 1991 were extensive, and the building no longer reflects its original Mid-Century Modern-style design. On the west (front) half of the building, the pebble dash cladding was replaced with smooth concrete; the original fenestration was removed and the fenestration pattern changed; and the massing, footprint, and roof forms were altered. The primary (west) façade was essentially redesigned in a faux-Streamline Moderne style.



Historic Property Report

Resource Name: Robinson and Lyon Ford

Property ID: 713411

Bibliography:

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Location



Address: 765 Rainier Ave S, Renton, Washington, 98057
Tax No/Parcel No: 1923059073
Plat/Block/Lot: POR GL 1 BEG NE COR SD GL THS 1-23-49 W 874.2 FT M
Geographic Areas: King County, RENTON Quadrangle, T23R05E19

Information

Number of stories: 1.00

Construction Dates:

Construction Type	Year	Circa
Built Date	1966	<input type="checkbox"/>
Remodel	1985	<input checked="" type="checkbox"/>
Addition	1998	<input checked="" type="checkbox"/>

Historic Use:

Category	Subcategory
Commerce/Trade	Commerce/Trade - Business
Transportation	Transportation - Road-Related (vehicular)
Commerce/Trade	Commerce/Trade - Business
Transportation	Transportation - Road-Related (vehicular)



Historic Property Report

Resource Name: gas station

Property ID: 342991

Historic Context:

Category

Architecture

Commerce

Architect/Engineer:

Category

Name or Company

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
2011-07-00111, , Assessors Data Project: King County E	7/3/2011	Not Determined	
2017-11-07927, , Sound Transit I-405 BRT	12/9/2019	Survey/Inventory	

Photos



765 Rainer Ave S_2019_SE.jpg



765 Rainer Ave S_2019_W.jpg



Historic Property Report

Resource Name: gas station

Property ID: 342991

Inventory Details - 7/3/2011

Common name:

Date recorded: 7/3/2011

Field Recorder: Artifacts Consulting, Inc.

Field Site number: 1923059073

SHPO Determination

Detail Information

Characteristics:

Category	Item
Form Type	Commercial

Surveyor Opinion

Significance narrative: Data included on this historic property inventory form (HPI) detail stemmed from County Assessor building records imported by the Washington State Department of Archaeology of Historic Preservation (DAHP) into WISAARD in 2011. This upload reduces data entry burden on community volunteers and historical societies participating in the survey and inventory of their communities. The intent of this project is directed specifically to facilitating community and public involvement in stewardship, increasing data accuracy, and providing a versatile planning tool to Certified Local Governments (CLGs).

Project methodology entailed use of the University of Washington's State Parcel Database (<http://depts.washington.edu/wagis/projects/parcels/development.php>) to provide the base parcel layer for CLGs. Filtering of building data collected from each county trimmed out all properties built after 1969, as well as all current, previously inventoried properties. Translation of building data descriptors to match fields in HPI allowed the data upload. Calculation of point locations utilized the center of each parcel. Data on this detail provides a snapshot of building information as of 2011. A detailed project methodology description resides with DAHP. Project team members: Historic Preservation Northwest, GeoEngineers, and Artifacts Consulting, Inc. (project lead).

Physical description: The building at 765 Rainier Avenue S, Renton, is located in King County. According to the county assessor, the structure was built in 1966 and is a commercial business. Also according to the county assessor, the structure was remodeled in 1985. The 1-story building has a commercial form.



Historic Property Report

Resource Name: gas station

Property ID: 342991

Inventory Details - 12/9/2019

Common name:

Date recorded: 12/9/2019

Field Recorder: Alta Cunningham and Johanna Kahn

Field Site number:

SHPO Determination

Detail Information

Characteristics:

Category	Item
Foundation	Concrete - Poured
Cladding	Concrete - Block (cmu)
Cladding	Brick
Plan	Rectangle
Form Type	Commercial
Roof Type	Flat with Parapet
Roof Material	Asphalt/Composition - Built Up
Roof Material	Metal

Surveyor Opinion



Historic Property Report

Resource Name: gas station

Property ID: 342991

Significance narrative: Research did not reveal any associations with significant events, and the property is recommended not eligible under Criterion A. The property has been occupied by various automotive-related business, including USA Station, GlasPro, Mobil, Safelite Auto Glass, and Speedway Express. There are no known associations with significant people or businesses, and the building is recommended not eligible under Criterion B. The architect and builder of the property are unknown, and it is not considered to be the work of a master. As an altered example of a common commercial building type, the property does not possess the distinctive characteristics of its type, period, or method of construction. For these reasons it is recommended not eligible under Criterion C. Construction details about the existing building have been documented. Because it is not likely to yield any additional important information about our history, the property is recommended not eligible under Criterion D.

The property remains on the site where it was originally constructed and retains integrity of location. The vicinity is characterized by commercial uses and large areas of paved parking lots, and the property retains integrity of setting. The building continues to be used for automotive purposes, and the property retains integrity of feeling. A review of historic aerial photographs indicates that the building has been altered over time, resulting in changes to the footprint and likely also changes to the fenestration, finishes, and roofline. Integrity of design, materials, and workmanship has therefore been compromised. As explained above, the building is not significantly associated with important events or people, and it therefore does not possess integrity of association. In summary, the property retains sufficient integrity to convey its historic identity as an automotive-related commercial building.

For a property to be eligible for listing in the NRHP, it must be significant and possess integrity. Because the subject property retains integrity but lacks significance, it is recommended not eligible for listing in the NRHP.

Physical description: The building at 765 Rainier Avenue S, Renton, is located in King County, north of SW Grady Way. The county assessor lists the construction date as 1966. The building has a rectangular plan, measuring approximately 135 by 50 feet, with the longer dimension parallel to Rainier Avenue S; a small portion on the northern end of the western façade bumps out by approximately 8 feet. The roof is flat with gabled parapets on the eastern and western façades of the northern end. An awning covering two gas pump islands extends to the north and measures approximately 70 by 35 feet. The northern façade is comprised of a series of plate-glass windows and the double-glass doors that provide access to the convenience shop. The southern half of the building's western façade features three auto repair bays divided by brick columns, with an office on the southern end. The entrance to the auto repair office is located at the southern corner and features double-glass doors. The eastern and southern façades are clad in concrete blocks with geometric patterns.

According to the county assessor, the building was remodeled in 1985 (Artifacts Consulting 2011). An addition was constructed on the west façade in ca. 1990-98, according to review of historic aerial photographs. The roofline was likely altered at this time to its current appearance.



Historic Property Report

Resource Name: gas station

Property ID: 342991

Bibliography:

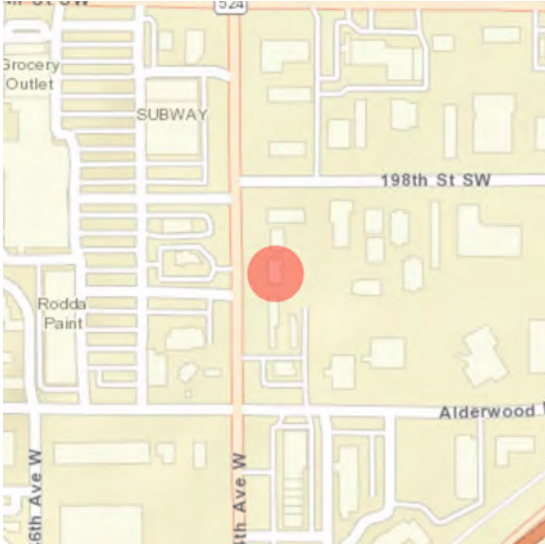
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NetrOnline, 2019. Historic Aerials 1968, 1980, 1998. Available: <https://www.historicaerials.com/viewer>. Accessed December 13, 2019.

Location



Address: 19817 44th Ave W, Lynnwood, WA, 98036, USA

Geographic Areas: Snohomish Certified Local Government, Snohomish County, T27R04E22, EDMONDS EAST Quadrangle

Information

Number of stories: 1.00

Construction Dates:

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

Historic Use:

Category	Subcategory
Commerce/Trade	Commerce/Trade - Restaurant
Commerce/Trade	Commerce/Trade - Restaurant

Historic Context:

Category
Architecture
Commerce

Architect/Engineer:

Category	Name or Company
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Historic Property Report

Resource Name: restaurant

Property ID: 720691

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
2017-11-07927, , Sound Transit I-405 BRT	12/10/2019		

Photos



19817 44th Ave W_2019_NE.jpg



19817 44th Ave W_2019_E.jpg



19817 44th Ave W_1979_NE.jpg



19817 44th Ave W_1971_NE.jpg



Historic Property Report

Resource Name: restaurant

Property ID: 720691

Inventory Details - 12/10/2019

Common name: Cafe India
Date recorded: 12/10/2019
Field Recorder: Alta Cunningham and Johanna Kahn
Field Site number:
SHPO Determination

Detail Information

Characteristics:

Category	Item
Foundation	Concrete - Poured
Cladding	Brick
Cladding	Wood - Vertical Boards
Structural System	Masonry - Concrete Block
Plan	Rectangle
Form Type	Commercial
Roof Type	Mansard
Roof Material	Asphalt/Composition - Built Up
Roof Material	Metal - Tile

Surveyor Opinion



Historic Property Report

Resource Name: restaurant

Property ID: 720691

Significance narrative: Research did not reveal any associations with significant events, and the property is recommended not eligible under Criterion A. The property was originally occupied by Mr. Steak, a national chain, followed by other restaurants, including Great China Restaurant and Café India. There are no known associations with significant people or businesses, and the building is recommended not eligible under Criterion B. The architect and builder of the property are unknown, and it is not considered to be the work of a master. As an extensively altered example of a common commercial building type, the property does not possess the distinctive characteristics of its type, period, or method of construction. For these reasons it is recommended not eligible under Criterion C. Construction details about the existing building have been documented. Because it is not likely to yield any additional important information about our history, the property is recommended not eligible under Criterion D.

The property remains on the site where it was originally constructed and retains integrity of location. The vicinity is characterized by commercial uses and large areas of paved parking lots, and the property retains integrity of setting. The building continues to function as a restaurant, and the property retains integrity of feeling. The only known alteration is the replacement of the original wood shingles on the roof with metal tiles, and it therefore retains integrity of design, materials, and workmanship. The building is not significantly associated with important events or people, and it therefore does not possess integrity of association. In summary, the property retains integrity and is therefore able to convey its historic identity.

For a property to be eligible for listing in the NRHP, it must be significant and possess integrity. Because the subject property retains integrity but lacks significance, it is recommended not eligible for listing in the NRHP.

Physical description: The building at 19817 44th Avenue W, Lynnwood, is located in Snohomish County, south of 198th Street SW. The county assessor lists the construction date as 1970.

The building is essentially rectangular in plan, measuring 79 by 40 feet, with the longer dimension parallel to 44th Avenue W. The single-story building has a recessed area at the southwest corner, where the primary entrance is located, and a small bump out in the rear, northeast corner. The faux-mansard roof is covered with metal tiles. The entrance consists of a single-glass personnel door, flanked by tall panes of plate glass, and a transom window. Nine large, fixed windows are located on the primary façade. Cladding is a combination of brick and board and batten siding.

Bibliography:

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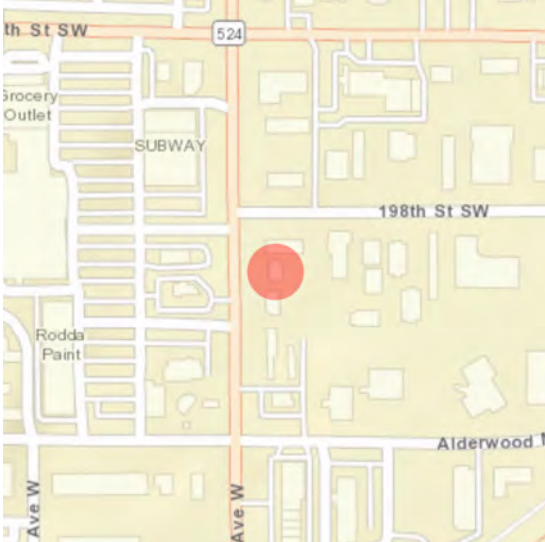


Historic Property Report

Resource Name: commercial building

Property ID: 720692

Location



Address: 19815 44th Ave W, Lynnwood, WA, 98036, USA

Geographic Areas: Snohomish Certified Local Government, Snohomish County, T27R04E22, EDMONDS EAST Quadrangle

Information

Number of stories: 2.00

Construction Dates:

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

Historic Use:

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

Historic Context:

Category
Commerce

Architect/Engineer:

Category	Name or Company
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Historic Property Report

Resource Name: commercial building

Property ID: 720692

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
2017-11-07927, , Sound Transit I-405 BRT	12/10/2019		

Photos



19815 44th Ave W_2019_E b.jpg



19815 44th Ave W_2019_NE.jpg



19815 44th Ave W__unknown_NE.jpg



Historic Property Report

Resource Name: commercial building

Property ID: 720692

Inventory Details - 12/10/2019

Common name: Berkshire Hathaway Home Services and Northwest Real Estate

Date recorded: 12/10/2019

Field Recorder: Alta Cunningham and Johanna Kahn

Field Site number:

SHPO Determination

Detail Information

Characteristics:

Category	Item
Foundation	Concrete - Poured
Cladding	Stucco
Plan	T-Shape
Form Type	Commercial
Roof Type	Flat with Eaves
Roof Material	Asphalt/Composition - Built Up

Surveyor Opinion



Historic Property Report

Resource Name: commercial building

Property ID: 720692

Significance narrative: Research did not reveal any associations with significant events, and the property is recommended not eligible under Criterion A. The property is a multi-tenant office building and has been occupied by various real estate companies, including Prudential Real Estate, Willow Walk Homeowners Association, Northwest Independent Builders LLC, and Berkshire Hathaway Home Services. There are no known associations with significant people or businesses, and the building is recommended not eligible under Criterion B. The architect and builder of the property are unknown, and it is not considered to be the work of a master. As a modest example of a common commercial building type, the property does not possess the distinctive characteristics of its type, period, or method of construction. For these reasons it is recommended not eligible under Criterion C. Construction details about the existing building have been documented. Because it is not likely to yield any additional important information about our history, the property is recommended not eligible under Criterion D.

The property remains on the site where it was originally constructed and retains integrity of location. The vicinity is characterized by commercial uses and large paved parking lots, and the property retains integrity of setting and feeling. The property has undergone no known alterations, and it therefore retains integrity of design, materials, or workmanship. The building is not significantly associated with important events or people, and it therefore does not possess integrity of association. In summary, the property retains integrity and is therefore able to convey its historic identity.

For a property to be eligible for listing in the NRHP, it must be significant and possess integrity. Because the subject property retains integrity but lacks significance, it is recommended not eligible for listing in the NRHP.

Physical description: The building at 19815 44th Avenue W, Lynnwood, is located in Snohomish County, south of 198th Street SW. The county assessor lists the construction date as 1970.

The two-story commercial building is T-shaped in plan and measures approximately 5,000 square feet. The primary façade faces west and is parallel to 44th Avenue W. The building is capped by a flat roof with a prominent fascia board, which overhangs on all sides. The primary entrance is composed of a pair of glazed doors near the center of the primary façade. Fixed, aluminum-frame windows are located on both floors. The two side façades feature no fenestration. The rear façade faces east toward a parking lot.

Bibliography: McAlester, Virginia Savage. 2015. *A Field Guide to American Houses*. Second Edition. Alfred A. Knopf, New York.

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