



## Historic Inventory Report

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### Location

Field Site No. 0980  
DAHP No.  
Historic Name: King County Water District 75 water tank  
Common Name: Highline Water District - 1959 water tank  
Property Address: 21420 31st Ave S, SeaTac, WA 98198  
Comments:  
Tax No./Parcel No. 0922049235  
Plat/Block/Lot  
Acreage 4.43  
Supplemental Map(s)

Township/Range/EW	Section	1/4 Sec	1/4 1/4 Sec	County	Quadrangle
T22R04E	09			King	DES MOINES

### Coordinate Reference

Easting: 1196458  
Northing: 762240  
Projection: Washington State Plane South  
Datum: HARN (feet)

### Identification

Survey Name: Sound Transit Federal Way - Highline Water District  
Date Recorded: 09/23/2014  
Field Recorder: MaryNell Nolan-Wheatley  
Owner's Name: Highline Water District  
Owner Address: 23828 30th Ave S  
City: Kent  
State: WA  
Zip: 98032  
Classification: Structure  
Resource Status: Survey/Inventory  
Comments:  
Within a District? No  
Contributing? No  
National Register:  
Local District:  
National Register District/Thematic Nomination Name:  
Eligibility Status: Not Determined - SHPO  
Determination Date: 1/1/0001  
Determination Comments:

# Historic Inventory Report

## Description

Historic Use: Government - Public Works	Current Use: Government - Public Works		
Plan: Round	Stories: 1		
Changes to Plan: Intact	Structural System: Steel		
Changes to Original Cladding: Intact	Changes to Interior: Unknown		
Changes to Other:	Changes to Windows: Not Applicable		
Other (specify):			
Style:	Cladding:	Roof Type:	Roof Material:
Other - Utilitarian	Metal	Dome	Metal
Foundation:	Form/Type:		
Concrete - Poured	Utilitarian		

## Narrative

Study Unit	Other
Community Planning/Development	
Architecture/Landscape Architecture	
Date of Construction:	1959 Built Date
Builder:	Chicago Bridge and Iron Company
Engineer:	
Architect:	

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

Statement of Significance: Construction of the original Highway 1 in the state of Washington commenced in 1913. By October 1923, 700 miles of a two-lane highway had been completed connecting Vancouver, British Columbia, to the Oregon-California border. Just after the highway was completed in 1924, however, plans were begun to reroute and improve the conditions of the highway. The project involved creating a new, wider, four-lane route further west that would connect Seattle and Tacoma, Washington, more directly (Kramak, 2010). The new roadway was completed in 1928 and acquired the title of Highway 1, while the original eastern route was renamed Highway 5 (Caster, 2007). The new Highway 1 became known as the Pacific Highway. Over the years, various parts of Highway 1 acquired alternative names, including the portion known as Pacific Highway S, which starts near Federal Way, Washington, and continues north, through Kent, Des Moines, and SeaTac, Washington (Kramak, 2010). In 1926, Pacific Highway (HWY 1) was included as a numbered U.S. Highway (US 99) (U.S. Route 99, 2013). The following decades witnessed the rapid growth of businesses along the highway and the formation of a new auto-oriented roadside culture characterized by a proliferation of motels, restaurants, and rest stops (Des Moines Historical Society, 2007). Increased automobile ownership changed people's perceptions about distance and allowed populations to sprawl around urban centers, increasing the number of residents in suburban towns and cities, including SeaTac, Des Moines, Kent, and Federal Way (Boyles, 2010).

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The City of SeaTac, which was incorporated in 1990, is named for the airport, which is now surrounded by the city. Before the airport was constructed in the 1940s, however, the rural area was commonly referred to by locals as Angle Lake, an allusion to the body of water in the Highline region next to where the airport now stands (City of SeaTac, 2013; Highline Historical Society, 2013). Early development in the area started after the 1883 construction of Northern Pacific's transcontinental railroad to Puget Sound, which brought an influx of settlers and farmers. During the 1930s and 1940s, a wave of new businesses opened along the new Pacific Highway, which passed Angle Lake, to serve the needs of those traveling by automobile (Dorpat and Crowley, 2004). Construction on the Seattle-Tacoma International Airport (Sea-Tac Airport) started in January 1943. The new airport and the adjacent Interstate 5 freeway that was completed in the 1960s changed many aspects of the community. Much of the existing housing stock in SeaTac dates to the period of planning and construction for the airport, from the 1930s-1950s.

The Highline Water District was formed as the King County Water District 75 in 1946 in the boom years of post-World War II. It is now one of four water districts that serve the City of SeaTac. It serves other communities as well, including Des Moines and Normandy Park, as well as parts of Tukwila, Burien, Federal Way, Kent, and unincorporated King County for a total service area of approximately 18 square miles (Highline Water District, 2013). At the Mansion Hill site under consideration, one water tower and one reservoir were built during the original period of the Water District (1946 to 1961). However, there are five other sites in the Highline Water District that contain water storage facilities. North Hill was the first site and the standpipe-type water storage facility there was built in 1955. The second one constructed, also a standpipe, was built in 1955 at Bow Lake. From 1962 to 1989, several mergers with other water districts occurred, leading to the present service area. Specifically, the South Seattle Water company in the McMicken Heights area and the Star Lake Water Cooperative were annexed between 1962 and 1965. The rapid post-war growth led to the need for greater storage capacity, including the second water tower and reservoir on the Mansion Hill site, as well as other storage facilities for the district. An elevated tank similar to those at Mansion Hill was built in 1968 at McMicken Heights, and another standpipe was built in Star Lake in 1968. (In the current era, a reservoir was added at the fifth site, Crest Street, in 2000.) This was a common pattern nationwide – increased growth and greater population after World War II required more extensive infrastructure, including water storage capacity. It also required more sewer lines, more paved streets, more street lighting, more electrical capacity, etc. The name of the district was changed to Highline Water District in 1991. The District water system currently includes nine water storage structures, six pump stations, 29 pressure-reducing stations, 11 pressure zones and approximately 292 miles of water mains (Highline Water District, 2012).

The 1959 ground level, welded steel reservoir tank at 21420 31st Avenue South in SeaTac, Washington, which is located on a property that also contains one other ground level reservoir tank constructed in 1968 and two elevated water tanks constructed in 1958 and 1962 respectively, is not eligible for listing in the NRHP. In addition to meeting the requirements of at least one of the four primary criteria for inclusion in the NRHP and retaining sufficient integrity, a property must also exhibit significance within its particular historic context. The water tank appears largely intact, and therefore retains integrity of location, design, setting, materials, workmanship, feeling, and association. The property, however, is not eligible under Criteria A, B, C, or D. The property is not eligible under Criteria B or D as it is not directly associated with a person considered significant within a historic context whose specific contribution to history has been identified and documented (Criterion B) and the materials and construction methods of the structure do not convey important information that could contribute to understanding history or prehistory (Criterion D).

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The 1959 water tank is not eligible under Criterion A as it is not associated with events that have made a significant contribution to the broad patterns of history nor is it significant for its association with the growth of the Highline community. The water storage facility is a utilitarian structure built to accommodate the growth of the surrounding suburban communities, as was customary nationwide. The community had established itself long before this water storage facility was built; the water tank was not the impetus for the community's development, did not foster that development, and was not integral to it. The water tank was simply part of a greater municipal response to a time of rapid regional, and nationwide, growth. The structure is not viewed as a landmark in the community and it was not an important contributor to that growth. While the water tank did help facilitate the ease of growth for the communities it serves along with the other numerous water storage structures in this one district, that is not sufficient to qualify the 1959 water tank for the NRHP under Criterion A.

The structure is not eligible under Criterion C, which states that the quality of significance in American history is present in structures that possess integrity and that "embody the distinctive characteristics of a type, period, or method of construction, or that represent the work of a master, or that possess high artistic values, or that represent a significant and distinguishable entity whose components may lack individual distinction" (36 CFR 60.4(c)). Many water storage structures in the United States have been recognized for their architectural significance and unique designs, but this structure is ordinary and thousands of similar ones exist throughout the country. Although Chicago Bridge and Iron Company, which built the 1959 ground level water reservoir, was an important manufacturer in the water storage field, it is not enough for a structure to be a typical example in order to meet the NRHP criteria: it must also be an important example within its historic context. The 1959 ground level tank is an ordinary example of water tank technology in the mid-century era and was among the most common tank types in use for much of the 20th century. The 1959 2.5 million gallon reservoir is welded steel and is smaller, but otherwise identical to, the adjacent 1968 reservoir tank. This tank is not an important piece of the Chicago Bridge and Iron Company's work but merely a common example of the thousands of tanks they constructed (Streng, 1992). The 1959 water tank lacks significance not only because there are thousands of similar structures, but because it lacks any distinguishing features and does not embody a type, period, or method of construction. It is not the work of a master and does not possess high artistic value. The National Park Service's Bulletin 15 (1995) makes clear that eligible properties (under any criteria) must be significant and must be evaluated within their historic context: "To qualify for the National Register, a property must be significant; that is, represent a significant part of the history, architecture, archeology, engineering, or culture of an area...The significance of a historic property can be judged and explained only when it is evaluated within its historic context" (NPS, 1995). With respect to Criterion C specifically it states: "This criterion applies to properties significant for their physical design or construction" (NPS, 1995). The 1959 water tank is not significant within its context because there is nothing special about its design or distinctive about its method of construction.



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Additionally, according to Bulletin 15, "The first requirement, that properties 'embody the distinctive characteristics of a type, period, or method of construction,' refers to the way in which a property was conceived, designed, or fabricated by a people or culture in past periods of history" (NPS, 1995). The water tank, however, does not possess distinctive characteristics that could convey the thoughts, conceptions, designs, or fabrications of past people or cultures. Additionally, the water tank does not illustrate a pattern, evolution, or transition of features common to a particular group of resources. There is no distinct individuality or variation of features within the property in question and the structure does not demonstrate any evolution or transition between classes of resources. By the late 1950s, all-welded tanks were the standard design for water reservoirs (Spreng, 1992). Thus, no significant technological advances were made that are embodied by the 1959 structure in question and no arc of change in the field is reflected by it. The water tank is devoid of stylistic architectural features or unique engineering qualities. Some water tanks are elevated, some are not; most are oval or round in shape with a top that is curved to shed water; they are constructed primarily of metal; some sit on multiple pilings while some have only a single pylon. It is not sufficient merely to be associated with a prominent firm or to be one of thousands of their output; the structure must also be significant in the contributions of that firm, and in some way embody what was special, what was important, what was distinctive, not merely what was standard general production. Therefore, the 1959 water tank is not eligible under Criterion C. As a result, the utilitarian structure is not eligible for listing in the NRHP because it does not meet any of the eligibility criteria.

Description of  
Physical  
Appearance:

The Highline Water District Property, also referred to as King County Water District 75 Water Tanks, is known as the Mansion Hill site and is located at 21420 31st Avenue South in SeaTac, Washington, in a residential area of the city, directly adjacent to Interstate 5. The property consists of four water storage facilities produced by the Chicago Bridge and Iron Company, including this ground level, welded steel 2.5 million gallon reservoir tank constructed in 1959 (contract 7-9870, 136 feet by 23 feet with a sphericon roof). The utilitarian structure is constructed on a poured concrete foundation and is surrounded by grass and gravel, as well as other water storage structures. A paved driveway passes through the center of the parcel, between two elevated towers.

The ground level water reservoir tank that was constructed in 1959 is located northeast of the elevated water tanks. The welded steel structure has a diameter of approximately 136 feet and a height of 23 feet. The upper edges of the container, where the exterior walls meet the sphericon roof, are rounded. The roof is a very shallow dome shape that comes to a subtle point in the center. The total volume of the tank is 2.5 million gallons.

## Historic Inventory Report

### Major Bibliographic References:

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## Photos

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1959 water reservoir  
View to the northwest  
2014



## Historic Inventory Report

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### Location

Field Site No. 0980 DAHP No.

Historic Name: King County Water District 75 elevated water tank

Common Name: Highline Water District - 1962 elevated water tank

Property Address: 21420 31st Ave S, SeaTac, WA 98198

Comments:

Tax No./Parcel No. 0922049235

Plat/Block/Lot

Acreage 4.43

Supplemental Map(s)

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Township/Range/EW	Section	1/4 Sec	1/4 1/4 Sec	County	Quadrangle
T22R04E	09			King	DES MOINES

### Coordinate Reference

Easting: 1196394

Northing: 762111

Projection: Washington State Plane South

Datum: HARN (feet)

### Identification

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Survey Name: Sound Transit Federal Way - Highline Water District Date Recorded: 09/23/2014

Field Recorder: MaryNell Nolan-Wheatley

Owner's Name: Highline Water District

Owner Address: 23828 30th Ave S

City: Kent

State: WA

Zip: 98032

Classification: Structure

Resource Status:

Comments:

Survey/Inventory

Within a District? No

Contributing? No

National Register:

Local District:

National Register District/Thematic Nomination Name:

Eligibility Status: Not Determined - SHPO

Determination Date: 1/1/0001

Determination Comments:

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# Historic Inventory Report

## Description

Historic Use: Government - Public Works	Current Use: Government - Public Works		
Plan: Round	Stories: 1		
Changes to Plan: Intact	Structural System: Steel		
Changes to Original Cladding: Intact	Changes to Interior: Unknown		
Changes to Other:	Changes to Windows: Not Applicable		
Other (specify):			
Style:	Cladding:	Roof Type:	Roof Material:
Other - Utilitarian	Metal	Dome	Metal
Foundation:	Form/Type:		
Concrete - Poured	Utilitarian		

## Narrative

Study Unit	Other
Community Planning/Development	
Architecture/Landscape Architecture	
Date of Construction:	1962 Built Date
Builder:	Chicago Bridge and Iron Company
Engineer:	
Architect:	

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

Statement of Significance: Construction of the original Highway 1 in the state of Washington commenced in 1913. By October 1923, 700 miles of a two-lane highway had been completed connecting Vancouver, British Columbia, to the Oregon-California border. Just after the highway was completed in 1924, however, plans were begun to reroute and improve the conditions of the highway. The project involved creating a new, wider, four-lane route further west that would connect Seattle and Tacoma, Washington, more directly (Kramak, 2010). The new roadway was completed in 1928 and acquired the title of Highway 1, while the original eastern route was renamed Highway 5 (Caster, 2007). The new Highway 1 became known as the Pacific Highway. Over the years, various parts of Highway 1 acquired alternative names, including the portion known as Pacific Highway S, which starts near Federal Way, Washington, and continues north, through Kent, Des Moines, and SeaTac, Washington (Kramak, 2010). In 1926, Pacific Highway (HWY 1) was included as a numbered U.S. Highway (US 99) (U.S. Route 99, 2013). The following decades witnessed the rapid growth of businesses along the highway and the formation of a new auto-oriented roadside culture characterized by a proliferation of motels, restaurants, and rest stops (Des Moines Historical Society, 2007). Increased automobile ownership changed people's perceptions about distance and allowed populations to sprawl around urban centers, increasing the number of residents in suburban towns and cities, including SeaTac, Des Moines, Kent, and Federal Way (Boyles, 2010).

## Historic Inventory Report

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The City of SeaTac, which was incorporated in 1990, is named for the airport, which is now surrounded by the city. Before the airport was constructed in the 1940s, however, the rural area was commonly referred to by locals as Angle Lake, an allusion to the body of water in the Highline region next to where the airport now stands (City of SeaTac, 2013; Highline Historical Society, 2013). Early development in the area started after the 1883 construction of Northern Pacific's transcontinental railroad to Puget Sound, which brought an influx of settlers and farmers. During the 1930s and 1940s, a wave of new businesses opened along the new Pacific Highway, which passed Angle Lake, to serve the needs of those traveling by automobile (Dorpat and Crowley, 2004). Construction on the Seattle-Tacoma International Airport (Sea-Tac Airport) started in January 1943. The new airport and the adjacent Interstate 5 freeway that was completed in the 1960s changed many aspects of the community. Much of the existing housing stock in SeaTac dates to the period of planning and construction for the airport, from the 1930s-1950s.

The Highline Water District was formed as the King County Water District 75 in 1946 in the boom years of post-World War II. It is now one of four water districts that serve the City of SeaTac. It serves other communities as well including Des Moines and Normandy Park, as well as parts of Tukwila, Burien, Federal Way, Kent, and unincorporated King County for a total service area of approximately 18 square miles (Highline Water District, 2013). At the Mansion Hill site under consideration, one water tower and one reservoir were built during the original period of the Water District (1946 to 1961). However, there are five other sites in the Highline Water District that contain water storage facilities. North Hill was the first site and the standpipe-type water storage facility there was built in 1955. The second one constructed, also a standpipe, was built in 1955 at Bow Lake. From 1962 to 1989, several mergers with other water districts occurred, leading to the present service area. Specifically, the South Seattle Water company in the McMicken Heights area and the Star Lake Water Cooperative were annexed between 1962 and 1965. The rapid post-war growth led to the need for greater storage capacity, including the second water tower and reservoir on the Mansion Hill site, as well as other storage facilities for the district. An elevated tank similar to those at Mansion Hill was built in 1968 at McMicken Heights, and another standpipe was built in Star Lake in 1968. (In the current era, a reservoir was added at the fifth site, Crest Street, in 2000.) This was a common pattern nationwide – increased growth and greater population after World War II required more extensive infrastructure, including water storage capacity. It also required more sewer lines, more paved streets, more street lighting, more electrical capacity, etc. The name of the district was changed to Highline Water District in 1991. The District water system currently includes nine water storage structures, six pump stations, 29 pressure-reducing stations, 11 pressure zones and approximately 292 miles of water mains (Highline Water District, 2012).

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Carol Ann Dubie provides a well-documented history of water storage structures in *The Architecture and Engineering of Elevated Water Storage Structures: 1870-1940* (George Washington University, 1980). Chicago Bridge and Iron was instrumental in the development of water tank technology and design, particularly in the early 20th century, and were leaders in the field. However, the basics of water tank design were largely in place by the 1890s (Dubie, 1980). The two main components of the modern elevated water tank – the curved bottom tank and the trestle tower – were in wide use by 1900. Innovations came in the form of materials – metal instead of wood – and in the shape of the tanks – conical bottoms, hemispherical bottoms, and elliptical bottoms. “Each of these later 20th century forms was derived from its predecessors; all ultimately owed their existence to Edward Flad’s spherical bottom scheme of 1891 and the Laredo, Texas elevated tank of 1893” (Dubie, 1980). Most of the ensuing technology was tied to ways to increase storage capacity to keep up with the greater demand. In 1922 the dome roof was introduced, and in the 1930s, the integrated roof was invented, where the roof became part of the tank structure and was no longer separate. In the 1930s, George Horton filed numerous patents for Horton Elevated Tanks for Chicago Bridge and Iron Company, many of which appear nearly identical to the elevated tanks on Mansion Hill (US Patent Office, 1938). In the 1940s, the pedestal tank and the fluted column spherical tank were introduced in an effort to improve the aesthetics of storage tanks (Dubie, 1980). Chicago Bridge and Iron invented the larger “waterspheroid” tank in 1954, which is commonly used today (Chicago Bridge and Iron Company, 2011). The other major change in technology was the switch from riveted to welded. The first all-welded tank was done by Chicago Bridge and Iron in 1949 and by the late 1950s, all-welded tanks were the standard (Spreng, 1992).

The 1962 elevated water tank at 21420 31st Avenue South in SeaTac, Washington, which is located on a property that also contains one other elevated water tower constructed in 1958 and two ground level reservoir tanks constructed in 1959 and 1968 respectively, is not eligible for listing in the NRHP. In addition to meeting the requirements of at least one of the four primary criteria for inclusion in the NRHP and retaining sufficient integrity, a property must also exhibit significance within its particular historic context. The water tower appears largely intact, and therefore retains integrity of location, design, setting, materials, workmanship, feeling, and association. The property is not eligible under Criteria A, B, C, or D. The property is not eligible under Criteria B or D as it is not directly associated with a person considered significant within a historic context whose specific contribution to history has been identified and documented (Criterion B) and the materials and construction methods of the structure do not convey important information that could contribute to understanding history or prehistory (Criterion D).

The 1962 water tower is not eligible under Criterion A as it is not associated with events that have made a significant contribution to the broad patterns of history nor is it significant locally for its association with the growth of the Highline community. The water storage facility is a utilitarian structure built to accommodate the growth of the surrounding suburban communities, as was customary nationwide. The community had established itself long before this water storage facility was built; the water tower was not the impetus for the community’s development, did not foster that development, and was not integral to it. The water tower was simply part of a greater municipal response to a time of rapid regional, and nationwide, growth. The structure is not viewed as a landmark in the community and it was not an important contributor to that growth. While the water tower did help facilitate the ease of growth for the communities it serves along with the other numerous water storage structures in this one district, that is not sufficient to qualify the 1962 water tank for the NRHP under Criterion A.



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The property is not eligible under Criterion C, which states that the quality of significance in American history is present in structures that possess integrity and that “embody the distinctive characteristics of a type, period, or method of construction, or that represent the work of a master, or that possess high artistic values, or that represent a significant and distinguishable entity whose components may lack individual distinction” (36 CFR 60.4(c)). Many water storage structures in the United States have been recognized for their architectural significance and unique designs, but this structure is ordinary and thousands of similar ones exist throughout the country. Although Chicago Bridge and Iron Company was an important manufacturer in the water storage field, it is not enough for a structure to be a typical example in order to meet the NRHP criteria: it must also be an important example within its historic context. The elliptical elevated tank built in 1962 is an ordinary example of water tank technology in the mid-century era; this type, along with the spherical shaped tanks, were the most common tank types in use for much of the 20th century. The 1962 elevated structure is welded steel and has identical supports to its neighboring 1958 elevated tank- center columns with lattice-braced poles around the perimeter. This tank is not an important piece of the Chicago Bridge and Iron Company’s work but merely a common example of the estimated 5,000 modern water towers they erected between 1946 and 1980 (Streng, 1992). The 1962 elevated water tank lacks significance not only because there are thousands of similar structures, but because it lacks any distinguishing features and does not embody a type, period, or method of construction. It is not the work of a master and does not possess high artistic value. The National Park Service’s Bulletin 15 (1995) makes clear that eligible properties (under any criteria) must be significant and must be evaluated within their historic context: “To qualify for the National Register, a property must be significant; that is, represent a significant part of the history, architecture, archeology, engineering, or culture of an area...The significance of a historic property can be judged and explained only when it is evaluated within its historic context” (NPS, 1995). With respect to Criterion C specifically it states: “This criterion applies to properties significant for their physical design or construction” (NPS, 1995). The 1962 water tower is not significant within its context because there is nothing special about its design or distinctive about its method of construction.

Additionally, according to Bulletin 15, “The first requirement, that properties ‘embody the distinctive characteristics of a type, period, or method of construction,’ refers to the way in which a property was conceived, designed, or fabricated by a people or culture in past periods of history” (NPS, 1995). The water tower, however, does not possess distinctive characteristics that could convey the thoughts, conceptions, designs, or fabrications of past people or cultures. Additionally, the water tower does not illustrate a pattern, evolution, or transition of features common to a particular group of resources. There is no distinct individuality or variation of features within the property in question and the structure does not demonstrate any evolution or transition between classes of resources. The pedestal tank and the fluted column spherical tank were introduced in the 1940s, the “waterspheroid” tank was invented in 1954, and by the late 1950s, all-welded tanks were the standard (Dubie, 1980; Chicago Bridge and Iron Company, 2011; Spreng, 1992). Thus, no significant technological advances were made that are embodied by the 1962 structure in question and no arc of change in the field is reflected by it. The water tower is devoid of stylistic architectural features or unique engineering qualities. Some water tanks are elevated, some are not; most are oval or round in shape with a top that is curved to shed water; they are constructed primarily of metal; some sit on multiple pilings while some have only a single pylon. It is not sufficient merely to be associated with a prominent firm or to be one of thousands of their output; the structure must also be significant in the contributions of that firm, and in some way embody what was special, what was important, what was distinctive, not merely what was standard general production. Therefore, the 1962 water tank is not eligible under Criterion C. As a result, the unremarkable, utilitarian structure is not eligible for listing in the NRHP because it does not meet any of the eligibility criteria.

## Historic Inventory Report

Description of  
Physical  
Appearance:

The Highline Water District Property, also referred to as King County Water District 75 Water Tanks, is known as the Mansion Hill site and is located at 21420 31st Avenue South in SeaTac, Washington, in a residential area of the city, directly adjacent to Interstate 5. The property consists of four water storage facilities produced by the Chicago Bridge and Iron Company. There are two welded steel, elevated water tanks known as "Horton Elevated Tanks," including this 1 million gallon tank built in 1962 (contract 8-6722, height to bottom of tank is 60 feet). The utilitarian structure is constructed on a poured concrete foundation and is surrounded by grass, gravel, and other water storage structures. A paved driveway goes through the center of the parcel, between the two elevated water towers.

West of the 1958 water tower is the 1962 "Horton Elevated Tanks" water tower (1 million gallons), which is the tallest structure on the Mansion Hill site. Constructed on a poured concrete foundation, the steel elliptical water tank has eight supporting legs and one central supporting metal post. Two levels of crossed metal beams in between each of the legs provide reinforced support—one level runs across the top of the legs and the other along the bottom. A metal catwalk wraps around the outer circumference of the spherical water tank. A metal ladder extends along one of the northwest legs from the ground to the catwalk, before continuing to the crown of the water tank. Painted light green, the metal tower has nine antennae that extend from the catwalk and nine antennae that project from the domed roof of the water tank. Two cellular equipment shelters are located at the base of the tower's legs.

## Historic Inventory Report

### Major Bibliographic References:

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## Photos



1958 water tower on left, 1962 water tower on right  
View to the northeast  
2014



1962 water tower  
View to the north  
2014



## Historic Inventory Report

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### Location

Field Site No. 0983-7

DAHP No.

Historic Name:

Common Name: Carniceria Aguilera

Property Address: 20856 Pacific Hwy S, SeaTac, WA 98198

Comments:

Tax No./Parcel No. 0922049242

Plat/Block/Lot

Acreage

Supplemental Map(s)

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Township/Range/EW	Section	1/4 Sec	1/4 1/4 Sec	County	Quadrangle
T22R04E	09			King	DES MOINES

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### Coordinate Reference

Easting: 1195504

Northing: 763845

Projection: Washington State Plane South

Datum: HARN (feet)

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### Identification

Survey Name: Sound Transit Federal Way

Date Recorded: 10/22/2013

Field Recorder: MaryNell Nolan-Wheatley

Owner's Name: Paul & Jamel Barden

Owner Address: 19907 4th Ave SW

City: Normandy Park

State: Washington

Zip: 98166

Classification: Building

Resource Status:

Comments:

Survey/Inventory

Within a District? No

Contributing? No

National Register:

Local District:

National Register District/Thematic Nomination Name:

Eligibility Status: Not Determined - SHPO

Determination Date: 1/1/0001

Determination Comments:



## Historic Inventory Report

### Description

Historic Use: Commerce/Trade - Business      Current Use: Commerce/Trade - Specialty Store  
Plan: Rectangle      Stories: 1      Structural System: Concrete - Block  
Changes to Plan: Moderate      Changes to Interior: Unknown  
Changes to Original Cladding: Intact      Changes to Windows: Extensive  
Changes to Other: Extensive  
Other (specify): two overhead garage doors changed to pedestrian door and windows  
Style:      Cladding:      Roof Type:      Roof Material:  
Commercial      Concrete - Block      Shed      Asphalt / Composition -  
Flat with Parapet      Built Up  
Foundation:      Form/Type:  
Concrete - Poured      Commercial

### Narrative

Study Unit	Other
Architecture/Landscape Architecture	
Date of Construction:      1949 Built Date	Builder: Engineer: Architect:

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 Inventory Report

### Statement of Significance:

Construction of the original Highway 1 in the state of Washington commenced in 1913. By October 1923, 700 miles of a two-lane highway had been completed connecting Vancouver, British Columbia, to the Oregon-California border. Just after the highway was completed in 1924, however, plans were begun to reroute and improve the conditions of the highway. The project involved creating a new, wider, four-lane route further west that would connect Seattle and Tacoma, Washington, more directly (Kramak, 2010). The new roadway was completed in 1928 and acquired the title of Highway 1, while the original eastern route was renamed Highway 5 (Caster, 2007). The new Highway 1 became known as the Pacific Highway. Over the years, various parts of Highway 1 acquired alternative names, including the portion known as Pacific Highway S, which starts near Federal Way, Washington, and continues north, through Kent, Des Moines, and SeaTac, Washington (Kramak, 2010).

In 1926, Pacific Highway (HWY 1) was included as a numbered U.S. Highway (US 99) (U.S. Route 99, 2013). The following decades witnessed the rapid growth of businesses along the highway and the formation of a new auto-oriented roadside culture characterized by a proliferation of motels, restaurants, and rest stops (Des Moines Historical Society, 2007). Increased automobile ownership changed people's perceptions about distance and allowed populations to sprawl around urban centers, increasing the number of residents in suburban towns and cities, including SeaTac, Des Moines, Kent, and Federal Way (Boyles, 2010).

The City of SeaTac, which was incorporated in 1990, is named for the airport, which is now surrounded by the city. Before the airport was constructed in the 1940s, however, the rural area was commonly referred to by locals as Angle Lake, an allusion to the body of water in the Highline region next to where the airport now stands (City of SeaTac, 2013; Highline Historical Society, 2013). Early development in the area started after the 1883 construction of Northern Pacific's transcontinental railroad to Puget Sound, which brought an influx of settlers and farmers. During the 1930s and 1940s, a wave of new businesses opened along the new Pacific Highway, which passed Angle Lake, to serve the needs of those traveling by automobile (Dorpat and Crowley, 2004). Construction on the Seattle-Tacoma International Airport (Sea-Tac Airport) started in January 1943. The new airport and the adjacent Interstate 5 freeway that was completed in the 1960s changed many aspects of the community. Much of the existing housing stock in SeaTac dates to the period of planning and construction for the airport, from the 1930s-1950s.

The property at 20856 Pacific Highway South in SeaTac, Washington, which is a commercial property built in 1949, is not eligible for listing in the NRHP. The property is not eligible for the NRHP under Criterion A, which applies to buildings that are associated with events that have made a significant contribution to the broad patterns of history, as no significant events are associated with this property. To be eligible for the NRHP under Criterion B, a property must be directly associated with a person considered significant within a historic context whose specific contribution to history has been both identified and documented. No such person who meets that definition is linked to this property. The property is not eligible for the NRHP under Criterion C as it is a typical commercial building from the mid-twentieth century and does not embody the distinctive characteristics of a type, period, or method of construction; it is not the work of a master and does not possess high artistic value. The property is not eligible for the NRHP under Criterion D for information potential because the materials and construction methods of the building do not convey important information that could contribute to understanding history or prehistory. Therefore, the property is not eligible for listing in the NRHP because it does not meet any of the eligibility criteria. The building has all replacement doors and windows and has a shed-roofed addition on the south elevation. As a result, the property has lost integrity of design and materials.



## Historic Inventory Report

Description of Physical Appearance:	<p>The property at 20856 Pacific Highway South contains a one-story commercial building that was built in 1949 and is currently occupied by a convenience store/grocery called Carniceria Aguilera. Built on a concrete slab foundation with a rectangular plan, the concrete block building has painted concrete block exterior walls and built-up flat roof with a parapet. The roof has three heights, each of which gets slightly lower towards the rear of the building that creates a stair step effect along the parapet visible on the north and south elevations. All of the doors and windows on the building are fixed light, modern replacements, covered in metal security grates. The west (front elevation) contains metal and glass double doors surrounded by fixed, single-light windows in the center of the elevation. A backlit plastic sign above the entrance displays the name of the business. This entrance, as well as a row of three, fixed rectangular, single-light windows to the south of it, were originally two overhead garage doors. To the north of the main entrance is the original entry, which is a narrow pedestrian door and a fixed, single-light window. A moderately sized shed roofed addition is attached to the south elevation and clad in plywood boards. A vehicle entrance on the west side of the addition is covered by a metal security grate. There is a pedestrian door on the south elevation of the addition. On the north elevation, utility equipment has been enclosed by a wood fence that attaches to the main building. There is a parking lot on the south and east sides of the property.</p>
Major Bibliographic References:	<p>Boyles, E. 2010. The Suburb. Selected Cultural and Historical Geographies of the Greater Seattle Area. Available at: <a href="https://sites.google.com/site/alinehistoryprojectsite/home/line-b/community-identities--bellevue-and-redmond/the-suburb">https://sites.google.com/site/alinehistoryprojectsite/home/line-b/community-identities--bellevue-and-redmond/the-suburb</a>. Accessed March 18, 2013.</p> <p>Caster, D. 2007. Historical Society of Federal Way Timeline. Available at: <a href="http://www.federalwayhistory.org/timeline.php">http://www.federalwayhistory.org/timeline.php</a>. Accessed March 15, 2013.</p> <p>City of SeaTac. 2013. History. Available at: <a href="http://dev4.netvip.com/seatac/index.aspx?page=62">http://dev4.netvip.com/seatac/index.aspx?page=62</a>. Accessed March 14, 2013.</p> <p>Des Moines Historical Society. 2007. Time Line Page. Available at: <a href="http://www.dmhs.org/timeline/history.html">http://www.dmhs.org/timeline/history.html</a>. Accessed March 13, 2013.</p> <p>Dorpat, P., and W. Crowley. 2004. SeaTac. Available at: <a href="http://www.historylink.org/index.cfm?displaypage=output.cfm&amp;file_id=4181">http://www.historylink.org/index.cfm?displaypage=output.cfm&amp;file_id=4181</a>. Accessed March 19, 2013.</p> <p>Highline Historical Society. 2013. Oral Histories. Available at: <a href="http://www.highlinehistory.org/OralHistories2.html">http://www.highlinehistory.org/OralHistories2.html</a>. Accessed April 3, 2013.</p> <p>King County. 2013. King County Department of Assessments. Available at: <a href="http://www.kingcounty.gov/Assessor.aspx">http://www.kingcounty.gov/Assessor.aspx</a>. Accessed October 20, 2013.</p> <p>Kramak, J.E., ed. 2010. Establishing the Pacific Highway South. Selected Cultural and Historical Geographies of the Greater Seattle Area. Available at: <a href="https://sites.google.com/site/alinehistoryprojectsite/home/map/theme-transportation/establishing-the-pacific-highway-south">https://sites.google.com/site/alinehistoryprojectsite/home/map/theme-transportation/establishing-the-pacific-highway-south</a>. Accessed March 14, 2013.</p> <p>U.S. Route 99 – The Pacific Highway. 2013. Waymarking: A Groundspeak Website. Available at: <a href="http://www.waymarking.com/cat/details.aspx?f=1&amp;guid=698ed7e3-3af8-4cd0-a795-03b89a23288e&amp;exp=True">http://www.waymarking.com/cat/details.aspx?f=1&amp;guid=698ed7e3-3af8-4cd0-a795-03b89a23288e&amp;exp=True</a>. Accessed March 19, 2013.</p>

## Photos



Northwest corner  
2013



Addition on the right.  
Southwest corner  
2013



Addition visible at far right. Center, main entrance and windows to the right are the location of the original overhead garage doors.  
West elevation  
2013



## Historic Inventory Report

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### Location

Field Site No. 0984-6  
DAHP No.  
Historic Name:  
Common Name: 20848 Pacific Hwy S  
Property Address: 20848 Pacific Hwy S, SeaTac, WA 98198  
Comments:  
Tax No./Parcel No. 0922049243  
Plat/Block/Lot  
Acreage  
Supplemental Map(s)

Township/Range/EW	Section	1/4 Sec	1/4 1/4 Sec	County	Quadrangle
T22R04E	09			King	DES MOINES

### Coordinate Reference

Easting: 1195495  
Northing: 763951  
Projection: Washington State Plane South  
Datum: HARN (feet)

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### Identification

Survey Name: Sound Transit Federal Way  
Date Recorded: 10/22/2013  
Field Recorder: MaryNell Nolan-Wheatley  
Owner's Name: Shamseldin Corporation  
Owner Address: 8040 Fairway Drive NE  
City: Seattle  
State: Washington  
Zip: 98115  
Classification: Building  
Resource Status:  
Survey/Inventory  
Comments:  
Within a District? No  
Contributing? No  
National Register:  
Local District:  
National Register District/Thematic Nomination Name:  
Eligibility Status: Not Determined - SHPO  
Determination Date: 1/1/0001  
Determination Comments:



## Historic Inventory Report

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### Description

Historic Use: Commerce/Trade - Business	Current Use: Vacant/Not in Use		
Plan: Rectangle	Stories: 1	Structural System: Concrete - Block	
Changes to Plan: Slight	Changes to Interior: Unknown		
Changes to Original Cladding: Intact	Changes to Windows: Extensive		
Changes to Other: Extensive			
Other (specify): Two overhead garage doors replaced with windows.			
Style:	Cladding:	Roof Type:	Roof Material:
Commercial	Concrete - Block	Flat with Parapet	Asphalt / Composition
Foundation:	Form/Type:		
Concrete - Poured	Commercial		

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### Narrative

Study Unit	Other
Architecture/Landscape Architecture	
Date of Construction:	1947 Built Date
	Builder:
	Engineer:
	Architect:

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 Inventory Report

### Statement of Significance:

Construction of the original Highway 1 in the state of Washington commenced in 1913. By October 1923, 700 miles of a two-lane highway had been completed connecting Vancouver, British Columbia, to the Oregon-California border. Just after the highway was completed in 1924, however, plans were begun to reroute and improve the conditions of the highway. The project involved creating a new, wider, four-lane route further west that would connect Seattle and Tacoma, Washington, more directly (Kramak, 2010). The new roadway was completed in 1928 and acquired the title of Highway 1, while the original eastern route was renamed Highway 5 (Caster, 2007). The new Highway 1 became known as the Pacific Highway. Over the years, various parts of Highway 1 acquired alternative names, including the portion known as Pacific Highway S, which starts near Federal Way, Washington, and continues north, through Kent, Des Moines, and SeaTac, Washington (Kramak, 2010).

In 1926, Pacific Highway (HWY 1) was included as a numbered U.S. Highway (US 99) (U.S. Route 99, 2013). The following decades witnessed the rapid growth of businesses along the highway and the formation of a new auto-oriented roadside culture characterized by a proliferation of motels, restaurants, and rest stops (Des Moines Historical Society, 2007). Increased automobile ownership changed people's perceptions about distance and allowed populations to sprawl around urban centers, increasing the number of residents in suburban towns and cities, including SeaTac, Des Moines, Kent, and Federal Way (Boyles, 2010).

The City of SeaTac, which was incorporated in 1990, is named for the airport, which is now surrounded by the city. Before the airport was constructed in the 1940s, however, the rural area was commonly referred to by locals as Angle Lake, an allusion to the body of water in the Highline region next to where the airport now stands (City of SeaTac, 2013; Highline Historical Society, 2013). Early development in the area started after the 1883 construction of Northern Pacific's transcontinental railroad to Puget Sound, which brought an influx of settlers and farmers. During the 1930s and 1940s, a wave of new businesses opened along the new Pacific Highway, which passed Angle Lake, to serve the needs of those traveling by automobile (Dorpat and Crowley, 2004). Construction on the Seattle-Tacoma International Airport (Sea-Tac Airport) started in January 1943. The new airport and the adjacent Interstate 5 freeway that was completed in the 1960s changed many aspects of the community. Much of the existing housing stock in SeaTac dates to the period of planning and construction for the airport, from the 1930s-1950s.

The property at 20848 Pacific Highway South in SeaTac, Washington, which is a vacant commercial property built in 1947, is not eligible for listing in the NRHP. The property is not eligible for the NRHP under Criterion A, which applies to buildings that are associated with events that have made a significant contribution to the broad patterns of history, as no significant events are associated with this property. To be eligible for the NRHP under Criterion B, a property must be directly associated with a person considered significant within a historic context whose specific contribution to history has been both identified and documented. No such person who meets that definition is linked to this property. The property is not eligible for the NRHP under Criterion C as it is a typical commercial building from the mid-twentieth century and does not embody the distinctive characteristics of a type, period, or method of construction; it is not the work of a master and does not possess high artistic value. The property is not eligible for the NRHP under Criterion D for information potential because the materials and construction methods of the building does not convey important information that could contribute to understanding history or prehistory. Therefore, the property is not eligible for listing in the NRHP because it does not meet any of the eligibility criteria. The building has all replacement windows and doors and a small addition on the south elevation. As a result, it has lost some integrity of design and materials.

## Historic Inventory Report

Description of Physical Appearance:	<p>The property at 20848 Pacific Highway South contains a one-story commercial building that was constructed in 1947 and is currently vacant. Built on a concrete slab foundation with an L-shaped plan, the plain concrete block building has painted concrete block exterior walls and a flat roof. The roof has three heights, getting progressively lower towards the rear of the building, creating a stair step effect along the parapet that is visible on the north and south elevations. All of the windows and doors are modern replacements. The north end of the west (front) elevation, which is the main entrance, extends forward from the rest of the elevation, forming the short leg of the L, and contains a shiny metal pedestrian door flanked on either side by a fixed, single-light window. The original transom window has been filled in and a security light is above the main entrance. The narrow south elevation of this front entrance section is a rectangular, fixed, single-light window. The south end of the west elevation contains two bays of windows, each of which contains three, single-light windows. A photo from 2002 shows that these openings were originally two overhead garage doors. The south elevation contains another security light and three windows that are covered by metal grates. A square, concrete block addition with a much lower, flat roof is attached to the east end of the south elevation. The addition appears to have originally contained a pedestrian door and a window, which have both been filled in with concrete block. Barbed wire lines the roof of this small addition. The north elevation, moving from west to east, contains a narrow, fixed, single light window, a pedestrian door, and a window with a metal grate. The aerial view of the building indicates that there is another building in the rear of the property, which is likely a rectangular storage facility.</p>
Major Bibliographic References:	<p>Boyles, E. 2010. The Suburb. Selected Cultural and Historical Geographies of the Greater Seattle Area. Available at: <a href="https://sites.google.com/site/alinehistoryprojectsite/home/line-b/community-identities--bellevue-and-redmond/the-suburb">https://sites.google.com/site/alinehistoryprojectsite/home/line-b/community-identities--bellevue-and-redmond/the-suburb</a>. Accessed March 18, 2013.</p> <p>Caster, D. 2007. Historical Society of Federal Way Timeline. Available at: <a href="http://www.federalwayhistory.org/timeline.php">http://www.federalwayhistory.org/timeline.php</a>. Accessed March 15, 2013.</p> <p>City of SeaTac. 2013. History. Available at: <a href="http://dev4.netvip.com/seatac/index.aspx?page=62">http://dev4.netvip.com/seatac/index.aspx?page=62</a>. Accessed March 14, 2013.</p> <p>Des Moines Historical Society. 2007. Time Line Page. Available at: <a href="http://www.dmhs.org/timeline/history.html">http://www.dmhs.org/timeline/history.html</a>. Accessed March 13, 2013.</p> <p>Dorpat, P., and W. Crowley. 2004. SeaTac. Available at: <a href="http://www.historylink.org/index.cfm?displaypage=output.cfm&amp;file_id=4181">http://www.historylink.org/index.cfm?displaypage=output.cfm&amp;file_id=4181</a>. Accessed March 19, 2013.</p> <p>Highline Historical Society. 2013. Oral Histories. Available at: <a href="http://www.highlinehistory.org/OralHistories2.html">http://www.highlinehistory.org/OralHistories2.html</a>. Accessed April 3, 2013.</p> <p>King County. 2013. King County Department of Assessments. Available at: <a href="http://www.kingcounty.gov/Assessor.aspx">http://www.kingcounty.gov/Assessor.aspx</a>. Accessed October 20, 2013.</p> <p>Kramak, J.E., ed. 2010. Establishing the Pacific Highway South. Selected Cultural and Historical Geographies of the Greater Seattle Area. Available at: <a href="https://sites.google.com/site/alinehistoryprojectsite/home/map/theme-transportation/establishing-the-pacific-highway-south">https://sites.google.com/site/alinehistoryprojectsite/home/map/theme-transportation/establishing-the-pacific-highway-south</a>. Accessed March 14, 2013.</p> <p>U.S. Route 99 – The Pacific Highway. 2013. Waymarking: A Groundspeak Website. Available at: <a href="http://www.waymarking.com/cat/details.aspx?f=1&amp;guid=698ed7e3-3af8-4cd0-a795-03b89a23288e&amp;exp=True">http://www.waymarking.com/cat/details.aspx?f=1&amp;guid=698ed7e3-3af8-4cd0-a795-03b89a23288e&amp;exp=True</a>. Accessed March 19, 2013.</p>



## Photos



Northwest corner  
2013



Southwest corner  
2013



The two former garage door openings that are now two sets of three windows are on the left.  
West elevation  
2013





## Historic Inventory Report

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### Location

Field Site No. 0985-8

DAHP No.

Historic Name:

Common Name: 3001 S 208th St

Property Address: 3001 S 208th St, SeaTac, WA 98198

Comments:

Tax No./Parcel No. 0922049245

Plat/Block/Lot

Acreage

Supplemental Map(s)

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Township/Range/EW	Section	1/4 Sec	1/4 1/4 Sec	County	Quadrangle
T22R04E	09			King	DES MOINES

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### Coordinate Reference

Easting: 1196151

Northing: 764072

Projection: Washington State Plane South

Datum: HARN (feet)

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### Identification

Survey Name: Sound Transit Federal Way

Date Recorded: 10/22/2013

Field Recorder: MaryNell Nolan-Wheatley

Owner's Name: K & L Singh Investment LLC

Owner Address: 3001 S 208th St

City: SeaTac

State: Washington

Zip: 98198

Classification: Building

Resource Status:

Comments:

Survey/Inventory

Within a District? No

Contributing? No

National Register:

Local District:

National Register District/Thematic Nomination Name:

Eligibility Status: Not Determined - SHPO

Determination Date: 1/1/0001

Determination Comments:



## Historic Inventory Report

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### Description

Historic Use: Domestic - Single Family House	Current Use: Domestic - Single Family House		
Plan: T-Shape	Stories: 1		
Changes to Plan: Extensive	Structural System: Platform Frame		
Changes to Original Cladding: Extensive	Changes to Interior: Unknown		
Changes to Other:	Changes to Windows: Extensive		
Other (specify):			
Style:	Cladding:	Roof Type:	Roof Material:
Vernacular	Veneer - Vinyl Siding	Hip	Asphalt / Composition - Shingle
		Gable - Side Gable	
Foundation:	Form/Type:		
Concrete - Poured	Single Family - Side Gable		

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### Narrative

Study Unit	Other
Architecture/Landscape Architecture	
Date of Construction:	1910 Built Date
	Builder:
	Engineer:
	Architect:

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 Inventory Report

### Statement of Significance:

Construction of the original Highway 1 in the state of Washington commenced in 1913. By October 1923, 700 miles of a two-lane highway had been completed connecting Vancouver, British Columbia, to the Oregon-California border. Just after the highway was completed in 1924, however, plans were begun to reroute and improve the conditions of the highway. The project involved creating a new, wider, four-lane route further west that would connect Seattle and Tacoma, Washington, more directly (Kramak, 2010). The new roadway was completed in 1928 and acquired the title of Highway 1, while the original eastern route was renamed Highway 5 (Caster, 2007). The new Highway 1 became known as the Pacific Highway. Over the years, various parts of Highway 1 acquired alternative names, including the portion known as Pacific Highway S, which starts near Federal Way, Washington, and continues north, through Kent, Des Moines, and SeaTac, Washington (Kramak, 2010).

In 1926, Pacific Highway (HWY 1) was included as a numbered U.S. Highway (US 99) (U.S. Route 99, 2013). The following decades witnessed the rapid growth of businesses along the highway and the formation of a new auto-oriented roadside culture characterized by a proliferation of motels, restaurants, and rest stops (Des Moines Historical Society, 2007). Increased automobile ownership changed people's perceptions about distance and allowed populations to sprawl around urban centers, increasing the number of residents in suburban towns and cities, including SeaTac, Des Moines, Kent, and Federal Way (Boyles, 2010).

The City of SeaTac, which was incorporated in 1990, is named for the airport, which is now surrounded by the city. Before the airport was constructed in the 1940s, however, the rural area was commonly referred to by locals as Angle Lake, an allusion to the body of water in the Highline region next to where the airport now stands (City of SeaTac, 2013; Highline Historical Society, 2013). Early development in the area started after the 1883 construction of Northern Pacific's transcontinental railroad to Puget Sound, which brought an influx of settlers and farmers. During the 1930s and 1940s, a wave of new businesses opened along the new Pacific Highway, which passed Angle Lake, to serve the needs of those traveling by automobile (Dorpat and Crowley, 2004). Construction on the Seattle-Tacoma International Airport (Sea-Tac Airport) started in January 1943. The new airport and the adjacent Interstate 5 freeway that was completed in the 1960s changed many aspects of the community. Much of the existing housing stock in SeaTac dates to the period of planning and construction for the airport, from the 1930s-1950s.

The property at 3001 South 208th Street in SeaTac, Washington, which is a residential property built in 1910, is not eligible for listing in the NRHP. The property is not eligible for the NRHP under Criterion A, which applies to buildings that are associated with events that have made a significant contribution to the broad patterns of history, as no significant events are associated with this property. To be eligible for the NRHP under Criterion B, a property must be directly associated with a person considered significant within a historic context whose specific contribution to history has been both identified and documented. No such person who meets that definition is linked to this building. The property is not eligible for the NRHP under Criterion C as it is a typical small residential building from the early twentieth century and does not embody the distinctive characteristics of a type, period, or method of construction; it is not the work of a master and does not possess high artistic value. The property is not eligible for the NRHP under Criterion D for information potential because the materials and construction methods of the building does not convey important information that could contribute to understanding history or prehistory.

Therefore, the property is not eligible for listing in the NRHP because it does not meet any of the eligibility criteria. The building has no original siding, windows, or doors and has a large south elevation addition. As a result, the property has lost integrity of design, workmanship and materials.

## Historic Inventory Report

Description of Physical Appearance:	<p>The property at 3001 South 208th Street is a one-story residential building with a T-shaped floor plan that was constructed in 1910 and is situated off of the main road at the end of a long driveway. The wood frame house is clad in horizontal composite siding and sits on a raised concrete foundation. A composite shingle covers the side gable roof. All siding, windows, and doors on the house have been replaced. Several steps on the north (front) elevation lead to a small concrete porch and the front door, both of which are covered by an attached gabled overhang supported by square wood pillars that rest on a knee wall clad in horizontal composite siding. The gable ends are clad in straight edge shingles. The front door is paneled and contains a small fanlight. On the east end of the north elevation is a one-over-one sash window. Directly east of the front door is a larger window, with a fixed, single-light positioned over two smaller awning windows. West of the front door is another sash window identical to the one on the opposite end of the façade. Solid wood panels have been placed under all windows, breaking up the horizontal siding. One double-light window is positioned on the west elevation. A large, composite shingle, hipped roof addition on the south elevation is barely visible from the public right of way. A small shed and trailer are also located behind the house. Gravel and some landscaping surroundings the front of the house, while the back of the property appears heavily forested.</p>
Major Bibliographic References:	<p>Boyles, E. 2010. The Suburb. Selected Cultural and Historical Geographies of the Greater Seattle Area. Available at: <a href="https://sites.google.com/site/alinehistoryprojectsite/home/line-b/community-identities--bellevue-and-redmond/the-suburb">https://sites.google.com/site/alinehistoryprojectsite/home/line-b/community-identities--bellevue-and-redmond/the-suburb</a>. Accessed March 18, 2013.</p> <p>Caster, D. 2007. Historical Society of Federal Way Timeline. Available at: <a href="http://www.federalwayhistory.org/timeline.php">http://www.federalwayhistory.org/timeline.php</a>. Accessed March 15, 2013.</p> <p>City of SeaTac. 2013. History. Available at: <a href="http://dev4.netvip.com/seatac/index.aspx?page=62">http://dev4.netvip.com/seatac/index.aspx?page=62</a>. Accessed March 14, 2013.</p> <p>Des Moines Historical Society. 2007. Time Line Page. Available at: <a href="http://www.dmhs.org/timeline/history.html">http://www.dmhs.org/timeline/history.html</a>. Accessed March 13, 2013.</p> <p>Dorpat, P., and W. Crowley. 2004. SeaTac. HistoryLink: The Free Online Encyclopedia of Washington State History. Available at: <a href="http://www.historylink.org/index.cfm?displaypage=output.cfm&amp;file_id=4181">http://www.historylink.org/index.cfm?displaypage=output.cfm&amp;file_id=4181</a>. Accessed March 19, 2013.</p> <p>Highline Historical Society. 2013. Oral Histories. Available at: <a href="http://www.highlinehistory.org/OralHistories2.html">http://www.highlinehistory.org/OralHistories2.html</a>. Accessed April 3, 2013.</p> <p>King County. 2013. King County Department of Assessments. Available at: <a href="http://www.kingcounty.gov/Assessor.aspx">http://www.kingcounty.gov/Assessor.aspx</a>. Accessed October 20, 2013.</p> <p>Kramak, J.E., ed. 2010. Establishing the Pacific Highway South. Selected Cultural and Historical Geographies of the Greater Seattle Area. Available at: <a href="https://sites.google.com/site/alinehistoryprojectsite/home/map/theme-transportation/establishing-the-pacific-highway-south">https://sites.google.com/site/alinehistoryprojectsite/home/map/theme-transportation/establishing-the-pacific-highway-south</a>. Accessed March 14, 2013.</p> <p>U.S. Route 99 – The Pacific Highway. 2013. Waymarking: A Groundspeak Website. Available at: <a href="http://www.waymarking.com/cat/details.aspx?f=1&amp;guid=698ed7e3-3af8-4cd0-a795-03b89a23288e&amp;exp=True">http://www.waymarking.com/cat/details.aspx?f=1&amp;guid=698ed7e3-3af8-4cd0-a795-03b89a23288e&amp;exp=True</a>. Accessed March 19, 2013.</p>

## Photos



North elevation  
2013



Hipped roof south addition is barely visible behind side gabled roof of original building.  
Northwest corner  
2013



## Historic Inventory Report

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### Location

Field Site No. 0995-9

DAHP No.

Historic Name:

Common Name: T&C Premier Auto Sales

Property Address: 21104 Pacific Highway S, SeaTac, WA 98198

Comments:

Tax No./Parcel No. 0922049291

Plat/Block/Lot

Acreage

Supplemental Map(s)

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Township/Range/EW	Section	1/4 Sec	1/4 1/4 Sec	County	Quadrangle
T22R04E	09			King	DES MOINES

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### Coordinate Reference

Easting: 1195455

Northing: 763218

Projection: Washington State Plane South

Datum: HARN (feet)

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### Identification

Survey Name: Sound Transit Federal Way

Date Recorded: 10/25/2013

Field Recorder: MaryNell Nolan-Wheatley

Owner's Name: T R J DEVELOPMENT INC

Owner Address: 7506 SIMMONDS RD

City: BOTHELL

State: WASHINGTON

Zip: 98011

Classification: Building

Resource Status:

Comments:

Survey/Inventory

Within a District? No

Contributing? No

National Register:

Local District:

National Register District/Thematic Nomination Name:

Eligibility Status: Not Determined - SHPO

Determination Date: 1/1/0001

Determination Comments:



## Historic Inventory Report

### Description

Historic Use: Commerce/Trade - Business

Current Use: Commerce/Trade - Business

Plan: Rectangle Stories: 1

Structural System: Concrete - Block

Changes to Plan: Slight

Changes to Interior: Unknown

Changes to Original Cladding: Moderate

Changes to Windows: Extensive

Changes to Other:

Other (specify):

Style:

Cladding:

Roof Type:

Roof Material:

Other - Industrial

Veneer - Brick

Flat with Parapet

Asphalt / Composition

Commercial

Glass

Metal

Foundation:

Form/Type:

Concrete - Poured

Industrial

### Narrative

Study Unit

Other

Architecture/Landscape Architecture

Date of Construction: 1965 Built Date

Builder:

Engineer:

Architect:

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 Inventory Report

### Statement of Significance:

Construction of the original Highway 1 in the state of Washington commenced in 1913. By October 1923, 700 miles of a two-lane highway had been completed connecting Vancouver, British Columbia, to the Oregon-California border. Just after the highway was completed in 1924, however, plans were begun to reroute and improve the conditions of the highway. The project involved creating a new, wider, four-lane route further west that would connect Seattle and Tacoma, Washington, more directly (Kramak, 2010). The new roadway was completed in 1928 and acquired the title of Highway 1, while the original eastern route was renamed Highway 5 (Caster, 2007). The new Highway 1 became known as the Pacific Highway. Over the years, various parts of Highway 1 acquired alternative names, including the portion known as Pacific Highway S, which starts near Federal Way, Washington, and continues north, through Kent, Des Moines, and SeaTac, Washington (Kramak, 2010).

In 1926, Pacific Highway (HWY 1) was included as a numbered U.S. Highway (US 99) (U.S. Route 99, 2013). The following decades witnessed the rapid growth of businesses along the highway and the formation of a new auto-oriented roadside culture characterized by a proliferation of motels, restaurants, and rest stops (Des Moines Historical Society, 2007). Increased automobile ownership changed people's perceptions about distance and allowed populations to sprawl around urban centers, increasing the number of residents in suburban towns and cities, including SeaTac, Des Moines, Kent, and Federal Way (Boyles, 2010).

The City of SeaTac, which was incorporated in 1990, is named for the airport, which is now surrounded by the city. Before the airport was constructed in the 1940s, however, the rural area was commonly referred to by locals as Angle Lake, an allusion to the body of water in the Highline region next to where the airport now stands (City of SeaTac, 2013; Highline Historical Society, 2013). Early development in the area started after the 1883 construction of Northern Pacific's transcontinental railroad to Puget Sound, which brought an influx of settlers and farmers. During the 1930s and 1940s, a wave of new businesses opened along the new Pacific Highway, which passed Angle Lake, to serve the needs of those traveling by automobile (Dorpat and Crowley, 2004). Construction on the Seattle-Tacoma International Airport (Sea-Tac Airport) started in January 1943. The new airport and the adjacent Interstate 5 freeway that was completed in the 1960s changed many aspects of the community. Much of the existing housing stock in SeaTac dates to the period of planning and construction for the airport, from the 1930s-1950s.

The property at 21104 Pacific Highway South in SeaTac, Washington, which is a commercial property built in 1965, is not eligible for listing in the NRHP. The property is not eligible for the NRHP under Criterion A, which applies to buildings that are associated with events that have made a significant contribution to the broad patterns of history, as no significant events are associated with this property. To be eligible for the NRHP under Criterion B, a property must be directly associated with a person considered significant within a historic context whose specific contribution to history has been both identified and documented. No such person who meets that definition is linked to this property. The property is not eligible for the NRHP under Criterion C as it is a typical commercial building from the 1960s and does not embody the distinctive characteristics of a type, period, or method of construction; it is not the work of a master and does not possess high artistic value. The property is not eligible for the NRHP under Criterion D for information potential because the materials and construction methods of the building do not convey important information that could contribute to understanding history or prehistory. Therefore, the property is not eligible for listing in the NRHP because it does not meet any of the eligibility criteria. The building has had several alterations. All doors and windows have been replaced and a metal garage has been constructed along the south elevation. As a result, the property has lost integrity of design and materials.

## Historic Inventory Report

Description of Physical Appearance:	<p>The property at 21104 Pacific Highway South is a one-story commercial building that was constructed in 1965. Built on a concrete slab foundation with an essentially rectangular plan, the concrete block building is occupied by T&amp;C Premier Auto Sales and Airport Car Care Parking, and is visually defined by large windows and brick veneer. A covered gas pumping area is located on the east side of the property, although the pumps appear unused. The main building has a flat roof with a parapet clad in vertical metal paneling. The exterior walls of the north and west elevations of the building are composed of replacement doors and windows and brick veneer. The west side of the north elevation is composed of five large, replacement, fixed, single-light windows and one large, replacement, fixed, double-light window, all of which extend nearly from the floor to the ceiling. Flanked by two windows on the east side, and three windows on the west side, is a pair of glass and metal pedestrian doors. Further east of the windows and doors the exterior wall is clad in brick veneer. The west elevation is a mirror image of the north elevation. As a result, the northwest corner of the building is composed entirely of large windows. A large vinyl sign attached to a metal frame that reads Airport Car Care Parking on the north elevation and T&amp;C Premier Auto Sales on the west elevation, protrudes from the building and wraps around the northwest corner. The east elevation is clad in brick veneer and contains three large openings: two of the openings contain replacement retractable metal doors, while the middle opening contains two large metal pedestrian doors, although it is likely that this opening was also originally a retractable door. The parapet continues on this elevation, although it is not clad in vertical metal paneling. A metal clad garage with a metal gabled roof has been constructed along the south elevation of the building. The metal cladding on this accessory building, however, only extends halfway, creating an open, but covered area on the east side of the building. The site is completely paved.</p>
Major Bibliographic References:	<p>Boyles, E. 2010. The Suburb. Selected Cultural and Historical Geographies of the Greater Seattle Area. Available at: <a href="https://sites.google.com/site/alinehistoryprojectsite/home/line-b/community-identities--bellevue-and-redmond/the-suburb">https://sites.google.com/site/alinehistoryprojectsite/home/line-b/community-identities--bellevue-and-redmond/the-suburb</a>. Accessed March 18, 2013.</p> <p>Caster, D. 2007. Historical Society of Federal Way Timeline. Available at: <a href="http://www.federalwayhistory.org/timeline.php">http://www.federalwayhistory.org/timeline.php</a>. Accessed March 15, 2013.</p> <p>City of SeaTac. 2013. History. Available at: <a href="http://dev4.netvip.com/seatac/index.aspx?page=62">http://dev4.netvip.com/seatac/index.aspx?page=62</a>. Accessed March 14, 2013.</p> <p>Des Moines Historical Society. 2007. Time Line Page. Available at: <a href="http://www.dmhs.org/timeline/history.html">http://www.dmhs.org/timeline/history.html</a>. Accessed March 13, 2013.</p> <p>Dorpat, P., and W. Crowley. 2004. SeaTac. HistoryLink: The Free Online Encyclopedia of Washington State History. Available at: <a href="http://www.historylink.org/index.cfm?displaypage=output.cfm&amp;file_id=4181">http://www.historylink.org/index.cfm?displaypage=output.cfm&amp;file_id=4181</a>. Accessed March 19, 2013.</p> <p>Highline Historical Society. 2013. Oral Histories. Available at: <a href="http://www.highlinehistory.org/OralHistories2.html">http://www.highlinehistory.org/OralHistories2.html</a>. Accessed April 3, 2013.</p> <p>King County. 2013. King County Department of Assessments. Available at: <a href="http://www.kingcounty.gov/Assessor.aspx">http://www.kingcounty.gov/Assessor.aspx</a>. Accessed October 20, 2013.</p> <p>Kramak, J.E., ed. 2010. Establishing the Pacific Highway South. Selected Cultural and Historical Geographies of the Greater Seattle Area. Available at: <a href="https://sites.google.com/site/alinehistoryprojectsite/home/map/theme-transportation/establishing-the-pacific-highway-south">https://sites.google.com/site/alinehistoryprojectsite/home/map/theme-transportation/establishing-the-pacific-highway-south</a>. Accessed March 14, 2013.</p> <p>U.S. Route 99 – The Pacific Highway. 2013. Waymarking: A Groundspeak Website. Available at: <a href="http://www.waymarking.com/cat/details.aspx?f=1&amp;guid=698ed7e3-3af8-4cd0-a795-03b89a23288e&amp;exp=True">http://www.waymarking.com/cat/details.aspx?f=1&amp;guid=698ed7e3-3af8-4cd0-a795-03b89a23288e&amp;exp=True</a>. Accessed March 19, 2013.</p>

## Photos



Northwest corner  
2013



Northeast corner  
2013



Southwest corner  
2013



View to the southwest, full property  
2013



## Historic Inventory Report

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### Location

Field Site No. 1006-5  
DAHP No.  
Historic Name:  
Common Name: NAPA Auto Parts/ Angle Lake Cyclery  
Property Address: 20804 Pacific Hwy S, SeaTac, WA 98198  
Comments:  
Tax No./Parcel No. 922049316  
Plat/Block/Lot  
Acreage  
Supplemental Map(s)

Township/Range/EW	Section	1/4 Sec	1/4 1/4 Sec	County	Quadrangle
T22R04E	09			King	DES MOINES

### Coordinate Reference

Easting: 1195574  
Northing: 764291  
Projection: Washington State Plane South  
Datum: HARN (feet)

### Identification

Survey Name: Sound Transit Federal Way  
Date Recorded: 10/22/2013  
Field Recorder: MaryNell Nolan-Wheatley  
Owner's Name: Hassen Properties Inc.  
Owner Address: 3727 S 194th St  
City: Seattle  
State: Washington  
Zip: 98188  
Classification: Building  
Resource Status:  
Survey/Inventory  
Comments:  
Within a District? No  
Contributing? No  
National Register:  
Local District:  
National Register District/Thematic Nomination Name:  
Eligibility Status: Not Determined - SHPO  
Determination Date: 1/1/0001  
Determination Comments:



## Historic Inventory Report

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### Description

Historic Use: Commerce/Trade - Business	Current Use: Commerce/Trade - Business		
Plan: Square	Stories: 1		
Changes to Plan: Extensive	Structural System: Concrete - Block		
Changes to Original Cladding: Slight	Changes to Interior: Unknown		
Changes to Other:	Changes to Windows: Extensive		
Other (specify):			
Style:	Cladding:	Roof Type:	Roof Material:
Commercial	Concrete - Block	Flat with Eaves	Unknown
	Veneer - Vinyl Siding		
	Wood - T 1-11		
Foundation:	Form/Type:		
Concrete - Poured	Commercial		

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### Narrative

Study Unit	Other
Architecture/Landscape Architecture	
Date of Construction:	1953 Built Date
	Builder:
	Engineer:
	Architect:

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 Inventory Report

### Statement of Significance:

Construction of the original Highway 1 in the state of Washington commenced in 1913. By October 1923, 700 miles of a two-lane highway had been completed connecting Vancouver, British Columbia, to the Oregon-California border. Just after the highway was completed in 1924, however, plans were begun to reroute and improve the conditions of the highway. The project involved creating a new, wider, four-lane route further west that would connect Seattle and Tacoma, Washington, more directly (Kramak, 2010). The new roadway was completed in 1928 and acquired the title of Highway 1, while the original eastern route was renamed Highway 5 (Caster, 2007). The new Highway 1 became known as the Pacific Highway. Over the years, various parts of Highway 1 acquired alternative names, including the portion known as Pacific Highway S, which starts near Federal Way, Washington, and continues north, through Kent, Des Moines, and SeaTac, Washington (Kramak, 2010).

In 1926, Pacific Highway (HWY 1) was included as a numbered U.S. Highway (US 99) (U.S. Route 99, 2013). The following decades witnessed the rapid growth of businesses along the highway and the formation of a new auto-oriented roadside culture characterized by a proliferation of motels, restaurants, and rest stops (Des Moines Historical Society, 2007). Increased automobile ownership changed people's perceptions about distance and allowed populations to sprawl around urban centers, increasing the number of residents in suburban towns and cities, including SeaTac, Des Moines, Kent, and Federal Way (Boyles, 2010).

The City of SeaTac, which was incorporated in 1990, is named for the airport, which is now surrounded by the city. Before the airport was constructed in the 1940s, however, the rural area was commonly referred to by locals as Angle Lake, an allusion to the body of water in the Highline region next to where the airport now stands (City of SeaTac, 2013; Highline Historical Society, 2013). Early development in the area started after the 1883 construction of Northern Pacific's transcontinental railroad to Puget Sound, which brought an influx of settlers and farmers. During the 1930s and 1940s, a wave of new businesses opened along the new Pacific Highway, which passed Angle Lake, to serve the needs of those traveling by automobile (Dorpat and Crowley, 2004). Construction on the Seattle-Tacoma International Airport (Sea-Tac Airport) started in January 1943. The new airport and the adjacent Interstate 5 freeway that was completed in the 1960s changed many aspects of the community. Much of the existing housing stock in SeaTac dates to the period of planning and construction for the airport, from the 1930s-1950s.

The property at 20804 Pacific Highway South in SeaTac, Washington, which is a commercial facility built in 1953, is not eligible for listing in the NRHP. The property is not eligible for the NRHP under Criterion A, which applies to buildings that are associated with events that have made a significant contribution to the broad patterns of history, as no significant events are associated with this property. To be eligible for the NRHP under Criterion B, a property must be directly associated with a person considered significant within a historic context whose specific contribution to history has been both identified and documented. No such person who meets that definition is linked to this property. The property is not eligible for the NRHP under Criterion C as it is a typical commercial building from the mid-twentieth century and does not embody the distinctive characteristics of a type, period, or method of construction; it is not the work of a master and does not possess high artistic value. The property is not eligible for the NRHP under Criterion D for information potential because the materials and construction methods of the building does not convey important information that could contribute to understanding history or prehistory. Therefore, the property is not eligible for listing in the NRHP because it does not meet any of the eligibility criteria. The building, which is occupied by NAPA Auto Parts and Angle Lake Cyclery, has undergone several alterations and large additions and has lost integrity of design and materials. The building retains integrity of location, setting, workmanship, feeling and association.

## Historic Inventory Report

Description of Physical Appearance:	<p>The property at 20804 Pacific Highway South is a one-story commercial facility constructed in 1953. Built on a concrete slab foundation with a square plan, the concrete block building is occupied by NAPA Auto Parts on the north side of the building and Angle Lake Cyclery on the south side. The Angle Lake Cyclery section of the building is an addition. There is another large two story addition on the east elevation. The building has a flat roof with a blue corrugated metal awning that wraps around the primary elevations. All of the building's windows and doors are modern replacements. The businesses' respective signs are secured to the metal awning. The west (front) elevation contains the storefront for both businesses. On the north side, the exterior walls are painted concrete block. Metal and glass double doors are located in the middle of NAPA's main façade and are surrounded by fixed, single-light windows. There are two fixed, single-light windows on either side of the main doors. The north elevation of this original section contains a large fixed, double-light window. The west elevation of the south addition, which is Angle Lake Cyclery's front façade, contains all glass windows in a metal framing system. The south elevation of the south addition is clad in horizontal composite siding and has a row of attic vents that run parallel to the eave. A large rectangular plan, two-story addition is attached to the rear of NAPA Auto parts, on the east elevation. The addition is clad in horizontal composite siding on the west and north elevations, and vertical T-11 siding on the east elevation. On the ground floor of the north elevation of the east addition, there is a single pedestrian door. The second floor of the north elevation is lined in a row of four, fixed, double-light, modern windows. The addition has a flat roof with an integrated overhang and exposed wood rafter tails. Off street parking lines the building's north elevation.</p>
Major Bibliographic References:	<p>Boyles, E. 2010. The Suburb. Selected Cultural and Historical Geographies of the Greater Seattle Area. Available at: <a href="https://sites.google.com/site/alinehistoryprojectsite/home/line-b/community-identities--bellevue-and-redmond/the-suburb">https://sites.google.com/site/alinehistoryprojectsite/home/line-b/community-identities--bellevue-and-redmond/the-suburb</a>. Accessed March 18, 2013.</p> <p>Caster, D. 2007. Historical Society of Federal Way Timeline. Available at: <a href="http://www.federalwayhistory.org/timeline.php">http://www.federalwayhistory.org/timeline.php</a>. Accessed March 15, 2013.</p> <p>City of SeaTac. 2013. History. Available at: <a href="http://dev4.netvip.com/seatac/index.aspx?page=62">http://dev4.netvip.com/seatac/index.aspx?page=62</a>. Accessed March 14, 2013.</p> <p>Des Moines Historical Society. 2007. Time Line Page. Available at: <a href="http://www.dmhs.org/timeline/history.html">http://www.dmhs.org/timeline/history.html</a>. Accessed March 13, 2013.</p> <p>Dorpat, P., and W. Crowley. 2004. SeaTac. HistoryLink: The Free Online Encyclopedia of Washington State History. Available at: <a href="http://www.historylink.org/index.cfm?displaypage=output.cfm&amp;file_id=4181">http://www.historylink.org/index.cfm?displaypage=output.cfm&amp;file_id=4181</a>. Accessed March 19, 2013.</p> <p>Highline Historical Society. 2013. Oral Histories. Available at: <a href="http://www.highlinehistory.org/OralHistories2.html">http://www.highlinehistory.org/OralHistories2.html</a>. Accessed April 3, 2013.</p> <p>King County. 2013. King County Department of Assessments. Available at: <a href="http://www.kingcounty.gov/Assessor.aspx">http://www.kingcounty.gov/Assessor.aspx</a>. Accessed October 20, 2013.</p> <p>Kramak, J.E., ed. 2010. Establishing the Pacific Highway South. Selected Cultural and Historical Geographies of the Greater Seattle Area. Available at: <a href="https://sites.google.com/site/alinehistoryprojectsite/home/map/theme-transportation/establishing-the-pacific-highway-south">https://sites.google.com/site/alinehistoryprojectsite/home/map/theme-transportation/establishing-the-pacific-highway-south</a>. Accessed March 14, 2013.</p> <p>U.S. Route 99 – The Pacific Highway. 2013. Waymarking: A Groundspeak Website. Available at: <a href="http://www.waymarking.com/cat/details.aspx?f=1&amp;guid=698ed7e3-3af8-4cd0-a795-03b89a23288e&amp;exp=True">http://www.waymarking.com/cat/details.aspx?f=1&amp;guid=698ed7e3-3af8-4cd0-a795-03b89a23288e&amp;exp=True</a>. Accessed March 19, 2013.</p>



## Photos



Northwest corner  
2013



Northeast corner  
2013



South elevation  
2013



## Historic Inventory Report

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### Location

Field Site No. 1432-252 DAHP No.  
Historic Name:  
Common Name: 26904 28th Ave S  
Property Address: 26904 28th Ave S, Kent, WA 98032  
Comments:  
Tax No./Parcel No. 1397800040  
Plat/Block/Lot Plat Lot 3-4  
Acreage .26  
Supplemental Map(s)

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Township/Range/EW	Section	1/4 Sec	1/4 1/4 Sec	County	Quadrangle
T22R04E	28			King	POVERTY BAY

### Coordinate Reference

Easting: 1195105  
Northing: 744306  
Projection: Washington State Plane South  
Datum: HARN (feet)

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### Identification

Survey Name: Sound Transit Federal Way Date Recorded: 02/12/2014  
Field Recorder: MaryNell Nolan-Wheatley  
Owner's Name: GOODRICH JERAFEL+LLOYD  
Owner Address: 26904 28TH AVE S  
City: Kent State: WA Zip: 98032  
Classification: Building  
Resource Status: Comments:  
Survey/Inventory  
Within a District? No  
Contributing? No  
National Register:  
Local District:  
National Register District/Thematic Nomination Name:  
Eligibility Status: Not Determined - SHPO  
Determination Date: 1/1/0001  
Determination Comments:



## Historic Inventory Report

### Description

Historic Use: Domestic - Single Family House      Current Use: Domestic - Single Family House  
Plan: L-Shape      Stories: 1      Structural System: Platform Frame  
Changes to Plan: Slight      Changes to Interior: Unknown  
Changes to Original Cladding: Intact      Changes to Windows: Moderate  
Changes to Other: Moderate  
Other (specify): Original interior garage was likely converted to interior living space at an unknown date.  
Style:      Cladding:      Roof Type:      Roof Material:  
Ranch      Wood      Gable - Cross Gable      Asphalt / Composition - Shingle  
Foundation:      Form/Type:  
Concrete - Block      Single Family

### Narrative

Study Unit	Other
Architecture/Landscape Architecture	
Date of Construction:	1957 Built Date      Builder:
	Engineer:
	Architect:

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 Inventory Report

### Statement of Significance:

Construction of the original Highway 1 in the state of Washington commenced in 1913. By October 1923, 700 miles of a two-lane highway had been completed connecting Vancouver, British Columbia, to the Oregon-California border. Just after the highway was completed in 1924, however, plans were begun to reroute and improve the conditions of the highway. The project involved creating a new, wider, four-lane route further west that would connect Seattle and Tacoma, Washington, more directly (Kramak, 2010). The new roadway was completed in 1928 and acquired the title of Highway 1, while the original eastern route was renamed Highway 5 (Caster, 2007). The new Highway 1 became known as the Pacific Highway. Over the years, various parts of Highway 1 acquired alternative names, including the portion known as Pacific Highway S, which starts near Federal Way, Washington, and continues north, through Kent, Des Moines, and SeaTac, Washington (Kramak, 2010).

In 1926, Pacific Highway (HWY 1) was included as a numbered U.S. Highway (US 99) (U.S. Route 99, 2013). The following decades witnessed the rapid growth of businesses along the highway and the formation of a new auto-oriented roadside culture characterized by a proliferation of motels, restaurants, and rest stops (Des Moines Historical Society, 2007). Increased automobile ownership changed people's perceptions about distance and allowed populations to sprawl around urban centers, increasing the number of residents in suburban towns and cities, including SeaTac, Des Moines, Kent, and Federal Way (Boyles, 2010).

Kent started as an agricultural community before evolving into an industrial center. Early settlers in the area enjoyed prime farming due to rich deposits of alluvium in the valley that had made the soil especially fertile. Kent experienced a period of financial success in the second half of the nineteenth century, and on May 28, 1890, Kent incorporated as a city. Still primarily an agricultural community, Kent suffered from a lack of manual laborers after World War II (Stein, 2001). In 1962, the completion of the Howard A. Hanson Dam stopped flooding in the area, which attracted developers and manufacturing companies to relocate to Kent, accelerating the decline of farming. Three years later, Boeing established the Boeing Aerospace Center there. Over the next few decades, warehouses, industrial plants, and eventually technology firms came to dominate the local economy (Stein, 2001). This change in industry attracted new residents to Kent during the 1950s through the 1970s, and it was during these decades that much of the existing built environment was constructed.

The property at 26904 28th Avenue South in Kent, Washington, which is a residential property built in 1957, is not eligible for listing in the NRHP. The property is not eligible for the NRHP under Criterion A, which applies to buildings that are associated with events that have made a significant contribution to the broad patterns of history, as no significant events are associated with this property. To be eligible for the NRHP under Criterion B, a property must be directly associated with a person considered significant within a historic context whose specific contribution to history has been both identified and documented. No such person who meets that definition is linked to this building. The property is not eligible for the NRHP under Criterion C as it is a typical residential building from the mid-twentieth century and does not embody the distinctive characteristics of a type, period, or method of construction; it is not the work of a master and does not possess high artistic value. The property is not eligible for the NRHP under Criterion D for information potential because the materials and construction methods of the building do not convey important information that could contribute to understanding history or prehistory. Therefore, the property is not eligible for listing in the NRHP because it does not meet any of the eligibility criteria. In addition the building has been altered including the replacement of original windows and doors as well as a carport and deck addition. It is likely that the house originally contained an interior garage that has since been converted into interior living space. As a result, the property has lost integrity of materials and design. The building retains integrity of workmanship, location, setting, feeling and association.

## Historic Inventory Report

### Description of Physical Appearance:

26904 28th Avenue South is a one-story, wood frame, ranch style residential property with an essentially L-shaped floor plan constructed in 1957. The house, which sits on a concrete block foundation, has a cross gabled roof covered in composite shingles with moderately deep open eaves and an interior slope brick chimney. Clad in horizontal wood siding, all of the windows on the front (west) elevation appear to be contemporary replacements with decorative, non-operable shutters. The front door is located north of center on the front elevation. South of the front door is a large, three-light horizontal sliding window. This section of the façade, containing the front door and the adjacent three-light window, is slightly recessed from the north and south ends of the elevation. A raised concrete porch with an open framework metal handrail is nestled in the recessed section of the façade and is accessed by a short flight of concrete steps. North of the main entrance, the façade protrudes slightly (although it is still covered by the primary side gabled roof) and contains a two-light horizontal sliding window. The south end of the front elevation projects out further than the north end and is covered by a front gabled roof that crosses the primary side gable, and creates the bottom of the L shape. The west elevation of the projecting front gabled section contains a large, three-light horizontal sliding window while the north elevation of the same section contains a two-light horizontal sliding window. A pedestrian door is located on the south elevation of the protrusion. A gravel driveway leads to the west elevation of the front gabled projection, indicating that an interior garage was likely originally located there. At some point, the garage may have been converted into interior living space, requiring the need to add an attached carport. The date of this renovation, however, is not known. The attached, shed roof, 240-square foot carport extends from the south elevation. The south wall of the carport is clad in vertical wood siding and contains two, two-light horizontal sliding windows. The north elevation of the main house contains two, two-light horizontal sliding windows located on either side of a one-over-one metal sash window. The property contains a gravel driveway and a sloping front lawn.

### Major Bibliographic References:

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King County. 2013. King County Department of Assessments. Available at: <http://www.kingcounty.gov/Assessor.aspx>. Accessed October 20, 2013.

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U.S. Route 99 – The Pacific Highway. 2013. Waymarking: A Groundspeak Website. Available at: <http://www.waymarking.com/cat/details.aspx?f=1&guid=698ed7e3-3af8-4cd0-a795-03b89a23288e&exp=True>. Accessed March 19, 2013.



## Photos



Northwest corner  
2013



Southwest corner  
2013



West elevation  
2013



## Historic Inventory Report

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### Location

Field Site No. 247  
Historic Name: Park of the Pines  
Common Name: Park of the Pines  
Property Address: 23458 S 32nd Ave, Kent, WA 98032  
Comments:  
Tax No./Parcel No. 1522049018  
Plat/Block/Lot N/A  
Acreage 3.81  
Supplemental Map(s)

DAHP No.

Township/Range/EW	Section	1/4 Sec	1/4 1/4 Sec	County	Quadrangle
T22R04E	15			King	DES MOINES

### Coordinate Reference

Easting: 1196646  
Northing: 754919  
Projection: Washington State Plane South  
Datum: HARN (feet)

### Identification

Survey Name: Sound Transit Federal Way Link  
Field Recorder: MaryNell Nolan-Wheatley  
Owner's Name: World's Greatest Book Broadcasters  
Owner Address: 23458 30th Ave S  
City: Kent  
State: Washington  
Zip: 98032  
Classification: Building  
Resource Status:  
Survey/Inventory  
Within a District? No  
Contributing? No  
National Register:  
Local District:  
National Register District/Thematic Nomination Name:  
Eligibility Status: Not Determined - SHPO  
Determination Date: 1/1/0001  
Determination Comments:

Date Recorded: 10/21/2013

Comments:





## Historic Inventory Report

### Description

Historic Use: Recreation and Culture - Auditorium      Current Use: Recreation and Culture - Auditorium  
Plan: Rectangle      Stories: 1      Structural System: Concrete - Block  
Changes to Plan: Intact      Changes to Interior: Intact  
Changes to Original Cladding: Intact      Changes to Windows: Slight  
Changes to Other:  
Other (specify):  
Style:      Cladding:      Roof Type:      Roof Material:  
Modern - Quonset Hut      Concrete - Block      Shed      Asphalt / Composition -  
Wood - Plywood      Barrel Vault      Rolled  
Asphalt / Composition -  
Built Up  
Foundation:      Form/Type:  
Concrete - Poured      Other

### Narrative

Study Unit      Other  
Religion  
Architecture/Landscape Architecture  
Date of Construction:      1969 Built Date      Builder: Haldane Duff  
1961 Built Date  
Engineer:  
Architect: Harvey R. Dodd and Associates

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

Statement of Significance:      Park of the Pines was founded in 1968 by the Reverend Haldane Duff and his wife Ethel. Reverend Duff came from an influential religious family. In addition to founding the Park of the Pines, he served several area churches and hosted a radio program called the "World's Greatest Book Quiz."

## Historic Inventory Report

Haldane J. Duff (1913 – 1992) was born in Minnesota, the youngest of five children, to parents who had emigrated from Ireland in 1912. In 1914 the family moved to Portland, Oregon. His father, Walter Duff, Sr., had served as an evangelical pastor in Ireland and continued his evangelistic ministry in Oregon for another 33 years. He was also the founder of the Irish Christian Workers Union in 1898, and the American Christian Workers Union in 1937 (Telling The Truth, 2010). All four of Haldane Duff's siblings were born in Ireland and became involved in Christian ministry. His only brother, Walter Duff, Jr., became a pastor and served at several churches in Oregon, and in 1948 helped found Village Missions, a mission to send pastors to rural areas. He became its full time director in 1953. Village Missions continues to grow, and in 2011 it served 210 communities throughout the United States and Canada (Village Missions, 2013). Haldane's sisters, Helen, Evangeline, and Olive, formed the Duff Sisters Gospel Trio and traveled the western United States, conducting evangelistic meetings in rural communities. In 1929, his sister Helen married a banker named Elwood Baugh and founded the Christian Business Women's Council of America in 1938, and Stonecroft Ministries 10 years later. Stonecroft Ministries remains a successful organization, with more than 25,000 volunteers who conducted more than 8,000 outreach events in 2011, and maintain a presence in 60 foreign countries (Stonecroft Ministries, 2013). Evangeline and her husband, Archie McNeill, founded the Cannon Beach Christian Conference Center in Cannon Beach, Oregon, in 1945. Still active, the Cannon Beach Christian Conference Center is a non-denominational Christian retreat and conference center that employs 60 full-time, year-round staff and over 80 summer staff. It is recognized as "one of the premier Christian retreat and conference centers on the West Coast" (Cannon Beach Christian Conference Center, 2013). Olive married Charles Huddleston who became a minister in the Methodist Church. Olive was a school teacher and served as Christian education director at several of her husband's churches. She was also a social worker for Child Protective Services in Tulare County, California (The Kaleah Commonwealth Online, 2007).

The Park of the Pines is a very small, non-denominational summer church conference that operates from July to September. It is now run primarily by Ethel Duff (Haldane's widow), and has only one employee. In 2011, it listed income of \$58,119 (Find the Company, 2012). In 2012, it reduced its services to 5 days a week for 5 weeks (Park of the Pines, 2013).

While three older Duff siblings were influential in establishing large religious organizations, Haldane Duff appears to have been less prominent, and the Park of the Pines is the smallest and by far the most modest of the Duff religious centers. Inquiries at the Federal Way Historical Society, Greater Kent Historical Society Museum, and Des Moines Historical Society did not provide any information on the Park of the Pines or Reverend Duff. Reverend Duff does not appear to qualify as a significant person in the context of the history of Kent or King County, or in the context of religious ministry and evangelism. No significant events are associated with the Park of the Pines. Therefore, the Park of the Pines Auditorium does not appear to be associated with important persons or events and is not eligible for the NRHP under Criterion A or B.

The Park of the Pines Auditorium is not architecturally distinctive on the exterior or interior. The building is a utilitarian space intended to serve visiting groups for religious and social functions. It was designed by the firm of a prominent structural engineer, Harvey Dodd, but has few design elements and is not a representative example of his work. Mr. Dodd worked on the Seattle Space Needle and the Kingdome, and some of his more notable buildings include the College of Forestry Building at the University of Washington (determined eligible for the NRHP) and the Psychology Building at Central Washington College. Therefore, the Auditorium at the Park of the Pines is not eligible for the NRHP under Criterion C. The building employs standard construction techniques; the material and construction methods do not convey important information that could contribute to understanding history or prehistory. The building is not eligible under Criterion D for information potential.

## Historic Inventory Report

Although all of the buildings on the property appear to be associated with the Park of the Pines conference center, they do not comprise an eligible historic district. With the exception of the auditorium, the buildings on the site were not built to serve the conference center, but rather are a loose collection of residential and accessory buildings that pre-date the formation of the conference center. They are not united by any visible plan, do not appear to share any significant historic context, and are unremarkable architecturally. Therefore they are not eligible for the NRHP either individually or as a historic district.

### Description of Physical Appearance:

The Park of the Pines conference center/auditorium building was built in 1969 by Reverend Duff, who had purchased the property in 1963. The architect of record was Harvey R. Dodd and Associates, which was a structural engineering firm that also employed architects. Reverend Duff served as his own contractor. The style of the building is unadorned and utilitarian, and resembles a quonset hut from the outside. The building is set back a considerable distance from the road and positioned at the bottom of a small hill, obscuring the auditorium's visibility from the public right-of-way. The building covers 10,860 square feet. It has an essentially rectangular footprint with a smaller rectangular section on the rear (east) elevation, and two small projections that wrap around the northwest and southwest corners of the building's front elevation. The building is concrete block construction on a poured concrete foundation. The roof over the main portion of the building is a wide, shallow arch clad in built up composition with open eaves on the side elevations. The shape of the shell roof is formed by three arched wooden beams that extend beyond the side walls and terminate at the ground, where they are bolted with steel plates to large concrete piers that are set into the ground at an angle. These arched beams are the prominent elements on the exterior of the building. Where the beams pierce the exterior walls, they are supported on braced wooden frames bolted to concrete block piers which sit on poured concrete footers. The beams are exposed wood on the interior, but on the exterior they are sheathed in metal and concrete. This roof structure allows for a clear span on the interior, so the large auditorium space is unmarred by support columns and the arched wooden ceiling is devoid of trusses. The front extensions off of the main section of the auditorium have shallow shed roofs of asphalt/composition with exposed rafter tails in the open eaves. A shed roof also stretches across the front (west) elevation, between the two end extensions, supported by wooden posts. The rear extension, which houses the stage area, has a shallow shed roof with flush eaves. The semi-circular area formed by the roof above the concrete block walls is clad in vertical plywood siding, as are the areas between the shed roofs and the concrete block walls. On the front elevation, the center section of the space under the semi-circular area is also clad in the same vertical plywood siding, which reaches down below the shed roof to the ground. The rest of the front elevation is painted concrete block. The front elevation of the main building contains three double pedestrian doors which are each topped with splayed wooden lintels. The southern set of doors appears to be the original paneled wood doors. The two northern entrances are replacement metal doors.

The two front extensions of the building each contain a replacement swinging door that leads onto the covered front entry area. These doors access the men's and women's restrooms. Each of the two extensions has three windows - two on the side and one on the rear. On the south extension, the windows are all original three-over-six light windows with concrete sills. On the north extension, only the rear window retains the three-over-six window; the two on the side elevation have been replaced with three-light aluminum sash with obscured glass panes. While there are two small vents on the north and south elevations of the main section of the building, there are no windows. The rear (east) elevation extension also lacks windows, but contains a pedestrian door on the north and south elevations, which both lead backstage of the auditorium's stage area.

## Historic Inventory Report

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The auditorium's interior is cavernous and unadorned, with concrete floors except for thin carpeting along the aisles. The main seating area is located in the central area of the building, with four sections of curved rows of theater seats that face east. The raised stage area is located in the section that extends from the building's east elevation. The metal and wood theater seats are quite ornate and appear to have come from an earlier building. They are the most decorative element of the space with striped green upholstery, carved wooden arm rests, and cast metal panels with ornamental designs on the end of each row. Some of the decorative metal elements on the seats have remnants of green and red paint, indicating that the metal was at one time colorful. The walls of the interior space throughout the auditorium are painted concrete block. The barrel vaulted ceiling is clad in light wood slats that run east-west. The three wood arched support beams are stained dark and perpendicularly cross the wooden slat ceiling. Bare ceiling lights run the length of the ceiling, adjacent to the arched beams. Thick acoustic wall panels have been secured to all three of the interior walls that surround the seating. The wooden stage is raised approximately three feet off the ground and is carpeted. A large, curved white scrim supported by a wooden frame forms the backdrop. Smaller wood panels flank the scrim and separate the wings from the main performance area. The stage contains some seating, a piano, organ chimes, and a pulpit constructed from wood slats similar to those on the ceiling. The pulpit bears a cross and the words "Jesus Paid It All." Small wing areas on either side of the stage contain some seating and a water fountain. The wings can be accessed by an interior pedestrian door on the south side of the stage. The ceiling above the stage is lower than that of the seating area and is clad in wooden slats crossed by wooden joists. A thick wooden lintel forms a strong horizontal border across the top of the stage opening.

A rectangular plan accessory building known as the Pine Cone is located on the Park of the Pines property northwest of the auditorium. Built on a poured concrete foundation, the simple wood frame building is used by conference attendees for social gatherings after events in the auditorium and during holidays. Constructed in 1961, the building is clad in vertical wood siding and has a side gabled roof with shallow, open eaves covered in composite shingles. The main entrance is located on the west elevation and is shaded by a small attached overhang. A small replacement, two-light horizontal sliding window is located on the south elevation along with a small, metal louvered attic vent. Under the vent, a wood sign that reads "Pine Cone" is attached to the exterior wall. There are no windows or doors on the east elevation. The Park of the Pines auditorium and its accessory building, the Pine Cone, are largely intact, with their original footprints and many original materials. Minor cosmetic changes have been made to the auditorium's exterior and interior; early photographs of the auditorium featured on the conference center's website show that the exterior concrete block was painted red at one time and that the carpeting on the stage has been replaced. Otherwise, the utilitarian and unadorned design remains largely unchanged.

## Historic Inventory Report

Major  
Bibliographic  
References:

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The Kaleah Commonwealth Online. 2007. "Obituary: Olive Huddleston 1908-2007." <http://www.kawahcommonwealth.com/02-16-07features.htm>. Accessed January 18, 2013.

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## Photos



Southwest corner.  
2013



West elevation.  
2013



Front entrance area under shed roofed overhang.  
View to the north.  
2013



South elevation.  
2013



## Historic Inventory Report



North elevation.  
2013



Rear rectangular section (protrudes from east elevation).  
Southeast corner.  
2013



Auditorium interior (view to the southeast).  
2013



Auditorium interior (view to the northeast).  
2013





Ceiling.  
2013

Auditorium seats.  
2013



Southeast corner, Pine Cone accessory building  
2013



## Historic Inventory Report

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### Location

Field Site No. 1621-283 DAHP No.

Historic Name:

Common Name: 24837 34th Ave S

Property Address: 24837 34th Ave S, Kent, WA 98032

Comments:

Tax No./Parcel No. 1555300490

Plat/Block/Lot Plat Lot 49

Acreage .18

Supplemental Map(s)

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Township/Range/EW	Section	1/4 Sec	1/4 1/4 Sec	County	Quadrangle
T22R04E	22			King	DES MOINES

### Coordinate Reference

Easting: 1196927

Northing: 750828

Projection: Washington State Plane South

Datum: HARN (feet)

### Identification

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Survey Name: Sound Transit Federal Way

Date Recorded: 02/17/2014

Field Recorder: MaryNell Nolan-Wheatley

Owner's Name: LUNA MARIO

Owner Address: 24837 34TH AVE S

City: Kent

State: WA

Zip: 98031

Classification: Building

Resource Status:

Comments:

Survey/Inventory

Within a District? No

Contributing? No

National Register:

Local District:

National Register District/Thematic Nomination Name:

Eligibility Status: Not Determined - SHPO

Determination Date: 1/1/0001

Determination Comments:



## Historic Inventory Report

---

### Description

Historic Use: Domestic - Single Family House

Current Use: Domestic - Single Family House

Plan: Rectangle

Stories: 2

Structural System: Platform Frame

Changes to Plan: Intact

Changes to Interior: Unknown

Changes to Original Cladding: Intact

Changes to Windows: Extensive

Changes to Other:

Other (specify):

Style:

Cladding:

Roof Type:

Roof Material:

Ranch - Split Level/Split  
Entry

Wood

Gable - Side Gable

Asphalt / Composition -  
Shingle

Wood - Vertical

Foundation:

Form/Type:

Concrete - Poured

Single Family - Side Gable

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### Narrative

Study Unit

Other

Architecture/Landscape Architecture

Date of Construction:

1967 Built Date

Builder:

Engineer:

Architect:

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 Inventory Report

### Statement of Significance:

Construction of the original Highway 1 in the state of Washington commenced in 1913. By October 1923, 700 miles of a two-lane highway had been completed connecting Vancouver, British Columbia, to the Oregon-California border. Just after the highway was completed in 1924, however, plans were begun to reroute and improve the conditions of the highway. The project involved creating a new, wider, four-lane route further west that would connect Seattle and Tacoma, Washington, more directly (Kramak, 2010). The new roadway was completed in 1928 and acquired the title of Highway 1, while the original eastern route was renamed Highway 5 (Caster, 2007). The new Highway 1 became known as the Pacific Highway. Over the years, various parts of Highway 1 acquired alternative names, including the portion known as Pacific Highway S, which starts near Federal Way, Washington, and continues north, through Kent, Des Moines, and SeaTac, Washington (Kramak, 2010).

In 1926, Pacific Highway (HWY 1) was included as a numbered U.S. Highway (US 99) (U.S. Route 99, 2013). The following decades witnessed the rapid growth of businesses along the highway and the formation of a new auto-oriented roadside culture characterized by a proliferation of motels, restaurants, and rest stops (Des Moines Historical Society, 2007). Increased automobile ownership changed people's perceptions about distance and allowed populations to sprawl around urban centers, increasing the number of residents in suburban towns and cities, including SeaTac, Des Moines, Kent, and Federal Way (Boyles, 2010).

Kent started as an agricultural community before evolving into an industrial center. Early settlers in the area enjoyed prime farming due to rich deposits of alluvium in the valley that had made the soil especially fertile. Kent experienced a period of financial success in the second half of the nineteenth century, and on May 28, 1890, Kent incorporated as a city. Still primarily an agricultural community, Kent suffered from a lack of manual laborers after World War II (Stein, 2001). In 1962, the completion of the Howard A. Hanson Dam stopped flooding in the area, which attracted developers and manufacturing companies to relocate to Kent, accelerating the decline of farming. Three years later, Boeing established the Boeing Aerospace Center there. Over the next few decades, warehouses, industrial plants, and eventually technology firms came to dominate the local economy (Stein, 2001). This change in industry attracted new residents to Kent during the 1950s through the 1970s, and it was during these decades that much of the existing built environment was constructed.

The property at 24837 34th Avenue South in Kent, Washington, which is a residential property built in 1967, is not eligible for listing in the NRHP. The property is not eligible for the NRHP under Criterion A, which applies to buildings that are associated with events that have made a significant contribution to the broad patterns of history, as no significant events are associated with this property. To be eligible for the NRHP under Criterion B, a property must be directly associated with a person considered significant within a historic context whose specific contribution to history has been both identified and documented. No such person who meets that definition is linked to this building. The property is not eligible for the NRHP under Criterion C as it is a typical residential building from the mid-twentieth century and does not embody the distinctive characteristics of a type, period, or method of construction; it is not the work of a master and does not possess high artistic value. The property is not eligible for the NRHP under Criterion D for information potential because the materials and construction methods of the building do not convey important information that could contribute to understanding history or prehistory. Therefore, the property is not eligible for listing in the NRHP because it does not meet any of the eligibility criteria. In addition the building is altered including the replacement of original windows and doors and a rear deck addition. As a result, the property has lost integrity of materials and design. The building retains integrity of workmanship, feeling, setting, location, and association.

## Historic Inventory Report

Description of Physical Appearance:	<p>24837 34th Avenue South is a two-story, wood frame, split level, residential property with a rectangular plan constructed in 1967. The building, which sits on a poured concrete foundation, has a low-pitched side gabled roof with deep open eaves covered in composite shingles. A large, exterior, gable wall, brick chimney is located on the south elevation. All of the visible windows and doors are contemporary replacements. Vertical wood siding clads the upper third of the residence's exterior walls, while horizontal wood siding clads the bottom two-thirds. Double paneled wood doors that contains decorative leaded glass details are located in the center of the front (east) elevation. A large transom that contains a large, fixed, single-light window flanked by two narrow, fixed, single-light windows is located above the main entrance. The front doors and the transom window are slightly recessed from the rest of the façade. A short flight of concrete steps with an open framework metal handrail lead from the paved driveway to the front door. Due to a change in grade, the two-car garage, which is located just north of the main entrance, is on a lower grade than the main entrance. The main entrance is located in the level between the garage and the main living area. A second story overhang shades the front (east) elevation of the garage, which contains a wide, vehicle bay with a retractable door. Two, six-by-six-light horizontal sliding windows are located above the garage, on the second level of the front façade. South of the main entrance the grade of the land is higher. A narrow, horizontally oriented, two-light sliding lookout basement window is located just above ground level. The south end of the façade's upper level contains a large, fixed, single-light window flanked on either side by eight-light horizontal sliding windows. A balcony with a closed framework wood railing is attached to the façade in front of this window. There are no visible windows on the north or south elevations. Aerial images indicate a deck has been added to the rear (west) elevation. The property includes a paved driveway and a small front yard.</p>
Major Bibliographic References:	<p>Boyles, E. 2010. The Suburb. Selected Cultural and Historical Geographies of the Greater Seattle Area. Available at: <a href="https://sites.google.com/site/alinehistoryprojectsite/home/line-b/community-identities--bellevue-and-redmond/the-suburb">https://sites.google.com/site/alinehistoryprojectsite/home/line-b/community-identities--bellevue-and-redmond/the-suburb</a>. Accessed March 18, 2013.</p> <p>Caster, D. 2007. Historical Society of Federal Way Timeline. Available at: <a href="http://www.federalwayhistory.org/timeline.php">http://www.federalwayhistory.org/timeline.php</a>. Accessed March 15, 2013.</p> <p>Des Moines Historical Society. 2007. Time Line Page. Available at: <a href="http://www.dmhs.org/timeline/history.html">http://www.dmhs.org/timeline/history.html</a>. Accessed March 13, 2013.</p> <p>King County. 2013. King County Department of Assessments. Available at: <a href="http://www.kingcounty.gov/Assessor.aspx">http://www.kingcounty.gov/Assessor.aspx</a>. Accessed October 20, 2013.</p> <p>Kramak, J.E., ed. 2010. Establishing the Pacific Highway South. Selected Cultural and Historical Geographies of the Greater Seattle Area. Available at: <a href="https://sites.google.com/site/alinehistoryprojectsite/home/map/theme-transportation/establishing-the-pacific-highway-south">https://sites.google.com/site/alinehistoryprojectsite/home/map/theme-transportation/establishing-the-pacific-highway-south</a>. Accessed March 14, 2013.</p> <p>Stein, A.J. 2001. Kent. HistoryLink: The Free Online Encyclopedia of Washington State History. Available at: <a href="http://www.historylink.org/index.cfm?DisplayPage=output.cfm&amp;file_id=3587">http://www.historylink.org/index.cfm?DisplayPage=output.cfm&amp;file_id=3587</a>. Accessed March 18, 2013.</p> <p>U.S. Route 99 – The Pacific Highway. 2013. Waymarking: A Groundspeak Website. Available at: <a href="http://www.waymarking.com/cat/details.aspx?f=1&amp;guid=698ed7e3-3af8-4cd0-a795-03b89a23288e&amp;exp=True">http://www.waymarking.com/cat/details.aspx?f=1&amp;guid=698ed7e3-3af8-4cd0-a795-03b89a23288e&amp;exp=True</a>. Accessed March 19, 2013.</p>

## Photos



Northeast corner  
2013



East elevation  
2013



Southeast corner  
2013





## Historic Inventory Report

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### Location

Field Site No. 1622-284 DAHP No.

Historic Name:

Common Name: 24829 34th Ave S

Property Address: 24829 34th Ave S, Kent, WA 98032

Comments:

Tax No./Parcel No. 1555300500

Plat/Block/Lot Plat Lot 50

Acreage .16

Supplemental Map(s)

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Township/Range/EW	Section	1/4 Sec	1/4 1/4 Sec	County	Quadrangle
T22R04E	22			King	DES MOINES

### Coordinate Reference

Easting: 1196896

Northing: 750915

Projection: Washington State Plane South

Datum: HARN (feet)

### Identification

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Survey Name: Sound Transit Federal Way Date Recorded: 02/17/2014

Field Recorder: MaryNell Nolan-Wheatley

Owner's Name: CHAND NAVIN VIKASH+SHALINI

Owner Address: 24839 34TH AVE S

City: Kent State: WA Zip: 98032

Classification: Building

Resource Status: Comments:

Survey/Inventory

Within a District? No

Contributing? No

National Register:

Local District:

National Register District/Thematic Nomination Name:

Eligibility Status: Not Determined - SHPO

Determination Date: 1/1/0001

Determination Comments:



## Historic Inventory Report

### Description

Historic Use: Domestic - Single Family House	Current Use: Domestic - Single Family House		
Plan: L-Shape	Stories: 1		
Changes to Plan: Slight	Structural System: Platform Frame		
Changes to Original Cladding: Intact	Changes to Interior: Unknown		
Changes to Other: Moderate	Changes to Windows: Extensive		
Other (specify): Original carport converted into an attached garage.			
Style: Ranch	Cladding: Veneer	Roof Type: Gable - Cross Gable	Roof Material: Asphalt / Composition - Shingle
Foundation: Concrete - Poured	Form/Type: Single Family		

### Narrative

Study Unit	Other
Architecture/Landscape Architecture	
Date of Construction: 1969 Built Date	Builder:
	Engineer:
	Architect:

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 Inventory Report

### Statement of Significance:

Construction of the original Highway 1 in the state of Washington commenced in 1913. By October 1923, 700 miles of a two-lane highway had been completed connecting Vancouver, British Columbia, to the Oregon-California border. Just after the highway was completed in 1924, however, plans were begun to reroute and improve the conditions of the highway. The project involved creating a new, wider, four-lane route further west that would connect Seattle and Tacoma, Washington, more directly (Kramak, 2010). The new roadway was completed in 1928 and acquired the title of Highway 1, while the original eastern route was renamed Highway 5 (Caster, 2007). The new Highway 1 became known as the Pacific Highway. Over the years, various parts of Highway 1 acquired alternative names, including the portion known as Pacific Highway S, which starts near Federal Way, Washington, and continues north, through Kent, Des Moines, and SeaTac, Washington (Kramak, 2010). In 1926, Pacific Highway (HWY 1) was included as a numbered U.S. Highway (US 99) (U.S. Route 99, 2013). The following decades witnessed the rapid growth of businesses along the highway and the formation of a new auto-oriented roadside culture characterized by a proliferation of motels, restaurants, and rest stops (Des Moines Historical Society, 2007). Increased automobile ownership changed people's perceptions about distance and allowed populations to sprawl around urban centers, increasing the number of residents in suburban towns and cities, including SeaTac, Des Moines, Kent, and Federal Way (Boyles, 2010).

Kent started as an agricultural community before evolving into an industrial center. Early settlers in the area enjoyed prime farming due to rich deposits of alluvium in the valley that had made the soil especially fertile. Kent experienced a period of financial success in the second half of the nineteenth century, and on May 28, 1890, Kent incorporated as a city. Still primarily an agricultural community, Kent suffered from a lack of manual laborers after World War II (Stein, 2001). In 1962, the completion of the Howard A. Hanson Dam stopped flooding in the area, which attracted developers and manufacturing companies to relocate to Kent, accelerating the decline of farming. Three years later, Boeing established the Boeing Aerospace Center there. Over the next few decades, warehouses, industrial plants, and eventually technology firms came to dominate the local economy (Stein, 2001). This change in industry attracted new residents to Kent during the 1950s through the 1970s, and it was during these decades that much of the existing built environment was constructed.

The property at 24829 34th Avenue South in Kent, Washington, which is a residential property built in 1969, is not eligible for listing in the NRHP. The property is not eligible for the NRHP under Criterion A, which applies to buildings that are associated with events that have made a significant contribution to the broad patterns of history, as no significant events are associated with this property. To be eligible for the NRHP under Criterion B, a property must be directly associated with a person considered significant within a historic context whose specific contribution to history has been both identified and documented. No such person who meets that definition is linked to this building. The property is not eligible for the NRHP under Criterion C as it is a typical residential building from the mid-twentieth century and does not embody the distinctive characteristics of a type, period, or method of construction; it is not the work of a master and does not possess high artistic value. The property is not eligible for the NRHP under Criterion D for information potential because the materials and construction methods of the building do not convey important information that could contribute to understanding history or prehistory. Therefore, the property is not eligible for listing in the NRHP because it does not meet any of the eligibility criteria. In addition the building is altered including the replacement of original windows and doors, the addition of a new carport, and the conversion of an original carport into an attached garage. As a result, the property has lost integrity of materials and design. The building retains integrity of workmanship, feeling, setting, location, and association.

## Historic Inventory Report

Description of Physical Appearance:	<p>24829 34th Avenue South is a one-story, wood frame, ranch style, residential property with an L-shaped plan constructed in 1969. The building, which sits on a concrete slab foundation, has a low-pitched cross gabled roof with deep open eaves covered in composite shingles. A large exterior gable wall concrete block chimney is located on the north elevation. All of the visible windows and doors are contemporary replacements. Vertical composite siding clads the exterior walls and horizontal composite siding clads the gable ends. A replacement paneled door with a decorative leaded glass oval window is located just north of center on the front (east) elevation. A small concrete step is located in front of the main door. A large, three-light horizontal sliding window is located north of the main elevation and a two-light horizontal sliding window is located to the south. The south end of the front façade projects out (creating the L-shape) and contains a garage. The garage is covered by a front gabled roof that crosses the primary side gabled roof. The north elevation of the garage contains a plain pedestrian door and a small, two-light horizontal sliding window. A vehicle bay with a retractable metal door is located on the east elevation of the attached garage. Originally, the garage was an attached carport with a gable-on-hip roof. At an unknown date, the carport was converted into an enclosed garage. A carport with a shed roof was attached to the south elevation of the garage. The south edge of the carport overhang is supported by simple wood posts covered with wood lattice. The property includes a paved driveway and a small front yard with a concrete path that leads to the main entrance. Tall hedges run along the front edge of the property.</p>
Major Bibliographic References:	<p>Boyles, E. 2010. The Suburb. Selected Cultural and Historical Geographies of the Greater Seattle Area. Available at: <a href="https://sites.google.com/site/alinehistoryprojectsite/home/line-b/community-identities--bellevue-and-redmond/the-suburb">https://sites.google.com/site/alinehistoryprojectsite/home/line-b/community-identities--bellevue-and-redmond/the-suburb</a>. Accessed March 18, 2013.</p> <p>Caster, D. 2007. Historical Society of Federal Way Timeline. Available at: <a href="http://www.federalwayhistory.org/timeline.php">http://www.federalwayhistory.org/timeline.php</a>. Accessed March 15, 2013.</p> <p>Des Moines Historical Society. 2007. Time Line Page. Available at: <a href="http://www.dmhs.org/timeline/history.html">http://www.dmhs.org/timeline/history.html</a>. Accessed March 13, 2013.</p> <p>King County. 2013. King County Department of Assessments. Available at: <a href="http://www.kingcounty.gov/Assessor.aspx">http://www.kingcounty.gov/Assessor.aspx</a>. Accessed October 20, 2013.</p> <p>Kramak, J.E., ed. 2010. Establishing the Pacific Highway South. Selected Cultural and Historical Geographies of the Greater Seattle Area. Available at: <a href="https://sites.google.com/site/alinehistoryprojectsite/home/map/theme-transportation/establishing-the-pacific-highway-south">https://sites.google.com/site/alinehistoryprojectsite/home/map/theme-transportation/establishing-the-pacific-highway-south</a>. Accessed March 14, 2013.</p> <p>Stein, A.J. 2001. Kent. HistoryLink: The Free Online Encyclopedia of Washington State History. Available at: <a href="http://www.historylink.org/index.cfm?DisplayPage=output.cfm&amp;file_id=3587">http://www.historylink.org/index.cfm?DisplayPage=output.cfm&amp;file_id=3587</a>. Accessed March 18, 2013.</p> <p>U.S. Route 99 – The Pacific Highway. 2013. Waymarking: A Groundspeak Website. Available at: <a href="http://www.waymarking.com/cat/details.aspx?f=1&amp;guid=698ed7e3-3af8-4cd0-a795-03b89a23288e&amp;exp=True">http://www.waymarking.com/cat/details.aspx?f=1&amp;guid=698ed7e3-3af8-4cd0-a795-03b89a23288e&amp;exp=True</a>. Accessed March 19, 2013.</p>

## Photos



East elevation  
2013



Northeast corner  
2013



Southeast corner  
2013



## Historic Inventory Report

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### Location

Field Site No. 1623-285 DAHP No.  
Historic Name:  
Common Name: 3316 S 248th Pl  
Property Address: 3316 S 248th Pl, Kent, WA 98032  
Comments:  
Tax No./Parcel No. 1555300510  
Plat/Block/Lot Plat Lot 51  
Acreage .19  
Supplemental Map(s)

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Township/Range/EW	Section	1/4 Sec	1/4 1/4 Sec	County	Quadrangle
T22R04E	22			King	DES MOINES

### Coordinate Reference

Easting: 1196946  
Northing: 750979  
Projection: Washington State Plane South  
Datum: HARN (feet)

### Identification

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Survey Name: Sound Transit Federal Way Date Recorded: 02/21/2014  
Field Recorder: MaryNell Nolan-Wheatley  
Owner's Name: FULLER RANDALL L  
Owner Address: 3316 S 248TH PL  
City: Kent State: WA Zip: 98031  
Classification: Building  
Resource Status: Comments:  
Survey/Inventory  
Within a District? No  
Contributing? No  
National Register:  
Local District:  
National Register District/Thematic Nomination Name:  
Eligibility Status: Not Determined - SHPO  
Determination Date: 1/1/0001  
Determination Comments:





## Historic Inventory Report

### Description

Historic Use: Domestic - Single Family House      Current Use: Domestic - Single Family House  
Plan: L-Shape      Stories: 1      Structural System: Platform Frame  
Changes to Plan: Slight      Changes to Interior: Unknown  
Changes to Original Cladding: Intact      Changes to Windows: Extensive  
Changes to Other: Moderate  
Other (specify): Original carport converted into enclosed garage at an unknown date.  
Style:      Cladding:      Roof Type:      Roof Material:  
Ranch      Veneer      Gable - Gable-on-Hip      Asphalt / Composition - Shingle  
Foundation:      Form/Type:  
Concrete - Poured      Single Family

### Narrative

Study Unit	Other
Architecture/Landscape Architecture	
Date of Construction:      1969 Built Date	Builder: Engineer: Architect:

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 Inventory Report

### Statement of Significance:

Construction of the original Highway 1 in the state of Washington commenced in 1913. By October 1923, 700 miles of a two-lane highway had been completed connecting Vancouver, British Columbia, to the Oregon-California border. Just after the highway was completed in 1924, however, plans were begun to reroute and improve the conditions of the highway. The project involved creating a new, wider, four-lane route further west that would connect Seattle and Tacoma, Washington, more directly (Kramak, 2010). The new roadway was completed in 1928 and acquired the title of Highway 1, while the original eastern route was renamed Highway 5 (Caster, 2007). The new Highway 1 became known as the Pacific Highway. Over the years, various parts of Highway 1 acquired alternative names, including the portion known as Pacific Highway S, which starts near Federal Way, Washington, and continues north, through Kent, Des Moines, and SeaTac, Washington (Kramak, 2010). In 1926, Pacific Highway (HWY 1) was included as a numbered U.S. Highway (US 99) (U.S. Route 99, 2013). The following decades witnessed the rapid growth of businesses along the highway and the formation of a new auto-oriented roadside culture characterized by a proliferation of motels, restaurants, and rest stops (Des Moines Historical Society, 2007). Increased automobile ownership changed people's perceptions about distance and allowed populations to sprawl around urban centers, increasing the number of residents in suburban towns and cities, including SeaTac, Des Moines, Kent, and Federal Way (Boyles, 2010).

Kent started as an agricultural community before evolving into an industrial center. Early settlers in the area enjoyed prime farming due to rich deposits of alluvium in the valley that had made the soil especially fertile. Kent experienced a period of financial success in the second half of the nineteenth century, and on May 28, 1890, Kent incorporated as a city. Still primarily an agricultural community, Kent suffered from a lack of manual laborers after World War II (Stein, 2001). In 1962, the completion of the Howard A. Hanson Dam stopped flooding in the area, which attracted developers and manufacturing companies to relocate to Kent, accelerating the decline of farming. Three years later, Boeing established the Boeing Aerospace Center there. Over the next few decades, warehouses, industrial plants, and eventually technology firms came to dominate the local economy (Stein, 2001). This change in industry attracted new residents to Kent during the 1950s through the 1970s, and it was during these decades that much of the existing built environment was constructed.

The property at 3316 South 248th Place in Kent, Washington, which is a residential property built in 1969, is not eligible for listing in the NRHP. The property is not eligible for the NRHP under Criterion A, which applies to buildings that are associated with events that have made a significant contribution to the broad patterns of history, as no significant events are associated with this property. To be eligible for the NRHP under Criterion B, a property must be directly associated with a person considered significant within a historic context whose specific contribution to history has been both identified and documented. No such person who meets that definition is linked to this building. The property is not eligible for the NRHP under Criterion C as it is a typical residential building from the mid-twentieth century and does not embody the distinctive characteristics of a type, period, or method of construction; it is not the work of a master and does not possess high artistic value. The property is not eligible for the NRHP under Criterion D for information potential because the materials and construction methods of the building do not convey important information that could contribute to understanding history or prehistory. Therefore, the property is not eligible for listing in the NRHP because it does not meet any of the eligibility criteria. In addition the building is altered including the replacement of the original windows, doors, and roof, a rear deck addition and the conversion of an original carport into an attached garage. As a result, the property has lost integrity of materials and design. The building retains integrity of workmanship, feeling, setting, location, and association.

## Historic Inventory Report

Description of Physical Appearance:	<p>3316 South 248th Place is a one-story, wood frame, ranch style, residential property with an L-shaped plan constructed in 1969. The building, which sits on a concrete slab foundation, has a low-pitched cross gable-on-hip roof with deep boxed eaves covered in composite shingles. A wide, exterior, gable wall, concrete block chimney is located on the north elevation. All of the visible windows and doors are contemporary replacements. Vertical composite siding clads the exterior walls. A replacement paneled door with a decorative leaded glass rectangular window is located just north of center on the front (east) elevation. A small concrete step with open framework metal handrails is located in front of the main door. A large, three-light horizontal sliding window is located north of the main elevation and a two-light horizontal sliding window is located to the south. The south end of the front façade projects out (creating the L-shape) and contains a garage. The garage is covered by a non-original front gable-on-hip roof that crosses the non-original primary side gable-on-hip roof. The north elevation of the garage contains a paneled pedestrian door. A vehicle bay with a retractable metal door is located on the east elevation of the attached garage. Originally, the garage was an attached carport with a front gabled roof that crossed the primary side gabled roof. At an unknown date, the carport was enclosed. The property includes a paved driveway and a small front yard with a concrete path that leads to the main entrance. According to aerial images, a large wood deck has been added to the rear (west) elevation. The deck is barely visible from the public-right-of way but appears to be supported on wood posts due to a change in grade of the land. A tall hedge runs along the front edge of the property.</p>
Major Bibliographic References:	<p>Boyles, E. 2010. The Suburb. Selected Cultural and Historical Geographies of the Greater Seattle Area. Available at: <a href="https://sites.google.com/site/alinehistoryprojectsite/home/line-b/community-identities--bellevue-and-redmond/the-suburb">https://sites.google.com/site/alinehistoryprojectsite/home/line-b/community-identities--bellevue-and-redmond/the-suburb</a>. Accessed March 18, 2013.</p> <p>Caster, D. 2007. Historical Society of Federal Way Timeline. Available at: <a href="http://www.federalwayhistory.org/timeline.php">http://www.federalwayhistory.org/timeline.php</a>. Accessed March 15, 2013.</p> <p>Des Moines Historical Society. 2007. Time Line Page. Available at: <a href="http://www.dmhs.org/timeline/history.html">http://www.dmhs.org/timeline/history.html</a>. Accessed March 13, 2013.</p> <p>King County. 2013. King County Department of Assessments. Available at: <a href="http://www.kingcounty.gov/Assessor.aspx">http://www.kingcounty.gov/Assessor.aspx</a>. Accessed October 20, 2013.</p> <p>Kramak, J.E., ed. 2010. Establishing the Pacific Highway South. Selected Cultural and Historical Geographies of the Greater Seattle Area. Available at: <a href="https://sites.google.com/site/alinehistoryprojectsite/home/map/theme-transportation/establishing-the-pacific-highway-south">https://sites.google.com/site/alinehistoryprojectsite/home/map/theme-transportation/establishing-the-pacific-highway-south</a>. Accessed March 14, 2013.</p> <p>Stein, A.J. 2001. Kent. HistoryLink: The Free Online Encyclopedia of Washington State History. Available at: <a href="http://www.historylink.org/index.cfm?DisplayPage=output.cfm&amp;file_id=3587">http://www.historylink.org/index.cfm?DisplayPage=output.cfm&amp;file_id=3587</a>. Accessed March 18, 2013.</p> <p>U.S. Route 99 – The Pacific Highway. 2013. Waymarking: A Groundspeak Website. Available at: <a href="http://www.waymarking.com/cat/details.aspx?f=1&amp;guid=698ed7e3-3af8-4cd0-a795-03b89a23288e&amp;exp=True">http://www.waymarking.com/cat/details.aspx?f=1&amp;guid=698ed7e3-3af8-4cd0-a795-03b89a23288e&amp;exp=True</a>. Accessed March 19, 2013.</p>

## Photos



Southeast corner  
2013



Northeast corner  
2013



East elevation  
2013



## Historic Inventory Report

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### Location

Field Site No. 1626-68 DAHP No.  
Historic Name:  
Common Name: 24803 35th Ave S  
Property Address: 24803 35th Ave S, Kent, WA 98032  
Comments:  
Tax No./Parcel No. 1555300540  
Plat/Block/Lot Plat Lot 54  
Acreage .23  
Supplemental Map(s)

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Township/Range/EW	Section	1/4 Sec	1/4 1/4 Sec	County	Quadrangle
T22R04E	22			King	DES MOINES

### Coordinate Reference

Easting: 1197002  
Northing: 751135  
Projection: Washington State Plane South  
Datum: HARN (feet)

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### Identification

Survey Name: Sound Transit Federal Way (2) Date Recorded: 03/17/2014  
Field Recorder: MaryNell Nolan-Wheatley  
Owner's Name: RITTENHOUSE TERRY L  
Owner Address: 24803 35TH AVE S  
City: Kent State: WA Zip: 98032  
Classification: Building  
Resource Status: Comments:  
Survey/Inventory  
Within a District? No  
Contributing? No  
National Register:  
Local District:  
National Register District/Thematic Nomination Name:  
Eligibility Status: Not Determined - SHPO  
Determination Date: 1/1/0001  
Determination Comments:



## Historic Inventory Report

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### Description

Historic Use: Domestic - Single Family House	Current Use: Domestic - Single Family House		
Plan: Rectangle	Stories: 1		
Changes to Plan: Intact	Structural System: Platform Frame		
Changes to Original Cladding: Intact	Changes to Interior: Unknown		
Changes to Other:	Changes to Windows: Extensive		
Other (specify):			
Style:	Cladding:	Roof Type:	Roof Material:
Ranch	Wood	Gable - Gable-on-Hip	Asphalt / Composition - Shingle
Foundation:	Form/Type:		
Concrete - Poured	Single Family		

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### Narrative

Study Unit	Other
Architecture/Landscape Architecture	
Date of Construction:	1969 Built Date
	Builder:
	Engineer:
	Architect:

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 Inventory Report

### Statement of Significance:

Construction of the original Highway 1 in the state of Washington commenced in 1913. By October 1923, 700 miles of a two-lane highway had been completed connecting Vancouver, British Columbia, to the Oregon-California border. Just after the highway was completed in 1924, however, plans were begun to reroute and improve the conditions of the highway. The project involved creating a new, wider, four-lane route further west that would connect Seattle and Tacoma, Washington, more directly (Kramak, 2010). The new roadway was completed in 1928 and acquired the title of Highway 1, while the original eastern route was renamed Highway 5 (Caster, 2007). The new Highway 1 became known as the Pacific Highway. Over the years, various parts of Highway 1 acquired alternative names, including the portion known as Pacific Highway S, which starts near Federal Way, Washington, and continues north, through Kent, Des Moines, and SeaTac, Washington (Kramak, 2010).

In 1926, Pacific Highway (HWY 1) was included as a numbered U.S. Highway (US 99) (U.S. Route 99, 2013). The following decades witnessed the rapid growth of businesses along the highway and the formation of a new auto-oriented roadside culture characterized by a proliferation of motels, restaurants, and rest stops (Des Moines Historical Society, 2007). Increased automobile ownership changed people's perceptions about distance and allowed populations to sprawl around urban centers, increasing the number of residents in suburban towns and cities, including SeaTac, Des Moines, Kent, and Federal Way (Boyles, 2010).

Kent started as an agricultural community before evolving into an industrial center. Early settlers in the area enjoyed prime farming due to rich deposits of alluvium in the valley that had made the soil especially fertile. Kent experienced a period of financial success in the second half of the nineteenth century, and on May 28, 1890, Kent incorporated as a city. Still primarily an agricultural community, Kent suffered from a lack of manual laborers after World War II (Stein, 2001). In 1962, the completion of the Howard A. Hanson Dam stopped flooding in the area, which attracted developers and manufacturing companies to relocate to Kent, accelerating the decline of farming. Three years later, Boeing established the Boeing Aerospace Center there. Over the next few decades, warehouses, industrial plants, and eventually technology firms came to dominate the local economy (Stein, 2001). This change in industry attracted new residents to Kent during the 1950s through the 1970s, and it was during these decades that much of the existing built environment was constructed.

The property at 24803 35th Avenue South in Kent, Washington, which is a residential property built in 1969, is not eligible for listing in the NRHP. The property is not eligible for the NRHP under Criterion A, which applies to buildings that are associated with events that have made a significant contribution to the broad patterns of history, as no significant events are associated with this property. To be eligible for the NRHP under Criterion B, a property must be directly associated with a person considered significant within a historic context whose specific contribution to history has been both identified and documented. No such person who meets that definition is linked to this building. The property is not eligible for the NRHP under Criterion C as it is a typical residential building from the mid-twentieth century and does not embody the distinctive characteristics of a type, period, or method of construction; it is not the work of a master and does not possess high artistic value. The property is not eligible for the NRHP under Criterion D for information potential because the materials and construction methods of the building do not convey important information that could contribute to understanding history or prehistory. Therefore, the property is not eligible for listing in the NRHP because it does not meet any of the eligibility criteria. In addition the building is altered including the replacement of original windows and doors and the partial enclosure of the attached carport. As a result, the property has lost integrity of materials and some integrity of design. The building retains integrity of workmanship, feeling, setting, location, and association.

## Historic Inventory Report

Description of Physical Appearance:	<p>24803 35th Avenue South is a one-story, wood frame, ranch style, residential building with a rectangular plan constructed in 1969. The building, which has a poured concrete foundation and a daylight basement, is topped by a gable-on-hip roof with moderately deep boxed eaves covered in composite shingles. All of the visible windows are contemporary replacements and the residence's exterior walls are clad in narrow, horizontal wood siding. The front door, which is protected by a metal and glass storm door, is located in the center of the front (east) elevation. Several concrete steps with a thin, metal, open framework railing lead to a small concrete stoop. Two, two-light horizontal sliding windows with decorative, non-operable shutters are located north of the main entrance on the façade. South of the main entrance is a large, three-light horizontal sliding window with decorative, non-operable shutters. An attached carport is located in the south end of the residence, under the primary gable-on-hip roof. An interior slope brick chimney is located on the exterior south elevation of the primary mass of the house and protrudes from the roof. Since the south elevation of the house serves as the north wall of the carport, the base of the chimney is visible within the interior of the carport. Several simple posts support the edge of the roof over the carport. Originally, the carport had an open east, south, and west wall. At an unknown date, the west (rear) wall of the carport was enclosed. A paved driveway leads to the carport from 35th Avenue South. The property includes a small front yard.</p>
Major Bibliographic References:	<p>Boyles, E. 2010. The Suburb. Selected Cultural and Historical Geographies of the Greater Seattle Area. Available at: <a href="https://sites.google.com/site/alinehistoryprojectsite/home/line-b/community-identities--bellevue-and-redmond/the-suburb">https://sites.google.com/site/alinehistoryprojectsite/home/line-b/community-identities--bellevue-and-redmond/the-suburb</a>. Accessed March 18, 2013.</p> <p>Caster, D. 2007. Historical Society of Federal Way Timeline. Available at: <a href="http://www.federalwayhistory.org/timeline.php">http://www.federalwayhistory.org/timeline.php</a>. Accessed March 15, 2013.</p> <p>Des Moines Historical Society. 2007. Time Line Page. Available at: <a href="http://www.dmhs.org/timeline/history.html">http://www.dmhs.org/timeline/history.html</a>. Accessed March 13, 2013.</p> <p>King County. 2013. King County Department of Assessments. Available at: <a href="http://www.kingcounty.gov/Assessor.aspx">http://www.kingcounty.gov/Assessor.aspx</a>. Accessed October 20, 2013.</p> <p>Kramak, J.E., ed. 2010. Establishing the Pacific Highway South. Selected Cultural and Historical Geographies of the Greater Seattle Area. Available at: <a href="https://sites.google.com/site/alinehistoryprojectsite/home/map/theme-transportation/establishing-the-pacific-highway-south">https://sites.google.com/site/alinehistoryprojectsite/home/map/theme-transportation/establishing-the-pacific-highway-south</a>. Accessed March 14, 2013.</p> <p>Stein, A.J. 2001. Kent. HistoryLink: The Free Online Encyclopedia of Washington State History. Available at: <a href="http://www.historylink.org/index.cfm?DisplayPage=output.cfm&amp;file_id=3587">http://www.historylink.org/index.cfm?DisplayPage=output.cfm&amp;file_id=3587</a>. Accessed March 18, 2013.</p> <p>U.S. Route 99 – The Pacific Highway. 2013. Waymarking: A Groundspeak Website. Available at: <a href="http://www.waymarking.com/cat/details.aspx?f=1&amp;guid=698ed7e3-3af8-4cd0-a795-03b89a23288e&amp;exp=True">http://www.waymarking.com/cat/details.aspx?f=1&amp;guid=698ed7e3-3af8-4cd0-a795-03b89a23288e&amp;exp=True</a>. Accessed March 19, 2013.</p>

## Photos

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Photo courtesy of the King County Assessor's website.  
East elevation  
2014



## Historic Inventory Report

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### Location

Field Site No. 1629-121 DAHP No.

Historic Name: Highline Community College - Building 13

Common Name: Highline Community College - Building 13

Property Address: 2400 S 240th St, Des Moines, WA 98198

Comments:

Tax No./Parcel No. 1622049016

Plat/Block/Lot

Acreage 39.42

Supplemental Map(s)

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Township/Range/EW	Section	1/4 Sec	1/4 1/4 Sec	County	Quadrangle
T22R04E	16			King	DES MOINES

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### Coordinate Reference

Easting: 1194909

Northing: 754860

Projection: Washington State Plane South

Datum: HARN (feet)

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### Identification

Survey Name: Sound Transit Federal Way Date Recorded: 01/14/2014

Field Recorder: MaryNell Nolan-Wheatley

Owner's Name: HIGHLINE COMMUNITY COLLEGE

Owner Address: PO BOX 98000

City: Des Moines State: WA Zip: 98198

Classification: Building

Resource Status: Comments:

Survey/Inventory

Within a District? No

Contributing? No

National Register:

Local District:

National Register District/Thematic Nomination Name:

Eligibility Status: Not Determined - SHPO

Determination Date: 1/1/0001

Determination Comments:



## Historic Inventory Report

### Description

Historic Use: Education - College  
Plan: T-Shape Stories: 1  
Changes to Plan: Intact  
Changes to Original Cladding: Intact  
Changes to Other: Slight  
Other (specify): Some original doors have been replaced with corrugated metal plates.  
Style: Modern  
Cladding: Concrete  
Veneer - Marblecrete  
Roof Type: Flat with Parapet  
Flat with Eaves  
Roof Material: Asphalt / Composition - Built Up  
Foundation: Concrete - Poured  
Form/Type: Other

### Narrative

Study Unit  
Architecture/Landscape Architecture  
Date of Construction: 1964 Built Date  
Builder:  
Engineer:  
Architect: Ralph H. Burkhard

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): Yes

Property potentially contributes to a historic district (National and/or local): Yes

Statement of Significance: The city of Des Moines is located approximately halfway between Seattle and Tacoma, on the eastern side of Puget Sound (Des Moines Historical Society, 2007). The town started as a logging community and as a real estate venture of F. A. Blasher, who moved from Des Moines, Iowa, to King County in 1888 (Des Moines Historical Society, 2007; Lange, 1998). After World War I, Des Moines' popularity rose when the town expanded its dock and ferry service, attracting increased numbers of summer vacationers. The population grew quickly after World War II and Des Moines was incorporated as a city in 1959 (Des Moines Historical Society, 2007). While some buildings in Des Moines date to the 1920s and 1930s, many commercial and residential buildings were constructed during a period of suburban development in the 1950s and 1960s. On January 31, 1967, Interstate 5 (I-5), which passed through Des Moines on the route from Everett to Tacoma, Washington, was completed and established another transportation route, in addition to Pacific Highway S (SR 99), for commuters in the area (Des Moines Historical Society, 2007).

## Historic Inventory Report

Highline Community College (HCC) was founded in 1961, but spent its first three years on the campus of Glacier High School. An 80-acre site for HCC in the current location west of Pacific Highway South in Des Moines was procured, and groundbreaking ceremonies were held on August 12, 1963 (McMannon, 2012). Ralph Burkhard (1908-1993), who was known for his educational buildings and unusual techniques, was the architect. Burkhard had already received a Seattle American Institute of Architects (AIA) Honor Award for Southgate Elementary School and a National Honor Award for Foster Junior-Senior High School, both in Seattle (Docomomo WEWA, 2012). His unusual techniques included the first major use of triangular glue-laminated beams on the West Coast (at Mountlake Terrace High School, 1960); a corrugated, thin-shell roof Kenmore Elementary School (circa 1955); and cable-suspended walls and roof plates for buildings at Central Washington University (circa 1964) (Docomomo WEWA, 2012).

He continued his innovative designs at HCC. His plan called for 30 buildings constructed in two phases. Construction of the first phase, which included 16 buildings, occurred from 1963 to 1965. These buildings were concentrated along a curved path on what is currently the eastern edge of the campus and were steel-reinforced concrete construction with Chewelah marble aggregate cladding. Although completion of the campus was intended for fall 1964, a few of the buildings were not completed until 1965, after the school year had already started (McMannon, 2012). Despite this, on January 31, 1965, the campus was dedicated with 2,800 people in attendance (McMannon, 2012).

In 1966, the American Association of School Administrators gave the campus an award for exceptional design. Summer of that same year, construction started on the second phase of construction, which included 10 new buildings. According to HCC history instructor, Timothy McMannon, "When classes started in fall 1967, all of the buildings were completed [except for the Instructional Guidance Center and Performing Arts Center]...The new construction added 103,00 square feet of building space to the existing 145,000 and more than doubled the number of classrooms and faculty offices" (2012). Most of the buildings from these two phases of construction are still extant. The HCC campus contains six buildings that have been previously determined eligible for the NRHP for their architectural significance (Buildings 4, 5, 6, 11, 19, and 28) (DAHP, 2012; DAHP, 2013). In addition, the core of the original HCC campus, including many of the original buildings, may contribute to a potential historic district.

Building 13, which currently serves as a classroom building, was constructed in 1964 during the first phase of campus construction. The building is eligible for listing in the NRHP under Criterion C, for its architectural significance as an example of 1960s era tilt-up construction with exposed aggregate concrete exteriors. This method of construction enabled builders to use concrete in order to produce the structural elements of a building on the project site, decreasing cost and labor time. Walls and other supports were cast horizontally and then raised (or "tilted") to their permanent upright position. Building 13 has been altered several times, including the replacement of some original doors. As a result, the building has lost some integrity of materials. Overall, however, Building 13 retains integrity of location, design, setting, workmanship, feeling, and association. Since the building embodies the distinctive characteristics of a type, period, and method of construction and also retains enough integrity to convey that significance, Building 13 is eligible for listing in the NRHP. The building may also contribute to a potential historic district that includes the remaining original buildings from the first two phases of construction.



## Historic Inventory Report

Description of  
Physical  
Appearance:

Building 13 on HCC's campus, which currently serves as a classroom building, is located along the eastern edge of the campus, adjacent to the east parking lot, and sits on a concrete slab foundation. Built in 1964, the one-story, essentially T-shaped building was part of the first phase of campus construction and is clad in concrete exterior walls with Chewelah marble aggregate. The steel-reinforced concrete building has a flat built-up roof that extends into deep concrete eave overhangs over the north, south, and west elevations and has a low, rectangular parapet on the rear (east) elevation (the top of the T). Large, prominent concrete rafter tails are exposed under the north and south elevation's eaves. Between each rafter tail, the concrete underside of the overhang forms a very shallow, upside down V shape, which is repeated along the building's primary (north and south) elevations, creating a zigzag effect along the edge of the overhang. The pattern terminates on the west end of the building with only half of the V shape, forming a concrete overhang that slants upwards and shades the west elevation.

Two metal pedestrian doors with rectangular, aluminum kick guards are located on the west elevation (bottom of the T) and mark the locations of a male and a female bathroom. There is a two-light horizontal sliding window just west of center of the north elevation on the longer section of the T shape. Large, metal air conditioning vents extend out from the exterior wall, above the sliding window and below the eaves. Three metal doors are located west of the window and two are located east of the window on the north elevation. Due to a change in grade of the land, the door on the east end of the north elevation is higher than the other three doors, requiring a concrete ramp with a metal pipe handrail for access. A vending machine is located on the west end of the elevation. The north end of the top of the T shape projects from the east end of the north elevation. The west elevation of this north projection contains a large, rectangular, corrugated metal plate that has replaced an original pedestrian door. The north elevation of the projection contains two metal pedestrian doors, both of which are accessible by concrete steps because of the increase in grade of the land towards the east side of the building. A two-light, horizontal sliding window is located in the center of the south elevation, on the longer section of the T shape. A large, air conditioning vent projects from the elevation, above the sliding window and just beneath the eave. Two large, corrugated metal panels have replaced original pedestrian doors located west of the window, and a metal pedestrian door is located east of the window. The south end of the top of the T shape projects from the east end of the south elevation. The west elevation of this south projection contains a single, metal pedestrian door. The south elevation of this protruding section contains another metal pedestrian door. Two large, two-light horizontal sliding windows are located in the center of the rear elevation. Two more identical windows are located on the north and south ends of the same elevation.

Building 13 is mainly surrounded by pavement and some grass along the east elevation. Metal utility pipes connect the building to Building 14 to the north and Building 12 to the south. A circular patio area with concrete benches and some landscaping is located to the west of Building 13.



## Historic Inventory Report

### Major Bibliographic References:

Department of Archaeology and Historic Preservation (DAHP). 2012. Highline Community College Building 4. Historic Property Inventory Report. Washington Information System for Architectural and Archaeological Records Data (WISAARD). Available at: <https://fortress.wa.gov/dahp/wisaard/>. Accessed January 14, 2014.

Department of Archaeology and Historic Preservation (DAHP). 2013. Highline Community College Building 6 and 19. Historic Property Inventory Report. Washington Information System for Architectural and Archaeological Records Data (WISAARD). Available at: <https://fortress.wa.gov/dahp/wisaard/>. Accessed January 14, 2014.

Des Moines Historical Society. 2007. Time Line Page. Available at: <http://www.dmhs.org/timeline/history.html>. Accessed January 14, 2014.

Docomomo WEWA. 2013. Burkhard, Ralph H. Available at: [http://www.docomomo-wewa.org/architects\\_detail.php?id=80](http://www.docomomo-wewa.org/architects_detail.php?id=80). Accessed January 14, 2014.

Lange, G. 1998. Des Moines Beginnings: Des Moines Post Office opens on August 6, 1889. HistoryLink: The Free Online Encyclopedia of Washington State History. Available at: [http://www.historylink.org/index.cfm?DisplayPage=output.cfm&file\\_id=500](http://www.historylink.org/index.cfm?DisplayPage=output.cfm&file_id=500). Accessed January 14, 2014.

McMannon, T.H. 2012. Our Award-Winning Campus (Buildings!): Construction in the 1960s and '70s. Highline Community College 50th Anniversary Celebration 2011-2012. Vignette No. 2. Available at: <http://50th.highline.edu/docs/OurAward-WinningCampus.pdf>. Accessed January 14, 2014.

## Photos



West elevation  
2014



Southwest corner  
2014



Northeast corner  
2014



North elevation  
2014



Southeast corner  
2014



## Historic Inventory Report

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### Location

Field Site No. 1629-121 DAHP No.

Historic Name: Highline Community College Biology Building

Common Name: Highline Community College -- Building 12

Property Address: 2400 S 240th St, Des Moines, WA 98198

Comments:

Tax No./Parcel No. 1622049016

Plat/Block/Lot

Acreage 39.42

Supplemental Map(s)

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Township/Range/EW	Section	1/4 Sec	1/4 1/4 Sec	County	Quadrangle
T22R04E	16			King	DES MOINES

### Coordinate Reference

Easting: 1194842

Northing: 754766

Projection: Washington State Plane South

Datum: HARN (feet)

### Identification

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Survey Name: Sound Transit Federal Way Date Recorded: 01/14/2014

Field Recorder: MaryNell Nolan-Wheatley

Owner's Name: HIGHLINE COMMUNITY COLLEGE

Owner Address: PO BOX 98000

City: Des Moines State: WA Zip: 98198

Classification: Building

Resource Status: Comments:

Survey/Inventory

Within a District? No

Contributing? No

National Register:

Local District:

National Register District/Thematic Nomination Name:

Eligibility Status: Not Determined - SHPO

Determination Date: 1/1/0001

Determination Comments:



## Historic Inventory Report

### Description

Historic Use: Education - College  
Plan: Rectangle Stories: 1  
Changes to Plan: Slight  
Changes to Original Cladding: Intact  
Changes to Other: Slight  
Current Use: Education - College  
Structural System: Concrete - Reinforced Concrete  
Changes to Interior: Unknown  
Changes to Windows: Slight  
Other (specify): One original pedestrian door has been replaced with an aggregate concrete panel.  
Style: Modern  
Cladding: Concrete  
Roof Type: Flat with Parapet  
Roof Material: Asphalt / Composition - Built Up  
Veneer - Marblecrete  
Flat with Eaves  
Foundation: Concrete - Poured  
Form/Type: Other

### Narrative

Study Unit  
Architecture/Landscape Architecture  
Other  
Date of Construction: 1964 Built Date  
Builder:  
Engineer:  
Architect: Ralph H. Burkhard

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): Yes

Property potentially contributes to a historic district (National and/or local): Yes

Statement of Significance: The city of Des Moines is located approximately halfway between Seattle and Tacoma, on the eastern side of Puget Sound (Des Moines Historical Society, 2007). The town started as a logging community and as a real estate venture of F. A. Blasher, who moved from Des Moines, Iowa, to King County in 1888 (Des Moines Historical Society, 2007; Lange, 1998). After World War I, Des Moines' popularity rose when the town expanded its dock and ferry service, attracting increased numbers of summer vacationers. The population grew quickly after World War II and Des Moines was incorporated as a city in 1959 (Des Moines Historical Society, 2007). While some buildings in Des Moines date to the 1920s and 1930s, many commercial and residential buildings were constructed during a period of suburban development in the 1950s and 1960s. On January 31, 1967, Interstate 5 (I-5), which passed through Des Moines on the route from Everett to Tacoma, Washington, was completed and established another transportation route, in addition to Pacific Highway S (SR 99), for commuters in the area (Des Moines Historical Society, 2007).



## Historic Inventory Report

Highline Community College (HCC) was founded in 1961, but spent its first three years on the campus of Glacier High School. An 80-acre site for HCC in the current location west of Pacific Highway South in Des Moines was procured, and groundbreaking ceremonies were held on August 12, 1963 (McMannon, 2012). Ralph Burkhard (1908-1993), who was known for his educational buildings and unusual techniques, was the architect. Burkhard had already received a Seattle American Institute of Architects (AIA) Honor Award for Southgate Elementary School and a National Honor Award for Foster Junior-Senior High School, both in Seattle (Docomomo WEWA, 2012). His unusual techniques included the first major use of triangular glue-laminated beams on the West Coast (at Mountlake Terrace High School, 1960); a corrugated, thin-shell roof at Kenmore Elementary School (circa 1955); and cable-suspended walls and roof plates for buildings at Central Washington University (circa 1964) (Docomomo WEWA, 2012).

He continued his innovative designs at HCC. His plan called for 30 buildings constructed in two phases. Construction of the first phase, which included 16 buildings, occurred from 1963 to 1965. These buildings were concentrated along a curved path on what is currently the eastern edge of the campus and were steel-reinforced concrete construction with Chewelah marble aggregate cladding. Although completion of the campus was intended for fall 1964, a few of the buildings were not completed until 1965, after the school year had already started (McMannon, 2012). Despite this, on January 31, 1965, the campus was dedicated with 2,800 people in attendance (McMannon, 2012).

In 1966, the American Association of School Administrators gave the campus an award for exceptional design. Summer of that same year, construction started on the second phase of construction, which included 10 new buildings. According to HCC history instructor, Timothy McMannon, "When classes started in fall 1967, all of the buildings were completed [except for the Instructional Guidance Center and Performing Arts Center]...The new construction added 103,00 square feet of building space to the existing 145,000 and more than doubled the number of classrooms and faculty offices" (2012). Most of the buildings from these two phases of construction are still extant. The HCC campus contains six buildings that have been previously determined eligible for the NRHP for their architectural significance (Buildings 4, 5, 6, 11, 19, and 28) (DAHP, 2012; DAHP, 2013). In addition, the core of the original HCC campus, including many of the original buildings, may contribute to a potential historic district.

Building 12, which currently serves as the Life Sciences classroom building, was constructed in 1964 during the first phase of campus construction. The building is eligible for listing in the NRHP under Criterion C, for its architectural significance as an example of 1960s era tilt-up construction with exposed aggregate concrete exteriors. This method of construction enabled builders to use concrete in order to produce the structural elements of a building on the project site, decreasing cost and labor time. Walls and other supports were cast horizontally and then raised (or "tilted") to their permanent upright position. Building 12 has been altered several times, including the replacement of some original doors and windows. As a result, the building has lost some integrity of material, although it retains integrity of location, design, setting, workmanship, feeling, and association. Since the building embodies the distinctive characteristics of a type, period, and method of construction and also retains enough integrity to convey that significance, Building 12 is eligible for listing in the NRHP. The building may also contribute to a potential historic district that includes the remaining original buildings from the first two phases of construction.

## Historic Inventory Report

Description of  
Physical  
Appearance:

Building 12 on HCC's campus, which currently serves as the Life Sciences classroom building, is located along the eastern edge of the campus adjacent to the east parking lot and sits on a concrete slab foundation. Built in 1964, the one-story rectangular plan building was part of the first phase of campus construction and is clad in concrete exterior walls with Chewelah marble aggregate. The steel-reinforced concrete building has a flat built-up roof encased in low parapets on the side (east and west) elevations with deep concrete eave overhangs over the main (north and south) elevations. Large, prominent concrete rafter tails are exposed under the eaves, emphasizing the building's weighty feel. Smooth, vertical concrete support beams protrude slightly from the main elevations and line up with the horizontal rafters. Individual classrooms are accessible through several exterior pedestrian doors on the north and south elevations. The vertical support beams and the exposed rafter tails visually divide the main facades into a row of rectangular sections, most of which contain a group of windows or a pedestrian door placed next to a window.

The west end of the north elevation contains three metal pedestrian doors separated by several sections of the elevation that contain windows. A fixed, single-light window is positioned next to each door, and four, single-light transom windows are positioned above the door and its adjacent window. One of the transom windows over the far west door is an operable awning window, although all of the others appear to be fixed. There are four sections with windows between the west door and the center door, and three sections of windows between the center door and the east door. Between the doors, each section of the elevation (separated by the vertical support beams) contains a pair of adjacent tall, fixed, rectangular, single-light windows placed beneath a pair of smaller, fixed, single-light windows. Three of the seven window sections on the north elevation contain a small, operable awning window within the tall, fixed, single-light window. The east end of the north elevation contains a single, metal pedestrian door that appears to be a service entrance. The south elevation of the building is nearly a mirror image of the north elevation, although the windows and doors are concentrated on the east side of the elevation and the central pedestrian door has been replaced with a panel of aggregate concrete cladding, to match the rest of the exterior wall. Additionally, several of the transom windows have been replaced with metal louvered vents. There are no windows or doors on the east and west elevations, although a metal rectangular louvered vent is located on the north end of the east elevation. A large metal ventilation and utilities system has been attached to the south end of the east elevation and is surrounded by a chain link fence.

Concrete sidewalks run along the north and south elevations of Building 12 and some flowerbeds with shrubbery are positioned in front of the windows. A small garden, with a sign labeling it as a "Washington Native Habitat Garden" is located on the west side of the building. Metal utility pipes extend from the roof of the north elevation and connect with Building 13, which is adjacent to the east end of Building 12. Building 14 is located north of Building 12 and is very similar in appearance.



## Historic Inventory Report

### Major Bibliographic References:

Department of Archaeology and Historic Preservation (DAHP). 2012. Highline Community College Building 4. Historic Property Inventory Report. Washington Information System for Architectural and Archaeological Records Data (WISAARD). Available at: <https://fortress.wa.gov/dahp/wisaard/>. Accessed January 14, 2014.

Department of Archaeology and Historic Preservation (DAHP). 2013. Highline Community College Building 6 and 19. Historic Property Inventory Report. Washington Information System for Architectural and Archaeological Records Data (WISAARD). Available at: <https://fortress.wa.gov/dahp/wisaard/>. Accessed January 14, 2014.

Des Moines Historical Society. 2007. Time Line Page. Available at: <http://www.dmhs.org/timeline/history.html>. Accessed January 14, 2014.

Docomomo WEWA. 2013. Burkhard, Ralph H. Available at: [http://www.docomomo-wewa.org/architects\\_detail.php?id=80](http://www.docomomo-wewa.org/architects_detail.php?id=80). Accessed January 14, 2014.

Lange, G. 1998. Des Moines Beginnings: Des Moines Post Office opens on August 6, 1889. HistoryLink: The Free Online Encyclopedia of Washington State History. Available at: [http://www.historylink.org/index.cfm?DisplayPage=output.cfm&file\\_id=500](http://www.historylink.org/index.cfm?DisplayPage=output.cfm&file_id=500). Accessed January 14, 2014.

McMannon, T.H. 2012. Our Award-Winning Campus (Buildings!): Construction in the 1960s and '70s. Highline Community College 50th Anniversary Celebration 2011-2012. Vignette No. 2. Available at: <http://50th.highline.edu/docs/OurAward-WinningCampus.pdf>. Accessed January 14, 2014.

## Photos



Northwest corner  
2014



South elevation, view to the northwest  
2014



Northeast corner  
2014



West elevation  
2014



## Historic Inventory Report

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### Location

Field Site No. 1629-121 DAHP No.  
Historic Name: Highline Community College - Building 14  
Common Name: Highline Community College - Building 14  
Property Address: 2400 S 240th St, Des Moines, WA 98198  
Comments:  
Tax No./Parcel No. 1622049016  
Plat/Block/Lot  
Acreage 39.42  
Supplemental Map(s)

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Township/Range/EW	Section	1/4 Sec	1/4 1/4 Sec	County	Quadrangle
T22R04E	16			King	DES MOINES

### Coordinate Reference

Easting: 1194825  
Northing: 754886  
Projection: Washington State Plane South  
Datum: HARN (feet)

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### Identification

Survey Name: Sound Transit Federal Way Date Recorded: 01/14/2014  
Field Recorder: MaryNell Nolan-Wheatley  
Owner's Name: HIGHLINE COMMUNITY COLLEGE  
Owner Address: PO BOX 98000  
City: DES MOINES State: WA Zip: 98198  
Classification: Building  
Resource Status: Comments:  
Survey/Inventory  
Within a District? No  
Contributing? No  
National Register:  
Local District:  
National Register District/Thematic Nomination Name:  
Eligibility Status: Not Determined - SHPO  
Determination Date: 1/1/0001  
Determination Comments:



## Historic Inventory Report

### Description

Historic Use: Education - College	Current Use: Education - College		
Plan: Rectangle	Stories: 1		
Changes to Plan: Intact	Structural System: Concrete - Reinforced Concrete		
Changes to Original Cladding: Slight	Changes to Interior: Unknown		
Changes to Other:	Changes to Windows: Moderate		
Other (specify):			
Style:	Cladding:	Roof Type:	Roof Material:
Modern	Concrete	Flat with Parapet	Asphalt / Composition -
	Veneer - Marblecrete	Flat with Eaves	Built Up
Foundation:	Form/Type:		
Concrete - Poured	Other		

### Narrative

Study Unit	Other
Architecture/Landscape Architecture	
Date of Construction:	1964 Built Date
	Builder:
	Engineer:
	Architect: Ralph H. Burkhard

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): Yes

Property potentially contributes to a historic district (National and/or local): Yes

Statement of Significance: The city of Des Moines is located approximately halfway between Seattle and Tacoma, on the eastern side of Puget Sound (Des Moines Historical Society, 2007). The town started as a logging community and as a real estate venture of F. A. Blasher, who moved from Des Moines, Iowa, to King County in 1888 (Des Moines Historical Society, 2007; Lange, 1998). After World War I, Des Moines' popularity rose when the town expanded its dock and ferry service, attracting increased numbers of summer vacationers. The population grew quickly after World War II and Des Moines was incorporated as a city in 1959 (Des Moines Historical Society, 2007). While some buildings in Des Moines date to the 1920s and 1930s, many commercial and residential buildings were constructed during a period of suburban development in the 1950s and 1960s. On January 31, 1967, Interstate 5 (I-5), which passed through Des Moines on the route from Everett to Tacoma, Washington, was completed and established another transportation route, in addition to Pacific Highway S (SR 99), for commuters in the area (Des Moines Historical Society, 2007).



## Historic Inventory Report

Highline Community College (HCC) was founded in 1961, but spent its first three years on the campus of Glacier High School. An 80-acre site for HCC in the current location west of Pacific Highway South in Des Moines was procured, and groundbreaking ceremonies were held on August 12, 1963 (McMannon, 2012). Ralph Burkhard (1908-1993), who was known for his educational buildings and unusual techniques, was the architect. Burkhard had already received a Seattle American Institute of Architects (AIA) Honor Award for Southgate Elementary School and a National Honor Award for Foster Junior-Senior High School, both in Seattle (Docomomo WEWA, 2012). His unusual techniques included the first major use of triangular glue-laminated beams on the West Coast (at Mountlake Terrace High School, 1960); a corrugated, thin-shell roof Kenmore Elementary School (circa 1955); and cable-suspended walls and roof plates for buildings at Central Washington University (circa 1964) (Docomomo WEWA, 2012).

He continued his innovative designs at HCC. His plan called for 30 buildings constructed in two phases. Construction of the first phase, which included 16 buildings, occurred from 1963 to 1965. These buildings were concentrated along a curved path on what is currently the eastern edge of the campus and were steel-reinforced concrete construction with Chewelah marble aggregate cladding. Although completion of the campus was intended for fall 1964, a few of the buildings were not completed until 1965, after the school year had already started (McMannon, 2012). Despite this, on January 31, 1965, the campus was dedicated with 2,800 people in attendance (McMannon, 2012).

In 1966, the American Association of School Administrators gave the campus an award for exceptional design. Summer of that same year, construction started on the second phase of construction, which included 10 new buildings. According to HCC history instructor, Timothy McMannon, "When classes started in fall 1967, all of the buildings were completed [except for the Instructional Guidance Center and Performing Arts Center]...The new construction added 103,00 square feet of building space to the existing 145,000 and more than doubled the number of classrooms and faculty offices" (2012). Most of the buildings from these two phases of construction are still extant. The HCC campus contains six buildings that have been previously determined eligible for the NRHP for their architectural significance (Buildings 4, 5, 6, 11, 19, and 28) (DAHP, 2012; DAHP, 2013). In addition, the core of the original HCC campus, including many of the original buildings, may contribute to a potential historic district.

Building 14, which currently serves as the Physical Sciences classroom building, was constructed in 1964 during the first phase of campus construction. The building is eligible for listing in the NRHP under Criterion C, for its architectural significance as an example of 1960s era tilt-up construction with exposed aggregate concrete exteriors. This method of construction enabled builders to use concrete in order to produce the structural elements of a building on the project site, decreasing cost and labor time. Walls and other supports were cast horizontally and then raised (or "tilted") to their permanent upright position. Several alterations have been made to Building 14, including the replacement of some original windows and siding. As a result, it has lost some integrity of materials. The building, however, retains integrity of location, design, setting, workmanship, feeling, and association. Since the building embodies the distinctive characteristics of a type, period, and method of construction and also retains enough integrity to convey that significance, Building 14 is eligible for listing in the NRHP. The building may also contribute to a potential historic district that includes the remaining original buildings from the first two phases of construction.

## Historic Inventory Report

Description of  
Physical  
Appearance:

Building 14 on HCC's campus, which currently serves as the Physical Sciences classroom building, is located along the eastern edge of the campus adjacent to the east parking lot and sits on a concrete slab foundation. Built in 1964, the one-story rectangular plan building was part of the first phase of campus construction and is clad in concrete exterior walls with Chewelah marble aggregate. The steel-reinforced concrete building has a flat built-up roof with low parapets on the side (east and west) elevations and deep concrete eave overhangs over the main (north and south) elevations. Large, prominent concrete rafter tails are exposed under the eaves, emphasizing the building's heavy feel. Smooth, vertical concrete support beams protrude slightly from the main elevations and line up with the horizontal rafters. Individual classrooms are accessible through several exterior pedestrian doors on the north and south elevations. The vertical support beams and the exposed rafter tails visually divide the main facades into a row of rectangular sections, each of which contains either a large, two-light horizontal sliding window or a metal pedestrian door with an adjacent, fixed, single-light window. Several of the large, two-light sliding windows have been replaced with a pair of large, fixed, single-light windows. Along the top of the north and south elevation's exterior walls, a pair of fixed, single-light windows is located between each exposed rafter tail, just under the eave, although some of these have been replaced with metal louvered vents. All of the windows have metal frames and some appear to be double glazed.

The north elevation contains four metal pedestrian doors separated by several sections of the elevation that contain windows. A fixed, single-light window is positioned next to each door. Separating the pedestrian classroom doors are either three or four sections (separated by the vertical support beams) of the elevation that each contain either a large, two-light horizontal sliding window or a pair of fixed, single-light windows. The east end of the north elevation contains a single, metal pedestrian door with an adjacent fixed, single-light window accessible by a concrete ramp with a metal pipe handrail that appears to be a service entrance. The south elevation of the building is nearly a mirror image of the north elevation, although several panels of the aggregate concrete siding under the windows have been replaced with opaque composite panels.

There are no windows on the east or west elevations, although the east elevation does contain two rectangular, metal, louvered vents. Air conditioning units are located adjacent to the east elevation and are surrounded by a chain link fence. Concrete sidewalks run along the north and south elevations of Building 14 and some flowerbeds with shrubbery are positioned in front of the windows. A circular patio is also located in front of the south façade. Metal utility pipes extend from the roof of the south elevation and connect with Building 13, which is adjacent to the east end of Building 14. Building 12 is located south of Building 14 and is very similar in appearance.



## Historic Inventory Report

### Major Bibliographic References:

Department of Archaeology and Historic Preservation (DAHP). 2012. Highline Community College Building 4. Historic Property Inventory Report. Washington Information System for Architectural and Archaeological Records Data (WISAARD). Available at: <https://fortress.wa.gov/dahp/wisaard/>. Accessed January 14, 2014.

Department of Archaeology and Historic Preservation (DAHP). 2013. Highline Community College Building 6 and 19. Historic Property Inventory Report. Washington Information System for Architectural and Archaeological Records Data (WISAARD). Available at: <https://fortress.wa.gov/dahp/wisaard/>. Accessed January 14, 2014.

Des Moines Historical Society. 2007. Time Line Page. Available at: <http://www.dmhs.org/timeline/history.html>. Accessed January 14, 2014.

Docomomo WEWA. 2013. Burkhard, Ralph H. Available at: [http://www.docomomo-wewa.org/architects\\_detail.php?id=80](http://www.docomomo-wewa.org/architects_detail.php?id=80). Accessed January 14, 2014.

Lange, G. 1998. Des Moines Beginnings: Des Moines Post Office opens on August 6, 1889. HistoryLink: The Free Online Encyclopedia of Washington State History. Available at: [http://www.historylink.org/index.cfm?DisplayPage=output.cfm&file\\_id=500](http://www.historylink.org/index.cfm?DisplayPage=output.cfm&file_id=500). Accessed January 14, 2014.

McMannon, T.H. 2012. Our Award-Winning Campus (Buildings!): Construction in the 1960s and '70s. Highline Community College 50th Anniversary Celebration 2011-2012. Vignette No. 2. Available at: <http://50th.highline.edu/docs/OurAward-WinningCampus.pdf>. Accessed January 14, 2014.

## Photos



Northwest corner  
2014



Northeast corner  
2014



North elevation  
2014



Southeast corner  
2014

## Historic Inventory Report



Southwest corner  
2014



South elevation  
2014



## Historic Inventory Report

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### Location

Field Site No. 1629-121 DAHP No.  
Historic Name: Highline Community College Faculty Offices  
Common Name: Highline Community College -- Building 15  
Property Address: 2400 S 240th St, Des Moines, WA 98198  
Comments:  
Tax No./Parcel No. 1622049016  
Plat/Block/Lot  
Acreage 39.42  
Supplemental Map(s)

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Township/Range/EW	Section	1/4 Sec	1/4 1/4 Sec	County	Quadrangle
T22R04E	16			King	DES MOINES

### Coordinate Reference

Easting: 1194775  
Northing: 754940  
Projection: Washington State Plane South  
Datum: HARN (feet)

### Identification

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Survey Name: Sound Transit Federal Way Date Recorded: 01/15/2014  
Field Recorder: MaryNell Nolan-Wheatley  
Owner's Name: HIGHLINE COMMUNITY COLLEGE  
Owner Address: PO BOX 98000  
City: DES MOINES State: WA Zip: 98198  
Classification: Building  
Resource Status: Comments:  
Survey/Inventory  
Within a District? No  
Contributing?  
National Register:  
Local District:  
National Register District/Thematic Nomination Name:  
Eligibility Status: Not Determined - SHPO  
Determination Date: 1/1/0001  
Determination Comments:





## Historic Inventory Report

### Description

Historic Use: Education - College	Current Use: Education - College		
Plan: Irregular	Stories: 2		
Changes to Plan: Intact	Structural System: Concrete - Reinforced Concrete		
Changes to Original Cladding: Intact	Changes to Interior: Unknown		
Changes to Other:	Changes to Windows: Intact		
Other (specify):			
Style:	Cladding:	Roof Type:	Roof Material:
Modern	Concrete	Gable - Gable-on-Hip	Metal - Corrugated
	Veneer - Marblecrete		
Foundation:	Form/Type:		
Concrete - Poured	Other		

### Narrative

Study Unit	Other
Architecture/Landscape Architecture	
Date of Construction:	1967 Built Date
	Builder:
	Engineer:
	Architect: Ralph H. Burkhard

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): Yes

Property potentially contributes to a historic district (National and/or local): Yes

Statement of Significance: The city of Des Moines is located approximately halfway between Seattle and Tacoma, on the eastern side of Puget Sound (Des Moines Historical Society, 2007). The town started as a logging community and as a real estate venture of F. A. Blasher, who moved from Des Moines, Iowa, to King County in 1888 (Des Moines Historical Society, 2007; Lange, 1998). After World War I, Des Moines' popularity rose when the town expanded its dock and ferry service, attracting increased numbers of summer vacationers. The population grew quickly after World War II and Des Moines was incorporated as a city in 1959 (Des Moines Historical Society, 2007). While some buildings in Des Moines date to the 1920s and 1930s, many commercial and residential buildings were constructed during a period of suburban development in the 1950s and 1960s. On January 31, 1967, Interstate 5 (I-5), which passed through Des Moines on the route from Everett to Tacoma, Washington, was completed and established another transportation route, in addition to Pacific Highway S (SR 99), for commuters in the area (Des Moines Historical Society, 2007).

## Historic Inventory Report

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Highline Community College (HCC) was founded in 1961, but spent its first three years on the campus of Glacier High School. An 80-acre site for HCC in the current location west of Pacific Highway South in Des Moines was procured, and groundbreaking ceremonies were held on August 12, 1963 (McMannon, 2012). Ralph Burkhard (1908-1993), who was known for his educational buildings and unusual techniques, was the architect. Burkhard had already received a Seattle American Institute of Architects (AIA) Honor Award for Southgate Elementary School and a National Honor Award for Foster Junior-Senior High School, both in Seattle (Docomomo WEWA, 2012). His unusual techniques included the first major use of triangular glue-laminated beams on the West Coast (at Mountlake Terrace High School, 1960); a corrugated, thin-shell roof Kenmore Elementary School (circa 1955); and cable-suspended walls and roof plates for buildings at Central Washington University (circa 1964) (Docomomo WEWA, 2012).

He continued his innovative designs at HCC. His plan called for 30 buildings constructed in two phases. Construction of the first phase, which included 16 buildings, occurred from 1963 to 1965. These buildings were concentrated along a curved path on what is currently the eastern edge of the campus and were steel-reinforced concrete construction with Chewelah marble aggregate cladding. Although completion of the campus was intended for fall 1964, a few of the buildings were not completed until 1965, after the school year had already started (McMannon, 2012). Despite this, on January 31, 1965, the campus was dedicated with 2,800 people in attendance (McMannon, 2012).

In 1966, the American Association of School Administrators gave the campus an award for exceptional design. Summer of that same year, construction started on the second phase of construction, which included 10 new buildings. According to HCC history instructor, Timothy McMannon, "When classes started in fall 1967, all of the buildings were completed [except for the Instructional Guidance Center and Performing Arts Center]...The new construction added 103,00 square feet of building space to the existing 145,000 and more than doubled the number of classrooms and faculty offices" (2012). Most of the buildings from these two phases of construction are still extant. The HCC campus contains six buildings that have been previously determined eligible for the NRHP for their architectural significance (Buildings 4, 5, 6, 11, 19, and 28) (DAHP, 2012; DAHP, 2013). In addition, the core of the original HCC campus, including many of the original buildings, may contribute to a potential historic district.

Building 15 was constructed in 1967 as a Faculty Office building during the second phase of campus construction. The building is eligible for listing in the NRHP under Criterion C, for its architectural significance as an example of 1960s era tilt-up construction with exposed aggregate concrete exteriors. This method of construction enabled builders to use concrete in order to produce the structural elements of a building on the project site, decreasing cost and labor time. Walls and other supports were cast horizontally and then raised (or "tilted") to their permanent upright position. Building 15's exterior appearance remains largely unchanged. As a result, the building retains integrity of location, design, setting, materials, workmanship, feeling, and association. Since the building embodies the distinctive characteristics of a type, period, and method of construction and also retains enough integrity to convey that significance, Building 15 is eligible for listing in the NRHP. The building may also contribute to a potential historic district that includes the remaining original buildings from the first two phases of construction.

## Historic Inventory Report

### Description of Physical Appearance:

Building 15 on HCC's campus, which currently serves as a Faculty Office building, is located along the eastern edge of the campus adjacent to the east parking lot and sits on a concrete slab foundation. Built in 1967, the two-story irregular plan building was part of the second phase of campus construction and is clad in concrete exterior walls with Chewelah marble aggregate. The steel-reinforced concrete building has a low-pitch, corrugated metal, gable-on-hip roof. Aerial images indicate that a rectangular sunroof is located at the gabled roof's ridge board.

A metal and glass pedestrian door is located north of the center of the front (west) elevation. Two large, fixed, single-light windows are located south of the main door and one is located north of the main door. A small awning window is located within the top of the window directly south of the door. An attached flat roof overhang projects from the ground floor level of the front elevation and shades the main entrance. The concrete overhang is supported by two narrow, rectangular reinforced concrete pillars. Directly above the overhang, on the second floor of the main façade, there are two, large, fixed, single-light windows placed below smaller, single-light awning windows. This pair of windows is flanked on either side by larger, fixed, single-light windows. There are two, long, vertical window openings on the south elevation that contain two windows each: a window on the ground floor and a window on the second floor. The two levels of windows are separated by a smooth panel of concrete that is slightly recessed from the rest of the elevation. Each of the four windows is a fixed, rectangular, single-light window placed below a smaller, single-light awning window. There are no windows or doors on the east elevation. West of center on the north elevation, a two-story, rectangular section of the building projects out and is covered by an extension of the primary hipped roof. The west and east elevations of the projection contain a large window opening that extends from the ground to second floor and is filled by black glass blocks. On both sides of the protruding section of the building there is a metal pedestrian door located on the far west and east sides of the north elevation of the main building. Above each door is a smooth, recessed concrete panel and a fixed, single-light window placed below a single-light awning window.

Small flower beds are located along the four main elevations of Building 15. A large, paved sidewalk leads to the building's main door and connects with the primary walkway that passes through the east side of the campus.

### Major Bibliographic References:

Department of Archaeology and Historic Preservation (DAHP). 2012. Highline Community College Building 4. Historic Property Inventory Report. Washington Information System for Architectural and Archaeological Records Data (WISAARD). Available at: <https://fortress.wa.gov/dahp/wisaard/>. Accessed January 14, 2014.

Department of Archaeology and Historic Preservation (DAHP). 2013. Highline Community College Building 6 and 19. Historic Property Inventory Report. Washington Information System for Architectural and Archaeological Records Data (WISAARD). Available at: <https://fortress.wa.gov/dahp/wisaard/>. Accessed January 14, 2014.

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Lange, G. 1998. Des Moines Beginnings: Des Moines Post Office opens on August 6, 1889. HistoryLink: The Free Online Encyclopedia of Washington State History. Available at:

[http://www.historylink.org/index.cfm?DisplayPage=output.cfm&file\\_id=500](http://www.historylink.org/index.cfm?DisplayPage=output.cfm&file_id=500). Accessed January 14, 2014.

McMannon, T.H. 2012. Our Award-Winning Campus (Buildings!): Construction in the 1960s and '70s.

Highline Community College 50th Anniversary Celebration 2011-2012. Vignette No. 2. Available at: <http://50th.highline.edu/docs/OurAward-WinningCampus.pdf>. Accessed January 14, 2014.

## Photos



Northwest corner  
2014



Northeast corner  
2014



Southwest corner  
2014



Southeast corner  
2014



View to the west, glass block detail  
2014



## Historic Inventory Report

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### Location

Field Site No. 1629-121 DAHP No.  
Historic Name: Highline Community College - Vocational and Technical buildings  
Common Name: Highline Community College - Building 16  
Property Address: 2400 S 240th St, Des Moines, WA 98198  
Comments:  
Tax No./Parcel No. 1622049016  
Plat/Block/Lot  
Acreage 39.42  
Supplemental Map(s)

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Township/Range/EW	Section	1/4 Sec	1/4 1/4 Sec	County	Quadrangle
T22R04E	16			King	DES MOINES

### Coordinate Reference

Easting: 1194912  
Northing: 755099  
Projection: Washington State Plane South  
Datum: HARN (feet)

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### Identification

Survey Name: Sound Transit Federal Way Date Recorded: 01/15/2014  
Field Recorder: MaryNell Nolan-Wheatley  
Owner's Name: HIGHLINE COMMUNITY COLLEGE  
Owner Address: PO BOX 98000  
City: DES MOINES State: WA Zip: 98198  
Classification: Building  
Resource Status: Comments:  
Survey/Inventory  
Within a District? No  
Contributing? No  
National Register:  
Local District:  
National Register District/Thematic Nomination Name:  
Eligibility Status: Not Determined - SHPO  
Determination Date: 1/1/0001  
Determination Comments:





## Historic Inventory Report

### Description

Historic Use: Education - College	Current Use: Education - College		
Plan: L-Shape	Stories: 1		
Changes to Plan: Moderate	Structural System: Concrete - Reinforced Concrete		
Changes to Original Cladding: Intact	Changes to Interior: Unknown		
Changes to Other:	Changes to Windows: Intact		
Other (specify):			
Style:	Cladding:	Roof Type:	Roof Material:
Modern	Concrete	Flat with Parapet	Asphalt / Composition -
	Veneer - Marblecrete	Flat with Eaves	Built Up
Foundation:	Form/Type:		
Concrete - Poured	Other		

### Narrative

Study Unit	Other
Architecture/Landscape Architecture	
Date of Construction:	1967 Built Date
	Builder:
	Engineer:
	Architect: Ralph H. Burkhard

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): Yes

Property potentially contributes to a historic district (National and/or local): Yes

Statement of Significance: The city of Des Moines is located approximately halfway between Seattle and Tacoma, on the eastern side of Puget Sound (Des Moines Historical Society, 2007). The town started as a logging community and as a real estate venture of F. A. Blasher, who moved from Des Moines, Iowa, to King County in 1888 (Des Moines Historical Society, 2007; Lange, 1998). After World War I, Des Moines' popularity rose when the town expanded its dock and ferry service, attracting increased numbers of summer vacationers. The population grew quickly after World War II and Des Moines was incorporated as a city in 1959 (Des Moines Historical Society, 2007). While some buildings in Des Moines date to the 1920s and 1930s, many commercial and residential buildings were constructed during a period of suburban development in the 1950s and 1960s. On January 31, 1967, Interstate 5 (I-5), which passed through Des Moines on the route from Everett to Tacoma, Washington, was completed and established another transportation route, in addition to Pacific Highway S (SR 99), for commuters in the area (Des Moines Historical Society, 2007).

## Historic Inventory Report

Highline Community College (HCC) was founded in 1961, but spent its first three years on the campus of Glacier High School. An 80-acre site for HCC in the current location west of Pacific Highway South in Des Moines was procured, and groundbreaking ceremonies were held on August 12, 1963 (McMannon, 2012). Ralph Burkhard (1908-1993), who was known for his educational buildings and unusual techniques, was the architect. Burkhard had already received a Seattle American Institute of Architects (AIA) Honor Award for Southgate Elementary School and a National Honor Award for Foster Junior-Senior High School, both in Seattle (Docomomo WEWA, 2012). His unusual techniques included the first major use of triangular glue-laminated beams on the West Coast (at Mountlake Terrace High School, 1960); a corrugated, thin-shell roof Kenmore Elementary School (circa 1955); and cable-suspended walls and roof plates for buildings at Central Washington University (circa 1964) (Docomomo WEWA, 2012).

He continued his innovative designs at HCC. His plan called for 30 buildings constructed in two phases. Construction of the first phase, which included 16 buildings, occurred from 1963 to 1965. These buildings were concentrated along a curved path on what is currently the eastern edge of the campus and were steel-reinforced concrete construction with Chewelah marble aggregate cladding. Although completion of the campus was intended for fall 1964, a few of the buildings were not completed until 1965, after the school year had already started (McMannon, 2012). Despite this, on January 31, 1965, the campus was dedicated with 2,800 people in attendance (McMannon, 2012).

In 1966, the American Association of School Administrators gave the campus an award for exceptional design. Summer of that same year, construction started on the second phase of construction, which included 10 new buildings. According to HCC history instructor, Timothy McMannon, "When classes started in fall 1967, all of the buildings were completed [except for the Instructional Guidance Center and Performing Arts Center]...The new construction added 103,00 square feet of building space to the existing 145,000 and more than doubled the number of classrooms and faculty offices" (2012). Most of the buildings from these two phases of construction are still extant. The HCC campus contains six buildings that have been previously determined eligible for the NRHP for their architectural significance (Buildings 4, 5, 6, 11, 19, and 28) (DAHP, 2012; DAHP, 2013). In addition, the core of the original HCC campus, including many of the original buildings, may contribute to a potential historic district.

Building 16, which currently serves as the Engineering Lab, Print Technology, and Visual Communications building, was constructed in 1967 during the second phase of campus construction. The building is eligible for listing in the NRHP under Criterion C, for its architectural significance as an example of 1960s era tilt-up construction with exposed aggregate concrete exteriors. This method of construction enabled builders to use concrete in order to produce the structural elements of a building on the project site, decreasing cost and labor time. Walls and other supports were cast horizontally and then raised (or "tilted") to their permanent upright position. Originally, the building was constructed as two separate buildings: the Vocational Building and the Technical Building. Additions to the buildings connected them, forming one, large, L-shaped plan building. Additionally, several other alterations have been made to Building 16, including the replacement of some original windows. As a result, Building 16 has lost some integrity of materials and design. The building, however, retains integrity of location, setting, workmanship, feeling, and association. Since the building embodies the distinctive characteristics of a type, period, and method of construction and also retains enough integrity to convey that significance, Building 16 is eligible for listing in the NRHP. The building may also contribute to a potential historic district that includes the remaining original buildings from the first two phases of construction.

Description of  
Physical  
Appearance:

## Historic Inventory Report

Building 16 on HCC's campus, which currently serves as the Engineering Lab, Print Technology, and Visual Communications building, is located in the northeastern corner of the campus adjacent to the east parking lot and sits on a concrete slab foundation. Built in 1967, the one-story, essentially L-shaped building was part of the second phase of campus construction and is clad in concrete exterior walls with Chewelah marble aggregate. The building is composed of a south, rectangular plan wing and a west, rectangular plan wing. The west wing has a slightly higher roof height than the south wing. A later addition wraps around the northeast corner of the building, making the L-shape slightly irregular. The steel-reinforced concrete building has a flat built-up roof that extends into deep concrete eave overhangs over the main elevations (north and south elevations on the west wing; east and west elevations on the south wing), with low, rectangular parapets on the side elevations (west elevation on the west wing; south elevation on the south wing). Large, prominent concrete rafter tails are exposed under the eaves, emphasizing a general feel of weightiness to the building. Smooth, vertical concrete support beams protrude from the main elevations and line up with the horizontal rafters. The vertical support beams and the exposed rafter tails visually divide the main facades into a row of rectangular sections. Between each rafter tail, the concrete underside of the overhang forms a very shallow, upside down V shape, which is repeated along the building's primary elevations, creating a zigzag effect along the edge of the overhang. The south elevation of the west wing and the west elevation of the south wing face a large, grassy, courtyard area with concrete benches and picnic tables. Concrete sidewalks run along these elevations and are covered by a flat roof, concrete awning that is lower than the roof height of the building. The awning is supported by large, concrete, cylindrical columns clad in aggregate concrete siding, to match the main building.

The west elevation of the south wing contains three metal pedestrian doors. Between each door, each section of the façade (divided by the protruding concrete supports) contains large, two-light, metal frame windows. Double metal and glass pedestrian doors are located on the far south end of the west elevation. The south elevation of the west wing contains a single, metal pedestrian door with a narrow, fixed single-light rectangular window. Several large, two-light horizontal sliding windows are located on the rear (east) elevation of the south wing.

A metal pedestrian door is located near the center of the south elevation of the west wing and is positioned adjacent to a long, vertically oriented, two-light fixed window. Most exterior wall sections of the south elevation of the west wing (divided by the protruding concrete support posts) contain four, fixed, single-light windows with a small, single-light awning window in the lower right hand corner. As a group, the four windows (which encompass the smaller awning window) form a large rectangular window. Just under the eaves, between each of the exposed rafter tails, there is a pair of fixed, single-light windows or a pair of metal louvered vents. Several vending machines are located along the south elevation. The elevation also contains several large rectangular, louvered metal vents. The west end of the west wing contains two metal pedestrian doors and no window openings. The north elevation of the west wing appears very similar to the south elevation, with the deep eave overhang and the exposed rafter tails. The north elevation, however, contains a large vehicle bay with a metal retractable door on the west end, which is likely used to load equipment into the laboratories. The sections of the north elevation's exterior walls that contain windows have a group of four, fixed single-light windows that form one large rectangle. Several small concrete block utility sheds have also been added to the north elevation. Several, smaller, rectangular plan additions wrap around the northeast corner of the building. Two such buildings, which are clad in corrugated metal and have shed roofs, are visible projecting from the north elevation of the west wing. Both of these additions contain a large vehicle bay with a retractable door on their west elevations. Aerial images also indicate that there are several skylights on the northeast corner of the building. The property is surrounded by grass and some pavement.



## Historic Inventory Report

### Major Bibliographic References:

Department of Archaeology and Historic Preservation (DAHP). 2012. Highline Community College Building 4. Historic Property Inventory Report. Washington Information System for Architectural and Archaeological Records Data (WISAARD). Available at: <https://fortress.wa.gov/dahp/wisaard/>. Accessed January 14, 2014.

Department of Archaeology and Historic Preservation (DAHP). 2013. Highline Community College Building 6 and 19. Historic Property Inventory Report. Washington Information System for Architectural and Archaeological Records Data (WISAARD). Available at: <https://fortress.wa.gov/dahp/wisaard/>. Accessed January 14, 2014.

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## Photos



Showing central courtyard  
View to the northeast  
2014



Southwest corner, west wing  
2014



West elevation, south wing  
2014



Northeast additions visible on left side of photo  
View east, in rear of building  
2014



## Historic Inventory Report



East elevation  
2014



South elevation, west wing  
2014



Southwest corner, south wing  
2014





## Historic Inventory Report

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### Location

Field Site No. 1633-7  
Historic Name:  
Common Name: 2635 S 226th St  
Property Address: 2635 S 226th St, Des Moines, WA 98198  
Comments:  
Tax No./Parcel No. 1622049040  
Plat/Block/Lot  
Acreage .23  
Supplemental Map(s)

DAHP No.

Township/Range/EW	Section	1/4 Sec	1/4 1/4 Sec	County	Quadrangle
T22R04E	16			King	DES MOINES

### Coordinate Reference

Easting: 1195111  
Northing: 758387  
Projection: Washington State Plane South  
Datum: HARN (feet)

### Identification

Survey Name: Sound Transit Federal Way (2)  
Field Recorder: MaryNell Nolan-Wheatley  
Owner's Name: ROBBINS JAMES R+TERESA C  
Owner Address: 16003 21ST AVE SW  
City: Burien  
State: WA  
Zip: 98166  
Classification: Building  
Resource Status:  
Survey/Inventory  
Within a District? No  
Contributing? No  
National Register:  
Local District:  
National Register District/Thematic Nomination Name:  
Eligibility Status: Not Determined - SHPO  
Determination Date: 1/1/0001  
Determination Comments:

Date Recorded: 02/24/2014

Comments:



## Historic Inventory Report

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### Description

Historic Use: Domestic - Single Family House	Current Use: Domestic - Single Family House		
Plan: Rectangle	Stories: 1		
Changes to Plan: Extensive	Structural System: Platform Frame		
Changes to Original Cladding: Extensive	Changes to Interior: Unknown		
Changes to Other: Extensive	Changes to Windows: Extensive		
Other (specify): Original main entrance relocated at an unknown date.			
Style:	Cladding:	Roof Type:	Roof Material:
Ranch	Wood - Vertical Veneer	Gable - Side Gable	Asphalt / Composition - Rolled
Foundation:	Form/Type:		
Concrete - Poured	Single Family - Side Gable		

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### Narrative

Study Unit	Other
Architecture/Landscape Architecture	
Date of Construction:	1955 Built Date
	Builder:
	Engineer:
	Architect:

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 Inventory Report

### Statement of Significance:

Construction of the original Highway 1 in the state of Washington commenced in 1913. By October 1923, 700 miles of a two-lane highway had been completed connecting Vancouver, British Columbia, to the Oregon-California border. Just after the highway was completed in 1924, however, plans were begun to reroute and improve the conditions of the highway. The project involved creating a new, wider, four-lane route further west that would connect Seattle and Tacoma, Washington, more directly (Kramak, 2010). The new roadway was completed in 1928 and acquired the title of Highway 1, while the original eastern route was renamed Highway 5 (Caster, 2007). The new Highway 1 became known as the Pacific Highway. Over the years, various parts of Highway 1 acquired alternative names, including the portion known as Pacific Highway S, which starts near Federal Way, Washington, and continues north, through Kent, Des Moines, and SeaTac, Washington (Kramak, 2010).

In 1926, Pacific Highway (HWY 1) was included as a numbered U.S. Highway (US 99) (U.S. Route 99, 2013). The following decades witnessed the rapid growth of businesses along the highway and the formation of a new auto-oriented roadside culture characterized by a proliferation of motels, restaurants, and rest stops (Des Moines Historical Society, 2007). Increased automobile ownership changed people's perceptions about distance and allowed populations to sprawl around urban centers, increasing the number of residents in suburban towns and cities, including SeaTac, Des Moines, Kent, and Federal Way (Boyles, 2010).

The city of Des Moines is located approximately halfway between Seattle and Tacoma, on the eastern side of Puget Sound (Des Moines Historical Society, 2007). The town started as a logging community and as a real estate venture of F. A. Blasher, who moved from Des Moines, Iowa, to King County in 1888 (Des Moines Historical Society, 2007; Lange, 1998). After World War I, Des Moines' popularity rose when the town expanded its dock and ferry service, attracting increased numbers of summer vacationers. The population grew quickly after World War II and Des Moines was incorporated as a city in 1959 (Des Moines Historical Society, 2007). While some buildings in Des Moines date to the 1920s and 1930s, many commercial and residential buildings were constructed during a period of suburban development in the 1950s and 1960s. On January 31, 1967, Interstate 5 (I-5), which passed through Des Moines on the route from Everett to Tacoma, Washington, was completed and established another transportation route, in addition to Pacific Highway S (SR 99), for commuters in the area (Des Moines Historical Society, 2007).

The property at 2635 South 226th Street in Des Moines, Washington, which is a residential property built in 1955, is not eligible for listing in the NRHP. The property is not eligible for the NRHP under Criterion A, which applies to buildings that are associated with events that have made a significant contribution to the broad patterns of history, as no significant events are associated with this property. To be eligible for the NRHP under Criterion B, a property must be directly associated with a person considered significant within a historic context whose specific contribution to history has been both identified and documented. No such person who meets that definition is linked to this building. The property is not eligible for the NRHP under Criterion C as it is a typical residential building from the mid-twentieth century and does not embody the distinctive characteristics of a type, period, or method of construction; it is not the work of a master and does not possess high artistic value. The property is not eligible for the NRHP under Criterion D for information potential because the materials and construction methods of the building do not convey important information that could contribute to understanding history or prehistory. Therefore, the property is not eligible for listing in the NRHP because it does not meet any of the eligibility criteria. In addition the building is altered including the replacement of the original roof, windows, doors, and siding, and several additions. As a result, the property has lost integrity of materials, design, workmanship, and feeling. The building retains integrity of setting, location, and association.

## Historic Inventory Report

### Description of Physical Appearance:

2635 South 226th Street is a one-story, wood frame, ranch style, residential property with a rectangular plan constructed in 1955. The building, which sits on a poured concrete foundation, has a low-pitched side gabled roof with open eaves covered in rolled roofing material. A large, interior slope, brick chimney protrudes from the rear (south) side of the roof. The upper half of the building's exterior walls are clad in non-original vertical wood siding while the lower half are clad in non-original horizontal composite siding. All of the windows are contemporary replacements. Originally, the residence only included the west side of the building and was a small, rectangular plan dwelling with a more steeply pitched side gabled roof. The exterior walls were clad in shingle siding. At an unknown date, an addition was constructed on the east side of the building that doubled the width of the house, the siding, roof, and windows were replaced, and the front entrance was moved from the center of the original front (north) elevation to the east end addition's north elevation. Currently, the replacement front door is located in the center of the front façade and is accessed via a small flight of wood steps and a raised wood porch. The west end of the front façade projects out from the rest of the elevation (this is the original section of the house) and contains two, nine-by-nine-light horizontal sliding windows with decorative, non-operable shutters. The original main entrance was located between these two window openings, although the original windows were larger and a different style. East of the main entrance (which was the later addition) is a large, fixed, four-over-six light window flanked on either side by a two-over-six-light sliding window. This large window opening also has decorative, non-operable shutters. The west elevation contains a two-light horizontal sliding window and a pedestrian door accessed via a small, raised, wood porch and a short flight of wood steps. The pedestrian door is flanked on either side by narrow, one-over-one sash windows. The rear (south) elevation contains at least four, two-light horizontal sliding windows and a replacement wood pedestrian door. A wood deck addition projects from the center of the rear elevation, directly in front of the back pedestrian door. The property is surrounded by grass and trees.

### Major Bibliographic References:

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Des Moines Historical Society. 2007. Time Line Page. Available at: <http://www.dmhs.org/timeline/history.html>. Accessed March 13, 2013.

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Kramak, J.E., ed. 2010. Establishing the Pacific Highway South. Selected Cultural and Historical Geographies of the Greater Seattle Area. Available at: <https://sites.google.com/site/alinehistoryprojectsite/home/map/theme-transportation/establishing-the-pacific-highway-south>. Accessed March 14, 2013.

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## Photos



Northwest corner  
2014



Southeast corner  
2014



## Historic Inventory Report

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### Location

Field Site No. 1639-8 DAHP No.

Historic Name:

Common Name: 2712 S Kent Des Moines Rd

Property Address: 2712 S Kent Des Moines Rd, Des Moines, WA 98198

Comments:

Tax No./Parcel No. 1622049066

Plat/Block/Lot

Acreage .49

Supplemental Map(s)

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Township/Range/EW	Section	1/4 Sec	1/4 1/4 Sec	County	Quadrangle
T22R04E	16			King	DES MOINES

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### Coordinate Reference

Easting: 1195080

Northing: 757191

Projection: Washington State Plane South

Datum: HARN (feet)

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### Identification

Survey Name: Sound Transit Federal Way (2)

Date Recorded: 02/24/2014

Field Recorder: MaryNell Nolan-Wheatley

Owner's Name: DIAZ JOSE LOUIS CORNEJO

Owner Address: 2712 S Kent Des Moines Rd

City: Des Moines

State: WA

Zip: 98198

Classification: Building

Resource Status:

Comments:

Survey/Inventory

Within a District? No

Contributing? No

National Register:

Local District:

National Register District/Thematic Nomination Name:

Eligibility Status: Not Determined - SHPO

Determination Date: 1/1/0001

Determination Comments:





## Historic Inventory Report

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### Description

Historic Use: Domestic - Single Family House	Current Use: Domestic - Single Family House		
Plan: Rectangle	Stories: 1		
Changes to Plan: Slight	Structural System: Platform Frame		
Changes to Original Cladding: Extensive	Changes to Interior: Unknown		
Changes to Other:	Changes to Windows: Extensive		
Other (specify):			
Style:	Cladding:	Roof Type:	Roof Material:
Ranch	Veneer	Hip	Asphalt / Composition - Shingle
Foundation:	Form/Type:		
Concrete - Poured	Single Family		

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### Narrative

Study Unit	Other
Architecture/Landscape Architecture	
Date of Construction:	1961 Built Date
	Builder:
	Engineer:
	Architect:

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 Inventory Report

### Statement of Significance:

Construction of the original Highway 1 in the state of Washington commenced in 1913. By October 1923, 700 miles of a two-lane highway had been completed connecting Vancouver, British Columbia, to the Oregon-California border. Just after the highway was completed in 1924, however, plans were begun to reroute and improve the conditions of the highway. The project involved creating a new, wider, four-lane route further west that would connect Seattle and Tacoma, Washington, more directly (Kramak, 2010). The new roadway was completed in 1928 and acquired the title of Highway 1, while the original eastern route was renamed Highway 5 (Caster, 2007). The new Highway 1 became known as the Pacific Highway. Over the years, various parts of Highway 1 acquired alternative names, including the portion known as Pacific Highway S, which starts near Federal Way, Washington, and continues north, through Kent, Des Moines, and SeaTac, Washington (Kramak, 2010).

In 1926, Pacific Highway (HWY 1) was included as a numbered U.S. Highway (US 99) (U.S. Route 99, 2013). The following decades witnessed the rapid growth of businesses along the highway and the formation of a new auto-oriented roadside culture characterized by a proliferation of motels, restaurants, and rest stops (Des Moines Historical Society, 2007). Increased automobile ownership changed people's perceptions about distance and allowed populations to sprawl around urban centers, increasing the number of residents in suburban towns and cities, including SeaTac, Des Moines, Kent, and Federal Way (Boyles, 2010).

The city of Des Moines is located approximately halfway between Seattle and Tacoma, on the eastern side of Puget Sound (Des Moines Historical Society, 2007). The town started as a logging community and as a real estate venture of F. A. Blasher, who moved from Des Moines, Iowa, to King County in 1888 (Des Moines Historical Society, 2007; Lange, 1998). After World War I, Des Moines' popularity rose when the town expanded its dock and ferry service, attracting increased numbers of summer vacationers. The population grew quickly after World War II and Des Moines was incorporated as a city in 1959 (Des Moines Historical Society, 2007). While some buildings in Des Moines date to the 1920s and 1930s, many commercial and residential buildings were constructed during a period of suburban development in the 1950s and 1960s. On January 31, 1967, Interstate 5 (I-5), which passed through Des Moines on the route from Everett to Tacoma, Washington, was completed and established another transportation route, in addition to Pacific Highway S (SR 99), for commuters in the area (Des Moines Historical Society, 2007).

The property at 2712 South Kent Des Moines Road in Des Moines, Washington, which is a residential property built in 1961, is not eligible for listing in the NRHP. The property is not eligible for the NRHP under Criterion A, which applies to buildings that are associated with events that have made a significant contribution to the broad patterns of history, as no significant events are associated with this property. To be eligible for the NRHP under Criterion B, a property must be directly associated with a person considered significant within a historic context whose specific contribution to history has been both identified and documented. No such person who meets that definition is linked to this building. The property is not eligible for the NRHP under Criterion C as it is a typical residential building from the mid-twentieth century and does not embody the distinctive characteristics of a type, period, or method of construction; it is not the work of a master and does not possess high artistic value. The property is not eligible for the NRHP under Criterion D for information potential because the materials and construction methods of the building do not convey important information that could contribute to understanding history or prehistory. Therefore, the property is not eligible for listing in the NRHP because it does not meet any of the eligibility criteria. In addition the building is altered including the replacement of the original windows, doors, siding, and a small addition to the entrance. As a result, the property has lost integrity of materials and design. The building retains integrity of workmanship, feeling, setting, location, and association.

## Historic Inventory Report

Description of Physical Appearance:	<p>2712 South Kent Des Moines Road is a one-story, wood frame, ranch style, residential property with a rectangular plan constructed in 1961. The building, which sits on a concrete slab foundation, has a hipped roof with moderately deep open eaves covered in composite shingles. The exterior walls of the residence, which is set at the top of a small hill, are clad in non-original horizontal composite siding. All of the windows are contemporary replacements. The replacement front door is located just south of center on the front (west) elevation. A small front gabled overhang addition extends from the primary roof and shades the main entrance. The overhang is supported by two, simple, unpainted wood posts. North of the front door are two, two-light horizontal sliding windows, while a large, three-light horizontal sliding window is located to the south. There are no visible windows on the north elevation. The property includes a large, sloping front lawn that is surrounded by tall trees. The edge of the lawn, just before it meets the main road, is stair stepped, with each level bordered by stones. A flight of stone stairs with an open framework wood handrail passes through the center of the front yard. A driveway, paved with small concrete blocks, leads up to the property from Kent Des Moines Road and terminates in the rear of the property at a paved turnaround and parking area.</p>
Major Bibliographic References:	<p>Boyles, E. 2010. The Suburb. Selected Cultural and Historical Geographies of the Greater Seattle Area. Available at: <a href="https://sites.google.com/site/alinehistoryprojectsite/home/line-b/community-identities--bellevue-and-redmond/the-suburb">https://sites.google.com/site/alinehistoryprojectsite/home/line-b/community-identities--bellevue-and-redmond/the-suburb</a>. Accessed March 18, 2013.</p> <p>Caster, D. 2007. Historical Society of Federal Way Timeline. Available at: <a href="http://www.federalwayhistory.org/timeline.php">http://www.federalwayhistory.org/timeline.php</a>. Accessed March 15, 2013.</p> <p>Des Moines Historical Society. 2007. Time Line Page. Available at: <a href="http://www.dmhs.org/timeline/history.html">http://www.dmhs.org/timeline/history.html</a>. Accessed March 13, 2013.</p> <p>Lange, G. 1998. Des Moines Beginnings: Des Moines Post Office opens on August 6, 1889. HistoryLink: The Free Online Encyclopedia of Washington State History. Available at: <a href="http://www.historylink.org/index.cfm?DisplayPage=output.cfm&amp;file_id=500">http://www.historylink.org/index.cfm?DisplayPage=output.cfm&amp;file_id=500</a>. Accessed March 15, 2013.</p> <p>King County. 2013. King County Department of Assessments. Available at: <a href="http://www.kingcounty.gov/Assessor.aspx">http://www.kingcounty.gov/Assessor.aspx</a>. Accessed October 20, 2013.</p> <p>Kramak, J.E., ed. 2010. Establishing the Pacific Highway South. Selected Cultural and Historical Geographies of the Greater Seattle Area. Available at: <a href="https://sites.google.com/site/alinehistoryprojectsite/home/map/theme-transportation/establishing-the-pacific-highway-south">https://sites.google.com/site/alinehistoryprojectsite/home/map/theme-transportation/establishing-the-pacific-highway-south</a>. Accessed March 14, 2013.</p> <p>U.S. Route 99 – The Pacific Highway. 2013. Waymarking: A Groundspeak Website. Available at: <a href="http://www.waymarking.com/cat/details.aspx?f=1&amp;guid=698ed7e3-3af8-4cd0-a795-03b89a23288e&amp;exp=True">http://www.waymarking.com/cat/details.aspx?f=1&amp;guid=698ed7e3-3af8-4cd0-a795-03b89a23288e&amp;exp=True</a>. Accessed March 19, 2013.</p>

## Photos



Northwest corner  
2014



Northwest corner (2)  
2014



Stair stepped front yard, west side of property  
2014



## Historic Inventory Report

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### Location

Field Site No. 1640-09 DAHP No.  
Historic Name:  
Common Name: Seaview Apartments  
Property Address: 22816 28th Ave S, Des Moines, WA 98198  
Comments:  
Tax No./Parcel No. 1622049068  
Plat/Block/Lot  
Acreage 2.23  
Supplemental Map(s)

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Township/Range/EW	Section	1/4 Sec	1/4 1/4 Sec	County	Quadrangle
T22R04E	16			King	DES MOINES

### Coordinate Reference

Easting: 1195257  
Northing: 757488  
Projection: Washington State Plane South  
Datum: HARN (feet)

### Identification

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Survey Name: Sound Transit Federal Way (2) Date Recorded: 03/03/2014  
Field Recorder: MaryNell Nolan-Wheatley  
Owner's Name: SEAVIEW APARTMENTS LP  
Owner Address: 7201 92ND AVE SE  
City: Mercer Island State: WA Zip: 98040  
Classification: Building  
Resource Status: Comments:  
Survey/Inventory  
Within a District? No  
Contributing? No  
National Register:  
Local District:  
National Register District/Thematic Nomination Name:  
Eligibility Status: Not Determined - SHPO  
Determination Date: 1/1/0001  
Determination Comments:



## Historic Inventory Report

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### Description

Historic Use: Domestic - Multiple Family House	Current Use: Domestic - Multiple Family House		
Plan: Rectangle	Stories: 3		
Changes to Plan: Intact	Structural System: Platform Frame		
Changes to Original Cladding: Slight	Changes to Interior: Unknown		
Changes to Other:	Changes to Windows: Slight		
Other (specify):			
Style:	Cladding:	Roof Type:	Roof Material:
None	Veneer - Stucco	Flat with Eaves	Asphalt / Composition -
	Veneer - PermaStone		Built Up
	Other		
Foundation:	Form/Type:		
Concrete - Poured	Multi-Family		

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### Narrative

Study Unit	Other
Architecture/Landscape Architecture	
Date of Construction:	1969 Built Date
	Builder:
	Engineer:
	Architect:

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 Inventory Report

### Statement of Significance:

Construction of the original Highway 1 in the state of Washington commenced in 1913. By October 1923, 700 miles of a two-lane highway had been completed connecting Vancouver, British Columbia, to the Oregon-California border. Just after the highway was completed in 1924, however, plans were begun to reroute and improve the conditions of the highway. The project involved creating a new, wider, four-lane route further west that would connect Seattle and Tacoma, Washington, more directly (Kramak, 2010). The new roadway was completed in 1928 and acquired the title of Highway 1, while the original eastern route was renamed Highway 5 (Caster, 2007). The new Highway 1 became known as the Pacific Highway. Over the years, various parts of Highway 1 acquired alternative names, including the portion known as Pacific Highway S, which starts near Federal Way, Washington, and continues north, through Kent, Des Moines, and SeaTac, Washington (Kramak, 2010).

In 1926, Pacific Highway (HWY 1) was included as a numbered U.S. Highway (US 99) (U.S. Route 99, 2013). The following decades witnessed the rapid growth of businesses along the highway and the formation of a new auto-oriented roadside culture characterized by a proliferation of motels, restaurants, and rest stops (Des Moines Historical Society, 2007). Increased automobile ownership changed people's perceptions about distance and allowed populations to sprawl around urban centers, increasing the number of residents in suburban towns and cities, including SeaTac, Des Moines, Kent, and Federal Way (Boyles, 2010).

The city of Des Moines is located approximately halfway between Seattle and Tacoma, on the eastern side of Puget Sound (Des Moines Historical Society, 2007). The town started as a logging community and as a real estate venture of F. A. Blasher, who moved from Des Moines, Iowa, to King County in 1888 (Des Moines Historical Society, 2007; Lange, 1998). After World War I, Des Moines' popularity rose when the town expanded its dock and ferry service, attracting increased numbers of summer vacationers. The population grew quickly after World War II and Des Moines was incorporated as a city in 1959 (Des Moines Historical Society, 2007). While some buildings in Des Moines date to the 1920s and 1930s, many commercial and residential buildings were constructed during a period of suburban development in the 1950s and 1960s. On January 31, 1967, Interstate 5 (I-5), which passed through Des Moines on the route from Everett to Tacoma, Washington, was completed and established another transportation route, in addition to Pacific Highway S (SR 99), for commuters in the area (Des Moines Historical Society, 2007).

The property at 22816 28th Avenue South in Des Moines, Washington, which is a residential apartment complex constructed in 1969, is not eligible for listing in the NRHP. The property is not eligible for the NRHP under Criterion A, which applies to buildings that are associated with events that have made a significant contribution to the broad patterns of history, as no significant events are associated with this property. To be eligible for the NRHP under Criterion B, a property must be directly associated with a person considered significant within a historic context whose specific contribution to history has been both identified and documented. No such person who meets that definition is linked to these buildings. The property is not eligible for the NRHP under Criterion C as it is a typical mid-twentieth century residential apartment complex and does not embody the distinctive characteristics of a type, period, or method of construction; it is not the work of a master and does not possess high artistic value. The property is not eligible for the NRHP under Criterion D for information potential because the materials and construction methods of the buildings do not convey important information that could contribute to understanding history or prehistory. Therefore, the property is not eligible for listing in the NRHP because it does not meet any of the eligibility criteria. In addition the buildings have been slightly altered, including the replacement of some original doors, windows, and siding. As a result, the property has lost some integrity of materials. The building retains integrity of design, workmanship, setting, location, feeling and association.

## Historic Inventory Report

Description of Physical Appearance:	<p>22816 28th Avenue South contains the Seaview Apartments, which is composed of three, linearly situated buildings with rectangular floor plans, constructed in 1969. The three-story wood frame buildings, which sit on poured concrete foundations and contain a total of 72 apartment units, are primarily clad in pebbled stucco with parts of the exterior walls clad in permastone. Sections of the original siding on the north elevation have been replaced with non-matching materials. Constructed on slightly sloping ground, the ground floor apartments appear to be only accessible from the front (west) elevation. From the rear (east) side of the property, with a view to the west, the three buildings appear to be two stories. The apartment buildings are covered by flat, built-up roofs with shallow eaves on the side (north and south) and rear elevations. On the front (west) elevation, the primary roof covers a series of balconies that define the facade. The balconies have solid side walls clad in pebbled stucco and an open framework wood railing, over which residents can see 28th Avenue South. The ground floor apartment units have small concrete porches with solid side walls, but no front railings. The ground floor porches are covered by the second floor balconies, and the second floor balconies are covered by the third floor balconies. Double sliding glass doors with a large, adjacent, two-light horizontal sliding window open onto each balcony. Some of the glass doors and sliding windows appear to be contemporary replacements. A metal pedestrian door is located on the side wall of the balconies and appear to function as an alternate entrance. Two, covered, exterior stairwells project from the rear elevation of each building. These wood stairs with open framework metal handrails lead to the second and third floor apartments. A long, wood balcony with an open framework wood handrail connects the two stairwells on the second and third floors. Each apartment, except for those on the ground floor, are accessed by metal pedestrian doors on the rear elevation. Two-light horizontal sliding windows with metal frames are the dominant style on the buildings' rear elevation. The north and south ends of the east elevation are clad in permastone veneer. Three, two-light horizontal sliding windows are located on each floor of the north building's north elevation. The front section of the property, which runs along 28th Avenue South, is landscaped with grass, trees, and large rocks. A large, paved parking lot is located on the east side of the property and runs parallel to the three buildings.</p>
Major Bibliographic References:	<p>Boyles, E. 2010. The Suburb. Selected Cultural and Historical Geographies of the Greater Seattle Area. Available at: <a href="https://sites.google.com/site/alinehistoryprojectsite/home/line-b/community-identities--bellevue-and-redmond/the-suburb">https://sites.google.com/site/alinehistoryprojectsite/home/line-b/community-identities--bellevue-and-redmond/the-suburb</a>. Accessed March 18, 2013.</p> <p>Caster, D. 2007. Historical Society of Federal Way Timeline. Available at: <a href="http://www.federalwayhistory.org/timeline.php">http://www.federalwayhistory.org/timeline.php</a>. Accessed March 15, 2013.</p> <p>Des Moines Historical Society. 2007. Time Line Page. Available at: <a href="http://www.dmhs.org/timeline/history.html">http://www.dmhs.org/timeline/history.html</a>. Accessed March 13, 2013.</p> <p>Lange, G. 1998. Des Moines Beginnings: Des Moines Post Office opens on August 6, 1889. HistoryLink: The Free Online Encyclopedia of Washington State History. Available at: <a href="http://www.historylink.org/index.cfm?DisplayPage=output.cfm&amp;file_id=500">http://www.historylink.org/index.cfm?DisplayPage=output.cfm&amp;file_id=500</a>. Accessed March 15, 2013.</p> <p>King County. 2013. King County Department of Assessments. Available at: <a href="http://www.kingcounty.gov/Assessor.aspx">http://www.kingcounty.gov/Assessor.aspx</a>. Accessed October 20, 2013.</p> <p>Kramak, J.E., ed. 2010. Establishing the Pacific Highway South. Selected Cultural and Historical Geographies of the Greater Seattle Area. Available at: <a href="https://sites.google.com/site/alinehistoryprojectsite/home/map/theme-transportation/establishing-the-pacific-highway-south">https://sites.google.com/site/alinehistoryprojectsite/home/map/theme-transportation/establishing-the-pacific-highway-south</a>. Accessed March 14, 2013.</p> <p>U.S. Route 99 – The Pacific Highway. 2013. Waymarking: A Groundspeak Website. Available at: <a href="http://www.waymarking.com/cat/details.aspx?f=1&amp;guid=698ed7e3-3af8-4cd0-a795-03b89a23288e&amp;exp=True">http://www.waymarking.com/cat/details.aspx?f=1&amp;guid=698ed7e3-3af8-4cd0-a795-03b89a23288e&amp;exp=True</a>. Accessed March 19, 2013.</p>

## Photos



West elevation  
2014



Northwest corner  
2014



Northeast corner  
2014



West elevation  
2014



## Historic Inventory Report

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### Location

Field Site No. 1674-10 DAHP No.

Historic Name:

Common Name: Midway Auto Repair

Property Address: 2802 S Kent Des Moines Rd, Des Moines, WA 98198

Comments:

Tax No./Parcel No. 1622049163

Plat/Block/Lot

Acreage .46

Supplemental Map(s)

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Township/Range/EW	Section	1/4 Sec	1/4 1/4 Sec	County	Quadrangle
T22R04E	16			King	DES MOINES

### Coordinate Reference

Easting: 1195245

Northing: 757158

Projection: Washington State Plane South

Datum: HARN (feet)

### Identification

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Survey Name: Sound Transit Federal Way (2)

Date Recorded: 03/03/2014

Field Recorder: MaryNell Nolan-Wheatley

Owner's Name: SZENDER THOMAS J+DIANE H

Owner Address: 2802 KENT DES MOINES RD

City: Des Moines

State: WA

Zip: 98198

Classification: Building

Resource Status:

Comments:

Survey/Inventory

Within a District? No

Contributing? No

National Register:

Local District:

National Register District/Thematic Nomination Name:

Eligibility Status: Not Determined - SHPO

Determination Date: 1/1/0001

Determination Comments:



## Historic Inventory Report

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### Description

Historic Use: Commerce/Trade - Business

Current Use: Commerce/Trade - Business

Plan: Rectangle

Stories: 1

Structural System: Steel

Changes to Plan: Slight

Changes to Interior: Unknown

Changes to Original Cladding: Intact

Changes to Windows: Extensive

Changes to Other:

Other (specify):

Style:

Cladding:

Roof Type:

Roof Material:

Commercial

Wood - Vertical

Shed

Asphalt / Composition -

Concrete

Flat with Parapet

Rolled

Foundation:

Form/Type:

Concrete - Poured

Commercial

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### Narrative

Study Unit

Other

Architecture/Landscape Architecture

Date of Construction:

1962 Built Date

Builder:

Engineer:

Architect:

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 Inventory Report

### Statement of Significance:

Construction of the original Highway 1 in the state of Washington commenced in 1913. By October 1923, 700 miles of a two-lane highway had been completed connecting Vancouver, British Columbia, to the Oregon-California border. Just after the highway was completed in 1924, however, plans were begun to reroute and improve the conditions of the highway. The project involved creating a new, wider, four-lane route further west that would connect Seattle and Tacoma, Washington, more directly (Kramak, 2010). The new roadway was completed in 1928 and acquired the title of Highway 1, while the original eastern route was renamed Highway 5 (Caster, 2007). The new Highway 1 became known as the Pacific Highway. Over the years, various parts of Highway 1 acquired alternative names, including the portion known as Pacific Highway S, which starts near Federal Way, Washington, and continues north, through Kent, Des Moines, and SeaTac, Washington (Kramak, 2010).

In 1926, Pacific Highway (HWY 1) was included as a numbered U.S. Highway (US 99) (U.S. Route 99, 2013). The following decades witnessed the rapid growth of businesses along the highway and the formation of a new auto-oriented roadside culture characterized by a proliferation of motels, restaurants, and rest stops (Des Moines Historical Society, 2007). Increased automobile ownership changed people's perceptions about distance and allowed populations to sprawl around urban centers, increasing the number of residents in suburban towns and cities, including SeaTac, Des Moines, Kent, and Federal Way (Boyles, 2010).

The city of Des Moines is located approximately halfway between Seattle and Tacoma, on the eastern side of Puget Sound (Des Moines Historical Society, 2007). The town started as a logging community and as a real estate venture of F. A. Blasher, who moved from Des Moines, Iowa, to King County in 1888 (Des Moines Historical Society, 2007; Lange, 1998). After World War I, Des Moines' popularity rose when the town expanded its dock and ferry service, attracting increased numbers of summer vacationers. The population grew quickly after World War II and Des Moines was incorporated as a city in 1959 (Des Moines Historical Society, 2007). While some buildings in Des Moines date to the 1920s and 1930s, many commercial and residential buildings were constructed during a period of suburban development in the 1950s and 1960s. On January 31, 1967, Interstate 5 (I-5), which passed through Des Moines on the route from Everett to Tacoma, Washington, was completed and established another transportation route, in addition to Pacific Highway S (SR 99), for commuters in the area (Des Moines Historical Society, 2007).

The property at 2802 South Kent Des Moines Road in Des Moines, Washington, which is a commercial auto service garage constructed in 1962, is not eligible for listing in the NRHP. The property is not eligible for the NRHP under Criterion A, which applies to buildings that are associated with events that have made a significant contribution to the broad patterns of history, as no significant events are associated with this property. To be eligible for the NRHP under Criterion B, a property must be directly associated with a person considered significant within a historic context whose specific contribution to history has been both identified and documented. No such person who meets that definition is linked to this building. The property is not eligible for the NRHP under Criterion C as it is a typical mid-twentieth century commercial service building and does not embody the distinctive characteristics of a type, period, or method of construction; it is not the work of a master and does not possess high artistic value. The property is not eligible for the NRHP under Criterion D for information potential because the materials and construction methods of the building do not convey important information that could contribute to understanding history or prehistory. Therefore, the property is not eligible for listing in the NRHP because it does not meet any of the eligibility criteria. The property has been altered including the replacement of some original doors and windows and a small, shed addition. As a result, the building has lost integrity of materials and design. The building retains integrity of workmanship, setting, location, feeling, and association.



## Historic Inventory Report

Description of Physical Appearance:	<p>2802 South Kent Des Moines Road is a one-story, prefabricated steel, commercial auto service building constructed in 1962 and currently occupied by Midway Auto Repair. The rectangular plan building, which is constructed on a concrete slab foundation, is primarily clad in vertical wood siding, although some exterior walls are painted concrete. All of the windows and most of the doors are contemporary replacements. The building is composed of three sections: a small, rectangular plan office with a flat roof; an adjacent rectangular plan garage with a higher height, flat roof; and a small, rectangular plan shed roof addition. Both the office and garage roofs are covered in rolled roofing material and have short parapets. A vertical, corrugated metal overhang wraps around the office, while an angled, corrugated metal awning runs along the front (south) elevation of the garage. A wood and glass replacement pedestrian door with a narrow, fixed, single-light transom is located in the center of the office's front (south) elevation. The pedestrian door is flanked on the west side by a fixed, single-light window and on the east side by two, fixed single-light windows. A narrow, horizontally oriented, fixed, single-light window is situated above each window opening. A row of three windows in the same style as those on the front elevation is located on the south end of the east elevation. On the north end of the east elevation is a metal pedestrian door, likely used as a service entrance. The front (south) elevation of the garage contains three, large vehicle bays that are shaded by the angled, metal overhang. Each vehicle bay contains a nine-light, retractable metal door. A shed addition with a low roof height projects from the west elevation. The front (south) elevation of the shed contains a large opening enclosed by two chain link gate doors. Another small shed building with a front gabled roof is located in the northeast corner of the property. The entire property is paved and surrounded by a tall, chain link fence.</p>
Major Bibliographic References:	<p>Boyles, E. 2010. The Suburb. Selected Cultural and Historical Geographies of the Greater Seattle Area. Available at: <a href="https://sites.google.com/site/alinehistoryprojectsite/home/line-b/community-identities--bellevue-and-redmond/the-suburb">https://sites.google.com/site/alinehistoryprojectsite/home/line-b/community-identities--bellevue-and-redmond/the-suburb</a>. Accessed March 18, 2013.</p> <p>Caster, D. 2007. Historical Society of Federal Way Timeline. Available at: <a href="http://www.federalwayhistory.org/timeline.php">http://www.federalwayhistory.org/timeline.php</a>. Accessed March 15, 2013.</p> <p>Des Moines Historical Society. 2007. Time Line Page. Available at: <a href="http://www.dmhs.org/timeline/history.html">http://www.dmhs.org/timeline/history.html</a>. Accessed March 13, 2013.</p> <p>Lange, G. 1998. Des Moines Beginnings: Des Moines Post Office opens on August 6, 1889. HistoryLink: The Free Online Encyclopedia of Washington State History. Available at: <a href="http://www.historylink.org/index.cfm?DisplayPage=output.cfm&amp;file_id=500">http://www.historylink.org/index.cfm?DisplayPage=output.cfm&amp;file_id=500</a>. Accessed March 15, 2013.</p> <p>King County. 2013. King County Department of Assessments. Available at: <a href="http://www.kingcounty.gov/Assessor.aspx">http://www.kingcounty.gov/Assessor.aspx</a>. Accessed October 20, 2013.</p> <p>Kramak, J.E., ed. 2010. Establishing the Pacific Highway South. Selected Cultural and Historical Geographies of the Greater Seattle Area. Available at: <a href="https://sites.google.com/site/alinehistoryprojectsite/home/map/theme-transportation/establishing-the-pacific-highway-south">https://sites.google.com/site/alinehistoryprojectsite/home/map/theme-transportation/establishing-the-pacific-highway-south</a>. Accessed March 14, 2013.</p> <p>U.S. Route 99 – The Pacific Highway. 2013. Waymarking: A Groundspeak Website. Available at: <a href="http://www.waymarking.com/cat/details.aspx?f=1&amp;guid=698ed7e3-3af8-4cd0-a795-03b89a23288e&amp;exp=True">http://www.waymarking.com/cat/details.aspx?f=1&amp;guid=698ed7e3-3af8-4cd0-a795-03b89a23288e&amp;exp=True</a>. Accessed March 19, 2013</p>

## Photos



Southeast corner  
2014



South elevation  
2014



South elevation (2)  
2014



## Historic Inventory Report

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### Location

Field Site No. 1686-286 DAHP No.  
Historic Name:  
Common Name: Terrace Apartments  
Property Address: 22620 28th Ave S, Des Moines, WA 98198  
Comments:  
Tax No./Parcel No. 1622049200  
Plat/Block/Lot  
Acreage .86  
Supplemental Map(s)

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Township/Range/EW	Section	1/4 Sec	1/4 1/4 Sec	County	Quadrangle
T22R04E	16			King	DES MOINES

### Coordinate Reference

Easting: 1195280  
Northing: 758264  
Projection: Washington State Plane South  
Datum: HARN (feet)

### Identification

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Survey Name: Sound Transit Federal Way Date Recorded: 02/21/2014  
Field Recorder: MaryNell Nolan-Wheatley  
Owner's Name: TERRACE APARTMENTS LP  
Owner Address: PO BOX 1083  
City: MERCER ISLAND State: WA Zip: 98040  
Classification: Building  
Resource Status: Comments:  
Survey/Inventory  
Within a District? No  
Contributing? No  
National Register:  
Local District:  
National Register District/Thematic Nomination Name:  
Eligibility Status: Not Determined - SHPO  
Determination Date: 1/1/0001  
Determination Comments:



## Historic Inventory Report

### Description

Historic Use: Domestic - Multiple Family House	Current Use: Domestic - Multiple Family House		
Plan: Rectangle	Stories: 3		
Changes to Plan: Intact	Structural System: Platform Frame		
Changes to Original Cladding: Intact	Changes to Interior: Unknown		
Changes to Other:	Changes to Windows: Extensive		
Other (specify):			
Style:	Cladding:	Roof Type:	Roof Material:
None	Veneer - Stucco	Flat with Eaves	Asphalt / Composition - Rolled
Foundation:	Form/Type:		
Concrete - Poured	Multi-Family - Multi-Story Apartment Block		

### Narrative

Study Unit	Other
Architecture/Landscape Architecture	
Date of Construction:	1968 Built Date
	Builder:
	Engineer:
	Architect:

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 Inventory Report

### Statement of Significance:

Construction of the original Highway 1 in the state of Washington commenced in 1913. By October 1923, 700 miles of a two-lane highway had been completed connecting Vancouver, British Columbia, to the Oregon-California border. Just after the highway was completed in 1924, however, plans were begun to reroute and improve the conditions of the highway. The project involved creating a new, wider, four-lane route further west that would connect Seattle and Tacoma, Washington, more directly (Kramak, 2010). The new roadway was completed in 1928 and acquired the title of Highway 1, while the original eastern route was renamed Highway 5 (Caster, 2007). The new Highway 1 became known as the Pacific Highway. Over the years, various parts of Highway 1 acquired alternative names, including the portion known as Pacific Highway S, which starts near Federal Way, Washington, and continues north, through Kent, Des Moines, and SeaTac, Washington (Kramak, 2010).

In 1926, Pacific Highway (HWY 1) was included as a numbered U.S. Highway (US 99) (U.S. Route 99, 2013). The following decades witnessed the rapid growth of businesses along the highway and the formation of a new auto-oriented roadside culture characterized by a proliferation of motels, restaurants, and rest stops (Des Moines Historical Society, 2007). Increased automobile ownership changed people's perceptions about distance and allowed populations to sprawl around urban centers, increasing the number of residents in suburban towns and cities, including SeaTac, Des Moines, Kent, and Federal Way (Boyles, 2010).

The city of Des Moines is located approximately halfway between Seattle and Tacoma, on the eastern side of Puget Sound (Des Moines Historical Society, 2007). The town started as a logging community and as a real estate venture of F. A. Blasher, who moved from Des Moines, Iowa, to King County in 1888 (Des Moines Historical Society, 2007; Lange, 1998). After World War I, Des Moines' popularity rose when the town expanded its dock and ferry service, attracting increased numbers of summer vacationers. The population grew quickly after World War II and Des Moines was incorporated as a city in 1959 (Des Moines Historical Society, 2007). While some buildings in Des Moines date to the 1920s and 1930s, many commercial and residential buildings were constructed during a period of suburban development in the 1950s and 1960s. On January 31, 1967, Interstate 5 (I-5), which passed through Des Moines on the route from Everett to Tacoma, Washington, was completed and established another transportation route, in addition to Pacific Highway S (SR 99), for commuters in the area (Des Moines Historical Society, 2007).

The property at 22620 28th Avenue South in Des Moines, Washington, which is a residential apartment building constructed in 1968, is not eligible for listing in the NRHP. The property is not eligible for the NRHP under Criterion A, which applies to buildings that are associated with events that have made a significant contribution to the broad patterns of history, as no significant events are associated with this property. To be eligible for the NRHP under Criterion B, a property must be directly associated with a person considered significant within a historic context whose specific contribution to history has been both identified and documented. No such person who meets that definition is linked to this building. The property is not eligible for the NRHP under Criterion C as it is a typical mid-twentieth century residential apartment building and does not embody the distinctive characteristics of a type, period, or method of construction; it is not the work of a master and does not possess high artistic value. The property is not eligible for the NRHP under Criterion D for information potential because the materials and construction methods of the buildings do not convey important information that could contribute to understanding history or prehistory. Therefore, the property is not eligible for listing in the NRHP because it does not meet any of the eligibility criteria. In addition the building has been altered several times, including the replacement of original doors and windows. As a result, the property has lost integrity of materials. The building retains integrity of design, workmanship, setting, location, feeling and association.

## Historic Inventory Report

Description of Physical Appearance:	<p>22620 28th Avenue South contains the Terrace Apartments, which has a rectangular plan and was constructed in 1968. The three-story, 27-unit, wood frame building, which is primarily clad in pebbled stucco, sits on a poured concrete foundation. Constructed on sloped ground, the building is covered by two flat roofs of different heights with shallow eaves; the north side of the building has a higher roof height than the south end of the building. The front (west) elevation is defined by 18 bays that each contain vertical columns of replacement, two-light horizontal sliding windows or double glass sliding doors. Underneath each window, the exterior walls are clad in panels of horizontal wood siding, emphasizing a vertical repetition formed by each bay. On the front façade, six balconies project from the second floor and six project from the third floor. Open framework metal handrails wrap around the projecting balconies. The second and third floor balconies are stacked on top of each other, so the third floor balconies shade the second floor balconies. Each vertical set of balconies is covered by a flat roof overhang that extends from the primary flat roof. One set of double sliding glass doors open onto the smaller balconies, which are located on the north and south ends of the façade, while two sets of double sliding glass doors open onto the double width balconies in the center of the façade. A paved sidewalk lines the front elevation on the ground floor and connects to four sidewalks that lead to the apartment building from the parking area. The north and south elevations both contain three vertical bays that each contains three floors of two-light horizontal sliding windows placed above a panel of horizontal wood siding. The front of the property is covered in grass and separated from 28th Avenue South by a tall metal fence. Along the fence is a row of paved parking spots reserved for residents.</p>
Major Bibliographic References:	<p>Boyles, E. 2010. The Suburb. Selected Cultural and Historical Geographies of the Greater Seattle Area. Available at: <a href="https://sites.google.com/site/alinehistoryprojectsite/home/line-b/community-identities--bellevue-and-redmond/the-suburb">https://sites.google.com/site/alinehistoryprojectsite/home/line-b/community-identities--bellevue-and-redmond/the-suburb</a>. Accessed March 18, 2013.</p> <p>Caster, D. 2007. Historical Society of Federal Way Timeline. Available at: <a href="http://www.federalwayhistory.org/timeline.php">http://www.federalwayhistory.org/timeline.php</a>. Accessed March 15, 2013.</p> <p>Des Moines Historical Society. 2007. Time Line Page. Available at: <a href="http://www.dmhs.org/timeline/history.html">http://www.dmhs.org/timeline/history.html</a>. Accessed March 13, 2013.</p> <p>Lange, G. 1998. Des Moines Beginnings: Des Moines Post Office opens on August 6, 1889. HistoryLink: The Free Online Encyclopedia of Washington State History. Available at: <a href="http://www.historylink.org/index.cfm?DisplayPage=output.cfm&amp;file_id=500">http://www.historylink.org/index.cfm?DisplayPage=output.cfm&amp;file_id=500</a>. Accessed March 15, 2013.</p> <p>King County. 2013. King County Department of Assessments. Available at: <a href="http://www.kingcounty.gov/Assessor.aspx">http://www.kingcounty.gov/Assessor.aspx</a>. Accessed October 20, 2013.</p> <p>Kramak, J.E., ed. 2010. Establishing the Pacific Highway South. Selected Cultural and Historical Geographies of the Greater Seattle Area. Available at: <a href="https://sites.google.com/site/alinehistoryprojectsite/home/map/theme-transportation/establishing-the-pacific-highway-south">https://sites.google.com/site/alinehistoryprojectsite/home/map/theme-transportation/establishing-the-pacific-highway-south</a>. Accessed March 14, 2013.</p> <p>U.S. Route 99 – The Pacific Highway. 2013. Waymarking: A Groundspeak Website. Available at: <a href="http://www.waymarking.com/cat/details.aspx?f=1&amp;guid=698ed7e3-3af8-4cd0-a795-03b89a23288e&amp;exp=True">http://www.waymarking.com/cat/details.aspx?f=1&amp;guid=698ed7e3-3af8-4cd0-a795-03b89a23288e&amp;exp=True</a>. Accessed March 19, 2013.</p>



## Photos



Northwest corner  
2013



Southwest corner  
2013



West elevation  
2013



## Historic Inventory Report

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### Location

Field Site No. 1691-11 DAHP No.  
Historic Name:  
Common Name: 22609 28th Ave S  
Property Address: 22609 28th Ave S, Des Moines, WA 98198  
Comments:  
Tax No./Parcel No. 1622049228  
Plat/Block/Lot  
Acreage .22  
Supplemental Map(s)

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Township/Range/EW	Section	1/4 Sec	1/4 1/4 Sec	County	Quadrangle
T22R04E	16			King	DES MOINES

### Coordinate Reference

Easting: 1195098  
Northing: 758313  
Projection: Washington State Plane South  
Datum: HARN (feet)

### Identification

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Survey Name: Sound Transit Federal Way (2) Date Recorded: 03/03/2014  
Field Recorder: MaryNell Nolan-Wheatley  
Owner's Name: DELGADO ENCARNACION+ARAMBUL  
Owner Address: 22609 28TH AVE S  
City: Des Moines State: WA Zip: 98198  
Classification: Building  
Resource Status: Comments:  
Survey/Inventory  
Within a District? No  
Contributing? No  
National Register:  
Local District:  
National Register District/Thematic Nomination Name:  
Eligibility Status: Not Determined - SHPO  
Determination Date: 1/1/0001  
Determination Comments:



## Historic Inventory Report

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### Description

Historic Use: Domestic - Single Family House

Current Use: Domestic - Single Family House

Plan: Rectangle

Stories: 1

Structural System: Platform Frame

Changes to Plan: Slight

Changes to Interior: Unknown

Changes to Original Cladding: Intact

Changes to Windows: Extensive

Changes to Other:

Other (specify):

Style:

Cladding:

Roof Type:

Roof Material:

Ranch

Wood

Hip

Asphalt / Composition -

Wood - Vertical

Shingle

Foundation:

Form/Type:

Concrete - Poured

Single Family

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### Narrative

Study Unit

Other

Architecture/Landscape Architecture

Date of Construction:

1960 Built Date

Builder:

1994 Remodel

Engineer:

Architect:

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 Inventory Report

### Statement of Significance:

Construction of the original Highway 1 in the state of Washington commenced in 1913. By October 1923, 700 miles of a two-lane highway had been completed connecting Vancouver, British Columbia, to the Oregon-California border. Just after the highway was completed in 1924, however, plans were begun to reroute and improve the conditions of the highway. The project involved creating a new, wider, four-lane route further west that would connect Seattle and Tacoma, Washington, more directly (Kramak, 2010). The new roadway was completed in 1928 and acquired the title of Highway 1, while the original eastern route was renamed Highway 5 (Caster, 2007). The new Highway 1 became known as the Pacific Highway. Over the years, various parts of Highway 1 acquired alternative names, including the portion known as Pacific Highway S, which starts near Federal Way, Washington, and continues north, through Kent, Des Moines, and SeaTac, Washington (Kramak, 2010).

In 1926, Pacific Highway (HWY 1) was included as a numbered U.S. Highway (US 99) (U.S. Route 99, 2013). The following decades witnessed the rapid growth of businesses along the highway and the formation of a new auto-oriented roadside culture characterized by a proliferation of motels, restaurants, and rest stops (Des Moines Historical Society, 2007). Increased automobile ownership changed people's perceptions about distance and allowed populations to sprawl around urban centers, increasing the number of residents in suburban towns and cities, including SeaTac, Des Moines, Kent, and Federal Way (Boyles, 2010).

The city of Des Moines is located approximately halfway between Seattle and Tacoma, on the eastern side of Puget Sound (Des Moines Historical Society, 2007). The town started as a logging community and as a real estate venture of F. A. Blasher, who moved from Des Moines, Iowa, to King County in 1888 (Des Moines Historical Society, 2007; Lange, 1998). After World War I, Des Moines' popularity rose when the town expanded its dock and ferry service, attracting increased numbers of summer vacationers. The population grew quickly after World War II and Des Moines was incorporated as a city in 1959 (Des Moines Historical Society, 2007). While some buildings in Des Moines date to the 1920s and 1930s, many commercial and residential buildings were constructed during a period of suburban development in the 1950s and 1960s. On January 31, 1967, Interstate 5 (I-5), which passed through Des Moines on the route from Everett to Tacoma, Washington, was completed and established another transportation route, in addition to Pacific Highway S (SR 99), for commuters in the area (Des Moines Historical Society, 2007).

The property at 22609 28th Avenue South in Des Moines, Washington, which is a residential property built in 1960, is not eligible for listing in the NRHP. The property is not eligible for the NRHP under Criterion A, which applies to buildings that are associated with events that have made a significant contribution to the broad patterns of history, as no significant events are associated with this property. To be eligible for the NRHP under Criterion B, a property must be directly associated with a person considered significant within a historic context whose specific contribution to history has been both identified and documented. No such person who meets that definition is linked to this building. The property is not eligible for the NRHP under Criterion C as it is a typical residential building from the mid-twentieth century and does not embody the distinctive characteristics of a type, period, or method of construction; it is not the work of a master and does not possess high artistic value. The property is not eligible for the NRHP under Criterion D for information potential because the materials and construction methods of the building do not convey important information that could contribute to understanding history or prehistory. Therefore, the property is not eligible for listing in the NRHP because it does not meet any of the eligibility criteria. In addition the building was renovated in 1994 and is altered including the replacement of the original windows and doors and a deck addition. As a result, the property has lost integrity of materials and design. The building retains integrity of workmanship, feeling, setting, location, and association.

## Historic Inventory Report

Description of Physical Appearance:	<p>22609 28th Avenue South is a one-story, wood frame, ranch style, residential property with a rectangular plan constructed in 1960. The building, which sits on a poured concrete foundation, has a hipped roof with moderately deep boxed eaves covered in composite shingles. An interior slope brick chimney protrudes from the front of the roof. The upper half of the residence's exterior walls are clad in vertical wood siding while the lower half are clad in horizontal wood siding. The house, which is built on sloped ground, has a daylight basement that is not visible from the front (east) elevation. All of the visible windows and doors are contemporary replacements. The paneled front door, which contains a small fanlight, is located on the north end of the front façade and is accessed via several small concrete steps. South of the front door is a large, three-light horizontal sliding window, a small one-over-one sash window, and a medium sized, two-light horizontal sliding window. All of the windows on the front façade have decorative, non-operable shutters. There is no fenestration on the south elevation. A rectangular plan section of the house, covered by a secondary hipped roof, extends from the north elevation and contains a basement level garage underneath the ground floor living space. A paved driveway slopes downward towards the basement level from 28th Avenue South and leads to the garage. A wall, which is clad in horizontal wood siding, separates the south edge of the driveway from the north edge of the front yard. The front (east) elevation of this north section contains a vehicle bay with a retractable metal door on the basement level and a two-light horizontal sliding window on the ground floor level. According to the King County Assessor's website, the residence was renovated in 1994. Aerial images indicate that a deck addition extends from the rear (west) elevation, overlooking a large backyard, and a small shed is located in the northwest corner of the lot.</p>
Major Bibliographic References:	<p>Boyles, E. 2010. The Suburb. Selected Cultural and Historical Geographies of the Greater Seattle Area. Available at: <a href="https://sites.google.com/site/alinehistoryprojectsite/home/line-b/community-identities--bellevue-and-redmond/the-suburb">https://sites.google.com/site/alinehistoryprojectsite/home/line-b/community-identities--bellevue-and-redmond/the-suburb</a>. Accessed March 18, 2013.</p> <p>Caster, D. 2007. Historical Society of Federal Way Timeline. Available at: <a href="http://www.federalwayhistory.org/timeline.php">http://www.federalwayhistory.org/timeline.php</a>. Accessed March 15, 2013.</p> <p>Des Moines Historical Society. 2007. Time Line Page. Available at: <a href="http://www.dmhs.org/timeline/history.html">http://www.dmhs.org/timeline/history.html</a>. Accessed March 13, 2013.</p> <p>Lange, G. 1998. Des Moines Beginnings: Des Moines Post Office opens on August 6, 1889. HistoryLink: The Free Online Encyclopedia of Washington State History. Available at: <a href="http://www.historylink.org/index.cfm?DisplayPage=output.cfm&amp;file_id=500">http://www.historylink.org/index.cfm?DisplayPage=output.cfm&amp;file_id=500</a>. Accessed March 15, 2013.</p> <p>King County. 2013. King County Department of Assessments. Available at: <a href="http://www.kingcounty.gov/Assessor.aspx">http://www.kingcounty.gov/Assessor.aspx</a>. Accessed October 20, 2013.</p> <p>Kramak, J.E., ed. 2010. Establishing the Pacific Highway South. Selected Cultural and Historical Geographies of the Greater Seattle Area. Available at: <a href="https://sites.google.com/site/alinehistoryprojectsite/home/map/theme-transportation/establishing-the-pacific-highway-south">https://sites.google.com/site/alinehistoryprojectsite/home/map/theme-transportation/establishing-the-pacific-highway-south</a>. Accessed March 14, 2013.</p> <p>U.S. Route 99 – The Pacific Highway. 2013. Waymarking: A Groundspeak Website. Available at: <a href="http://www.waymarking.com/cat/details.aspx?f=1&amp;guid=698ed7e3-3af8-4cd0-a795-03b89a23288e&amp;exp=True">http://www.waymarking.com/cat/details.aspx?f=1&amp;guid=698ed7e3-3af8-4cd0-a795-03b89a23288e&amp;exp=True</a>. Accessed March 19, 2013.</p>



## Photos



East elevation  
2014



Northeast corner  
2014



2014





## Historic Inventory Report

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### Location

Field Site No. 1718-229 DAHP No.

Historic Name:

Common Name: 3025 S 252nd St

Property Address: 3025 S 252nd St, Kent, WA 98032

Comments:

Tax No./Parcel No. 1950900125

Plat/Block/Lot Plat Block 3

Acreage .19

Supplemental Map(s)

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Township/Range/EW	Section	1/4 Sec	1/4 1/4 Sec	County	Quadrangle
T22R04E	21			King	DES MOINES

### Coordinate Reference

Easting: 1196088

Northing: 749877

Projection: Washington State Plane South

Datum: HARN (feet)

### Identification

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Survey Name: Sound Transit Federal Way Date Recorded: 01/20/2014

Field Recorder: MaryNell Nolan-Wheatley

Owner's Name: DAM SOKHENG + MUCH ORN

Owner Address: 3025 S 252ND ST

City: KENT State: WA Zip: 98032

Classification: Building

Resource Status: Comments:

Survey/Inventory

Within a District? No

Contributing? No

National Register:

Local District:

National Register District/Thematic Nomination Name:

Eligibility Status: Not Determined - SHPO

Determination Date: 1/1/0001

Determination Comments:



## Historic Inventory Report

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### Description

Historic Use: Domestic - Single Family House	Current Use: Domestic - Single Family House		
Plan: Rectangle	Stories: 1.5		
Changes to Plan: Slight	Structural System: Platform Frame		
Changes to Original Cladding: Moderate	Changes to Interior: Unknown		
Changes to Other:	Changes to Windows: Extensive		
Other (specify):			
Style:	Cladding:	Roof Type:	Roof Material:
Vernacular	Veneer	Gable - Cross Gable	Asphalt / Composition - Shingle
	Veneer - PermaStone		
Foundation:	Form/Type:		
Concrete - Poured	Single Family - Cross Gable		

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### Narrative

Study Unit	Other
Architecture/Landscape Architecture	
Date of Construction:	1959 Built Date
	Builder:
	Engineer:
	Architect:

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 Inventory Report

### Statement of Significance:

Construction of the original Highway 1 in the state of Washington commenced in 1913. By October 1923, 700 miles of a two-lane highway had been completed connecting Vancouver, British Columbia, to the Oregon-California border. Just after the highway was completed in 1924, however, plans were begun to reroute and improve the conditions of the highway. The project involved creating a new, wider, four-lane route further west that would connect Seattle and Tacoma, Washington, more directly (Kramak, 2010). The new roadway was completed in 1928 and acquired the title of Highway 1, while the original eastern route was renamed Highway 5 (Caster, 2007). The new Highway 1 became known as the Pacific Highway. Over the years, various parts of Highway 1 acquired alternative names, including the portion known as Pacific Highway S, which starts near Federal Way, Washington, and continues north, through Kent, Des Moines, and SeaTac, Washington (Kramak, 2010). In 1926, Pacific Highway (HWY 1) was included as a numbered U.S. Highway (US 99) (U.S. Route 99, 2013). The following decades witnessed the rapid growth of businesses along the highway and the formation of a new auto-oriented roadside culture characterized by a proliferation of motels, restaurants, and rest stops (Des Moines Historical Society, 2007). Increased automobile ownership changed people's perceptions about distance and allowed populations to sprawl around urban centers, increasing the number of residents in suburban towns and cities, including SeaTac, Des Moines, Kent, and Federal Way (Boyles, 2010).

Kent started as an agricultural community before evolving into an industrial center. Early settlers in the area enjoyed prime farming due to rich deposits of alluvium in the valley that had made the soil especially fertile. Kent experienced a period of financial success in the second half of the nineteenth century, and on May 28, 1890, Kent incorporated as a city. Still primarily an agricultural community, Kent suffered from a lack of manual laborers after World War II (Stein, 2001). In 1962, the completion of the Howard A. Hanson Dam stopped flooding in the area, which attracted developers and manufacturing companies to relocate to Kent, accelerating the decline of farming. Three years later, Boeing established the Boeing Aerospace Center there. Over the next few decades, warehouses, industrial plants, and eventually technology firms came to dominate the local economy (Stein, 2001). This change in industry attracted new residents to Kent during the 1950s through the 1970s, and it was during these decades that much of the existing built environment was constructed.

The property at 3025 South 252nd Street in Kent, Washington, which is a residential property built in 1959, is not eligible for listing in the NRHP. The property is not eligible for the NRHP under Criterion A, which applies to buildings that are associated with events that have made a significant contribution to the broad patterns of history, as no significant events are associated with this property. To be eligible for the NRHP under Criterion B, a property must be directly associated with a person considered significant within a historic context whose specific contribution to history has been both identified and documented. No such person who meets that definition is linked to this building. The property is not eligible for the NRHP under Criterion C as it is a typical residential building from the mid-twentieth century and does not embody the distinctive characteristics of a type, period, or method of construction; it is not the work of a master and does not possess high artistic value. The property is not eligible for the NRHP under Criterion D for information potential because the materials and construction methods of the building do not convey important information that could contribute to understanding history or prehistory. Therefore, the property is not eligible for listing in the NRHP because it does not meet any of the eligibility criteria. In addition the building has undergone several alterations including the replacement of original doors, windows, and siding and a rear addition. As a result, the property has lost integrity of materials, design and some workmanship. The building retains integrity of location, setting, feeling and association.

## Historic Inventory Report

Description of Physical Appearance:	<p>3025 South 252nd Street is a one-and-a-half-story, wood frame, residential property with a rectangular floor plan and an interior slope brick chimney. Constructed in 1959 on a concrete slab foundation, the building has a cross gabled roof with a close rake and shallow boxed eave covered in composite shingles. The house is primarily clad in non-original horizontal composite siding. All of the visible doors and windows are contemporary replacements. A paneled wood front door protected by a metal and glass storm door is located just south of center on the front (west) elevation. North of the front door are two, large, two-light horizontal sliding windows. The exterior wall surrounding the front door and the two adjacent north windows is clad in faux stone veneer. South of the front door is another two-light horizontal sliding window. Projecting out slightly from the north end of the front façade is an interior garage. A vehicle bay with a replacement retractable metal door is located on the west elevation of the garage. A large, front gable roof covers the garage, the two adjacent sliding windows and the front door and crosses the primary side gabled roof. The boxed eave of the front gable creates a small overhang, shading a ground level concrete porch area in front of the main entrance. The eave is supported by two, plain wood posts, connected by an open framework wood handrail. A corrugated metal shed roof overhang has been attached to the front of the front gable and is supported by several other plain wood posts. Aerial images indicate that a small addition has also been attached to the rear (east) elevation, although it is not visible from the public right-of-way. The north elevation contains a fixed, single-light attic window. A paved driveway leads to the interior garage from South 252nd Street and is located adjacent to a grassy front yard. A low wood railing divides the driveway from the adjacent lawn.</p>
Major Bibliographic References:	<p>Boyles, E. 2010. The Suburb. Selected Cultural and Historical Geographies of the Greater Seattle Area. Available at: <a href="https://sites.google.com/site/alinehistoryprojectsite/home/line-b/community-identities--bellevue-and-redmond/the-suburb">https://sites.google.com/site/alinehistoryprojectsite/home/line-b/community-identities--bellevue-and-redmond/the-suburb</a>. Accessed March 18, 2013.</p> <p>Caster, D. 2007. Historical Society of Federal Way Timeline. Available at: <a href="http://www.federalwayhistory.org/timeline.php">http://www.federalwayhistory.org/timeline.php</a>. Accessed March 15, 2013.</p> <p>Des Moines Historical Society. 2007. Time Line Page. Available at: <a href="http://www.dmhs.org/timeline/history.html">http://www.dmhs.org/timeline/history.html</a>. Accessed March 13, 2013.</p> <p>King County. 2013. King County Department of Assessments. Available at: <a href="http://www.kingcounty.gov/Assessor.aspx">http://www.kingcounty.gov/Assessor.aspx</a>. Accessed October 20, 2013.</p> <p>Kramak, J.E., ed. 2010. Establishing the Pacific Highway South. Selected Cultural and Historical Geographies of the Greater Seattle Area. Available at: <a href="https://sites.google.com/site/alinehistoryprojectsite/home/map/theme-transportation/establishing-the-pacific-highway-south">https://sites.google.com/site/alinehistoryprojectsite/home/map/theme-transportation/establishing-the-pacific-highway-south</a>. Accessed March 14, 2013.</p> <p>Stein, A.J. 2001. Kent. HistoryLink: The Free Online Encyclopedia of Washington State History. Available at: <a href="http://www.historylink.org/index.cfm?DisplayPage=output.cfm&amp;file_id=3587">http://www.historylink.org/index.cfm?DisplayPage=output.cfm&amp;file_id=3587</a>. Accessed March 18, 2013.</p> <p>U.S. Route 99 – The Pacific Highway. 2013. Waymarking: A Groundspeak Website. Available at: <a href="http://www.waymarking.com/cat/details.aspx?f=1&amp;guid=698ed7e3-3af8-4cd0-a795-03b89a23288e&amp;exp=True">http://www.waymarking.com/cat/details.aspx?f=1&amp;guid=698ed7e3-3af8-4cd0-a795-03b89a23288e&amp;exp=True</a>. Accessed March 19, 2013.</p>

## Photos



Northwest corner  
2013



West elevation  
2013



## Historic Inventory Report

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### Location

Field Site No. 1719-228 DAHP No.

Historic Name:

Common Name: 3019 S 252nd St

Property Address: 3019 S 252nd St, Kent, WA 98032

Comments:

Tax No./Parcel No. 1950900130

Plat/Block/Lot Plat Block 3/ Lot 2

Acreage .21

Supplemental Map(s)

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Township/Range/EW	Section	1/4 Sec	1/4 1/4 Sec	County	Quadrangle
T22R04E	21			King	DES MOINES

### Coordinate Reference

Easting: 1196000

Northing: 749831

Projection: Washington State Plane South

Datum: HARN (feet)

### Identification

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Survey Name: Sound Transit Federal Way Date Recorded: 01/20/2014

Field Recorder: MaryNell Nolan-Wheatley

Owner's Name: YELLIN LARRY A

Owner Address: PO BOX 5033

City: EVERETT State: WA Zip: 98206

Classification: Building

Resource Status: Comments:

Survey/Inventory

Within a District? No

Contributing? No

National Register:

Local District:

National Register District/Thematic Nomination Name:

Eligibility Status: Not Determined - SHPO

Determination Date: 1/1/0001

Determination Comments:





## Historic Inventory Report

### Description

Historic Use: Domestic - Single Family House	Current Use: Domestic - Single Family House		
Plan: Rectangle	Stories: 1		
Changes to Plan: Intact	Structural System: Platform Frame		
Changes to Original Cladding: Moderate	Changes to Interior: Unknown		
Changes to Other: Moderate	Changes to Windows: Moderate		
Other (specify): Original interior garage was converted to interior living space.			
Style:	Cladding:	Roof Type:	Roof Material:
Modern - Minimal	Veneer	Gable - Cross Gable	Asphalt / Composition -
Traditional	Veneer - PermaStone		Shingle
Foundation:	Form/Type:		
Concrete - Poured	Single Family - Cross Gable		

### Narrative

Study Unit	Other
Architecture/Landscape Architecture	
Date of Construction:	1957 Built Date
	1975 Remodel
	1975 Addition
	Builder:
	Engineer:
	Architect:

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 Inventory Report

### Statement of Significance:

Construction of the original Highway 1 in the state of Washington commenced in 1913. By October 1923, 700 miles of a two-lane highway had been completed connecting Vancouver, British Columbia, to the Oregon-California border. Just after the highway was completed in 1924, however, plans were begun to reroute and improve the conditions of the highway. The project involved creating a new, wider, four-lane route further west that would connect Seattle and Tacoma, Washington, more directly (Kramak, 2010). The new roadway was completed in 1928 and acquired the title of Highway 1, while the original eastern route was renamed Highway 5 (Caster, 2007). The new Highway 1 became known as the Pacific Highway. Over the years, various parts of Highway 1 acquired alternative names, including the portion known as Pacific Highway S, which starts near Federal Way, Washington, and continues north, through Kent, Des Moines, and SeaTac, Washington (Kramak, 2010).

In 1926, Pacific Highway (HWY 1) was included as a numbered U.S. Highway (US 99) (U.S. Route 99, 2013). The following decades witnessed the rapid growth of businesses along the highway and the formation of a new auto-oriented roadside culture characterized by a proliferation of motels, restaurants, and rest stops (Des Moines Historical Society, 2007). Increased automobile ownership changed people's perceptions about distance and allowed populations to sprawl around urban centers, increasing the number of residents in suburban towns and cities, including SeaTac, Des Moines, Kent, and Federal Way (Boyles, 2010).

Kent started as an agricultural community before evolving into an industrial center. Early settlers in the area enjoyed prime farming due to rich deposits of alluvium in the valley that had made the soil especially fertile. Kent experienced a period of financial success in the second half of the nineteenth century, and on May 28, 1890, Kent incorporated as a city. Still primarily an agricultural community, Kent suffered from a lack of manual laborers after World War II (Stein, 2001). In 1962, the completion of the Howard A. Hanson Dam stopped flooding in the area, which attracted developers and manufacturing companies to relocate to Kent, accelerating the decline of farming. Three years later, Boeing established the Boeing Aerospace Center there. Over the next few decades, warehouses, industrial plants, and eventually technology firms came to dominate the local economy (Stein, 2001). This change in industry attracted new residents to Kent during the 1950s through the 1970s, and it was during these decades that much of the existing built environment was constructed.

The property at 3019 South 252nd Street in Kent, Washington, which is a residential property built in 1957, is not eligible for listing in the NRHP. The property is not eligible for the NRHP under Criterion A, which applies to buildings that are associated with events that have made a significant contribution to the broad patterns of history, as no significant events are associated with this property. To be eligible for the NRHP under Criterion B, a property must be directly associated with a person considered significant within a historic context whose specific contribution to history has been both identified and documented. No such person who meets that definition is linked to this building. The property is not eligible for the NRHP under Criterion C as it is a typical residential building from the mid-twentieth century and does not embody the distinctive characteristics of a type, period, or method of construction; it is not the work of a master and does not possess high artistic value. The property is not eligible for the NRHP under Criterion D for information potential because the materials and construction methods of the building do not convey important information that could contribute to understanding history or prehistory. Therefore, the property is not eligible for listing in the NRHP because it does not meet any of the eligibility criteria. In addition the building has undergone several alterations including the replacement of original doors, windows, and siding, and the conversion of an interior garage into living space. As a result, the property has lost integrity of materials, design, and some workmanship. The building retains integrity of location, setting, feeling and association.

## Historic Inventory Report

Description of Physical Appearance:	<p>3019 South 252nd Street is a one-story, wood frame, minimal traditional residential property with a rectangular floor plan and an interior slope brick chimney. Constructed in 1957 on a concrete slab foundation, the building has a cross gabled roof with a close eave and rake covered in composite shingles. The house is primarily clad in non-original horizontal composite siding. Most of the visible doors and windows are contemporary replacements. A plain, contemporary front door protected by a metal and glass storm door is located just west of center on the front (north) elevation. East of the front door are two, large, two-light horizontal sliding replacement windows. The front door and these two adjacent windows are covered by a center front gable that crosses the primary side gable. The lower two-thirds of the exterior wall under the front gable is clad in original faux stone siding. The entrance area under the front gable and the west end of the façade is recessed from the east end. For this reason, the west end of the house is shaded by a slightly deeper eave overhang which is supported by a single, plain, wood post. An original two-light horizontal sliding window is located on the west end of the front façade. The east end of the building originally contained an interior garage within the principal mass of the house. Remnants of the original paved driveway that led to the garage is still extant on the east side of the property. Eventually, the garage was converted to interior living space, and the vehicle bay on the front façade was replaced with a large, two-light horizontal sliding window. Two small, rectangular skylights were also added to the roof over the former garage. It is likely that this renovation occurred circa 1975, when a 720-square foot detached garage with a side gabled, corrugated metal roof was constructed behind the main house. A tall chain link fence and several abandoned cars currently hide the rear garage from view from the public right-of-way. A small grassy area is located in the front of the property.</p>
Major Bibliographic References:	<p>Boyles, E. 2010. The Suburb. Selected Cultural and Historical Geographies of the Greater Seattle Area. Available at: <a href="https://sites.google.com/site/alinehistoryprojectsite/home/line-b/community-identities--bellevue-and-redmond/the-suburb">https://sites.google.com/site/alinehistoryprojectsite/home/line-b/community-identities--bellevue-and-redmond/the-suburb</a>. Accessed March 18, 2013.</p> <p>Caster, D. 2007. Historical Society of Federal Way Timeline. Available at: <a href="http://www.federalwayhistory.org/timeline.php">http://www.federalwayhistory.org/timeline.php</a>. Accessed March 15, 2013.</p> <p>Des Moines Historical Society. 2007. Time Line Page. Available at: <a href="http://www.dmhs.org/timeline/history.html">http://www.dmhs.org/timeline/history.html</a>. Accessed March 13, 2013.</p> <p>King County. 2013. King County Department of Assessments. Available at: <a href="http://www.kingcounty.gov/Assessor.aspx">http://www.kingcounty.gov/Assessor.aspx</a>. Accessed October 20, 2013.</p> <p>Kramak, J.E., ed. 2010. Establishing the Pacific Highway South. Selected Cultural and Historical Geographies of the Greater Seattle Area. Available at: <a href="https://sites.google.com/site/alinehistoryprojectsite/home/map/theme-transportation/establishing-the-pacific-highway-south">https://sites.google.com/site/alinehistoryprojectsite/home/map/theme-transportation/establishing-the-pacific-highway-south</a>. Accessed March 14, 2013.</p> <p>Stein, A.J. 2001. Kent. HistoryLink: The Free Online Encyclopedia of Washington State History. Available at: <a href="http://www.historylink.org/index.cfm?DisplayPage=output.cfm&amp;file_id=3587">http://www.historylink.org/index.cfm?DisplayPage=output.cfm&amp;file_id=3587</a>. Accessed March 18, 2013.</p> <p>U.S. Route 99 – The Pacific Highway. 2013. Waymarking: A Groundspeak Website. Available at: <a href="http://www.waymarking.com/cat/details.aspx?f=1&amp;guid=698ed7e3-3af8-4cd0-a795-03b89a23288e&amp;exp=True">http://www.waymarking.com/cat/details.aspx?f=1&amp;guid=698ed7e3-3af8-4cd0-a795-03b89a23288e&amp;exp=True</a>. Accessed March 19, 2013.</p>

## Photos



Northeast corner  
2013



North elevation  
2013



Northwest corner  
2013



## Historic Inventory Report

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### Location

Field Site No. 1720-3 DAHP No.

Historic Name:

Common Name: 3011 S 252nd St

Property Address: 3011 S 252nd St, Kent, WA 98032

Comments:

Tax No./Parcel No. 1950900135

Plat/Block/Lot Block 3, Lot 3

Acreage 0.16

Supplemental Map(s)

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Township/Range/EW	Section	1/4 Sec	1/4 1/4 Sec	County	Quadrangle
T22R04E	21			King	DES MOINES

### Coordinate Reference

Easting: 1195929

Northing: 749817

Projection: Washington State Plane South

Datum: HARN (feet)

### Identification

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Survey Name: Sound Transit Federal Way (2)

Date Recorded: 07/29/2014

Field Recorder: MaryNell Nolan-Wheatley

Owner's Name: VILLEGAS LUIS

Owner Address: 3011 S 252ND ST

City: Kent

State: WA

Zip: 98032

Classification: Building

Resource Status:

Comments:

Survey/Inventory

Within a District? No

Contributing? No

National Register:

Local District:

National Register District/Thematic Nomination Name:

Eligibility Status: Not Determined - SHPO

Determination Date: 1/1/0001

Determination Comments:



## Historic Inventory Report

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### Description

Historic Use: Domestic - Single Family House	Current Use: Domestic - Single Family House		
Plan: Rectangle	Stories: 1		
Changes to Plan: Intact	Structural System: Platform Frame		
Changes to Original Cladding: Intact	Changes to Interior: Unknown		
Changes to Other: Moderate	Changes to Windows: Extensive		
Other (specify): Original attached garage was converted to interior living space.			
Style:	Cladding:	Roof Type:	Roof Material:
Modern - Contemporary	Shingle - Concrete/Asbestos	Gable - Cross Gable	Asphalt / Composition - Shingle
Foundation:	Form/Type:		
Concrete - Block	Single Family - Cross Gable		

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### Narrative

Study Unit	Other
Architecture/Landscape Architecture	
Date of Construction:	1958 Built Date
	Builder:
	Engineer:
	Architect:

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 Inventory Report

### Statement of Significance:

Construction of the original Highway 1 in the state of Washington commenced in 1913. By October 1923, 700 miles of a two-lane highway had been completed connecting Vancouver, British Columbia, to the Oregon-California border. Just after the highway was completed in 1924, however, plans were begun to reroute and improve the conditions of the highway. The project involved creating a new, wider, four-lane route further west that would connect Seattle and Tacoma, Washington, more directly (Kramak, 2010). The new roadway was completed in 1928 and acquired the title of Highway 1, while the original eastern route was renamed Highway 5 (Caster, 2007). The new Highway 1 became known as the Pacific Highway. Over the years, various parts of Highway 1 acquired alternative names, including the portion known as Pacific Highway S, which starts near Federal Way, Washington, and continues north, through Kent, Des Moines, and SeaTac, Washington (Kramak, 2010).

In 1926, Pacific Highway (HWY 1) was included as a numbered U.S. Highway (US 99) (U.S. Route 99, 2013). The following decades witnessed the rapid growth of businesses along the highway and the formation of a new auto-oriented roadside culture characterized by a proliferation of motels, restaurants, and rest stops (Des Moines Historical Society, 2007). Increased automobile ownership changed people's perceptions about distance and allowed populations to sprawl around urban centers, increasing the number of residents in suburban towns and cities, including SeaTac, Des Moines, Kent, and Federal Way (Boyles, 2010).

Kent started as an agricultural community before evolving into an industrial center. Early settlers in the area enjoyed prime farming due to rich deposits of alluvium in the valley that had made the soil especially fertile. Kent experienced a period of financial success in the second half of the nineteenth century, and on May 28, 1890, Kent incorporated as a city. Still primarily an agricultural community, Kent suffered from a lack of manual laborers after World War II (Stein, 2001). In 1962, the completion of the Howard A. Hanson Dam stopped flooding in the area, which attracted developers and manufacturing companies to relocate to Kent, accelerating the decline of farming. Three years later, Boeing established the Boeing Aerospace Center there. Over the next few decades, warehouses, industrial plants, and eventually technology firms came to dominate the local economy (Stein, 2001). This change in industry attracted new residents to Kent during the 1950s through the 1970s, and it was during these decades that much of the existing built environment was constructed.

The property at 3011 South 252nd Street in Kent, Washington, which is a residential property built in 1958, is not eligible for listing in the NRHP. The property is not eligible for the NRHP under Criterion A, which applies to buildings that are associated with events that have made a significant contribution to the broad patterns of history, as no significant events are associated with this property. To be eligible for the NRHP under Criterion B, a property must be directly associated with a person considered significant within a historic context whose specific contribution to history has been both identified and documented. No such person who meets that definition is linked to this building. The property is not eligible for the NRHP under Criterion C as it is a typical residential building from the mid-twentieth century and does not embody the distinctive characteristics of a type, period, or method of construction; it is not the work of a master and does not possess high artistic value. The property is not eligible for the NRHP under Criterion D for information potential because the materials and construction methods of the building do not convey important information that could contribute to understanding history or prehistory. Therefore, the property is not eligible for listing in the NRHP because it does not meet any of the eligibility criteria. In addition the property is in poor condition and has been undergone several alterations including the conversion of an interior garage into living space, and the replacement of the original windows. As a result, the property has lost integrity of materials and some integrity of design. The building's poor condition has compromised its integrity of feeling. The building retains integrity of workmanship, setting, location, and association.

## Historic Inventory Report

Description of Physical Appearance:	<p>3011 South 252nd Street is a one-and-a-half-story, wood frame, contemporary style, residential property with an essentially rectangular plan constructed in 1958. The building, which sits on a concrete slab foundation, has a cross gabled roof with moderately deep boxed eaves covered in composite shingles roofing. A small interior slope brick chimney protrudes from the south side of the roof. The exterior walls of the residence are primarily clad in asbestos shingles. The few windows that are visible from the public right-of-way appear to be replacements. The main entrance is located just east of center on the front (north) elevation. Adjacent to the front door is a large, rectangular window opening. Originally, this window opening contained two, fixed, single-light windows each with an operable horizontal sliding light. A high wood fence that surrounds the property and a large RV obstruct a clear view of the main entrance and the current styles of the adjacent windows. The front door and the adjacent window opening are covered by an open front gable roof that crosses the primary side gable roof. Originally, the east end of the principle mass of the house contained a garage. At an unknown date, the interior garage was converted into interior living space and the vehicle bay with a retractable garage door on the front elevation was replaced with a fixed, single-light window and pedestrian door. According to the King County Assessor's website, a 110-square foot open porch extends from the rear (south) elevation. The property includes a paved driveway and a back yard.</p>
Major Bibliographic References:	<p>Boyles, E. 2010. The Suburb. Selected Cultural and Historical Geographies of the Greater Seattle Area. Available at: <a href="https://sites.google.com/site/alinehistoryprojectsite/home/line-b/community-identities--bellevue-and-redmond/the-suburb">https://sites.google.com/site/alinehistoryprojectsite/home/line-b/community-identities--bellevue-and-redmond/the-suburb</a>. Accessed March 18, 2013.</p> <p>Caster, D. 2007. Historical Society of Federal Way Timeline. Available at: <a href="http://www.federalwayhistory.org/timeline.php">http://www.federalwayhistory.org/timeline.php</a>. Accessed March 15, 2013.</p> <p>Des Moines Historical Society. 2007. Time Line Page. Available at: <a href="http://www.dmhs.org/timeline/history.html">http://www.dmhs.org/timeline/history.html</a>. Accessed March 13, 2013.</p> <p>King County. 2013. King County Department of Assessments. Available at: <a href="http://www.kingcounty.gov/Assessor.aspx">http://www.kingcounty.gov/Assessor.aspx</a>. Accessed October 20, 2013.</p> <p>Kramak, J.E., ed. 2010. Establishing the Pacific Highway South. Selected Cultural and Historical Geographies of the Greater Seattle Area. Available at: <a href="https://sites.google.com/site/alinehistoryprojectsite/home/map/theme-transportation/establishing-the-pacific-highway-south">https://sites.google.com/site/alinehistoryprojectsite/home/map/theme-transportation/establishing-the-pacific-highway-south</a>. Accessed March 14, 2013.</p> <p>Stein, A.J. 2001. Kent. HistoryLink: The Free Online Encyclopedia of Washington State History. Available at: <a href="http://www.historylink.org/index.cfm?DisplayPage=output.cfm&amp;file_id=3587">http://www.historylink.org/index.cfm?DisplayPage=output.cfm&amp;file_id=3587</a>. Accessed March 18, 2013.</p> <p>U.S. Route 99 – The Pacific Highway. 2013. Waymarking: A Groundspeak Website. Available at: <a href="http://www.waymarking.com/cat/details.aspx?f=1&amp;guid=698ed7e3-3af8-4cd0-a795-03b89a23288e&amp;exp=True">http://www.waymarking.com/cat/details.aspx?f=1&amp;guid=698ed7e3-3af8-4cd0-a795-03b89a23288e&amp;exp=True</a>. Accessed March 19, 2013.</p>

## Photos



North elevation.  
2014



Northwest corner.  
2014



## Historic Inventory Report

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### Location

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Field Site No. 1721-4 DAHP No.

Historic Name:

Common Name: 3005 S 252nd St

Property Address: 3005 S 252nd St, Kent, WA 98032

Comments:

Tax No./Parcel No. 1950900140

Plat/Block/Lot Block 3, Lot 4

Acreage 0.16

Supplemental Map(s)

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Township/Range/EW	Section	1/4 Sec	1/4 1/4 Sec	County	Quadrangle
T22R04E	21			King	DES MOINES

### Coordinate Reference

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Easting: 1195859

Northing: 749820

Projection: Washington State Plane South

Datum: HARN (feet)

### Identification

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Survey Name: Sound Transit Federal Way (2)

Date Recorded: 07/29/2014

Field Recorder: MaryNell Nolan-Wheatley

Owner's Name: YOUNG RONALD V

Owner Address: 3005 252ND ST

City: Kent

State: WA

Zip: 98032

Classification: Building

Resource Status:

Comments:

Survey/Inventory

Within a District? No

Contributing? No

National Register:

Local District:

National Register District/Thematic Nomination Name:

Eligibility Status: Not Determined - SHPO

Determination Date: 1/1/0001

Determination Comments:



## Historic Inventory Report

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### Description

Historic Use: Domestic - Single Family House	Current Use: Domestic - Single Family House		
Plan: Irregular	Stories: 1.5		
Changes to Plan: Moderate	Structural System: Platform Frame		
Changes to Original Cladding: Intact	Changes to Interior: Unknown		
Changes to Other:	Changes to Windows: Extensive		
Other (specify):			
Style:	Cladding:	Roof Type:	Roof Material:
Modern - Contemporary	Wood - Clapboard	Gable - Cross Gable	Asphalt / Composition - Shingle
	Wood - Vertical		
Foundation:	Form/Type:		
Concrete - Poured	Single Family - Gable Front and Wing		

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### Narrative

Study Unit	Other
Architecture/Landscape Architecture	
Date of Construction:	1958 Built Date
	Builder:
	Engineer:
	Architect:

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 Inventory Report

### Statement of Significance:

Construction of the original Highway 1 in the state of Washington commenced in 1913. By October 1923, 700 miles of a two-lane highway had been completed connecting Vancouver, British Columbia, to the Oregon-California border. Just after the highway was completed in 1924, however, plans were begun to reroute and improve the conditions of the highway. The project involved creating a new, wider, four-lane route further west that would connect Seattle and Tacoma, Washington, more directly (Kramak, 2010). The new roadway was completed in 1928 and acquired the title of Highway 1, while the original eastern route was renamed Highway 5 (Caster, 2007). The new Highway 1 became known as the Pacific Highway. Over the years, various parts of Highway 1 acquired alternative names, including the portion known as Pacific Highway S, which starts near Federal Way, Washington, and continues north, through Kent, Des Moines, and SeaTac, Washington (Kramak, 2010). In 1926, Pacific Highway (HWY 1) was included as a numbered U.S. Highway (US 99) (U.S. Route 99, 2013). The following decades witnessed the rapid growth of businesses along the highway and the formation of a new auto-oriented roadside culture characterized by a proliferation of motels, restaurants, and rest stops (Des Moines Historical Society, 2007). Increased automobile ownership changed people's perceptions about distance and allowed populations to sprawl around urban centers, increasing the number of residents in suburban towns and cities, including SeaTac, Des Moines, Kent, and Federal Way (Boyles, 2010).

Kent started as an agricultural community before evolving into an industrial center. Early settlers in the area enjoyed prime farming due to rich deposits of alluvium in the valley that had made the soil especially fertile. Kent experienced a period of financial success in the second half of the nineteenth century, and on May 28, 1890, Kent incorporated as a city. Still primarily an agricultural community, Kent suffered from a lack of manual laborers after World War II (Stein, 2001). In 1962, the completion of the Howard A. Hanson Dam stopped flooding in the area, which attracted developers and manufacturing companies to relocate to Kent, accelerating the decline of farming. Three years later, Boeing established the Boeing Aerospace Center there. Over the next few decades, warehouses, industrial plants, and eventually technology firms came to dominate the local economy (Stein, 2001). This change in industry attracted new residents to Kent during the 1950s through the 1970s, and it was during these decades that much of the existing built environment was constructed.

The property at 3005 South 252nd Street in Kent, Washington, which is a residential property built in 1958, is not eligible for listing in the NRHP. The property is not eligible for the NRHP under Criterion A, which applies to buildings that are associated with events that have made a significant contribution to the broad patterns of history, as no significant events are associated with this property. To be eligible for the NRHP under Criterion B, a property must be directly associated with a person considered significant within a historic context whose specific contribution to history has been both identified and documented. No such person who meets that definition is linked to this building. The property is not eligible for the NRHP under Criterion C as it is a typical residential building from the mid-twentieth century and does not embody the distinctive characteristics of a type, period, or method of construction; it is not the work of a master and does not possess high artistic value. The property is not eligible for the NRHP under Criterion D for information potential because the materials and construction methods of the building do not convey important information that could contribute to understanding history or prehistory. Therefore, the property is not eligible for listing in the NRHP because it does not meet any of the eligibility criteria. In addition the property is altered including the replacement of original windows and a large rear addition. As a result, the property has lost integrity of materials and design. The building retains integrity of workmanship, feeling, setting, location, and association.



## Historic Inventory Report

### Description of Physical Appearance:

3005 South 252nd Street is a one-and-a-half-story, wood frame, contemporary style, residential property with an irregular plan constructed in 1958. The building, which sits on a poured concrete foundation, has a cross gabled roof with moderately deep boxed eaves covered in composite shingles. A small interior slope brick chimney protrudes from the center of the roof. The exterior walls of the residence are primarily clad in horizontal wood siding. The few windows that are visible from the public right-of-way appear to be replacements. The main entrance, which is protected by a metal and glass storm door, is located just east of center on the front (north) elevation. Adjacent to the front door is a large, rectangular window opening. Originally, this window opening contained two, fixed, single-light windows each with an operable horizontal sliding light. Currently, bushes planted in front of the facade obstruct a clear view of the styles of the windows. The exterior wall surrounding the front door and the adjacent window opening is clad in vertical wood siding. A garage is located in the west end of the principle mass of the house. The garage protrudes slightly from the west end of the front façade and contains a retractable garage door. The front door, adjacent window opening, and garage are all covered by a large, front gabled roof that crosses the primary side gabled roof. The gable end of the front gable is clad in horizontal wood siding. The east side of the front gable shades a small ground level concrete porch and is supported by two, thin wood posts. A two-light, horizontal sliding, replacement window is located on the east end of the front elevation. Also on the east end of the front elevation is a small lookout basement window. The west elevation contains a two-light horizontal sliding attic window just beneath the peak of the side gable and a fixed, single-light window in the center of the west elevation's ground floor. Aerial images indicate that a large, front gabled addition extends from the east end of the rear (south) elevation. The addition is not visible from the public right-of-way. The property includes a paved driveway and a small front and back yard.

### Major Bibliographic References:

Boyles, E. 2010. The Suburb. Selected Cultural and Historical Geographies of the Greater Seattle Area. Available at: <https://sites.google.com/site/alinehistoryprojectsite/home/line-b/community-identities--bellevue-and-redmond/the-suburb>. Accessed March 18, 2013.

Caster, D. 2007. Historical Society of Federal Way Timeline. Available at: <http://www.federalwayhistory.org/timeline.php>. Accessed March 15, 2013.

Des Moines Historical Society. 2007. Time Line Page. Available at: <http://www.dmhs.org/timeline/history.html>. Accessed March 13, 2013.

King County. 2013. King County Department of Assessments. Available at: <http://www.kingcounty.gov/Assessor.aspx>. Accessed October 20, 2013.

Kramak, J.E., ed. 2010. Establishing the Pacific Highway South. Selected Cultural and Historical Geographies of the Greater Seattle Area. Available at: <https://sites.google.com/site/alinehistoryprojectsite/home/map/theme-transportation/establishing-the-pacific-highway-south>. Accessed March 14, 2013.

Stein, A.J. 2001. Kent. HistoryLink: The Free Online Encyclopedia of Washington State History. Available at: [http://www.historylink.org/index.cfm?DisplayPage=output.cfm&file\\_id=3587](http://www.historylink.org/index.cfm?DisplayPage=output.cfm&file_id=3587). Accessed March 18, 2013.

U.S. Route 99 – The Pacific Highway. 2013. Waymarking: A Groundspeak Website. Available at: <http://www.waymarking.com/cat/details.aspx?f=1&guid=698ed7e3-3af8-4cd0-a795-03b89a23288e&exp=True>. Accessed March 19, 2013.

## Photos



North elevation.  
2014



Northwest corner.  
2014



Northeast corner.  
2014



## Historic Inventory Report

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### Location

Field Site No. 1781-5  
DAHP No.  
Historic Name:  
Common Name: 25620 30th Ave S  
Property Address: 25620 30th Ave S, Kent, WA 98032  
Comments:  
Tax No./Parcel No. 1951300070  
Plat/Block/Lot Block 2, Lot 3  
Acreage 0.23  
Supplemental Map(s)

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Township/Range/EW	Section	1/4 Sec	1/4 1/4 Sec	County	Quadrangle
T22R04E	28			King	POVERTY BAY

### Coordinate Reference

Easting: 1195704  
Northing: 748368  
Projection: Washington State Plane South  
Datum: HARN (feet)

### Identification

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Survey Name: Sound Transit Federal Way (2)  
Date Recorded: 07/29/2014  
Field Recorder: MaryNell Nolan-Wheatley  
Owner's Name: KLINGER CLAUDIA K  
Owner Address: 25620 30TH AV S  
City: Kent  
State: WA  
Zip: 98032  
Classification: Building  
Resource Status:  
Survey/Inventory  
Comments:  
Within a District? No  
Contributing? No  
National Register:  
Local District:  
National Register District/Thematic Nomination Name:  
Eligibility Status: Not Determined - SHPO  
Determination Date: 1/1/0001  
Determination Comments:



## Historic Inventory Report

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### Description

Historic Use: Domestic - Single Family House	Current Use: Domestic - Single Family House		
Plan: L-Shape	Stories: 1.5		
Changes to Plan: Moderate	Structural System: Platform Frame		
Changes to Original Cladding: Intact	Changes to Interior: Unknown		
Changes to Other: Moderate	Changes to Windows: Extensive		
Other (specify): Original attached garage was converted into interior living space.			
Style:	Cladding:	Roof Type:	Roof Material:
Modern - Contemporary	Shingle - Concrete/Asbestos	Gable - Cross Gable	Asphalt / Composition - Shingle
Foundation:	Form/Type:		
Concrete - Poured	Single Family - Cross Gable		

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### Narrative

Study Unit	Other
Architecture/Landscape Architecture	
Date of Construction:	1958 Built Date
	Builder:
	Engineer:
	Architect:

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 Inventory Report

### Statement of Significance:

Construction of the original Highway 1 in the state of Washington commenced in 1913. By October 1923, 700 miles of a two-lane highway had been completed connecting Vancouver, British Columbia, to the Oregon-California border. Just after the highway was completed in 1924, however, plans were begun to reroute and improve the conditions of the highway. The project involved creating a new, wider, four-lane route further west that would connect Seattle and Tacoma, Washington, more directly (Kramak, 2010). The new roadway was completed in 1928 and acquired the title of Highway 1, while the original eastern route was renamed Highway 5 (Caster, 2007). The new Highway 1 became known as the Pacific Highway. Over the years, various parts of Highway 1 acquired alternative names, including the portion known as Pacific Highway S, which starts near Federal Way, Washington, and continues north, through Kent, Des Moines, and SeaTac, Washington (Kramak, 2010). In 1926, Pacific Highway (HWY 1) was included as a numbered U.S. Highway (US 99) (U.S. Route 99, 2013). The following decades witnessed the rapid growth of businesses along the highway and the formation of a new auto-oriented roadside culture characterized by a proliferation of motels, restaurants, and rest stops (Des Moines Historical Society, 2007). Increased automobile ownership changed people's perceptions about distance and allowed populations to sprawl around urban centers, increasing the number of residents in suburban towns and cities, including SeaTac, Des Moines, Kent, and Federal Way (Boyles, 2010).

Kent started as an agricultural community before evolving into an industrial center. Early settlers in the area enjoyed prime farming due to rich deposits of alluvium in the valley that had made the soil especially fertile. Kent experienced a period of financial success in the second half of the nineteenth century, and on May 28, 1890, Kent incorporated as a city. Still primarily an agricultural community, Kent suffered from a lack of manual laborers after World War II (Stein, 2001). In 1962, the completion of the Howard A. Hanson Dam stopped flooding in the area, which attracted developers and manufacturing companies to relocate to Kent, accelerating the decline of farming. Three years later, Boeing established the Boeing Aerospace Center there. Over the next few decades, warehouses, industrial plants, and eventually technology firms came to dominate the local economy (Stein, 2001). This change in industry attracted new residents to Kent during the 1950s through the 1970s, and it was during these decades that much of the existing built environment was constructed.

The property at 25620 30th Avenue South in Kent, Washington, which is a residential property built in 1958, is not eligible for listing in the NRHP. The property is not eligible for the NRHP under Criterion A, which applies to buildings that are associated with events that have made a significant contribution to the broad patterns of history, as no significant events are associated with this property. To be eligible for the NRHP under Criterion B, a property must be directly associated with a person considered significant within a historic context whose specific contribution to history has been both identified and documented. No such person who meets that definition is linked to this building. The property is not eligible for the NRHP under Criterion C as it is a typical residential building from the mid-twentieth century and does not embody the distinctive characteristics of a type, period, or method of construction; it is not the work of a master and does not possess high artistic value. The property is not eligible for the NRHP under Criterion D for information potential because the materials and construction methods of the building do not convey important information that could contribute to understanding history or prehistory. Therefore, the property is not eligible for listing in the NRHP because it does not meet any of the eligibility criteria. In addition the property is altered including the conversion of an attached garage into interior living space, the replacement of original windows and doors, and a small rear addition. As a result, the property has lost integrity of materials and design. The building retains integrity of workmanship, feeling, setting, location, and association.

## Historic Inventory Report

Description of Physical Appearance:	<p>25620 30th Avenue South is a one-and-a-half-story, wood frame, contemporary style, residential property with an essentially L-shaped plan constructed in 1958. The building, which sits on a poured concrete foundation, has a cross gabled roof with moderately deep boxed eaves covered in composite shingles. An interior slope brick chimney protrudes from the rear (east) side of the roof. The exterior walls of the residence are primarily clad in wide asbestos shingles. The visible windows are contemporary replacements. The wood paneled replacement front door, which is protected by a metal and glass storm door, is located just north of center on the front (west) elevation. Adjacent to the front door are two large, two-light horizontal sliding replacement windows with white metal frames. Originally, a garage was located in the south end of the principle mass of the house. The garage protruded slightly from the south end of the front façade and contained a retractable garage door. At an unknown date, the garage was converted into interior living space and the retractable metal door was replaced by a large, three-light horizontal sliding window. A large, open front gable that crosses the primary side gable covers the main entrance, adjacent windows, and the former garage. Since the south end of the façade (the original location of the garage) protrudes out from the rest of the façade under the south side of the front gable, the north side of the front gable is very open and shades a small porch area in front of the main entrance. Exposed roof beams are visible on this half of the front gable, the front edge of which is supported by three narrow wood posts. This design is typical of the contemporary style. A simple wood trellis composed of a series of vertical wood posts forms a screen between two of the posts that support the front gable. This screen affords some privacy to the main entrance. A two-light, horizontal sliding window is located just under the eave on the north end of the front elevation. There are no windows on the north elevation. The South elevation contains two, two-light horizontal sliding windows: one is located on the attic level just below the peak of the side gable and the second in the middle of the ground floor level. The property includes a paved driveway and a small front and back yard. Aerial images indicate that a small porch addition extends from the south end of the rear (east) elevation. In 2005, an additional 1,000-square foot driveway was added along the south elevation of the house, leading to a simple carport structure that was likely constructed around the same time.</p>
Major Bibliographic References:	<p>Boyles, E. 2010. The Suburb. Selected Cultural and Historical Geographies of the Greater Seattle Area. Available at: <a href="https://sites.google.com/site/alinehistoryprojectsite/home/line-b/community-identities--bellevue-and-redmond/the-suburb">https://sites.google.com/site/alinehistoryprojectsite/home/line-b/community-identities--bellevue-and-redmond/the-suburb</a>. Accessed March 18, 2013.</p> <p>Caster, D. 2007. Historical Society of Federal Way Timeline. Available at: <a href="http://www.federalwayhistory.org/timeline.php">http://www.federalwayhistory.org/timeline.php</a>. Accessed March 15, 2013.</p> <p>Des Moines Historical Society. 2007. Time Line Page. Available at: <a href="http://www.dmhs.org/timeline/history.html">http://www.dmhs.org/timeline/history.html</a>. Accessed March 13, 2013.</p> <p>King County. 2013. King County Department of Assessments. Available at: <a href="http://www.kingcounty.gov/Assessor.aspx">http://www.kingcounty.gov/Assessor.aspx</a>. Accessed October 20, 2013.</p> <p>Kramak, J.E., ed. 2010. Establishing the Pacific Highway South. Selected Cultural and Historical Geographies of the Greater Seattle Area. Available at: <a href="https://sites.google.com/site/alinehistoryprojectsite/home/map/theme-transportation/establishing-the-pacific-highway-south">https://sites.google.com/site/alinehistoryprojectsite/home/map/theme-transportation/establishing-the-pacific-highway-south</a>. Accessed March 14, 2013.</p> <p>Stein, A.J. 2001. Kent. HistoryLink: The Free Online Encyclopedia of Washington State History. Available at: <a href="http://www.historylink.org/index.cfm?DisplayPage=output.cfm&amp;file_id=3587">http://www.historylink.org/index.cfm?DisplayPage=output.cfm&amp;file_id=3587</a>. Accessed March 18, 2013.</p> <p>U.S. Route 99 – The Pacific Highway. 2013. Waymarking: A Groundspeak Website. Available at: <a href="http://www.waymarking.com/cat/details.aspx?f=1&amp;guid=698ed7e3-3af8-4cd0-a795-03b89a23288e&amp;exp=True">http://www.waymarking.com/cat/details.aspx?f=1&amp;guid=698ed7e3-3af8-4cd0-a795-03b89a23288e&amp;exp=True</a>. Accessed March 19, 2013.</p>



## Photos



Northwest corner.  
2014



Southwest corner.  
2014



West elevation.  
2014



## Historic Inventory Report

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### Location

Field Site No. 1782-6  
DAHP No.  
Historic Name:  
Common Name: 25628 30th Ave S  
Property Address: 25628 30th Ave S, Kent, WA 98032  
Comments:  
Tax No./Parcel No. 1951300075  
Plat/Block/Lot Block 2, Lot 4  
Acreage 0.23  
Supplemental Map(s)

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Township/Range/EW	Section	1/4 Sec	1/4 1/4 Sec	County	Quadrangle
T22R04E	28			King	POVERTY BAY

### Coordinate Reference

Easting: 1195702  
Northing: 748287  
Projection: Washington State Plane South  
Datum: HARN (feet)

### Identification

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Survey Name: Sound Transit Federal Way (2)  
Date Recorded: 07/29/2014  
Field Recorder: MaryNell Nolan-Wheatley  
Owner's Name: WILSON CHARLENE M+DUSTY W  
Owner Address: 25628 30TH AV S  
City: Kent  
State: WA  
Zip: 98032  
Classification: Building  
Resource Status:  
Survey/Inventory  
Comments:  
Within a District? No  
Contributing? No  
National Register:  
Local District:  
National Register District/Thematic Nomination Name:  
Eligibility Status: Not Determined - SHPO  
Determination Date: 1/1/0001  
Determination Comments:



## Historic Inventory Report

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### Description

Historic Use: Domestic - Single Family House	Current Use: Domestic - Single Family House		
Plan: Irregular	Stories: 1.5		
Changes to Plan: Extensive	Structural System: Platform Frame		
Changes to Original Cladding: Extensive	Changes to Interior: Unknown		
Changes to Other:	Changes to Windows: Extensive		
Other (specify):			
Style:	Cladding:	Roof Type:	Roof Material:
Modern - Contemporary	Veneer - Vinyl Siding	Gable - Cross Gable	Asphalt / Composition - Shingle
	Veneer		
Foundation:	Form/Type:		
Concrete - Poured	Single Family - Cross Gable		

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### Narrative

Study Unit	Other
Architecture/Landscape Architecture	
Date of Construction:	Builder:
1958 Built Date	
1961 Addition	
2010 Addition	
2013 Addition	
2003 Addition	
	Engineer:
	Architect:

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 Inventory Report

### Statement of Significance:

Construction of the original Highway 1 in the state of Washington commenced in 1913. By October 1923, 700 miles of a two-lane highway had been completed connecting Vancouver, British Columbia, to the Oregon-California border. Just after the highway was completed in 1924, however, plans were begun to reroute and improve the conditions of the highway. The project involved creating a new, wider, four-lane route further west that would connect Seattle and Tacoma, Washington, more directly (Kramak, 2010). The new roadway was completed in 1928 and acquired the title of Highway 1, while the original eastern route was renamed Highway 5 (Caster, 2007). The new Highway 1 became known as the Pacific Highway. Over the years, various parts of Highway 1 acquired alternative names, including the portion known as Pacific Highway S, which starts near Federal Way, Washington, and continues north, through Kent, Des Moines, and SeaTac, Washington (Kramak, 2010).

In 1926, Pacific Highway (HWY 1) was included as a numbered U.S. Highway (US 99) (U.S. Route 99, 2013). The following decades witnessed the rapid growth of businesses along the highway and the formation of a new auto-oriented roadside culture characterized by a proliferation of motels, restaurants, and rest stops (Des Moines Historical Society, 2007). Increased automobile ownership changed people's perceptions about distance and allowed populations to sprawl around urban centers, increasing the number of residents in suburban towns and cities, including SeaTac, Des Moines, Kent, and Federal Way (Boyles, 2010).

Kent started as an agricultural community before evolving into an industrial center. Early settlers in the area enjoyed prime farming due to rich deposits of alluvium in the valley that had made the soil especially fertile. Kent experienced a period of financial success in the second half of the nineteenth century, and on May 28, 1890, Kent incorporated as a city. Still primarily an agricultural community, Kent suffered from a lack of manual laborers after World War II (Stein, 2001). In 1962, the completion of the Howard A. Hanson Dam stopped flooding in the area, which attracted developers and manufacturing companies to relocate to Kent, accelerating the decline of farming. Three years later, Boeing established the Boeing Aerospace Center there. Over the next few decades, warehouses, industrial plants, and eventually technology firms came to dominate the local economy (Stein, 2001). This change in industry attracted new residents to Kent during the 1950s through the 1970s, and it was during these decades that much of the existing built environment was constructed.

The property at 25628 30th Avenue South in Kent, Washington, which is a residential property built in 1958, is not eligible for listing in the NRHP. The property is not eligible for the NRHP under Criterion A, which applies to buildings that are associated with events that have made a significant contribution to the broad patterns of history, as no significant events are associated with this property. To be eligible for the NRHP under Criterion B, a property must be directly associated with a person considered significant within a historic context whose specific contribution to history has been both identified and documented. No such person who meets that definition is linked to this building. The property is not eligible for the NRHP under Criterion C as it is a typical residential building from the mid-twentieth century and does not embody the distinctive characteristics of a type, period, or method of construction; it is not the work of a master and does not possess high artistic value. The property is not eligible for the NRHP under Criterion D for information potential because the materials and construction methods of the building do not convey important information that could contribute to understanding history or prehistory. Therefore, the property is not eligible for listing in the NRHP because it does not meet any of the eligibility criteria. In addition the property is heavily altered including several additions and renovations that have involved the replacement of original doors, windows, and siding. As a result, the property has lost integrity of materials, design, and workmanship. The building retains integrity of feeling, setting, location, and association.

## Historic Inventory Report

Description of Physical Appearance:	<p>25628 30th Avenue South is a one-and-a-half-story, wood frame, contemporary style, residential property with an irregular plan constructed in 1958. The building, which sits on a poured concrete foundation, has a cross gabled roof with moderately deep boxed eaves covered in composite shingles. A small interior slope brick chimney protrudes from the rear (east) side of the roof. The exterior walls of the residence are primarily clad in non-original horizontal vinyl siding. The rear addition is clad in wide vertical composite siding. The visible windows are contemporary replacements. A wood paneled replacement front door with a fanlight is located just south of center on the front (west) elevation. Adjacent to the northern edge of the front door is a large canted bay that was constructed circa 2013 and is clad primarily in the same vinyl siding as the rest of the house, with the exception of the top of the bay's exterior walls which are clad in wood shake shingles. The front plane of the bay contains a large, three-light horizontal sliding window while the two angled planes of the bay contain fixed, single-light windows. The bay, which was constructed on a concrete slab foundation, added an additional 28 square feet under the existing open front gable roof overhang that covered the main entrance and crossed the primary side gabled roof. The south corner of the front gable shades a small, concrete porch and is supported by a narrow wood post. The north end of the residence contains a garage that protrudes slightly from the rest of the façade and is accessed via a retractable metal replacement garage door on the west elevation. A replacement, fixed, single-light window with an adjacent sliding light is located south of the front door. Originally, the front gable was centered and the house ended south of the window just mentioned. Circa 1961, however, an addition was constructed on the south elevation. The addition protrudes slightly from the rest of the front façade under the primary side gabled roof, mirroring the protruding garage on the north side. The west elevation of the protruding section also contains a fixed, single-light replacement window with an adjacent sliding light. A circa 2010 addition extends from the north side of the rear (east) elevation and is covered by a front gabled roof that crosses the primary side gabled roof. This addition included adding dining space, extending heating ducts, removing two windows, adding five new windows, and relocating the laundry area. A detached, 418-square foot additional dwelling unit was constructed in the rear of the property circa 2003. The detached addition is not visible from the public right-of-way. Further alterations were made to the property in 2005 when 2,000 square feet of concrete were added along the north and east elevations of the house in order to expand the driveway and add parking space. The property includes a front yard which is surrounded by a low chain-link fence.</p>
Major Bibliographic References:	<p>Boyles, E. 2010. The Suburb. Selected Cultural and Historical Geographies of the Greater Seattle Area. Available at: <a href="https://sites.google.com/site/alinehistoryprojectsite/home/line-b/community-identities--bellevue-and-redmond/the-suburb">https://sites.google.com/site/alinehistoryprojectsite/home/line-b/community-identities--bellevue-and-redmond/the-suburb</a>. Accessed March 18, 2013.</p> <p>Caster, D. 2007. Historical Society of Federal Way Timeline. Available at: <a href="http://www.federalwayhistory.org/timeline.php">http://www.federalwayhistory.org/timeline.php</a>. Accessed March 15, 2013.</p> <p>Des Moines Historical Society. 2007. Time Line Page. Available at: <a href="http://www.dmhs.org/timeline/history.html">http://www.dmhs.org/timeline/history.html</a>. Accessed March 13, 2013.</p> <p>King County. 2013. King County Department of Assessments. Available at: <a href="http://www.kingcounty.gov/Assessor.aspx">http://www.kingcounty.gov/Assessor.aspx</a>. Accessed October 20, 2013.</p> <p>Kramak, J.E., ed. 2010. Establishing the Pacific Highway South. Selected Cultural and Historical Geographies of the Greater Seattle Area. Available at: <a href="https://sites.google.com/site/alinehistoryprojectsite/home/map/theme-transportation/establishing-the-pacific-highway-south">https://sites.google.com/site/alinehistoryprojectsite/home/map/theme-transportation/establishing-the-pacific-highway-south</a>. Accessed March 14, 2013.</p> <p>Stein, A.J. 2001. Kent. HistoryLink: The Free Online Encyclopedia of Washington State History. Available at: <a href="http://www.historylink.org/index.cfm?DisplayPage=output.cfm&amp;file_id=3587">http://www.historylink.org/index.cfm?DisplayPage=output.cfm&amp;file_id=3587</a>. Accessed March 18, 2013.</p> <p>U.S. Route 99 – The Pacific Highway. 2013. Waymarking: A Groundspeak Website. Available at: <a href="http://www.waymarking.com/cat/details.aspx?f=1&amp;guid=698ed7e3-3af8-4cd0-a795-03b89a23288e&amp;exp=True">http://www.waymarking.com/cat/details.aspx?f=1&amp;guid=698ed7e3-3af8-4cd0-a795-03b89a23288e&amp;exp=True</a>. Accessed March 19, 2013.</p>

## Photos



Photo courtesy of the King County Assessor's website.  
West elevation.  
2014



Photo courtesy of the King County Assessor's website.  
West elevation, before front bay addition.  
2014





## Historic Inventory Report

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### Location

Field Site No. 1783-242 DAHP No.

Historic Name:

Common Name: 25636 30th Ave S

Property Address: 25636 30th Ave S, Kent, WA 98032

Comments:

Tax No./Parcel No. 1951300080

Plat/Block/Lot Plat Block 2 / Lot 5

Acreage .23

Supplemental Map(s)

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Township/Range/EW	Section	1/4 Sec	1/4 1/4 Sec	County	Quadrangle
T22R04E	28			King	POVERTY BAY

### Coordinate Reference

Easting: 1195701

Northing: 748207

Projection: Washington State Plane South

Datum: HARN (feet)

### Identification

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Survey Name: Sound Transit Federal Way Date Recorded: 02/10/2014

Field Recorder: MaryNell Nolan-Wheatley

Owner's Name: TATE LEON R & JOYCE J

Owner Address: 25636 30TH AVE S

City: Kent State: WA Zip: 98032

Classification: Building

Resource Status: Comments:

Survey/Inventory

Within a District? No

Contributing? No

National Register:

Local District:

National Register District/Thematic Nomination Name:

Eligibility Status: Not Determined - SHPO

Determination Date: 1/1/0001

Determination Comments:



## Historic Inventory Report

### Description

Historic Use: Domestic - Single Family House	Current Use: Domestic - Single Family House		
Plan: Rectangle	Stories: 1.5		
Changes to Plan: Intact	Structural System: Platform Frame		
Changes to Original Cladding: Intact	Changes to Interior: Unknown		
Changes to Other: Moderate	Changes to Windows: Extensive		
Other (specify): Original interior garage converted to interior living space (c. 1976).			
Style: Vernacular	Cladding: Wood	Roof Type: Gable - Cross Gable	Roof Material: Asphalt / Composition - Shingle
	Wood - Vertical		
Foundation: Concrete - Poured	Form/Type: Single Family - Cross Gable		

### Narrative

Study Unit	Other
Architecture/Landscape Architecture	
Date of Construction:	1958 Built Date
	1976 Remodel
	Builder:
	Engineer:
	Architect:

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 Inventory Report

### Statement of Significance:

Construction of the original Highway 1 in the state of Washington commenced in 1913. By October 1923, 700 miles of a two-lane highway had been completed connecting Vancouver, British Columbia, to the Oregon-California border. Just after the highway was completed in 1924, however, plans were begun to reroute and improve the conditions of the highway. The project involved creating a new, wider, four-lane route further west that would connect Seattle and Tacoma, Washington, more directly (Kramak, 2010). The new roadway was completed in 1928 and acquired the title of Highway 1, while the original eastern route was renamed Highway 5 (Caster, 2007). The new Highway 1 became known as the Pacific Highway. Over the years, various parts of Highway 1 acquired alternative names, including the portion known as Pacific Highway S, which starts near Federal Way, Washington, and continues north, through Kent, Des Moines, and SeaTac, Washington (Kramak, 2010). In 1926, Pacific Highway (HWY 1) was included as a numbered U.S. Highway (US 99) (U.S. Route 99, 2013). The following decades witnessed the rapid growth of businesses along the highway and the formation of a new auto-oriented roadside culture characterized by a proliferation of motels, restaurants, and rest stops (Des Moines Historical Society, 2007). Increased automobile ownership changed people's perceptions about distance and allowed populations to sprawl around urban centers, increasing the number of residents in suburban towns and cities, including SeaTac, Des Moines, Kent, and Federal Way (Boyles, 2010).

Kent started as an agricultural community before evolving into an industrial center. Early settlers in the area enjoyed prime farming due to rich deposits of alluvium in the valley that had made the soil especially fertile. Kent experienced a period of financial success in the second half of the nineteenth century, and on May 28, 1890, Kent incorporated as a city. Still primarily an agricultural community, Kent suffered from a lack of manual laborers after World War II (Stein, 2001). In 1962, the completion of the Howard A. Hanson Dam stopped flooding in the area, which attracted developers and manufacturing companies to relocate to Kent, accelerating the decline of farming. Three years later, Boeing established the Boeing Aerospace Center there. Over the next few decades, warehouses, industrial plants, and eventually technology firms came to dominate the local economy (Stein, 2001). This change in industry attracted new residents to Kent during the 1950s through the 1970s, and it was during these decades that much of the existing built environment was constructed.

The property at 25636 30th Avenue South in Kent, Washington, which is a residential property built in 1958, is not eligible for listing in the NRHP. The property is not eligible for the NRHP under Criterion A, which applies to buildings that are associated with events that have made a significant contribution to the broad patterns of history, as no significant events are associated with this property. To be eligible for the NRHP under Criterion B, a property must be directly associated with a person considered significant within a historic context whose specific contribution to history has been both identified and documented. No such person who meets that definition is linked to this building. The property is not eligible for the NRHP under Criterion C as it is a typical residential building from the mid-twentieth century and does not embody the distinctive characteristics of a type, period, or method of construction; it is not the work of a master and does not possess high artistic value. The property is not eligible for the NRHP under Criterion D for information potential because the materials and construction methods of the building do not convey important information that could contribute to understanding history or prehistory. Therefore, the property is not eligible for listing in the NRHP because it does not meet any of the eligibility criteria. In addition the building has undergone several alterations including the replacement of original windows and the conversion of the original interior garage into interior living space. As a result, the property has lost integrity of materials and design. The building retains integrity of workmanship, location, setting, feeling and association.

## Historic Inventory Report

Description of Physical Appearance:	<p>25636 30th Avenue South is a one-and-a-half-story, wood frame, residential property with a rectangular floor plan and an interior slope brick chimney. Constructed in 1958 on a concrete slab foundation, the building has a cross gabled roof with a boxed eave covered in composite shingles. The house is clad in horizontal wood siding, with the exception of the exterior wall surrounding the central entrance area which is clad in vertical wood siding. All of the visible windows are two-light horizontal sliding replacement windows. A plain, wood front door protected by a metal and glass storm door (both of which appear original) is located just north of center on the front (west) elevation. South of the front door are two, large window openings. The front door and these two adjacent windows are covered by a center, open, front gable roof with that crosses the primary side gable and creates an overhang to shade the small, ground level, concrete front porch area. The northwest corner of the front gable is supported by a plain wood post. North of the entrance on the front facade is another two-light horizontal sliding window. The south end of the front façade, which is covered by the primary side gabled roof, projects out slightly from the rest of the elevation and contains a replacement window. Originally, the south end of the house contained an interior garage. In 1976, a detached garage was constructed in the rear of the property and the interior garage was converted to interior living space. At that time, the retractable vehicle door on the south end of the front façade was replaced by a sliding window. The north elevation contains no fenestration while the south elevation contains two centered windows, one of which is on the ground floor and the other of which is on the half-story attic level. The 670-square foot detached garage has a side gabled roof covered in composite shingles. Clad in sheets of metal, the south end of the garage's front (west) elevation contains a large vehicle bay with a retractable metal door. An attached shed roof overhang extends from the garage's north elevation. The paved driveway, which originally led to the interior garage, remains extant. North of the driveway is a grassy front yard. In 2005, additional driveway pavement was added to wrap around the building's south elevation in order to access the rear of the property.</p>
Major Bibliographic References:	<p>Boyles, E. 2010. The Suburb. Selected Cultural and Historical Geographies of the Greater Seattle Area. Available at: <a href="https://sites.google.com/site/alinehistoryprojectsite/home/line-b/community-identities--bellevue-and-redmond/the-suburb">https://sites.google.com/site/alinehistoryprojectsite/home/line-b/community-identities--bellevue-and-redmond/the-suburb</a>. Accessed March 18, 2013.</p> <p>Caster, D. 2007. Historical Society of Federal Way Timeline. Available at: <a href="http://www.federalwayhistory.org/timeline.php">http://www.federalwayhistory.org/timeline.php</a>. Accessed March 15, 2013.</p> <p>Des Moines Historical Society. 2007. Time Line Page. Available at: <a href="http://www.dmhs.org/timeline/history.html">http://www.dmhs.org/timeline/history.html</a>. Accessed March 13, 2013.</p> <p>King County. 2013. King County Department of Assessments. Available at: <a href="http://www.kingcounty.gov/Assessor.aspx">http://www.kingcounty.gov/Assessor.aspx</a>. Accessed October 20, 2013.</p> <p>Kramak, J.E., ed. 2010. Establishing the Pacific Highway South. Selected Cultural and Historical Geographies of the Greater Seattle Area. Available at: <a href="https://sites.google.com/site/alinehistoryprojectsite/home/map/theme-transportation/establishing-the-pacific-highway-south">https://sites.google.com/site/alinehistoryprojectsite/home/map/theme-transportation/establishing-the-pacific-highway-south</a>. Accessed March 14, 2013.</p> <p>Stein, A.J. 2001. Kent. HistoryLink: The Free Online Encyclopedia of Washington State History. Available at: <a href="http://www.historylink.org/index.cfm?DisplayPage=output.cfm&amp;file_id=3587">http://www.historylink.org/index.cfm?DisplayPage=output.cfm&amp;file_id=3587</a>. Accessed March 18, 2013.</p> <p>U.S. Route 99 – The Pacific Highway. 2013. Waymarking: A Groundspeak Website. Available at: <a href="http://www.waymarking.com/cat/details.aspx?f=1&amp;guid=698ed7e3-3af8-4cd0-a795-03b89a23288e&amp;exp=True">http://www.waymarking.com/cat/details.aspx?f=1&amp;guid=698ed7e3-3af8-4cd0-a795-03b89a23288e&amp;exp=True</a>. Accessed March 19, 2013.</p>

## Photos



Northwest corner  
2013



West elevation  
2013



Southwest corner  
2013



## Historic Inventory Report

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### Location

Field Site No. 1784-243 DAHP No.

Historic Name:

Common Name: 25644 30th Ave S

Property Address: 25644 30th Ave S, Kent, WA 98032

Comments:

Tax No./Parcel No. 1951300085

Plat/Block/Lot Plat Block 2 / Lot 6

Acreage .23

Supplemental Map(s)

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Township/Range/EW	Section	1/4 Sec	1/4 1/4 Sec	County	Quadrangle
T22R04E	28			King	POVERTY BAY

### Coordinate Reference

Easting: 1195699

Northing: 748127

Projection: Washington State Plane South

Datum: HARN (feet)

### Identification

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Survey Name: Sound Transit Federal Way Date Recorded: 02/10/2014

Field Recorder: MaryNell Nolan-Wheatley

Owner's Name: TATE JOYCE J

Owner Address: 25636 30TH AVE S

City: Kent State: WA Zip: 98032

Classification: Building

Resource Status: Comments:

Survey/Inventory

Within a District? No

Contributing? No

National Register:

Local District:

National Register District/Thematic Nomination Name:

Eligibility Status: Not Determined - SHPO

Determination Date: 1/1/0001

Determination Comments:





## Historic Inventory Report

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### Description

Historic Use: Domestic - Single Family House	Current Use: Domestic - Single Family House		
Plan: Rectangle	Stories: 1.5		
Changes to Plan: Intact	Structural System: Platform Frame		
Changes to Original Cladding: Intact	Changes to Interior: Unknown		
Changes to Other:	Changes to Windows: Extensive		
Other (specify):			
Style:	Cladding:	Roof Type:	Roof Material:
Vernacular	Wood	Gable - Cross Gable	Asphalt / Composition - Shingle
	Wood - Vertical		
Foundation:	Form/Type:		
Concrete - Poured	Single Family - Cross Gable		

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### Narrative

Study Unit	Other
Architecture/Landscape Architecture	
Date of Construction:	1958 Built Date
	Builder:
	Engineer:
	Architect:

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 Inventory Report

### Statement of Significance:

Construction of the original Highway 1 in the state of Washington commenced in 1913. By October 1923, 700 miles of a two-lane highway had been completed connecting Vancouver, British Columbia, to the Oregon-California border. Just after the highway was completed in 1924, however, plans were begun to reroute and improve the conditions of the highway. The project involved creating a new, wider, four-lane route further west that would connect Seattle and Tacoma, Washington, more directly (Kramak, 2010). The new roadway was completed in 1928 and acquired the title of Highway 1, while the original eastern route was renamed Highway 5 (Caster, 2007). The new Highway 1 became known as the Pacific Highway. Over the years, various parts of Highway 1 acquired alternative names, including the portion known as Pacific Highway S, which starts near Federal Way, Washington, and continues north, through Kent, Des Moines, and SeaTac, Washington (Kramak, 2010).

In 1926, Pacific Highway (HWY 1) was included as a numbered U.S. Highway (US 99) (U.S. Route 99, 2013). The following decades witnessed the rapid growth of businesses along the highway and the formation of a new auto-oriented roadside culture characterized by a proliferation of motels, restaurants, and rest stops (Des Moines Historical Society, 2007). Increased automobile ownership changed people's perceptions about distance and allowed populations to sprawl around urban centers, increasing the number of residents in suburban towns and cities, including SeaTac, Des Moines, Kent, and Federal Way (Boyles, 2010).

Kent started as an agricultural community before evolving into an industrial center. Early settlers in the area enjoyed prime farming due to rich deposits of alluvium in the valley that had made the soil especially fertile. Kent experienced a period of financial success in the second half of the nineteenth century, and on May 28, 1890, Kent incorporated as a city. Still primarily an agricultural community, Kent suffered from a lack of manual laborers after World War II (Stein, 2001). In 1962, the completion of the Howard A. Hanson Dam stopped flooding in the area, which attracted developers and manufacturing companies to relocate to Kent, accelerating the decline of farming. Three years later, Boeing established the Boeing Aerospace Center there. Over the next few decades, warehouses, industrial plants, and eventually technology firms came to dominate the local economy (Stein, 2001). This change in industry attracted new residents to Kent during the 1950s through the 1970s, and it was during these decades that much of the existing built environment was constructed.

The property at 25644 30th Avenue South in Kent, Washington, which is a residential property built in 1958, is not eligible for listing in the NRHP. The property is not eligible for the NRHP under Criterion A, which applies to buildings that are associated with events that have made a significant contribution to the broad patterns of history, as no significant events are associated with this property. To be eligible for the NRHP under Criterion B, a property must be directly associated with a person considered significant within a historic context whose specific contribution to history has been both identified and documented. No such person who meets that definition is linked to this building. The property is not eligible for the NRHP under Criterion C as it is a typical residential building from the mid-twentieth century and does not embody the distinctive characteristics of a type, period, or method of construction; it is not the work of a master and does not possess high artistic value. The property is not eligible for the NRHP under Criterion D for information potential because the materials and construction methods of the building do not convey important information that could contribute to understanding history or prehistory. Therefore, the property is not eligible for listing in the NRHP because it does not meet any of the eligibility criteria. In addition the building has undergone several alterations including the replacement of original windows and doors. As a result, the property has lost integrity of materials. The building retains integrity of design, workmanship, location, setting, feeling and association.

## Historic Inventory Report

Description of Physical Appearance:	<p>25644 30th Avenue South is a one-and-a-half-story, wood frame, residential property with a rectangular floor plan and an interior slope brick chimney. Constructed in 1958 on a concrete slab foundation, the building has a cross gabled roof with boxed eaves covered in composite shingles. The house is clad in horizontal wood siding, with the exception of the exterior wall surrounding the front entrance area, which is clad in wide vertical wood siding. All of the visible windows are contemporary replacements. A paneled replacement front door is located just south of center on the front (west) elevation. Two large window openings, each of which contains a large, single-light fixed window adjacent to a narrow horizontal sliding component, are located north of the front door. The north end of the front façade projects forward from the rest of the elevation and contains an interior garage. A vehicle bay with a retractable metal door is positioned on the front elevation of the garage. The front door, the two windows to the north, and the garage, are all covered by a large, front gable roof that crosses the primary side gable roof. The front gable end is clad in horizontal wood siding to match the rest of the house. A small louvered attic vent is located just under the peak of the gable. The edge of the front gable's south side is supported by two, simple wood posts and creates a boxed overhang that shades the front door and ground level, concrete, front porch. Another two-light horizontal sliding window is located on the south end of the front façade. There are no windows on the south elevation. The north elevation, however, contains two centered, two-light horizontal sliding windows, one on the ground level and one on the half-story attic level. The property contains a gravel driveway that leads to the garage and a grassy front and back yard.</p>
Major Bibliographic References:	<p>Boyles, E. 2010. The Suburb. Selected Cultural and Historical Geographies of the Greater Seattle Area. Available at: <a href="https://sites.google.com/site/alinehistoryprojectsite/home/line-b/community-identities--bellevue-and-redmond/the-suburb">https://sites.google.com/site/alinehistoryprojectsite/home/line-b/community-identities--bellevue-and-redmond/the-suburb</a>. Accessed March 18, 2013.</p> <p>Caster, D. 2007. Historical Society of Federal Way Timeline. Available at: <a href="http://www.federalwayhistory.org/timeline.php">http://www.federalwayhistory.org/timeline.php</a>. Accessed March 15, 2013.</p> <p>Des Moines Historical Society. 2007. Time Line Page. Available at: <a href="http://www.dmhs.org/timeline/history.html">http://www.dmhs.org/timeline/history.html</a>. Accessed March 13, 2013.</p> <p>King County. 2013. King County Department of Assessments. Available at: <a href="http://www.kingcounty.gov/Assessor.aspx">http://www.kingcounty.gov/Assessor.aspx</a>. Accessed October 20, 2013.</p> <p>Kramak, J.E., ed. 2010. Establishing the Pacific Highway South. Selected Cultural and Historical Geographies of the Greater Seattle Area. Available at: <a href="https://sites.google.com/site/alinehistoryprojectsite/home/map/theme-transportation/establishing-the-pacific-highway-south">https://sites.google.com/site/alinehistoryprojectsite/home/map/theme-transportation/establishing-the-pacific-highway-south</a>. Accessed March 14, 2013.</p> <p>Stein, A.J. 2001. Kent. HistoryLink: The Free Online Encyclopedia of Washington State History. Available at: <a href="http://www.historylink.org/index.cfm?DisplayPage=output.cfm&amp;file_id=3587">http://www.historylink.org/index.cfm?DisplayPage=output.cfm&amp;file_id=3587</a>. Accessed March 18, 2013.</p> <p>U.S. Route 99 – The Pacific Highway. 2013. Waymarking: A Groundspeak Website. Available at: <a href="http://www.waymarking.com/cat/details.aspx?f=1&amp;guid=698ed7e3-3af8-4cd0-a795-03b89a23288e&amp;exp=True">http://www.waymarking.com/cat/details.aspx?f=1&amp;guid=698ed7e3-3af8-4cd0-a795-03b89a23288e&amp;exp=True</a>. Accessed March 19, 2013.</p>

## Photos



Northwest corner  
2013



Southwest corner  
2013



West elevation  
2013



## Historic Inventory Report

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### Location

Field Site No. 1786-244 DAHP No.

Historic Name:

Common Name: 25660 30th Ave S

Property Address: 25660 30th Ave S, Kent, WA 98032

Comments:

Tax No./Parcel No. 1951300095

Plat/Block/Lot Plat Block 2 / Lot 8

Acreage .26

Supplemental Map(s)

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Township/Range/EW	Section	1/4 Sec	1/4 1/4 Sec	County	Quadrangle
T22R04E	28			King	POVERTY BAY

### Coordinate Reference

Easting: 1195694

Northing: 747950

Projection: Washington State Plane South

Datum: HARN (feet)

### Identification

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Survey Name: Sound Transit Federal Way Date Recorded: 02/10/2014

Field Recorder: MaryNell Nolan-Wheatley

Owner's Name: STILL TIM & TERESA

Owner Address: 24803 42ND AVE S

City: Kent State: WA Zip: 98032

Classification: Building

Resource Status: Comments:

Survey/Inventory

Within a District? No

Contributing? No

National Register:

Local District:

National Register District/Thematic Nomination Name:

Eligibility Status: Not Determined - SHPO

Determination Date: 1/1/0001

Determination Comments:



## Historic Inventory Report

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### Description

Historic Use: Domestic - Single Family House	Current Use: Domestic - Single Family House		
Plan: Irregular	Stories: 1		
Changes to Plan: Extensive	Structural System: Platform Frame		
Changes to Original Cladding: Intact	Changes to Interior: Unknown		
Changes to Other: Moderate	Changes to Windows: Extensive		
Other (specify): Original interior garage converted into interior living space (c. 1970).			
Style:	Cladding:	Roof Type:	Roof Material:
Ranch	Wood	Gable - Side Gable	Asphalt / Composition - Shingle
	Wood - Vertical		
Foundation:	Form/Type:		
Concrete - Poured	Single Family		

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### Narrative

Study Unit	Other
Architecture/Landscape Architecture	
Date of Construction:	1958 Built Date
	1970 Remodel
	Builder:
	Engineer:
	Architect:

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 Inventory Report

### Statement of Significance:

Construction of the original Highway 1 in the state of Washington commenced in 1913. By October 1923, 700 miles of a two-lane highway had been completed connecting Vancouver, British Columbia, to the Oregon-California border. Just after the highway was completed in 1924, however, plans were begun to reroute and improve the conditions of the highway. The project involved creating a new, wider, four-lane route further west that would connect Seattle and Tacoma, Washington, more directly (Kramak, 2010). The new roadway was completed in 1928 and acquired the title of Highway 1, while the original eastern route was renamed Highway 5 (Caster, 2007). The new Highway 1 became known as the Pacific Highway. Over the years, various parts of Highway 1 acquired alternative names, including the portion known as Pacific Highway S, which starts near Federal Way, Washington, and continues north, through Kent, Des Moines, and SeaTac, Washington (Kramak, 2010).

In 1926, Pacific Highway (HWY 1) was included as a numbered U.S. Highway (US 99) (U.S. Route 99, 2013). The following decades witnessed the rapid growth of businesses along the highway and the formation of a new auto-oriented roadside culture characterized by a proliferation of motels, restaurants, and rest stops (Des Moines Historical Society, 2007). Increased automobile ownership changed people's perceptions about distance and allowed populations to sprawl around urban centers, increasing the number of residents in suburban towns and cities, including SeaTac, Des Moines, Kent, and Federal Way (Boyles, 2010).

Kent started as an agricultural community before evolving into an industrial center. Early settlers in the area enjoyed prime farming due to rich deposits of alluvium in the valley that had made the soil especially fertile. Kent experienced a period of financial success in the second half of the nineteenth century, and on May 28, 1890, Kent incorporated as a city. Still primarily an agricultural community, Kent suffered from a lack of manual laborers after World War II (Stein, 2001). In 1962, the completion of the Howard A. Hanson Dam stopped flooding in the area, which attracted developers and manufacturing companies to relocate to Kent, accelerating the decline of farming. Three years later, Boeing established the Boeing Aerospace Center there. Over the next few decades, warehouses, industrial plants, and eventually technology firms came to dominate the local economy (Stein, 2001). This change in industry attracted new residents to Kent during the 1950s through the 1970s, and it was during these decades that much of the existing built environment was constructed.

The property at 25660 30th Avenue South in Kent, Washington, which is a residential property built in 1958, is not eligible for listing in the NRHP. The property is not eligible for the NRHP under Criterion A, which applies to buildings that are associated with events that have made a significant contribution to the broad patterns of history, as no significant events are associated with this property. To be eligible for the NRHP under Criterion B, a property must be directly associated with a person considered significant within a historic context whose specific contribution to history has been both identified and documented. No such person who meets that definition is linked to this building. The property is not eligible for the NRHP under Criterion C as it is a typical residential building from the mid-twentieth century and does not embody the distinctive characteristics of a type, period, or method of construction; it is not the work of a master and does not possess high artistic value. The property is not eligible for the NRHP under Criterion D for information potential because the materials and construction methods of the building do not convey important information that could contribute to understanding history or prehistory. Therefore, the property is not eligible for listing in the NRHP because it does not meet any of the eligibility criteria. In addition the building is heavily altered including the replacement of original windows, the conversion of the original interior garage into living space, and three additions. As a result, the property has lost integrity of materials, design, and feeling. The building retains integrity of workmanship, location, setting, and association.

## Historic Inventory Report

Description of  
Physical  
Appearance:

25660 30th Avenue South is a one-story, wood frame, residential property with an irregular shaped floor plan and an interior slope brick chimney. Constructed in 1958 on a concrete slab foundation, the primary section of the building has a side gabled roof with boxed eaves covered in composite shingles. The house is clad in horizontal wood siding, with the exception of the exterior wall surrounding the front entrance area, which is clad in narrow vertical wood siding. A metal and glass storm door protects a plain front door, which is located just north of center on the front (west) elevation. Two large openings with replacement windows, each of which is composed of a large, single-light fixed window placed over two smaller, awning windows, are located south of the front door. The south end of the front façade protrudes forward from the rest of the elevation and originally contained an interior garage. Circa 1970, the interior garage was converted into interior living space and the original vehicle bay with a retractable metal door was replaced by two, adjacent, one-over-one metal sash windows. An integrated, boxed overhang extends from the primary side gabled roof and covers the entrance area and protruding south section. The front edge and the northwest corner of the overhang are supported by two, plain wood posts. A two-light horizontal sliding replacement window is located on the north end of the front façade. There are no windows on the north elevation. The south elevation contains a replacement pedestrian door. A 440-square foot carport addition extends from the south elevation and was likely constructed when the original interior garage was converted to living space, although the exact date is unknown. The carport is covered by a composite shingle, gabled roof with a slightly lower height than the primary roof, and is accessed on the south elevation. The east and west edges of the roof are supported by posts. Rectangular boards, clad in vertical wood siding, create partial walls between each post. The front gable end of the roof is clad in horizontal wood siding. A wide, concrete driveway leads under the carport from South 259th Court. Another rectangular plan addition extends from the south end of the main building's rear (east) elevation. This rear addition is covered by a front gabled, composite shingle roof that intersects the primary side gabled roof. The south elevation of the addition contains two sliding glass doors flanked on the west side by a large, one-over-one, single-hung, metal sash window, and on the east side by two windows in the same style. A smaller, rectangular plan addition with a side gabled roof is attached to the east elevation of the long rear addition. This smaller addition does not contain any visible doors or windows. A concrete patio surrounded by a metal fence is located on the south side of the property, east of the carport. The original driveway that led from 30th Avenue South to the garage located within the south end of the house, remains extant and is lined by bushes.

Major  
Bibliographic  
References:

Boyles, E. 2010. The Suburb. Selected Cultural and Historical Geographies of the Greater Seattle Area. Available at: <https://sites.google.com/site/alinehistoryprojectsite/home/line-b/community-identities--bellevue-and-redmond/the-suburb>. Accessed March 18, 2013.

Caster, D. 2007. Historical Society of Federal Way Timeline. Available at: <http://www.federalwayhistory.org/timeline.php>. Accessed March 15, 2013.

Des Moines Historical Society. 2007. Time Line Page. Available at: <http://www.dmhs.org/timeline/history.html>. Accessed March 13, 2013.

King County. 2013. King County Department of Assessments. Available at: <http://www.kingcounty.gov/Assessor.aspx>. Accessed October 20, 2013.

Kramak, J.E., ed. 2010. Establishing the Pacific Highway South. Selected Cultural and Historical Geographies of the Greater Seattle Area. Available at: <https://sites.google.com/site/alinehistoryprojectsite/home/map/theme-transportation/establishing-the-pacific-highway-south>. Accessed March 14, 2013.

Stein, A.J. 2001. Kent. HistoryLink: The Free Online Encyclopedia of Washington State History. Available at: [http://www.historylink.org/index.cfm?DisplayPage=output.cfm&file\\_id=3587](http://www.historylink.org/index.cfm?DisplayPage=output.cfm&file_id=3587). Accessed March 18, 2013.

U.S. Route 99 – The Pacific Highway. 2013. Waymarking: A Groundspeak Website. Available at: <http://www.waymarking.com/cat/details.aspx?f=1&guid=698ed7e3-3af8-4cd0-a795-03b89a23288e&exp=True>. Accessed March 19, 2013.

## Photos



West elevation  
2013



Southwest corner  
2013



South elevation  
2013



Southeast corner  
2013



Northwest corner  
2013



## Historic Inventory Report

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### Location

Field Site No. 1791-230 DAHP No.  
Historic Name:  
Common Name: 3018 S 253rd St  
Property Address: 3018 S 253rd St, Kent, WA 98032  
Comments:  
Tax No./Parcel No. 1951500015  
Plat/Block/Lot Plat Lot 2-3  
Acreage .59  
Supplemental Map(s)

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Township/Range/EW	Section	1/4 Sec	1/4 1/4 Sec	County	Quadrangle
T22R04E	21			King	DES MOINES

### Coordinate Reference

Easting: 1196039  
Northing: 749723  
Projection: Washington State Plane South  
Datum: HARN (feet)

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### Identification

Survey Name: Sound Transit Federal Way Date Recorded: 01/20/2014  
Field Recorder: MaryNell Nolan-Wheatley  
Owner's Name: FAGAN JOSEPH P  
Owner Address: 3018 S 253RD ST  
City: KENT State: WA Zip: 98032  
Classification: Building  
Resource Status: Comments:  
Survey/Inventory  
Within a District? No  
Contributing? No  
National Register:  
Local District:  
National Register District/Thematic Nomination Name:  
Eligibility Status: Not Determined - SHPO  
Determination Date: 1/1/0001  
Determination Comments:





## Historic Inventory Report

### Description

Historic Use: Domestic - Single Family House	Current Use: Domestic - Single Family House		
Plan: Rectangle	Stories: 1.5		
Changes to Plan: Intact	Structural System: Platform Frame		
Changes to Original Cladding: Extensive	Changes to Interior: Unknown		
Changes to Other:	Changes to Windows: Extensive		
Other (specify):			
Style:	Cladding:	Roof Type:	Roof Material:
Vernacular	Veneer	Gable - Cross Gable	Asphalt / Composition - Shingle
	Wood - Vertical		
Foundation:	Form/Type:		
Concrete - Poured	Single Family - Cross Gable		

### Narrative

Study Unit	Other
Architecture/Landscape Architecture	
Date of Construction:	1959 Built Date
	Builder:
	Engineer:
	Architect:

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 Inventory Report

### Statement of Significance:

Construction of the original Highway 1 in the state of Washington commenced in 1913. By October 1923, 700 miles of a two-lane highway had been completed connecting Vancouver, British Columbia, to the Oregon-California border. Just after the highway was completed in 1924, however, plans were begun to reroute and improve the conditions of the highway. The project involved creating a new, wider, four-lane route further west that would connect Seattle and Tacoma, Washington, more directly (Kramak, 2010). The new roadway was completed in 1928 and acquired the title of Highway 1, while the original eastern route was renamed Highway 5 (Caster, 2007). The new Highway 1 became known as the Pacific Highway. Over the years, various parts of Highway 1 acquired alternative names, including the portion known as Pacific Highway S, which starts near Federal Way, Washington, and continues north, through Kent, Des Moines, and SeaTac, Washington (Kramak, 2010). In 1926, Pacific Highway (HWY 1) was included as a numbered U.S. Highway (US 99) (U.S. Route 99, 2013). The following decades witnessed the rapid growth of businesses along the highway and the formation of a new auto-oriented roadside culture characterized by a proliferation of motels, restaurants, and rest stops (Des Moines Historical Society, 2007). Increased automobile ownership changed people's perceptions about distance and allowed populations to sprawl around urban centers, increasing the number of residents in suburban towns and cities, including SeaTac, Des Moines, Kent, and Federal Way (Boyles, 2010).

Kent started as an agricultural community before evolving into an industrial center. Early settlers in the area enjoyed prime farming due to rich deposits of alluvium in the valley that had made the soil especially fertile. Kent experienced a period of financial success in the second half of the nineteenth century, and on May 28, 1890, Kent incorporated as a city. Still primarily an agricultural community, Kent suffered from a lack of manual laborers after World War II (Stein, 2001). In 1962, the completion of the Howard A. Hanson Dam stopped flooding in the area, which attracted developers and manufacturing companies to relocate to Kent, accelerating the decline of farming. Three years later, Boeing established the Boeing Aerospace Center there. Over the next few decades, warehouses, industrial plants, and eventually technology firms came to dominate the local economy (Stein, 2001). This change in industry attracted new residents to Kent during the 1950s through the 1970s, and it was during these decades that much of the existing built environment was constructed.

The property at 3018 South 253rd Street in Kent, Washington, which is a residential property built in 1959, is not eligible for listing in the NRHP. The property is not eligible for the NRHP under Criterion A, which applies to buildings that are associated with events that have made a significant contribution to the broad patterns of history, as no significant events are associated with this property. To be eligible for the NRHP under Criterion B, a property must be directly associated with a person considered significant within a historic context whose specific contribution to history has been both identified and documented. No such person who meets that definition is linked to this building. The property is not eligible for the NRHP under Criterion C as it is a typical residential building from the mid-twentieth century and does not embody the distinctive characteristics of a type, period, or method of construction; it is not the work of a master and does not possess high artistic value. The property is not eligible for the NRHP under Criterion D for information potential because the materials and construction methods of the building do not convey important information that could contribute to understanding history or prehistory. Therefore, the property is not eligible for listing in the NRHP because it does not meet any of the eligibility criteria. In addition the building has undergone several alterations including the replacement of original doors, windows, and siding. As a result, the property has lost integrity of materials. The building retains integrity of design, workmanship, location, setting, feeling and association.

## Historic Inventory Report

Description of Physical Appearance:	<p>3018 South 253rd Street is a one-and-a-half-story, wood frame, residential property with a rectangular floor plan and an interior slope brick chimney. Constructed in 1959 on a concrete slab foundation, the building has a cross gabled roof with a close eave and rake covered in composite shingles. The house is clad in non-original horizontal composite siding, with the exception of the entrance area which is clad in vertical wood siding. All of the visible doors and windows are contemporary replacements. A plain, contemporary front door protected by a metal security grate is located just east of center on the front (south) elevation. West of the front door are two, large, fixed, single-light windows with an adjacent single-light sliding component. The front door and these two adjacent windows are covered by a center front gable roof with an open rake that crosses the primary side gable and creates an overhang to shade the small, ground level, concrete porch area. The southeast corner of the front gable is supported by a plain wood post. East of the entrance on the front facade is a two-light horizontal sliding window. The west end of the front façade projects out slightly from the rest of the elevation and contains an interior garage with a retractable metal door. A paved driveway leads up to the garage from South 253rd Street. East of the driveway is a grassy front yard. Aerial images indicate that an above-ground pool is located in the property's grassy backyard.</p>
Major Bibliographic References:	<p>Boyles, E. 2010. The Suburb. Selected Cultural and Historical Geographies of the Greater Seattle Area. Available at: <a href="https://sites.google.com/site/alinehistoryprojectsite/home/line-b/community-identities--bellevue-and-redmond/the-suburb">https://sites.google.com/site/alinehistoryprojectsite/home/line-b/community-identities--bellevue-and-redmond/the-suburb</a>. Accessed March 18, 2013.</p> <p>Caster, D. 2007. Historical Society of Federal Way Timeline. Available at: <a href="http://www.federalwayhistory.org/timeline.php">http://www.federalwayhistory.org/timeline.php</a>. Accessed March 15, 2013.</p> <p>Des Moines Historical Society. 2007. Time Line Page. Available at: <a href="http://www.dmhs.org/timeline/history.html">http://www.dmhs.org/timeline/history.html</a>. Accessed March 13, 2013.</p> <p>King County. 2013. King County Department of Assessments. Available at: <a href="http://www.kingcounty.gov/Assessor.aspx">http://www.kingcounty.gov/Assessor.aspx</a>. Accessed October 20, 2013.</p> <p>Kramak, J.E., ed. 2010. Establishing the Pacific Highway South. Selected Cultural and Historical Geographies of the Greater Seattle Area. Available at: <a href="https://sites.google.com/site/alinehistoryprojectsite/home/map/theme-transportation/establishing-the-pacific-highway-south">https://sites.google.com/site/alinehistoryprojectsite/home/map/theme-transportation/establishing-the-pacific-highway-south</a>. Accessed March 14, 2013.</p> <p>Stein, A.J. 2001. Kent. HistoryLink: The Free Online Encyclopedia of Washington State History. Available at: <a href="http://www.historylink.org/index.cfm?DisplayPage=output.cfm&amp;file_id=3587">http://www.historylink.org/index.cfm?DisplayPage=output.cfm&amp;file_id=3587</a>. Accessed March 18, 2013.</p> <p>U.S. Route 99 – The Pacific Highway. 2013. Waymarking: A Groundspeak Website. Available at: <a href="http://www.waymarking.com/cat/details.aspx?f=1&amp;guid=698ed7e3-3af8-4cd0-a795-03b89a23288e&amp;exp=True">http://www.waymarking.com/cat/details.aspx?f=1&amp;guid=698ed7e3-3af8-4cd0-a795-03b89a23288e&amp;exp=True</a>. Accessed March 19, 2013.</p>

## Photos



South elevation  
2013



Southwest corner  
2013



South elevation, east side  
2013



## Historic Inventory Report

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### Location

Field Site No. 1792-231 DAHP No.

Historic Name:

Common Name: 3022 S 253rd St

Property Address: 3022 S 253rd St, Kent, WA 98032

Comments:

Tax No./Parcel No. 1951500020

Plat/Block/Lot Plat Lot 4

Acreage .55

Supplemental Map(s)

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Township/Range/EW	Section	1/4 Sec	1/4 1/4 Sec	County	Quadrangle
T22R04E	21			King	DES MOINES

### Coordinate Reference

Easting: 1196067

Northing: 749658

Projection: Washington State Plane South

Datum: HARN (feet)

### Identification

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Survey Name: Sound Transit Federal Way Date Recorded: 01/20/2014

Field Recorder: MaryNell Nolan-Wheatley

Owner's Name: RUSSELL R L

Owner Address: 3022 S 253RD ST

City: KENT State: WA Zip: 98032

Classification: Building

Resource Status: Comments:

Survey/Inventory

Within a District? No

Contributing? No

National Register:

Local District:

National Register District/Thematic Nomination Name:

Eligibility Status: Not Determined - SHPO

Determination Date: 1/1/0001

Determination Comments:



## Historic Inventory Report

### Description

Historic Use: Domestic - Single Family House	Current Use: Domestic - Single Family House		
Plan: Rectangle	Stories: 1.5		
Changes to Plan: Intact	Structural System: Platform Frame		
Changes to Original Cladding: Intact	Changes to Interior: Unknown		
Changes to Other: Unknown	Changes to Windows: Extensive		
Other (specify):			
Style:	Cladding:	Roof Type:	Roof Material:
Vernacular	Wood - Clapboard	Gable - Cross Gable	Asphalt / Composition - Shingle
	Wood - Vertical		
Foundation:	Form/Type:		
Concrete - Poured	Single Family		

### Narrative

Study Unit	Other
Architecture/Landscape Architecture	
Date of Construction:	1959 Built Date
	Builder:
	Engineer:
	Architect:

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 Inventory Report

### Statement of Significance:

Construction of the original Highway 1 in the state of Washington commenced in 1913. By October 1923, 700 miles of a two-lane highway had been completed connecting Vancouver, British Columbia, to the Oregon-California border. Just after the highway was completed in 1924, however, plans were begun to reroute and improve the conditions of the highway. The project involved creating a new, wider, four-lane route further west that would connect Seattle and Tacoma, Washington, more directly (Kramak, 2010). The new roadway was completed in 1928 and acquired the title of Highway 1, while the original eastern route was renamed Highway 5 (Caster, 2007). The new Highway 1 became known as the Pacific Highway. Over the years, various parts of Highway 1 acquired alternative names, including the portion known as Pacific Highway S, which starts near Federal Way, Washington, and continues north, through Kent, Des Moines, and SeaTac, Washington (Kramak, 2010). In 1926, Pacific Highway (HWY 1) was included as a numbered U.S. Highway (US 99) (U.S. Route 99, 2013). The following decades witnessed the rapid growth of businesses along the highway and the formation of a new auto-oriented roadside culture characterized by a proliferation of motels, restaurants, and rest stops (Des Moines Historical Society, 2007). Increased automobile ownership changed people's perceptions about distance and allowed populations to sprawl around urban centers, increasing the number of residents in suburban towns and cities, including SeaTac, Des Moines, Kent, and Federal Way (Boyles, 2010).

Kent started as an agricultural community before evolving into an industrial center. Early settlers in the area enjoyed prime farming due to rich deposits of alluvium in the valley that had made the soil especially fertile. Kent experienced a period of financial success in the second half of the nineteenth century, and on May 28, 1890, Kent incorporated as a city. Still primarily an agricultural community, Kent suffered from a lack of manual laborers after World War II (Stein, 2001). In 1962, the completion of the Howard A. Hanson Dam stopped flooding in the area, which attracted developers and manufacturing companies to relocate to Kent, accelerating the decline of farming. Three years later, Boeing established the Boeing Aerospace Center there. Over the next few decades, warehouses, industrial plants, and eventually technology firms came to dominate the local economy (Stein, 2001). This change in industry attracted new residents to Kent during the 1950s through the 1970s, and it was during these decades that much of the existing built environment was constructed.

The property at 3022 South 253rd Street in Kent, Washington, which is a residential property built in 1959, is not eligible for listing in the NRHP. The property is not eligible for the NRHP under Criterion A, which applies to buildings that are associated with events that have made a significant contribution to the broad patterns of history, as no significant events are associated with this property. To be eligible for the NRHP under Criterion B, a property must be directly associated with a person considered significant within a historic context whose specific contribution to history has been both identified and documented. No such person who meets that definition is linked to this building. The property is not eligible for the NRHP under Criterion C as it is a typical residential building from the mid-twentieth century and does not embody the distinctive characteristics of a type, period, or method of construction; it is not the work of a master and does not possess high artistic value. The property is not eligible for the NRHP under Criterion D for information potential because the materials and construction methods of the building do not convey important information that could contribute to understanding history or prehistory. Therefore, the property is not eligible for listing in the NRHP because it does not meet any of the eligibility criteria. In addition the building has undergone several alterations including the replacement of original doors and windows. As a result, the property has lost integrity of materials. The building retains integrity of design, workmanship, location, setting, feeling and association.



## Historic Inventory Report

Description of Physical Appearance:	<p>3022 South 253rd Street is a one-and-a-half-story, wood frame, residential property with a rectangular floor plan and an interior slope brick chimney. Constructed in 1959 on a concrete slab foundation, the building has a cross gable roof with a close rake and shallow boxed eave covered in composite shingles. The house is primarily clad in horizontal wood siding. All of the visible doors and windows are contemporary replacements. A paneled front door protected by a metal screen door is located just north of center on the front (west) elevation. South of the front door are two, large, two-light horizontal sliding windows. The exterior wall surrounding the front door and the two adjacent south windows is clad in vertical wood siding. North of the front door is another two-light horizontal sliding window. Projecting out slightly from the south end of the front façade is an interior garage. A vehicle bay with a replacement retractable metal door is located on the garage's west elevation. A large, front gable roof covers the south end of the house, including the garage, the two adjacent sliding windows and the front door, and crosses the primary side gabled roof. The boxed eave of the front gable creates a small overhang, shading a ground level concrete porch area in front of the main entrance. The northwest corner of the front gable is supported by a simple wood post. The south elevation contains a two-light horizontal sliding window on the ground floor and a two-light horizontal sliding attic window. A paved driveway leads to the interior garage from South 253rd Street and is located adjacent to a grassy front yard. A tall wood fence surrounds the property's backyard.</p>
Major Bibliographic References:	<p>Boyles, E. 2010. The Suburb. Selected Cultural and Historical Geographies of the Greater Seattle Area. Available at: <a href="https://sites.google.com/site/alinehistoryprojectsite/home/line-b/community-identities--bellevue-and-redmond/the-suburb">https://sites.google.com/site/alinehistoryprojectsite/home/line-b/community-identities--bellevue-and-redmond/the-suburb</a>. Accessed March 18, 2013.</p> <p>Caster, D. 2007. Historical Society of Federal Way Timeline. Available at: <a href="http://www.federalwayhistory.org/timeline.php">http://www.federalwayhistory.org/timeline.php</a>. Accessed March 15, 2013.</p> <p>Des Moines Historical Society. 2007. Time Line Page. Available at: <a href="http://www.dmhs.org/timeline/history.html">http://www.dmhs.org/timeline/history.html</a>. Accessed March 13, 2013.</p> <p>King County. 2013. King County Department of Assessments. Available at: <a href="http://www.kingcounty.gov/Assessor.aspx">http://www.kingcounty.gov/Assessor.aspx</a>. Accessed October 20, 2013.</p> <p>Kramak, J.E., ed. 2010. Establishing the Pacific Highway South. Selected Cultural and Historical Geographies of the Greater Seattle Area. Available at: <a href="https://sites.google.com/site/alinehistoryprojectsite/home/map/theme-transportation/establishing-the-pacific-highway-south">https://sites.google.com/site/alinehistoryprojectsite/home/map/theme-transportation/establishing-the-pacific-highway-south</a>. Accessed March 14, 2013.</p> <p>Stein, A.J. 2001. Kent. HistoryLink: The Free Online Encyclopedia of Washington State History. Available at: <a href="http://www.historylink.org/index.cfm?DisplayPage=output.cfm&amp;file_id=3587">http://www.historylink.org/index.cfm?DisplayPage=output.cfm&amp;file_id=3587</a>. Accessed March 18, 2013.</p> <p>U.S. Route 99 – The Pacific Highway. 2013. Waymarking: A Groundspeak Website. Available at: <a href="http://www.waymarking.com/cat/details.aspx?f=1&amp;guid=698ed7e3-3af8-4cd0-a795-03b89a23288e&amp;exp=True">http://www.waymarking.com/cat/details.aspx?f=1&amp;guid=698ed7e3-3af8-4cd0-a795-03b89a23288e&amp;exp=True</a>. Accessed March 19, 2013.</p>

## Photos



Southwest corner  
2013



West elevation  
2013



## Historic Inventory Report

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### Location

Field Site No. 1793-232 DAHP No.  
Historic Name:  
Common Name: 3017 S 253rd St  
Property Address: 3017 S 253rd St, Kent, WA 98032  
Comments:  
Tax No./Parcel No. 1951500025  
Plat/Block/Lot Plat Lot 5  
Acreage .58  
Supplemental Map(s)

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Township/Range/EW	Section	1/4 Sec	1/4 1/4 Sec	County	Quadrangle
T22R04E	21			King	POVERTY BAY

### Coordinate Reference

Easting: 1196026  
Northing: 749595  
Projection: Washington State Plane South  
Datum: HARN (feet)

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### Identification

Survey Name: Sound Transit Federal Way Date Recorded: 01/20/2014  
Field Recorder: MaryNell Nolan-Wheatley  
Owner's Name: MOORE ROBERT & CHARLENE  
Owner Address: 3017 S 253RD ST  
City: KENT State: WA Zip: 98032  
Classification: Building  
Resource Status: Comments:  
Survey/Inventory  
Within a District? No  
Contributing? No  
National Register:  
Local District:  
National Register District/Thematic Nomination Name:  
Eligibility Status: Not Determined - SHPO  
Determination Date: 1/1/0001  
Determination Comments:



## Historic Inventory Report

### Description

Historic Use: Domestic - Single Family House	Current Use: Domestic - Single Family House		
Plan: Rectangle	Stories: 1.5		
Changes to Plan: Slight	Structural System: Platform Frame		
Changes to Original Cladding: Intact	Changes to Interior: Unknown		
Changes to Other: Unknown	Changes to Windows: Intact		
Other (specify):			
Style:	Cladding:	Roof Type:	Roof Material:
Vernacular	Wood - Clapboard	Gable - Cross Gable	Asphalt / Composition - Shingle
	Wood - Vertical		
Foundation:	Form/Type:		
Concrete - Poured	Single Family - Cross Gable		

### Narrative

Study Unit	Other
Architecture/Landscape Architecture	
Date of Construction:	1959 Built Date
	Builder:
	Engineer:
	Architect:

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 Inventory Report

### Statement of Significance:

Construction of the original Highway 1 in the state of Washington commenced in 1913. By October 1923, 700 miles of a two-lane highway had been completed connecting Vancouver, British Columbia, to the Oregon-California border. Just after the highway was completed in 1924, however, plans were begun to reroute and improve the conditions of the highway. The project involved creating a new, wider, four-lane route further west that would connect Seattle and Tacoma, Washington, more directly (Kramak, 2010). The new roadway was completed in 1928 and acquired the title of Highway 1, while the original eastern route was renamed Highway 5 (Caster, 2007). The new Highway 1 became known as the Pacific Highway. Over the years, various parts of Highway 1 acquired alternative names, including the portion known as Pacific Highway S, which starts near Federal Way, Washington, and continues north, through Kent, Des Moines, and SeaTac, Washington (Kramak, 2010). In 1926, Pacific Highway (HWY 1) was included as a numbered U.S. Highway (US 99) (U.S. Route 99, 2013). The following decades witnessed the rapid growth of businesses along the highway and the formation of a new auto-oriented roadside culture characterized by a proliferation of motels, restaurants, and rest stops (Des Moines Historical Society, 2007). Increased automobile ownership changed people's perceptions about distance and allowed populations to sprawl around urban centers, increasing the number of residents in suburban towns and cities, including SeaTac, Des Moines, Kent, and Federal Way (Boyles, 2010).

Kent started as an agricultural community before evolving into an industrial center. Early settlers in the area enjoyed prime farming due to rich deposits of alluvium in the valley that had made the soil especially fertile. Kent experienced a period of financial success in the second half of the nineteenth century, and on May 28, 1890, Kent incorporated as a city. Still primarily an agricultural community, Kent suffered from a lack of manual laborers after World War II (Stein, 2001). In 1962, the completion of the Howard A. Hanson Dam stopped flooding in the area, which attracted developers and manufacturing companies to relocate to Kent, accelerating the decline of farming. Three years later, Boeing established the Boeing Aerospace Center there. Over the next few decades, warehouses, industrial plants, and eventually technology firms came to dominate the local economy (Stein, 2001). This change in industry attracted new residents to Kent during the 1950s through the 1970s, and it was during these decades that much of the existing built environment was constructed.

The property at 3017 South 253rd Street in Kent, Washington, which is a residential property built in 1959, is not eligible for listing in the NRHP. The property is not eligible for the NRHP under Criterion A, which applies to buildings that are associated with events that have made a significant contribution to the broad patterns of history, as no significant events are associated with this property. To be eligible for the NRHP under Criterion B, a property must be directly associated with a person considered significant within a historic context whose specific contribution to history has been both identified and documented. No such person who meets that definition is linked to this building. The property is not eligible for the NRHP under Criterion C as it is a typical residential building from the mid-twentieth century and does not embody the distinctive characteristics of a type, period, or method of construction; it is not the work of a master and does not possess high artistic value. The property is not eligible for the NRHP under Criterion D for information potential because the materials and construction methods of the building do not convey important information that could contribute to understanding history or prehistory. Therefore, the property is not eligible for listing in the NRHP because it does not meet any of the eligibility criteria. In addition the building has undergone several alterations including the replacement of original doors and a large rear deck addition. As a result, the property has lost some integrity of materials and design. The building retains integrity of workmanship, location, setting, feeling and association.

## Historic Inventory Report

Description of Physical Appearance:	<p>3017 South 253rd Street is a one-and-a-half-story, wood frame, residential property with a rectangular floor plan and an interior slope brick chimney. Constructed in 1959 on a concrete slab foundation, the building has a cross gabled roof with a boxed eave covered in composite shingles. The house is clad in horizontal wood siding, with the exception of the front entrance area which is clad in vertical wood siding. While the windows appear to be original, all of the visible doors are contemporary replacements. A three-over-four-light contemporary storm door protects a plain front door, which is located just west of center on the front (north) elevation. East of the front door are two, large window openings that each contain a fixed, single-light window with an adjacent single-light casement window. The front door and these two adjacent windows are covered by a center front gable roof with an open rake that crosses the primary side gable and creates an overhang to shade the small, ground level, concrete porch area. The front door is accessed by two small concrete steps. The northwest corner of the front gable is supported by a plain wood post. West of the main entrance is a window opening composed of a fixed, single-light window adjacent to a smaller, single-light casement window. An open framework wood awning is attached to the front façade over the west window. The east end of the front façade projects out slightly from the rest of the elevation and contains an interior garage with a replacement retractable metal door. A gravel driveway leads up to the garage from South 253rd Street. The west elevation contains a window in the same style as the window on the west end of the front façade. West of the driveway is a grassy front yard with some landscaping and tall wood fence that divides the front lawn from the backyard. A temporary shed structure covers a boat stored on the east side of the house. Aerial images indicate that a large deck addition projects from the rear (south) elevation.</p>
Major Bibliographic References:	<p>Boyles, E. 2010. The Suburb. Selected Cultural and Historical Geographies of the Greater Seattle Area. Available at: <a href="https://sites.google.com/site/alinehistoryprojectsite/home/line-b/community-identities--bellevue-and-redmond/the-suburb">https://sites.google.com/site/alinehistoryprojectsite/home/line-b/community-identities--bellevue-and-redmond/the-suburb</a>. Accessed March 18, 2013.</p> <p>Caster, D. 2007. Historical Society of Federal Way Timeline. Available at: <a href="http://www.federalwayhistory.org/timeline.php">http://www.federalwayhistory.org/timeline.php</a>. Accessed March 15, 2013.</p> <p>Des Moines Historical Society. 2007. Time Line Page. Available at: <a href="http://www.dmhs.org/timeline/history.html">http://www.dmhs.org/timeline/history.html</a>. Accessed March 13, 2013.</p> <p>King County. 2013. King County Department of Assessments. Available at: <a href="http://www.kingcounty.gov/Assessor.aspx">http://www.kingcounty.gov/Assessor.aspx</a>. Accessed October 20, 2013.</p> <p>Kramak, J.E., ed. 2010. Establishing the Pacific Highway South. Selected Cultural and Historical Geographies of the Greater Seattle Area. Available at: <a href="https://sites.google.com/site/alinehistoryprojectsite/home/map/theme-transportation/establishing-the-pacific-highway-south">https://sites.google.com/site/alinehistoryprojectsite/home/map/theme-transportation/establishing-the-pacific-highway-south</a>. Accessed March 14, 2013.</p> <p>Stein, A.J. 2001. Kent. HistoryLink: The Free Online Encyclopedia of Washington State History. Available at: <a href="http://www.historylink.org/index.cfm?DisplayPage=output.cfm&amp;file_id=3587">http://www.historylink.org/index.cfm?DisplayPage=output.cfm&amp;file_id=3587</a>. Accessed March 18, 2013.</p> <p>U.S. Route 99 – The Pacific Highway. 2013. Waymarking: A Groundspeak Website. Available at: <a href="http://www.waymarking.com/cat/details.aspx?f=1&amp;guid=698ed7e3-3af8-4cd0-a795-03b89a23288e&amp;exp=True">http://www.waymarking.com/cat/details.aspx?f=1&amp;guid=698ed7e3-3af8-4cd0-a795-03b89a23288e&amp;exp=True</a>. Accessed March 19, 2013.</p>



## Photos



Northwest corner  
2013



North elevation  
2013



North elevation (2)  
2013



## Historic Inventory Report

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### Location

Field Site No. 1804-233 DAHP No.  
Historic Name:  
Common Name: 25338 31st Ave S  
Property Address: 25338 31st Ave S, Kent, WA 98032  
Comments:  
Tax No./Parcel No. 1951500080  
Plat/Block/Lot Plat Lot 16  
Acreage .36  
Supplemental Map(s)

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Township/Range/EW	Section	1/4 Sec	1/4 1/4 Sec	County	Quadrangle
T22R04E	21			King	POVERTY BAY

### Coordinate Reference

Easting: 1195958  
Northing: 749236  
Projection: Washington State Plane South  
Datum: HARN (feet)

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### Identification

Survey Name: Sound Transit Federal Way Date Recorded: 01/20/2014  
Field Recorder: MaryNell Nolan-Wheatley  
Owner's Name: CUEVAS-MATA MARCOS+FLORES A  
Owner Address: 25338 31ST AVE S  
City: KENT State: WA Zip: 98032  
Classification: Building  
Resource Status: Comments:  
Survey/Inventory  
Within a District? No  
Contributing? No  
National Register:  
Local District:  
National Register District/Thematic Nomination Name:  
Eligibility Status: Not Determined - SHPO  
Determination Date: 1/1/0001  
Determination Comments:

# Historic Inventory Report

## Description

Historic Use: Domestic - Single Family House	Current Use: Domestic - Single Family House
Plan: Rectangle	Stories: 1.5
Changes to Plan: Intact	Structural System: Platform Frame
Changes to Original Cladding: Intact	Changes to Interior: Unknown
Changes to Other: Moderate	Changes to Windows: Extensive
Other (specify): Original interior slope brick chimney was removed at an unknown date. Original interior garage converted to interior living space (1976).	
Style: Vernacular	Cladding: Wood Wood - Vertical
	Roof Type: Gable - Cross Gable
	Roof Material: Asphalt / Composition - Shingle
Foundation: Concrete - Poured	Form/Type: Single Family - Cross Gable

## Narrative

Study Unit	Other
Architecture/Landscape Architecture	
Date of Construction: 1959 Built Date	Builder:
1976 Addition	
	Engineer:
	Architect:

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

Statement of Significance: Construction of the original Highway 1 in the state of Washington commenced in 1913. By October 1923, 700 miles of a two-lane highway had been completed connecting Vancouver, British Columbia, to the Oregon-California border. Just after the highway was completed in 1924, however, plans were begun to reroute and improve the conditions of the highway. The project involved creating a new, wider, four-lane route further west that would connect Seattle and Tacoma, Washington, more directly (Kramak, 2010). The new roadway was completed in 1928 and acquired the title of Highway 1, while the original eastern route was renamed Highway 5 (Caster, 2007). The new Highway 1 became known as the Pacific Highway. Over the years, various parts of Highway 1 acquired alternative names, including the portion known as Pacific Highway S, which starts near Federal Way, Washington, and continues north, through Kent, Des Moines, and SeaTac, Washington (Kramak, 2010).

## Historic Inventory Report

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In 1926, Pacific Highway (HWY 1) was included as a numbered U.S. Highway (US 99) (U.S. Route 99, 2013). The following decades witnessed the rapid growth of businesses along the highway and the formation of a new auto-oriented roadside culture characterized by a proliferation of motels, restaurants, and rest stops (Des Moines Historical Society, 2007). Increased automobile ownership changed people's perceptions about distance and allowed populations to sprawl around urban centers, increasing the number of residents in suburban towns and cities, including SeaTac, Des Moines, Kent, and Federal Way (Boyles, 2010).

Kent started as an agricultural community before evolving into an industrial center. Early settlers in the area enjoyed prime farming due to rich deposits of alluvium in the valley that had made the soil especially fertile. Kent experienced a period of financial success in the second half of the nineteenth century, and on May 28, 1890, Kent incorporated as a city. Still primarily an agricultural community, Kent suffered from a lack of manual laborers after World War II (Stein, 2001). In 1962, the completion of the Howard A. Hanson Dam stopped flooding in the area, which attracted developers and manufacturing companies to relocate to Kent, accelerating the decline of farming. Three years later, Boeing established the Boeing Aerospace Center there. Over the next few decades, warehouses, industrial plants, and eventually technology firms came to dominate the local economy (Stein, 2001). This change in industry attracted new residents to Kent during the 1950s through the 1970s, and it was during these decades that much of the existing built environment was constructed.

The property at 25338 31st Avenue South in Kent, Washington, which is a residential property built in 1959, is not eligible for listing in the NRHP. The property is not eligible for the NRHP under Criterion A, which applies to buildings that are associated with events that have made a significant contribution to the broad patterns of history, as no significant events are associated with this property. To be eligible for the NRHP under Criterion B, a property must be directly associated with a person considered significant within a historic context whose specific contribution to history has been both identified and documented. No such person who meets that definition is linked to this building. The property is not eligible for the NRHP under Criterion C as it is a typical residential building from the mid-twentieth century and does not embody the distinctive characteristics of a type, period, or method of construction; it is not the work of a master and does not possess high artistic value. The property is not eligible for the NRHP under Criterion D for information potential because the materials and construction methods of the building do not convey important information that could contribute to understanding history or prehistory. Therefore, the property is not eligible for listing in the NRHP because it does not meet any of the eligibility criteria. In addition the building has undergone several alterations including the replacement of original doors and windows and the conversion of an interior garage into living space. As a result, the property has lost integrity of materials and design. The building retains integrity of workmanship, location, setting, feeling and association.

## Historic Inventory Report

Description of  
Physical  
Appearance:

25338 31st Avenue South is a one-and-a-half-story, wood frame, residential property with a rectangular floor plan. The original interior slope brick chimney was removed at an unknown date. Constructed in 1959 on a concrete slab foundation, the building has a cross gable roof with a boxed eave covered in composite shingles. The house is clad in horizontal wood siding, with the exception of the exterior wall surrounding the front entrance area which is clad in narrow vertical wood siding. All of the visible window are contemporary, two-light horizontal sliding replacement windows. A metal and glass storm door protects a paneled replacement front door, which is located just south of center on the front (west) elevation. North of the front door are two, large, adjacent window openings. The front door and these two adjacent windows are covered by the south half of a front gable roof with an open rake that crosses the primary side gable and creates an overhang to shade the small, ground level, concrete front porch area. The south side of the gabled overhang is supported by three simple wood posts. The three posts, which run along the front edge of the front gable, decrease in height as the roof pitches downwards. The north half of the front gable covers the protruding, north end of the front façade. Originally, this protruding section contained an interior garage. In 1976, however, a 480-square foot detached front gable garage was constructed in the rear of the property and the interior garage was converted into interior living space. At this time, the vehicle bay with a retractable metal door on the north end of the front elevation was replaced with a small, two-light horizontal sliding window with decorative, non-operable shutters. Another larger window opening with decorative, non-operable shutters is located on the south end of the main façade. The north elevation contains two, centered, rectangular window openings, one on the ground level, and one on the half story. A small, louvered attic vent is located on the south elevation. The house is positioned atop a small hill with a large, sloping front lawn surrounded by a low, concrete block wall. A paved driveway slopes up towards the house and passes along the north elevation, terminating with a large paved area in front of the detached garage. According to the King County Assessor's website, a 1,200-square foot section of the concrete driveway was added to the property in 2005. The rear of the property is surrounded by a chain link fence and a tall wood fence.

Major  
Bibliographic  
References:

Boyles, E. 2010. The Suburb. Selected Cultural and Historical Geographies of the Greater Seattle Area. Available at: <https://sites.google.com/site/alinehistoryprojectsite/home/line-b/community-identities--bellevue-and-redmond/the-suburb>. Accessed March 18, 2013.

Caster, D. 2007. Historical Society of Federal Way Timeline. Available at: <http://www.federalwayhistory.org/timeline.php>. Accessed March 15, 2013.

Des Moines Historical Society. 2007. Time Line Page. Available at: <http://www.dmhs.org/timeline/history.html>. Accessed March 13, 2013.

King County. 2013. King County Department of Assessments. Available at: <http://www.kingcounty.gov/Assessor.aspx>. Accessed October 20, 2013.

Kramak, J.E., ed. 2010. Establishing the Pacific Highway South. Selected Cultural and Historical Geographies of the Greater Seattle Area. Available at: <https://sites.google.com/site/alinehistoryprojectsite/home/map/theme-transportation/establishing-the-pacific-highway-south>. Accessed March 14, 2013.

Stein, A.J. 2001. Kent. HistoryLink: The Free Online Encyclopedia of Washington State History. Available at: [http://www.historylink.org/index.cfm?DisplayPage=output.cfm&file\\_id=3587](http://www.historylink.org/index.cfm?DisplayPage=output.cfm&file_id=3587). Accessed March 18, 2013.

U.S. Route 99 – The Pacific Highway. 2013. Waymarking: A Groundspeak Website. Available at: <http://www.waymarking.com/cat/details.aspx?f=1&guid=698ed7e3-3af8-4cd0-a795-03b89a23288e&exp=True>. Accessed March 19, 2013.



## Photos



Northwest corner  
2013



Southwest corner  
2013



West elevation  
2013





## Historic Inventory Report

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### Location

Field Site No. 1805-234 DAHP No.  
Historic Name:  
Common Name: 25344 31st Ave S  
Property Address: 25344 31st Ave S, Kent, WA 98032  
Comments:  
Tax No./Parcel No. 1951500085  
Plat/Block/Lot Plat Lot 17  
Acreage .21  
Supplemental Map(s)

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Township/Range/EW	Section	1/4 Sec	1/4 1/4 Sec	County	Quadrangle
T22R04E	21			King	POVERTY BAY

### Coordinate Reference

Easting: 1195999  
Northing: 749145  
Projection: Washington State Plane South  
Datum: HARN (feet)

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### Identification

Survey Name: Sound Transit Federal Way Date Recorded: 01/20/2014  
Field Recorder: MaryNell Nolan-Wheatley  
Owner's Name: PETERSON KENNETH A+JOHNSON  
Owner Address: 25344 31ST AVE S  
City: KENT State: WA Zip: 98032  
Classification: Building  
Resource Status: Comments:  
Survey/Inventory  
Within a District? No  
Contributing? No  
National Register:  
Local District:  
National Register District/Thematic Nomination Name:  
Eligibility Status: Not Determined - SHPO  
Determination Date: 1/1/0001  
Determination Comments:



## Historic Inventory Report

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### Description

Historic Use: Domestic - Single Family House	Current Use: Domestic - Single Family House		
Plan: Rectangle	Stories: 1.5		
Changes to Plan: Intact	Structural System: Platform Frame		
Changes to Original Cladding: Intact	Changes to Interior: Unknown		
Changes to Other:	Changes to Windows: Extensive		
Other (specify):			
Style:	Cladding:	Roof Type:	Roof Material:
Vernacular	Wood	Gable - Cross Gable	Asphalt / Composition - Shingle
	Wood - Vertical		
Foundation:	Form/Type:		
Concrete - Poured	Single Family - Cross Gable		

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### Narrative

Study Unit	Other
Architecture/Landscape Architecture	
Date of Construction:	1959 Built Date
	Builder:
	Engineer:
	Architect:

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 Inventory Report

### Statement of Significance:

Construction of the original Highway 1 in the state of Washington commenced in 1913. By October 1923, 700 miles of a two-lane highway had been completed connecting Vancouver, British Columbia, to the Oregon-California border. Just after the highway was completed in 1924, however, plans were begun to reroute and improve the conditions of the highway. The project involved creating a new, wider, four-lane route further west that would connect Seattle and Tacoma, Washington, more directly (Kramak, 2010). The new roadway was completed in 1928 and acquired the title of Highway 1, while the original eastern route was renamed Highway 5 (Caster, 2007). The new Highway 1 became known as the Pacific Highway. Over the years, various parts of Highway 1 acquired alternative names, including the portion known as Pacific Highway S, which starts near Federal Way, Washington, and continues north, through Kent, Des Moines, and SeaTac, Washington (Kramak, 2010). In 1926, Pacific Highway (HWY 1) was included as a numbered U.S. Highway (US 99) (U.S. Route 99, 2013). The following decades witnessed the rapid growth of businesses along the highway and the formation of a new auto-oriented roadside culture characterized by a proliferation of motels, restaurants, and rest stops (Des Moines Historical Society, 2007). Increased automobile ownership changed people's perceptions about distance and allowed populations to sprawl around urban centers, increasing the number of residents in suburban towns and cities, including SeaTac, Des Moines, Kent, and Federal Way (Boyles, 2010).

Kent started as an agricultural community before evolving into an industrial center. Early settlers in the area enjoyed prime farming due to rich deposits of alluvium in the valley that had made the soil especially fertile. Kent experienced a period of financial success in the second half of the nineteenth century, and on May 28, 1890, Kent incorporated as a city. Still primarily an agricultural community, Kent suffered from a lack of manual laborers after World War II (Stein, 2001). In 1962, the completion of the Howard A. Hanson Dam stopped flooding in the area, which attracted developers and manufacturing companies to relocate to Kent, accelerating the decline of farming. Three years later, Boeing established the Boeing Aerospace Center there. Over the next few decades, warehouses, industrial plants, and eventually technology firms came to dominate the local economy (Stein, 2001). This change in industry attracted new residents to Kent during the 1950s through the 1970s, and it was during these decades that much of the existing built environment was constructed.

The property at 25344 31st Avenue South in Kent, Washington, which is a residential property built in 1959, is not eligible for listing in the NRHP. The property is not eligible for the NRHP under Criterion A, which applies to buildings that are associated with events that have made a significant contribution to the broad patterns of history, as no significant events are associated with this property. To be eligible for the NRHP under Criterion B, a property must be directly associated with a person considered significant within a historic context whose specific contribution to history has been both identified and documented. No such person who meets that definition is linked to this building. The property is not eligible for the NRHP under Criterion C as it is a typical residential building from the mid-twentieth century and does not embody the distinctive characteristics of a type, period, or method of construction; it is not the work of a master and does not possess high artistic value. The property is not eligible for the NRHP under Criterion D for information potential because the materials and construction methods of the building do not convey important information that could contribute to understanding history or prehistory. Therefore, the property is not eligible for listing in the NRHP because it does not meet any of the eligibility criteria. In addition the building has undergone several alterations including the replacement of original windows. As a result, the property has lost some integrity of materials. The building retains integrity of design, workmanship, location, setting, feeling and association.

## Historic Inventory Report

Description of Physical Appearance:	<p>25344 31st Avenue South is a one-and-a-half-story, wood frame, residential property with a rectangular floor plan and an interior slope brick chimney. Constructed in 1959 on a concrete slab foundation, the building is positioned on the top of a small hill and has a cross gabled roof with a boxed eave covered in composite shingles. The house is clad in horizontal wood siding, with the exception of the exterior wall surrounding the front entrance area which is clad in narrow vertical wood siding. All of the visible windows are contemporary, two-light horizontal sliding replacement windows. A metal and glass storm door protects a plain replacement front door, which is located just south of center on the front (west) elevation. North of the front door are two, large, adjacent window openings. The north end of the front façade contains an interior garage. Due to a change in grade of the land, the garage and its vehicle bay with a retractable metal door is located on the basement, half-story level, lower than the front door. The front door, the two adjacent windows to the north, and the garage, are all covered by a large, front gable roof that crosses the primary side gable roof. The gable end is clad in horizontal wood siding to match the rest of the house. A small louvered attic vent is located just under the peak of the gable. The south side of the gable end creates a boxed overhang that shades the entrance area and concrete steps that lead to the front door. The front edge of the overhang is supported by two simple wood posts. Another window opening is located on the south end of the front façade. There is no visible fenestration on the south elevation. Two window openings are barely visible on the north elevation, one of which appears to be on the lower, garage level. A front lawn with some landscaping is located along the west elevation. A gravel and concrete driveway, which is located on a lower grade than the front lawn, accesses the garage on the north side of the property. Aerial images of the property indicate that there is a back yard with a small accessory building, neither of which is visible from the public right-of-way.</p>
Major Bibliographic References:	<p>Boyles, E. 2010. The Suburb. Selected Cultural and Historical Geographies of the Greater Seattle Area. Available at: <a href="https://sites.google.com/site/alinehistoryprojectsite/home/line-b/community-identities--bellevue-and-redmond/the-suburb">https://sites.google.com/site/alinehistoryprojectsite/home/line-b/community-identities--bellevue-and-redmond/the-suburb</a>. Accessed March 18, 2013.</p> <p>Caster, D. 2007. Historical Society of Federal Way Timeline. Available at: <a href="http://www.federalwayhistory.org/timeline.php">http://www.federalwayhistory.org/timeline.php</a>. Accessed March 15, 2013.</p> <p>Des Moines Historical Society. 2007. Time Line Page. Available at: <a href="http://www.dmhs.org/timeline/history.html">http://www.dmhs.org/timeline/history.html</a>. Accessed March 13, 2013.</p> <p>King County. 2013. King County Department of Assessments. Available at: <a href="http://www.kingcounty.gov/Assessor.aspx">http://www.kingcounty.gov/Assessor.aspx</a>. Accessed October 20, 2013.</p> <p>Kramak, J.E., ed. 2010. Establishing the Pacific Highway South. Selected Cultural and Historical Geographies of the Greater Seattle Area. Available at: <a href="https://sites.google.com/site/alinehistoryprojectsite/home/map/theme-transportation/establishing-the-pacific-highway-south">https://sites.google.com/site/alinehistoryprojectsite/home/map/theme-transportation/establishing-the-pacific-highway-south</a>. Accessed March 14, 2013.</p> <p>Stein, A.J. 2001. Kent. HistoryLink: The Free Online Encyclopedia of Washington State History. Available at: <a href="http://www.historylink.org/index.cfm?DisplayPage=output.cfm&amp;file_id=3587">http://www.historylink.org/index.cfm?DisplayPage=output.cfm&amp;file_id=3587</a>. Accessed March 18, 2013.</p> <p>U.S. Route 99 – The Pacific Highway. 2013. Waymarking: A Groundspeak Website. Available at: <a href="http://www.waymarking.com/cat/details.aspx?f=1&amp;guid=698ed7e3-3af8-4cd0-a795-03b89a23288e&amp;exp=True">http://www.waymarking.com/cat/details.aspx?f=1&amp;guid=698ed7e3-3af8-4cd0-a795-03b89a23288e&amp;exp=True</a>. Accessed March 19, 2013.</p>

## Photos



Southwest corner  
2013



Southwest corner, closer  
2013



West elevation  
2013



## Historic Inventory Report

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### Location

Field Site No. 1806-235 DAHP No.  
Historic Name:  
Common Name: 25404 31st Ave S  
Property Address: 25404 31st Ave S, Kent, WA 98032  
Comments:  
Tax No./Parcel No. 1951500090  
Plat/Block/Lot Plat Lot 8  
Acreage .24  
Supplemental Map(s)

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Township/Range/EW	Section	1/4 Sec	1/4 1/4 Sec	County	Quadrangle
T22R04E	21			King	POVERTY BAY

### Coordinate Reference

Easting: 1196002  
Northing: 749072  
Projection: Washington State Plane South  
Datum: HARN (feet)

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### Identification

Survey Name: Sound Transit Federal Way Date Recorded: 01/20/2014  
Field Recorder: MaryNell Nolan-Wheatley  
Owner's Name: READ CARROL S  
Owner Address: 25404 31ST AVE S  
City: KENT State: WA Zip: 98032  
Classification: Building  
Resource Status: Comments:  
Survey/Inventory  
Within a District? No  
Contributing? No  
National Register:  
Local District:  
National Register District/Thematic Nomination Name:  
Eligibility Status: Not Determined - SHPO  
Determination Date: 1/1/0001  
Determination Comments:





## Historic Inventory Report

### Description

Historic Use: Domestic - Single Family House	Current Use: Domestic - Single Family House		
Plan: Irregular	Stories: 1		
Changes to Plan: Extensive	Structural System: Platform Frame		
Changes to Original Cladding: Extensive	Changes to Interior: Unknown		
Changes to Other: Extensive	Changes to Windows: Extensive		
Other (specify): Original front entrance was covered and relocated when the front addition was construction.			
Style:	Cladding:	Roof Type:	Roof Material:
None	Veneer	Gable - Cross Gable	Asphalt / Composition - Rolled
Foundation:	Form/Type:		
Concrete - Block	Single Family		

### Narrative

Study Unit	Other
Architecture/Landscape Architecture	
Date of Construction:	1959 Built Date
	2001 Addition
	Builder:
	Engineer:
	Architect:

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 Inventory Report

### Statement of Significance:

Construction of the original Highway 1 in the state of Washington commenced in 1913. By October 1923, 700 miles of a two-lane highway had been completed connecting Vancouver, British Columbia, to the Oregon-California border. Just after the highway was completed in 1924, however, plans were begun to reroute and improve the conditions of the highway. The project involved creating a new, wider, four-lane route further west that would connect Seattle and Tacoma, Washington, more directly (Kramak, 2010). The new roadway was completed in 1928 and acquired the title of Highway 1, while the original eastern route was renamed Highway 5 (Caster, 2007). The new Highway 1 became known as the Pacific Highway. Over the years, various parts of Highway 1 acquired alternative names, including the portion known as Pacific Highway S, which starts near Federal Way, Washington, and continues north, through Kent, Des Moines, and SeaTac, Washington (Kramak, 2010). In 1926, Pacific Highway (HWY 1) was included as a numbered U.S. Highway (US 99) (U.S. Route 99, 2013). The following decades witnessed the rapid growth of businesses along the highway and the formation of a new auto-oriented roadside culture characterized by a proliferation of motels, restaurants, and rest stops (Des Moines Historical Society, 2007). Increased automobile ownership changed people's perceptions about distance and allowed populations to sprawl around urban centers, increasing the number of residents in suburban towns and cities, including SeaTac, Des Moines, Kent, and Federal Way (Boyles, 2010).

Kent started as an agricultural community before evolving into an industrial center. Early settlers in the area enjoyed prime farming due to rich deposits of alluvium in the valley that had made the soil especially fertile. Kent experienced a period of financial success in the second half of the nineteenth century, and on May 28, 1890, Kent incorporated as a city. Still primarily an agricultural community, Kent suffered from a lack of manual laborers after World War II (Stein, 2001). In 1962, the completion of the Howard A. Hanson Dam stopped flooding in the area, which attracted developers and manufacturing companies to relocate to Kent, accelerating the decline of farming. Three years later, Boeing established the Boeing Aerospace Center there. Over the next few decades, warehouses, industrial plants, and eventually technology firms came to dominate the local economy (Stein, 2001). This change in industry attracted new residents to Kent during the 1950s through the 1970s, and it was during these decades that much of the existing built environment was constructed.

The property at 25404 31st Avenue South in Kent, Washington, which is a residential property built in 1959, is not eligible for listing in the NRHP. The property is not eligible for the NRHP under Criterion A, which applies to buildings that are associated with events that have made a significant contribution to the broad patterns of history, as no significant events are associated with this property. To be eligible for the NRHP under Criterion B, a property must be directly associated with a person considered significant within a historic context whose specific contribution to history has been both identified and documented. No such person who meets that definition is linked to this building. The property is not eligible for the NRHP under Criterion C as it is a typical residential building from the mid-twentieth century and does not embody the distinctive characteristics of a type, period, or method of construction; it is not the work of a master and does not possess high artistic value. The property is not eligible for the NRHP under Criterion D for information potential because the materials and construction methods of the building do not convey important information that could contribute to understanding history or prehistory. Therefore, the property is not eligible for listing in the NRHP because it does not meet any of the eligibility criteria. In addition the building is heavily altered including the replacement of original windows, doors, and siding, and two large additions that have moved the front entrance and substantially altered the floor plan. As a result, the property has lost integrity of materials, design, workmanship, and feeling. The building retains integrity of location, setting, and association.

## Historic Inventory Report

Description of Physical Appearance:	<p>25404 31st Avenue South is a one-story, wood frame, residential property with an irregular floor plan. Constructed in 1959 on a raised concrete block foundation, the building is positioned on the top of a small hill and has a cross gabled roof with an open, slightly flared eave. The roof appears to be covered in rolled roofing material. The house is clad in non-original horizontal composite siding. All of the visible windows and doors are contemporary replacements. The house, which was originally a rectangular plan, one-story building with a cross gabled roof and basement garage, has undergone two large additions that extend from the front (west) elevation. As a result, most of the original front elevation is no longer visible, including the original entrance which has been relocated to the front addition.</p> <p>A large, rectangular plan addition extends from the north end of the front façade and is covered by a front gabled roof that crosses the primary side gabled roof. A metal and glass storm door protects a paneled replacement front door, which is located on the south end of the west elevation of the front addition. The front entrance is accessed by two moderately steep flights of concrete stairs with metal, open framework handrails. The front door is shaded by a small, front gabled overhang with slightly flared eaves to mirror the primary roof. The overhang is supported by two, large, wood brackets that flank the front door. Two large, window openings are located north of the main entrance, in the center of the front elevation. Each window opening contains a fixed, single-light window placed adjacent to a narrow, one-over-one sash window. The original, front gabled roof that protruded only slightly from the original front façade, is visible just above the roof height of the front addition. The south end of the front elevation, which is part of the original building, contains two, replacement, two-light horizontal sliding windows. Due to the change in grade of the land, the interior garage is located in the basement on the south end of the building, just below these two sliding windows. A large, 260-square foot carport was attached to the front (west) elevation of the garage in 2001. The carport is covered by a front gable roof with slightly flared eaves to match the main house. The top fourth of the otherwise open-structure carport's exterior walls are clad in horizontal composite siding, which also matches the main house. A lower height, front gable overhang is attached to the front of the carport and is supported by two wood brackets, nearly identical to those flanking the front door. The carport shades a blacktop driveway that leads from 31st Avenue South to the garage entrance. There is no visible fenestration on the north or south elevations. The property's front lawn is very steeply sloped and covered with landscaping that includes bushes, shrubbery, and large boulders.</p>
Major Bibliographic References:	<p>Boyles, E. 2010. The Suburb. Selected Cultural and Historical Geographies of the Greater Seattle Area. Available at: <a href="https://sites.google.com/site/alinehistoryprojectsite/home/line-b/community-identities--bellevue-and-redmond/the-suburb">https://sites.google.com/site/alinehistoryprojectsite/home/line-b/community-identities--bellevue-and-redmond/the-suburb</a>. Accessed March 18, 2013.</p> <p>Caster, D. 2007. Historical Society of Federal Way Timeline. Available at: <a href="http://www.federalwayhistory.org/timeline.php">http://www.federalwayhistory.org/timeline.php</a>. Accessed March 15, 2013.</p> <p>Des Moines Historical Society. 2007. Time Line Page. Available at: <a href="http://www.dmhs.org/timeline/history.html">http://www.dmhs.org/timeline/history.html</a>. Accessed March 13, 2013.</p> <p>King County. 2013. King County Department of Assessments. Available at: <a href="http://www.kingcounty.gov/Assessor.aspx">http://www.kingcounty.gov/Assessor.aspx</a>. Accessed October 20, 2013.</p> <p>Kramak, J.E., ed. 2010. Establishing the Pacific Highway South. Selected Cultural and Historical Geographies of the Greater Seattle Area. Available at: <a href="https://sites.google.com/site/alinehistoryprojectsite/home/map/theme-transportation/establishing-the-pacific-highway-south">https://sites.google.com/site/alinehistoryprojectsite/home/map/theme-transportation/establishing-the-pacific-highway-south</a>. Accessed March 14, 2013.</p> <p>Stein, A.J. 2001. Kent. HistoryLink: The Free Online Encyclopedia of Washington State History. Available at: <a href="http://www.historylink.org/index.cfm?DisplayPage=output.cfm&amp;file_id=3587">http://www.historylink.org/index.cfm?DisplayPage=output.cfm&amp;file_id=3587</a>. Accessed March 18, 2013.</p> <p>U.S. Route 99 – The Pacific Highway. 2013. Waymarking: A Groundspeak Website. Available at: <a href="http://www.waymarking.com/cat/details.aspx?f=1&amp;guid=698ed7e3-3af8-4cd0-a795-03b89a23288e&amp;exp=True">http://www.waymarking.com/cat/details.aspx?f=1&amp;guid=698ed7e3-3af8-4cd0-a795-03b89a23288e&amp;exp=True</a>. Accessed March 19, 2013.</p>

## Photos



Southwest corner  
2013



West elevation  
2013



Southwest corner, closer  
2013



## Historic Inventory Report

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### Location

Field Site No. 1807-236 DAHP No.  
Historic Name:  
Common Name: 25410 31st Ave S  
Property Address: 25410 31st Ave, Kent, WA 98032  
Comments:  
Tax No./Parcel No. 1951500095  
Plat/Block/Lot Plat Lot 19  
Acreage .22  
Supplemental Map(s)

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Township/Range/EW	Section	1/4 Sec	1/4 1/4 Sec	County	Quadrangle
T22R04E	21			King	POVERTY BAY

### Coordinate Reference

Easting: 1195996  
Northing: 749000  
Projection: Washington State Plane South  
Datum: HARN (feet)

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### Identification

Survey Name: Sound Transit Federal Way Date Recorded: 01/20/2014  
Field Recorder: MaryNell Nolan-Wheatley  
Owner's Name: WALLACE HERBERT E  
Owner Address: 25410 31ST AVE S  
City: KENT State: WA Zip: 98032  
Classification: Building  
Resource Status: Comments:  
Survey/Inventory  
Within a District? No  
Contributing? No  
National Register:  
Local District:  
National Register District/Thematic Nomination Name:  
Eligibility Status: Not Determined - SHPO  
Determination Date: 1/1/0001  
Determination Comments:



## Historic Inventory Report

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### Description

Historic Use: Domestic - Single Family House	Current Use: Domestic - Single Family House		
Plan: Rectangle	Stories: 1		
Changes to Plan: Moderate	Structural System: Platform Frame		
Changes to Original Cladding: Intact	Changes to Interior: Unknown		
Changes to Other:	Changes to Windows: Extensive		
Other (specify):			
Style:	Cladding:	Roof Type:	Roof Material:
Ranch	Wood	Gable - Cross Gable	Asphalt / Composition - Shingle
Foundation:	Form/Type:		
Concrete - Block	Single Family - Cross Gable		

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### Narrative

Study Unit	Other
Architecture/Landscape Architecture	
Date of Construction:	1959 Built Date
	Builder:
	Engineer:
	Architect:

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 Inventory Report

### Statement of Significance:

Construction of the original Highway 1 in the state of Washington commenced in 1913. By October 1923, 700 miles of a two-lane highway had been completed connecting Vancouver, British Columbia, to the Oregon-California border. Just after the highway was completed in 1924, however, plans were begun to reroute and improve the conditions of the highway. The project involved creating a new, wider, four-lane route further west that would connect Seattle and Tacoma, Washington, more directly (Kramak, 2010). The new roadway was completed in 1928 and acquired the title of Highway 1, while the original eastern route was renamed Highway 5 (Caster, 2007). The new Highway 1 became known as the Pacific Highway. Over the years, various parts of Highway 1 acquired alternative names, including the portion known as Pacific Highway S, which starts near Federal Way, Washington, and continues north, through Kent, Des Moines, and SeaTac, Washington (Kramak, 2010).

In 1926, Pacific Highway (HWY 1) was included as a numbered U.S. Highway (US 99) (U.S. Route 99, 2013). The following decades witnessed the rapid growth of businesses along the highway and the formation of a new auto-oriented roadside culture characterized by a proliferation of motels, restaurants, and rest stops (Des Moines Historical Society, 2007). Increased automobile ownership changed people's perceptions about distance and allowed populations to sprawl around urban centers, increasing the number of residents in suburban towns and cities, including SeaTac, Des Moines, Kent, and Federal Way (Boyles, 2010).

Kent started as an agricultural community before evolving into an industrial center. Early settlers in the area enjoyed prime farming due to rich deposits of alluvium in the valley that had made the soil especially fertile. Kent experienced a period of financial success in the second half of the nineteenth century, and on May 28, 1890, Kent incorporated as a city. Still primarily an agricultural community, Kent suffered from a lack of manual laborers after World War II (Stein, 2001). In 1962, the completion of the Howard A. Hanson Dam stopped flooding in the area, which attracted developers and manufacturing companies to relocate to Kent, accelerating the decline of farming. Three years later, Boeing established the Boeing Aerospace Center there. Over the next few decades, warehouses, industrial plants, and eventually technology firms came to dominate the local economy (Stein, 2001). This change in industry attracted new residents to Kent during the 1950s through the 1970s, and it was during these decades that much of the existing built environment was constructed.

The property at 25410 31st Avenue South in Kent, Washington, which is a residential property built in 1959, is not eligible for listing in the NRHP. The property is not eligible for the NRHP under Criterion A, which applies to buildings that are associated with events that have made a significant contribution to the broad patterns of history, as no significant events are associated with this property. To be eligible for the NRHP under Criterion B, a property must be directly associated with a person considered significant within a historic context whose specific contribution to history has been both identified and documented. No such person who meets that definition is linked to this building. The property is not eligible for the NRHP under Criterion C as it is a typical residential building from the mid-twentieth century and does not embody the distinctive characteristics of a type, period, or method of construction; it is not the work of a master and does not possess high artistic value. The property is not eligible for the NRHP under Criterion D for information potential because the materials and construction methods of the building do not convey important information that could contribute to understanding history or prehistory. Therefore, the property is not eligible for listing in the NRHP because it does not meet any of the eligibility criteria. In addition the building has undergone several alterations including the replacement of original windows and doors and a rear addition. As a result, the property has lost integrity of materials and design. The building retains integrity of workmanship, location, setting, feeling and association.

## Historic Inventory Report

Description of Physical Appearance:	<p>25410 31st Avenue South is a one-story, wood frame, residential property with an essentially rectangular floor plan and large exterior gable wall brick chimney on its south elevation. Constructed in 1959 on a concrete block foundation, the building is positioned on top of raised ground and has a cross gabled roof with a boxed eave covered in composite shingles. The house is clad in horizontal wood siding. All of the visible windows are contemporary replacements. A metal and glass storm door protects a paneled replacement front door, which is located in the center on the front (west) elevation. North of the front door are two, large, adjacent two-light horizontal sliding windows. The south end of the front façade, including the front door and the two, large adjacent sliding windows, are covered by a large front gable roof with a deep, boxed eave overhang that crosses the primary side gable roof. The gable end is clad in horizontal wood siding. Two, two-light horizontal sliding windows are located on the north end of the front façade. Due to the change in grade of the land, an interior, basement level garage is located under these two windows, in the north end of the building. A vehicle bay with a replacement garage door is located on the basement level of the front façade. Two, small fixed, single-light windows are located just south of the garage door, on the basement level. There are no visible windows on the north or south elevations. Two flights of moderately steep, concrete stairs with an open framework metal handrail pass through the stepped front yard. Each level of the front yard is supported by concrete blocks walls, filled with landscaped plants. A paved driveway slopes up the north side of the property and accesses the interior garage. A front gable addition extends from the south end of the rear (east) elevation and connects to a shed roof overhang addition that shades a patio area. A wood fence surrounds the rear of the property.</p>
Major Bibliographic References:	<p>Boyles, E. 2010. The Suburb. Selected Cultural and Historical Geographies of the Greater Seattle Area. Available at: <a href="https://sites.google.com/site/alinehistoryprojectsite/home/line-b/community-identities--bellevue-and-redmond/the-suburb">https://sites.google.com/site/alinehistoryprojectsite/home/line-b/community-identities--bellevue-and-redmond/the-suburb</a>. Accessed March 18, 2013.</p> <p>Caster, D. 2007. Historical Society of Federal Way Timeline. Available at: <a href="http://www.federalwayhistory.org/timeline.php">http://www.federalwayhistory.org/timeline.php</a>. Accessed March 15, 2013.</p> <p>Des Moines Historical Society. 2007. Time Line Page. Available at: <a href="http://www.dmhs.org/timeline/history.html">http://www.dmhs.org/timeline/history.html</a>. Accessed March 13, 2013.</p> <p>King County. 2013. King County Department of Assessments. Available at: <a href="http://www.kingcounty.gov/Assessor.aspx">http://www.kingcounty.gov/Assessor.aspx</a>. Accessed October 20, 2013.</p> <p>Kramak, J.E., ed. 2010. Establishing the Pacific Highway South. Selected Cultural and Historical Geographies of the Greater Seattle Area. Available at: <a href="https://sites.google.com/site/alinehistoryprojectsite/home/map/theme-transportation/establishing-the-pacific-highway-south">https://sites.google.com/site/alinehistoryprojectsite/home/map/theme-transportation/establishing-the-pacific-highway-south</a>. Accessed March 14, 2013.</p> <p>Stein, A.J. 2001. Kent. HistoryLink: The Free Online Encyclopedia of Washington State History. Available at: <a href="http://www.historylink.org/index.cfm?DisplayPage=output.cfm&amp;file_id=3587">http://www.historylink.org/index.cfm?DisplayPage=output.cfm&amp;file_id=3587</a>. Accessed March 18, 2013.</p> <p>U.S. Route 99 – The Pacific Highway. 2013. Waymarking: A Groundspeak Website. Available at: <a href="http://www.waymarking.com/cat/details.aspx?f=1&amp;guid=698ed7e3-3af8-4cd0-a795-03b89a23288e&amp;exp=True">http://www.waymarking.com/cat/details.aspx?f=1&amp;guid=698ed7e3-3af8-4cd0-a795-03b89a23288e&amp;exp=True</a>. Accessed March 19, 2013.</p>

## Photos



Northwest corner  
2013



Southwest corner  
2013



West elevation  
2013



## Historic Inventory Report

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### Location

Field Site No. 1808-237 DAHP No.  
Historic Name:  
Common Name: 25416 31st Ave S  
Property Address: 25416 31st Ave S, Kent, WA 98032  
Comments:  
Tax No./Parcel No. 1951500100  
Plat/Block/Lot Plat Lot 20  
Acreage .26  
Supplemental Map(s)

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Township/Range/EW	Section	1/4 Sec	1/4 1/4 Sec	County	Quadrangle
T22R04E	21			King	POVERTY BAY

### Coordinate Reference

Easting: 1195982  
Northing: 748946  
Projection: Washington State Plane South  
Datum: HARN (feet)

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### Identification

Survey Name: Sound Transit Federal Way Date Recorded: 02/10/2014  
Field Recorder: MaryNell Nolan-Wheatley  
Owner's Name: CARTAGENA CARLOS A  
Owner Address: 25416 31ST AVE S  
City: Kent State: WA Zip: 98032  
Classification: Building  
Resource Status: Comments:  
Survey/Inventory  
Within a District? No  
Contributing? No  
National Register:  
Local District:  
National Register District/Thematic Nomination Name:  
Eligibility Status: Not Determined - SHPO  
Determination Date: 1/1/0001  
Determination Comments:



## Historic Inventory Report

### Description

Historic Use: Domestic - Single Family House	Current Use: Domestic - Single Family House		
Plan: Rectangle	Stories: 1.5		
Changes to Plan: Slight	Structural System: Platform Frame		
Changes to Original Cladding: Slight	Changes to Interior: Unknown		
Changes to Other:	Changes to Windows: Moderate		
Other (specify):			
Style:	Cladding:	Roof Type:	Roof Material:
Modern - Contemporary	Wood	Gable - Cross Gable	Asphalt / Composition - Shingle
	Wood - Vertical		
Foundation:	Form/Type:		
Concrete - Block	Single Family - Cross Gable		

### Narrative

Study Unit	Other
Architecture/Landscape Architecture	
Date of Construction:	1959 Built Date
	Builder:
	Engineer:
	Architect:

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 Inventory Report

### Statement of Significance:

Construction of the original Highway 1 in the state of Washington commenced in 1913. By October 1923, 700 miles of a two-lane highway had been completed connecting Vancouver, British Columbia, to the Oregon-California border. Just after the highway was completed in 1924, however, plans were begun to reroute and improve the conditions of the highway. The project involved creating a new, wider, four-lane route further west that would connect Seattle and Tacoma, Washington, more directly (Kramak, 2010). The new roadway was completed in 1928 and acquired the title of Highway 1, while the original eastern route was renamed Highway 5 (Caster, 2007). The new Highway 1 became known as the Pacific Highway. Over the years, various parts of Highway 1 acquired alternative names, including the portion known as Pacific Highway S, which starts near Federal Way, Washington, and continues north, through Kent, Des Moines, and SeaTac, Washington (Kramak, 2010).

In 1926, Pacific Highway (HWY 1) was included as a numbered U.S. Highway (US 99) (U.S. Route 99, 2013). The following decades witnessed the rapid growth of businesses along the highway and the formation of a new auto-oriented roadside culture characterized by a proliferation of motels, restaurants, and rest stops (Des Moines Historical Society, 2007). Increased automobile ownership changed people's perceptions about distance and allowed populations to sprawl around urban centers, increasing the number of residents in suburban towns and cities, including SeaTac, Des Moines, Kent, and Federal Way (Boyles, 2010).

Kent started as an agricultural community before evolving into an industrial center. Early settlers in the area enjoyed prime farming due to rich deposits of alluvium in the valley that had made the soil especially fertile. Kent experienced a period of financial success in the second half of the nineteenth century, and on May 28, 1890, Kent incorporated as a city. Still primarily an agricultural community, Kent suffered from a lack of manual laborers after World War II (Stein, 2001). In 1962, the completion of the Howard A. Hanson Dam stopped flooding in the area, which attracted developers and manufacturing companies to relocate to Kent, accelerating the decline of farming. Three years later, Boeing established the Boeing Aerospace Center there. Over the next few decades, warehouses, industrial plants, and eventually technology firms came to dominate the local economy (Stein, 2001). This change in industry attracted new residents to Kent during the 1950s through the 1970s, and it was during these decades that much of the existing built environment was constructed.

The property at 25416 31st Avenue South in Kent, Washington, which is a residential property built in 1959, is not eligible for listing in the NRHP. The property is not eligible for the NRHP under Criterion A, which applies to buildings that are associated with events that have made a significant contribution to the broad patterns of history, as no significant events are associated with this property. To be eligible for the NRHP under Criterion B, a property must be directly associated with a person considered significant within a historic context whose specific contribution to history has been both identified and documented. No such person who meets that definition is linked to this building. The property is not eligible for the NRHP under Criterion C as it is a typical residential building from the mid-twentieth century and does not embody the distinctive characteristics of a type, period, or method of construction; it is not the work of a master and does not possess high artistic value. The property is not eligible for the NRHP under Criterion D for information potential because the materials and construction methods of the building do not convey important information that could contribute to understanding history or prehistory. Therefore, the property is not eligible for listing in the NRHP because it does not meet any of the eligibility criteria. In addition the building has undergone several alterations including the replacement of original windows and some siding and a small, rear, covered patio addition. As a result, the property has lost integrity of materials and some integrity of design. The building retains integrity of workmanship, location, setting, feeling and association.



## Historic Inventory Report

Description of Physical Appearance:	<p>25416 31st Avenue South is a one-and-a-half-story, wood frame, residential property with an essentially rectangular floor plan and an interior slope brick chimney. Constructed in 1959 on a raised concrete block foundation, the building is positioned on raised ground and has a cross gabled roof with a shallow boxed eave covered in composite shingles. The house is clad in horizontal wood siding, with the exception of the exterior wall surrounding the front entrance area which is clad in narrow vertical wood siding. Most of the visible windows are contemporary, two-light horizontal sliding replacement windows. A metal and glass storm door protects a paneled wood front door, which is located just south of center on the front (west) elevation. North of the front door are two, large, adjacent, two-light horizontal sliding windows. The front door and the two adjacent windows to the north are all covered by an open, center front gable that crosses the primary side gable. The southwest corner of the front gable is supported by a plain wood post. A two-light horizontal sliding replacement window is located on the south end of the front façade. The north end of the front façade protrudes from the rest of the front elevation and contains an interior garage. Due to the change in grade of the land, the garage and its vehicle bay with a retractable metal door are located on the basement, half-story level, lower than the front door. A paved driveway slopes up the north side of the property and leads to the garage door. The north elevation contains two, two-light horizontal sliding windows that may be original to the property. The bottom window provides natural light to the basement garage. There is no fenestration on the south elevation, which is clad in non-original vertical composite siding. The property includes a sloping front yard that is supported by large rocks that line its perimeter. Drawings on the King County Assessor's website indicate that there is a covered patio addition on the north end of the rear (east) elevation, although this is not visible from the public right-of-way.</p>
Major Bibliographic References:	<p>Boyles, E. 2010. The Suburb. Selected Cultural and Historical Geographies of the Greater Seattle Area. Available at: <a href="https://sites.google.com/site/alinehistoryprojectsite/home/line-b/community-identities--bellevue-and-redmond/the-suburb">https://sites.google.com/site/alinehistoryprojectsite/home/line-b/community-identities--bellevue-and-redmond/the-suburb</a>. Accessed March 18, 2013.</p> <p>Caster, D. 2007. Historical Society of Federal Way Timeline. Available at: <a href="http://www.federalwayhistory.org/timeline.php">http://www.federalwayhistory.org/timeline.php</a>. Accessed March 15, 2013.</p> <p>Des Moines Historical Society. 2007. Time Line Page. Available at: <a href="http://www.dmhs.org/timeline/history.html">http://www.dmhs.org/timeline/history.html</a>. Accessed March 13, 2013.</p> <p>King County. 2013. King County Department of Assessments. Available at: <a href="http://www.kingcounty.gov/Assessor.aspx">http://www.kingcounty.gov/Assessor.aspx</a>. Accessed October 20, 2013.</p> <p>Kramak, J.E., ed. 2010. Establishing the Pacific Highway South. Selected Cultural and Historical Geographies of the Greater Seattle Area. Available at: <a href="https://sites.google.com/site/alinehistoryprojectsite/home/map/theme-transportation/establishing-the-pacific-highway-south">https://sites.google.com/site/alinehistoryprojectsite/home/map/theme-transportation/establishing-the-pacific-highway-south</a>. Accessed March 14, 2013.</p> <p>Stein, A.J. 2001. Kent. HistoryLink: The Free Online Encyclopedia of Washington State History. Available at: <a href="http://www.historylink.org/index.cfm?DisplayPage=output.cfm&amp;file_id=3587">http://www.historylink.org/index.cfm?DisplayPage=output.cfm&amp;file_id=3587</a>. Accessed March 18, 2013.</p> <p>U.S. Route 99 – The Pacific Highway. 2013. Waymarking: A Groundspeak Website. Available at: <a href="http://www.waymarking.com/cat/details.aspx?f=1&amp;guid=698ed7e3-3af8-4cd0-a795-03b89a23288e&amp;exp=True">http://www.waymarking.com/cat/details.aspx?f=1&amp;guid=698ed7e3-3af8-4cd0-a795-03b89a23288e&amp;exp=True</a>. Accessed March 19, 2013.</p>

## Photos



Northwest corner  
2013



Southwest corner  
2013



West elevation  
2013



## Historic Inventory Report

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### Location

Field Site No. 1809-238  
DAHP No.  
Historic Name:  
Common Name: 25422 31st Ave S  
Property Address: 25422 31st Ave S, Kent, WA 98032  
Comments:  
Tax No./Parcel No. 1951500105  
Plat/Block/Lot Plat Lot 21  
Acreage .37  
Supplemental Map(s)

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Township/Range/EW	Section	1/4 Sec	1/4 1/4 Sec	County	Quadrangle
T22R04E	21			King	POVERTY BAY

### Coordinate Reference

Easting: 1195956  
Northing: 748866  
Projection: Washington State Plane South  
Datum: HARN (feet)

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### Identification

Survey Name: Sound Transit Federal Way  
Date Recorded: 02/10/2014  
Field Recorder: MaryNell Nolan-Wheatley  
Owner's Name: FRAZIER MICHAEL W & GLENNIS  
Owner Address: 25422 31ST AVE S  
City: Kent  
State: WA  
Zip: 98032  
Classification: Building  
Resource Status:  
Survey/Inventory  
Comments:  
Within a District? No  
Contributing? No  
National Register:  
Local District:  
National Register District/Thematic Nomination Name:  
Eligibility Status: Not Determined - SHPO  
Determination Date: 1/1/0001  
Determination Comments:



## Historic Inventory Report

### Description

Historic Use: Domestic - Single Family House	Current Use: Domestic - Single Family House		
Plan: Rectangle	Stories: 1.5		
Changes to Plan: Intact	Structural System: Platform Frame		
Changes to Original Cladding: Slight	Changes to Interior: Unknown		
Changes to Other: Slight	Changes to Windows: Moderate		
Other (specify): An original window opening on the front facade has been removed.			
Style:	Cladding:	Roof Type:	Roof Material:
Vernacular	Wood	Gable - Cross Gable	Asphalt / Composition - Shingle
Modern - Contemporary	Wood - Vertical		
Foundation:	Form/Type:		
Concrete - Block	Single Family - Cross Gable		

### Narrative

Study Unit	Other
Architecture/Landscape Architecture	
Date of Construction:	1959 Built Date
	Builder:
	Engineer:
	Architect:

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 Inventory Report

### Statement of Significance:

Construction of the original Highway 1 in the state of Washington commenced in 1913. By October 1923, 700 miles of a two-lane highway had been completed connecting Vancouver, British Columbia, to the Oregon-California border. Just after the highway was completed in 1924, however, plans were begun to reroute and improve the conditions of the highway. The project involved creating a new, wider, four-lane route further west that would connect Seattle and Tacoma, Washington, more directly (Kramak, 2010). The new roadway was completed in 1928 and acquired the title of Highway 1, while the original eastern route was renamed Highway 5 (Caster, 2007). The new Highway 1 became known as the Pacific Highway. Over the years, various parts of Highway 1 acquired alternative names, including the portion known as Pacific Highway S, which starts near Federal Way, Washington, and continues north, through Kent, Des Moines, and SeaTac, Washington (Kramak, 2010). In 1926, Pacific Highway (HWY 1) was included as a numbered U.S. Highway (US 99) (U.S. Route 99, 2013). The following decades witnessed the rapid growth of businesses along the highway and the formation of a new auto-oriented roadside culture characterized by a proliferation of motels, restaurants, and rest stops (Des Moines Historical Society, 2007). Increased automobile ownership changed people's perceptions about distance and allowed populations to sprawl around urban centers, increasing the number of residents in suburban towns and cities, including SeaTac, Des Moines, Kent, and Federal Way (Boyles, 2010).

Kent started as an agricultural community before evolving into an industrial center. Early settlers in the area enjoyed prime farming due to rich deposits of alluvium in the valley that had made the soil especially fertile. Kent experienced a period of financial success in the second half of the nineteenth century, and on May 28, 1890, Kent incorporated as a city. Still primarily an agricultural community, Kent suffered from a lack of manual laborers after World War II (Stein, 2001). In 1962, the completion of the Howard A. Hanson Dam stopped flooding in the area, which attracted developers and manufacturing companies to relocate to Kent, accelerating the decline of farming. Three years later, Boeing established the Boeing Aerospace Center there. Over the next few decades, warehouses, industrial plants, and eventually technology firms came to dominate the local economy (Stein, 2001). This change in industry attracted new residents to Kent during the 1950s through the 1970s, and it was during these decades that much of the existing built environment was constructed.

The property at 25422 31st Avenue South in Kent, Washington, which is a residential property built in 1959, is not eligible for listing in the NRHP. The property is not eligible for the NRHP under Criterion A, which applies to buildings that are associated with events that have made a significant contribution to the broad patterns of history, as no significant events are associated with this property. To be eligible for the NRHP under Criterion B, a property must be directly associated with a person considered significant within a historic context whose specific contribution to history has been both identified and documented. No such person who meets that definition is linked to this building. The property is not eligible for the NRHP under Criterion C as it is a typical residential building from the mid-twentieth century and does not embody the distinctive characteristics of a type, period, or method of construction; it is not the work of a master and does not possess high artistic value. The property is not eligible for the NRHP under Criterion D for information potential because the materials and construction methods of the building do not convey important information that could contribute to understanding history or prehistory. Therefore, the property is not eligible for listing in the NRHP because it does not meet any of the eligibility criteria. Overall, the building is in poor condition, although many original materials and design elements remain intact. One window on the building's front façade has been removed and replaced with exterior siding. As a result, the property has lost some integrity of materials and design. The building retains integrity of workmanship, location, setting, feeling and association.



## Historic Inventory Report

Description of Physical Appearance:	<p>25422 31st Avenue South is a one-and-a-half-story, wood frame, residential property with a rectangular floor plan and an interior slope brick chimney. Constructed in 1959 on a raised concrete block foundation, the building is positioned on raised ground and has a cross gabled roof with a boxed eave covered in composite shingles. The house is clad in horizontal wood siding, with the exception of the exterior wall surrounding the front entrance area, which is clad in narrow vertical wood siding, some of which is not original. The two remaining, visible window openings each contain an original, fixed, single-light window with a narrow, adjacent, horizontal sliding window. A metal and glass storm door protects a plain wood front door, which is located just east of center on the front (north) elevation. Originally, two window openings were located west of the front door. The opening closer to the front door, however, was removed at an unknown date, and replaced with vertical wood siding to match the surrounding exterior wall around the entrance. Currently, only one window is located west of the front door. The west end of the front façade protrudes forward from the rest of the elevation and contains an interior garage. Due to a change in grade of the land, the garage and its vehicle bay with a retractable metal door is located on the basement, half-story level, lower than the front door. The front door, the window to the west, and the garage, are all covered by a large, front gable roof that crosses the primary side gable roof. The front gable end is clad in horizontal wood siding to match the rest of the house. A small louvered attic vent is located just under the peak of the gable. The northeast corner of the front gable creates a boxed overhang that shades the entrance area and concrete steps that lead to the front door. The front edge of front gable overhang is supported by two simple wood posts. Another window opening is located on the east end of the front façade. There is no visible fenestration on the east or west elevations. The property includes a sloping front lawn that is bordered by large stones. A mostly paved driveway, which is located on a lower grade than the front lawn, accesses the garage on the west side of the property.</p>
Major Bibliographic References:	<p>Boyles, E. 2010. The Suburb. Selected Cultural and Historical Geographies of the Greater Seattle Area. Available at: <a href="https://sites.google.com/site/alinehistoryprojectsite/home/line-b/community-identities--bellevue-and-redmond/the-suburb">https://sites.google.com/site/alinehistoryprojectsite/home/line-b/community-identities--bellevue-and-redmond/the-suburb</a>. Accessed March 18, 2013.</p> <p>Caster, D. 2007. Historical Society of Federal Way Timeline. Available at: <a href="http://www.federalwayhistory.org/timeline.php">http://www.federalwayhistory.org/timeline.php</a>. Accessed March 15, 2013.</p> <p>Des Moines Historical Society. 2007. Time Line Page. Available at: <a href="http://www.dmhs.org/timeline/history.html">http://www.dmhs.org/timeline/history.html</a>. Accessed March 13, 2013.</p> <p>King County. 2013. King County Department of Assessments. Available at: <a href="http://www.kingcounty.gov/Assessor.aspx">http://www.kingcounty.gov/Assessor.aspx</a>. Accessed October 20, 2013.</p> <p>Kramak, J.E., ed. 2010. Establishing the Pacific Highway South. Selected Cultural and Historical Geographies of the Greater Seattle Area. Available at: <a href="https://sites.google.com/site/alinehistoryprojectsite/home/map/theme-transportation/establishing-the-pacific-highway-south">https://sites.google.com/site/alinehistoryprojectsite/home/map/theme-transportation/establishing-the-pacific-highway-south</a>. Accessed March 14, 2013.</p> <p>Stein, A.J. 2001. Kent. HistoryLink: The Free Online Encyclopedia of Washington State History. Available at: <a href="http://www.historylink.org/index.cfm?DisplayPage=output.cfm&amp;file_id=3587">http://www.historylink.org/index.cfm?DisplayPage=output.cfm&amp;file_id=3587</a>. Accessed March 18, 2013.</p> <p>U.S. Route 99 – The Pacific Highway. 2013. Waymarking: A Groundspeak Website. Available at: <a href="http://www.waymarking.com/cat/details.aspx?f=1&amp;guid=698ed7e3-3af8-4cd0-a795-03b89a23288e&amp;exp=True">http://www.waymarking.com/cat/details.aspx?f=1&amp;guid=698ed7e3-3af8-4cd0-a795-03b89a23288e&amp;exp=True</a>. Accessed March 19, 2013.</p>



## Photos



North elevation  
2013



North elevation (2)  
2013



## Historic Inventory Report

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### Location

Field Site No. 1810-239 DAHP No.  
Historic Name:  
Common Name: 25425 31st Ave S  
Property Address: 25425 31st Ave S, Kent, WA 98032  
Comments:  
Tax No./Parcel No. 1951500110  
Plat/Block/Lot Plat Lot 22  
Acreage .34  
Supplemental Map(s)

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Township/Range/EW	Section	1/4 Sec	1/4 1/4 Sec	County	Quadrangle
T22R04E	21			King	POVERTY BAY

### Coordinate Reference

Easting: 1195883  
Northing: 748848  
Projection: Washington State Plane South  
Datum: HARN (feet)

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### Identification

Survey Name: Sound Transit Federal Way Date Recorded: 02/10/2014  
Field Recorder: MaryNell Nolan-Wheatley  
Owner's Name: JOHNSON KIMBERLEE S  
Owner Address: 16837 PETERSON RD  
City: BURLINGTON State: WA Zip: 98233  
Classification: Building  
Resource Status: Comments:  
Survey/Inventory  
Within a District? No  
Contributing? No  
National Register:  
Local District:  
National Register District/Thematic Nomination Name:  
Eligibility Status: Not Determined - SHPO  
Determination Date: 1/1/0001  
Determination Comments:



## Historic Inventory Report

### Description

Historic Use: Domestic - Single Family House	Current Use: Domestic - Single Family House
Plan: L-Shape	Stories: 1.5
Changes to Plan: Slight	Structural System: Platform Frame
Changes to Original Cladding: Intact	Changes to Interior: Unknown
Changes to Other: Moderate	Changes to Windows: Extensive
Other (specify): Original interior garage converted into interior living space.	
Style: Modern - Contemporary	Cladding: Wood
Roof Type: Gable - Cross Gable	Roof Material: Asphalt / Composition - Shingle
Foundation: Concrete - Poured	Form/Type: Single Family - Cross Gable

### Narrative

Study Unit	Other
Architecture/Landscape Architecture	
Date of Construction:	1959 Built Date
	1969 Addition
	Builder:
	Engineer:
	Architect:

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 Inventory Report

### Statement of Significance:

Construction of the original Highway 1 in the state of Washington commenced in 1913. By October 1923, 700 miles of a two-lane highway had been completed connecting Vancouver, British Columbia, to the Oregon-California border. Just after the highway was completed in 1924, however, plans were begun to reroute and improve the conditions of the highway. The project involved creating a new, wider, four-lane route further west that would connect Seattle and Tacoma, Washington, more directly (Kramak, 2010). The new roadway was completed in 1928 and acquired the title of Highway 1, while the original eastern route was renamed Highway 5 (Caster, 2007). The new Highway 1 became known as the Pacific Highway. Over the years, various parts of Highway 1 acquired alternative names, including the portion known as Pacific Highway S, which starts near Federal Way, Washington, and continues north, through Kent, Des Moines, and SeaTac, Washington (Kramak, 2010).

In 1926, Pacific Highway (HWY 1) was included as a numbered U.S. Highway (US 99) (U.S. Route 99, 2013). The following decades witnessed the rapid growth of businesses along the highway and the formation of a new auto-oriented roadside culture characterized by a proliferation of motels, restaurants, and rest stops (Des Moines Historical Society, 2007). Increased automobile ownership changed people's perceptions about distance and allowed populations to sprawl around urban centers, increasing the number of residents in suburban towns and cities, including SeaTac, Des Moines, Kent, and Federal Way (Boyles, 2010).

Kent started as an agricultural community before evolving into an industrial center. Early settlers in the area enjoyed prime farming due to rich deposits of alluvium in the valley that had made the soil especially fertile. Kent experienced a period of financial success in the second half of the nineteenth century, and on May 28, 1890, Kent incorporated as a city. Still primarily an agricultural community, Kent suffered from a lack of manual laborers after World War II (Stein, 2001). In 1962, the completion of the Howard A. Hanson Dam stopped flooding in the area, which attracted developers and manufacturing companies to relocate to Kent, accelerating the decline of farming. Three years later, Boeing established the Boeing Aerospace Center there. Over the next few decades, warehouses, industrial plants, and eventually technology firms came to dominate the local economy (Stein, 2001). This change in industry attracted new residents to Kent during the 1950s through the 1970s, and it was during these decades that much of the existing built environment was constructed.

The property at 25425 31st Avenue South in Kent, Washington, which is a residential property built in 1959, is not eligible for listing in the NRHP. The property is not eligible for the NRHP under Criterion A, which applies to buildings that are associated with events that have made a significant contribution to the broad patterns of history, as no significant events are associated with this property. To be eligible for the NRHP under Criterion B, a property must be directly associated with a person considered significant within a historic context whose specific contribution to history has been both identified and documented. No such person who meets that definition is linked to this building. The property is not eligible for the NRHP under Criterion C as it is a typical residential building from the mid-twentieth century and does not embody the distinctive characteristics of a type, period, or method of construction; it is not the work of a master and does not possess high artistic value. The property is not eligible for the NRHP under Criterion D for information potential because the materials and construction methods of the building do not convey important information that could contribute to understanding history or prehistory. Therefore, the property is not eligible for listing in the NRHP because it does not meet any of the eligibility criteria. In addition the building has undergone several alterations including the replacement of original windows, the conversion of an interior garage into interior living space, and the addition of a front carport. As a result, the property has lost integrity of materials and design. The building retains integrity of workmanship, location, setting, feeling and association.

## Historic Inventory Report

Description of Physical Appearance:	<p>25425 31st Avenue South is a one-and-a-half-story, wood frame, residential property with an L-shaped floor plan and an interior slope brick chimney. Constructed in 1959 on a concrete slab foundation, the building has a cross gable roof with a boxed eave covered in composite shingles. The house is clad in horizontal wood siding. All of the visible windows are contemporary, two-light horizontal sliding replacement windows. A metal and glass storm door protects a plain front door, which is located just east of center on the front (north) elevation. West of the front door are two, large, adjacent window openings. Both window openings contain a large, fixed, single-light window with an adjacent sliding light. The front door and these two adjacent windows are covered by the east half of a large front, open, gable roof that crosses the primary side gable and creates an overhang to shade the small, ground level, concrete front porch area. The south half of the open gable is supported by three simple wood posts. The three posts, which run along the front edge of the front gable, decrease in height as the roof pitches downwards. The west half of the front gable covers the protruding, north end of the front façade. Originally, this protruding section contained an interior garage. A flat roof carport supported by six simple wood posts was added to the front of the interior garage in 1969. At an unknown date, the interior garage was converted into interior living space, although the carport addition was retained. The front façade of the protruding west end of the house, which originally contains a vehicle bay with a retractable garage door, now contains a pedestrian door with a pattern of diamond shaped panes and a two-light horizontal sliding window. Another window opening is located on the east end of the main elevation, although it is obscured by overgrown vegetation and is not clearly visible from the public right-of-way. The west elevation contains two, centered, two-light horizontal sliding windows, one on the ground level, and one on the half-story attic level. A small, overgrown front lawn is located on the east side of the property, adjacent to the paved driveway that leads underneath the carport addition.</p>
Major Bibliographic References:	<p>Boyles, E. 2010. The Suburb. Selected Cultural and Historical Geographies of the Greater Seattle Area. Available at: <a href="https://sites.google.com/site/alinehistoryprojectsite/home/line-b/community-identities--bellevue-and-redmond/the-suburb">https://sites.google.com/site/alinehistoryprojectsite/home/line-b/community-identities--bellevue-and-redmond/the-suburb</a>. Accessed March 18, 2013.</p> <p>Caster, D. 2007. Historical Society of Federal Way Timeline. Available at: <a href="http://www.federalwayhistory.org/timeline.php">http://www.federalwayhistory.org/timeline.php</a>. Accessed March 15, 2013.</p> <p>Des Moines Historical Society. 2007. Time Line Page. Available at: <a href="http://www.dmhs.org/timeline/history.html">http://www.dmhs.org/timeline/history.html</a>. Accessed March 13, 2013.</p> <p>King County. 2013. King County Department of Assessments. Available at: <a href="http://www.kingcounty.gov/Assessor.aspx">http://www.kingcounty.gov/Assessor.aspx</a>. Accessed October 20, 2013.</p> <p>Kramak, J.E., ed. 2010. Establishing the Pacific Highway South. Selected Cultural and Historical Geographies of the Greater Seattle Area. Available at: <a href="https://sites.google.com/site/alinehistoryprojectsite/home/map/theme-transportation/establishing-the-pacific-highway-south">https://sites.google.com/site/alinehistoryprojectsite/home/map/theme-transportation/establishing-the-pacific-highway-south</a>. Accessed March 14, 2013.</p> <p>Stein, A.J. 2001. Kent. HistoryLink: The Free Online Encyclopedia of Washington State History. Available at: <a href="http://www.historylink.org/index.cfm?DisplayPage=output.cfm&amp;file_id=3587">http://www.historylink.org/index.cfm?DisplayPage=output.cfm&amp;file_id=3587</a>. Accessed March 18, 2013.</p> <p>U.S. Route 99 – The Pacific Highway. 2013. Waymarking: A Groundspeak Website. Available at: <a href="http://www.waymarking.com/cat/details.aspx?f=1&amp;guid=698ed7e3-3af8-4cd0-a795-03b89a23288e&amp;exp=True">http://www.waymarking.com/cat/details.aspx?f=1&amp;guid=698ed7e3-3af8-4cd0-a795-03b89a23288e&amp;exp=True</a>. Accessed March 19, 2013.</p>

## Photos



Northwest corner  
2013





## Historic Inventory Report

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### Location

Field Site No. 1815-240 DAHP No.

Historic Name:

Common Name: 3020 S 256th St

Property Address: 3020 S 256th St, Kent, WA 98032

Comments:

Tax No./Parcel No. 1951500135

Plat/Block/Lot Plat Lot 27

Acreage .25

Supplemental Map(s)

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Township/Range/EW	Section	1/4 Sec	1/4 1/4 Sec	County	Quadrangle
T22R04E	21			King	POVERTY BAY

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### Coordinate Reference

Easting: 1195852

Northing: 748719

Projection: Washington State Plane South

Datum: HARN (feet)

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### Identification

Survey Name: Sound Transit Federal Way Date Recorded: 02/10/2014

Field Recorder: MaryNell Nolan-Wheatley

Owner's Name: PITT JUSTIN D

Owner Address: 10824 SE 241ST PL #K304

City: Kent State: WA Zip: 98030

Classification: Building

Resource Status: Comments:

Survey/Inventory

Within a District? No

Contributing? No

National Register:

Local District:

National Register District/Thematic Nomination Name:

Eligibility Status: Not Determined - SHPO

Determination Date: 1/1/0001

Determination Comments:



## Historic Inventory Report

### Description

Historic Use: Domestic - Single Family House	Current Use: Domestic - Single Family House		
Plan: Rectangle	Stories: 1.5		
Changes to Plan: Intact	Structural System: Platform Frame		
Changes to Original Cladding: Slight	Changes to Interior: Unknown		
Changes to Other: Moderate	Changes to Windows: Extensive		
Other (specify): Some original window openings were made large at an unknown date.			
Style: Vernacular	Cladding: Wood	Roof Type: Gable - Cross Gable	Roof Material: Asphalt / Composition - Shingle
Foundation: Concrete - Poured	Form/Type: Single Family - Cross Gable		

### Narrative

Study Unit	Other
Architecture/Landscape Architecture	
Date of Construction: 1959 Built Date	Builder:
	Engineer:
	Architect:

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 Inventory Report

### Statement of Significance:

Construction of the original Highway 1 in the state of Washington commenced in 1913. By October 1923, 700 miles of a two-lane highway had been completed connecting Vancouver, British Columbia, to the Oregon-California border. Just after the highway was completed in 1924, however, plans were begun to reroute and improve the conditions of the highway. The project involved creating a new, wider, four-lane route further west that would connect Seattle and Tacoma, Washington, more directly (Kramak, 2010). The new roadway was completed in 1928 and acquired the title of Highway 1, while the original eastern route was renamed Highway 5 (Caster, 2007). The new Highway 1 became known as the Pacific Highway. Over the years, various parts of Highway 1 acquired alternative names, including the portion known as Pacific Highway S, which starts near Federal Way, Washington, and continues north, through Kent, Des Moines, and SeaTac, Washington (Kramak, 2010). In 1926, Pacific Highway (HWY 1) was included as a numbered U.S. Highway (US 99) (U.S. Route 99, 2013). The following decades witnessed the rapid growth of businesses along the highway and the formation of a new auto-oriented roadside culture characterized by a proliferation of motels, restaurants, and rest stops (Des Moines Historical Society, 2007). Increased automobile ownership changed people's perceptions about distance and allowed populations to sprawl around urban centers, increasing the number of residents in suburban towns and cities, including SeaTac, Des Moines, Kent, and Federal Way (Boyles, 2010).

Kent started as an agricultural community before evolving into an industrial center. Early settlers in the area enjoyed prime farming due to rich deposits of alluvium in the valley that had made the soil especially fertile. Kent experienced a period of financial success in the second half of the nineteenth century, and on May 28, 1890, Kent incorporated as a city. Still primarily an agricultural community, Kent suffered from a lack of manual laborers after World War II (Stein, 2001). In 1962, the completion of the Howard A. Hanson Dam stopped flooding in the area, which attracted developers and manufacturing companies to relocate to Kent, accelerating the decline of farming. Three years later, Boeing established the Boeing Aerospace Center there. Over the next few decades, warehouses, industrial plants, and eventually technology firms came to dominate the local economy (Stein, 2001). This change in industry attracted new residents to Kent during the 1950s through the 1970s, and it was during these decades that much of the existing built environment was constructed.

The property at 3020 South 256th Street in Kent, Washington, which is a residential property built in 1959, is not eligible for listing in the NRHP. The property is not eligible for the NRHP under Criterion A, which applies to buildings that are associated with events that have made a significant contribution to the broad patterns of history, as no significant events are associated with this property. To be eligible for the NRHP under Criterion B, a property must be directly associated with a person considered significant within a historic context whose specific contribution to history has been both identified and documented. No such person who meets that definition is linked to this building. The property is not eligible for the NRHP under Criterion C as it is a typical residential building from the mid-twentieth century and does not embody the distinctive characteristics of a type, period, or method of construction; it is not the work of a master and does not possess high artistic value. The property is not eligible for the NRHP under Criterion D for information potential because the materials and construction methods of the building do not convey important information that could contribute to understanding history or prehistory. Therefore, the property is not eligible for listing in the NRHP because it does not meet any of the eligibility criteria. In addition the building has undergone several alterations including the replacement of original windows, doors, and at least some of the siding. The size of several original window openings also appear to have been altered. As a result, the property has lost integrity of materials and design. The building retains integrity of workmanship, location, setting, feeling and association.

## Historic Inventory Report

Description of Physical Appearance:	<p>3020 South 256th Street is a one-and-a-half-story, wood frame, residential property with a rectangular floor plan and an interior slope brick chimney. Constructed in 1959 on a concrete slab foundation, the building has a cross gabled roof with a boxed eave covered in composite shingles. The house is clad in horizontal wood siding, some of which is not original. All of the visible windows are two-light, horizontal sliding replacement windows. A metal and glass storm door protects a paneled wood replacement front door, which is located just east of center on the front (south) elevation. Two large window openings are located adjacent to the west edge of the door. When compared to historic photos of the property found on the King County Assessor's website, these window openings appear larger than the original openings, indicating that the windows were replaced with larger styles. The west end of the front façade protrudes forward from the rest of the elevation and contains an interior garage. A vehicle bay with two replacement doors is positioned on the front elevation of the garage. The front door, the two windows to the west, and the garage, are all covered by a large, front gable roof that crosses the primary side gable roof. The front gable end is clad in horizontal wood siding to match the rest of the house. A small louvered attic vent is located just under the peak of the gable. The edge of the front gable's east side is supported by two, simple wood posts and creates a boxed overhang that shades the entrance area and ground level, concrete, front porch. Another window opening is located on the east end of the front façade. An attic window is located on the west elevation. The east elevation, however, is not visible from the public right-of-way. The property includes a small, sloping front lawn that is bordered by concrete blocks. A paved driveway accesses the garage on the west side of the property. A rectangular patch of gravel on the south end of the property forks off of the main driveway and appears to be used as a second vehicle path and parking area.</p>
Major Bibliographic References:	<p>Boyles, E. 2010. The Suburb. Selected Cultural and Historical Geographies of the Greater Seattle Area. Available at: <a href="https://sites.google.com/site/alinehistoryprojectsite/home/line-b/community-identities--bellevue-and-redmond/the-suburb">https://sites.google.com/site/alinehistoryprojectsite/home/line-b/community-identities--bellevue-and-redmond/the-suburb</a>. Accessed March 18, 2013.</p> <p>Caster, D. 2007. Historical Society of Federal Way Timeline. Available at: <a href="http://www.federalwayhistory.org/timeline.php">http://www.federalwayhistory.org/timeline.php</a>. Accessed March 15, 2013.</p> <p>Des Moines Historical Society. 2007. Time Line Page. Available at: <a href="http://www.dmhs.org/timeline/history.html">http://www.dmhs.org/timeline/history.html</a>. Accessed March 13, 2013.</p> <p>King County. 2013. King County Department of Assessments. Available at: <a href="http://www.kingcounty.gov/Assessor.aspx">http://www.kingcounty.gov/Assessor.aspx</a>. Accessed October 20, 2013.</p> <p>Kramak, J.E., ed. 2010. Establishing the Pacific Highway South. Selected Cultural and Historical Geographies of the Greater Seattle Area. Available at: <a href="https://sites.google.com/site/alinehistoryprojectsite/home/map/theme-transportation/establishing-the-pacific-highway-south">https://sites.google.com/site/alinehistoryprojectsite/home/map/theme-transportation/establishing-the-pacific-highway-south</a>. Accessed March 14, 2013.</p> <p>Stein, A.J. 2001. Kent. HistoryLink: The Free Online Encyclopedia of Washington State History. Available at: <a href="http://www.historylink.org/index.cfm?DisplayPage=output.cfm&amp;file_id=3587">http://www.historylink.org/index.cfm?DisplayPage=output.cfm&amp;file_id=3587</a>. Accessed March 18, 2013.</p> <p>U.S. Route 99 – The Pacific Highway. 2013. Waymarking: A Groundspeak Website. Available at: <a href="http://www.waymarking.com/cat/details.aspx?f=1&amp;guid=698ed7e3-3af8-4cd0-a795-03b89a23288e&amp;exp=True">http://www.waymarking.com/cat/details.aspx?f=1&amp;guid=698ed7e3-3af8-4cd0-a795-03b89a23288e&amp;exp=True</a>. Accessed March 19, 2013.</p>

## Photos



Southwest corner  
2013



South elevation  
2013



## Historic Inventory Report

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### Location

Field Site No. 1816-241 DAHP No.  
Historic Name:  
Common Name: 3026 S 256th St  
Property Address: 3026 S 256th St, Kent, WA 98032  
Comments:  
Tax No./Parcel No. 1951500140  
Plat/Block/Lot Plat Lot 28  
Acreage .24  
Supplemental Map(s)

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Township/Range/EW	Section	1/4 Sec	1/4 1/4 Sec	County	Quadrangle
T22R04E	21			King	POVERTY BAY

### Coordinate Reference

Easting: 1195925  
Northing: 748663  
Projection: Washington State Plane South  
Datum: HARN (feet)

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### Identification

Survey Name: Sound Transit Federal Way Date Recorded: 02/10/2014  
Field Recorder: MaryNell Nolan-Wheatley  
Owner's Name: PHILLIPS DOUGLAS L  
Owner Address: 3026 S 256TH  
City: Kent State: WA Zip: 98032  
Classification: Building  
Resource Status: Comments:  
Survey/Inventory  
Within a District? No  
Contributing? No  
National Register:  
Local District:  
National Register District/Thematic Nomination Name:  
Eligibility Status: Not Determined - SHPO  
Determination Date: 1/1/0001  
Determination Comments:





## Historic Inventory Report

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### Description

Historic Use: Domestic - Single Family House	Current Use: Domestic - Single Family House		
Plan: Rectangle	Stories: 1.5		
Changes to Plan: Intact	Structural System: Platform Frame		
Changes to Original Cladding: Intact	Changes to Interior: Unknown		
Changes to Other:	Changes to Windows: Intact		
Other (specify):			
Style:	Cladding:	Roof Type:	Roof Material:
Modern - Contemporary	Wood	Gable - Cross Gable	Asphalt / Composition - Shingle
	Wood - Vertical		
Foundation:	Form/Type:		
Concrete - Poured	Single Family - Cross Gable		

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### Narrative

Study Unit	Other
Architecture/Landscape Architecture	
Date of Construction:	1959 Built Date
	Builder:
	Engineer:
	Architect:

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 Inventory Report

### Statement of Significance:

Construction of the original Highway 1 in the state of Washington commenced in 1913. By October 1923, 700 miles of a two-lane highway had been completed connecting Vancouver, British Columbia, to the Oregon-California border. Just after the highway was completed in 1924, however, plans were begun to reroute and improve the conditions of the highway. The project involved creating a new, wider, four-lane route further west that would connect Seattle and Tacoma, Washington, more directly (Kramak, 2010). The new roadway was completed in 1928 and acquired the title of Highway 1, while the original eastern route was renamed Highway 5 (Caster, 2007). The new Highway 1 became known as the Pacific Highway. Over the years, various parts of Highway 1 acquired alternative names, including the portion known as Pacific Highway S, which starts near Federal Way, Washington, and continues north, through Kent, Des Moines, and SeaTac, Washington (Kramak, 2010). In 1926, Pacific Highway (HWY 1) was included as a numbered U.S. Highway (US 99) (U.S. Route 99, 2013). The following decades witnessed the rapid growth of businesses along the highway and the formation of a new auto-oriented roadside culture characterized by a proliferation of motels, restaurants, and rest stops (Des Moines Historical Society, 2007). Increased automobile ownership changed people's perceptions about distance and allowed populations to sprawl around urban centers, increasing the number of residents in suburban towns and cities, including SeaTac, Des Moines, Kent, and Federal Way (Boyles, 2010).

Kent started as an agricultural community before evolving into an industrial center. Early settlers in the area enjoyed prime farming due to rich deposits of alluvium in the valley that had made the soil especially fertile. Kent experienced a period of financial success in the second half of the nineteenth century, and on May 28, 1890, Kent incorporated as a city. Still primarily an agricultural community, Kent suffered from a lack of manual laborers after World War II (Stein, 2001). In 1962, the completion of the Howard A. Hanson Dam stopped flooding in the area, which attracted developers and manufacturing companies to relocate to Kent, accelerating the decline of farming. Three years later, Boeing established the Boeing Aerospace Center there. Over the next few decades, warehouses, industrial plants, and eventually technology firms came to dominate the local economy (Stein, 2001). This change in industry attracted new residents to Kent during the 1950s through the 1970s, and it was during these decades that much of the existing built environment was constructed.

The property at 3026 South 256th Street in Kent, Washington, which is a residential property built in 1959, is not eligible for listing in the NRHP. The property is not eligible for the NRHP under Criterion A, which applies to buildings that are associated with events that have made a significant contribution to the broad patterns of history, as no significant events are associated with this property. To be eligible for the NRHP under Criterion B, a property must be directly associated with a person considered significant within a historic context whose specific contribution to history has been both identified and documented. No such person who meets that definition is linked to this building. The property is not eligible for the NRHP under Criterion C as it is a typical residential building from the mid-twentieth century and does not embody the distinctive characteristics of a type, period, or method of construction; it is not the work of a master and does not possess high artistic value. The property is not eligible for the NRHP under Criterion D for information potential because the materials and construction methods of the building do not convey important information that could contribute to understanding history or prehistory. Therefore, the property is not eligible for listing in the NRHP because it does not meet any of the eligibility criteria. Due to heavy vegetation in the front of the house, the majority of the front façade is not visible from the public right-of-way. Some materials have been replaced compromising the building's integrity of materials. However, the house appears to retain integrity of design, workmanship, location, setting, feeling and association.

## Historic Inventory Report

Description of Physical Appearance:	<p>3026 South 256th Street is a one-and-a-half-story, wood frame, residential property with a rectangular floor plan and an interior slope brick chimney. Constructed in 1959 on a concrete slab foundation, the building has a cross gable roof with a boxed eave covered in composite shingles. The house is clad in horizontal wood siding, with the exception of the exterior wall surrounding the central entrance area, which is clad in wide vertical wood siding. The front door is located just north of center on the front (west) elevation. South of the front door are two, large, adjacent window openings. Both window openings, which appear to be original, contain a large, fixed, single-light window with an adjacent sliding light. The front door and these two adjacent windows are covered by the north half of a large front, open, gable roof that crosses the primary side gable and creates an overhang to shade the small, ground level, concrete front porch area. The north half of the open gable is supported by three simple wood posts. The three posts, which run along the front edge of the front gable, decrease in height as the roof pitches downwards. The south half of the front gable covers the protruding, south end of the front façade, which contains an interior garage. The front façade of garage contains a vehicle bay with a replacement retractable garage door. Another window opening is located on the north end of the main elevation, although it is obscured by overgrown vegetation making its style not apparent from the public right-of-way. The north and south elevations are also not visible from the public right-of-way. A small, overgrown front lawn is located on the north side of the property, adjacent to a paved driveway.</p>
Major Bibliographic References:	<p>Boyles, E. 2010. The Suburb. Selected Cultural and Historical Geographies of the Greater Seattle Area. Available at: <a href="https://sites.google.com/site/alinehistoryprojectsite/home/line-b/community-identities--bellevue-and-redmond/the-suburb">https://sites.google.com/site/alinehistoryprojectsite/home/line-b/community-identities--bellevue-and-redmond/the-suburb</a>. Accessed March 18, 2013.</p> <p>Caster, D. 2007. Historical Society of Federal Way Timeline. Available at: <a href="http://www.federalwayhistory.org/timeline.php">http://www.federalwayhistory.org/timeline.php</a>. Accessed March 15, 2013.</p> <p>Des Moines Historical Society. 2007. Time Line Page. Available at: <a href="http://www.dmhs.org/timeline/history.html">http://www.dmhs.org/timeline/history.html</a>. Accessed March 13, 2013.</p> <p>King County. 2013. King County Department of Assessments. Available at: <a href="http://www.kingcounty.gov/Assessor.aspx">http://www.kingcounty.gov/Assessor.aspx</a>. Accessed October 20, 2013.</p> <p>Kramak, J.E., ed. 2010. Establishing the Pacific Highway South. Selected Cultural and Historical Geographies of the Greater Seattle Area. Available at: <a href="https://sites.google.com/site/alinehistoryprojectsite/home/map/theme-transportation/establishing-the-pacific-highway-south">https://sites.google.com/site/alinehistoryprojectsite/home/map/theme-transportation/establishing-the-pacific-highway-south</a>. Accessed March 14, 2013.</p> <p>Stein, A.J. 2001. Kent. HistoryLink: The Free Online Encyclopedia of Washington State History. Available at: <a href="http://www.historylink.org/index.cfm?DisplayPage=output.cfm&amp;file_id=3587">http://www.historylink.org/index.cfm?DisplayPage=output.cfm&amp;file_id=3587</a>. Accessed March 18, 2013.</p> <p>U.S. Route 99 – The Pacific Highway. 2013. Waymarking: A Groundspeak Website. Available at: <a href="http://www.waymarking.com/cat/details.aspx?f=1&amp;guid=698ed7e3-3af8-4cd0-a795-03b89a23288e&amp;exp=True">http://www.waymarking.com/cat/details.aspx?f=1&amp;guid=698ed7e3-3af8-4cd0-a795-03b89a23288e&amp;exp=True</a>. Accessed March 19, 2013.</p>

## Photos



West elevation  
2013



West elevation  
2013



## Historic Inventory Report

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### Location

Field Site No. 1868-12 DAHP No.  
Historic Name:  
Common Name: 23203 28th Ave S  
Property Address: 23203 28th Ave S, Des Moines, WA 98198  
Comments:  
Tax No./Parcel No. 1953400220  
Plat/Block/Lot Plat Block 4 / Lot 1  
Acreage .19  
Supplemental Map(s)

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Township/Range/EW	Section	1/4 Sec	1/4 1/4 Sec	County	Quadrangle
T22R04E	16			King	DES MOINES

### Coordinate Reference

Easting: 1195081  
Northing: 756410  
Projection: Washington State Plane South  
Datum: HARN (feet)

### Identification

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Survey Name: Sound Transit Federal Way (2) Date Recorded: 03/03/2014  
Field Recorder: MaryNell Nolan-Wheatley  
Owner's Name: PUGH TERRELL A  
Owner Address: 23203 28TH AV S  
City: Des Moines State: WA Zip: 98198  
Classification: Building  
Resource Status: Comments:  
Survey/Inventory  
Within a District? No  
Contributing? No  
National Register:  
Local District:  
National Register District/Thematic Nomination Name:  
Eligibility Status: Not Determined - SHPO  
Determination Date: 1/1/0001  
Determination Comments:



## Historic Inventory Report

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### Description

Historic Use: Domestic - Single Family House	Current Use: Domestic - Single Family House		
Plan: Irregular	Stories: 1		
Changes to Plan: Extensive	Structural System: Platform Frame		
Changes to Original Cladding: Intact	Changes to Interior: Unknown		
Changes to Other: Moderate	Changes to Windows: Extensive		
Other (specify): Original interior garage was converted into interior living space.			
Style:	Cladding:	Roof Type:	Roof Material:
Ranch	Wood	Gable - Cross Gable	Asphalt / Composition - Shingle
	Wood - Vertical		
Foundation:	Form/Type:		
Concrete - Poured	Single Family		

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### Narrative

Study Unit	Other
Architecture/Landscape Architecture	
Date of Construction:	1961 Built Date
	1970 Addition
	Builder:
	Engineer:
	Architect:

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 Inventory Report

### Statement of Significance:

Construction of the original Highway 1 in the state of Washington commenced in 1913. By October 1923, 700 miles of a two-lane highway had been completed connecting Vancouver, British Columbia, to the Oregon-California border. Just after the highway was completed in 1924, however, plans were begun to reroute and improve the conditions of the highway. The project involved creating a new, wider, four-lane route further west that would connect Seattle and Tacoma, Washington, more directly (Kramak, 2010). The new roadway was completed in 1928 and acquired the title of Highway 1, while the original eastern route was renamed Highway 5 (Caster, 2007). The new Highway 1 became known as the Pacific Highway. Over the years, various parts of Highway 1 acquired alternative names, including the portion known as Pacific Highway S, which starts near Federal Way, Washington, and continues north, through Kent, Des Moines, and SeaTac, Washington (Kramak, 2010).

In 1926, Pacific Highway (HWY 1) was included as a numbered U.S. Highway (US 99) (U.S. Route 99, 2013). The following decades witnessed the rapid growth of businesses along the highway and the formation of a new auto-oriented roadside culture characterized by a proliferation of motels, restaurants, and rest stops (Des Moines Historical Society, 2007). Increased automobile ownership changed people's perceptions about distance and allowed populations to sprawl around urban centers, increasing the number of residents in suburban towns and cities, including SeaTac, Des Moines, Kent, and Federal Way (Boyles, 2010).

The city of Des Moines is located approximately halfway between Seattle and Tacoma, on the eastern side of Puget Sound (Des Moines Historical Society, 2007). The town started as a logging community and as a real estate venture of F. A. Blasher, who moved from Des Moines, Iowa, to King County in 1888 (Des Moines Historical Society, 2007; Lange, 1998). After World War I, Des Moines' popularity rose when the town expanded its dock and ferry service, attracting increased numbers of summer vacationers. The population grew quickly after World War II and Des Moines was incorporated as a city in 1959 (Des Moines Historical Society, 2007). While some buildings in Des Moines date to the 1920s and 1930s, many commercial and residential buildings were constructed during a period of suburban development in the 1950s and 1960s. On January 31, 1967, Interstate 5 (I-5), which passed through Des Moines on the route from Everett to Tacoma, Washington, was completed and established another transportation route, in addition to Pacific Highway S (SR 99), for commuters in the area (Des Moines Historical Society, 2007).

The property at 23203 28th Avenue South in Des Moines, Washington, which is a residential property built in 1961, is not eligible for listing in the NRHP. The property is not eligible for the NRHP under Criterion A, which applies to buildings that are associated with events that have made a significant contribution to the broad patterns of history, as no significant events are associated with this property. To be eligible for the NRHP under Criterion B, a property must be directly associated with a person considered significant within a historic context whose specific contribution to history has been both identified and documented. No such person who meets that definition is linked to this building. The property is not eligible for the NRHP under Criterion C as it is a typical residential building from the mid-twentieth century and does not embody the distinctive characteristics of a type, period, or method of construction; it is not the work of a master and does not possess high artistic value. The property is not eligible for the NRHP under Criterion D for information potential because the materials and construction methods of the building do not convey important information that could contribute to understanding history or prehistory. Therefore, the property is not eligible for listing in the NRHP because it does not meet any of the eligibility criteria. In addition the building is heavily altered including the replacement of the original windows, several rear additions, and the conversion of an original garage into interior living space. As a result, the property has lost integrity of materials and design. The building retains integrity of workmanship, feeling, setting, location, and association.

## Historic Inventory Report

Description of Physical Appearance:	<p>23203 28th Avenue South is a one-story, wood frame, ranch style, residential property with an irregular plan constructed in 1961. The building, which sits on a poured concrete foundation, is composed of a primary living section covered in a side gabled roof and several rear additions including a garage and large deck. The roof has moderately deep, open eaves covered in composite shingles. The exterior walls of the residence are clad in horizontal wood siding, with the exception of the gable ends under the open rake, which are clad in vertical wood siding. All of the visible windows are contemporary replacements. The house is constructed on sloped ground and has a daylight basement that is visible from the north (side) elevation but is not visible from the south (side) elevation. A replacement, paneled front door, protected by a metal and glass storm door, is located in the center of the front (east) elevation. A small, slightly raised, concrete stoop is located in front of the main entrance. South of the front door is a large, fixed, single-light picture window. North of the front door are two, two-light horizontal sliding windows. The grade of the land in front of the north end of the façade suddenly drops under these two windows. Originally, this basement level contained a garage. After 1970, the garage was converted into interior living space and the vehicle bay with a retractable metal door on the east elevation was replaced by double sliding glass pedestrian doors. A concrete wall supports the north side of the front yard at this point, visually emphasizing the sudden change in grade of the land. It is likely that this concrete wall originally separated a paved driveway from the front yard. There is no fenestration on the north elevation. The west end of the south elevation contains a two-light horizontal sliding window. A large, raised, rectangular plan addition with a front gabled roof that crosses the primary side gabled roof extends from the rear (west) elevation. The west elevation of this projection, under the peak of the front gable, contains two, three-light horizontal sliding windows. Double sliding glass door are located on the north elevation of the addition and open onto a large wood deck with an open framework wood handrail. The deck is situated on the roof of a basement level garage addition which was constructed originally circa 1970 as a carport. At an unknown date, the carport was enclosed, clad in vertical wood siding, and the roof deck was added. A recessed entrance is located between the garage and the west elevation of the primary building. A large, fixed, single-light window on the north end of the original building's west elevation overlooks the deck addition. The property includes a small front yard and a paved driveway that extends along the north elevation and leads to the basement level vehicle bay with a retractable metal door on the north elevation. A shorter, narrow, paved driveway is also located along the building's south elevation.</p>
Major Bibliographic References:	<p>Boyles, E. 2010. The Suburb. Selected Cultural and Historical Geographies of the Greater Seattle Area. Available at: <a href="https://sites.google.com/site/alinehistoryprojectsite/home/line-b/community-identities--bellevue-and-redmond/the-suburb">https://sites.google.com/site/alinehistoryprojectsite/home/line-b/community-identities--bellevue-and-redmond/the-suburb</a>. Accessed March 18, 2013.</p> <p>Caster, D. 2007. Historical Society of Federal Way Timeline. Available at: <a href="http://www.federalwayhistory.org/timeline.php">http://www.federalwayhistory.org/timeline.php</a>. Accessed March 15, 2013.</p> <p>Des Moines Historical Society. 2007. Time Line Page. Available at: <a href="http://www.dmhs.org/timeline/history.html">http://www.dmhs.org/timeline/history.html</a>. Accessed March 13, 2013.</p> <p>Lange, G. 1998. Des Moines Beginnings: Des Moines Post Office opens on August 6, 1889. HistoryLink: The Free Online Encyclopedia of Washington State History. Available at: <a href="http://www.historylink.org/index.cfm?DisplayPage=output.cfm&amp;file_id=500">http://www.historylink.org/index.cfm?DisplayPage=output.cfm&amp;file_id=500</a>. Accessed March 15, 2013.</p> <p>King County. 2013. King County Department of Assessments. Available at: <a href="http://www.kingcounty.gov/Assessor.aspx">http://www.kingcounty.gov/Assessor.aspx</a>. Accessed October 20, 2013.</p> <p>Kramak, J.E., ed. 2010. Establishing the Pacific Highway South. Selected Cultural and Historical Geographies of the Greater Seattle Area. Available at: <a href="https://sites.google.com/site/alinehistoryprojectsite/home/map/theme-transportation/establishing-the-pacific-highway-south">https://sites.google.com/site/alinehistoryprojectsite/home/map/theme-transportation/establishing-the-pacific-highway-south</a>. Accessed March 14, 2013.</p> <p>U.S. Route 99 – The Pacific Highway. 2013. Waymarking: A Groundspeak Website. Available at: <a href="http://www.waymarking.com/cat/details.aspx?f=1&amp;guid=698ed7e3-3af8-4cd0-a795-03b89a23288e&amp;exp=True">http://www.waymarking.com/cat/details.aspx?f=1&amp;guid=698ed7e3-3af8-4cd0-a795-03b89a23288e&amp;exp=True</a>. Accessed March 19, 2013.</p>

## Photos



East elevation  
2014



North elevation  
2014



Northeast corner  
2014



Northwest corner  
2014

## Historic Inventory Report



Southeast corner  
 2014



2014



## Historic Inventory Report

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### Location

Field Site No. 1869-13 DAHP No.  
Historic Name:  
Common Name: 23211 28th Ave S  
Property Address: 23211 28th Ave S, Des Moines, WA 98198  
Comments:  
Tax No./Parcel No. 1953400225  
Plat/Block/Lot Plat Block 4 / Lot 2  
Acreage .19  
Supplemental Map(s)

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Township/Range/EW	Section	1/4 Sec	1/4 1/4 Sec	County	Quadrangle
T22R04E	16			King	DES MOINES

### Coordinate Reference

Easting: 1195078  
Northing: 756336  
Projection: Washington State Plane South  
Datum: HARN (feet)

### Identification

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Survey Name: Sound Transit Federal Way (2) Date Recorded: 03/03/2014  
Field Recorder: MaryNell Nolan-Wheatley  
Owner's Name: SOLLARS MICHAEL+SHANDRA DEA  
Owner Address: 23211 28TH AVE S  
City: Des Moines State: WA Zip: 98198  
Classification: Building  
Resource Status: Comments:  
Survey/Inventory  
Within a District? No  
Contributing? No  
National Register:  
Local District:  
National Register District/Thematic Nomination Name:  
Eligibility Status: Not Determined - SHPO  
Determination Date: 1/1/0001  
Determination Comments:



## Historic Inventory Report

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### Description

Historic Use: Domestic - Single Family House

Current Use: Domestic - Single Family House

Plan: Rectangle

Stories: 1

Structural System: Platform Frame

Changes to Plan: Slight

Changes to Interior: Unknown

Changes to Original Cladding: Intact

Changes to Windows: Extensive

Changes to Other:

Other (specify):

Style:

Cladding:

Roof Type:

Roof Material:

Ranch

Wood

Hip

Asphalt / Composition -

Wood - Vertical

Rolled

Foundation:

Form/Type:

Concrete - Poured

Single Family

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### Narrative

Study Unit

Other

Architecture/Landscape Architecture

Date of Construction:

1961 Built Date

Builder:

Engineer:

Architect:

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 Inventory Report

### Statement of Significance:

Construction of the original Highway 1 in the state of Washington commenced in 1913. By October 1923, 700 miles of a two-lane highway had been completed connecting Vancouver, British Columbia, to the Oregon-California border. Just after the highway was completed in 1924, however, plans were begun to reroute and improve the conditions of the highway. The project involved creating a new, wider, four-lane route further west that would connect Seattle and Tacoma, Washington, more directly (Kramak, 2010). The new roadway was completed in 1928 and acquired the title of Highway 1, while the original eastern route was renamed Highway 5 (Caster, 2007). The new Highway 1 became known as the Pacific Highway. Over the years, various parts of Highway 1 acquired alternative names, including the portion known as Pacific Highway S, which starts near Federal Way, Washington, and continues north, through Kent, Des Moines, and SeaTac, Washington (Kramak, 2010).

In 1926, Pacific Highway (HWY 1) was included as a numbered U.S. Highway (US 99) (U.S. Route 99, 2013). The following decades witnessed the rapid growth of businesses along the highway and the formation of a new auto-oriented roadside culture characterized by a proliferation of motels, restaurants, and rest stops (Des Moines Historical Society, 2007). Increased automobile ownership changed people's perceptions about distance and allowed populations to sprawl around urban centers, increasing the number of residents in suburban towns and cities, including SeaTac, Des Moines, Kent, and Federal Way (Boyles, 2010).

The city of Des Moines is located approximately halfway between Seattle and Tacoma, on the eastern side of Puget Sound (Des Moines Historical Society, 2007). The town started as a logging community and as a real estate venture of F. A. Blasher, who moved from Des Moines, Iowa, to King County in 1888 (Des Moines Historical Society, 2007; Lange, 1998). After World War I, Des Moines' popularity rose when the town expanded its dock and ferry service, attracting increased numbers of summer vacationers. The population grew quickly after World War II and Des Moines was incorporated as a city in 1959 (Des Moines Historical Society, 2007). While some buildings in Des Moines date to the 1920s and 1930s, many commercial and residential buildings were constructed during a period of suburban development in the 1950s and 1960s. On January 31, 1967, Interstate 5 (I-5), which passed through Des Moines on the route from Everett to Tacoma, Washington, was completed and established another transportation route, in addition to Pacific Highway S (SR 99), for commuters in the area (Des Moines Historical Society, 2007).

The property at 23211 28th Avenue South in Des Moines, Washington, which is a residential property built in 1961, is not eligible for listing in the NRHP. The property is not eligible for the NRHP under Criterion A, which applies to buildings that are associated with events that have made a significant contribution to the broad patterns of history, as no significant events are associated with this property. To be eligible for the NRHP under Criterion B, a property must be directly associated with a person considered significant within a historic context whose specific contribution to history has been both identified and documented. No such person who meets that definition is linked to this building. The property is not eligible for the NRHP under Criterion C as it is a typical residential building from the mid-twentieth century and does not embody the distinctive characteristics of a type, period, or method of construction; it is not the work of a master and does not possess high artistic value. The property is not eligible for the NRHP under Criterion D for information potential because the materials and construction methods of the building do not convey important information that could contribute to understanding history or prehistory. Therefore, the property is not eligible for listing in the NRHP because it does not meet any of the eligibility criteria. In addition the building is altered including the replacement of the original windows and doors and a rear deck addition. As a result, the property has lost integrity of materials and design. The building retains integrity of workmanship, feeling, setting, location, and association.

## Historic Inventory Report

Description of Physical Appearance:	<p>23211 28th Avenue South is a one-story, wood frame, ranch style, residential property with a rectangular plan constructed in 1961. The building, which sits on a poured concrete foundation, has a hipped roof with moderately deep boxed eaves covered in rolled roofing material. An interior slope brick chimney protrudes from the front, center of the roof. The upper half of the residence's exterior walls are clad in vertical wood siding while the lower half are clad in horizontal wood siding. The house, which is built on sloped ground, has a daylight basement which is visible on the north side of the front (east) elevation. All of the visible windows and doors are contemporary replacements. The paneled front door is located just south of center on the front (east) elevation and is accessed via a concrete path and two concrete steps with an open framework metal handrail. South of the front door is a large, three-light horizontal sliding window. Two, two-light horizontal sliding windows are located north of the front door. All of the windows on the front façade have decorative, non-operable shutters. The basement level on the north end of the front façade contains an interior garage with a retractable metal door. A paved driveway leads to the garage from 28th Avenue South. There is no fenestration on the north elevation. A two-light, horizontal sliding window is located on the west end of the south elevation, along with another two-light horizontal sliding lookout basement window. According to the King County Assessor's website, the property contains two patios behind the house, as well as a large deck addition that extends from the rear (west) elevation. The back yard is surrounded by a tall wood fence.</p>
Major Bibliographic References:	<p>Boyles, E. 2010. The Suburb. Selected Cultural and Historical Geographies of the Greater Seattle Area. Available at: <a href="https://sites.google.com/site/alinehistoryprojectsite/home/line-b/community-identities--bellevue-and-redmond/the-suburb">https://sites.google.com/site/alinehistoryprojectsite/home/line-b/community-identities--bellevue-and-redmond/the-suburb</a>. Accessed March 18, 2013.</p> <p>Caster, D. 2007. Historical Society of Federal Way Timeline. Available at: <a href="http://www.federalwayhistory.org/timeline.php">http://www.federalwayhistory.org/timeline.php</a>. Accessed March 15, 2013.</p> <p>Des Moines Historical Society. 2007. Time Line Page. Available at: <a href="http://www.dmhs.org/timeline/history.html">http://www.dmhs.org/timeline/history.html</a>. Accessed March 13, 2013.</p> <p>Lange, G. 1998. Des Moines Beginnings: Des Moines Post Office opens on August 6, 1889. HistoryLink: The Free Online Encyclopedia of Washington State History. Available at: <a href="http://www.historylink.org/index.cfm?DisplayPage=output.cfm&amp;file_id=500">http://www.historylink.org/index.cfm?DisplayPage=output.cfm&amp;file_id=500</a>. Accessed March 15, 2013.</p> <p>King County. 2013. King County Department of Assessments. Available at: <a href="http://www.kingcounty.gov/Assessor.aspx">http://www.kingcounty.gov/Assessor.aspx</a>. Accessed October 20, 2013.</p> <p>Kramak, J.E., ed. 2010. Establishing the Pacific Highway South. Selected Cultural and Historical Geographies of the Greater Seattle Area. Available at: <a href="https://sites.google.com/site/alinehistoryprojectsite/home/map/theme-transportation/establishing-the-pacific-highway-south">https://sites.google.com/site/alinehistoryprojectsite/home/map/theme-transportation/establishing-the-pacific-highway-south</a>. Accessed March 14, 2013.</p> <p>U.S. Route 99 – The Pacific Highway. 2013. Waymarking: A Groundspeak Website. Available at: <a href="http://www.waymarking.com/cat/details.aspx?f=1&amp;guid=698ed7e3-3af8-4cd0-a795-03b89a23288e&amp;exp=True">http://www.waymarking.com/cat/details.aspx?f=1&amp;guid=698ed7e3-3af8-4cd0-a795-03b89a23288e&amp;exp=True</a>. Accessed March 19, 2013.</p>

## Photos



East elevation  
2014



Northeast corner  
2014



Southeast corner  
2014



2014



## Historic Inventory Report

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### Location

Field Site No. 1870-14 DAHP No.  
Historic Name:  
Common Name: 23219 28th Ave S  
Property Address: 23219 28th Ave S, Des Moines, WA 98198  
Comments:  
Tax No./Parcel No. 1953400230  
Plat/Block/Lot Plat Block 4 / Lot 3  
Acreage .19  
Supplemental Map(s)

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Township/Range/EW	Section	1/4 Sec	1/4 1/4 Sec	County	Quadrangle
T22R04E	16			King	DES MOINES

### Coordinate Reference

Easting: 1195076  
Northing: 756259  
Projection: Washington State Plane South  
Datum: HARN (feet)

### Identification

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Survey Name: Sound Transit Federal Way (2) Date Recorded: 03/03/2014  
Field Recorder: MaryNell Nolan-Wheatley  
Owner's Name: TSAU CHAN TONG  
Owner Address: 23219 28TH AVE S  
City: Des Moines State: WA Zip: 98198  
Classification: Building  
Resource Status: Comments:  
Survey/Inventory  
Within a District? No  
Contributing? No  
National Register:  
Local District:  
National Register District/Thematic Nomination Name:  
Eligibility Status: Not Determined - SHPO  
Determination Date: 1/1/0001  
Determination Comments:



## Historic Inventory Report

### Description

Historic Use: Domestic - Single Family House	Current Use: Domestic - Single Family House		
Plan: Rectangle	Stories: 1		
Changes to Plan: Moderate	Structural System: Platform Frame		
Changes to Original Cladding: Intact	Changes to Interior: Unknown		
Changes to Other:	Changes to Windows: Extensive		
Other (specify):			
Style:	Cladding:	Roof Type:	Roof Material:
Ranch	Wood	Gable - Cross Gable	Asphalt / Composition - Shingle
	Wood - Vertical		
	Veneer - Brick		
Foundation:	Form/Type:		
Concrete - Poured	Single Family - Cross Gable		

### Narrative

Study Unit	Other
Architecture/Landscape Architecture	
Date of Construction:	1960 Built Date
	2008 Addition
	Builder:
	Engineer:
	Architect:

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 Inventory Report

### Statement of Significance:

Construction of the original Highway 1 in the state of Washington commenced in 1913. By October 1923, 700 miles of a two-lane highway had been completed connecting Vancouver, British Columbia, to the Oregon-California border. Just after the highway was completed in 1924, however, plans were begun to reroute and improve the conditions of the highway. The project involved creating a new, wider, four-lane route further west that would connect Seattle and Tacoma, Washington, more directly (Kramak, 2010). The new roadway was completed in 1928 and acquired the title of Highway 1, while the original eastern route was renamed Highway 5 (Caster, 2007). The new Highway 1 became known as the Pacific Highway. Over the years, various parts of Highway 1 acquired alternative names, including the portion known as Pacific Highway S, which starts near Federal Way, Washington, and continues north, through Kent, Des Moines, and SeaTac, Washington (Kramak, 2010).

In 1926, Pacific Highway (HWY 1) was included as a numbered U.S. Highway (US 99) (U.S. Route 99, 2013). The following decades witnessed the rapid growth of businesses along the highway and the formation of a new auto-oriented roadside culture characterized by a proliferation of motels, restaurants, and rest stops (Des Moines Historical Society, 2007). Increased automobile ownership changed people's perceptions about distance and allowed populations to sprawl around urban centers, increasing the number of residents in suburban towns and cities, including SeaTac, Des Moines, Kent, and Federal Way (Boyles, 2010).

The city of Des Moines is located approximately halfway between Seattle and Tacoma, on the eastern side of Puget Sound (Des Moines Historical Society, 2007). The town started as a logging community and as a real estate venture of F. A. Blasher, who moved from Des Moines, Iowa, to King County in 1888 (Des Moines Historical Society, 2007; Lange, 1998). After World War I, Des Moines' popularity rose when the town expanded its dock and ferry service, attracting increased numbers of summer vacationers. The population grew quickly after World War II and Des Moines was incorporated as a city in 1959 (Des Moines Historical Society, 2007). While some buildings in Des Moines date to the 1920s and 1930s, many commercial and residential buildings were constructed during a period of suburban development in the 1950s and 1960s. On January 31, 1967, Interstate 5 (I-5), which passed through Des Moines on the route from Everett to Tacoma, Washington, was completed and established another transportation route, in addition to Pacific Highway S (SR 99), for commuters in the area (Des Moines Historical Society, 2007).

The property at 23219 28th Avenue South in Des Moines, Washington, which is a residential property built in 1960, is not eligible for listing in the NRHP. The property is not eligible for the NRHP under Criterion A, which applies to buildings that are associated with events that have made a significant contribution to the broad patterns of history, as no significant events are associated with this property. To be eligible for the NRHP under Criterion B, a property must be directly associated with a person considered significant within a historic context whose specific contribution to history has been both identified and documented. No such person who meets that definition is linked to this building. The property is not eligible for the NRHP under Criterion C as it is a typical residential building from the mid-twentieth century and does not embody the distinctive characteristics of a type, period, or method of construction; it is not the work of a master and does not possess high artistic value. The property is not eligible for the NRHP under Criterion D for information potential because the materials and construction methods of the building do not convey important information that could contribute to understanding history or prehistory. Therefore, the property is not eligible for listing in the NRHP because it does not meet any of the eligibility criteria. In addition the building is altered including the replacement of the original windows and doors and a large rear addition. As a result, the property has lost integrity of materials and design. The building retains integrity of workmanship, feeling, setting, location, and association.



## Historic Inventory Report

Description of Physical Appearance:	<p>23219 28th Avenue South is a one-story, wood frame, ranch style, residential property with a rectangular plan constructed in 1960. The building, which sits on a poured concrete foundation, has a cross gabled roof with moderately deep boxed eaves covered in composite shingles. An interior slope brick chimney protrudes from the south end of the roof. The exterior walls of the residence are clad in a combination of vertical wood siding, horizontal wood siding, and brick veneer. The house, which is built on sloped ground, has a daylight basement which is visible on the north side of the front (east) elevation. All of the visible windows and doors are contemporary replacements. The paneled front door is located in the center of the front elevation and is accessed via a flight of concrete stairs that pass through a sloping front yard. South of the front door is a large, three-light horizontal sliding window and a slightly smaller, two-light, horizontal sliding window. The upper half of the south end of the façade's exterior walls, which includes the front door and the two south windows, are clad in vertical wood siding, while the lower half is clad in brick veneer. The north end of the front façade projects out from the rest of the elevation and is covered by a front gabled roof. The exterior walls of this section are clad in horizontal wood siding with the exception of the gable end, which is clad in vertical wood siding. Two, two-light horizontal sliding windows are located under the front gable, above the basement level, two-car garage. A wide, paved driveway that is at a lower grade than the adjacent front yard, leads to the vehicle bay with a retractable metal door on the front façade. There is no visible fenestration on the north or south elevations. According to the King County Assessor's website, a basement addition was constructed in 2008, extending from the rear (west) elevation. The addition, which was built as a craft room, enclosed the space under an existing deck. The deck was likely not original to the property. Neither the deck nor the basement addition are visible from the public right-of-way.</p>
Major Bibliographic References:	<p>Boyles, E. 2010. The Suburb. Selected Cultural and Historical Geographies of the Greater Seattle Area. Available at: <a href="https://sites.google.com/site/alinehistoryprojectsite/home/line-b/community-identities--bellevue-and-redmond/the-suburb">https://sites.google.com/site/alinehistoryprojectsite/home/line-b/community-identities--bellevue-and-redmond/the-suburb</a>. Accessed March 18, 2013.</p> <p>Caster, D. 2007. Historical Society of Federal Way Timeline. Available at: <a href="http://www.federalwayhistory.org/timeline.php">http://www.federalwayhistory.org/timeline.php</a>. Accessed March 15, 2013.</p> <p>Des Moines Historical Society. 2007. Time Line Page. Available at: <a href="http://www.dmhs.org/timeline/history.html">http://www.dmhs.org/timeline/history.html</a>. Accessed March 13, 2013.</p> <p>Lange, G. 1998. Des Moines Beginnings: Des Moines Post Office opens on August 6, 1889. HistoryLink: The Free Online Encyclopedia of Washington State History. Available at: <a href="http://www.historylink.org/index.cfm?DisplayPage=output.cfm&amp;file_id=500">http://www.historylink.org/index.cfm?DisplayPage=output.cfm&amp;file_id=500</a>. Accessed March 15, 2013.</p> <p>King County. 2013. King County Department of Assessments. Available at: <a href="http://www.kingcounty.gov/Assessor.aspx">http://www.kingcounty.gov/Assessor.aspx</a>. Accessed October 20, 2013.</p> <p>Kramak, J.E., ed. 2010. Establishing the Pacific Highway South. Selected Cultural and Historical Geographies of the Greater Seattle Area. Available at: <a href="https://sites.google.com/site/alinehistoryprojectsite/home/map/theme-transportation/establishing-the-pacific-highway-south">https://sites.google.com/site/alinehistoryprojectsite/home/map/theme-transportation/establishing-the-pacific-highway-south</a>. Accessed March 14, 2013.</p> <p>U.S. Route 99 – The Pacific Highway. 2013. Waymarking: A Groundspeak Website. Available at: <a href="http://www.waymarking.com/cat/details.aspx?f=1&amp;guid=698ed7e3-3af8-4cd0-a795-03b89a23288e&amp;exp=True">http://www.waymarking.com/cat/details.aspx?f=1&amp;guid=698ed7e3-3af8-4cd0-a795-03b89a23288e&amp;exp=True</a>. Accessed March 19, 2013.</p>

## Photos



East elevation  
2014



Northeast corner  
2014



Southeast corner  
2014



East elevation, closer  
2014



2014



## Historic Inventory Report

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### Location

Field Site No. 1871-15 DAHP No.  
Historic Name:  
Common Name: 23227 28th Ave S  
Property Address: 23227 28th Ave S, Des Moines, WA 98198  
Comments:  
Tax No./Parcel No. 1953400235  
Plat/Block/Lot Plat Block 4 / Lot 4  
Acreage .19  
Supplemental Map(s)

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Township/Range/EW	Section	1/4 Sec	1/4 1/4 Sec	County	Quadrangle
T22R04E	16			King	DES MOINES

### Coordinate Reference

Easting: 1195073  
Northing: 756183  
Projection: Washington State Plane South  
Datum: HARN (feet)

### Identification

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Survey Name: Sound Transit Federal Way (2) Date Recorded: 03/03/2014  
Field Recorder: MaryNell Nolan-Wheatley  
Owner's Name: LA CROSSE EDWARD L  
Owner Address: 23227 28TH AVE S  
City: Des Moines State: WA Zip: 98198  
Classification: Building  
Resource Status: Comments:  
Survey/Inventory  
Within a District? No  
Contributing? No  
National Register:  
Local District:  
National Register District/Thematic Nomination Name:  
Eligibility Status: Not Determined - SHPO  
Determination Date: 1/1/0001  
Determination Comments:



## Historic Inventory Report

### Description

Historic Use: Domestic - Single Family House	Current Use: Domestic - Single Family House		
Plan: U-Shape	Stories: 1		
Changes to Plan: Extensive	Structural System: Platform Frame		
Changes to Original Cladding: Intact	Changes to Interior: Unknown		
Changes to Other:	Changes to Windows: Extensive		
Other (specify):			
Style:	Cladding:	Roof Type:	Roof Material:
Modern - Contemporary	Wood	Gable	Asphalt / Composition - Rolled
	Wood - Vertical		
	Veneer - Brick		
Foundation:	Form/Type:		
Concrete - Poured	Single Family		

### Narrative

Study Unit	Other
Architecture/Landscape Architecture	
Date of Construction:	1957 Built Date
	1968 Addition
	Builder:
	Engineer:
	Architect:

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 Inventory Report

### Statement of Significance:

Construction of the original Highway 1 in the state of Washington commenced in 1913. By October 1923, 700 miles of a two-lane highway had been completed connecting Vancouver, British Columbia, to the Oregon-California border. Just after the highway was completed in 1924, however, plans were begun to reroute and improve the conditions of the highway. The project involved creating a new, wider, four-lane route further west that would connect Seattle and Tacoma, Washington, more directly (Kramak, 2010). The new roadway was completed in 1928 and acquired the title of Highway 1, while the original eastern route was renamed Highway 5 (Caster, 2007). The new Highway 1 became known as the Pacific Highway. Over the years, various parts of Highway 1 acquired alternative names, including the portion known as Pacific Highway S, which starts near Federal Way, Washington, and continues north, through Kent, Des Moines, and SeaTac, Washington (Kramak, 2010).

In 1926, Pacific Highway (HWY 1) was included as a numbered U.S. Highway (US 99) (U.S. Route 99, 2013). The following decades witnessed the rapid growth of businesses along the highway and the formation of a new auto-oriented roadside culture characterized by a proliferation of motels, restaurants, and rest stops (Des Moines Historical Society, 2007). Increased automobile ownership changed people's perceptions about distance and allowed populations to sprawl around urban centers, increasing the number of residents in suburban towns and cities, including SeaTac, Des Moines, Kent, and Federal Way (Boyles, 2010).

The city of Des Moines is located approximately halfway between Seattle and Tacoma, on the eastern side of Puget Sound (Des Moines Historical Society, 2007). The town started as a logging community and as a real estate venture of F. A. Blasher, who moved from Des Moines, Iowa, to King County in 1888 (Des Moines Historical Society, 2007; Lange, 1998). After World War I, Des Moines' popularity rose when the town expanded its dock and ferry service, attracting increased numbers of summer vacationers. The population grew quickly after World War II and Des Moines was incorporated as a city in 1959 (Des Moines Historical Society, 2007). While some buildings in Des Moines date to the 1920s and 1930s, many commercial and residential buildings were constructed during a period of suburban development in the 1950s and 1960s. On January 31, 1967, Interstate 5 (I-5), which passed through Des Moines on the route from Everett to Tacoma, Washington, was completed and established another transportation route, in addition to Pacific Highway S (SR 99), for commuters in the area (Des Moines Historical Society, 2007).

The property at 23227 28th Avenue South in Des Moines, Washington, which is a residential property built in 1957, is not eligible for listing in the NRHP. The property is not eligible for the NRHP under Criterion A, which applies to buildings that are associated with events that have made a significant contribution to the broad patterns of history, as no significant events are associated with this property. To be eligible for the NRHP under Criterion B, a property must be directly associated with a person considered significant within a historic context whose specific contribution to history has been both identified and documented. No such person who meets that definition is linked to this building. The property is not eligible for the NRHP under Criterion C as it is a typical residential building from the mid-twentieth century and does not embody the distinctive characteristics of a type, period, or method of construction; it is not the work of a master and does not possess high artistic value. The property is not eligible for the NRHP under Criterion D for information potential because the materials and construction methods of the building do not convey important information that could contribute to understanding history or prehistory. Therefore, the property is not eligible for listing in the NRHP because it does not meet any of the eligibility criteria. In addition the building is altered including the replacement of original windows and a large addition. As a result, the property has lost integrity of materials, design, and feeling. The building retains integrity of workmanship, setting, location, and association.



## Historic Inventory Report

### Description of Physical Appearance:

23227 28th Avenue South is a one-story, wood frame, contemporary style, residential property with a U-shaped plan constructed in 1957. The building, which sits on a concrete slab foundation, has a gabled roof with deep open eaves covered in rolled roofing material. An interior slope brick chimney protrudes from the north end of the roof. The exterior walls of the residence are clad in a combination of vertical wood siding, horizontal wood siding, and brick veneer. All of the visible windows and doors are contemporary replacements, although most of the primary elevations are obscured by heavy vegetation that surrounds the property. Originally, the residence had an L-shaped plan with a cross gabled roof. The north end of the front (east) elevation projected out from the rest of the elevation and was covered by a front gabled roof that crossed the primary side gabled roof. A two-car, interior garage was located in the south end of the building, under the primary side gabled roof. Circa 1968, a flat roof carport was added to the front of the garage (south end of the front façade), on the east elevation, creating a U shape. At an unknown date, the carport was enclosed and converted into a one-car garage, creating the building's current appearance. The garage addition, which is clad in vertical wood siding, is covered by a front gabled roof and contains a vehicle bay with a retractable door on the east elevation. The north side of the gabled roof extends into a deep overhang that shades a small, ground level, concrete porch. A pedestrian door and a window opening both open onto the concrete porch. A metal drain pipe extends to the ground from the northeast corner of the overhang. Most of the elevations on the interior of the U are not visible from the public right of way. A large, two-light horizontal sliding window, however, is visible on the east end of the original front gabled section's south elevation. The upper half of the exterior wall on the east elevation of this original section is clad in horizontal wood siding while the lower half is clad in brick veneer. A small courtyard filled with plants is located in the middle of the U shape and is surrounded by a metal fence. A brick wall runs along the east edge of the courtyard, blocking it from the front yard area. The brick wall connects to the exterior wall on the original front gabled section's east elevation which is clad in brick veneer. The north elevation of the building contains two, two-light horizontal sliding windows. The property includes a paved driveway, sloping front garden, and a rear patio area.

### Major Bibliographic References:

Boyles, E. 2010. The Suburb. Selected Cultural and Historical Geographies of the Greater Seattle Area. Available at: <https://sites.google.com/site/alinehistoryprojectsite/home/line-b/community-identities--bellevue-and-redmond/the-suburb>. Accessed March 18, 2013.

Caster, D. 2007. Historical Society of Federal Way Timeline. Available at: <http://www.federalwayhistory.org/timeline.php>. Accessed March 15, 2013.

Des Moines Historical Society. 2007. Time Line Page. Available at: <http://www.dmhs.org/timeline/history.html>. Accessed March 13, 2013.

Lange, G. 1998. Des Moines Beginnings: Des Moines Post Office opens on August 6, 1889. HistoryLink: The Free Online Encyclopedia of Washington State History. Available at: [http://www.historylink.org/index.cfm?DisplayPage=output.cfm&file\\_id=500](http://www.historylink.org/index.cfm?DisplayPage=output.cfm&file_id=500). Accessed March 15, 2013.

King County. 2013. King County Department of Assessments. Available at: <http://www.kingcounty.gov/Assessor.aspx>. Accessed October 20, 2013.

Kramak, J.E., ed. 2010. Establishing the Pacific Highway South. Selected Cultural and Historical Geographies of the Greater Seattle Area. Available at: <https://sites.google.com/site/alinehistoryprojectsite/home/map/theme-transportation/establishing-the-pacific-highway-south>. Accessed March 14, 2013.

U.S. Route 99 – The Pacific Highway. 2013. Waymarking: A Groundspeak Website. Available at: <http://www.waymarking.com/cat/details.aspx?f=1&guid=698ed7e3-3af8-4cd0-a795-03b89a23288e&exp=True>. Accessed March 19, 2013.

## Photos



Southeast corner  
2014



East elevation  
2014



East elevation, closer  
2014



Northeast corner  
2014

## Historic Inventory Report



Northeast corner, closer  
2014



2014



## Historic Inventory Report

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### Location

Field Site No. 1872-16 DAHP No.  
Historic Name:  
Common Name: 23235 28th Ave S  
Property Address: 23235 28th Ave S, Des Moines, WA 98198  
Comments:  
Tax No./Parcel No. 1953400240  
Plat/Block/Lot Plat Block 4 / Lot 5  
Acreage .19  
Supplemental Map(s)

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Township/Range/EW	Section	1/4 Sec	1/4 1/4 Sec	County	Quadrangle
T22R04E	16			King	DES MOINES

### Coordinate Reference

Easting: 1195071  
Northing: 756107  
Projection: Washington State Plane South  
Datum: HARN (feet)

### Identification

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Survey Name: Sound Transit Federal Way (2) Date Recorded: 03/03/2014  
Field Recorder: MaryNell Nolan-Wheatley  
Owner's Name: SIMPSON MADELINE YVONNE  
Owner Address: 23235 28TH AVE S  
City: Des Moines State: WA Zip: 98198  
Classification: Building  
Resource Status: Comments:  
Survey/Inventory  
Within a District? No  
Contributing? No  
National Register:  
Local District:  
National Register District/Thematic Nomination Name:  
Eligibility Status: Not Determined - SHPO  
Determination Date: 1/1/0001  
Determination Comments:



## Historic Inventory Report

### Description

Historic Use: Domestic - Single Family House	Current Use: Domestic - Single Family House		
Plan: Rectangle	Stories: 1		
Changes to Plan: Slight	Structural System: Platform Frame		
Changes to Original Cladding: Extensive	Changes to Interior: Unknown		
Changes to Other: Moderate	Changes to Windows: Extensive		
Other (specify): Original attached garage converted to interior living space.			
Style: Ranch	Cladding: Veneer	Roof Type: Gable - Side Gable	Roof Material: Asphalt / Composition - Shingle
Foundation: Concrete - Poured	Form/Type: Single Family - Side Gable		

### Narrative

Study Unit	Other
Architecture/Landscape Architecture	
Date of Construction: 1957 Built Date	Builder:
1996 Remodel	Engineer:
	Architect:

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 Inventory Report

### Statement of Significance:

Construction of the original Highway 1 in the state of Washington commenced in 1913. By October 1923, 700 miles of a two-lane highway had been completed connecting Vancouver, British Columbia, to the Oregon-California border. Just after the highway was completed in 1924, however, plans were begun to reroute and improve the conditions of the highway. The project involved creating a new, wider, four-lane route further west that would connect Seattle and Tacoma, Washington, more directly (Kramak, 2010). The new roadway was completed in 1928 and acquired the title of Highway 1, while the original eastern route was renamed Highway 5 (Caster, 2007). The new Highway 1 became known as the Pacific Highway. Over the years, various parts of Highway 1 acquired alternative names, including the portion known as Pacific Highway S, which starts near Federal Way, Washington, and continues north, through Kent, Des Moines, and SeaTac, Washington (Kramak, 2010).

In 1926, Pacific Highway (HWY 1) was included as a numbered U.S. Highway (US 99) (U.S. Route 99, 2013). The following decades witnessed the rapid growth of businesses along the highway and the formation of a new auto-oriented roadside culture characterized by a proliferation of motels, restaurants, and rest stops (Des Moines Historical Society, 2007). Increased automobile ownership changed people's perceptions about distance and allowed populations to sprawl around urban centers, increasing the number of residents in suburban towns and cities, including SeaTac, Des Moines, Kent, and Federal Way (Boyles, 2010).

The city of Des Moines is located approximately halfway between Seattle and Tacoma, on the eastern side of Puget Sound (Des Moines Historical Society, 2007). The town started as a logging community and as a real estate venture of F. A. Blasher, who moved from Des Moines, Iowa, to King County in 1888 (Des Moines Historical Society, 2007; Lange, 1998). After World War I, Des Moines' popularity rose when the town expanded its dock and ferry service, attracting increased numbers of summer vacationers. The population grew quickly after World War II and Des Moines was incorporated as a city in 1959 (Des Moines Historical Society, 2007). While some buildings in Des Moines date to the 1920s and 1930s, many commercial and residential buildings were constructed during a period of suburban development in the 1950s and 1960s. On January 31, 1967, Interstate 5 (I-5), which passed through Des Moines on the route from Everett to Tacoma, Washington, was completed and established another transportation route, in addition to Pacific Highway S (SR 99), for commuters in the area (Des Moines Historical Society, 2007).

The property at 23235 28th Avenue South in Des Moines, Washington, which is a residential property built in 1957, is not eligible for listing in the NRHP. The property is not eligible for the NRHP under Criterion A, which applies to buildings that are associated with events that have made a significant contribution to the broad patterns of history, as no significant events are associated with this property. To be eligible for the NRHP under Criterion B, a property must be directly associated with a person considered significant within a historic context whose specific contribution to history has been both identified and documented. No such person who meets that definition is linked to this building. The property is not eligible for the NRHP under Criterion C as it is a typical residential building from the mid-twentieth century and does not embody the distinctive characteristics of a type, period, or method of construction; it is not the work of a master and does not possess high artistic value. The property is not eligible for the NRHP under Criterion D for information potential because the materials and construction methods of the building do not convey important information that could contribute to understanding history or prehistory. Therefore, the property is not eligible for listing in the NRHP because it does not meet any of the eligibility criteria. In addition the building is altered including the replacement of original windows and siding, the conversion of an original attached garage into a den, and the addition of a carport. As a result, the property has lost integrity of materials and design. The building retains integrity of feeling, workmanship, setting, location, and association.



## Historic Inventory Report

Description of Physical Appearance:	<p>23235 28th Avenue South is a one-story, wood frame, ranch style, residential property with a rectangular plan constructed in 1957. The building, which sits on a concrete slab foundation, has a side gabled roof with deep open eaves covered in composite shingles. The eave overhang shades the front (east) elevation and is supported by several wood posts. An interior slope brick chimney protrudes from the center of the roof, directly next to a non-original skylight. The south and north ends of the building are covered by side gabled roofs with slightly lower roof heights than the primary, centered, side gable roof. The exterior walls of the residence are clad in non-original horizontal composite siding. All of the visible windows and doors are contemporary replacements. A replacement front door protected by a screen door is located north of center on the front elevation. South of the front door is a large, three-light horizontal sliding window and two, one-over-one sash windows. Both of the sash windows have decorative, non-operable shutters. Originally, the far south end of the residence contained an attached garage. At an unknown date (after 1959), the garage was converted into a den and the vehicle bay with a retractable door on the front façade was replaced by a pedestrian door with a metal screen door and an adjacent two-light horizontal sliding window. Eventually, a corrugated metal, flat roof carport was constructed onto the front of the façade's south end. The carport is supported by four wood posts with knee brackets. The north end of the main façade contains two, large, two-light horizontal sliding windows with decorative, non-operable shutters. Three, smaller, two-light horizontal sliding windows are located on the south elevation. The property includes a large front yard, a paved driveway, and a rear deck addition that extends from the south end of the west elevation.</p>
Major Bibliographic References:	<p>Boyles, E. 2010. The Suburb. Selected Cultural and Historical Geographies of the Greater Seattle Area. Available at: <a href="https://sites.google.com/site/alinehistoryprojectsite/home/line-b/community-identities--bellevue-and-redmond/the-suburb">https://sites.google.com/site/alinehistoryprojectsite/home/line-b/community-identities--bellevue-and-redmond/the-suburb</a>. Accessed March 18, 2013.</p> <p>Caster, D. 2007. Historical Society of Federal Way Timeline. Available at: <a href="http://www.federalwayhistory.org/timeline.php">http://www.federalwayhistory.org/timeline.php</a>. Accessed March 15, 2013.</p> <p>Des Moines Historical Society. 2007. Time Line Page. Available at: <a href="http://www.dmhs.org/timeline/history.html">http://www.dmhs.org/timeline/history.html</a>. Accessed March 13, 2013.</p> <p>Lange, G. 1998. Des Moines Beginnings: Des Moines Post Office opens on August 6, 1889. HistoryLink: The Free Online Encyclopedia of Washington State History. Available at: <a href="http://www.historylink.org/index.cfm?DisplayPage=output.cfm&amp;file_id=500">http://www.historylink.org/index.cfm?DisplayPage=output.cfm&amp;file_id=500</a>. Accessed March 15, 2013.</p> <p>King County. 2013. King County Department of Assessments. Available at: <a href="http://www.kingcounty.gov/Assessor.aspx">http://www.kingcounty.gov/Assessor.aspx</a>. Accessed October 20, 2013.</p> <p>Kramak, J.E., ed. 2010. Establishing the Pacific Highway South. Selected Cultural and Historical Geographies of the Greater Seattle Area. Available at: <a href="https://sites.google.com/site/alinehistoryprojectsite/home/map/theme-transportation/establishing-the-pacific-highway-south">https://sites.google.com/site/alinehistoryprojectsite/home/map/theme-transportation/establishing-the-pacific-highway-south</a>. Accessed March 14, 2013.</p> <p>U.S. Route 99 – The Pacific Highway. 2013. Waymarking: A Groundspeak Website. Available at: <a href="http://www.waymarking.com/cat/details.aspx?f=1&amp;guid=698ed7e3-3af8-4cd0-a795-03b89a23288e&amp;exp=True">http://www.waymarking.com/cat/details.aspx?f=1&amp;guid=698ed7e3-3af8-4cd0-a795-03b89a23288e&amp;exp=True</a>. Accessed March 19, 2013.</p>

## Photos



East elevation  
2014



Northeast corner  
2014



Southeast corner  
2014



2014



## Historic Inventory Report

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### Location

Field Site No. 1873-17 DAHP No.  
Historic Name:  
Common Name: 23243 28th Ave S  
Property Address: 23243 28th Ave S, Des Moines, WA 98198  
Comments:  
Tax No./Parcel No. 1953400245  
Plat/Block/Lot Plat Block 4 / Lot 6  
Acreage .19  
Supplemental Map(s)

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Township/Range/EW	Section	1/4 Sec	1/4 1/4 Sec	County	Quadrangle
T22R04E	16			King	DES MOINES

### Coordinate Reference

Easting: 1195068  
Northing: 756031  
Projection: Washington State Plane South  
Datum: HARN (feet)

### Identification

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Survey Name: Sound Transit Federal Way (2) Date Recorded: 03/03/2014  
Field Recorder: MaryNell Nolan-Wheatley  
Owner's Name: LOCHER OLGA  
Owner Address: 23243 28TH AVE S  
City: Des Moines State: WA Zip: 98198  
Classification: Building  
Resource Status: Comments:  
Survey/Inventory  
Within a District? No  
Contributing? No  
National Register:  
Local District:  
National Register District/Thematic Nomination Name:  
Eligibility Status: Not Determined - SHPO  
Determination Date: 1/1/0001  
Determination Comments:



## Historic Inventory Report

### Description

Historic Use: Domestic - Single Family House	Current Use: Domestic - Single Family House		
Plan: Irregular	Stories: 1		
Changes to Plan: Slight	Structural System: Platform Frame		
Changes to Original Cladding: Moderate	Changes to Interior: Unknown		
Changes to Other: Moderate	Changes to Windows: Extensive		
Other (specify): Original attached garage converted to interior living space.			
Style:	Cladding:	Roof Type:	Roof Material:
Ranch	Wood	Hip - Cross Hipped	Asphalt / Composition - Shingle
	Wood - Vertical		
	Veneer - Brick		
Foundation:	Form/Type:		
Concrete - Poured	Single Family		

### Narrative

Study Unit	Other
Architecture/Landscape Architecture	
Date of Construction:	1957 Built Date
	1959 Addition
	Builder:
	Engineer:
	Architect:

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 Inventory Report

### Statement of Significance:

Construction of the original Highway 1 in the state of Washington commenced in 1913. By October 1923, 700 miles of a two-lane highway had been completed connecting Vancouver, British Columbia, to the Oregon-California border. Just after the highway was completed in 1924, however, plans were begun to reroute and improve the conditions of the highway. The project involved creating a new, wider, four-lane route further west that would connect Seattle and Tacoma, Washington, more directly (Kramak, 2010). The new roadway was completed in 1928 and acquired the title of Highway 1, while the original eastern route was renamed Highway 5 (Caster, 2007). The new Highway 1 became known as the Pacific Highway. Over the years, various parts of Highway 1 acquired alternative names, including the portion known as Pacific Highway S, which starts near Federal Way, Washington, and continues north, through Kent, Des Moines, and SeaTac, Washington (Kramak, 2010).

In 1926, Pacific Highway (HWY 1) was included as a numbered U.S. Highway (US 99) (U.S. Route 99, 2013). The following decades witnessed the rapid growth of businesses along the highway and the formation of a new auto-oriented roadside culture characterized by a proliferation of motels, restaurants, and rest stops (Des Moines Historical Society, 2007). Increased automobile ownership changed people's perceptions about distance and allowed populations to sprawl around urban centers, increasing the number of residents in suburban towns and cities, including SeaTac, Des Moines, Kent, and Federal Way (Boyles, 2010).

The city of Des Moines is located approximately halfway between Seattle and Tacoma, on the eastern side of Puget Sound (Des Moines Historical Society, 2007). The town started as a logging community and as a real estate venture of F. A. Blasher, who moved from Des Moines, Iowa, to King County in 1888 (Des Moines Historical Society, 2007; Lange, 1998). After World War I, Des Moines' popularity rose when the town expanded its dock and ferry service, attracting increased numbers of summer vacationers. The population grew quickly after World War II and Des Moines was incorporated as a city in 1959 (Des Moines Historical Society, 2007). While some buildings in Des Moines date to the 1920s and 1930s, many commercial and residential buildings were constructed during a period of suburban development in the 1950s and 1960s. On January 31, 1967, Interstate 5 (I-5), which passed through Des Moines on the route from Everett to Tacoma, Washington, was completed and established another transportation route, in addition to Pacific Highway S (SR 99), for commuters in the area (Des Moines Historical Society, 2007).

The property at 23243 28th Avenue South in Des Moines, Washington, which is a residential property built in 1957, is not eligible for listing in the NRHP. The property is not eligible for the NRHP under Criterion A, which applies to buildings that are associated with events that have made a significant contribution to the broad patterns of history, as no significant events are associated with this property. To be eligible for the NRHP under Criterion B, a property must be directly associated with a person considered significant within a historic context whose specific contribution to history has been both identified and documented. No such person who meets that definition is linked to this building. The property is not eligible for the NRHP under Criterion C as it is a typical residential building from the mid-twentieth century and does not embody the distinctive characteristics of a type, period, or method of construction; it is not the work of a master and does not possess high artistic value. The property is not eligible for the NRHP under Criterion D for information potential because the materials and construction methods of the building do not convey important information that could contribute to understanding history or prehistory. Therefore, the property is not eligible for listing in the NRHP because it does not meet any of the eligibility criteria. In addition the building is altered including the replacement of original windows and siding, the conversion of an original attached garage into interior living space, and the addition of a carport. As a result, the property has lost integrity of materials and design. The building retains integrity of feeling, workmanship, setting, location, and association.



## Historic Inventory Report

### Description of Physical Appearance:

23243 28th Avenue South is a one-story, wood frame, ranch style, residential property with an irregular plan constructed in 1957. The building, which sits on a poured concrete foundation, has a cross-hipped roof with moderately deep boxed eaves covered in composite shingles. An interior slope brick chimney protrudes from the roof adjacent to a non-original skylight. The upper half of the exterior walls of the residence are clad in vertical wood siding while the lower half are clad in non-original brick veneer and some horizontal wood siding. All of the visible windows are contemporary replacements. The front door, which is protected by a metal and glass storm door, is located north of center on the front (east) elevation. South of the front door is a large window opening that contains a 16-light window flanked on either side by eight-light horizontal sliding windows. Further south on the front façade are two six-by-six-light horizontal sliding windows. Originally, the south end of the residence contained an attached garage. Circa 1959, the vehicle bay with a retractable metal door on the far south end of the façade was replaced with double sliding glass doors and the garage was converted into interior living space. Around the same time, a flat, corrugated metal roof carport supported by two posts was attached to the south end of the façade, covering the end of the paved driveway. At a later, unknown date, the sliding doors were replaced by an eight-by-eight-light horizontal sliding window and an adjacent pedestrian door with a metal and glass storm door. The lower half of the exterior wall on the south section of the façade, from the front door to the original location of the garage, is currently clad in non-original brick veneer. The north end of the façade projects out from the rest of the elevation and is covered by a secondary hipped roof that crosses the primary hipped roof. The east elevation of the projection, the lower half of which is clad in horizontal wood siding, contains a nine-by-nine-light horizontal sliding window. Two horizontal sliding windows are located on the north elevation. The south elevation is not visible from the public right-of-way. Aerial images of the residence indicate that a covered patio area was added to the rear (west) elevation. The property includes a small front and back yard.

### Major Bibliographic References:

Boyles, E. 2010. The Suburb. Selected Cultural and Historical Geographies of the Greater Seattle Area. Available at: <https://sites.google.com/site/alinehistoryprojectsite/home/line-b/community-identities--bellevue-and-redmond/the-suburb>. Accessed March 18, 2013.

Caster, D. 2007. Historical Society of Federal Way Timeline. Available at: <http://www.federalwayhistory.org/timeline.php>. Accessed March 15, 2013.

Des Moines Historical Society. 2007. Time Line Page. Available at: <http://www.dmhs.org/timeline/history.html>. Accessed March 13, 2013.

Lange, G. 1998. Des Moines Beginnings: Des Moines Post Office opens on August 6, 1889. HistoryLink: The Free Online Encyclopedia of Washington State History. Available at: [http://www.historylink.org/index.cfm?DisplayPage=output.cfm&file\\_id=500](http://www.historylink.org/index.cfm?DisplayPage=output.cfm&file_id=500). Accessed March 15, 2013.

King County. 2013. King County Department of Assessments. Available at: <http://www.kingcounty.gov/Assessor.aspx>. Accessed October 20, 2013.

Kramak, J.E., ed. 2010. Establishing the Pacific Highway South. Selected Cultural and Historical Geographies of the Greater Seattle Area. Available at: <https://sites.google.com/site/alinehistoryprojectsite/home/map/theme-transportation/establishing-the-pacific-highway-south>. Accessed March 14, 2013.

U.S. Route 99 – The Pacific Highway. 2013. Waymarking: A Groundspeak Website. Available at: <http://www.waymarking.com/cat/details.aspx?f=1&guid=698ed7e3-3af8-4cd0-a795-03b89a23288e&exp=True>. Accessed March 19, 2013.



## Photos



East elevation  
2014



Northeast corner  
2014



Southeast corner  
2014



2014



## Historic Inventory Report

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### Location

Field Site No. 1874-18 DAHP No.  
Historic Name:  
Common Name: 23251 28th Ave S  
Property Address: 23251 28th Ave S, Des Moines, WA 98198  
Comments:  
Tax No./Parcel No. 1953400250  
Plat/Block/Lot Plat Block 4 / Lot 7  
Acreage .19  
Supplemental Map(s)

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Township/Range/EW	Section	1/4 Sec	1/4 1/4 Sec	County	Quadrangle
T22R04E	16			King	DES MOINES

### Coordinate Reference

Easting: 1195066  
Northing: 755954  
Projection: Washington State Plane South  
Datum: HARN (feet)

### Identification

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Survey Name: Sound Transit Federal Way (2) Date Recorded: 03/03/2014  
Field Recorder: MaryNell Nolan-Wheatley  
Owner's Name: WATSON MINDY J  
Owner Address: 23251 28TH AVE S  
City: Des Moines State: WA Zip: 98198  
Classification: Building  
Resource Status: Comments:  
Survey/Inventory  
Within a District? No  
Contributing? No  
National Register:  
Local District:  
National Register District/Thematic Nomination Name:  
Eligibility Status: Not Determined - SHPO  
Determination Date: 1/1/0001  
Determination Comments:



## Historic Inventory Report

### Description

Historic Use: Domestic - Single Family House	Current Use: Domestic - Single Family House		
Plan: Rectangle	Stories: 1		
Changes to Plan: Intact	Structural System: Platform Frame		
Changes to Original Cladding: Intact	Changes to Interior: Unknown		
Changes to Other:	Changes to Windows: Extensive		
Other (specify):			
Style:	Cladding:	Roof Type:	Roof Material:
Ranch	Wood	Gable - Side Gable	Asphalt / Composition - Rolled
Foundation:	Form/Type:		
Concrete - Poured	Single Family - Side Gable		

### Narrative

Study Unit	Other
Architecture/Landscape Architecture	
Date of Construction:	1956 Built Date
	Builder:
	Engineer:
	Architect:

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 Inventory Report

### Statement of Significance:

Construction of the original Highway 1 in the state of Washington commenced in 1913. By October 1923, 700 miles of a two-lane highway had been completed connecting Vancouver, British Columbia, to the Oregon-California border. Just after the highway was completed in 1924, however, plans were begun to reroute and improve the conditions of the highway. The project involved creating a new, wider, four-lane route further west that would connect Seattle and Tacoma, Washington, more directly (Kramak, 2010). The new roadway was completed in 1928 and acquired the title of Highway 1, while the original eastern route was renamed Highway 5 (Caster, 2007). The new Highway 1 became known as the Pacific Highway. Over the years, various parts of Highway 1 acquired alternative names, including the portion known as Pacific Highway S, which starts near Federal Way, Washington, and continues north, through Kent, Des Moines, and SeaTac, Washington (Kramak, 2010).

In 1926, Pacific Highway (HWY 1) was included as a numbered U.S. Highway (US 99) (U.S. Route 99, 2013). The following decades witnessed the rapid growth of businesses along the highway and the formation of a new auto-oriented roadside culture characterized by a proliferation of motels, restaurants, and rest stops (Des Moines Historical Society, 2007). Increased automobile ownership changed people's perceptions about distance and allowed populations to sprawl around urban centers, increasing the number of residents in suburban towns and cities, including SeaTac, Des Moines, Kent, and Federal Way (Boyles, 2010).

The city of Des Moines is located approximately halfway between Seattle and Tacoma, on the eastern side of Puget Sound (Des Moines Historical Society, 2007). The town started as a logging community and as a real estate venture of F. A. Blasher, who moved from Des Moines, Iowa, to King County in 1888 (Des Moines Historical Society, 2007; Lange, 1998). After World War I, Des Moines' popularity rose when the town expanded its dock and ferry service, attracting increased numbers of summer vacationers. The population grew quickly after World War II and Des Moines was incorporated as a city in 1959 (Des Moines Historical Society, 2007). While some buildings in Des Moines date to the 1920s and 1930s, many commercial and residential buildings were constructed during a period of suburban development in the 1950s and 1960s. On January 31, 1967, Interstate 5 (I-5), which passed through Des Moines on the route from Everett to Tacoma, Washington, was completed and established another transportation route, in addition to Pacific Highway S (SR 99), for commuters in the area (Des Moines Historical Society, 2007).

The property at 23251 28th Avenue South in Des Moines, Washington, which is a residential property built in 1956, is not eligible for listing in the NRHP. The property is not eligible for the NRHP under Criterion A, which applies to buildings that are associated with events that have made a significant contribution to the broad patterns of history, as no significant events are associated with this property. To be eligible for the NRHP under Criterion B, a property must be directly associated with a person considered significant within a historic context whose specific contribution to history has been both identified and documented. No such person who meets that definition is linked to this building. The property is not eligible for the NRHP under Criterion C as it is a typical residential building from the mid-twentieth century and does not embody the distinctive characteristics of a type, period, or method of construction; it is not the work of a master and does not possess high artistic value. The property is not eligible for the NRHP under Criterion D for information potential because the materials and construction methods of the building do not convey important information that could contribute to understanding history or prehistory. Therefore, the property is not eligible for listing in the NRHP because it does not meet any of the eligibility criteria. In addition the building is altered including the replacement of original windows and doors. As a result, the property has lost integrity of materials. The building retains integrity of design, feeling, workmanship, setting, location, and association.

## Historic Inventory Report

Description of Physical Appearance:	<p>23251 28th Avenue South is a one-story, wood frame, ranch style, residential property with a rectangular plan constructed in 1956. The building, which sits on a concrete slab foundation, has a side gabled roof with deep open eaves covered in rolled roofing material. A large interior slope brick chimney protrudes from the south end of the roof. The exterior walls are clad in horizontal wood siding. All of the visible windows and doors are contemporary replacements. The front door, which contains a fixed, single-light, rectangular window, is located north of center on the front (east) elevation. South of the front door is a large, three-light horizontal sliding window. The front door and the adjacent three-light sliding window are both shaded by an extended, secondary, flat roof overhang, the edge of which is supported by three, simple wood posts. Further south on the front façade are two, one-over-one sash windows. The south end of the building contains an attached garage that is contained within the principle mass of the house and is covered by the primary side gabled roof. A vehicle bay with a retractable metal door is located on the south end of the front façade, at the end of a paved driveway. North of the front door are two nine-by-nine-light horizontal sliding windows. The south elevation contains two, two-light horizontal sliding windows and a paneled, replacement pedestrian door that serves as a side entrance into the garage. The property includes a small front and back yard, as well as a rear patio area.</p>
Major Bibliographic References:	<p>Boyles, E. 2010. The Suburb. Selected Cultural and Historical Geographies of the Greater Seattle Area. Available at: <a href="https://sites.google.com/site/alinehistoryprojectsite/home/line-b/community-identities--bellevue-and-redmond/the-suburb">https://sites.google.com/site/alinehistoryprojectsite/home/line-b/community-identities--bellevue-and-redmond/the-suburb</a>. Accessed March 18, 2013.</p> <p>Caster, D. 2007. Historical Society of Federal Way Timeline. Available at: <a href="http://www.federalwayhistory.org/timeline.php">http://www.federalwayhistory.org/timeline.php</a>. Accessed March 15, 2013.</p> <p>Des Moines Historical Society. 2007. Time Line Page. Available at: <a href="http://www.dmhs.org/timeline/history.html">http://www.dmhs.org/timeline/history.html</a>. Accessed March 13, 2013.</p> <p>Lange, G. 1998. Des Moines Beginnings: Des Moines Post Office opens on August 6, 1889. HistoryLink: The Free Online Encyclopedia of Washington State History. Available at: <a href="http://www.historylink.org/index.cfm?DisplayPage=output.cfm&amp;file_id=500">http://www.historylink.org/index.cfm?DisplayPage=output.cfm&amp;file_id=500</a>. Accessed March 15, 2013.</p> <p>King County. 2013. King County Department of Assessments. Available at: <a href="http://www.kingcounty.gov/Assessor.aspx">http://www.kingcounty.gov/Assessor.aspx</a>. Accessed October 20, 2013.</p> <p>Kramak, J.E., ed. 2010. Establishing the Pacific Highway South. Selected Cultural and Historical Geographies of the Greater Seattle Area. Available at: <a href="https://sites.google.com/site/alinehistoryprojectsite/home/map/theme-transportation/establishing-the-pacific-highway-south">https://sites.google.com/site/alinehistoryprojectsite/home/map/theme-transportation/establishing-the-pacific-highway-south</a>. Accessed March 14, 2013.</p> <p>U.S. Route 99 – The Pacific Highway. 2013. Waymarking: A Groundspeak Website. Available at: <a href="http://www.waymarking.com/cat/details.aspx?f=1&amp;guid=698ed7e3-3af8-4cd0-a795-03b89a23288e&amp;exp=True">http://www.waymarking.com/cat/details.aspx?f=1&amp;guid=698ed7e3-3af8-4cd0-a795-03b89a23288e&amp;exp=True</a>. Accessed March 19, 2013.</p>



## Photos



East elevation  
2014



Northeast corner  
2014



Southeast corner  
2014



2014





## Historic Inventory Report

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### Location

Field Site No. 1875-19  
DAHP No.  
Historic Name:  
Common Name: 23259 28th Ave S  
Property Address: 23259 28th Ave S, Des Moines, WA 98198  
Comments:  
Tax No./Parcel No. 1953400255  
Plat/Block/Lot Plat Block 4 / Lot 8  
Acreage .19  
Supplemental Map(s)

Township/Range/EW	Section	1/4 Sec	1/4 1/4 Sec	County	Quadrangle
T22R04E	16			King	DES MOINES

### Coordinate Reference

Easting: 1195064  
Northing: 755878  
Projection: Washington State Plane South  
Datum: HARN (feet)

### Identification

Survey Name: Sound Transit Federal Way (2)  
Date Recorded: 03/03/2014  
Field Recorder: MaryNell Nolan-Wheatley  
Owner's Name: SANTINI CAROLINE SOPHIA  
Owner Address: 23259 28TH AVE S  
City: Des Moines  
State: WA  
Zip: 98198  
Classification: Building  
Resource Status:  
Survey/Inventory  
Comments:  
Within a District? No  
Contributing? No  
National Register:  
Local District:  
National Register District/Thematic Nomination Name:  
Eligibility Status: Not Determined - SHPO  
Determination Date: 1/1/0001  
Determination Comments:



## Historic Inventory Report

### Description

Historic Use: Domestic - Single Family House

Current Use: Domestic - Single Family House

Plan: Irregular Stories: 1

Structural System: Platform Frame

Changes to Plan: Slight

Changes to Interior: Unknown

Changes to Original Cladding: Extensive

Changes to Windows: Moderate

Changes to Other:

Other (specify):

Style:

Cladding:

Roof Type:

Roof Material:

Ranch

Wood

Hip - Cross Hipped

Asphalt / Composition -  
Shingle

Foundation:

Form/Type:

Concrete - Poured

Single Family

### Narrative

Study Unit

Other

Architecture/Landscape Architecture

Date of Construction: 1956 Built Date

Builder:

Engineer:

Architect:

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 Inventory Report

### Statement of Significance:

Construction of the original Highway 1 in the state of Washington commenced in 1913. By October 1923, 700 miles of a two-lane highway had been completed connecting Vancouver, British Columbia, to the Oregon-California border. Just after the highway was completed in 1924, however, plans were begun to reroute and improve the conditions of the highway. The project involved creating a new, wider, four-lane route further west that would connect Seattle and Tacoma, Washington, more directly (Kramak, 2010). The new roadway was completed in 1928 and acquired the title of Highway 1, while the original eastern route was renamed Highway 5 (Caster, 2007). The new Highway 1 became known as the Pacific Highway. Over the years, various parts of Highway 1 acquired alternative names, including the portion known as Pacific Highway S, which starts near Federal Way, Washington, and continues north, through Kent, Des Moines, and SeaTac, Washington (Kramak, 2010).

In 1926, Pacific Highway (HWY 1) was included as a numbered U.S. Highway (US 99) (U.S. Route 99, 2013). The following decades witnessed the rapid growth of businesses along the highway and the formation of a new auto-oriented roadside culture characterized by a proliferation of motels, restaurants, and rest stops (Des Moines Historical Society, 2007). Increased automobile ownership changed people's perceptions about distance and allowed populations to sprawl around urban centers, increasing the number of residents in suburban towns and cities, including SeaTac, Des Moines, Kent, and Federal Way (Boyles, 2010).

The city of Des Moines is located approximately halfway between Seattle and Tacoma, on the eastern side of Puget Sound (Des Moines Historical Society, 2007). The town started as a logging community and as a real estate venture of F. A. Blasher, who moved from Des Moines, Iowa, to King County in 1888 (Des Moines Historical Society, 2007; Lange, 1998). After World War I, Des Moines' popularity rose when the town expanded its dock and ferry service, attracting increased numbers of summer vacationers. The population grew quickly after World War II and Des Moines was incorporated as a city in 1959 (Des Moines Historical Society, 2007). While some buildings in Des Moines date to the 1920s and 1930s, many commercial and residential buildings were constructed during a period of suburban development in the 1950s and 1960s. On January 31, 1967, Interstate 5 (I-5), which passed through Des Moines on the route from Everett to Tacoma, Washington, was completed and established another transportation route, in addition to Pacific Highway S (SR 99), for commuters in the area (Des Moines Historical Society, 2007).

The property at 23259 28th Avenue South in Des Moines, Washington, which is a residential property built in 1956, is not eligible for listing in the NRHP. The property is not eligible for the NRHP under Criterion A, which applies to buildings that are associated with events that have made a significant contribution to the broad patterns of history, as no significant events are associated with this property. To be eligible for the NRHP under Criterion B, a property must be directly associated with a person considered significant within a historic context whose specific contribution to history has been both identified and documented. No such person who meets that definition is linked to this building. The property is not eligible for the NRHP under Criterion C as it is a typical residential building from the mid-twentieth century and does not embody the distinctive characteristics of a type, period, or method of construction; it is not the work of a master and does not possess high artistic value. The property is not eligible for the NRHP under Criterion D for information potential because the materials and construction methods of the building do not convey important information that could contribute to understanding history or prehistory. Therefore, the property is not eligible for listing in the NRHP because it does not meet any of the eligibility criteria. In addition the building is altered including the replacement of the original siding and some windows. As a result, the property has lost integrity of materials. The building retains integrity of design, feeling, workmanship, setting, location, and association.

## Historic Inventory Report

Description of Physical Appearance:	<p>23259 28th Avenue South is a one-story, wood frame, ranch style, residential property with an irregular plan constructed in 1956. The building, which sits on a concrete slab foundation, has a cross hipped roof with moderately deep boxed eaves covered in composite shingles. A large interior slope brick chimney protrudes from the south side of the roof. The exterior walls of the residence are clad in non-original horizontal wood siding. Some of the visible windows are contemporary replacements. A plain wood front door, which is protected by a metal and glass storm door, is located north of center on the front (east) elevation. South of the front door is a large, three-light horizontal sliding replacement window with decorative, non-operable shutters. The south end of the building contains an attached garage that projects out from the rest of the east elevation and is covered by a hipped roof that crosses the primary hipped roof. The east elevation of the garage contains a vehicle bay with a retractable metal door. The north end of the front façade also projects out from the main elevation and is covered by a hipped roof that crosses the primary hipped roof. The west elevation of the north projections contains a fixed, single-light window with an adjacent single-light horizontal sliding window. Decorative, non-operable shutters border the window opening. The north elevation contains three, large, two-light horizontal sliding replacement windows, two of which have decorative, non-operable shutters. The south elevation contains a small, two-light horizontal sliding window with decorative, non-operable shutters that appears to be original. A flat roof overhang projects from the south end of the rear (west) elevation and shades a patio. The outer edge of the overhang is supported by three, simple wood posts. The rear elevation contains a pedestrian door and five horizontal sliding windows. The property includes a paved driveway, a front and back yard, and a small, detached, flat roof accessory shed.</p>
Major Bibliographic References:	<p>Boyles, E. 2010. The Suburb. Selected Cultural and Historical Geographies of the Greater Seattle Area. Available at: <a href="https://sites.google.com/site/alinehistoryprojectsite/home/line-b/community-identities--bellevue-and-redmond/the-suburb">https://sites.google.com/site/alinehistoryprojectsite/home/line-b/community-identities--bellevue-and-redmond/the-suburb</a>. Accessed March 18, 2013.</p> <p>Caster, D. 2007. Historical Society of Federal Way Timeline. Available at: <a href="http://www.federalwayhistory.org/timeline.php">http://www.federalwayhistory.org/timeline.php</a>. Accessed March 15, 2013.</p> <p>Des Moines Historical Society. 2007. Time Line Page. Available at: <a href="http://www.dmhs.org/timeline/history.html">http://www.dmhs.org/timeline/history.html</a>. Accessed March 13, 2013.</p> <p>Lange, G. 1998. Des Moines Beginnings: Des Moines Post Office opens on August 6, 1889. HistoryLink: The Free Online Encyclopedia of Washington State History. Available at: <a href="http://www.historylink.org/index.cfm?DisplayPage=output.cfm&amp;file_id=500">http://www.historylink.org/index.cfm?DisplayPage=output.cfm&amp;file_id=500</a>. Accessed March 15, 2013.</p> <p>King County. 2013. King County Department of Assessments. Available at: <a href="http://www.kingcounty.gov/Assessor.aspx">http://www.kingcounty.gov/Assessor.aspx</a>. Accessed October 20, 2013.</p> <p>Kramak, J.E., ed. 2010. Establishing the Pacific Highway South. Selected Cultural and Historical Geographies of the Greater Seattle Area. Available at: <a href="https://sites.google.com/site/alinehistoryprojectsite/home/map/theme-transportation/establishing-the-pacific-highway-south">https://sites.google.com/site/alinehistoryprojectsite/home/map/theme-transportation/establishing-the-pacific-highway-south</a>. Accessed March 14, 2013.</p> <p>U.S. Route 99 – The Pacific Highway. 2013. Waymarking: A Groundspeak Website. Available at: <a href="http://www.waymarking.com/cat/details.aspx?f=1&amp;guid=698ed7e3-3af8-4cd0-a795-03b89a23288e&amp;exp=True">http://www.waymarking.com/cat/details.aspx?f=1&amp;guid=698ed7e3-3af8-4cd0-a795-03b89a23288e&amp;exp=True</a>. Accessed March 19, 2013.</p>

## Photos



Northeast corner  
2014



East elevation  
2014



South elevation  
2014



Southeast corner  
2014

## Historic Inventory Report



Southwest corner  
 2014



2014





## Historic Inventory Report

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### Location

Field Site No. 1884-20 DAHP No.

Historic Name:

Common Name: 23208 28th Ave S

Property Address: 23208 28th Ave S, Des Moines, WA 98198

Comments:

Tax No./Parcel No. 1953400300

Plat/Block/Lot Plat Block 5 / Lot 1

Acreage .19

Supplemental Map(s)

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Township/Range/EW	Section	1/4 Sec	1/4 1/4 Sec	County	Quadrangle
T22R04E	16			King	DES MOINES

### Coordinate Reference

Easting: 1195251

Northing: 756404

Projection: Washington State Plane South

Datum: HARN (feet)

### Identification

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Survey Name: Sound Transit Federal Way (2) Date Recorded: 03/03/2014

Field Recorder: MaryNell Nolan-Wheatley

Owner's Name: LOVETT JOSEPH

Owner Address: 23208 28TH AVE S

City: Des Moines State: WA Zip: 98198

Classification: Building

Resource Status: Comments:

Survey/Inventory

Within a District? No

Contributing? No

National Register:

Local District:

National Register District/Thematic Nomination Name:

Eligibility Status: Not Determined - SHPO

Determination Date: 1/1/0001

Determination Comments:



## Historic Inventory Report

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### Description

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Historic Use: Domestic - Single Family House	Current Use: Domestic - Single Family House		
Plan: L-Shape	Stories: 1		
Changes to Plan: Slight	Structural System: Platform Frame		
Changes to Original Cladding: Intact	Changes to Interior: Unknown		
Changes to Other:	Changes to Windows: Extensive		
Other (specify):			
Style:	Cladding:	Roof Type:	Roof Material:
Ranch	Veneer - Brick	Hip - Cross Hipped	Asphalt / Composition - Shingle
Foundation:	Form/Type:		
Concrete - Poured	Single Family		

### Narrative

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#### Study Unit

#### Other

Architecture/Landscape Architecture

Date of Construction:	1959 Built Date	Builder:
		Engineer:
		Architect:

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 Inventory Report

### Statement of Significance:

Construction of the original Highway 1 in the state of Washington commenced in 1913. By October 1923, 700 miles of a two-lane highway had been completed connecting Vancouver, British Columbia, to the Oregon-California border. Just after the highway was completed in 1924, however, plans were begun to reroute and improve the conditions of the highway. The project involved creating a new, wider, four-lane route further west that would connect Seattle and Tacoma, Washington, more directly (Kramak, 2010). The new roadway was completed in 1928 and acquired the title of Highway 1, while the original eastern route was renamed Highway 5 (Caster, 2007). The new Highway 1 became known as the Pacific Highway. Over the years, various parts of Highway 1 acquired alternative names, including the portion known as Pacific Highway S, which starts near Federal Way, Washington, and continues north, through Kent, Des Moines, and SeaTac, Washington (Kramak, 2010).

In 1926, Pacific Highway (HWY 1) was included as a numbered U.S. Highway (US 99) (U.S. Route 99, 2013). The following decades witnessed the rapid growth of businesses along the highway and the formation of a new auto-oriented roadside culture characterized by a proliferation of motels, restaurants, and rest stops (Des Moines Historical Society, 2007). Increased automobile ownership changed people's perceptions about distance and allowed populations to sprawl around urban centers, increasing the number of residents in suburban towns and cities, including SeaTac, Des Moines, Kent, and Federal Way (Boyles, 2010).

The city of Des Moines is located approximately halfway between Seattle and Tacoma, on the eastern side of Puget Sound (Des Moines Historical Society, 2007). The town started as a logging community and as a real estate venture of F. A. Blasher, who moved from Des Moines, Iowa, to King County in 1888 (Des Moines Historical Society, 2007; Lange, 1998). After World War I, Des Moines' popularity rose when the town expanded its dock and ferry service, attracting increased numbers of summer vacationers. The population grew quickly after World War II and Des Moines was incorporated as a city in 1959 (Des Moines Historical Society, 2007). While some buildings in Des Moines date to the 1920s and 1930s, many commercial and residential buildings were constructed during a period of suburban development in the 1950s and 1960s. On January 31, 1967, Interstate 5 (I-5), which passed through Des Moines on the route from Everett to Tacoma, Washington, was completed and established another transportation route, in addition to Pacific Highway S (SR 99), for commuters in the area (Des Moines Historical Society, 2007).

The property at 23208 28th Avenue South in Des Moines, Washington, which is a residential property built in 1959, is not eligible for listing in the NRHP. The property is not eligible for the NRHP under Criterion A, which applies to buildings that are associated with events that have made a significant contribution to the broad patterns of history, as no significant events are associated with this property. To be eligible for the NRHP under Criterion B, a property must be directly associated with a person considered significant within a historic context whose specific contribution to history has been both identified and documented. No such person who meets that definition is linked to this building. The property is not eligible for the NRHP under Criterion C as it is a typical residential building from the mid-twentieth century and does not embody the distinctive characteristics of a type, period, or method of construction; it is not the work of a master and does not possess high artistic value. The property is not eligible for the NRHP under Criterion D for information potential because the materials and construction methods of the building do not convey important information that could contribute to understanding history or prehistory. Therefore, the property is not eligible for listing in the NRHP because it does not meet any of the eligibility criteria. In addition the building is altered including the replacement of the original windows and a rear deck/carport addition. As a result, the property has lost integrity of materials and some integrity of design. The building retains integrity of feeling, workmanship, setting, location, and association.

## Historic Inventory Report

Description of Physical Appearance:	<p>23208 28th Avenue South is a one-story, wood frame, ranch style, residential property with an L-shaped plan constructed in 1959. The building, which sits on a poured concrete foundation, has a cross hipped roof with moderately deep boxed eaves covered in composite shingles. An interior slope brick chimney protrudes from the roof and the exterior walls of the residence are clad in brick veneer. The house, which is built on sloped ground, has a daylight basement. A garage is located within the basement, and is accessible on the south end of the front (east) elevation. All of the visible windows are contemporary replacements with original concrete sills. The south end of the front façade projects out from the rest of the elevation, creating the bottom of the L shape. The front door, positioned at the top of three concrete steps with an open framework metal handrail, is located on the narrow north elevation of this projection. A large, fixed, single-light window and a two-light horizontal sliding window wrap around the southeast corner of the building. Beneath the large, fixed, single-light window on the basement level is a vehicle bay with a retractable metal door. The garage is located at the end of a paved driveway. The north end of the façade contains two, widely spaced, two-light horizontal sliding windows. A lookout, two-light horizontal sliding basement window is also located on the north end of the front façade. A fixed, single-light, square window is located on the north elevation's basement level. A carport addition extends from the rear (west) elevation. The roof of the carport has been converted into a wood deck with an open framework wood railing. A truncated paved driveway is located adjacent to the carport. There are no windows or doors on the north elevation. The property includes a front and back yard. Due to the change in grade of the land, the front yard is higher than the adjacent driveway.</p>
Major Bibliographic References:	<p>Boyles, E. 2010. The Suburb. Selected Cultural and Historical Geographies of the Greater Seattle Area. Available at: <a href="https://sites.google.com/site/alinehistoryprojectsite/home/line-b/community-identities--bellevue-and-redmond/the-suburb">https://sites.google.com/site/alinehistoryprojectsite/home/line-b/community-identities--bellevue-and-redmond/the-suburb</a>. Accessed March 18, 2013.</p> <p>Caster, D. 2007. Historical Society of Federal Way Timeline. Available at: <a href="http://www.federalwayhistory.org/timeline.php">http://www.federalwayhistory.org/timeline.php</a>. Accessed March 15, 2013.</p> <p>Des Moines Historical Society. 2007. Time Line Page. Available at: <a href="http://www.dmhs.org/timeline/history.html">http://www.dmhs.org/timeline/history.html</a>. Accessed March 13, 2013.</p> <p>Lange, G. 1998. Des Moines Beginnings: Des Moines Post Office opens on August 6, 1889. HistoryLink: The Free Online Encyclopedia of Washington State History. Available at: <a href="http://www.historylink.org/index.cfm?DisplayPage=output.cfm&amp;file_id=500">http://www.historylink.org/index.cfm?DisplayPage=output.cfm&amp;file_id=500</a>. Accessed March 15, 2013.</p> <p>King County. 2013. King County Department of Assessments. Available at: <a href="http://www.kingcounty.gov/Assessor.aspx">http://www.kingcounty.gov/Assessor.aspx</a>. Accessed October 20, 2013.</p> <p>Kramak, J.E., ed. 2010. Establishing the Pacific Highway South. Selected Cultural and Historical Geographies of the Greater Seattle Area. Available at: <a href="https://sites.google.com/site/alinehistoryprojectsite/home/map/theme-transportation/establishing-the-pacific-highway-south">https://sites.google.com/site/alinehistoryprojectsite/home/map/theme-transportation/establishing-the-pacific-highway-south</a>. Accessed March 14, 2013.</p> <p>U.S. Route 99 – The Pacific Highway. 2013. Waymarking: A Groundspeak Website. Available at: <a href="http://www.waymarking.com/cat/details.aspx?f=1&amp;guid=698ed7e3-3af8-4cd0-a795-03b89a23288e&amp;exp=True">http://www.waymarking.com/cat/details.aspx?f=1&amp;guid=698ed7e3-3af8-4cd0-a795-03b89a23288e&amp;exp=True</a>. Accessed March 19, 2013.</p>

## Photos



Northwest corner  
2014



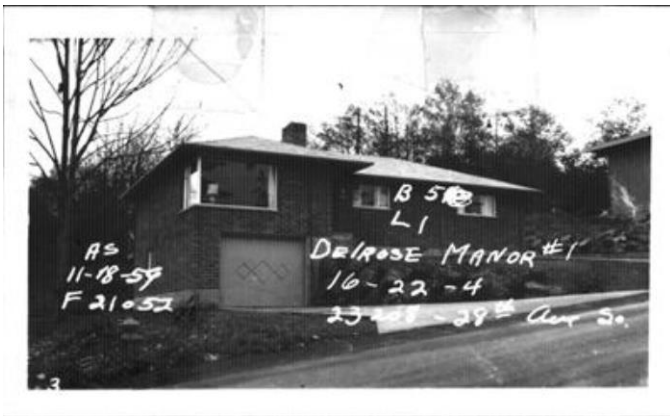
Southwest corner  
2014



West elevation  
2014



North elevation  
2014



2014





## Historic Inventory Report

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### Location

Field Site No. 1885-21  
DAHP No.  
Historic Name:  
Common Name: 23216 28th Ave S  
Property Address: 23216 28th Ave S, Des Moines, WA 98198  
Comments:  
Tax No./Parcel No. 1953400305  
Plat/Block/Lot Plat Block 5 / Lot 2  
Acreage .19  
Supplemental Map(s)

Township/Range/EW	Section	1/4 Sec	1/4 1/4 Sec	County	Quadrangle
T22R04E	16			King	DES MOINES

### Coordinate Reference

Easting: 1195249  
Northing: 756331  
Projection: Washington State Plane South  
Datum: HARN (feet)

### Identification

Survey Name: Sound Transit Federal Way (2)  
Date Recorded: 03/03/2014  
Field Recorder: MaryNell Nolan-Wheatley  
Owner's Name: DEUTSCHE BANK NATIONAL  
Owner Address: 3815 SW TEMPLE  
City: SALT LAKE CITY  
State: UT  
Zip: 84115  
Classification: Building  
Resource Status:  
Survey/Inventory  
Comments:  
Within a District? No  
Contributing? No  
National Register:  
Local District:  
National Register District/Thematic Nomination Name:  
Eligibility Status: Not Determined - SHPO  
Determination Date: 1/1/0001  
Determination Comments:



## Historic Inventory Report

### Description

Historic Use: Domestic - Single Family House	Current Use: Domestic - Single Family House		
Plan: Rectangle	Stories: 2		
Changes to Plan: Intact	Structural System: Platform Frame		
Changes to Original Cladding: Moderate	Changes to Interior: Unknown		
Changes to Other:	Changes to Windows: Moderate		
Other (specify):			
Style:	Cladding:	Roof Type:	Roof Material:
Ranch - Split Level/Split Entry	Veneer	Gable - Front Gable	Asphalt / Composition - Rolled
	Wood - Vertical		
	Veneer - Stucco		
Foundation:	Form/Type:		
Concrete - Block	Single Family		

### Narrative

Study Unit	Other
Architecture/Landscape Architecture	
Date of Construction:	1958 Built Date
	Builder:
	Engineer:
	Architect:

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 Inventory Report

### Statement of Significance:

Construction of the original Highway 1 in the state of Washington commenced in 1913. By October 1923, 700 miles of a two-lane highway had been completed connecting Vancouver, British Columbia, to the Oregon-California border. Just after the highway was completed in 1924, however, plans were begun to reroute and improve the conditions of the highway. The project involved creating a new, wider, four-lane route further west that would connect Seattle and Tacoma, Washington, more directly (Kramak, 2010). The new roadway was completed in 1928 and acquired the title of Highway 1, while the original eastern route was renamed Highway 5 (Caster, 2007). The new Highway 1 became known as the Pacific Highway. Over the years, various parts of Highway 1 acquired alternative names, including the portion known as Pacific Highway S, which starts near Federal Way, Washington, and continues north, through Kent, Des Moines, and SeaTac, Washington (Kramak, 2010).

In 1926, Pacific Highway (HWY 1) was included as a numbered U.S. Highway (US 99) (U.S. Route 99, 2013). The following decades witnessed the rapid growth of businesses along the highway and the formation of a new auto-oriented roadside culture characterized by a proliferation of motels, restaurants, and rest stops (Des Moines Historical Society, 2007). Increased automobile ownership changed people's perceptions about distance and allowed populations to sprawl around urban centers, increasing the number of residents in suburban towns and cities, including SeaTac, Des Moines, Kent, and Federal Way (Boyles, 2010).

The city of Des Moines is located approximately halfway between Seattle and Tacoma, on the eastern side of Puget Sound (Des Moines Historical Society, 2007). The town started as a logging community and as a real estate venture of F. A. Blasher, who moved from Des Moines, Iowa, to King County in 1888 (Des Moines Historical Society, 2007; Lange, 1998). After World War I, Des Moines' popularity rose when the town expanded its dock and ferry service, attracting increased numbers of summer vacationers. The population grew quickly after World War II and Des Moines was incorporated as a city in 1959 (Des Moines Historical Society, 2007). While some buildings in Des Moines date to the 1920s and 1930s, many commercial and residential buildings were constructed during a period of suburban development in the 1950s and 1960s. On January 31, 1967, Interstate 5 (I-5), which passed through Des Moines on the route from Everett to Tacoma, Washington, was completed and established another transportation route, in addition to Pacific Highway S (SR 99), for commuters in the area (Des Moines Historical Society, 2007).

The property at 23216 28th Avenue South in Des Moines, Washington, which is a residential property built in 1958, is not eligible for listing in the NRHP. The property is not eligible for the NRHP under Criterion A, which applies to buildings that are associated with events that have made a significant contribution to the broad patterns of history, as no significant events are associated with this property. To be eligible for the NRHP under Criterion B, a property must be directly associated with a person considered significant within a historic context whose specific contribution to history has been both identified and documented. No such person who meets that definition is linked to this building. The property is not eligible for the NRHP under Criterion C as it is a typical residential building from the mid-twentieth century and does not embody the distinctive characteristics of a type, period, or method of construction; it is not the work of a master and does not possess high artistic value. The property is not eligible for the NRHP under Criterion D for information potential because the materials and construction methods of the building do not convey important information that could contribute to understanding history or prehistory. Therefore, the property is not eligible for listing in the NRHP because it does not meet any of the eligibility criteria. In addition the building is altered including the replacement of the original windows, doors, and siding. An original front balcony has also been removed. As a result, the property has lost integrity of materials and some integrity of design. The building retains integrity of feeling, workmanship, setting, location, and association.

## Historic Inventory Report

Description of  
Physical  
Appearance:

23216 28th Avenue South is a two-story, wood frame, split level, residential property with a rectangular plan constructed in 1958. The building, which sits on a concrete block foundation, has a front gabled roof covered in rolled roofing material with an open rake, moderately deep eave overhangs, and exposed rafter tails. A large, exterior eave wall brick chimney protrudes on the south elevation. Most of the visible siding that clads the exterior walls of the residence, which includes a combination of horizontal composite siding, vertical wood siding, and some stucco veneer, does not appear original to the property. In addition, most of the windows are also contemporary replacements. Constructed on sloping ground, the replacement front door, which contains a decorative oval leaded glass window, is located in the center of the front (west) elevation. The façade's exterior wall on the north side is clad in non-original horizontal composite siding, while the south end of the façade is clad in non-original stucco. The front door is accessed via several concrete steps that lead from the lower grade paved driveway. A tall, narrow, fixed, single-light window is located directly adjacent to the north edge of the front door. Two, large, fixed, single-light windows are located above the front door and its adjacent sidelight. The main entrance leads into a landing area that is between the ground floor and the second floor. North of the main entrance on the second floor level are two, two-light horizontal sliding replacement windows separated by an opaque, rectangular wood panel. A two-car garage is located beneath these two windows on the north end of the residence. The front façade of the ground floor level contains two vehicle bays with retractable metal doors. Two, non-matching, two-light horizontal sliding replacement windows are located south of the main entrance on the front façade. Originally, a small, wood frame balcony was attached to the main façade in front of these windows. The balcony is no longer extant, though part of its frame is still attached to the exterior wall. Two, small, two-light horizontal sliding replacement windows are located below the remnants of the balcony, on the south end of the façade. The south elevation contains a two-light horizontal sliding replacement window just west of the external chimney. The east end of the south elevation is clad in vertical wood siding. The north elevation is also clad in vertical wood siding and contains one, fixed, single-light window with an adjacent sliding light on the ground floor level, looking into the garage. The property includes a multi-level front yard surrounded by a wood wall, a wide paved driveway, and a large rear patio area.

Major  
Bibliographic  
References:

Boyles, E. 2010. The Suburb. Selected Cultural and Historical Geographies of the Greater Seattle Area. Available at: <https://sites.google.com/site/alinehistoryprojectsite/home/line-b/community-identities--bellevue-and-redmond/the-suburb>. Accessed March 18, 2013.

Caster, D. 2007. Historical Society of Federal Way Timeline. Available at: <http://www.federalwayhistory.org/timeline.php>. Accessed March 15, 2013.

Des Moines Historical Society. 2007. Time Line Page. Available at: <http://www.dmhs.org/timeline/history.html>. Accessed March 13, 2013.

Lange, G. 1998. Des Moines Beginnings: Des Moines Post Office opens on August 6, 1889. HistoryLink: The Free Online Encyclopedia of Washington State History. Available at: [http://www.historylink.org/index.cfm?DisplayPage=output.cfm&file\\_id=500](http://www.historylink.org/index.cfm?DisplayPage=output.cfm&file_id=500). Accessed March 15, 2013.

King County. 2013. King County Department of Assessments. Available at: <http://www.kingcounty.gov/Assessor.aspx>. Accessed October 20, 2013.

Kramak, J.E., ed. 2010. Establishing the Pacific Highway South. Selected Cultural and Historical Geographies of the Greater Seattle Area. Available at: <https://sites.google.com/site/alinehistoryprojectsite/home/map/theme-transportation/establishing-the-pacific-highway-south>. Accessed March 14, 2013.

U.S. Route 99 – The Pacific Highway. 2013. Waymarking: A Groundspeak Website. Available at: <http://www.waymarking.com/cat/details.aspx?f=1&guid=698ed7e3-3af8-4cd0-a795-03b89a23288e&exp=True>. Accessed March 19, 2013.

## Photos



West elevation  
2014



Northwest corner  
2014



Southwest corner  
2014



2014



## Historic Inventory Report

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### Location

Field Site No. 1886-22 DAHP No.  
Historic Name:  
Common Name: 23222 28th Ave S  
Property Address: 23222 28th Ave S, Des Moines, WA 98198  
Comments:  
Tax No./Parcel No. 1953400310  
Plat/Block/Lot Plat Block 5 / Lot 3  
Acreage .19  
Supplemental Map(s)

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Township/Range/EW	Section	1/4 Sec	1/4 1/4 Sec	County	Quadrangle
T22R04E	16			King	DES MOINES

### Coordinate Reference

Easting: 1195247  
Northing: 756254  
Projection: Washington State Plane South  
Datum: HARN (feet)

### Identification

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Survey Name: Sound Transit Federal Way (2) Date Recorded: 03/03/2014  
Field Recorder: MaryNell Nolan-Wheatley  
Owner's Name: NGUYEN PHUOC T  
Owner Address: 23222 28TH AVE S  
City: Des Moines State: WA Zip: 98198  
Classification: Building  
Resource Status: Comments:  
Survey/Inventory  
Within a District? No  
Contributing? No  
National Register:  
Local District:  
National Register District/Thematic Nomination Name:  
Eligibility Status: Not Determined - SHPO  
Determination Date: 1/1/0001  
Determination Comments:





## Historic Inventory Report

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### Description

Historic Use: Domestic - Single Family House	Current Use: Domestic - Single Family House		
Plan: Rectangle	Stories: 2		
Changes to Plan: Slight	Structural System: Platform Frame		
Changes to Original Cladding: Intact	Changes to Interior: Unknown		
Changes to Other: Moderate	Changes to Windows: Extensive		
Other (specify): Original attached, basement level garage converted to interior living space.			
Style:	Cladding:	Roof Type:	Roof Material:
Ranch - Split Level/Split Entry	Wood	Gable - Side Gable	Asphalt / Composition - Rolled
	Wood - Vertical		
	Veneer - Brick		
Foundation:	Form/Type:		
Concrete - Poured	Single Family - Side Gable		

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### Narrative

Study Unit	Other
Architecture/Landscape Architecture	
Date of Construction:	1957 Built Date
	Builder:
	Engineer:
	Architect:

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 Inventory Report

### Statement of Significance:

Construction of the original Highway 1 in the state of Washington commenced in 1913. By October 1923, 700 miles of a two-lane highway had been completed connecting Vancouver, British Columbia, to the Oregon-California border. Just after the highway was completed in 1924, however, plans were begun to reroute and improve the conditions of the highway. The project involved creating a new, wider, four-lane route further west that would connect Seattle and Tacoma, Washington, more directly (Kramak, 2010). The new roadway was completed in 1928 and acquired the title of Highway 1, while the original eastern route was renamed Highway 5 (Caster, 2007). The new Highway 1 became known as the Pacific Highway. Over the years, various parts of Highway 1 acquired alternative names, including the portion known as Pacific Highway S, which starts near Federal Way, Washington, and continues north, through Kent, Des Moines, and SeaTac, Washington (Kramak, 2010).

In 1926, Pacific Highway (HWY 1) was included as a numbered U.S. Highway (US 99) (U.S. Route 99, 2013). The following decades witnessed the rapid growth of businesses along the highway and the formation of a new auto-oriented roadside culture characterized by a proliferation of motels, restaurants, and rest stops (Des Moines Historical Society, 2007). Increased automobile ownership changed people's perceptions about distance and allowed populations to sprawl around urban centers, increasing the number of residents in suburban towns and cities, including SeaTac, Des Moines, Kent, and Federal Way (Boyles, 2010).

The city of Des Moines is located approximately halfway between Seattle and Tacoma, on the eastern side of Puget Sound (Des Moines Historical Society, 2007). The town started as a logging community and as a real estate venture of F. A. Blasher, who moved from Des Moines, Iowa, to King County in 1888 (Des Moines Historical Society, 2007; Lange, 1998). After World War I, Des Moines' popularity rose when the town expanded its dock and ferry service, attracting increased numbers of summer vacationers. The population grew quickly after World War II and Des Moines was incorporated as a city in 1959 (Des Moines Historical Society, 2007). While some buildings in Des Moines date to the 1920s and 1930s, many commercial and residential buildings were constructed during a period of suburban development in the 1950s and 1960s. On January 31, 1967, Interstate 5 (I-5), which passed through Des Moines on the route from Everett to Tacoma, Washington, was completed and established another transportation route, in addition to Pacific Highway S (SR 99), for commuters in the area (Des Moines Historical Society, 2007).

The property at 23222 28th Avenue South in Des Moines, Washington, which is a residential property built in 1957, is not eligible for listing in the NRHP. The property is not eligible for the NRHP under Criterion A, which applies to buildings that are associated with events that have made a significant contribution to the broad patterns of history, as no significant events are associated with this property. To be eligible for the NRHP under Criterion B, a property must be directly associated with a person considered significant within a historic context whose specific contribution to history has been both identified and documented. No such person who meets that definition is linked to this building. The property is not eligible for the NRHP under Criterion C as it is a typical residential building from the mid-twentieth century and does not embody the distinctive characteristics of a type, period, or method of construction; it is not the work of a master and does not possess high artistic value. The property is not eligible for the NRHP under Criterion D for information potential because the materials and construction methods of the building do not convey important information that could contribute to understanding history or prehistory. Therefore, the property is not eligible for listing in the NRHP because it does not meet any of the eligibility criteria. In addition the building is altered including the replacement of the original windows and doors, the conversion of an attached garage into interior living space, and the addition of a large carport. As a result, the property has lost integrity of materials and design. The building retains integrity of feeling, workmanship, setting, location, and association.

## Historic Inventory Report

Description of  
Physical  
Appearance:

23222 28th Avenue South is a two-story, wood frame, split level, residential property with a rectangular plan constructed in 1957. The building, which sits on a poured concrete foundation, has a side gabled roof with a deep eave overhang covered in rolled roofing material. A large, exterior gable wall brick chimney is located on the south elevation. All of the visible windows and doors are contemporary replacements. The paneled front door, which is protected by a metal and glass storm door, is located just north of center on the front (west) elevation and has an adjacent sidelight that is the same height and width. A very large, fixed, single-light transom is located above the main entrance. The front door is accessed via a concrete path that leads through the front yard to three concrete front steps. The front door likely leads to a landing area that is between the ground floor and second floor. The exterior wall of the ground floor is clad in brick veneer while the second floor exterior wall is clad in vertical wood siding placed above horizontal wood siding. Two large window openings that each contain a fixed, single-light window placed above two smaller awning windows are located north of the main entrance on the second floor of the façade. Below the two large window openings are two, small, fixed, single-light windows and two, small, two-light horizontal sliding windows on the ground floor level. South of the main entrance, on the façade's second floor level, are two, two-light horizontal sliding windows. The south end of the façade has a one-foot, second floor overhang. Originally, this overhang shaded the retractable door for the ground level garage. At an unknown date, the garage was converted into interior living space and the retractable door was replaced by a paneled pedestrian door and an adjacent two-light horizontal sliding window. The original paved driveway remains extant and leads to this pedestrian entrance. Also on the ground floor, north of the former garage location, is a large, two-light horizontal sliding window. A large, flat roof carport, which is supported by a series of simple wood posts, was added to the residence's north elevation. The ground under the carport was paved to form a second driveway. The property includes a slightly raised front yard with a low, concrete block perimeter wall and a large deck and patio addition on the rear (east) elevation.

Major  
Bibliographic  
References:

Boyles, E. 2010. The Suburb. Selected Cultural and Historical Geographies of the Greater Seattle Area. Available at: <https://sites.google.com/site/alinehistoryprojectsite/home/line-b/community-identities--bellevue-and-redmond/the-suburb>. Accessed March 18, 2013.

Caster, D. 2007. Historical Society of Federal Way Timeline. Available at: <http://www.federalwayhistory.org/timeline.php>. Accessed March 15, 2013.

Des Moines Historical Society. 2007. Time Line Page. Available at: <http://www.dmhs.org/timeline/history.html>. Accessed March 13, 2013.

Lange, G. 1998. Des Moines Beginnings: Des Moines Post Office opens on August 6, 1889. HistoryLink: The Free Online Encyclopedia of Washington State History. Available at: [http://www.historylink.org/index.cfm?DisplayPage=output.cfm&file\\_id=500](http://www.historylink.org/index.cfm?DisplayPage=output.cfm&file_id=500). Accessed March 15, 2013.

King County. 2013. King County Department of Assessments. Available at: <http://www.kingcounty.gov/Assessor.aspx>. Accessed October 20, 2013.

Kramak, J.E., ed. 2010. Establishing the Pacific Highway South. Selected Cultural and Historical Geographies of the Greater Seattle Area. Available at: <https://sites.google.com/site/alinehistoryprojectsite/home/map/theme-transportation/establishing-the-pacific-highway-south>. Accessed March 14, 2013.

U.S. Route 99 – The Pacific Highway. 2013. Waymarking: A Groundspeak Website. Available at: <http://www.waymarking.com/cat/details.aspx?f=1&guid=698ed7e3-3af8-4cd0-a795-03b89a23288e&exp=True>. Accessed March 19, 2013.

## Photos



Southwest corner  
2014



West elevation  
2014



Northwest corner  
2014



2014



## Historic Inventory Report

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### Location

Field Site No. 1887-23 DAHP No.  
Historic Name:  
Common Name: 23226 28th Ave S  
Property Address: 23226 28th Ave S, Des Moines, WA 98198  
Comments:  
Tax No./Parcel No. 1953400315  
Plat/Block/Lot Plat Block 5 / Lot 4  
Acreage .19  
Supplemental Map(s)

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Township/Range/EW	Section	1/4 Sec	1/4 1/4 Sec	County	Quadrangle
T22R04E	16			King	DES MOINES

### Coordinate Reference

Easting: 1195245  
Northing: 756178  
Projection: Washington State Plane South  
Datum: HARN (feet)

### Identification

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Survey Name: Sound Transit Federal Way (2) Date Recorded: 03/03/2014  
Field Recorder: MaryNell Nolan-Wheatley  
Owner's Name: WINTER MICHELLE E  
Owner Address: 23226 28TH AVE S  
City: Des Moines State: WA Zip: 98198  
Classification: Building  
Resource Status: Comments:  
Survey/Inventory  
Within a District? No  
Contributing? No  
National Register:  
Local District:  
National Register District/Thematic Nomination Name:  
Eligibility Status: Not Determined - SHPO  
Determination Date: 1/1/0001  
Determination Comments:



## Historic Inventory Report

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### Description

Historic Use: Domestic - Single Family House	Current Use: Domestic - Single Family House		
Plan: Irregular	Stories: 1		
Changes to Plan: Slight	Structural System: Platform Frame		
Changes to Original Cladding: Intact	Changes to Interior: Unknown		
Changes to Other: Slight	Changes to Windows: Moderate		
Other (specify): Original retractable garage door has been covered with a plywood board and appears no longer in use.			
Style:	Cladding:	Roof Type:	Roof Material:
Ranch	Wood	Hip - Cross Hipped	Asphalt / Composition - Shingle
	Wood - Vertical		
Foundation:	Form/Type:		
Concrete - Poured	Single Family		

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### Narrative

Study Unit	Other
Architecture/Landscape Architecture	
Date of Construction:	1957 Built Date
	1968 Addition
	Builder:
	Engineer:
	Architect:

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 Inventory Report

### Statement of Significance:

Construction of the original Highway 1 in the state of Washington commenced in 1913. By October 1923, 700 miles of a two-lane highway had been completed connecting Vancouver, British Columbia, to the Oregon-California border. Just after the highway was completed in 1924, however, plans were begun to reroute and improve the conditions of the highway. The project involved creating a new, wider, four-lane route further west that would connect Seattle and Tacoma, Washington, more directly (Kramak, 2010). The new roadway was completed in 1928 and acquired the title of Highway 1, while the original eastern route was renamed Highway 5 (Caster, 2007). The new Highway 1 became known as the Pacific Highway. Over the years, various parts of Highway 1 acquired alternative names, including the portion known as Pacific Highway S, which starts near Federal Way, Washington, and continues north, through Kent, Des Moines, and SeaTac, Washington (Kramak, 2010).

In 1926, Pacific Highway (HWY 1) was included as a numbered U.S. Highway (US 99) (U.S. Route 99, 2013). The following decades witnessed the rapid growth of businesses along the highway and the formation of a new auto-oriented roadside culture characterized by a proliferation of motels, restaurants, and rest stops (Des Moines Historical Society, 2007). Increased automobile ownership changed people's perceptions about distance and allowed populations to sprawl around urban centers, increasing the number of residents in suburban towns and cities, including SeaTac, Des Moines, Kent, and Federal Way (Boyles, 2010).

The city of Des Moines is located approximately halfway between Seattle and Tacoma, on the eastern side of Puget Sound (Des Moines Historical Society, 2007). The town started as a logging community and as a real estate venture of F. A. Blasher, who moved from Des Moines, Iowa, to King County in 1888 (Des Moines Historical Society, 2007; Lange, 1998). After World War I, Des Moines' popularity rose when the town expanded its dock and ferry service, attracting increased numbers of summer vacationers. The population grew quickly after World War II and Des Moines was incorporated as a city in 1959 (Des Moines Historical Society, 2007). While some buildings in Des Moines date to the 1920s and 1930s, many commercial and residential buildings were constructed during a period of suburban development in the 1950s and 1960s. On January 31, 1967, Interstate 5 (I-5), which passed through Des Moines on the route from Everett to Tacoma, Washington, was completed and established another transportation route, in addition to Pacific Highway S (SR 99), for commuters in the area (Des Moines Historical Society, 2007).

The property at 23226 28th Avenue South in Des Moines, Washington, which is a residential property built in 1957, is not eligible for listing in the NRHP. The property is not eligible for the NRHP under Criterion A, which applies to buildings that are associated with events that have made a significant contribution to the broad patterns of history, as no significant events are associated with this property. To be eligible for the NRHP under Criterion B, a property must be directly associated with a person considered significant within a historic context whose specific contribution to history has been both identified and documented. No such person who meets that definition is linked to this building. The property is not eligible for the NRHP under Criterion C as it is a typical residential building from the mid-twentieth century and does not embody the distinctive characteristics of a type, period, or method of construction; it is not the work of a master and does not possess high artistic value. The property is not eligible for the NRHP under Criterion D for information potential because the materials and construction methods of the building do not convey important information that could contribute to understanding history or prehistory. Therefore, the property is not eligible for listing in the NRHP because it does not meet any of the eligibility criteria. In addition the building is altered including the replacement of the original windows and the addition of a large carport. As a result, the property has lost integrity of materials and design. The building retains integrity of feeling, workmanship, setting, location, and association.

## Historic Inventory Report

Description of Physical Appearance:	<p>23226 28th Avenue South is a one-story, wood frame, ranch style, residential property with an irregular plan constructed in 1957. The building, which sits on a concrete slab foundation, has a cross hipped roof with moderately deep boxed eaves covered in composite shingles. A large interior slope brick chimney protrudes from the south end of the roof. The upper half of the exterior walls are clad in vertical wood siding while the lower half are clad in horizontal wood siding. Most of the visible windows are contemporary replacements. A plain wood front door, which is protected by a metal and glass storm door, is located north of center on the front (west) elevation. The north end of the façade, directly adjacent to the main entrance, projects out from the rest of the elevation. The projection and the front door are covered by a hipped roof that crosses the primary hipped roof. The south eave of the projecting hipped roof creates a deep overhang that shades the main entrance. The southwest corner of the overhang is supported by a simple wood post with an attached metal drain pipe. A replacement two-light horizontal sliding window is located on the projection's west elevation. South of the main entrance is a large, replacement, three-light horizontal sliding window. Further south on the façade are two, one-over-one sash windows and a vehicle bay that has been covered with a large piece of plywood. The vehicle bay originally accessed an attached garage that was covered by the primary hipped roof. Circa 1968, a flat roof, wood frame, two-car, carport addition was constructed on the south end of the front façade. The south side of the carport is supported by a thick wall that appears to contain two large storage closets. A paved driveway passes under the carport addition. The property includes a small front and back yard.</p>
Major Bibliographic References:	<p>Boyles, E. 2010. The Suburb. Selected Cultural and Historical Geographies of the Greater Seattle Area. Available at: <a href="https://sites.google.com/site/alinehistoryprojectsite/home/line-b/community-identities--bellevue-and-redmond/the-suburb">https://sites.google.com/site/alinehistoryprojectsite/home/line-b/community-identities--bellevue-and-redmond/the-suburb</a>. Accessed March 18, 2013.</p> <p>Caster, D. 2007. Historical Society of Federal Way Timeline. Available at: <a href="http://www.federalwayhistory.org/timeline.php">http://www.federalwayhistory.org/timeline.php</a>. Accessed March 15, 2013.</p> <p>Des Moines Historical Society. 2007. Time Line Page. Available at: <a href="http://www.dmhs.org/timeline/history.html">http://www.dmhs.org/timeline/history.html</a>. Accessed March 13, 2013.</p> <p>Lange, G. 1998. Des Moines Beginnings: Des Moines Post Office opens on August 6, 1889. HistoryLink: The Free Online Encyclopedia of Washington State History. Available at: <a href="http://www.historylink.org/index.cfm?DisplayPage=output.cfm&amp;file_id=500">http://www.historylink.org/index.cfm?DisplayPage=output.cfm&amp;file_id=500</a>. Accessed March 15, 2013.</p> <p>King County. 2013. King County Department of Assessments. Available at: <a href="http://www.kingcounty.gov/Assessor.aspx">http://www.kingcounty.gov/Assessor.aspx</a>. Accessed October 20, 2013.</p> <p>Kramak, J.E., ed. 2010. Establishing the Pacific Highway South. Selected Cultural and Historical Geographies of the Greater Seattle Area. Available at: <a href="https://sites.google.com/site/alinehistoryprojectsite/home/map/theme-transportation/establishing-the-pacific-highway-south">https://sites.google.com/site/alinehistoryprojectsite/home/map/theme-transportation/establishing-the-pacific-highway-south</a>. Accessed March 14, 2013.</p> <p>U.S. Route 99 – The Pacific Highway. 2013. Waymarking: A Groundspeak Website. Available at: <a href="http://www.waymarking.com/cat/details.aspx?f=1&amp;guid=698ed7e3-3af8-4cd0-a795-03b89a23288e&amp;exp=True">http://www.waymarking.com/cat/details.aspx?f=1&amp;guid=698ed7e3-3af8-4cd0-a795-03b89a23288e&amp;exp=True</a>. Accessed March 19, 2013.</p>

## Photos



Southwest corner  
2014



West elevation  
2014



Northwest corner  
2014



2014



## Historic Inventory Report

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### Location

Field Site No. 1888-24 DAHP No.  
Historic Name:  
Common Name: 23234 28th Ave S  
Property Address: 23234 28th Ave S, Des Moines, WA 98198  
Comments:  
Tax No./Parcel No. 1953400320  
Plat/Block/Lot Plat Block 5 / Lot 5  
Acreage .19  
Supplemental Map(s)

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Township/Range/EW	Section	1/4 Sec	1/4 1/4 Sec	County	Quadrangle
T22R04E	16			King	DES MOINES

### Coordinate Reference

Easting: 1195242  
Northing: 756102  
Projection: Washington State Plane South  
Datum: HARN (feet)

### Identification

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Survey Name: Sound Transit Federal Way (2) Date Recorded: 03/03/2014  
Field Recorder: MaryNell Nolan-Wheatley  
Owner's Name: NICHOLAS KEVIN  
Owner Address: 23234 28TH AVE S  
City: Des Moines State: WA Zip: 98198  
Classification: Building  
Resource Status: Comments:  
Survey/Inventory  
Within a District? No  
Contributing? No  
National Register:  
Local District:  
National Register District/Thematic Nomination Name:  
Eligibility Status: Not Determined - SHPO  
Determination Date: 1/1/0001  
Determination Comments:



## Historic Inventory Report

### Description

Historic Use: Domestic - Single Family House	Current Use: Domestic - Single Family House		
Plan: Rectangle	Stories: 1		
Changes to Plan: Intact	Structural System: Platform Frame		
Changes to Original Cladding: Intact	Changes to Interior: Unknown		
Changes to Other:	Changes to Windows: Extensive		
Other (specify):			
Style:	Cladding:	Roof Type:	Roof Material:
Ranch	Wood	Gable - Side Gable	Asphalt / Composition - Shingle
Foundation:	Form/Type:		
Concrete - Poured	Single Family - Side Gable		

### Narrative

Study Unit	Other
Architecture/Landscape Architecture	
Date of Construction:	1957 Built Date
	Builder:
	Engineer:
	Architect:

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 Inventory Report

### Statement of Significance:

Construction of the original Highway 1 in the state of Washington commenced in 1913. By October 1923, 700 miles of a two-lane highway had been completed connecting Vancouver, British Columbia, to the Oregon-California border. Just after the highway was completed in 1924, however, plans were begun to reroute and improve the conditions of the highway. The project involved creating a new, wider, four-lane route further west that would connect Seattle and Tacoma, Washington, more directly (Kramak, 2010). The new roadway was completed in 1928 and acquired the title of Highway 1, while the original eastern route was renamed Highway 5 (Caster, 2007). The new Highway 1 became known as the Pacific Highway. Over the years, various parts of Highway 1 acquired alternative names, including the portion known as Pacific Highway S, which starts near Federal Way, Washington, and continues north, through Kent, Des Moines, and SeaTac, Washington (Kramak, 2010).

In 1926, Pacific Highway (HWY 1) was included as a numbered U.S. Highway (US 99) (U.S. Route 99, 2013). The following decades witnessed the rapid growth of businesses along the highway and the formation of a new auto-oriented roadside culture characterized by a proliferation of motels, restaurants, and rest stops (Des Moines Historical Society, 2007). Increased automobile ownership changed people's perceptions about distance and allowed populations to sprawl around urban centers, increasing the number of residents in suburban towns and cities, including SeaTac, Des Moines, Kent, and Federal Way (Boyles, 2010).

The city of Des Moines is located approximately halfway between Seattle and Tacoma, on the eastern side of Puget Sound (Des Moines Historical Society, 2007). The town started as a logging community and as a real estate venture of F. A. Blasher, who moved from Des Moines, Iowa, to King County in 1888 (Des Moines Historical Society, 2007; Lange, 1998). After World War I, Des Moines' popularity rose when the town expanded its dock and ferry service, attracting increased numbers of summer vacationers. The population grew quickly after World War II and Des Moines was incorporated as a city in 1959 (Des Moines Historical Society, 2007). While some buildings in Des Moines date to the 1920s and 1930s, many commercial and residential buildings were constructed during a period of suburban development in the 1950s and 1960s. On January 31, 1967, Interstate 5 (I-5), which passed through Des Moines on the route from Everett to Tacoma, Washington, was completed and established another transportation route, in addition to Pacific Highway S (SR 99), for commuters in the area (Des Moines Historical Society, 2007).

The property at 23234 28th Avenue South in Des Moines, Washington, which is a residential property built in 1957, is not eligible for listing in the NRHP. The property is not eligible for the NRHP under Criterion A, which applies to buildings that are associated with events that have made a significant contribution to the broad patterns of history, as no significant events are associated with this property. To be eligible for the NRHP under Criterion B, a property must be directly associated with a person considered significant within a historic context whose specific contribution to history has been both identified and documented. No such person who meets that definition is linked to this building. The property is not eligible for the NRHP under Criterion C as it is a typical residential building from the mid-twentieth century and does not embody the distinctive characteristics of a type, period, or method of construction; it is not the work of a master and does not possess high artistic value. The property is not eligible for the NRHP under Criterion D for information potential because the materials and construction methods of the building do not convey important information that could contribute to understanding history or prehistory. Therefore, the property is not eligible for listing in the NRHP because it does not meet any of the eligibility criteria. In addition the building is altered including the replacement of the original windows and doors. As a result, the property has lost integrity of materials. The building retains integrity of design, feeling, workmanship, setting, location, and association.



## Historic Inventory Report

Description of Physical Appearance:	<p>23234 28th Avenue South is a one-story, wood frame, ranch style, residential property with a rectangular plan constructed in 1957. The building, which sits on a concrete slab foundation, has a side gabled roof covered in composite shingles. A large interior slope brick chimney protrudes from the center of the roof and an integrated overhang extends from the primary roof along the full width of the front (west) elevation. The exterior walls of the residence are clad in horizontal wood siding. All of the visible windows and doors are contemporary replacements. A paneled front door, which is protected by a metal and glass storm door, is located north of center on the front facade. North of the main entrance are two, large, two-light horizontal sliding windows with decorative, non-operable shutters. South of the main entrance is a large, three-light horizontal sliding window. Further south are two, small, one-over-one sash windows with decorative, non-operable shutters and a vehicle bay with a retractable door. The retractable door marks the location of the attached garage which is covered by the primary side gabled roof. Two, small, two-light horizontal sliding windows with decorative, non-operable shutters are located on the south elevation (providing natural light to the garage), along with a small, louvered attic vent. The property includes a front yard and a patio area along the rear (east) elevation.</p>
Major Bibliographic References:	<p>Boyles, E. 2010. The Suburb. Selected Cultural and Historical Geographies of the Greater Seattle Area. Available at: <a href="https://sites.google.com/site/alinehistoryprojectsite/home/line-b/community-identities--bellevue-and-redmond/the-suburb">https://sites.google.com/site/alinehistoryprojectsite/home/line-b/community-identities--bellevue-and-redmond/the-suburb</a>. Accessed March 18, 2013.</p> <p>Caster, D. 2007. Historical Society of Federal Way Timeline. Available at: <a href="http://www.federalwayhistory.org/timeline.php">http://www.federalwayhistory.org/timeline.php</a>. Accessed March 15, 2013.</p> <p>Des Moines Historical Society. 2007. Time Line Page. Available at: <a href="http://www.dmhs.org/timeline/history.html">http://www.dmhs.org/timeline/history.html</a>. Accessed March 13, 2013.</p> <p>Lange, G. 1998. Des Moines Beginnings: Des Moines Post Office opens on August 6, 1889. HistoryLink: The Free Online Encyclopedia of Washington State History. Available at: <a href="http://www.historylink.org/index.cfm?DisplayPage=output.cfm&amp;file_id=500">http://www.historylink.org/index.cfm?DisplayPage=output.cfm&amp;file_id=500</a>. Accessed March 15, 2013.</p> <p>King County. 2013. King County Department of Assessments. Available at: <a href="http://www.kingcounty.gov/Assessor.aspx">http://www.kingcounty.gov/Assessor.aspx</a>. Accessed October 20, 2013.</p> <p>Kramak, J.E., ed. 2010. Establishing the Pacific Highway South. Selected Cultural and Historical Geographies of the Greater Seattle Area. Available at: <a href="https://sites.google.com/site/alinehistoryprojectsite/home/map/theme-transportation/establishing-the-pacific-highway-south">https://sites.google.com/site/alinehistoryprojectsite/home/map/theme-transportation/establishing-the-pacific-highway-south</a>. Accessed March 14, 2013.</p> <p>U.S. Route 99 – The Pacific Highway. 2013. Waymarking: A Groundspeak Website. Available at: <a href="http://www.waymarking.com/cat/details.aspx?f=1&amp;guid=698ed7e3-3af8-4cd0-a795-03b89a23288e&amp;exp=True">http://www.waymarking.com/cat/details.aspx?f=1&amp;guid=698ed7e3-3af8-4cd0-a795-03b89a23288e&amp;exp=True</a>. Accessed March 19, 2013.</p>

## Photos



Southwest corner  
2014



West elevation  
2014



Northwest corner  
2014



2014



## Historic Inventory Report

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### Location

Field Site No. 1889-25 DAHP No.  
Historic Name:  
Common Name: 23242 28th Ave S  
Property Address: 23242 28th Ave S, Des Moines, WA 98198  
Comments:  
Tax No./Parcel No. 1953400325  
Plat/Block/Lot Plat Block 5 / Lot 6  
Acreage .19  
Supplemental Map(s)

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Township/Range/EW	Section	1/4 Sec	1/4 1/4 Sec	County	Quadrangle
T22R04E	16			King	DES MOINES

### Coordinate Reference

Easting: 1195240  
Northing: 756026  
Projection: Washington State Plane South  
Datum: HARN (feet)

### Identification

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Survey Name: Sound Transit Federal Way (2) Date Recorded: 03/03/2014  
Field Recorder: MaryNell Nolan-Wheatley  
Owner's Name: INVITATION HOMES C/O ALTUS GROUP US INC  
Owner Address: 21001 N TATUM BLVD #1630-630  
City: PHOENIX State: AZ Zip: 85050  
Classification: Building  
Resource Status: Comments:  
Survey/Inventory  
Within a District? No  
Contributing? No  
National Register:  
Local District:  
National Register District/Thematic Nomination Name:  
Eligibility Status: Not Determined - SHPO  
Determination Date: 1/1/0001  
Determination Comments:



## Historic Inventory Report

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### Description

Historic Use: Domestic - Single Family House	Current Use: Domestic - Single Family House		
Plan: L-Shape	Stories: 1		
Changes to Plan: Slight	Structural System: Platform Frame		
Changes to Original Cladding: Intact	Changes to Interior: Unknown		
Changes to Other:	Changes to Windows: Extensive		
Other (specify):			
Style:	Cladding:	Roof Type:	Roof Material:
Ranch	Wood	Gable - Cross Gable	Asphalt / Composition - Shingle
	Wood - Vertical		
	Veneer - Brick		
Foundation:	Form/Type:		
Concrete - Poured	Single Family - Cross Gable		

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### Narrative

Study Unit	Other
Architecture/Landscape Architecture	
Date of Construction:	1958 Built Date
	Builder:
	Engineer:
	Architect:

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 Inventory Report

### Statement of Significance:

Construction of the original Highway 1 in the state of Washington commenced in 1913. By October 1923, 700 miles of a two-lane highway had been completed connecting Vancouver, British Columbia, to the Oregon-California border. Just after the highway was completed in 1924, however, plans were begun to reroute and improve the conditions of the highway. The project involved creating a new, wider, four-lane route further west that would connect Seattle and Tacoma, Washington, more directly (Kramak, 2010). The new roadway was completed in 1928 and acquired the title of Highway 1, while the original eastern route was renamed Highway 5 (Caster, 2007). The new Highway 1 became known as the Pacific Highway. Over the years, various parts of Highway 1 acquired alternative names, including the portion known as Pacific Highway S, which starts near Federal Way, Washington, and continues north, through Kent, Des Moines, and SeaTac, Washington (Kramak, 2010).

In 1926, Pacific Highway (HWY 1) was included as a numbered U.S. Highway (US 99) (U.S. Route 99, 2013). The following decades witnessed the rapid growth of businesses along the highway and the formation of a new auto-oriented roadside culture characterized by a proliferation of motels, restaurants, and rest stops (Des Moines Historical Society, 2007). Increased automobile ownership changed people's perceptions about distance and allowed populations to sprawl around urban centers, increasing the number of residents in suburban towns and cities, including SeaTac, Des Moines, Kent, and Federal Way (Boyles, 2010).

The city of Des Moines is located approximately halfway between Seattle and Tacoma, on the eastern side of Puget Sound (Des Moines Historical Society, 2007). The town started as a logging community and as a real estate venture of F. A. Blasher, who moved from Des Moines, Iowa, to King County in 1888 (Des Moines Historical Society, 2007; Lange, 1998). After World War I, Des Moines' popularity rose when the town expanded its dock and ferry service, attracting increased numbers of summer vacationers. The population grew quickly after World War II and Des Moines was incorporated as a city in 1959 (Des Moines Historical Society, 2007). While some buildings in Des Moines date to the 1920s and 1930s, many commercial and residential buildings were constructed during a period of suburban development in the 1950s and 1960s. On January 31, 1967, Interstate 5 (I-5), which passed through Des Moines on the route from Everett to Tacoma, Washington, was completed and established another transportation route, in addition to Pacific Highway S (SR 99), for commuters in the area (Des Moines Historical Society, 2007).

The property at 23242 28th Avenue South in Des Moines, Washington, which is a residential property built in 1958, is not eligible for listing in the NRHP. The property is not eligible for the NRHP under Criterion A, which applies to buildings that are associated with events that have made a significant contribution to the broad patterns of history, as no significant events are associated with this property. To be eligible for the NRHP under Criterion B, a property must be directly associated with a person considered significant within a historic context whose specific contribution to history has been both identified and documented. No such person who meets that definition is linked to this building. The property is not eligible for the NRHP under Criterion C as it is a typical residential building from the mid-twentieth century and does not embody the distinctive characteristics of a type, period, or method of construction; it is not the work of a master and does not possess high artistic value. The property is not eligible for the NRHP under Criterion D for information potential because the materials and construction methods of the building do not convey important information that could contribute to understanding history or prehistory. Therefore, the property is not eligible for listing in the NRHP because it does not meet any of the eligibility criteria. In addition the building is altered including the replacement of the original windows and the addition of a carport. As a result, the property has lost integrity of materials and some integrity of design. The building retains integrity of feeling, workmanship, setting, location, and association.



## Historic Inventory Report

Description of Physical Appearance:	<p>23242 28th Avenue South is a one-story, wood frame, ranch style, residential property with an L-shape plan constructed in 1958. The building, which sits on a concrete slab foundation, has a cross gabled roof with moderately deep boxed eaves covered in composite shingles. A large interior slope brick chimney protrudes from the roof. The upper half of the exterior walls of the residence are clad in vertical wood siding while the lower half are primarily clad in horizontal wood siding. All of the visible windows are contemporary replacements. The front door, which is protected by a metal and glass storm door, is located north of center on the front (west) elevation. The north end of the façade, directly adjacent to the main entrance, projects out from the rest of the elevation. The projection and the front door are covered by a front gabled roof (with a gabled end clad in horizontal wood siding) that crosses the primary side gabled roof. The south eave of the projecting gabled roof creates a deep overhang that shades the main entrance. The southwest corner of the overhang is supported by a simple wood post with an attached metal drain pipe. The lower half of the exterior wall on the projecting section's west elevation is clad in brick veneer that extends south into a low brick wall in front of the main entrance. A replacement two-light horizontal sliding window is located on the projection's west elevation. South of the main entrance is a large, replacement, three-light horizontal sliding window. Further south on the façade is a small one-over-one sash window and a two-light horizontal sliding window. The far south end of the building contains an attached garage that is covered by the primary side gabled roof. A vehicle bay with a retractable metal door is located on the south end of the façade. At an unknown date (post 1959) a flat, corrugated metal roof, two-car carport was added to the façade, in front of the vehicle bay. Later, the carport was converted into a single-car carport supported by six simple wood posts. The single-car carport remains extant and is located just north of the vehicle bay. The property includes a paved driveway, front and back yard, and a small patio area that is located along the rear (east) elevation.</p>
Major Bibliographic References:	<p>Boyles, E. 2010. The Suburb. Selected Cultural and Historical Geographies of the Greater Seattle Area. Available at: <a href="https://sites.google.com/site/alinehistoryprojectsite/home/line-b/community-identities--bellevue-and-redmond/the-suburb">https://sites.google.com/site/alinehistoryprojectsite/home/line-b/community-identities--bellevue-and-redmond/the-suburb</a>. Accessed March 18, 2013.</p> <p>Caster, D. 2007. Historical Society of Federal Way Timeline. Available at: <a href="http://www.federalwayhistory.org/timeline.php">http://www.federalwayhistory.org/timeline.php</a>. Accessed March 15, 2013.</p> <p>Des Moines Historical Society. 2007. Time Line Page. Available at: <a href="http://www.dmhs.org/timeline/history.html">http://www.dmhs.org/timeline/history.html</a>. Accessed March 13, 2013.</p> <p>Lange, G. 1998. Des Moines Beginnings: Des Moines Post Office opens on August 6, 1889. HistoryLink: The Free Online Encyclopedia of Washington State History. Available at: <a href="http://www.historylink.org/index.cfm?DisplayPage=output.cfm&amp;file_id=500">http://www.historylink.org/index.cfm?DisplayPage=output.cfm&amp;file_id=500</a>. Accessed March 15, 2013.</p> <p>King County. 2013. King County Department of Assessments. Available at: <a href="http://www.kingcounty.gov/Assessor.aspx">http://www.kingcounty.gov/Assessor.aspx</a>. Accessed October 20, 2013.</p> <p>Kramak, J.E., ed. 2010. Establishing the Pacific Highway South. Selected Cultural and Historical Geographies of the Greater Seattle Area. Available at: <a href="https://sites.google.com/site/alinehistoryprojectsite/home/map/theme-transportation/establishing-the-pacific-highway-south">https://sites.google.com/site/alinehistoryprojectsite/home/map/theme-transportation/establishing-the-pacific-highway-south</a>. Accessed March 14, 2013.</p> <p>U.S. Route 99 – The Pacific Highway. 2013. Waymarking: A Groundspeak Website. Available at: <a href="http://www.waymarking.com/cat/details.aspx?f=1&amp;guid=698ed7e3-3af8-4cd0-a795-03b89a23288e&amp;exp=True">http://www.waymarking.com/cat/details.aspx?f=1&amp;guid=698ed7e3-3af8-4cd0-a795-03b89a23288e&amp;exp=True</a>. Accessed March 19, 2013.</p>



## Photos



West elevation  
2014



Northwest corner  
2014



Southwest corner  
2014



2014



## Historic Inventory Report

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### Location

Field Site No. 1890-26 DAHP No.

Historic Name:

Common Name: 23252 28th Ave S

Property Address: 23252 28th Ave S, Des Moines, WA 98198

Comments:

Tax No./Parcel No. 1953400330

Plat/Block/Lot Plat Block 5 / Lot 7

Acreage .19

Supplemental Map(s)

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Township/Range/EW	Section	1/4 Sec	1/4 1/4 Sec	County	Quadrangle
T22R04E	16			King	DES MOINES

### Coordinate Reference

Easting: 1195238

Northing: 755948

Projection: Washington State Plane South

Datum: HARN (feet)

### Identification

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Survey Name: Sound Transit Federal Way (2) Date Recorded: 03/03/2014

Field Recorder: MaryNell Nolan-Wheatley

Owner's Name: DAVIDSON BREE D+WILLS MICHE

Owner Address: 23252 28TH AVE S

City: Des Moines State: WA Zip: 98198

Classification: Building

Resource Status: Comments:

Survey/Inventory

Within a District? No

Contributing? No

National Register:

Local District:

National Register District/Thematic Nomination Name:

Eligibility Status: Not Determined - SHPO

Determination Date: 1/1/0001

Determination Comments:



## Historic Inventory Report

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### Description

Historic Use: Domestic - Single Family House	Current Use: Domestic - Single Family House		
Plan: Rectangle	Stories: 1		
Changes to Plan: Intact	Structural System: Platform Frame		
Changes to Original Cladding: Intact	Changes to Interior: Unknown		
Changes to Other:	Changes to Windows: Extensive		
Other (specify):			
Style:	Cladding:	Roof Type:	Roof Material:
Ranch	Wood - Vertical	Gable - Side Gable	Asphalt / Composition - Shingle
Foundation:	Form/Type:		
Concrete - Poured	Single Family - Side Gable		

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### Narrative

Study Unit	Other
Architecture/Landscape Architecture	
Date of Construction:	1957 Built Date
	Builder:
	Engineer:
	Architect:

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 Inventory Report

### Statement of Significance:

Construction of the original Highway 1 in the state of Washington commenced in 1913. By October 1923, 700 miles of a two-lane highway had been completed connecting Vancouver, British Columbia, to the Oregon-California border. Just after the highway was completed in 1924, however, plans were begun to reroute and improve the conditions of the highway. The project involved creating a new, wider, four-lane route further west that would connect Seattle and Tacoma, Washington, more directly (Kramak, 2010). The new roadway was completed in 1928 and acquired the title of Highway 1, while the original eastern route was renamed Highway 5 (Caster, 2007). The new Highway 1 became known as the Pacific Highway. Over the years, various parts of Highway 1 acquired alternative names, including the portion known as Pacific Highway S, which starts near Federal Way, Washington, and continues north, through Kent, Des Moines, and SeaTac, Washington (Kramak, 2010).

In 1926, Pacific Highway (HWY 1) was included as a numbered U.S. Highway (US 99) (U.S. Route 99, 2013). The following decades witnessed the rapid growth of businesses along the highway and the formation of a new auto-oriented roadside culture characterized by a proliferation of motels, restaurants, and rest stops (Des Moines Historical Society, 2007). Increased automobile ownership changed people's perceptions about distance and allowed populations to sprawl around urban centers, increasing the number of residents in suburban towns and cities, including SeaTac, Des Moines, Kent, and Federal Way (Boyles, 2010).

The city of Des Moines is located approximately halfway between Seattle and Tacoma, on the eastern side of Puget Sound (Des Moines Historical Society, 2007). The town started as a logging community and as a real estate venture of F. A. Blasher, who moved from Des Moines, Iowa, to King County in 1888 (Des Moines Historical Society, 2007; Lange, 1998). After World War I, Des Moines' popularity rose when the town expanded its dock and ferry service, attracting increased numbers of summer vacationers. The population grew quickly after World War II and Des Moines was incorporated as a city in 1959 (Des Moines Historical Society, 2007). While some buildings in Des Moines date to the 1920s and 1930s, many commercial and residential buildings were constructed during a period of suburban development in the 1950s and 1960s. On January 31, 1967, Interstate 5 (I-5), which passed through Des Moines on the route from Everett to Tacoma, Washington, was completed and established another transportation route, in addition to Pacific Highway S (SR 99), for commuters in the area (Des Moines Historical Society, 2007). The property at 23252 28th Avenue South in Des Moines, Washington, which is a residential property built in 1957, is not eligible for listing in the NRHP. The property is not eligible for the NRHP under Criterion A, which applies to buildings that are associated with events that have made a significant contribution to the broad patterns of history, as no significant events are associated with this property. To be eligible for the NRHP under Criterion B, a property must be directly associated with a person considered significant within a historic context whose specific contribution to history has been both identified and documented. No such person who meets that definition is linked to this building. The property is not eligible for the NRHP under Criterion C as it is a typical residential building from the mid-twentieth century and does not embody the distinctive characteristics of a type, period, or method of construction; it is not the work of a master and does not possess high artistic value. The property is not eligible for the NRHP under Criterion D for information potential because the materials and construction methods of the building do not convey important information that could contribute to understanding history or prehistory. Therefore, the property is not eligible for listing in the NRHP because it does not meet any of the eligibility criteria. In addition the building is altered including the replacement of the original windows. As a result, the property has lost integrity of materials. The building retains integrity of design, feeling, workmanship, setting, location, and association.

## Historic Inventory Report

Description of Physical Appearance:	<p>23252 28th Avenue South is a one-story, wood frame, ranch style, residential property with a rectangular plan constructed in 1957. The building, which sits on a concrete slab foundation, has a side gabled roof with deep open eaves covered in composite shingles. A small interior slope brick chimney protrudes from just south of the roof's center and a large, eave wall, brick chimney is located in the center of the front (west) elevation. The exterior walls of the residence are clad in wide, vertical wood siding. All of the visible windows are contemporary replacements. The front door, which is protected by a metal security door, is located north of center on the front facade. North of the main entrance is an attached garage that is covered by the primary side gabled roof. The front entrance and the garage are both slightly recessed from the south end of the elevation. South of the large, eave wall chimney are three window openings: a large, fixed single light window placed over two small awning windows and two, two-light horizontal sliding windows. The north elevation contains a two-light horizontal sliding window, although no fenestration is visible on the south elevation. The property includes a paved, U-shaped driveway that passes through a small front yard. A short driveway branches off from the turnaround driveway and leads to the attached garage.</p>
Major Bibliographic References:	<p>Boyles, E. 2010. The Suburb. Selected Cultural and Historical Geographies of the Greater Seattle Area. Available at: <a href="https://sites.google.com/site/alinehistoryprojectsite/home/line-b/community-identities--bellevue-and-redmond/the-suburb">https://sites.google.com/site/alinehistoryprojectsite/home/line-b/community-identities--bellevue-and-redmond/the-suburb</a>. Accessed March 18, 2013.</p> <p>Caster, D. 2007. Historical Society of Federal Way Timeline. Available at: <a href="http://www.federalwayhistory.org/timeline.php">http://www.federalwayhistory.org/timeline.php</a>. Accessed March 15, 2013.</p> <p>Des Moines Historical Society. 2007. Time Line Page. Available at: <a href="http://www.dmhs.org/timeline/history.html">http://www.dmhs.org/timeline/history.html</a>. Accessed March 13, 2013.</p> <p>Lange, G. 1998. Des Moines Beginnings: Des Moines Post Office opens on August 6, 1889. HistoryLink: The Free Online Encyclopedia of Washington State History. Available at: <a href="http://www.historylink.org/index.cfm?DisplayPage=output.cfm&amp;file_id=500">http://www.historylink.org/index.cfm?DisplayPage=output.cfm&amp;file_id=500</a>. Accessed March 15, 2013.</p> <p>King County. 2013. King County Department of Assessments. Available at: <a href="http://www.kingcounty.gov/Assessor.aspx">http://www.kingcounty.gov/Assessor.aspx</a>. Accessed October 20, 2013.</p> <p>Kramak, J.E., ed. 2010. Establishing the Pacific Highway South. Selected Cultural and Historical Geographies of the Greater Seattle Area. Available at: <a href="https://sites.google.com/site/alinehistoryprojectsite/home/map/theme-transportation/establishing-the-pacific-highway-south">https://sites.google.com/site/alinehistoryprojectsite/home/map/theme-transportation/establishing-the-pacific-highway-south</a>. Accessed March 14, 2013.</p> <p>U.S. Route 99 – The Pacific Highway. 2013. Waymarking: A Groundspeak Website. Available at: <a href="http://www.waymarking.com/cat/details.aspx?f=1&amp;guid=698ed7e3-3af8-4cd0-a795-03b89a23288e&amp;exp=True">http://www.waymarking.com/cat/details.aspx?f=1&amp;guid=698ed7e3-3af8-4cd0-a795-03b89a23288e&amp;exp=True</a>. Accessed March 19, 2013.</p>



## Photos



Southwest corner  
2014



West elevation  
2014



Northwest corner  
2014



2014





## Historic Inventory Report

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### Location

Field Site No. 1891-27 DAHP No.  
Historic Name:  
Common Name: 23260 28th Ave S  
Property Address: 23260 28th Ave S, Des Moines, WA 98198  
Comments:  
Tax No./Parcel No. 1953400335  
Plat/Block/Lot Plat Block 5 / Lot 8  
Acreage .19  
Supplemental Map(s)

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Township/Range/EW	Section	1/4 Sec	1/4 1/4 Sec	County	Quadrangle
T22R04E	16			King	DES MOINES

### Coordinate Reference

Easting: 1195235  
Northing: 755871  
Projection: Washington State Plane South  
Datum: HARN (feet)

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### Identification

Survey Name: Sound Transit Federal Way (2) Date Recorded: 03/03/2014  
Field Recorder: MaryNell Nolan-Wheatley  
Owner's Name: GALL CHRISTINA M+ASHURST  
Owner Address: 23260 28TH AVE S  
City: Des Moines State: WA Zip: 98198  
Classification: Building  
Resource Status: Comments:  
Survey/Inventory  
Within a District? No  
Contributing? No  
National Register:  
Local District:  
National Register District/Thematic Nomination Name:  
Eligibility Status: Not Determined - SHPO  
Determination Date: 1/1/0001  
Determination Comments:



## Historic Inventory Report

### Description

Historic Use: Domestic - Single Family House

Current Use: Domestic - Single Family House

Plan: L-Shape

Stories: 1

Structural System: Platform Frame

Changes to Plan: Moderate

Changes to Interior: Unknown

Changes to Original Cladding: Extensive

Changes to Windows: Extensive

Changes to Other: Moderate

Other (specify): Original attached garage was converted to interior living space circa 1968.

Style:

Cladding:

Roof Type:

Roof Material:

Ranch

Wood

Gable - Cross Gable

Asphalt / Composition -  
Shingle

Wood - Vertical

Veneer - Brick

Foundation:

Form/Type:

Concrete - Poured

Single Family

### Narrative

Study Unit

Other

Architecture/Landscape Architecture

Date of Construction:

1957 Built Date

Builder:

1968 Remodel

2005 Addition

2013 Addition

Engineer:

Architect:

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 Inventory Report

### Statement of Significance:

Construction of the original Highway 1 in the state of Washington commenced in 1913. By October 1923, 700 miles of a two-lane highway had been completed connecting Vancouver, British Columbia, to the Oregon-California border. Just after the highway was completed in 1924, however, plans were begun to reroute and improve the conditions of the highway. The project involved creating a new, wider, four-lane route further west that would connect Seattle and Tacoma, Washington, more directly (Kramak, 2010). The new roadway was completed in 1928 and acquired the title of Highway 1, while the original eastern route was renamed Highway 5 (Caster, 2007). The new Highway 1 became known as the Pacific Highway. Over the years, various parts of Highway 1 acquired alternative names, including the portion known as Pacific Highway S, which starts near Federal Way, Washington, and continues north, through Kent, Des Moines, and SeaTac, Washington (Kramak, 2010).

In 1926, Pacific Highway (HWY 1) was included as a numbered U.S. Highway (US 99) (U.S. Route 99, 2013). The following decades witnessed the rapid growth of businesses along the highway and the formation of a new auto-oriented roadside culture characterized by a proliferation of motels, restaurants, and rest stops (Des Moines Historical Society, 2007). Increased automobile ownership changed people's perceptions about distance and allowed populations to sprawl around urban centers, increasing the number of residents in suburban towns and cities, including SeaTac, Des Moines, Kent, and Federal Way (Boyles, 2010).

The city of Des Moines is located approximately halfway between Seattle and Tacoma, on the eastern side of Puget Sound (Des Moines Historical Society, 2007). The town started as a logging community and as a real estate venture of F. A. Blasher, who moved from Des Moines, Iowa, to King County in 1888 (Des Moines Historical Society, 2007; Lange, 1998). After World War I, Des Moines' popularity rose when the town expanded its dock and ferry service, attracting increased numbers of summer vacationers. The population grew quickly after World War II and Des Moines was incorporated as a city in 1959 (Des Moines Historical Society, 2007). While some buildings in Des Moines date to the 1920s and 1930s, many commercial and residential buildings were constructed during a period of suburban development in the 1950s and 1960s. On January 31, 1967, Interstate 5 (I-5), which passed through Des Moines on the route from Everett to Tacoma, Washington, was completed and established another transportation route, in addition to Pacific Highway S (SR 99), for commuters in the area (Des Moines Historical Society, 2007).

The property at 23260 28th Avenue South in Des Moines, Washington, which is a residential property built in 1957, is not eligible for listing in the NRHP. The property is not eligible for the NRHP under Criterion A, which applies to buildings that are associated with events that have made a significant contribution to the broad patterns of history, as no significant events are associated with this property. To be eligible for the NRHP under Criterion B, a property must be directly associated with a person considered significant within a historic context whose specific contribution to history has been both identified and documented. No such person who meets that definition is linked to this building. The property is not eligible for the NRHP under Criterion C as it is a typical residential building from the mid-twentieth century and does not embody the distinctive characteristics of a type, period, or method of construction; it is not the work of a master and does not possess high artistic value. The property is not eligible for the NRHP under Criterion D for information potential because the materials and construction methods of the building do not convey important information that could contribute to understanding history or prehistory. Therefore, the property is not eligible for listing in the NRHP because it does not meet any of the eligibility criteria. In addition the building is altered including the replacement of the original windows, doors, and siding, the conversion of an attached garage into interior living space, and a rear addition. As a result, the property has lost integrity of materials and design. The building retains integrity of feeling, workmanship, setting, location, and association.

## Historic Inventory Report

Description of Physical Appearance:	<p>23260 28th Avenue South is a one-story, wood frame, ranch style, residential property with an L-shape plan constructed in 1957. The building, which sits on a concrete slab foundation, has a cross gabled roof with deep open eaves covered in composite shingles. A small interior slope brick chimney protrudes from the back of the building while a much larger, exterior gable wall chimney is located on the north elevation. On the front (west) elevation, the upper half of the exterior wall of the residence is clad in non-original vertical wood siding while the lower half is clad in non-original brick veneer. The south elevation is clad in original horizontal wood siding and the north elevation is clad in non-original narrow vertical wood siding. All of the visible windows are contemporary replacements. The main entrance to the house is located in a recessed entrance area on the south end of the front façade. A plain wood front door, which is protected by a metal and glass storm door, is situated on the north wall of the recessed area, perpendicular to the main façade. The brick veneer siding on the façade extends to form a low wall that delineates a small concrete porch in front of the main entrance. South of the front door are two, adjacent, fixed, single-light windows that wrap around the southwest corner of the building. North of the front door is a narrow, vertically oriented, fixed, single-light window and a larger, fixed single-light picture window. The front door, the two windows to the south, and the two windows to the north, are all covered by the primary front gabled roof with an open rake. The north end of the front elevation, which is covered by a side gabled roof that crosses the primary front gabled roof, projects out slightly from the rest of the front façade and originally contained an attached, two-car garage. Circa 1968, the garage was converted into interior living space and the two vehicle bays with retractable doors on the front façade were replaced by a plain wood pedestrian door protected by a screen door and a long, horizontally oriented, fixed, single-light window. The south elevation contains two, two-light horizontal sliding windows. No windows or doors are located on the north elevation. Architectural plans on the King County Assessor's website indicate that an addition was constructed on the east elevation circa 2005, extending the length of the front gabled section of the house. Other miscellaneous improvements were made in 2013 to the house, including the addition of a detached, 48-square foot shed. The shed, which is covered by a gabled roof, is not visible from the public right-of-way. The property includes a paved driveway that leads to the original location of the attached garage, a front and back yard, and a narrow flowerbed that runs along the front façade. The flower bed is delineated by a very low brick wall.</p>
Major Bibliographic References:	<p>Boyles, E. 2010. The Suburb. Selected Cultural and Historical Geographies of the Greater Seattle Area. Available at: <a href="https://sites.google.com/site/alinehistoryprojectsite/home/line-b/community-identities--bellevue-and-redmond/the-suburb">https://sites.google.com/site/alinehistoryprojectsite/home/line-b/community-identities--bellevue-and-redmond/the-suburb</a>. Accessed March 18, 2013.</p> <p>Caster, D. 2007. Historical Society of Federal Way Timeline. Available at: <a href="http://www.federalwayhistory.org/timeline.php">http://www.federalwayhistory.org/timeline.php</a>. Accessed March 15, 2013.</p> <p>Des Moines Historical Society. 2007. Time Line Page. Available at: <a href="http://www.dmhs.org/timeline/history.html">http://www.dmhs.org/timeline/history.html</a>. Accessed March 13, 2013.</p> <p>Lange, G. 1998. Des Moines Beginnings: Des Moines Post Office opens on August 6, 1889. HistoryLink: The Free Online Encyclopedia of Washington State History. Available at: <a href="http://www.historylink.org/index.cfm?DisplayPage=output.cfm&amp;file_id=500">http://www.historylink.org/index.cfm?DisplayPage=output.cfm&amp;file_id=500</a>. Accessed March 15, 2013.</p> <p>King County. 2013. King County Department of Assessments. Available at: <a href="http://www.kingcounty.gov/Assessor.aspx">http://www.kingcounty.gov/Assessor.aspx</a>. Accessed October 20, 2013.</p> <p>Kramak, J.E., ed. 2010. Establishing the Pacific Highway South. Selected Cultural and Historical Geographies of the Greater Seattle Area. Available at: <a href="https://sites.google.com/site/alinehistoryprojectsite/home/map/theme-transportation/establishing-the-pacific-highway-south">https://sites.google.com/site/alinehistoryprojectsite/home/map/theme-transportation/establishing-the-pacific-highway-south</a>. Accessed March 14, 2013.</p> <p>U.S. Route 99 – The Pacific Highway. 2013. Waymarking: A Groundspeak Website. Available at: <a href="http://www.waymarking.com/cat/details.aspx?f=1&amp;guid=698ed7e3-3af8-4cd0-a795-03b89a23288e&amp;exp=True">http://www.waymarking.com/cat/details.aspx?f=1&amp;guid=698ed7e3-3af8-4cd0-a795-03b89a23288e&amp;exp=True</a>. Accessed March 19, 2013.</p>

## Photos



Southwest corner  
2014



West elevation  
2014



Northwest corner  
2014



2014



## Historic Inventory Report

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### Location

Field Site No. 1892-28  
DAHP No.  
Historic Name:  
Common Name: 23404 28th Ave S  
Property Address: 23404 28th Ave S, Des Moines, WA 98198  
Comments:  
Tax No./Parcel No. 1953400340  
Plat/Block/Lot Plat Block 6 / Lot 1  
Acreage .19  
Supplemental Map(s)

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Township/Range/EW	Section	1/4 Sec	1/4 1/4 Sec	County	Quadrangle
T22R04E	16			King	DES MOINES

### Coordinate Reference

Easting: 1195231  
Northing: 755736  
Projection: Washington State Plane South  
Datum: HARN (feet)

### Identification

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Survey Name: Sound Transit Federal Way (2)  
Date Recorded: 03/03/2014  
Field Recorder: MaryNell Nolan-Wheatley  
Owner's Name: THUN VISMARCK  
Owner Address: 23404 28TH AVE S  
City: Des Moines  
State: WA  
Zip: 98198  
Classification: Building  
Resource Status:  
Survey/Inventory  
Comments:  
Within a District? No  
Contributing? No  
National Register:  
Local District:  
National Register District/Thematic Nomination Name:  
Eligibility Status: Not Determined - SHPO  
Determination Date: 1/1/0001  
Determination Comments:





## Historic Inventory Report

### Description

Historic Use: Domestic - Single Family House	Current Use: Domestic - Single Family House		
Plan: L-Shape	Stories: 1		
Changes to Plan: Moderate	Structural System: Platform Frame		
Changes to Original Cladding: Intact	Changes to Interior: Unknown		
Changes to Other:	Changes to Windows: Extensive		
Other (specify):			
Style:	Cladding:	Roof Type:	Roof Material:
Ranch	Wood	Gable - Cross Gable	Asphalt / Composition - Shingle
	Wood - Vertical		
	Veneer - Brick		
Foundation:	Form/Type:		
Concrete - Poured	Single Family		

### Narrative

Study Unit	Other
Architecture/Landscape Architecture	
Date of Construction:	1959 Built Date
	2013 Addition
	Builder:
	Engineer:
	Architect:

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 Inventory Report

### Statement of Significance:

Construction of the original Highway 1 in the state of Washington commenced in 1913. By October 1923, 700 miles of a two-lane highway had been completed connecting Vancouver, British Columbia, to the Oregon-California border. Just after the highway was completed in 1924, however, plans were begun to reroute and improve the conditions of the highway. The project involved creating a new, wider, four-lane route further west that would connect Seattle and Tacoma, Washington, more directly (Kramak, 2010). The new roadway was completed in 1928 and acquired the title of Highway 1, while the original eastern route was renamed Highway 5 (Caster, 2007). The new Highway 1 became known as the Pacific Highway. Over the years, various parts of Highway 1 acquired alternative names, including the portion known as Pacific Highway S, which starts near Federal Way, Washington, and continues north, through Kent, Des Moines, and SeaTac, Washington (Kramak, 2010).

In 1926, Pacific Highway (HWY 1) was included as a numbered U.S. Highway (US 99) (U.S. Route 99, 2013). The following decades witnessed the rapid growth of businesses along the highway and the formation of a new auto-oriented roadside culture characterized by a proliferation of motels, restaurants, and rest stops (Des Moines Historical Society, 2007). Increased automobile ownership changed people's perceptions about distance and allowed populations to sprawl around urban centers, increasing the number of residents in suburban towns and cities, including SeaTac, Des Moines, Kent, and Federal Way (Boyles, 2010).

The city of Des Moines is located approximately halfway between Seattle and Tacoma, on the eastern side of Puget Sound (Des Moines Historical Society, 2007). The town started as a logging community and as a real estate venture of F. A. Blasher, who moved from Des Moines, Iowa, to King County in 1888 (Des Moines Historical Society, 2007; Lange, 1998). After World War I, Des Moines' popularity rose when the town expanded its dock and ferry service, attracting increased numbers of summer vacationers. The population grew quickly after World War II and Des Moines was incorporated as a city in 1959 (Des Moines Historical Society, 2007). While some buildings in Des Moines date to the 1920s and 1930s, many commercial and residential buildings were constructed during a period of suburban development in the 1950s and 1960s. On January 31, 1967, Interstate 5 (I-5), which passed through Des Moines on the route from Everett to Tacoma, Washington, was completed and established another transportation route, in addition to Pacific Highway S (SR 99), for commuters in the area (Des Moines Historical Society, 2007).

The property at 23404 28th Avenue South in Des Moines, Washington, which is a residential property built in 1959, is not eligible for listing in the NRHP. The property is not eligible for the NRHP under Criterion A, which applies to buildings that are associated with events that have made a significant contribution to the broad patterns of history, as no significant events are associated with this property. To be eligible for the NRHP under Criterion B, a property must be directly associated with a person considered significant within a historic context whose specific contribution to history has been both identified and documented. No such person who meets that definition is linked to this building. The property is not eligible for the NRHP under Criterion C as it is a typical residential building from the mid-twentieth century and does not embody the distinctive characteristics of a type, period, or method of construction; it is not the work of a master and does not possess high artistic value. The property is not eligible for the NRHP under Criterion D for information potential because the materials and construction methods of the building do not convey important information that could contribute to understanding history or prehistory. Therefore, the property is not eligible for listing in the NRHP because it does not meet any of the eligibility criteria. In addition the building is altered including the replacement of the original windows and a rear addition. As a result, the property has lost integrity of materials and design. The building retains integrity of feeling, workmanship, setting, location, and association.

## Historic Inventory Report

Description of Physical Appearance:	<p>23404 28th Avenue South is a one-story, wood frame, ranch style, residential property with an L-shape plan constructed in 1959. The building, which sits on a poured concrete foundation, has a cross gabled roof with moderately deep boxed eaves covered in composite shingles. The house is built on sloping land and contains a daylight basement. Due to the change in grade of the land, the basement level is completely above ground on the north side of the building. A wide, two-story, exterior eave wall brick chimney is located on the north elevation. Another smaller, interior slope brick chimney rises from the center of the roof. The upper half of the exterior walls of the residence are clad in vertical wood siding while the lower half are clad in horizontal wood siding. Horizontal wood siding clads the sections of the basement level that are above ground. All of the visible windows are contemporary replacements. The north end of the front (west) elevation projects out from the rest of the façade and is covered by a front gabled roof that covers the primary side gabled roof. A plain, wood, front door, which is protected by a glazed storm door, is located on the south elevation of the projection and is shaded by a the deep eave overhang of the front gabled roof. A row of three, fixed, single-light windows, one of which contains a smaller, horizontal sliding window on the side, wraps around the northwest corner of the building. Under this row of windows, the basement level's west elevation exterior wall is clad in brick veneer. The brick veneer surrounds a two-light horizontal sliding window. South of the main entrance, the façade contains: a fixed, single-light window with an adjacent single-light, horizontal sliding window and two, two-light horizontal sliding windows, one of which is smaller than the other. The south end of the house contains a two-car carport that is covered by the primary side gabled roof. The gable end of the carport is supported by four simple posts. Under the roof of the carport, the south elevation of the house's principle mass contains a replacement pedestrian door. A one-foot, second floor overhang shades the basement level on the north elevation, which contains a fixed, single-light window west of the chimney and double sliding glass doors to the east of the chimney. According to the King County's Assessor's website, miscellaneous improvements were made to the property in 2013, including a 192-square foot attached hot tub room that was added to the rear (east) elevation. A small accessory shed building with a gabled roof is located in the southeast corner of the property, at the end of the paved driveway that passes through the carport. The property also includes a hilly front yard.</p>
Major Bibliographic References:	<p>Boyles, E. 2010. The Suburb. Selected Cultural and Historical Geographies of the Greater Seattle Area. Available at: <a href="https://sites.google.com/site/alinehistoryprojectsite/home/line-b/community-identities--bellevue-and-redmond/the-suburb">https://sites.google.com/site/alinehistoryprojectsite/home/line-b/community-identities--bellevue-and-redmond/the-suburb</a>. Accessed March 18, 2013.</p> <p>Caster, D. 2007. Historical Society of Federal Way Timeline. Available at: <a href="http://www.federalwayhistory.org/timeline.php">http://www.federalwayhistory.org/timeline.php</a>. Accessed March 15, 2013.</p> <p>Des Moines Historical Society. 2007. Time Line Page. Available at: <a href="http://www.dmhs.org/timeline/history.html">http://www.dmhs.org/timeline/history.html</a>. Accessed March 13, 2013.</p> <p>Lange, G. 1998. Des Moines Beginnings: Des Moines Post Office opens on August 6, 1889. HistoryLink: The Free Online Encyclopedia of Washington State History. Available at: <a href="http://www.historylink.org/index.cfm?DisplayPage=output.cfm&amp;file_id=500">http://www.historylink.org/index.cfm?DisplayPage=output.cfm&amp;file_id=500</a>. Accessed March 15, 2013.</p> <p>King County. 2013. King County Department of Assessments. Available at: <a href="http://www.kingcounty.gov/Assessor.aspx">http://www.kingcounty.gov/Assessor.aspx</a>. Accessed October 20, 2013.</p> <p>Kramak, J.E., ed. 2010. Establishing the Pacific Highway South. Selected Cultural and Historical Geographies of the Greater Seattle Area. Available at: <a href="https://sites.google.com/site/alinehistoryprojectsite/home/map/theme-transportation/establishing-the-pacific-highway-south">https://sites.google.com/site/alinehistoryprojectsite/home/map/theme-transportation/establishing-the-pacific-highway-south</a>. Accessed March 14, 2013.</p> <p>U.S. Route 99 – The Pacific Highway. 2013. Waymarking: A Groundspeak Website. Available at: <a href="http://www.waymarking.com/cat/details.aspx?f=1&amp;guid=698ed7e3-3af8-4cd0-a795-03b89a23288e&amp;exp=True">http://www.waymarking.com/cat/details.aspx?f=1&amp;guid=698ed7e3-3af8-4cd0-a795-03b89a23288e&amp;exp=True</a>. Accessed March 19, 2013.</p>

## Photos



Northwest corner  
2014



Southwest corner  
2014



West elevation  
2014



North elevation  
2014



## Historic Inventory Report

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### Location

Field Site No. 1893-29 DAHP No.  
Historic Name:  
Common Name: 23410 28th Ave S  
Property Address: 23410 28th Ave S, Des Moines, WA 98198  
Comments:  
Tax No./Parcel No. 1953400345  
Plat/Block/Lot Plat Block 6 / Lot 2  
Acreage .19  
Supplemental Map(s)

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Township/Range/EW	Section	1/4 Sec	1/4 1/4 Sec	County	Quadrangle
T22R04E	16			King	DES MOINES

### Coordinate Reference

Easting: 1195210  
Northing: 755698  
Projection: Washington State Plane South  
Datum: HARN (feet)

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### Identification

Survey Name: Sound Transit Federal Way (2) Date Recorded: 03/05/2014  
Field Recorder: MaryNell Nolan-Wheatley  
Owner's Name: BUCKINGHAM VICKIE LYNN  
Owner Address: 23410 28TH AVE S  
City: Des Moines State: WA Zip: 98198  
Classification: Building  
Resource Status: Comments:  
Survey/Inventory  
Within a District? No  
Contributing? No  
National Register:  
Local District:  
National Register District/Thematic Nomination Name:  
Eligibility Status: Not Determined - SHPO  
Determination Date: 1/1/0001  
Determination Comments:



## Historic Inventory Report

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### Description

Historic Use: Domestic - Single Family House	Current Use: Domestic - Single Family House		
Plan: L-Shape	Stories: 1		
Changes to Plan: Intact	Structural System: Platform Frame		
Changes to Original Cladding: Intact	Changes to Interior: Unknown		
Changes to Other:	Changes to Windows: Extensive		
Other (specify):			
Style:	Cladding:	Roof Type:	Roof Material:
Ranch	Wood	Gable - Cross Gable	Asphalt / Composition - Rolled
	Wood - Vertical		
	Veneer - Brick		
Foundation:	Form/Type:		
Concrete - Poured	Single Family - Gable Front and Wing		

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### Narrative

Study Unit	Other
Architecture/Landscape Architecture	
Date of Construction:	1959 Built Date
	Builder:
	Engineer:
	Architect:

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 Inventory Report

### Statement of Significance:

Construction of the original Highway 1 in the state of Washington commenced in 1913. By October 1923, 700 miles of a two-lane highway had been completed connecting Vancouver, British Columbia, to the Oregon-California border. Just after the highway was completed in 1924, however, plans were begun to reroute and improve the conditions of the highway. The project involved creating a new, wider, four-lane route further west that would connect Seattle and Tacoma, Washington, more directly (Kramak, 2010). The new roadway was completed in 1928 and acquired the title of Highway 1, while the original eastern route was renamed Highway 5 (Caster, 2007). The new Highway 1 became known as the Pacific Highway. Over the years, various parts of Highway 1 acquired alternative names, including the portion known as Pacific Highway S, which starts near Federal Way, Washington, and continues north, through Kent, Des Moines, and SeaTac, Washington (Kramak, 2010).

In 1926, Pacific Highway (HWY 1) was included as a numbered U.S. Highway (US 99) (U.S. Route 99, 2013). The following decades witnessed the rapid growth of businesses along the highway and the formation of a new auto-oriented roadside culture characterized by a proliferation of motels, restaurants, and rest stops (Des Moines Historical Society, 2007). Increased automobile ownership changed people's perceptions about distance and allowed populations to sprawl around urban centers, increasing the number of residents in suburban towns and cities, including SeaTac, Des Moines, Kent, and Federal Way (Boyles, 2010).

The city of Des Moines is located approximately halfway between Seattle and Tacoma, on the eastern side of Puget Sound (Des Moines Historical Society, 2007). The town started as a logging community and as a real estate venture of F. A. Blasher, who moved from Des Moines, Iowa, to King County in 1888 (Des Moines Historical Society, 2007; Lange, 1998). After World War I, Des Moines' popularity rose when the town expanded its dock and ferry service, attracting increased numbers of summer vacationers. The population grew quickly after World War II and Des Moines was incorporated as a city in 1959 (Des Moines Historical Society, 2007). While some buildings in Des Moines date to the 1920s and 1930s, many commercial and residential buildings were constructed during a period of suburban development in the 1950s and 1960s. On January 31, 1967, Interstate 5 (I-5), which passed through Des Moines on the route from Everett to Tacoma, Washington, was completed and established another transportation route, in addition to Pacific Highway S (SR 99), for commuters in the area (Des Moines Historical Society, 2007). The property at 23410 28th Avenue South in Des Moines, Washington, which is a residential property built in 1959, is not eligible for listing in the NRHP. The property is not eligible for the NRHP under Criterion A, which applies to buildings that are associated with events that have made a significant contribution to the broad patterns of history, as no significant events are associated with this property. To be eligible for the NRHP under Criterion B, a property must be directly associated with a person considered significant within a historic context whose specific contribution to history has been both identified and documented. No such person who meets that definition is linked to this building. The property is not eligible for the NRHP under Criterion C as it is a typical residential building from the mid-twentieth century and does not embody the distinctive characteristics of a type, period, or method of construction; it is not the work of a master and does not possess high artistic value. The property is not eligible for the NRHP under Criterion D for information potential because the materials and construction methods of the building do not convey important information that could contribute to understanding history or prehistory. Therefore, the property is not eligible for listing in the NRHP because it does not meet any of the eligibility criteria. In addition the building is altered including the replacement of the original windows. As a result, the property has lost integrity of materials. The building retains integrity of design, feeling, workmanship, setting, location, and association.

## Historic Inventory Report

Description of Physical Appearance:	<p>23410 28th Avenue South is a one-story, wood frame, ranch style, residential property with an essentially L-shaped plan constructed in 1959. The building, which sits on a concrete slab foundation, has a cross gabled roof with deep, open eaves covered in rolled roofing material. A small interior slope brick chimney protrudes from the north side of the roof. The exterior walls of the residence are clad in a combination of horizontal wood siding, vertical wood siding, and some brick veneer. All of the visible windows are contemporary replacements. The north end of the front (west) elevation projects out slightly from the rest of the façade and is covered by a front gabled roof that crosses the primary side gabled roof, and extends east beyond the rear (east) elevation. A plain, wood front door is located in the narrow south elevation of the projection and is covered by the deep eave of the front gable. The center section of the exterior wall on the projection's front façade (under the peak of the front gable) is clad in a vertical strip of brick veneer. The bottom fourth of the façade on the projection is also clad in brick veneer, which extends into a low wall that runs along the north edge of a small, concrete front porch. The rest of the projection is clad in vertical wood siding. North of the brick veneer section, still under the front gable, is a large, three-light horizontal window. The south end of the façade contains two small, two-light horizontal sliding windows, followed by a vehicle bay with a retractable door that marks the location of an attached garage. The garage is covered by the primary side gabled roof. The north elevation contains three, two-light horizontal sliding windows. The property includes a paved driveway and a front yard.</p>
Major Bibliographic References:	<p>Boyles, E. 2010. The Suburb. Selected Cultural and Historical Geographies of the Greater Seattle Area. Available at: <a href="https://sites.google.com/site/alinehistoryprojectsite/home/line-b/community-identities--bellevue-and-redmond/the-suburb">https://sites.google.com/site/alinehistoryprojectsite/home/line-b/community-identities--bellevue-and-redmond/the-suburb</a>. Accessed March 18, 2013.</p> <p>Caster, D. 2007. Historical Society of Federal Way Timeline. Available at: <a href="http://www.federalwayhistory.org/timeline.php">http://www.federalwayhistory.org/timeline.php</a>. Accessed March 15, 2013.</p> <p>Des Moines Historical Society. 2007. Time Line Page. Available at: <a href="http://www.dmhs.org/timeline/history.html">http://www.dmhs.org/timeline/history.html</a>. Accessed March 13, 2013.</p> <p>Lange, G. 1998. Des Moines Beginnings: Des Moines Post Office opens on August 6, 1889. HistoryLink: The Free Online Encyclopedia of Washington State History. Available at: <a href="http://www.historylink.org/index.cfm?DisplayPage=output.cfm&amp;file_id=500">http://www.historylink.org/index.cfm?DisplayPage=output.cfm&amp;file_id=500</a>. Accessed March 15, 2013.</p> <p>King County. 2013. King County Department of Assessments. Available at: <a href="http://www.kingcounty.gov/Assessor.aspx">http://www.kingcounty.gov/Assessor.aspx</a>. Accessed October 20, 2013.</p> <p>Kramak, J.E., ed. 2010. Establishing the Pacific Highway South. Selected Cultural and Historical Geographies of the Greater Seattle Area. Available at: <a href="https://sites.google.com/site/alinehistoryprojectsite/home/map/theme-transportation/establishing-the-pacific-highway-south">https://sites.google.com/site/alinehistoryprojectsite/home/map/theme-transportation/establishing-the-pacific-highway-south</a>. Accessed March 14, 2013.</p> <p>U.S. Route 99 – The Pacific Highway. 2013. Waymarking: A Groundspeak Website. Available at: <a href="http://www.waymarking.com/cat/details.aspx?f=1&amp;guid=698ed7e3-3af8-4cd0-a795-03b89a23288e&amp;exp=True">http://www.waymarking.com/cat/details.aspx?f=1&amp;guid=698ed7e3-3af8-4cd0-a795-03b89a23288e&amp;exp=True</a>. Accessed March 19, 2013.</p>

## Photos



Northwest corner  
2014



Southwest corner  
2014



West elevation  
2014



## Historic Inventory Report

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### Location

Field Site No. 1894-30 DAHP No.  
Historic Name:  
Common Name: 23418 28th Ave S  
Property Address: 23418 28th Ave S, Des Moines, WA 98198  
Comments:  
Tax No./Parcel No. 1953400350  
Plat/Block/Lot Plat Block 6 / Lot 3  
Acreage .19  
Supplemental Map(s)

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Township/Range/EW	Section	1/4 Sec	1/4 1/4 Sec	County	Quadrangle
T22R04E	16			King	DES MOINES

### Coordinate Reference

Easting: 1195225  
Northing: 755614  
Projection: Washington State Plane South  
Datum: HARN (feet)

### Identification

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Survey Name: Sound Transit Federal Way (2) Date Recorded: 03/05/2014  
Field Recorder: MaryNell Nolan-Wheatley  
Owner's Name: SMITH DOROTHY M  
Owner Address: 23418 28TH AVE S  
City: Des Moines State: WA Zip: 98198  
Classification: Building  
Resource Status: Comments:  
Survey/Inventory  
Within a District? No  
Contributing? No  
National Register:  
Local District:  
National Register District/Thematic Nomination Name:  
Eligibility Status: Not Determined - SHPO  
Determination Date: 1/1/0001  
Determination Comments:



## Historic Inventory Report

### Description

Historic Use: Domestic - Single Family House	Current Use: Domestic - Single Family House		
Plan: L-Shape	Stories: 1		
Changes to Plan: Slight	Structural System: Platform Frame		
Changes to Original Cladding: Intact	Changes to Interior: Unknown		
Changes to Other: Moderate	Changes to Windows: Extensive		
Other (specify): Original roof has been replaced.			
Style:	Cladding:	Roof Type:	Roof Material:
Ranch	Wood - Vertical Wood Veneer - Brick	Hip - Cross Hipped	Asphalt / Composition - Shingle
Foundation:	Form/Type:		
Concrete - Poured	Single Family		

### Narrative

Study Unit	Other
Architecture/Landscape Architecture	
Date of Construction:	1958 Built Date
	2005 Remodel
	Builder:
	Engineer:
	Architect:

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 Inventory Report

### Statement of Significance:

Construction of the original Highway 1 in the state of Washington commenced in 1913. By October 1923, 700 miles of a two-lane highway had been completed connecting Vancouver, British Columbia, to the Oregon-California border. Just after the highway was completed in 1924, however, plans were begun to reroute and improve the conditions of the highway. The project involved creating a new, wider, four-lane route further west that would connect Seattle and Tacoma, Washington, more directly (Kramak, 2010). The new roadway was completed in 1928 and acquired the title of Highway 1, while the original eastern route was renamed Highway 5 (Caster, 2007). The new Highway 1 became known as the Pacific Highway. Over the years, various parts of Highway 1 acquired alternative names, including the portion known as Pacific Highway S, which starts near Federal Way, Washington, and continues north, through Kent, Des Moines, and SeaTac, Washington (Kramak, 2010).

In 1926, Pacific Highway (HWY 1) was included as a numbered U.S. Highway (US 99) (U.S. Route 99, 2013). The following decades witnessed the rapid growth of businesses along the highway and the formation of a new auto-oriented roadside culture characterized by a proliferation of motels, restaurants, and rest stops (Des Moines Historical Society, 2007). Increased automobile ownership changed people's perceptions about distance and allowed populations to sprawl around urban centers, increasing the number of residents in suburban towns and cities, including SeaTac, Des Moines, Kent, and Federal Way (Boyles, 2010).

The city of Des Moines is located approximately halfway between Seattle and Tacoma, on the eastern side of Puget Sound (Des Moines Historical Society, 2007). The town started as a logging community and as a real estate venture of F. A. Blasher, who moved from Des Moines, Iowa, to King County in 1888 (Des Moines Historical Society, 2007; Lange, 1998). After World War I, Des Moines' popularity rose when the town expanded its dock and ferry service, attracting increased numbers of summer vacationers. The population grew quickly after World War II and Des Moines was incorporated as a city in 1959 (Des Moines Historical Society, 2007). While some buildings in Des Moines date to the 1920s and 1930s, many commercial and residential buildings were constructed during a period of suburban development in the 1950s and 1960s. On January 31, 1967, Interstate 5 (I-5), which passed through Des Moines on the route from Everett to Tacoma, Washington, was completed and established another transportation route, in addition to Pacific Highway S (SR 99), for commuters in the area (Des Moines Historical Society, 2007).

The property at 23418 28th Avenue South in Des Moines, Washington, which is a residential property built in 1958, is not eligible for listing in the NRHP. The property is not eligible for the NRHP under Criterion A, which applies to buildings that are associated with events that have made a significant contribution to the broad patterns of history, as no significant events are associated with this property. To be eligible for the NRHP under Criterion B, a property must be directly associated with a person considered significant within a historic context whose specific contribution to history has been both identified and documented. No such person who meets that definition is linked to this building. The property is not eligible for the NRHP under Criterion C as it is a typical residential building from the mid-twentieth century and does not embody the distinctive characteristics of a type, period, or method of construction; it is not the work of a master and does not possess high artistic value. The property is not eligible for the NRHP under Criterion D for information potential because the materials and construction methods of the building do not convey important information that could contribute to understanding history or prehistory. Therefore, the property is not eligible for listing in the NRHP because it does not meet any of the eligibility criteria. In addition the building is altered including the replacement of the original windows and roof, and changes to the attached carport. As a result, the property has lost integrity of materials and design. The building retains integrity of feeling, workmanship, setting, location, and association.



## Historic Inventory Report

Description of Physical Appearance:	<p>23418 28th Avenue South is a one-story, wood frame, ranch style, residential property with an essentially L-shaped plan constructed in 1958. The building, which sits on a poured concrete foundation, has a non-original cross hipped roof with deep open eaves covered in composite shingles. A small interior slope brick chimney protrudes from the center of the roof and a large, exterior eave wall chimney is located on the north elevation. The upper half of the residence's exterior walls are clad in vertical wood siding while the lower half of the walls are clad in horizontal wood siding. All of the visible windows are contemporary replacements. The north end of the front (west) elevation projects out slightly from the rest of the façade (creating the bottom of the L shape) and is covered by a hip roof that crosses the primary hip roof. The west elevation of the projection is clad in brick veneer that surrounds a large, three-light horizontal sliding window. The front door is located in the narrow south elevation of the projection and is covered by the deep side eave of the projecting hip roof. South of the main entrance, on the front façade, are two, two-light horizontal sliding windows followed by a smaller, two-light horizontal sliding window. An attached garage is located in the south end of the residence and is covered by the primary hipped roof. Originally, the carport was completely open on the west and east sides, and several plain posts supported the south end of the roof. At an unknown date, the east and south sides of the carport were enclosed and a small shed addition was constructed on the east elevation, still under the primary roof. The King County Assessor's website indicates that the house includes a daylight basement, which is not visible from the public right-of-way. In 2005, two basement window openings were enlarged for egress purposes. The property includes a paved driveway, a sloping front yard, and a large rear patio.</p>
Major Bibliographic References:	<p>Boyles, E. 2010. The Suburb. Selected Cultural and Historical Geographies of the Greater Seattle Area. Available at: <a href="https://sites.google.com/site/alinehistoryprojectsite/home/line-b/community-identities--bellevue-and-redmond/the-suburb">https://sites.google.com/site/alinehistoryprojectsite/home/line-b/community-identities--bellevue-and-redmond/the-suburb</a>. Accessed March 18, 2013.</p> <p>Caster, D. 2007. Historical Society of Federal Way Timeline. Available at: <a href="http://www.federalwayhistory.org/timeline.php">http://www.federalwayhistory.org/timeline.php</a>. Accessed March 15, 2013.</p> <p>Des Moines Historical Society. 2007. Time Line Page. Available at: <a href="http://www.dmhs.org/timeline/history.html">http://www.dmhs.org/timeline/history.html</a>. Accessed March 13, 2013.</p> <p>Lange, G. 1998. Des Moines Beginnings: Des Moines Post Office opens on August 6, 1889. HistoryLink: The Free Online Encyclopedia of Washington State History. Available at: <a href="http://www.historylink.org/index.cfm?DisplayPage=output.cfm&amp;file_id=500">http://www.historylink.org/index.cfm?DisplayPage=output.cfm&amp;file_id=500</a>. Accessed March 15, 2013.</p> <p>King County. 2013. King County Department of Assessments. Available at: <a href="http://www.kingcounty.gov/Assessor.aspx">http://www.kingcounty.gov/Assessor.aspx</a>. Accessed October 20, 2013.</p> <p>Kramak, J.E., ed. 2010. Establishing the Pacific Highway South. Selected Cultural and Historical Geographies of the Greater Seattle Area. Available at: <a href="https://sites.google.com/site/alinehistoryprojectsite/home/map/theme-transportation/establishing-the-pacific-highway-south">https://sites.google.com/site/alinehistoryprojectsite/home/map/theme-transportation/establishing-the-pacific-highway-south</a>. Accessed March 14, 2013.</p> <p>U.S. Route 99 – The Pacific Highway. 2013. Waymarking: A Groundspeak Website. Available at: <a href="http://www.waymarking.com/cat/details.aspx?f=1&amp;guid=698ed7e3-3af8-4cd0-a795-03b89a23288e&amp;exp=True">http://www.waymarking.com/cat/details.aspx?f=1&amp;guid=698ed7e3-3af8-4cd0-a795-03b89a23288e&amp;exp=True</a>. Accessed March 19, 2013.</p>

## Photos



Northwest corner  
2014



Southwest corner  
2014



West elevation  
2014



## Historic Inventory Report

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### Location

Field Site No. 1895-31 DAHP No.  
Historic Name:  
Common Name: 23426 28th Ave S  
Property Address: 23426 28th Ave S, Des Moines, WA 98198  
Comments:  
Tax No./Parcel No. 1953400355  
Plat/Block/Lot Plat Block 6 / Lot 4  
Acreage .19  
Supplemental Map(s)

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Township/Range/EW	Section	1/4 Sec	1/4 1/4 Sec	County	Quadrangle
T22R04E	16			King	DES MOINES

### Coordinate Reference

Easting: 1195239  
Northing: 755538  
Projection: Washington State Plane South  
Datum: HARN (feet)

### Identification

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Survey Name: Sound Transit Federal Way (2) Date Recorded: 03/05/2014  
Field Recorder: MaryNell Nolan-Wheatley  
Owner's Name: HOPKINS JACQUELYN C  
Owner Address: 23426 28TH AVE S  
City: Des Moines State: WA Zip: 98198  
Classification: Building  
Resource Status: Comments:  
Survey/Inventory  
Within a District? No  
Contributing? No  
National Register:  
Local District:  
National Register District/Thematic Nomination Name:  
Eligibility Status: Not Determined - SHPO  
Determination Date: 1/1/0001  
Determination Comments:



## Historic Inventory Report

### Description

Historic Use: Domestic - Single Family House	Current Use: Domestic - Single Family House		
Plan: L-Shape	Stories: 1		
Changes to Plan: Intact	Structural System: Platform Frame		
Changes to Original Cladding: Intact	Changes to Interior: Unknown		
Changes to Other:	Changes to Windows: Extensive		
Other (specify):			
Style:	Cladding:	Roof Type:	Roof Material:
Ranch	Wood	Gable - Cross Gable	Asphalt / Composition - Rolled
	Veneer - Brick		
	Wood - Board-and-Batten		
Foundation:	Form/Type:		
Concrete - Poured	Single Family - Gable Front and Wing		

### Narrative

Study Unit	Other
Architecture/Landscape Architecture	
Date of Construction:	1958 Built Date
	Builder:
	Engineer:
	Architect:

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 Inventory Report

### Statement of Significance:

Construction of the original Highway 1 in the state of Washington commenced in 1913. By October 1923, 700 miles of a two-lane highway had been completed connecting Vancouver, British Columbia, to the Oregon-California border. Just after the highway was completed in 1924, however, plans were begun to reroute and improve the conditions of the highway. The project involved creating a new, wider, four-lane route further west that would connect Seattle and Tacoma, Washington, more directly (Kramak, 2010). The new roadway was completed in 1928 and acquired the title of Highway 1, while the original eastern route was renamed Highway 5 (Caster, 2007). The new Highway 1 became known as the Pacific Highway. Over the years, various parts of Highway 1 acquired alternative names, including the portion known as Pacific Highway S, which starts near Federal Way, Washington, and continues north, through Kent, Des Moines, and SeaTac, Washington (Kramak, 2010).

In 1926, Pacific Highway (HWY 1) was included as a numbered U.S. Highway (US 99) (U.S. Route 99, 2013). The following decades witnessed the rapid growth of businesses along the highway and the formation of a new auto-oriented roadside culture characterized by a proliferation of motels, restaurants, and rest stops (Des Moines Historical Society, 2007). Increased automobile ownership changed people's perceptions about distance and allowed populations to sprawl around urban centers, increasing the number of residents in suburban towns and cities, including SeaTac, Des Moines, Kent, and Federal Way (Boyles, 2010).

The city of Des Moines is located approximately halfway between Seattle and Tacoma, on the eastern side of Puget Sound (Des Moines Historical Society, 2007). The town started as a logging community and as a real estate venture of F. A. Blasher, who moved from Des Moines, Iowa, to King County in 1888 (Des Moines Historical Society, 2007; Lange, 1998). After World War I, Des Moines' popularity rose when the town expanded its dock and ferry service, attracting increased numbers of summer vacationers. The population grew quickly after World War II and Des Moines was incorporated as a city in 1959 (Des Moines Historical Society, 2007). While some buildings in Des Moines date to the 1920s and 1930s, many commercial and residential buildings were constructed during a period of suburban development in the 1950s and 1960s. On January 31, 1967, Interstate 5 (I-5), which passed through Des Moines on the route from Everett to Tacoma, Washington, was completed and established another transportation route, in addition to Pacific Highway S (SR 99), for commuters in the area (Des Moines Historical Society, 2007).

The property at 23426 28th Avenue South in Des Moines, Washington, which is a residential property built in 1958, is not eligible for listing in the NRHP. The property is not eligible for the NRHP under Criterion A, which applies to buildings that are associated with events that have made a significant contribution to the broad patterns of history, as no significant events are associated with this property. To be eligible for the NRHP under Criterion B, a property must be directly associated with a person considered significant within a historic context whose specific contribution to history has been both identified and documented. No such person who meets that definition is linked to this building. The property is not eligible for the NRHP under Criterion C as it is a typical residential building from the mid-twentieth century and does not embody the distinctive characteristics of a type, period, or method of construction; it is not the work of a master and does not possess high artistic value. The property is not eligible for the NRHP under Criterion D for information potential because the materials and construction methods of the building do not convey important information that could contribute to understanding history or prehistory. Therefore, the property is not eligible for listing in the NRHP because it does not meet any of the eligibility criteria. In addition the building is altered including the replacement of the original windows. As a result, the property has lost integrity of materials. The building retains integrity of design, feeling, workmanship, setting, location, and association.

## Historic Inventory Report

Description of Physical Appearance:	<p>23426 28th Avenue South is a one-story, wood frame, ranch style, residential property with an essentially L-shaped plan constructed in 1958. The building, which sits on a concrete slab foundation, has a cross gabled roof with moderately deep open eaves covered in rolled roofing. A small interior slope brick chimney protrudes from the north side of the roof. The exterior walls of the residence are primarily clad in horizontal wood siding. All of the visible windows are contemporary replacements. The north end of the front (west) elevation projects out slightly from the rest of the façade and is covered by the primary front gabled roof. A plain, wood front door is located on the west end of the front gabled section's south elevation – this is a narrow section that is perpendicular the rest of the front façade. The front door is covered by the deep side eave of the front gabled roof, the southwest corner of which is supported by a simple wood post with an attached metal drain pipe. The exterior wall under the front gable is primarily clad in brick veneer, with two sections on either edge of the wall clad in vertical wood board and batten siding. A large, fixed, single-light window is located on the far north end of the front façade, under the front gabled roof. A long rectangular plan section of the house projects from the south elevation, just east of the front door and is covered by a side gabled roof that crosses the primary front gabled roof. The front (west) elevation of the side gabled section contains two, small, two-light horizontal sliding windows and a large vehicle bay with a retractable metal door. The vehicle bay marks the location of an attached two-car garage that is covered by the side gabled roof. There are no visible windows on the north or south elevations. The property includes a paved driveway in addition to a front and backyard.</p>
Major Bibliographic References:	<p>Boyles, E. 2010. The Suburb. Selected Cultural and Historical Geographies of the Greater Seattle Area. Available at: <a href="https://sites.google.com/site/alinehistoryprojectsite/home/line-b/community-identities--bellevue-and-redmond/the-suburb">https://sites.google.com/site/alinehistoryprojectsite/home/line-b/community-identities--bellevue-and-redmond/the-suburb</a>. Accessed March 18, 2013.</p> <p>Caster, D. 2007. Historical Society of Federal Way Timeline. Available at: <a href="http://www.federalwayhistory.org/timeline.php">http://www.federalwayhistory.org/timeline.php</a>. Accessed March 15, 2013.</p> <p>Des Moines Historical Society. 2007. Time Line Page. Available at: <a href="http://www.dmhs.org/timeline/history.html">http://www.dmhs.org/timeline/history.html</a>. Accessed March 13, 2013.</p> <p>Lange, G. 1998. Des Moines Beginnings: Des Moines Post Office opens on August 6, 1889. HistoryLink: The Free Online Encyclopedia of Washington State History. Available at: <a href="http://www.historylink.org/index.cfm?DisplayPage=output.cfm&amp;file_id=500">http://www.historylink.org/index.cfm?DisplayPage=output.cfm&amp;file_id=500</a>. Accessed March 15, 2013.</p> <p>King County. 2013. King County Department of Assessments. Available at: <a href="http://www.kingcounty.gov/Assessor.aspx">http://www.kingcounty.gov/Assessor.aspx</a>. Accessed October 20, 2013.</p> <p>Kramak, J.E., ed. 2010. Establishing the Pacific Highway South. Selected Cultural and Historical Geographies of the Greater Seattle Area. Available at: <a href="https://sites.google.com/site/alinehistoryprojectsite/home/map/theme-transportation/establishing-the-pacific-highway-south">https://sites.google.com/site/alinehistoryprojectsite/home/map/theme-transportation/establishing-the-pacific-highway-south</a>. Accessed March 14, 2013.</p> <p>U.S. Route 99 – The Pacific Highway. 2013. Waymarking: A Groundspeak Website. Available at: <a href="http://www.waymarking.com/cat/details.aspx?f=1&amp;guid=698ed7e3-3af8-4cd0-a795-03b89a23288e&amp;exp=True">http://www.waymarking.com/cat/details.aspx?f=1&amp;guid=698ed7e3-3af8-4cd0-a795-03b89a23288e&amp;exp=True</a>. Accessed March 19, 2013.</p>



## Photos



West elevation  
2014



Northwest corner  
2014



Southwest corner  
2014



## Historic Inventory Report

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### Location

Field Site No. 1896-32 DAHP No.  
Historic Name:  
Common Name: 23436 28th Ave S  
Property Address: 23436 28th Ave S, Des Moines, WA 98198  
Comments:  
Tax No./Parcel No. 1953400360  
Plat/Block/Lot Plat Block 6 / Lot 5  
Acreage .19  
Supplemental Map(s)

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Township/Range/EW	Section	1/4 Sec	1/4 1/4 Sec	County	Quadrangle
T22R04E	16			King	DES MOINES

### Coordinate Reference

Easting: 1195202  
Northing: 755451  
Projection: Washington State Plane South  
Datum: HARN (feet)

### Identification

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Survey Name: Sound Transit Federal Way (2) Date Recorded: 03/05/2014  
Field Recorder: MaryNell Nolan-Wheatley  
Owner's Name: DEOL MAN S+GORMEL K  
Owner Address: 23436 28TH AVE S  
City: Des Moines State: WA Zip: 98198  
Classification: Building  
Resource Status: Comments:  
Survey/Inventory  
Within a District? No  
Contributing? No  
National Register:  
Local District:  
National Register District/Thematic Nomination Name:  
Eligibility Status: Not Determined - SHPO  
Determination Date: 1/1/0001  
Determination Comments:



## Historic Inventory Report

### Description

Historic Use: Domestic - Single Family House	Current Use: Domestic - Single Family House		
Plan: Irregular	Stories: 1		
Changes to Plan: Slight	Structural System: Platform Frame		
Changes to Original Cladding: Intact	Changes to Interior: Unknown		
Changes to Other: Moderate	Changes to Windows: Extensive		
Other (specify): Original attached garage was converted into interior living space c. 1962.			
Style:	Cladding:	Roof Type:	Roof Material:
Ranch	Wood - Vertical	Hip - Hip-on-Gable	Asphalt / Composition -
	Wood	Hip	Shingle
Foundation:	Form/Type:		
Concrete - Poured	Single Family		

### Narrative

Study Unit	Other
Architecture/Landscape Architecture	
Date of Construction:	1957 Built Date
	1962 Remodel
	Builder:
	Engineer:
	Architect:

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 Inventory Report

### Statement of Significance:

Construction of the original Highway 1 in the state of Washington commenced in 1913. By October 1923, 700 miles of a two-lane highway had been completed connecting Vancouver, British Columbia, to the Oregon-California border. Just after the highway was completed in 1924, however, plans were begun to reroute and improve the conditions of the highway. The project involved creating a new, wider, four-lane route further west that would connect Seattle and Tacoma, Washington, more directly (Kramak, 2010). The new roadway was completed in 1928 and acquired the title of Highway 1, while the original eastern route was renamed Highway 5 (Caster, 2007). The new Highway 1 became known as the Pacific Highway. Over the years, various parts of Highway 1 acquired alternative names, including the portion known as Pacific Highway S, which starts near Federal Way, Washington, and continues north, through Kent, Des Moines, and SeaTac, Washington (Kramak, 2010).

In 1926, Pacific Highway (HWY 1) was included as a numbered U.S. Highway (US 99) (U.S. Route 99, 2013). The following decades witnessed the rapid growth of businesses along the highway and the formation of a new auto-oriented roadside culture characterized by a proliferation of motels, restaurants, and rest stops (Des Moines Historical Society, 2007). Increased automobile ownership changed people's perceptions about distance and allowed populations to sprawl around urban centers, increasing the number of residents in suburban towns and cities, including SeaTac, Des Moines, Kent, and Federal Way (Boyles, 2010).

The city of Des Moines is located approximately halfway between Seattle and Tacoma, on the eastern side of Puget Sound (Des Moines Historical Society, 2007). The town started as a logging community and as a real estate venture of F. A. Blasher, who moved from Des Moines, Iowa, to King County in 1888 (Des Moines Historical Society, 2007; Lange, 1998). After World War I, Des Moines' popularity rose when the town expanded its dock and ferry service, attracting increased numbers of summer vacationers. The population grew quickly after World War II and Des Moines was incorporated as a city in 1959 (Des Moines Historical Society, 2007). While some buildings in Des Moines date to the 1920s and 1930s, many commercial and residential buildings were constructed during a period of suburban development in the 1950s and 1960s. On January 31, 1967, Interstate 5 (I-5), which passed through Des Moines on the route from Everett to Tacoma, Washington, was completed and established another transportation route, in addition to Pacific Highway S (SR 99), for commuters in the area (Des Moines Historical Society, 2007).

The property at 23436 28th Avenue South in Des Moines, Washington, which is a residential property built in 1957, is not eligible for listing in the NRHP. The property is not eligible for the NRHP under Criterion A, which applies to buildings that are associated with events that have made a significant contribution to the broad patterns of history, as no significant events are associated with this property. To be eligible for the NRHP under Criterion B, a property must be directly associated with a person considered significant within a historic context whose specific contribution to history has been both identified and documented. No such person who meets that definition is linked to this building. The property is not eligible for the NRHP under Criterion C as it is a typical residential building from the mid-twentieth century and does not embody the distinctive characteristics of a type, period, or method of construction; it is not the work of a master and does not possess high artistic value. The property is not eligible for the NRHP under Criterion D for information potential because the materials and construction methods of the building do not convey important information that could contribute to understanding history or prehistory. Therefore, the property is not eligible for listing in the NRHP because it does not meet any of the eligibility criteria. In addition the building is heavily altered including the replacement of the original windows, the conversion of an original attached garage into interior living space, and several rear additions. As a result, the property has lost integrity of materials and design. The building retains integrity of feeling, workmanship, setting, location, and association.

## Historic Inventory Report

Description of  
Physical  
Appearance:

23436 28th Avenue South is a one-story, wood frame, ranch style, residential property with an irregular plan constructed in 1957. The building, which sits on a concrete slab foundation, has a cross hipped roof with deep boxed eaves covered in composite shingles. A small interior slope brick chimney protrudes from the north end of the roof. The upper half of the residence's exterior walls are clad in vertical wood siding while the lower half of the walls are clad in horizontal wood siding. All of the visible windows are contemporary replacements. A plain wood front door is located south of center on the front (west) elevation. The south end of the front elevation projects out slightly from the rest of the façade and is covered by a hipped roof that crosses the primary side gable-on-hip roof. The northwest corner of the projecting hip roof, which is supported by a thin metal post, forms an overhang that shades the main entrance and a small, concrete porch area with an open framework metal handrail. The front façade of the projection contains a two-light horizontal sliding window. A large, three-light horizontal sliding window is located just north of the main entrance and is followed by two, smaller, two-light horizontal sliding windows. Originally, an attached garage was located in the north end of the building and was covered by the primary gable-on-hip roof. Circa 1962, the garage was converted into interior living space and the retractable garage door on the north end of the front façade was replaced by double sliding glass pedestrian doors, which remain extant. A paved driveway leads from 28th Avenue South to the sliding glass doors. The south elevation of the house contains three, two-light horizontal sliding windows. Aerial images indicate that a large, gabled roof overhang addition extends from the north end of the rear (east) elevation and covers a patio area. Another shed addition is located just east of the patio overhang. The rear of the property is not visible from the public right-of-way. The property includes a front and back yard.

Major  
Bibliographic  
References:

Boyles, E. 2010. The Suburb. Selected Cultural and Historical Geographies of the Greater Seattle Area. Available at: <https://sites.google.com/site/alinehistoryprojectsite/home/line-b/community-identities--bellevue-and-redmond/the-suburb>. Accessed March 18, 2013.

Caster, D. 2007. Historical Society of Federal Way Timeline. Available at: <http://www.federalwayhistory.org/timeline.php>. Accessed March 15, 2013.

Des Moines Historical Society. 2007. Time Line Page. Available at: <http://www.dmhs.org/timeline/history.html>. Accessed March 13, 2013.

Lange, G. 1998. Des Moines Beginnings: Des Moines Post Office opens on August 6, 1889. HistoryLink: The Free Online Encyclopedia of Washington State History. Available at: [http://www.historylink.org/index.cfm?DisplayPage=output.cfm&file\\_id=500](http://www.historylink.org/index.cfm?DisplayPage=output.cfm&file_id=500). Accessed March 15, 2013.

King County. 2013. King County Department of Assessments. Available at: <http://www.kingcounty.gov/Assessor.aspx>. Accessed October 20, 2013.

Kramak, J.E., ed. 2010. Establishing the Pacific Highway South. Selected Cultural and Historical Geographies of the Greater Seattle Area. Available at: <https://sites.google.com/site/alinehistoryprojectsite/home/map/theme-transportation/establishing-the-pacific-highway-south>. Accessed March 14, 2013.

U.S. Route 99 – The Pacific Highway. 2013. Waymarking: A Groundspeak Website. Available at: <http://www.waymarking.com/cat/details.aspx?f=1&guid=698ed7e3-3af8-4cd0-a795-03b89a23288e&exp=True>. Accessed March 19, 2013.



## Photos



West elevation  
2014



Northwest corner  
2014



Southwest corner  
2014





## Historic Inventory Report

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### Location

Field Site No. 1897-33 DAHP No.  
Historic Name:  
Common Name: 23438 28th Ave S  
Property Address: 23438 28th Ave S, Des Moines, WA 98198  
Comments:  
Tax No./Parcel No. 1953400365  
Plat/Block/Lot Plat Block 6 / Lot 6  
Acreage .19  
Supplemental Map(s)

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Township/Range/EW	Section	1/4 Sec	1/4 1/4 Sec	County	Quadrangle
T22R04E	16			King	DES MOINES

### Coordinate Reference

Easting: 1195214  
Northing: 755384  
Projection: Washington State Plane South  
Datum: HARN (feet)

### Identification

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Survey Name: Sound Transit Federal Way (2) Date Recorded: 03/05/2014  
Field Recorder: MaryNell Nolan-Wheatley  
Owner's Name: SGRO JAMES D  
Owner Address: 23438 28TH AVE S  
City: Des Moines State: WA Zip: 98198  
Classification: Building  
Resource Status: Comments:  
Survey/Inventory  
Within a District? No  
Contributing? No  
National Register:  
Local District:  
National Register District/Thematic Nomination Name:  
Eligibility Status: Not Determined - SHPO  
Determination Date: 1/1/0001  
Determination Comments:



## Historic Inventory Report

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### Description

Historic Use: Domestic - Single Family House	Current Use: Domestic - Single Family House		
Plan: Rectangle	Stories: 1		
Changes to Plan: Intact	Structural System: Platform Frame		
Changes to Original Cladding: Intact	Changes to Interior: Unknown		
Changes to Other:	Changes to Windows: Extensive		
Other (specify):			
Style:	Cladding:	Roof Type:	Roof Material:
Ranch	Wood	Gable - Side Gable	Asphalt / Composition - Shingle
Foundation:	Form/Type:		
Concrete - Poured	Single Family - Side Gable		

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### Narrative

Study Unit	Other
Architecture/Landscape Architecture	
Date of Construction:	1957 Built Date
	Builder:
	Engineer:
	Architect:

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 Inventory Report

### Statement of Significance:

Construction of the original Highway 1 in the state of Washington commenced in 1913. By October 1923, 700 miles of a two-lane highway had been completed connecting Vancouver, British Columbia, to the Oregon-California border. Just after the highway was completed in 1924, however, plans were begun to reroute and improve the conditions of the highway. The project involved creating a new, wider, four-lane route further west that would connect Seattle and Tacoma, Washington, more directly (Kramak, 2010). The new roadway was completed in 1928 and acquired the title of Highway 1, while the original eastern route was renamed Highway 5 (Caster, 2007). The new Highway 1 became known as the Pacific Highway. Over the years, various parts of Highway 1 acquired alternative names, including the portion known as Pacific Highway S, which starts near Federal Way, Washington, and continues north, through Kent, Des Moines, and SeaTac, Washington (Kramak, 2010).

In 1926, Pacific Highway (HWY 1) was included as a numbered U.S. Highway (US 99) (U.S. Route 99, 2013). The following decades witnessed the rapid growth of businesses along the highway and the formation of a new auto-oriented roadside culture characterized by a proliferation of motels, restaurants, and rest stops (Des Moines Historical Society, 2007). Increased automobile ownership changed people's perceptions about distance and allowed populations to sprawl around urban centers, increasing the number of residents in suburban towns and cities, including SeaTac, Des Moines, Kent, and Federal Way (Boyles, 2010).

The city of Des Moines is located approximately halfway between Seattle and Tacoma, on the eastern side of Puget Sound (Des Moines Historical Society, 2007). The town started as a logging community and as a real estate venture of F. A. Blasher, who moved from Des Moines, Iowa, to King County in 1888 (Des Moines Historical Society, 2007; Lange, 1998). After World War I, Des Moines' popularity rose when the town expanded its dock and ferry service, attracting increased numbers of summer vacationers. The population grew quickly after World War II and Des Moines was incorporated as a city in 1959 (Des Moines Historical Society, 2007). While some buildings in Des Moines date to the 1920s and 1930s, many commercial and residential buildings were constructed during a period of suburban development in the 1950s and 1960s. On January 31, 1967, Interstate 5 (I-5), which passed through Des Moines on the route from Everett to Tacoma, Washington, was completed and established another transportation route, in addition to Pacific Highway S (SR 99), for commuters in the area (Des Moines Historical Society, 2007).

The property at 23438 28th Avenue South in Des Moines, Washington, which is a residential property built in 1957, is not eligible for listing in the NRHP. The property is not eligible for the NRHP under Criterion A, which applies to buildings that are associated with events that have made a significant contribution to the broad patterns of history, as no significant events are associated with this property. To be eligible for the NRHP under Criterion B, a property must be directly associated with a person considered significant within a historic context whose specific contribution to history has been both identified and documented. No such person who meets that definition is linked to this building. The property is not eligible for the NRHP under Criterion C as it is a typical residential building from the mid-twentieth century and does not embody the distinctive characteristics of a type, period, or method of construction; it is not the work of a master and does not possess high artistic value. The property is not eligible for the NRHP under Criterion D for information potential because the materials and construction methods of the building do not convey important information that could contribute to understanding history or prehistory. Therefore, the property is not eligible for listing in the NRHP because it does not meet any of the eligibility criteria. In addition the building is altered including the replacement of the original windows. As a result, the property has lost integrity of materials. The building retains integrity of design, feeling, workmanship, setting, location, and association.

## Historic Inventory Report

Description of Physical Appearance:	<p>23438 28th Avenue South is a one-story, wood frame, ranch style, residential property with a rectangular plan constructed in 1957. The building, which sits on a concrete slab foundation, has a side gabled roof with deep open eaves covered in composite shingles. A small interior slope brick chimney protrudes from the south end of the roof and a much larger, exterior eave wall chimney visually bisects the front (west) elevation. The residence's exterior walls are clad in horizontal wood siding. All of the visible windows are contemporary replacements. A plain wood front door, which is protected by a metal and glass storm door, is located north of center on the front facade. North of the main entrance, the building contains an attached garage that is covered by the primary side gabled roof. A vehicle bay with a retractable metal door is located on the north end of the front facade. The north half of the façade, including the front door and the garage door, is recessed from the south end of the façade. Over the recessed section of the façade the roof extends into a deep overhang that is supported by three, simple, rounded replacement columns that delineate a narrow concrete porch area. A non-original handrail clad in horizontal wood siding to match the main house connects the two posts closest to the front door. The south end of the façade contains a large, fixed, single-light picture window and two, two-light horizontal sliding windows. There are no windows on the south elevation and a fixed, three-light window with vertical muntins is located on the north elevation providing natural light to the attached garage. The property includes a paved driveway and a front and back yard.</p>
Major Bibliographic References:	<p>Boyles, E. 2010. The Suburb. Selected Cultural and Historical Geographies of the Greater Seattle Area. Available at: <a href="https://sites.google.com/site/alinehistoryprojectsite/home/line-b/community-identities--bellevue-and-redmond/the-suburb">https://sites.google.com/site/alinehistoryprojectsite/home/line-b/community-identities--bellevue-and-redmond/the-suburb</a>. Accessed March 18, 2013.</p> <p>Caster, D. 2007. Historical Society of Federal Way Timeline. Available at: <a href="http://www.federalwayhistory.org/timeline.php">http://www.federalwayhistory.org/timeline.php</a>. Accessed March 15, 2013.</p> <p>Des Moines Historical Society. 2007. Time Line Page. Available at: <a href="http://www.dmhs.org/timeline/history.html">http://www.dmhs.org/timeline/history.html</a>. Accessed March 13, 2013.</p> <p>Lange, G. 1998. Des Moines Beginnings: Des Moines Post Office opens on August 6, 1889. HistoryLink: The Free Online Encyclopedia of Washington State History. Available at: <a href="http://www.historylink.org/index.cfm?DisplayPage=output.cfm&amp;file_id=500">http://www.historylink.org/index.cfm?DisplayPage=output.cfm&amp;file_id=500</a>. Accessed March 15, 2013.</p> <p>King County. 2013. King County Department of Assessments. Available at: <a href="http://www.kingcounty.gov/Assessor.aspx">http://www.kingcounty.gov/Assessor.aspx</a>. Accessed October 20, 2013.</p> <p>Kramak, J.E., ed. 2010. Establishing the Pacific Highway South. Selected Cultural and Historical Geographies of the Greater Seattle Area. Available at: <a href="https://sites.google.com/site/alinehistoryprojectsite/home/map/theme-transportation/establishing-the-pacific-highway-south">https://sites.google.com/site/alinehistoryprojectsite/home/map/theme-transportation/establishing-the-pacific-highway-south</a>. Accessed March 14, 2013.</p> <p>U.S. Route 99 – The Pacific Highway. 2013. Waymarking: A Groundspeak Website. Available at: <a href="http://www.waymarking.com/cat/details.aspx?f=1&amp;guid=698ed7e3-3af8-4cd0-a795-03b89a23288e&amp;exp=True">http://www.waymarking.com/cat/details.aspx?f=1&amp;guid=698ed7e3-3af8-4cd0-a795-03b89a23288e&amp;exp=True</a>. Accessed March 19, 2013.</p>

## Photos



Northwest corner  
2014



Southwest corner  
2014



West elevation  
2014



## Historic Inventory Report

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### Location

Field Site No. 1898-34 DAHP No.  
Historic Name:  
Common Name: 23450 28th Ave S  
Property Address: 23450 28th Ave S, Des Moines, WA 98198  
Comments:  
Tax No./Parcel No. 1953400370  
Plat/Block/Lot Plat Block 6 / Lot 7  
Acreage .19  
Supplemental Map(s)

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Township/Range/EW	Section	1/4 Sec	1/4 1/4 Sec	County	Quadrangle
T22R04E	16			King	DES MOINES

### Coordinate Reference

Easting: 1195244  
Northing: 755299  
Projection: Washington State Plane South  
Datum: HARN (feet)

### Identification

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Survey Name: Sound Transit Federal Way (2) Date Recorded: 03/05/2014  
Field Recorder: MaryNell Nolan-Wheatley  
Owner's Name: POLLOCK JEWELL  
Owner Address: 6646 IVY ST  
City: ANACORTES State: WA Zip: 98221  
Classification: Building  
Resource Status: Comments:  
Survey/Inventory  
Within a District? No  
Contributing? No  
National Register:  
Local District:  
National Register District/Thematic Nomination Name:  
Eligibility Status: Not Determined - SHPO  
Determination Date: 1/1/0001  
Determination Comments:





## Historic Inventory Report

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### Description

Historic Use: Domestic - Single Family House	Current Use: Domestic - Single Family House		
Plan: Rectangle	Stories: 2		
Changes to Plan: Intact	Structural System: Platform Frame		
Changes to Original Cladding: Intact	Changes to Interior: Unknown		
Changes to Other:	Changes to Windows: Intact		
Other (specify):			
Style:	Cladding:	Roof Type:	Roof Material:
Ranch - Split Level/Split Entry	Wood	Gable - Front Gable	Asphalt / Composition - Rolled
	Wood - Board-and-Batten		
Foundation:	Form/Type:		
Concrete - Block	Single Family		

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### Narrative

Study Unit	Other
Architecture/Landscape Architecture	
Date of Construction:	1957 Built Date
	Builder:
	Engineer:
	Architect:

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 Inventory Report

### Statement of Significance:

Construction of the original Highway 1 in the state of Washington commenced in 1913. By October 1923, 700 miles of a two-lane highway had been completed connecting Vancouver, British Columbia, to the Oregon-California border. Just after the highway was completed in 1924, however, plans were begun to reroute and improve the conditions of the highway. The project involved creating a new, wider, four-lane route further west that would connect Seattle and Tacoma, Washington, more directly (Kramak, 2010). The new roadway was completed in 1928 and acquired the title of Highway 1, while the original eastern route was renamed Highway 5 (Caster, 2007). The new Highway 1 became known as the Pacific Highway. Over the years, various parts of Highway 1 acquired alternative names, including the portion known as Pacific Highway S, which starts near Federal Way, Washington, and continues north, through Kent, Des Moines, and SeaTac, Washington (Kramak, 2010).

In 1926, Pacific Highway (HWY 1) was included as a numbered U.S. Highway (US 99) (U.S. Route 99, 2013). The following decades witnessed the rapid growth of businesses along the highway and the formation of a new auto-oriented roadside culture characterized by a proliferation of motels, restaurants, and rest stops (Des Moines Historical Society, 2007). Increased automobile ownership changed people's perceptions about distance and allowed populations to sprawl around urban centers, increasing the number of residents in suburban towns and cities, including SeaTac, Des Moines, Kent, and Federal Way (Boyles, 2010).

The city of Des Moines is located approximately halfway between Seattle and Tacoma, on the eastern side of Puget Sound (Des Moines Historical Society, 2007). The town started as a logging community and as a real estate venture of F. A. Blasher, who moved from Des Moines, Iowa, to King County in 1888 (Des Moines Historical Society, 2007; Lange, 1998). After World War I, Des Moines' popularity rose when the town expanded its dock and ferry service, attracting increased numbers of summer vacationers. The population grew quickly after World War II and Des Moines was incorporated as a city in 1959 (Des Moines Historical Society, 2007). While some buildings in Des Moines date to the 1920s and 1930s, many commercial and residential buildings were constructed during a period of suburban development in the 1950s and 1960s. On January 31, 1967, Interstate 5 (I-5), which passed through Des Moines on the route from Everett to Tacoma, Washington, was completed and established another transportation route, in addition to Pacific Highway S (SR 99), for commuters in the area (Des Moines Historical Society, 2007). The property at 23450 28th Avenue South in Des Moines, Washington, which is a residential property built in 1957, is not eligible for listing in the NRHP. The property is not eligible for the NRHP under Criterion A, which applies to buildings that are associated with events that have made a significant contribution to the broad patterns of history, as no significant events are associated with this property. To be eligible for the NRHP under Criterion B, a property must be directly associated with a person considered significant within a historic context whose specific contribution to history has been both identified and documented. No such person who meets that definition is linked to this building. The property is not eligible for the NRHP under Criterion C as it is a typical residential building from the mid-twentieth century and does not embody the distinctive characteristics of a type, period, or method of construction; it is not the work of a master and does not possess high artistic value. The property is not eligible for the NRHP under Criterion D for information potential because the materials and construction methods of the building do not convey important information that could contribute to understanding history or prehistory. Therefore, the property is not eligible for listing in the NRHP because it does not meet any of the eligibility criteria. The building remains largely intact and retains integrity of materials, design, feeling, workmanship, setting, location, and association.

## Historic Inventory Report

Description of  
Physical  
Appearance:

23450 28th Avenue South is a two-story, wood frame, split level, residential property with a rectangular plan constructed in 1957. The building, which sits on a concrete block foundation, has a front gabled roof covered in rolled roofing material with a deep eave and exposed wood rafter tails. A large, exterior eave wall brick chimney is located on the south elevation. A wood front door, which contains a small fanlight, is located just south of center on the front (west) elevation and has an adjacent sidelight that is nearly the same height and width as the door. Two, tall, fixed, single-light transoms that are the same width as the door and sidelight below, are located above the main entrance. The front door is accessed via a concrete path that leads through the front yard. The front door likely leads to an interior landing area that is between the ground floor and second floor. The exterior wall of the residence to the north of the main entrance is primarily clad in horizontal wood siding, while the wall south of the front door is primarily clad in vertical wood board and batten. Due to a change in grade of the land, the south end of the residence's ground floor is partially below ground level. Two lookout, two-light horizontal sliding windows are located just above ground level on the south end of the building. Above the lookout windows is a two-light horizontal sliding window and a larger, fixed, single-light window with an adjacent horizontal sliding light. A wood balcony with a closed framework handrail clad in horizontal wood siding wraps around the southwest corner of the building. The north end of the building's ground floor level contains a two-car garage with two vehicle bays with retractable doors on the front elevation. Two, two-light horizontal sliding windows are located above the garage. The north elevation of the building's ground floor contains a fixed, single-light window with an adjacent sliding light that provides natural light to the garage's interior. The south elevation's second floor contains a two-light horizontal sliding window just west of the large exterior chimney. The property includes a long, paved driveway, front yard, and a back yard with a patio area.

Major  
Bibliographic  
References:

Boyles, E. 2010. The Suburb. Selected Cultural and Historical Geographies of the Greater Seattle Area. Available at: <https://sites.google.com/site/alinehistoryprojectsite/home/line-b/community-identities--bellevue-and-redmond/the-suburb>. Accessed March 18, 2013.

Caster, D. 2007. Historical Society of Federal Way Timeline. Available at: <http://www.federalwayhistory.org/timeline.php>. Accessed March 15, 2013.

Des Moines Historical Society. 2007. Time Line Page. Available at: <http://www.dmhs.org/timeline/history.html>. Accessed March 13, 2013.

Lange, G. 1998. Des Moines Beginnings: Des Moines Post Office opens on August 6, 1889. HistoryLink: The Free Online Encyclopedia of Washington State History. Available at: [http://www.historylink.org/index.cfm?DisplayPage=output.cfm&file\\_id=500](http://www.historylink.org/index.cfm?DisplayPage=output.cfm&file_id=500). Accessed March 15, 2013.

King County. 2013. King County Department of Assessments. Available at: <http://www.kingcounty.gov/Assessor.aspx>. Accessed October 20, 2013.

Kramak, J.E., ed. 2010. Establishing the Pacific Highway South. Selected Cultural and Historical Geographies of the Greater Seattle Area. Available at: <https://sites.google.com/site/alinehistoryprojectsite/home/map/theme-transportation/establishing-the-pacific-highway-south>. Accessed March 14, 2013.

U.S. Route 99 – The Pacific Highway. 2013. Waymarking: A Groundspeak Website. Available at: <http://www.waymarking.com/cat/details.aspx?f=1&guid=698ed7e3-3af8-4cd0-a795-03b89a23288e&exp=True>. Accessed March 19, 2013.

## Photos



Northwest corner  
2014



Southwest corner  
2014



West elevation  
2014



## Historic Inventory Report

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### Location

Field Site No. 1899-35  
DAHP No.  
Historic Name:  
Common Name: 23456 28th Ave S  
Property Address: 23456 28th Ave S, Des Moines, WA 98198  
Comments:  
Tax No./Parcel No. 1953400375  
Plat/Block/Lot Plat Block 6 / Lot 8  
Acreage .27  
Supplemental Map(s)

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Township/Range/EW	Section	1/4 Sec	1/4 1/4 Sec	County	Quadrangle
T22R04E	16			King	DES MOINES

### Coordinate Reference

Easting: 1195238  
Northing: 755212  
Projection: Washington State Plane South  
Datum: HARN (feet)

### Identification

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Survey Name: Sound Transit Federal Way (2)  
Date Recorded: 03/07/2014  
Field Recorder: MaryNell Nolan-Wheatley  
Owner's Name: HODGKIN LEE D  
Owner Address: 23456 28TH AVE S  
City: Des Moines  
State: WA  
Zip: 98198  
Classification: Building  
Resource Status:  
Survey/Inventory  
Comments:  
Within a District? No  
Contributing? No  
National Register:  
Local District:  
National Register District/Thematic Nomination Name:  
Eligibility Status: Not Determined - SHPO  
Determination Date: 1/1/0001  
Determination Comments:



## Historic Inventory Report

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### Description

Historic Use: Domestic - Single Family House	Current Use: Domestic - Single Family House		
Plan: L-Shape	Stories: 1		
Changes to Plan: Slight	Structural System: Platform Frame		
Changes to Original Cladding: Intact	Changes to Interior: Unknown		
Changes to Other:	Changes to Windows: Extensive		
Other (specify):			
Style:	Cladding:	Roof Type:	Roof Material:
Ranch	Veneer - Brick	Gable - Cross Gable	Asphalt / Composition
	Wood		
	Wood - Vertical		
Foundation:	Form/Type:		
Concrete - Poured	Single Family - Cross Gable		

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### Narrative

Study Unit	Other
Architecture/Landscape Architecture	
Date of Construction:	1957 Built Date
	Builder:
	Engineer:
	Architect:
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 Inventory Report

### Statement of Significance:

Construction of the original Highway 1 in the state of Washington commenced in 1913. By October 1923, 700 miles of a two-lane highway had been completed connecting Vancouver, British Columbia, to the Oregon-California border. Just after the highway was completed in 1924, however, plans were begun to reroute and improve the conditions of the highway. The project involved creating a new, wider, four-lane route further west that would connect Seattle and Tacoma, Washington, more directly (Kramak, 2010). The new roadway was completed in 1928 and acquired the title of Highway 1, while the original eastern route was renamed Highway 5 (Caster, 2007). The new Highway 1 became known as the Pacific Highway. Over the years, various parts of Highway 1 acquired alternative names, including the portion known as Pacific Highway S, which starts near Federal Way, Washington, and continues north, through Kent, Des Moines, and SeaTac, Washington (Kramak, 2010).

In 1926, Pacific Highway (HWY 1) was included as a numbered U.S. Highway (US 99) (U.S. Route 99, 2013). The following decades witnessed the rapid growth of businesses along the highway and the formation of a new auto-oriented roadside culture characterized by a proliferation of motels, restaurants, and rest stops (Des Moines Historical Society, 2007). Increased automobile ownership changed people's perceptions about distance and allowed populations to sprawl around urban centers, increasing the number of residents in suburban towns and cities, including SeaTac, Des Moines, Kent, and Federal Way (Boyles, 2010).

The city of Des Moines is located approximately halfway between Seattle and Tacoma, on the eastern side of Puget Sound (Des Moines Historical Society, 2007). The town started as a logging community and as a real estate venture of F. A. Blasher, who moved from Des Moines, Iowa, to King County in 1888 (Des Moines Historical Society, 2007; Lange, 1998). After World War I, Des Moines' popularity rose when the town expanded its dock and ferry service, attracting increased numbers of summer vacationers. The population grew quickly after World War II and Des Moines was incorporated as a city in 1959 (Des Moines Historical Society, 2007). While some buildings in Des Moines date to the 1920s and 1930s, many commercial and residential buildings were constructed during a period of suburban development in the 1950s and 1960s. On January 31, 1967, Interstate 5 (I-5), which passed through Des Moines on the route from Everett to Tacoma, Washington, was completed and established another transportation route, in addition to Pacific Highway S (SR 99), for commuters in the area (Des Moines Historical Society, 2007).

The property at 23456 28th Avenue South in Des Moines, Washington, which is a residential property built in 1957, is not eligible for listing in the NRHP. The property is not eligible for the NRHP under Criterion A, which applies to buildings that are associated with events that have made a significant contribution to the broad patterns of history, as no significant events are associated with this property. To be eligible for the NRHP under Criterion B, a property must be directly associated with a person considered significant within a historic context whose specific contribution to history has been both identified and documented. No such person who meets that definition is linked to this building. The property is not eligible for the NRHP under Criterion C as it is a typical residential building from the mid-twentieth century and does not embody the distinctive characteristics of a type, period, or method of construction; it is not the work of a master and does not possess high artistic value. The property is not eligible for the NRHP under Criterion D for information potential because the materials and construction methods of the building do not convey important information that could contribute to understanding history or prehistory. Therefore, the property is not eligible for listing in the NRHP because it does not meet any of the eligibility criteria. In addition the building is altered including the replacement of the original windows and some small alterations to the front elevation. As a result, the property has lost integrity of materials and some integrity of design. The building retains integrity of feeling, workmanship, setting, location, and association.

## Historic Inventory Report

Description of  
Physical  
Appearance:

23456 28th Avenue South is a one-story, wood frame, ranch style, residential property with an L-shaped plan constructed in 1957. The building, which sits on a concrete slab foundation, has a cross gabled roof with deep, open, slightly flared eaves covered in composite roofing material. An interior slope brick chimney protrudes from the south end of the roof. The residence's exterior walls are primarily clad in vertical wood siding, with the exception of the exterior wall surrounding the main entrance which is clad in brick veneer and the south elevation which is clad in horizontal wood siding. All of the visible windows are contemporary replacements with dark metal frames. The south end of the residence is covered by a low-pitch, front gabled roof with a deep, open rake that shades the front (west) elevation. The north half of the façade under the front gable, which is clad in brick veneer, protrudes out farther than the south half of the façade and contains a plain wood front door on its narrow south elevation. The face of the narrow south elevation is in line (parallel) with the ridge of the front gable. The southwest corner of the front gabled roof is supported by a non-original, rounded column with battered sides on a rectangular brick base. The recessed south end of the façade contains two, large, fixed, single-light windows with narrow awning windows on the bottom that wrap around the southwest corner of the building. The west elevation of the brick veneer section (north half of the front gabled section's façade) contains a large, two-light horizontal sliding window. The large window is covered by an open framework wood overhang. A rectangular plan, side gabled section of the house projects from the west end of the front gabled section's north elevation. The front (west) elevation of the side gabled projection contains a row of three, fixed, single-light windows, each one of which is placed over two, small, awning windows. The south elevation contains two, two-light horizontal sliding windows while the north elevation does not contain any fenestration. A front gabled, shed roof addition extends from the rear (east) elevation of the primary front gabled section of the house. The property contains a wide, paved, driveway on the south side and a concrete footpath that leads from the driveway to the main entrance. A large, two-level front yard is located on the west side of the property and a small backyard is located in the inset of the L on the east side of the property. Several temporary, tent-like structures are also visible in the rear of the property.

Major  
Bibliographic  
References:

Boyles, E. 2010. The Suburb. Selected Cultural and Historical Geographies of the Greater Seattle Area. Available at: <https://sites.google.com/site/alinehistoryprojectsite/home/line-b/community-identities--bellevue-and-redmond/the-suburb>. Accessed March 18, 2013.

Caster, D. 2007. Historical Society of Federal Way Timeline. Available at: <http://www.federalwayhistory.org/timeline.php>. Accessed March 15, 2013.

Des Moines Historical Society. 2007. Time Line Page. Available at: <http://www.dmhs.org/timeline/history.html>. Accessed March 13, 2013.

Lange, G. 1998. Des Moines Beginnings: Des Moines Post Office opens on August 6, 1889. HistoryLink: The Free Online Encyclopedia of Washington State History. Available at: [http://www.historylink.org/index.cfm?DisplayPage=output.cfm&file\\_id=500](http://www.historylink.org/index.cfm?DisplayPage=output.cfm&file_id=500). Accessed March 15, 2013.

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Kramak, J.E., ed. 2010. Establishing the Pacific Highway South. Selected Cultural and Historical Geographies of the Greater Seattle Area. Available at: <https://sites.google.com/site/alinehistoryprojectsite/home/map/theme-transportation/establishing-the-pacific-highway-south>. Accessed March 14, 2013.

U.S. Route 99 – The Pacific Highway. 2013. Waymarking: A Groundspeak Website. Available at: <http://www.waymarking.com/cat/details.aspx?f=1&guid=698ed7e3-3af8-4cd0-a795-03b89a23288e&exp=True>. Accessed March 19, 2013.

## Photos



Northwest corner  
2014



Southwest corner  
2014



West elevation  
2014



## Historic Inventory Report

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### Location

Field Site No. 1900-36 DAHP No.  
Historic Name:  
Common Name: 2721 S 234th St  
Property Address: 2721 S 234th St, Des Moines, WA 98198  
Comments:  
Tax No./Parcel No. 1953400380  
Plat/Block/Lot Plat Block 7 / Lot 1  
Acreage .19  
Supplemental Map(s)

Township/Range/EW	Section	1/4 Sec	1/4 1/4 Sec	County	Quadrangle
T22R04E	16			King	DES MOINES

### Coordinate Reference

Easting: 1195061  
Northing: 755753  
Projection: Washington State Plane South  
Datum: HARN (feet)

### Identification

Survey Name: Sound Transit Federal Way (2) Date Recorded: 03/07/2014  
Field Recorder: MaryNell Nolan-Wheatley  
Owner's Name: GUENTHER PATRICIA A  
Owner Address: 2721 S 234TH ST  
City: Des Moines State: WA Zip: 98198  
Classification: Building  
Resource Status: Comments:  
Survey/Inventory  
Within a District? No  
Contributing? No  
National Register:  
Local District:  
National Register District/Thematic Nomination Name:  
Eligibility Status: Not Determined - SHPO  
Determination Date: 1/1/0001  
Determination Comments:



## Historic Inventory Report

### Description

Historic Use: Domestic - Single Family House	Current Use: Domestic - Single Family House		
Plan: Rectangle	Stories: 1		
Changes to Plan: Intact	Structural System: Platform Frame		
Changes to Original Cladding: Intact	Changes to Interior: Unknown		
Changes to Other:	Changes to Windows: Intact		
Other (specify):			
Style:	Cladding:	Roof Type:	Roof Material:
Ranch	Wood - Vertical	Gable - Side Gable	Asphalt / Composition - Shingle
	Shingle -		
	Concrete/Asbestos		
	Veneer - PermaStone		
Foundation:	Form/Type:		
Concrete - Poured	Single Family - Side Gable		

### Narrative

Study Unit	Other
Architecture/Landscape Architecture	
Date of Construction:	1957 Built Date
	Builder:
	Engineer:
	Architect:

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 Inventory Report

### Statement of Significance:

Construction of the original Highway 1 in the state of Washington commenced in 1913. By October 1923, 700 miles of a two-lane highway had been completed connecting Vancouver, British Columbia, to the Oregon-California border. Just after the highway was completed in 1924, however, plans were begun to reroute and improve the conditions of the highway. The project involved creating a new, wider, four-lane route further west that would connect Seattle and Tacoma, Washington, more directly (Kramak, 2010). The new roadway was completed in 1928 and acquired the title of Highway 1, while the original eastern route was renamed Highway 5 (Caster, 2007). The new Highway 1 became known as the Pacific Highway. Over the years, various parts of Highway 1 acquired alternative names, including the portion known as Pacific Highway S, which starts near Federal Way, Washington, and continues north, through Kent, Des Moines, and SeaTac, Washington (Kramak, 2010).

In 1926, Pacific Highway (HWY 1) was included as a numbered U.S. Highway (US 99) (U.S. Route 99, 2013). The following decades witnessed the rapid growth of businesses along the highway and the formation of a new auto-oriented roadside culture characterized by a proliferation of motels, restaurants, and rest stops (Des Moines Historical Society, 2007). Increased automobile ownership changed people's perceptions about distance and allowed populations to sprawl around urban centers, increasing the number of residents in suburban towns and cities, including SeaTac, Des Moines, Kent, and Federal Way (Boyles, 2010).

The city of Des Moines is located approximately halfway between Seattle and Tacoma, on the eastern side of Puget Sound (Des Moines Historical Society, 2007). The town started as a logging community and as a real estate venture of F. A. Blasher, who moved from Des Moines, Iowa, to King County in 1888 (Des Moines Historical Society, 2007; Lange, 1998). After World War I, Des Moines' popularity rose when the town expanded its dock and ferry service, attracting increased numbers of summer vacationers. The population grew quickly after World War II and Des Moines was incorporated as a city in 1959 (Des Moines Historical Society, 2007). While some buildings in Des Moines date to the 1920s and 1930s, many commercial and residential buildings were constructed during a period of suburban development in the 1950s and 1960s. On January 31, 1967, Interstate 5 (I-5), which passed through Des Moines on the route from Everett to Tacoma, Washington, was completed and established another transportation route, in addition to Pacific Highway S (SR 99), for commuters in the area (Des Moines Historical Society, 2007).

The property at 2721 South 234th Street in Des Moines, Washington, which is a residential property built in 1957, is not eligible for listing in the NRHP. The property is not eligible for the NRHP under Criterion A, which applies to buildings that are associated with events that have made a significant contribution to the broad patterns of history, as no significant events are associated with this property. To be eligible for the NRHP under Criterion B, a property must be directly associated with a person considered significant within a historic context whose specific contribution to history has been both identified and documented. No such person who meets that definition is linked to this building. The property is not eligible for the NRHP under Criterion C as it is a typical residential building from the mid-twentieth century and does not embody the distinctive characteristics of a type, period, or method of construction; it is not the work of a master and does not possess high artistic value. The property is not eligible for the NRHP under Criterion D for information potential because the materials and construction methods of the building do not convey important information that could contribute to understanding history or prehistory. Therefore, the property is not eligible for listing in the NRHP because it does not meet any of the eligibility criteria. In addition the building is altered including the replacement of the original doors. As a result, the property has lost some integrity of materials. The building retains integrity of design, feeling, workmanship, setting, location, and association.



## Historic Inventory Report

### Description of Physical Appearance:

2721 South 234th Street is a one-story, wood frame, ranch style, residential property with a rectangular plan constructed in 1957. The building, which sits on a concrete slab foundation, has a side gabled roof with deep open eaves covered in composite shingles. An interior slope stone chimney protrudes from the west side of the roof. The upper half of the residence's exterior walls are clad in vertical wood siding while the lower half are primarily clad in asbestos shingle siding. The lower half of the front (north) elevation's west end is clad in faux stone veneer. All of the visible windows appear to be original. A replacement wood front door, which is protected by a metal and glass storm door, is located east of center on the front facade. East of the main entrance, the façade projects out slightly and contains two, three-light horizontal sliding windows. A large, three-light horizontal sliding window and a smaller two-light horizontal sliding window are located south of the front entrance. The south end of the building contains an attached, two-car garage that is covered by the primary side gabled roof. A wide vehicle bay with a retractable metal door marks the location of the garage on the façade. Eight, small, fixed, single-light windows line the top of the garage door. There are no visible windows on the east or west elevations. Small attic vents are located under the peak of the gable ends. The property includes a paved driveway and a front and back yard. A tall wood fence surrounds the backyard. A concrete foot path bisects the front lawn and leads to the main entrance of the house.

### Major Bibliographic References:

Boyles, E. 2010. The Suburb. Selected Cultural and Historical Geographies of the Greater Seattle Area. Available at: <https://sites.google.com/site/alinehistoryprojectsite/home/line-b/community-identities--bellevue-and-redmond/the-suburb>. Accessed March 18, 2013.

Caster, D. 2007. Historical Society of Federal Way Timeline. Available at: <http://www.federalwayhistory.org/timeline.php>. Accessed March 15, 2013.

Des Moines Historical Society. 2007. Time Line Page. Available at: <http://www.dmhs.org/timeline/history.html>. Accessed March 13, 2013.

Lange, G. 1998. Des Moines Beginnings: Des Moines Post Office opens on August 6, 1889. HistoryLink: The Free Online Encyclopedia of Washington State History. Available at: [http://www.historylink.org/index.cfm?DisplayPage=output.cfm&file\\_id=500](http://www.historylink.org/index.cfm?DisplayPage=output.cfm&file_id=500). Accessed March 15, 2013.

King County. 2013. King County Department of Assessments. Available at: <http://www.kingcounty.gov/Assessor.aspx>. Accessed October 20, 2013.

Kramak, J.E., ed. 2010. Establishing the Pacific Highway South. Selected Cultural and Historical Geographies of the Greater Seattle Area. Available at: <https://sites.google.com/site/alinehistoryprojectsite/home/map/theme-transportation/establishing-the-pacific-highway-south>. Accessed March 14, 2013.

U.S. Route 99 – The Pacific Highway. 2013. Waymarking: A Groundspeak Website. Available at: <http://www.waymarking.com/cat/details.aspx?f=1&guid=698ed7e3-3af8-4cd0-a795-03b89a23288e&exp=True>. Accessed March 19, 2013.

## Photos



Northwest corner  
2014



North elevation  
2014



North elevation  
2014



Northeast corner  
2014



Southeast corner  
2014



## Historic Inventory Report

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### Location

Field Site No. 1901-37 DAHP No.  
Historic Name:  
Common Name: 23411 28th Ave S  
Property Address: 23411 28th Ave S, Des Moines, WA 98198  
Comments:  
Tax No./Parcel No. 1953400385  
Plat/Block/Lot Plat Block 7 / Lot 2  
Acreage .19  
Supplemental Map(s)

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Township/Range/EW	Section	1/4 Sec	1/4 1/4 Sec	County	Quadrangle
T22R04E	16			King	DES MOINES

### Coordinate Reference

Easting: 1195056  
Northing: 755666  
Projection: Washington State Plane South  
Datum: HARN (feet)

### Identification

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Survey Name: Sound Transit Federal Way (2) Date Recorded: 03/07/2014  
Field Recorder: MaryNell Nolan-Wheatley  
Owner's Name: O'DWYER WILLIAM  
Owner Address: 23411 28TH AVE S  
City: Des Moines State: WA Zip: 98198  
Classification: Building  
Resource Status: Comments:  
Survey/Inventory  
Within a District? No  
Contributing? No  
National Register:  
Local District:  
National Register District/Thematic Nomination Name:  
Eligibility Status: Not Determined - SHPO  
Determination Date: 1/1/0001  
Determination Comments:



## Historic Inventory Report

### Description

Historic Use: Domestic - Single Family House

Current Use: Domestic - Single Family House

Plan: Rectangle

Stories: 2

Structural System: Platform Frame

Changes to Plan: Slight

Changes to Interior: Unknown

Changes to Original Cladding: Intact

Changes to Windows: Moderate

Changes to Other:

Other (specify):

Style:

Cladding:

Roof Type:

Roof Material:

Ranch - Split Level/Split  
Entry

Veneer - Brick  
Wood - Vertical

Gable - Front Gable

Asphalt / Composition -  
Rolled

Foundation:

Form/Type:

Concrete - Poured

Single Family

### Narrative

Study Unit

Other

Architecture/Landscape Architecture

Date of Construction:

1957 Built Date

Builder:

Engineer:

Architect:

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 Inventory Report

### Statement of Significance:

Construction of the original Highway 1 in the state of Washington commenced in 1913. By October 1923, 700 miles of a two-lane highway had been completed connecting Vancouver, British Columbia, to the Oregon-California border. Just after the highway was completed in 1924, however, plans were begun to reroute and improve the conditions of the highway. The project involved creating a new, wider, four-lane route further west that would connect Seattle and Tacoma, Washington, more directly (Kramak, 2010). The new roadway was completed in 1928 and acquired the title of Highway 1, while the original eastern route was renamed Highway 5 (Caster, 2007). The new Highway 1 became known as the Pacific Highway. Over the years, various parts of Highway 1 acquired alternative names, including the portion known as Pacific Highway S, which starts near Federal Way, Washington, and continues north, through Kent, Des Moines, and SeaTac, Washington (Kramak, 2010).

In 1926, Pacific Highway (HWY 1) was included as a numbered U.S. Highway (US 99) (U.S. Route 99, 2013). The following decades witnessed the rapid growth of businesses along the highway and the formation of a new auto-oriented roadside culture characterized by a proliferation of motels, restaurants, and rest stops (Des Moines Historical Society, 2007). Increased automobile ownership changed people's perceptions about distance and allowed populations to sprawl around urban centers, increasing the number of residents in suburban towns and cities, including SeaTac, Des Moines, Kent, and Federal Way (Boyles, 2010).

The city of Des Moines is located approximately halfway between Seattle and Tacoma, on the eastern side of Puget Sound (Des Moines Historical Society, 2007). The town started as a logging community and as a real estate venture of F. A. Blasher, who moved from Des Moines, Iowa, to King County in 1888 (Des Moines Historical Society, 2007; Lange, 1998). After World War I, Des Moines' popularity rose when the town expanded its dock and ferry service, attracting increased numbers of summer vacationers. The population grew quickly after World War II and Des Moines was incorporated as a city in 1959 (Des Moines Historical Society, 2007). While some buildings in Des Moines date to the 1920s and 1930s, many commercial and residential buildings were constructed during a period of suburban development in the 1950s and 1960s. On January 31, 1967, Interstate 5 (I-5), which passed through Des Moines on the route from Everett to Tacoma, Washington, was completed and established another transportation route, in addition to Pacific Highway S (SR 99), for commuters in the area (Des Moines Historical Society, 2007).

The property at 23411 28th Avenue South in Des Moines, Washington, which is a residential property built in 1957, is not eligible for listing in the NRHP. The property is not eligible for the NRHP under Criterion A, which applies to buildings that are associated with events that have made a significant contribution to the broad patterns of history, as no significant events are associated with this property. To be eligible for the NRHP under Criterion B, a property must be directly associated with a person considered significant within a historic context whose specific contribution to history has been both identified and documented. No such person who meets that definition is linked to this building. The property is not eligible for the NRHP under Criterion C as it is a typical residential building from the mid-twentieth century and does not embody the distinctive characteristics of a type, period, or method of construction; it is not the work of a master and does not possess high artistic value. The property is not eligible for the NRHP under Criterion D for information potential because the materials and construction methods of the building do not convey important information that could contribute to understanding history or prehistory. Therefore, the property is not eligible for listing in the NRHP because it does not meet any of the eligibility criteria. In addition the building is altered including the replacement of most of the original windows and doors and a rear deck addition. As a result, the property has lost integrity of materials and design. The building retains integrity of feeling, workmanship, setting, location, and association.



## Historic Inventory Report

Description of  
Physical  
Appearance:

23411 28th Avenue South is a two-story, wood frame, split level, residential property with a rectangular plan constructed in 1957. The building, which sits on a poured concrete foundation, has a front gabled roof covered in rolled roofing material with a deep eave and exposed wood rafter tails. A wide, exterior eave wall brick chimney is located in the center of the south elevation. Most of the windows are contemporary replacements. A plain front door, which is protected by a metal screen door, is located just south of center on the front (east) elevation and has two adjacent, original sidelights on the north side that are the same height as the door. Four, tall, narrow, fixed, single-light original transoms are located above the main entrance and reach from the top of the front door to just under the peak of the front gable. The front door is accessed via a concrete path that leads through the front yard to a wide concrete step. The front door likely leads to an interior landing area that is between the ground floor and second floor. The exterior walls of the residence are clad in a combination of brick veneer and vertical wood siding. Due to a change in grade of the land, the south end of the residence's ground floor is partially below ground level, becoming a look out basement. A row of three replacement lookout basement window openings, including two 12-light lookout windows and one, six-light window, are located just above ground level on the south end of the façade and are surrounded by brick veneer. Above the lookout windows is a row of three 16-light replacement windows that are surrounded by vertical wood siding. A second floor balcony originally wrapped around the southeast corner of the house. The balcony was removed at an unknown date. A two-car garage is located on the ground level, in the north end of the building. The north end of the façade contains two vehicle bays with retractable, non-original metal doors, surrounded by brick veneer. A second floor overhang shades the garage door openings. Above the garage doors, on the second floor of the façade's north end, are two window openings, one of which is a nine-by-nine light horizontal sliding window and the other of which is a 12-by-12 light horizontal sliding window. These windows are surrounded by vertical wood siding. A large, wood deck extends from the south end of the rear (west) elevation's second floor. The deck covers a concrete patio area. The property includes a paved driveway that leads to the garage, a front yard, and a backyard.

Major  
Bibliographic  
References:

Boyles, E. 2010. The Suburb. Selected Cultural and Historical Geographies of the Greater Seattle Area. Available at: <https://sites.google.com/site/alinehistoryprojectsite/home/line-b/community-identities--bellevue-and-redmond/the-suburb>. Accessed March 18, 2013.

Caster, D. 2007. Historical Society of Federal Way Timeline. Available at: <http://www.federalwayhistory.org/timeline.php>. Accessed March 15, 2013.

Des Moines Historical Society. 2007. Time Line Page. Available at: <http://www.dmhs.org/timeline/history.html>. Accessed March 13, 2013.

Lange, G. 1998. Des Moines Beginnings: Des Moines Post Office opens on August 6, 1889. HistoryLink: The Free Online Encyclopedia of Washington State History. Available at: [http://www.historylink.org/index.cfm?DisplayPage=output.cfm&file\\_id=500](http://www.historylink.org/index.cfm?DisplayPage=output.cfm&file_id=500). Accessed March 15, 2013.

King County. 2013. King County Department of Assessments. Available at: <http://www.kingcounty.gov/Assessor.aspx>. Accessed October 20, 2013.

Kramak, J.E., ed. 2010. Establishing the Pacific Highway South. Selected Cultural and Historical Geographies of the Greater Seattle Area. Available at: <https://sites.google.com/site/alinehistoryprojectsite/home/map/theme-transportation/establishing-the-pacific-highway-south>. Accessed March 14, 2013.

U.S. Route 99 – The Pacific Highway. 2013. Waymarking: A Groundspeak Website. Available at: <http://www.waymarking.com/cat/details.aspx?f=1&guid=698ed7e3-3af8-4cd0-a795-03b89a23288e&exp=True>. Accessed March 19, 2013.

## Photos



East elevation  
2014



Northeast corner  
2014



Southeast corner  
2014



## Historic Inventory Report

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### Location

Field Site No. 1902-38  
DAHP No.  
Historic Name:  
Common Name: 23419 28th Ave S  
Property Address: 23419 28th Ave S, Des Moines, WA 98198  
Comments:  
Tax No./Parcel No. 1953400390  
Plat/Block/Lot Plat Block 7 / Lot 3  
Acreage .19  
Supplemental Map(s)

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Township/Range/EW	Section	1/4 Sec	1/4 1/4 Sec	County	Quadrangle
T22R04E	16			King	DES MOINES

### Coordinate Reference

Easting: 1195054  
Northing: 755590  
Projection: Washington State Plane South  
Datum: HARN (feet)

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### Identification

Survey Name: Sound Transit Federal Way (2)  
Date Recorded: 03/07/2014  
Field Recorder: MaryNell Nolan-Wheatley  
Owner's Name: MCALLISTER KATHARINE ANN  
Owner Address: 23419 28TH AVE S  
City: Des Moines  
State: WA  
Zip: 98198  
Classification: Building  
Resource Status:  
Survey/Inventory  
Comments:  
Within a District? No  
Contributing? No  
National Register:  
Local District:  
National Register District/Thematic Nomination Name:  
Eligibility Status: Not Determined - SHPO  
Determination Date: 1/1/0001  
Determination Comments:



## Historic Inventory Report

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### Description

Historic Use: Domestic - Single Family House	Current Use: Domestic - Single Family House		
Plan: Irregular	Stories: 1		
Changes to Plan: Intact	Structural System: Platform Frame		
Changes to Original Cladding: Intact	Changes to Interior: Unknown		
Changes to Other: Moderate	Changes to Windows: Intact		
Other (specify): Original carport converted into an attached garage at an unknown date.			
Style:	Cladding:	Roof Type:	Roof Material:
Ranch	Wood	Hip - Cross Hipped	Asphalt / Composition - Shingle
	Wood - Vertical		
	Veneer - Brick		
Foundation:	Form/Type:		
Concrete - Poured	Single Family		

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### Narrative

Study Unit	Other
Architecture/Landscape Architecture	
Date of Construction:	1957 Built Date
	Builder:
	Engineer:
	Architect:

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 Inventory Report

### Statement of Significance:

Construction of the original Highway 1 in the state of Washington commenced in 1913. By October 1923, 700 miles of a two-lane highway had been completed connecting Vancouver, British Columbia, to the Oregon-California border. Just after the highway was completed in 1924, however, plans were begun to reroute and improve the conditions of the highway. The project involved creating a new, wider, four-lane route further west that would connect Seattle and Tacoma, Washington, more directly (Kramak, 2010). The new roadway was completed in 1928 and acquired the title of Highway 1, while the original eastern route was renamed Highway 5 (Caster, 2007). The new Highway 1 became known as the Pacific Highway. Over the years, various parts of Highway 1 acquired alternative names, including the portion known as Pacific Highway S, which starts near Federal Way, Washington, and continues north, through Kent, Des Moines, and SeaTac, Washington (Kramak, 2010).

In 1926, Pacific Highway (HWY 1) was included as a numbered U.S. Highway (US 99) (U.S. Route 99, 2013). The following decades witnessed the rapid growth of businesses along the highway and the formation of a new auto-oriented roadside culture characterized by a proliferation of motels, restaurants, and rest stops (Des Moines Historical Society, 2007). Increased automobile ownership changed people's perceptions about distance and allowed populations to sprawl around urban centers, increasing the number of residents in suburban towns and cities, including SeaTac, Des Moines, Kent, and Federal Way (Boyles, 2010).

The city of Des Moines is located approximately halfway between Seattle and Tacoma, on the eastern side of Puget Sound (Des Moines Historical Society, 2007). The town started as a logging community and as a real estate venture of F. A. Blasher, who moved from Des Moines, Iowa, to King County in 1888 (Des Moines Historical Society, 2007; Lange, 1998). After World War I, Des Moines' popularity rose when the town expanded its dock and ferry service, attracting increased numbers of summer vacationers. The population grew quickly after World War II and Des Moines was incorporated as a city in 1959 (Des Moines Historical Society, 2007). While some buildings in Des Moines date to the 1920s and 1930s, many commercial and residential buildings were constructed during a period of suburban development in the 1950s and 1960s. On January 31, 1967, Interstate 5 (I-5), which passed through Des Moines on the route from Everett to Tacoma, Washington, was completed and established another transportation route, in addition to Pacific Highway S (SR 99), for commuters in the area (Des Moines Historical Society, 2007).

The property at 23419 28th Avenue South in Des Moines, Washington, which is a residential property built in 1957, is not eligible for listing in the NRHP. The property is not eligible for the NRHP under Criterion A, which applies to buildings that are associated with events that have made a significant contribution to the broad patterns of history, as no significant events are associated with this property. To be eligible for the NRHP under Criterion B, a property must be directly associated with a person considered significant within a historic context whose specific contribution to history has been both identified and documented. No such person who meets that definition is linked to this building. The property is not eligible for the NRHP under Criterion C as it is a typical residential building from the mid-twentieth century and does not embody the distinctive characteristics of a type, period, or method of construction; it is not the work of a master and does not possess high artistic value. The property is not eligible for the NRHP under Criterion D for information potential because the materials and construction methods of the building do not convey important information that could contribute to understanding history or prehistory. Therefore, the property is not eligible for listing in the NRHP because it does not meet any of the eligibility criteria. In addition the building is altered including the conversion of an original carport into an attached garage. As a result, the property has lost integrity of design. The building retains integrity of materials, feeling, workmanship, setting, location, and association.

## Historic Inventory Report

Description of Physical Appearance:	<p>23419 28th Avenue South is a one-story, wood frame, ranch style, residential property with an irregular plan constructed in 1957. The building, which sits on a poured concrete foundation, has a cross hipped roof with deep boxed eaves covered in composite shingles. An exterior eave wall brick chimney is located on the north elevation. The upper half of the residence's exterior walls are clad in vertical wood siding while the lower half are primarily clad in horizontal wood siding. All of the visible windows appear to be original. A plain wood front door, which is protected by a metal and glass storm door, is located north of center on the front (east) elevation. North of the front door is a long, horizontally oriented, fixed, single-light window with an adjacent sliding light. The lower half of the exterior wall under this window is clad in brick veneer. The front door and the window to the north are both covered by a secondary hipped roof that projects out slightly from the rest of the façade and crosses the primary hipped roof. South of the hipped roof projection is a two-light horizontal sliding window and a fixed, single-light window with an adjacent sliding light. An attached, two-car garage wraps around the southeast corner of the residence. Originally, this section of the building was an attached carport with a hipped roof supported by several simple posts. At an unknown date the carport was enclosed and two vehicle bays with retractable metal doors were positioned on the east elevation. The building's north elevation contains a small, centered, one-over-one sash window, adjacent to the large exterior chimney. A three-light lookout basement window is located just above ground level on the north elevation, where the land changes grade. The property includes a paved driveway, a front yard, and a backyard. The backyard is surrounded by a tall wood fence. According to the King County Assessor's website, a 525-square foot concrete pool was constructed in the rear of the property circa 1985.</p>
Major Bibliographic References:	<p>Boyles, E. 2010. The Suburb. Selected Cultural and Historical Geographies of the Greater Seattle Area. Available at: <a href="https://sites.google.com/site/alinehistoryprojectsite/home/line-b/community-identities--bellevue-and-redmond/the-suburb">https://sites.google.com/site/alinehistoryprojectsite/home/line-b/community-identities--bellevue-and-redmond/the-suburb</a>. Accessed March 18, 2013.</p> <p>Caster, D. 2007. Historical Society of Federal Way Timeline. Available at: <a href="http://www.federalwayhistory.org/timeline.php">http://www.federalwayhistory.org/timeline.php</a>. Accessed March 15, 2013.</p> <p>Des Moines Historical Society. 2007. Time Line Page. Available at: <a href="http://www.dmhs.org/timeline/history.html">http://www.dmhs.org/timeline/history.html</a>. Accessed March 13, 2013.</p> <p>Lange, G. 1998. Des Moines Beginnings: Des Moines Post Office opens on August 6, 1889. HistoryLink: The Free Online Encyclopedia of Washington State History. Available at: <a href="http://www.historylink.org/index.cfm?DisplayPage=output.cfm&amp;file_id=500">http://www.historylink.org/index.cfm?DisplayPage=output.cfm&amp;file_id=500</a>. Accessed March 15, 2013.</p> <p>King County. 2013. King County Department of Assessments. Available at: <a href="http://www.kingcounty.gov/Assessor.aspx">http://www.kingcounty.gov/Assessor.aspx</a>. Accessed October 20, 2013.</p> <p>Kramak, J.E., ed. 2010. Establishing the Pacific Highway South. Selected Cultural and Historical Geographies of the Greater Seattle Area. Available at: <a href="https://sites.google.com/site/alinehistoryprojectsite/home/map/theme-transportation/establishing-the-pacific-highway-south">https://sites.google.com/site/alinehistoryprojectsite/home/map/theme-transportation/establishing-the-pacific-highway-south</a>. Accessed March 14, 2013.</p> <p>U.S. Route 99 – The Pacific Highway. 2013. Waymarking: A Groundspeak Website. Available at: <a href="http://www.waymarking.com/cat/details.aspx?f=1&amp;guid=698ed7e3-3af8-4cd0-a795-03b89a23288e&amp;exp=True">http://www.waymarking.com/cat/details.aspx?f=1&amp;guid=698ed7e3-3af8-4cd0-a795-03b89a23288e&amp;exp=True</a>. Accessed March 19, 2013.</p>



## Photos



East elevation  
2014



Northeast corner  
2014



Southeast corner  
2014



## Historic Inventory Report

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### Location

Field Site No. 1903-39 DAHP No.  
Historic Name:  
Common Name: 23427 28th Ave S  
Property Address: 23427 28th Ave S, Des Moines, WA 98198  
Comments:  
Tax No./Parcel No. 1953400395  
Plat/Block/Lot Plat Block 7 / Lot 4  
Acreage .19  
Supplemental Map(s)

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Township/Range/EW	Section	1/4 Sec	1/4 1/4 Sec	County	Quadrangle
T22R04E	16			King	DES MOINES

### Coordinate Reference

Easting: 1195052  
Northing: 755516  
Projection: Washington State Plane South  
Datum: HARN (feet)

### Identification

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Survey Name: Sound Transit Federal Way (2) Date Recorded: 03/07/2014  
Field Recorder: MaryNell Nolan-Wheatley  
Owner's Name: CHRISTENSEN WALTER D  
Owner Address: 23427 28TH AVE S  
City: Des Moines State: WA Zip: 98198  
Classification: Building  
Resource Status: Comments:  
Survey/Inventory  
Within a District? No  
Contributing? No  
National Register:  
Local District:  
National Register District/Thematic Nomination Name:  
Eligibility Status: Not Determined - SHPO  
Determination Date: 1/1/0001  
Determination Comments:



## Historic Inventory Report

### Description

Historic Use: Domestic - Single Family House	Current Use: Domestic - Single Family House		
Plan: Irregular	Stories: 1		
Changes to Plan: Intact	Structural System: Platform Frame		
Changes to Original Cladding: Intact	Changes to Interior: Unknown		
Changes to Other:	Changes to Windows: Unknown		
Other (specify):			
Style:	Cladding:	Roof Type:	Roof Material:
Ranch	Wood	Hip - Cross Hipped	Asphalt / Composition - Shingle
	Wood - Vertical		
	Veneer - Brick		
Foundation:	Form/Type:		
Concrete - Poured	Single Family		

### Narrative

Study Unit	Other
Architecture/Landscape Architecture	
Date of Construction:	1957 Built Date
	Builder:
	Engineer:
	Architect:

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 Inventory Report

### Statement of Significance:

Construction of the original Highway 1 in the state of Washington commenced in 1913. By October 1923, 700 miles of a two-lane highway had been completed connecting Vancouver, British Columbia, to the Oregon-California border. Just after the highway was completed in 1924, however, plans were begun to reroute and improve the conditions of the highway. The project involved creating a new, wider, four-lane route further west that would connect Seattle and Tacoma, Washington, more directly (Kramak, 2010). The new roadway was completed in 1928 and acquired the title of Highway 1, while the original eastern route was renamed Highway 5 (Caster, 2007). The new Highway 1 became known as the Pacific Highway. Over the years, various parts of Highway 1 acquired alternative names, including the portion known as Pacific Highway S, which starts near Federal Way, Washington, and continues north, through Kent, Des Moines, and SeaTac, Washington (Kramak, 2010).

In 1926, Pacific Highway (HWY 1) was included as a numbered U.S. Highway (US 99) (U.S. Route 99, 2013). The following decades witnessed the rapid growth of businesses along the highway and the formation of a new auto-oriented roadside culture characterized by a proliferation of motels, restaurants, and rest stops (Des Moines Historical Society, 2007). Increased automobile ownership changed people's perceptions about distance and allowed populations to sprawl around urban centers, increasing the number of residents in suburban towns and cities, including SeaTac, Des Moines, Kent, and Federal Way (Boyles, 2010).

The city of Des Moines is located approximately halfway between Seattle and Tacoma, on the eastern side of Puget Sound (Des Moines Historical Society, 2007). The town started as a logging community and as a real estate venture of F. A. Blasher, who moved from Des Moines, Iowa, to King County in 1888 (Des Moines Historical Society, 2007; Lange, 1998). After World War I, Des Moines' popularity rose when the town expanded its dock and ferry service, attracting increased numbers of summer vacationers. The population grew quickly after World War II and Des Moines was incorporated as a city in 1959 (Des Moines Historical Society, 2007). While some buildings in Des Moines date to the 1920s and 1930s, many commercial and residential buildings were constructed during a period of suburban development in the 1950s and 1960s. On January 31, 1967, Interstate 5 (I-5), which passed through Des Moines on the route from Everett to Tacoma, Washington, was completed and established another transportation route, in addition to Pacific Highway S (SR 99), for commuters in the area (Des Moines Historical Society, 2007).

The property at 23427 28th Avenue South in Des Moines, Washington, which is a residential property built in 1957, is not eligible for listing in the NRHP. The property is not eligible for the NRHP under Criterion A, which applies to buildings that are associated with events that have made a significant contribution to the broad patterns of history, as no significant events are associated with this property. To be eligible for the NRHP under Criterion B, a property must be directly associated with a person considered significant within a historic context whose specific contribution to history has been both identified and documented. No such person who meets that definition is linked to this building. The property is not eligible for the NRHP under Criterion C as it is a typical residential building from the mid-twentieth century and does not embody the distinctive characteristics of a type, period, or method of construction; it is not the work of a master and does not possess high artistic value. The property is not eligible for the NRHP under Criterion D for information potential because the materials and construction methods of the building do not convey important information that could contribute to understanding history or prehistory. Therefore, the property is not eligible for listing in the NRHP because it does not meet any of the eligibility criteria. The building remains largely intact and retains integrity of materials, design, feeling, workmanship, setting, location, and association.

## Historic Inventory Report

Description of Physical Appearance:	<p>23427 28th Avenue South is a one-story, wood frame, ranch style, residential property with an irregular plan constructed in 1957. The building, which sits on a poured concrete foundation, has a cross hipped roof with deep boxed eaves covered in composite shingles. An exterior eave wall brick chimney is located on the north elevation. The upper half of the residence's exterior walls are clad in vertical wood siding while the lower half are clad in horizontal wood siding and some brick veneer. Very heavy shrubbery in the front yard obscures the view of most of the front (east) elevation from the public right-of-way. The front door, which is located just north of center on the front façade, is slightly recessed from the rest of the elevation and is protected by a screen door. There are two window openings to the south of the front door and one window opening to the north. Due to the heavy vegetation, the styles of these windows are not visible. An attached, two-car garage, which is clad entirely in vertical wood siding, wraps around the southeast corner of the residence and is covered by a hipped roof that crosses the primary hipped roof. A vehicle bay with a wide, retractable metal door is located on the west elevation of the garage. A small, concrete patio is located behind the garage. The property includes a paved driveway, front garden, and small backyard.</p>
Major Bibliographic References:	<p>Boyles, E. 2010. The Suburb. Selected Cultural and Historical Geographies of the Greater Seattle Area. Available at: <a href="https://sites.google.com/site/alinehistoryprojectsite/home/line-b/community-identities--bellevue-and-redmond/the-suburb">https://sites.google.com/site/alinehistoryprojectsite/home/line-b/community-identities--bellevue-and-redmond/the-suburb</a>. Accessed March 18, 2013.</p> <p>Caster, D. 2007. Historical Society of Federal Way Timeline. Available at: <a href="http://www.federalwayhistory.org/timeline.php">http://www.federalwayhistory.org/timeline.php</a>. Accessed March 15, 2013.</p> <p>Des Moines Historical Society. 2007. Time Line Page. Available at: <a href="http://www.dmhs.org/timeline/history.html">http://www.dmhs.org/timeline/history.html</a>. Accessed March 13, 2013.</p> <p>Lange, G. 1998. Des Moines Beginnings: Des Moines Post Office opens on August 6, 1889. HistoryLink: The Free Online Encyclopedia of Washington State History. Available at: <a href="http://www.historylink.org/index.cfm?DisplayPage=output.cfm&amp;file_id=500">http://www.historylink.org/index.cfm?DisplayPage=output.cfm&amp;file_id=500</a>. Accessed March 15, 2013.</p> <p>King County. 2013. King County Department of Assessments. Available at: <a href="http://www.kingcounty.gov/Assessor.aspx">http://www.kingcounty.gov/Assessor.aspx</a>. Accessed October 20, 2013.</p> <p>Kramak, J.E., ed. 2010. Establishing the Pacific Highway South. Selected Cultural and Historical Geographies of the Greater Seattle Area. Available at: <a href="https://sites.google.com/site/alinehistoryprojectsite/home/map/theme-transportation/establishing-the-pacific-highway-south">https://sites.google.com/site/alinehistoryprojectsite/home/map/theme-transportation/establishing-the-pacific-highway-south</a>. Accessed March 14, 2013.</p> <p>U.S. Route 99 – The Pacific Highway. 2013. Waymarking: A Groundspeak Website. Available at: <a href="http://www.waymarking.com/cat/details.aspx?f=1&amp;guid=698ed7e3-3af8-4cd0-a795-03b89a23288e&amp;exp=True">http://www.waymarking.com/cat/details.aspx?f=1&amp;guid=698ed7e3-3af8-4cd0-a795-03b89a23288e&amp;exp=True</a>. Accessed March 19, 2013.</p>

## Photos



Southeast corner  
2014



East elevation  
2014



Northeast corner  
2014





## Historic Inventory Report

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### Location

Field Site No. 1904-40 DAHP No.  
Historic Name:  
Common Name: 23435 28th Ave S  
Property Address: 23435 28th Ave S, Des Moines, WA 98198  
Comments:  
Tax No./Parcel No. 1953400400  
Plat/Block/Lot Plat Block 7 / Lot 5  
Acreage .19  
Supplemental Map(s)

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Township/Range/EW	Section	1/4 Sec	1/4 1/4 Sec	County	Quadrangle
T22R04E	16			King	DES MOINES

### Coordinate Reference

Easting: 1195049  
Northing: 755442  
Projection: Washington State Plane South  
Datum: HARN (feet)

### Identification

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Survey Name: Sound Transit Federal Way (2) Date Recorded: 03/07/2014  
Field Recorder: MaryNell Nolan-Wheatley  
Owner's Name: NGUYEN HOAI H  
Owner Address: 23435 28TH AVE S  
City: Des Moines State: WA Zip: 98198  
Classification: Building  
Resource Status: Comments:  
Survey/Inventory  
Within a District? No  
Contributing? No  
National Register:  
Local District:  
National Register District/Thematic Nomination Name:  
Eligibility Status: Not Determined - SHPO  
Determination Date: 1/1/0001  
Determination Comments:



## Historic Inventory Report

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### Description

Historic Use: Domestic - Single Family House	Current Use: Domestic - Single Family House		
Plan: L-Shape	Stories: 1		
Changes to Plan: Slight	Structural System: Platform Frame		
Changes to Original Cladding: Intact	Changes to Interior: Unknown		
Changes to Other:	Changes to Windows: Extensive		
Other (specify):			
Style:	Cladding:	Roof Type:	Roof Material:
Ranch	Wood - Board-and-Batten Veneer - Brick	Gable - Cross Gable	Asphalt / Composition - Shingle
Foundation:	Form/Type:		
Concrete - Poured	Single Family		

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### Narrative

Study Unit	Other
Architecture/Landscape Architecture	
Date of Construction:	1957 Built Date
	Builder:
	Engineer:
	Architect:

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 Inventory Report

### Statement of Significance:

Construction of the original Highway 1 in the state of Washington commenced in 1913. By October 1923, 700 miles of a two-lane highway had been completed connecting Vancouver, British Columbia, to the Oregon-California border. Just after the highway was completed in 1924, however, plans were begun to reroute and improve the conditions of the highway. The project involved creating a new, wider, four-lane route further west that would connect Seattle and Tacoma, Washington, more directly (Kramak, 2010). The new roadway was completed in 1928 and acquired the title of Highway 1, while the original eastern route was renamed Highway 5 (Caster, 2007). The new Highway 1 became known as the Pacific Highway. Over the years, various parts of Highway 1 acquired alternative names, including the portion known as Pacific Highway S, which starts near Federal Way, Washington, and continues north, through Kent, Des Moines, and SeaTac, Washington (Kramak, 2010).

In 1926, Pacific Highway (HWY 1) was included as a numbered U.S. Highway (US 99) (U.S. Route 99, 2013). The following decades witnessed the rapid growth of businesses along the highway and the formation of a new auto-oriented roadside culture characterized by a proliferation of motels, restaurants, and rest stops (Des Moines Historical Society, 2007). Increased automobile ownership changed people's perceptions about distance and allowed populations to sprawl around urban centers, increasing the number of residents in suburban towns and cities, including SeaTac, Des Moines, Kent, and Federal Way (Boyles, 2010).

The city of Des Moines is located approximately halfway between Seattle and Tacoma, on the eastern side of Puget Sound (Des Moines Historical Society, 2007). The town started as a logging community and as a real estate venture of F. A. Blasher, who moved from Des Moines, Iowa, to King County in 1888 (Des Moines Historical Society, 2007; Lange, 1998). After World War I, Des Moines' popularity rose when the town expanded its dock and ferry service, attracting increased numbers of summer vacationers. The population grew quickly after World War II and Des Moines was incorporated as a city in 1959 (Des Moines Historical Society, 2007). While some buildings in Des Moines date to the 1920s and 1930s, many commercial and residential buildings were constructed during a period of suburban development in the 1950s and 1960s. On January 31, 1967, Interstate 5 (I-5), which passed through Des Moines on the route from Everett to Tacoma, Washington, was completed and established another transportation route, in addition to Pacific Highway S (SR 99), for commuters in the area (Des Moines Historical Society, 2007).

The property at 23435 28th Avenue South in Des Moines, Washington, which is a residential property built in 1957, is not eligible for listing in the NRHP. The property is not eligible for the NRHP under Criterion A, which applies to buildings that are associated with events that have made a significant contribution to the broad patterns of history, as no significant events are associated with this property. To be eligible for the NRHP under Criterion B, a property must be directly associated with a person considered significant within a historic context whose specific contribution to history has been both identified and documented. No such person who meets that definition is linked to this building. The property is not eligible for the NRHP under Criterion C as it is a typical residential building from the mid-twentieth century and does not embody the distinctive characteristics of a type, period, or method of construction; it is not the work of a master and does not possess high artistic value. The property is not eligible for the NRHP under Criterion D for information potential because the materials and construction methods of the building do not convey important information that could contribute to understanding history or prehistory. Therefore, the property is not eligible for listing in the NRHP because it does not meet any of the eligibility criteria. In addition the building is altered including the replacement of original windows and a rear addition. As a result, the property has lost integrity of materials and some integrity of design. The building retains integrity of feeling, workmanship, setting, location, and association.

## Historic Inventory Report

Description of Physical Appearance:	<p>23435 28th Avenue South is a one-story, wood frame, ranch style, residential property with an essentially L-shaped plan constructed in 1957. The building, which sits on a concrete slab foundation, has a cross gabled roof with deep open eaves covered in composite shingles. An interior slope stone chimney protrudes from the south side of the roof and all of the visible windows are contemporary replacements. Primarily clad in vertical wood board and batten siding, the lower half of the front (east) elevation's exterior wall is clad in brick veneer. The south side of the house is covered by a front gabled roof. The rake of the open front gable extends into a deep overhang with exposed rafter tails that shades the main entrance. Under the front gable, the south side of the façade is recessed. The plain wood front door, which is protected by a metal and glass storm door, is located on the narrow south elevation of the north side of the façade which protrudes slightly under the front gable. The recessed section of the facade contains a large, fixed, single-light window placed over a three-light horizontal sliding window. The protruding façade section contains a smaller version of the same style window. The southeast corner of the front gable is supported by a simple wood post with an attached metal drain pipe and shades a small, concrete porch area. A raised, brick flower bed is located on the porch. A rectangular plan section of the building extends from the east end of the front gabled section's north elevation and is covered by a side gabled roof that crosses the primary front gabled roof. The front (east) elevation of the side gabled section contains a two-light horizontal sliding window and a fixed single-light window placed over a three-light horizontal sliding window. The north end of the house contains an attached, single-car garage that is covered by the side gabled roof. A vehicle bay with a retractable metal door is located on the far north end of the façade. The residence's south elevation contains three window openings, one of which contains a fixed, single-light window placed over a two-light horizontal sliding window. The styles of the other two windows are not clearly visible from the public right-of-way. Aerial images indicate that a covered patio is located in the inset of the L-shaped building. The property includes a paved driveway, a front yard, and a backyard.</p>
Major Bibliographic References:	<p>Boyles, E. 2010. The Suburb. Selected Cultural and Historical Geographies of the Greater Seattle Area. Available at: <a href="https://sites.google.com/site/alinehistoryprojectsite/home/line-b/community-identities--bellevue-and-redmond/the-suburb">https://sites.google.com/site/alinehistoryprojectsite/home/line-b/community-identities--bellevue-and-redmond/the-suburb</a>. Accessed March 18, 2013.</p> <p>Caster, D. 2007. Historical Society of Federal Way Timeline. Available at: <a href="http://www.federalwayhistory.org/timeline.php">http://www.federalwayhistory.org/timeline.php</a>. Accessed March 15, 2013.</p> <p>Des Moines Historical Society. 2007. Time Line Page. Available at: <a href="http://www.dmhs.org/timeline/history.html">http://www.dmhs.org/timeline/history.html</a>. Accessed March 13, 2013.</p> <p>Lange, G. 1998. Des Moines Beginnings: Des Moines Post Office opens on August 6, 1889. HistoryLink: The Free Online Encyclopedia of Washington State History. Available at: <a href="http://www.historylink.org/index.cfm?DisplayPage=output.cfm&amp;file_id=500">http://www.historylink.org/index.cfm?DisplayPage=output.cfm&amp;file_id=500</a>. Accessed March 15, 2013.</p> <p>King County. 2013. King County Department of Assessments. Available at: <a href="http://www.kingcounty.gov/Assessor.aspx">http://www.kingcounty.gov/Assessor.aspx</a>. Accessed October 20, 2013.</p> <p>Kramak, J.E., ed. 2010. Establishing the Pacific Highway South. Selected Cultural and Historical Geographies of the Greater Seattle Area. Available at: <a href="https://sites.google.com/site/alinehistoryprojectsite/home/map/theme-transportation/establishing-the-pacific-highway-south">https://sites.google.com/site/alinehistoryprojectsite/home/map/theme-transportation/establishing-the-pacific-highway-south</a>. Accessed March 14, 2013.</p> <p>U.S. Route 99 – The Pacific Highway. 2013. Waymarking: A Groundspeak Website. Available at: <a href="http://www.waymarking.com/cat/details.aspx?f=1&amp;guid=698ed7e3-3af8-4cd0-a795-03b89a23288e&amp;exp=True">http://www.waymarking.com/cat/details.aspx?f=1&amp;guid=698ed7e3-3af8-4cd0-a795-03b89a23288e&amp;exp=True</a>. Accessed March 19, 2013.</p>

## Photos



East elevation  
2014



Northeast corner  
2014



Southeast corner  
2014



## Historic Inventory Report

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### Location

Field Site No. 1905-41  
DAHP No.  
Historic Name:  
Common Name: 23443 28th Ave S  
Property Address: 23443 28th Ave S, Des Moines, WA 98198  
Comments:  
Tax No./Parcel No. 1953400405  
Plat/Block/Lot Plat Block 7 / Lot 6  
Acreage .19  
Supplemental Map(s)

Township/Range/EW	Section	1/4 Sec	1/4 1/4 Sec	County	Quadrangle
T22R04E	16			King	DES MOINES

### Coordinate Reference

Easting: 1195067  
Northing: 755382  
Projection: Washington State Plane South  
Datum: HARN (feet)

### Identification

Survey Name: Sound Transit Federal Way (2)  
Date Recorded: 03/11/2014  
Field Recorder: MaryNell Nolan-Wheatley  
Owner's Name: NGUYEN LIEM+NGUYEN MINH  
Owner Address: 3739 S 191ST PL  
City: SeaTac  
State: WA  
Zip: 98188  
Classification: Building  
Resource Status:  
Survey/Inventory  
Comments:  
Within a District? No  
Contributing? No  
National Register:  
Local District:  
National Register District/Thematic Nomination Name:  
Eligibility Status: Not Determined - SHPO  
Determination Date: 1/1/0001  
Determination Comments:





## Historic Inventory Report

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### Description

Historic Use: Domestic - Single Family House	Current Use: Domestic - Single Family House		
Plan: Irregular	Stories: 1		
Changes to Plan: Slight	Structural System: Platform Frame		
Changes to Original Cladding: Intact	Changes to Interior: Unknown		
Changes to Other:	Changes to Windows: Moderate		
Other (specify):			
Style:	Cladding:	Roof Type:	Roof Material:
Ranch	Wood	Hip - Cross Hipped	Asphalt / Composition - Shingle
	Wood - Vertical		
Foundation:	Form/Type:		
Concrete - Poured	Single Family		

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### Narrative

Study Unit	Other
Architecture/Landscape Architecture	
Date of Construction:	1957 Built Date
	Builder:
	Engineer:
	Architect:

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 Inventory Report

### Statement of Significance:

Construction of the original Highway 1 in the state of Washington commenced in 1913. By October 1923, 700 miles of a two-lane highway had been completed connecting Vancouver, British Columbia, to the Oregon-California border. Just after the highway was completed in 1924, however, plans were begun to reroute and improve the conditions of the highway. The project involved creating a new, wider, four-lane route further west that would connect Seattle and Tacoma, Washington, more directly (Kramak, 2010). The new roadway was completed in 1928 and acquired the title of Highway 1, while the original eastern route was renamed Highway 5 (Caster, 2007). The new Highway 1 became known as the Pacific Highway. Over the years, various parts of Highway 1 acquired alternative names, including the portion known as Pacific Highway S, which starts near Federal Way, Washington, and continues north, through Kent, Des Moines, and SeaTac, Washington (Kramak, 2010).

In 1926, Pacific Highway (HWY 1) was included as a numbered U.S. Highway (US 99) (U.S. Route 99, 2013). The following decades witnessed the rapid growth of businesses along the highway and the formation of a new auto-oriented roadside culture characterized by a proliferation of motels, restaurants, and rest stops (Des Moines Historical Society, 2007). Increased automobile ownership changed people's perceptions about distance and allowed populations to sprawl around urban centers, increasing the number of residents in suburban towns and cities, including SeaTac, Des Moines, Kent, and Federal Way (Boyles, 2010).

The city of Des Moines is located approximately halfway between Seattle and Tacoma, on the eastern side of Puget Sound (Des Moines Historical Society, 2007). The town started as a logging community and as a real estate venture of F. A. Blasher, who moved from Des Moines, Iowa, to King County in 1888 (Des Moines Historical Society, 2007; Lange, 1998). After World War I, Des Moines' popularity rose when the town expanded its dock and ferry service, attracting increased numbers of summer vacationers. The population grew quickly after World War II and Des Moines was incorporated as a city in 1959 (Des Moines Historical Society, 2007). While some buildings in Des Moines date to the 1920s and 1930s, many commercial and residential buildings were constructed during a period of suburban development in the 1950s and 1960s. On January 31, 1967, Interstate 5 (I-5), which passed through Des Moines on the route from Everett to Tacoma, Washington, was completed and established another transportation route, in addition to Pacific Highway S (SR 99), for commuters in the area (Des Moines Historical Society, 2007).

The property at 23443 28th Avenue South in Des Moines, Washington, which is a residential property built in 1957, is not eligible for listing in the NRHP. The property is not eligible for the NRHP under Criterion A, which applies to buildings that are associated with events that have made a significant contribution to the broad patterns of history, as no significant events are associated with this property. To be eligible for the NRHP under Criterion B, a property must be directly associated with a person considered significant within a historic context whose specific contribution to history has been both identified and documented. No such person who meets that definition is linked to this building. The property is not eligible for the NRHP under Criterion C as it is a typical residential building from the mid-twentieth century and does not embody the distinctive characteristics of a type, period, or method of construction; it is not the work of a master and does not possess high artistic value. The property is not eligible for the NRHP under Criterion D for information potential because the materials and construction methods of the building do not convey important information that could contribute to understanding history or prehistory. Therefore, the property is not eligible for listing in the NRHP because it does not meet any of the eligibility criteria. In addition the building is altered including the replacement of original windows and a rear shed addition. As a result, the property has lost integrity of materials and some integrity of design. The building retains integrity of feeling, workmanship, setting, location, and association.

## Historic Inventory Report

Description of Physical Appearance:	<p>23443 28th Avenue South is a one-story, wood frame, ranch style, residential property with an irregular plan constructed in 1957. The building, which sits on a concrete slab foundation, has a cross hipped roof with deep boxed eaves covered in composite shingles. An interior slope brick chimney is located on the south side of the roof. The upper half of the residence's exterior walls are clad in vertical wood siding while the lower half are clad in horizontal wood siding. Most of the windows are contemporary replacements. A plain wood front door, which is protected by a metal and glass storm door, is located north of center on the front (east) elevation. The north end of the façade projects out and is covered by a hipped roof that crosses the primary hipped roof. The south eave of the projecting hipped roof creates an overhang that shades the front entrance. The southeast corner of the hipped roof overhang is supported by a plain wood post. A nine-by-nine light horizontal sliding replacement window is located on the east elevation of the projection. South of the main entrance are three replacement window openings: a large, fixed, 20-light window flanked by eight-light horizontal sliding windows and two, small, six-by-six horizontal sliding windows. The south end of the building contains an attached, single-car garage that is covered by the primary hipped roof. A vehicle bay with a replacement retractable metal door is located on the south end of the front façade. Two, two-light horizontal sliding windows are located on the south elevation and may be original to the property. There are no visible windows on the north elevation. Aerial images indicate that a large shed addition projects from the south end of the rear (west) elevation. The property includes a paved driveway, front yard, and backyard.</p>
Major Bibliographic References:	<p>Boyles, E. 2010. The Suburb. Selected Cultural and Historical Geographies of the Greater Seattle Area. Available at: <a href="https://sites.google.com/site/alinehistoryprojectsite/home/line-b/community-identities--bellevue-and-redmond/the-suburb">https://sites.google.com/site/alinehistoryprojectsite/home/line-b/community-identities--bellevue-and-redmond/the-suburb</a>. Accessed March 18, 2013.</p> <p>Caster, D. 2007. Historical Society of Federal Way Timeline. Available at: <a href="http://www.federalwayhistory.org/timeline.php">http://www.federalwayhistory.org/timeline.php</a>. Accessed March 15, 2013.</p> <p>Des Moines Historical Society. 2007. Time Line Page. Available at: <a href="http://www.dmhs.org/timeline/history.html">http://www.dmhs.org/timeline/history.html</a>. Accessed March 13, 2013.</p> <p>Lange, G. 1998. Des Moines Beginnings: Des Moines Post Office opens on August 6, 1889. HistoryLink: The Free Online Encyclopedia of Washington State History. Available at: <a href="http://www.historylink.org/index.cfm?DisplayPage=output.cfm&amp;file_id=500">http://www.historylink.org/index.cfm?DisplayPage=output.cfm&amp;file_id=500</a>. Accessed March 15, 2013.</p> <p>King County. 2013. King County Department of Assessments. Available at: <a href="http://www.kingcounty.gov/Assessor.aspx">http://www.kingcounty.gov/Assessor.aspx</a>. Accessed October 20, 2013.</p> <p>Kramak, J.E., ed. 2010. Establishing the Pacific Highway South. Selected Cultural and Historical Geographies of the Greater Seattle Area. Available at: <a href="https://sites.google.com/site/alinehistoryprojectsite/home/map/theme-transportation/establishing-the-pacific-highway-south">https://sites.google.com/site/alinehistoryprojectsite/home/map/theme-transportation/establishing-the-pacific-highway-south</a>. Accessed March 14, 2013.</p> <p>U.S. Route 99 – The Pacific Highway. 2013. Waymarking: A Groundspeak Website. Available at: <a href="http://www.waymarking.com/cat/details.aspx?f=1&amp;guid=698ed7e3-3af8-4cd0-a795-03b89a23288e&amp;exp=True">http://www.waymarking.com/cat/details.aspx?f=1&amp;guid=698ed7e3-3af8-4cd0-a795-03b89a23288e&amp;exp=True</a>. Accessed March 19, 2013.</p>

## Photos



East elevation  
2014



Northeast corner  
2014



Southeast corner  
2014



Southeast corner, closer  
2014



## Historic Inventory Report

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### Location

Field Site No. 1906-42 DAHP No.  
Historic Name:  
Common Name: 23449 28th Ave S  
Property Address: 23449 28th Ave S, Des Moines, WA 98198  
Comments:  
Tax No./Parcel No. 1953400410  
Plat/Block/Lot Plat Block 7 / Lot 7  
Acreage .19  
Supplemental Map(s)

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Township/Range/EW	Section	1/4 Sec	1/4 1/4 Sec	County	Quadrangle
T22R04E	16			King	DES MOINES

### Coordinate Reference

Easting: 1195044  
Northing: 755291  
Projection: Washington State Plane South  
Datum: HARN (feet)

### Identification

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Survey Name: Sound Transit Federal Way (2) Date Recorded: 03/11/2014  
Field Recorder: MaryNell Nolan-Wheatley  
Owner's Name: MCCONNELL LAURA A  
Owner Address: 23349 28TH AVE S  
City: Des Moines State: WA Zip: 98198  
Classification: Building  
Resource Status: Comments:  
Survey/Inventory  
Within a District? No  
Contributing? No  
National Register:  
Local District:  
National Register District/Thematic Nomination Name:  
Eligibility Status: Not Determined - SHPO  
Determination Date: 1/1/0001  
Determination Comments:



## Historic Inventory Report

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### Description

Historic Use: Domestic - Single Family House

Current Use: Domestic - Single Family House

Plan: Irregular

Stories: 1

Structural System: Platform Frame

Changes to Plan: Intact

Changes to Interior: Unknown

Changes to Original Cladding: Intact

Changes to Windows: Extensive

Changes to Other:

Other (specify):

Style:

Cladding:

Roof Type:

Roof Material:

Ranch

Wood

Hip - Cross Hipped

Asphalt / Composition -  
Shingle

Wood - Vertical

Foundation:

Form/Type:

Concrete - Poured

Single Family

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### Narrative

Study Unit

Other

Architecture/Landscape Architecture

Date of Construction:

1957 Built Date

Builder:

Engineer:

Architect:

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 Inventory Report

### Statement of Significance:

Construction of the original Highway 1 in the state of Washington commenced in 1913. By October 1923, 700 miles of a two-lane highway had been completed connecting Vancouver, British Columbia, to the Oregon-California border. Just after the highway was completed in 1924, however, plans were begun to reroute and improve the conditions of the highway. The project involved creating a new, wider, four-lane route further west that would connect Seattle and Tacoma, Washington, more directly (Kramak, 2010). The new roadway was completed in 1928 and acquired the title of Highway 1, while the original eastern route was renamed Highway 5 (Caster, 2007). The new Highway 1 became known as the Pacific Highway. Over the years, various parts of Highway 1 acquired alternative names, including the portion known as Pacific Highway S, which starts near Federal Way, Washington, and continues north, through Kent, Des Moines, and SeaTac, Washington (Kramak, 2010).

In 1926, Pacific Highway (HWY 1) was included as a numbered U.S. Highway (US 99) (U.S. Route 99, 2013). The following decades witnessed the rapid growth of businesses along the highway and the formation of a new auto-oriented roadside culture characterized by a proliferation of motels, restaurants, and rest stops (Des Moines Historical Society, 2007). Increased automobile ownership changed people's perceptions about distance and allowed populations to sprawl around urban centers, increasing the number of residents in suburban towns and cities, including SeaTac, Des Moines, Kent, and Federal Way (Boyles, 2010).

The city of Des Moines is located approximately halfway between Seattle and Tacoma, on the eastern side of Puget Sound (Des Moines Historical Society, 2007). The town started as a logging community and as a real estate venture of F. A. Blasher, who moved from Des Moines, Iowa, to King County in 1888 (Des Moines Historical Society, 2007; Lange, 1998). After World War I, Des Moines' popularity rose when the town expanded its dock and ferry service, attracting increased numbers of summer vacationers. The population grew quickly after World War II and Des Moines was incorporated as a city in 1959 (Des Moines Historical Society, 2007). While some buildings in Des Moines date to the 1920s and 1930s, many commercial and residential buildings were constructed during a period of suburban development in the 1950s and 1960s. On January 31, 1967, Interstate 5 (I-5), which passed through Des Moines on the route from Everett to Tacoma, Washington, was completed and established another transportation route, in addition to Pacific Highway S (SR 99), for commuters in the area (Des Moines Historical Society, 2007). The property at 23449 28th Avenue South in Des Moines, Washington, which is a residential property built in 1957, is not eligible for listing in the NRHP. The property is not eligible for the NRHP under Criterion A, which applies to buildings that are associated with events that have made a significant contribution to the broad patterns of history, as no significant events are associated with this property. To be eligible for the NRHP under Criterion B, a property must be directly associated with a person considered significant within a historic context whose specific contribution to history has been both identified and documented. No such person who meets that definition is linked to this building. The property is not eligible for the NRHP under Criterion C as it is a typical residential building from the mid-twentieth century and does not embody the distinctive characteristics of a type, period, or method of construction; it is not the work of a master and does not possess high artistic value. The property is not eligible for the NRHP under Criterion D for information potential because the materials and construction methods of the building do not convey important information that could contribute to understanding history or prehistory. Therefore, the property is not eligible for listing in the NRHP because it does not meet any of the eligibility criteria. In addition the building is altered including the replacement of original windows and doors. As a result, the property has lost integrity of materials. The building retains integrity of design, feeling, workmanship, setting, location, and association.

## Historic Inventory Report

Description of Physical Appearance:	<p>23449 28th Avenue South is a one-story, wood frame, ranch style, residential property with an irregular plan constructed in 1957. The building, which sits on a concrete slab foundation, has a cross hipped roof with deep boxed eaves covered in composite shingles. An interior slope brick chimney protrudes from the north side of the roof. The upper half of the residence's exterior walls are clad in vertical wood siding while the lower half are clad in horizontal wood siding. All of the visible windows are contemporary replacements. A plain, replacement front door, which is protected by a metal and glass storm door, is located south of center on the front (east) elevation. Just south of the main entrance, which is accessed via a small concrete step, is a large, three-light horizontal sliding window. North of the front door, the façade projects forward and is covered by a hipped roof that crosses the primary hipped roof. A two-light horizontal sliding window is located on the east elevation of the south projection. An attached, two-car garage is located in the north end of the building. The east elevation of the garage projects out slightly from the rest of the façade and contains a wide vehicle bay with a replacement retractable metal door. The garage is covered by another hipped roof that crosses the primary hipped roof. Two, two-light horizontal sliding windows are located on the south elevation. The property includes a paved driveway, a front yard, and a backyard.</p>
Major Bibliographic References:	<p>Boyles, E. 2010. The Suburb. Selected Cultural and Historical Geographies of the Greater Seattle Area. Available at: <a href="https://sites.google.com/site/alinehistoryprojectsite/home/line-b/community-identities--bellevue-and-redmond/the-suburb">https://sites.google.com/site/alinehistoryprojectsite/home/line-b/community-identities--bellevue-and-redmond/the-suburb</a>. Accessed March 18, 2013.</p> <p>Caster, D. 2007. Historical Society of Federal Way Timeline. Available at: <a href="http://www.federalwayhistory.org/timeline.php">http://www.federalwayhistory.org/timeline.php</a>. Accessed March 15, 2013.</p> <p>Des Moines Historical Society. 2007. Time Line Page. Available at: <a href="http://www.dmhs.org/timeline/history.html">http://www.dmhs.org/timeline/history.html</a>. Accessed March 13, 2013.</p> <p>Lange, G. 1998. Des Moines Beginnings: Des Moines Post Office opens on August 6, 1889. HistoryLink: The Free Online Encyclopedia of Washington State History. Available at: <a href="http://www.historylink.org/index.cfm?DisplayPage=output.cfm&amp;file_id=500">http://www.historylink.org/index.cfm?DisplayPage=output.cfm&amp;file_id=500</a>. Accessed March 15, 2013.</p> <p>King County. 2013. King County Department of Assessments. Available at: <a href="http://www.kingcounty.gov/Assessor.aspx">http://www.kingcounty.gov/Assessor.aspx</a>. Accessed October 20, 2013.</p> <p>Kramak, J.E., ed. 2010. Establishing the Pacific Highway South. Selected Cultural and Historical Geographies of the Greater Seattle Area. Available at: <a href="https://sites.google.com/site/alinehistoryprojectsite/home/map/theme-transportation/establishing-the-pacific-highway-south">https://sites.google.com/site/alinehistoryprojectsite/home/map/theme-transportation/establishing-the-pacific-highway-south</a>. Accessed March 14, 2013.</p> <p>U.S. Route 99 – The Pacific Highway. 2013. Waymarking: A Groundspeak Website. Available at: <a href="http://www.waymarking.com/cat/details.aspx?f=1&amp;guid=698ed7e3-3af8-4cd0-a795-03b89a23288e&amp;exp=True">http://www.waymarking.com/cat/details.aspx?f=1&amp;guid=698ed7e3-3af8-4cd0-a795-03b89a23288e&amp;exp=True</a>. Accessed March 19, 2013.</p>

## Photos



East elevation  
2014



Northeast corner  
2014



Southeast corner  
2014



## Historic Inventory Report

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### Location

Field Site No. 1907-43 DAHP No.

Historic Name:

Common Name: 2720 S 236th St

Property Address: 2720 S 236th St, Des Moines, WA 98198

Comments:

Tax No./Parcel No. 1953400415

Plat/Block/Lot Plat Block 7 / Lot 8

Acreage .19

Supplemental Map(s)

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Township/Range/EW	Section	1/4 Sec	1/4 1/4 Sec	County	Quadrangle
T22R04E	16			King	DES MOINES

### Coordinate Reference

Easting: 1195070

Northing: 755219

Projection: Washington State Plane South

Datum: HARN (feet)

### Identification

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Survey Name: Sound Transit Federal Way (2)

Date Recorded: 03/11/2014

Field Recorder: MaryNell Nolan-Wheatley

Owner's Name: ZAGUMENNY ILYA

Owner Address: 33233 44TH AVE S

City: Auburn

State: WA

Zip: 98002

Classification: Building

Resource Status:

Comments:

Survey/Inventory

Within a District? No

Contributing? No

National Register:

Local District:

National Register District/Thematic Nomination Name:

Eligibility Status: Not Determined - SHPO

Determination Date: 1/1/0001

Determination Comments:



## Historic Inventory Report

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### Description

Historic Use: Domestic - Single Family House	Current Use: Domestic - Single Family House		
Plan: Irregular	Stories: 1		
Changes to Plan: Moderate	Structural System: Platform Frame		
Changes to Original Cladding: Extensive	Changes to Interior: Unknown		
Changes to Other: Moderate	Changes to Windows: Extensive		
Other (specify): Original carport converted to an attached garage at an unknown date.			
Style:	Cladding:	Roof Type:	Roof Material:
Ranch	Wood - Vertical	Gable - Side Gable	Metal - Corrugated
		Flat with Eaves	
Foundation:	Form/Type:		
Concrete - Poured	Single Family		

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### Narrative

Study Unit	Other
Architecture/Landscape Architecture	
Date of Construction:	1957 Built Date
	2012 Addition
	Builder:
	Engineer:
	Architect:

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 Inventory Report

### Statement of Significance:

Construction of the original Highway 1 in the state of Washington commenced in 1913. By October 1923, 700 miles of a two-lane highway had been completed connecting Vancouver, British Columbia, to the Oregon-California border. Just after the highway was completed in 1924, however, plans were begun to reroute and improve the conditions of the highway. The project involved creating a new, wider, four-lane route further west that would connect Seattle and Tacoma, Washington, more directly (Kramak, 2010). The new roadway was completed in 1928 and acquired the title of Highway 1, while the original eastern route was renamed Highway 5 (Caster, 2007). The new Highway 1 became known as the Pacific Highway. Over the years, various parts of Highway 1 acquired alternative names, including the portion known as Pacific Highway S, which starts near Federal Way, Washington, and continues north, through Kent, Des Moines, and SeaTac, Washington (Kramak, 2010).

In 1926, Pacific Highway (HWY 1) was included as a numbered U.S. Highway (US 99) (U.S. Route 99, 2013). The following decades witnessed the rapid growth of businesses along the highway and the formation of a new auto-oriented roadside culture characterized by a proliferation of motels, restaurants, and rest stops (Des Moines Historical Society, 2007). Increased automobile ownership changed people's perceptions about distance and allowed populations to sprawl around urban centers, increasing the number of residents in suburban towns and cities, including SeaTac, Des Moines, Kent, and Federal Way (Boyles, 2010).

The city of Des Moines is located approximately halfway between Seattle and Tacoma, on the eastern side of Puget Sound (Des Moines Historical Society, 2007). The town started as a logging community and as a real estate venture of F. A. Blasher, who moved from Des Moines, Iowa, to King County in 1888 (Des Moines Historical Society, 2007; Lange, 1998). After World War I, Des Moines' popularity rose when the town expanded its dock and ferry service, attracting increased numbers of summer vacationers. The population grew quickly after World War II and Des Moines was incorporated as a city in 1959 (Des Moines Historical Society, 2007). While some buildings in Des Moines date to the 1920s and 1930s, many commercial and residential buildings were constructed during a period of suburban development in the 1950s and 1960s. On January 31, 1967, Interstate 5 (I-5), which passed through Des Moines on the route from Everett to Tacoma, Washington, was completed and established another transportation route, in addition to Pacific Highway S (SR 99), for commuters in the area (Des Moines Historical Society, 2007).

The property at 2720 South 236th Street in Des Moines, Washington, which is a residential property built in 1957, is not eligible for listing in the NRHP. The property is not eligible for the NRHP under Criterion A, which applies to buildings that are associated with events that have made a significant contribution to the broad patterns of history, as no significant events are associated with this property. To be eligible for the NRHP under Criterion B, a property must be directly associated with a person considered significant within a historic context whose specific contribution to history has been both identified and documented. No such person who meets that definition is linked to this building. The property is not eligible for the NRHP under Criterion C as it is a typical residential building from the mid-twentieth century and does not embody the distinctive characteristics of a type, period, or method of construction; it is not the work of a master and does not possess high artistic value. The property is not eligible for the NRHP under Criterion D for information potential because the materials and construction methods of the building do not convey important information that could contribute to understanding history or prehistory. Therefore, the property is not eligible for listing in the NRHP because it does not meet any of the eligibility criteria. In addition the building is heavily altered including the replacement of the original windows, siding, and roof and several additions. As a result, the property has lost integrity of materials, design, and workmanship. The building retains integrity of feeling, setting, location, and association.



## Historic Inventory Report

Description of Physical Appearance:	<p>2720 South 236th Street is a one-story, wood frame, ranch style, residential property with an irregular plan constructed in 1957. The building, which sits on a concrete slab foundation, has a non-original corrugated metal, side gabled roof. Clad in non-original vertical wood siding, the residence has all replacement windows. The center of the front (south) elevation projects out slightly from the rest of the façade and is covered by a side gabled roof that is slightly higher than the primary side gabled roof. The front door is located on the west elevation of this projection. A large, three-light horizontal sliding window with decorative, non-operable shutters, is located on the front façade of the projection. A small, two-light horizontal sliding window with decorative, non-operable shutters is located on the front façade, north of the central projection while a large, three-light horizontal sliding window with decorative, non-operable shutters is located on the façade, south of the projection. An attached, single-car garage is located in the west end of the residence under the primary side gabled roof. Originally, this was the location of a carport. At an unknown date, the carport was enclosed and converted into a garage. A vehicle bay with a retractable, replacement metal door is located on the west end of the façade. In 2012, a 428-square foot finished rec room was constructed around the northwest corner of the building. The addition, which has a flat roof and is clad in vertical wood siding, does not have interior access from the main residence. A fixed, single-light rectangular window is positioned in the center of the addition's south elevation under a fixed, single-light arched window. A pedestrian door and several window openings are located on the west elevation of the addition, over which a blue tarp awning has been secured. There are no windows on the east elevation. An 80-square foot deck addition with an unknown construction date projects from the rear (north) elevation. The property includes a paved driveway and a backyard that is surrounded by a chain link fence.</p>
Major Bibliographic References:	<p>Boyles, E. 2010. The Suburb. Selected Cultural and Historical Geographies of the Greater Seattle Area. Available at: <a href="https://sites.google.com/site/alinehistoryprojectsite/home/line-b/community-identities--bellevue-and-redmond/the-suburb">https://sites.google.com/site/alinehistoryprojectsite/home/line-b/community-identities--bellevue-and-redmond/the-suburb</a>. Accessed March 18, 2013.</p> <p>Caster, D. 2007. Historical Society of Federal Way Timeline. Available at: <a href="http://www.federalwayhistory.org/timeline.php">http://www.federalwayhistory.org/timeline.php</a>. Accessed March 15, 2013.</p> <p>Des Moines Historical Society. 2007. Time Line Page. Available at: <a href="http://www.dmhs.org/timeline/history.html">http://www.dmhs.org/timeline/history.html</a>. Accessed March 13, 2013.</p> <p>Lange, G. 1998. Des Moines Beginnings: Des Moines Post Office opens on August 6, 1889. HistoryLink: The Free Online Encyclopedia of Washington State History. Available at: <a href="http://www.historylink.org/index.cfm?DisplayPage=output.cfm&amp;file_id=500">http://www.historylink.org/index.cfm?DisplayPage=output.cfm&amp;file_id=500</a>. Accessed March 15, 2013.</p> <p>King County. 2013. King County Department of Assessments. Available at: <a href="http://www.kingcounty.gov/Assessor.aspx">http://www.kingcounty.gov/Assessor.aspx</a>. Accessed October 20, 2013.</p> <p>Kramak, J.E., ed. 2010. Establishing the Pacific Highway South. Selected Cultural and Historical Geographies of the Greater Seattle Area. Available at: <a href="https://sites.google.com/site/alinehistoryprojectsite/home/map/theme-transportation/establishing-the-pacific-highway-south">https://sites.google.com/site/alinehistoryprojectsite/home/map/theme-transportation/establishing-the-pacific-highway-south</a>. Accessed March 14, 2013.</p> <p>U.S. Route 99 – The Pacific Highway. 2013. Waymarking: A Groundspeak Website. Available at: <a href="http://www.waymarking.com/cat/details.aspx?f=1&amp;guid=698ed7e3-3af8-4cd0-a795-03b89a23288e&amp;exp=True">http://www.waymarking.com/cat/details.aspx?f=1&amp;guid=698ed7e3-3af8-4cd0-a795-03b89a23288e&amp;exp=True</a>. Accessed March 19, 2013.</p>

## Photos



South elevation  
2014



South elevation, east end  
2014



Southeast corner  
2014



Southwest corner  
2014



East elevation  
2014



## Historic Inventory Report

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### Location

Field Site No. 1908-7  
Historic Name:  
Common Name: 23458 S 27th St  
Property Address: 23458 S 27th Ave, Des Moines, WA 98198  
Comments:  
Tax No./Parcel No. 1953400420  
Plat/Block/Lot Block 7, Lot 9  
Acreage 0.19  
Supplemental Map(s)

DAHP No.

Township/Range/EW	Section	1/4 Sec	1/4 1/4 Sec	County	Quadrangle
T22R04E	16			King	DES MOINES

### Coordinate Reference

Easting: 1194937  
Northing: 755236  
Projection: Washington State Plane South  
Datum: HARN (feet)

### Identification

Survey Name: Sound Transit Federal Way (2)  
Field Recorder: MaryNell Nolan-Wheatley  
Owner's Name: BATREZ ALVARA SIMENTAL  
Owner Address: 23458 27TH AV S  
City: Des Moines  
State: WA  
Zip: 98198  
Classification: Building  
Resource Status:  
Survey/Inventory  
Within a District? No  
Contributing? No  
National Register:  
Local District:  
National Register District/Thematic Nomination Name:  
Eligibility Status: Not Determined - SHPO  
Determination Date: 1/1/0001  
Determination Comments:

Date Recorded: 07/29/2014

Comments:



## Historic Inventory Report

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### Description

Historic Use: Domestic - Single Family House	Current Use: Domestic - Single Family House		
Plan: Irregular	Stories: 1		
Changes to Plan: Moderate	Structural System: Platform Frame		
Changes to Original Cladding: Extensive	Changes to Interior: Unknown		
Changes to Other:	Changes to Windows: Extensive		
Other (specify):			
Style:	Cladding:	Roof Type:	Roof Material:
Ranch	Wood - Clapboard	Hip - Cross Hipped	Asphalt / Composition - Rolled
Foundation:	Form/Type:		
Concrete - Poured	Single Family		

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### Narrative

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#### Study Unit

#### Other

Architecture/Landscape Architecture

Date of Construction: 1957 Built Date

Builder:

Engineer:

Architect:

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 Inventory Report

### Statement of Significance:

Construction of the original Highway 1 in the state of Washington commenced in 1913. By October 1923, 700 miles of a two-lane highway had been completed connecting Vancouver, British Columbia, to the Oregon-California border. Just after the highway was completed in 1924, however, plans were begun to reroute and improve the conditions of the highway. The project involved creating a new, wider, four-lane route further west that would connect Seattle and Tacoma, Washington, more directly (Kramak, 2010). The new roadway was completed in 1928 and acquired the title of Highway 1, while the original eastern route was renamed Highway 5 (Caster, 2007). The new Highway 1 became known as the Pacific Highway. Over the years, various parts of Highway 1 acquired alternative names, including the portion known as Pacific Highway S, which starts near Federal Way, Washington, and continues north, through Kent, Des Moines, and SeaTac, Washington (Kramak, 2010).

In 1926, Pacific Highway (HWY 1) was included as a numbered U.S. Highway (US 99) (U.S. Route 99, 2013). The following decades witnessed the rapid growth of businesses along the highway and the formation of a new auto-oriented roadside culture characterized by a proliferation of motels, restaurants, and rest stops (Des Moines Historical Society, 2007). Increased automobile ownership changed people's perceptions about distance and allowed populations to sprawl around urban centers, increasing the number of residents in suburban towns and cities, including SeaTac, Des Moines, Kent, and Federal Way (Boyles, 2010).

The city of Des Moines is located approximately halfway between Seattle and Tacoma, on the eastern side of Puget Sound (Des Moines Historical Society, 2007). The town started as a logging community and as a real estate venture of F. A. Blasher, who moved from Des Moines, Iowa, to King County in 1888 (Des Moines Historical Society, 2007; Lange, 1998). After World War I, Des Moines' popularity rose when the town expanded its dock and ferry service, attracting increased numbers of summer vacationers. The population grew quickly after World War II and Des Moines was incorporated as a city in 1959 (Des Moines Historical Society, 2007). While some buildings in Des Moines date to the 1920s and 1930s, many commercial and residential buildings were constructed during a period of suburban development in the 1950s and 1960s. On January 31, 1967, Interstate 5 (I-5), which passed through Des Moines on the route from Everett to Tacoma, Washington, was completed and established another transportation route, in addition to Pacific Highway S (SR 99), for commuters in the area (Des Moines Historical Society, 2007).

The property at 23458 South 27th Avenue in Des Moines, Washington, which is a residential property built in 1957, is not eligible for listing in the NRHP. The property is not eligible for the NRHP under Criterion A, which applies to buildings that are associated with events that have made a significant contribution to the broad patterns of history, as no significant events are associated with this property. To be eligible for the NRHP under Criterion B, a property must be directly associated with a person considered significant within a historic context whose specific contribution to history has been both identified and documented. No such person who meets that definition is linked to this building. The property is not eligible for the NRHP under Criterion C as it is a typical residential building from the mid-twentieth century and does not embody the distinctive characteristics of a type, period, or method of construction; it is not the work of a master and does not possess high artistic value. The property is not eligible for the NRHP under Criterion D for information potential because the materials and construction methods of the building do not convey important information that could contribute to understanding history or prehistory. Therefore, the property is not eligible for listing in the NRHP because it does not meet any of the eligibility criteria. In addition the property is altered including the replacement of original doors, windows, and siding and a small rear addition. As a result, the property has lost integrity of materials, design, and workmanship. The building retains integrity of feeling, setting, location, and association.



## Historic Inventory Report

Description of Physical Appearance:	<p>23458 South 27th Avenue is a one-story, wood frame, ranch style, residential property with an irregular plan constructed in 1957. The building, which sits on a concrete slab foundation, has a cross hipped roof with deep boxed eaves covered in rolled roofing material. An interior slope brick chimney protrudes from the southwest corner of the roof. The exterior walls of the residence are clad in non-original horizontal wood siding. Most of the windows that are visible from the public right-of-way appear to be replacements. The principle mass of the house has an essentially U-shaped plan, with the north and south ends of the front (west) elevation protruding outwards, towards South 27th Avenue. Between the two protruding sections of the façade on the west elevation is a pedestrian front door protected by a metal and glass storm door. A large, three-light, horizontal sliding window is located just south of the front door. The lower half of the exterior wall surrounding the main entrance and adjacent window is clad in brick veneer. A two-light horizontal sliding replacement window with decorative, non-operable shutters is located on the west elevation of the northern protruding section of the façade. An attached, two-car garage is located in the southern protruding section. Both the north and south protruding sections are covered by hipped roofs that cross the primary hipped roof. The south elevation of the garage contains two, two-light horizontal sliding windows, one of which may be original to the property. Aerial images indicate that a kitchen was added to rear (east) elevation. The small addition protrudes from the center of the elevation and is covered by a hipped roof that crosses the primary hipped roof. The property includes a paved driveway and a front and backyard. The backyard is bordered by a chain-link fence.</p>
Major Bibliographic References:	<p>Boyles, E. 2010. The Suburb. Selected Cultural and Historical Geographies of the Greater Seattle Area. Available at: <a href="https://sites.google.com/site/alinehistoryprojectsite/home/line-b/community-identities--bellevue-and-redmond/the-suburb">https://sites.google.com/site/alinehistoryprojectsite/home/line-b/community-identities--bellevue-and-redmond/the-suburb</a>. Accessed March 18, 2013.</p> <p>Caster, D. 2007. Historical Society of Federal Way Timeline. Available at: <a href="http://www.federalwayhistory.org/timeline.php">http://www.federalwayhistory.org/timeline.php</a>. Accessed March 15, 2013.</p> <p>Des Moines Historical Society. 2007. Time Line Page. Available at: <a href="http://www.dmhs.org/timeline/history.html">http://www.dmhs.org/timeline/history.html</a>. Accessed March 13, 2013.</p> <p>Lange, G. 1998. Des Moines Beginnings: Des Moines Post Office opens on August 6, 1889. HistoryLink: The Free Online Encyclopedia of Washington State History. Available at: <a href="http://www.historylink.org/index.cfm?DisplayPage=output.cfm&amp;file_id=500">http://www.historylink.org/index.cfm?DisplayPage=output.cfm&amp;file_id=500</a>. Accessed March 15, 2013.</p> <p>King County. 2013. King County Department of Assessments. Available at: <a href="http://www.kingcounty.gov/Assessor.aspx">http://www.kingcounty.gov/Assessor.aspx</a>. Accessed October 20, 2013.</p> <p>Kramak, J.E., ed. 2010. Establishing the Pacific Highway South. Selected Cultural and Historical Geographies of the Greater Seattle Area. Available at: <a href="https://sites.google.com/site/alinehistoryprojectsite/home/map/theme-transportation/establishing-the-pacific-highway-south">https://sites.google.com/site/alinehistoryprojectsite/home/map/theme-transportation/establishing-the-pacific-highway-south</a>. Accessed March 14, 2013.</p> <p>U.S. Route 99 – The Pacific Highway. 2013. Waymarking: A Groundspeak Website. Available at: <a href="http://www.waymarking.com/cat/details.aspx?f=1&amp;guid=698ed7e3-3af8-4cd0-a795-03b89a23288e&amp;exp=True">http://www.waymarking.com/cat/details.aspx?f=1&amp;guid=698ed7e3-3af8-4cd0-a795-03b89a23288e&amp;exp=True</a>. Accessed March 19, 2013.</p>

## Photos



West elevation.  
2014



Southwest corner.  
2014



Northwest corner.  
2014



South elevation.  
2014