



Historic Inventory Report

Location

Field Site No. 247
DAHP No.
Historic Name: Park of the Pines
Common Name: Park of the Pines
Property Address: 23458 30th Ave S, Kent, WA 98032
Comments:
Tax No./Parcel No. 2500600420
Plat/Block/Lot Block 4/Lot 7
Acreage 2.15
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: 1196246
Northing: 754963
Projection: Washington State Plane South
Datum: HARN (feet)

Identification

Survey Name: Sound Transit Federal Way
Date Recorded: 07/20/2012
Field Recorder: Lori Durio Price
Owner's Name: Duff, Ethel M.
Owner Address: 23458 30TH AVENUE SOUTH
City: Kent
State: Washington
Zip: 98032
Classification: Building
Resource Status:
Survey/Inventory
Comments:
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: Domestic - Single Family House	Current Use: Domestic - Single Family House		
Plan: Square	Stories: 1		
Changes to Plan: Extensive	Structural System: Balloon Frame		
Changes to Original Cladding: Extensive	Changes to Interior: Unknown		
Changes to Other:	Changes to Windows: Intact		
Other (specify):			
Style:	Cladding:	Roof Type:	Roof Material:
Modern - Minimal Traditional	Shingle	Gable - Side Gable	Asphalt / Composition
Foundation:	Form/Type:		
Concrete - Block	Single Family - Side Gable		

Narrative

Study Unit	Other
Religion	
Date of Construction:	1947 Built Date
	1949 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

Statement of Significance: This property is the primary residential portion of the Park of the Pines, a non-denominational Christian conference center founded in 1968 by the Reverend Haldane Duff and his wife Ethel. Park of the Pines covers three contiguous parcels and contains five primary buildings, including these two houses. Reverend Duff came from an influential religious family and in addition to founding the Park of the Pines, he served several area churches and hosted a radio program, "World's Greatest Book Quiz." Reverend Duff is deceased but Ethel still resides on the property.

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 they all became involved in Christian ministry. His only brother, Walter Duff, Jr., became a pastor and served at several churches in Oregon, and eventually helped found Village Missions, a mission to send pastors to rural areas, in 1948. 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 conducting more than 8,000 outreach events in 2011, including 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 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).

By contrast to the religious organizations founded by three of his four siblings, the Park of the Pines is a very small operation. 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 an individually 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 property. Therefore, these two houses do not appear to be associated with important persons or events and are not eligible for the NRHP under Criterion A or B.

The houses are not architecturally distinctive and Building A has been subject to extensive alterations. They are vernacular structures with little or no design elements. Therefore, these two houses are not eligible for the NRHP under Criterion C.

The buildings employed standard construction techniques; the material and construction methods do not convey important information that could contribute to understanding history or prehistory. The buildings are not eligible under Criterion D for information potential.

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. They 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.

Historic Inventory Report

Description of Physical Appearance:

The property contains two small residential buildings on land designated by King County as Lot 7. The larger house (denoted as Building A by the King County Assessor) was originally built in 1947, then remodeled in 1948-49. It is a one-story, single-family residence in a Minimal Traditional style. It has 780 square feet and a nearly square footprint. It has a concrete block foundation, wood-frame construction, and a side-gabled roof of composition shingle with shallow boxed eaves. The exterior is clad in wood shake. There is a small front-gabled porch at the entry, supported on two simple wood posts. There are two chimneys, a smaller one on the rear slope of the roof and a larger exterior one on the north elevation. Windows are wood, with four horizontal panes. When originally built, the house was much smaller (280 square feet) and the entry was on the south elevation. The remodeling of 1948-49 moved the entry to the west elevation, in its current location, and wrapped new construction around the north and east sides of the building. The exterior was changed from shiplap wood siding to wood shake siding, the foundation was upgraded from split cedar to concrete block, and the large exterior chimney on the north elevation was added.

The second residence on Lot 7 (Building B) is located southeast of Building A. Constructed in 1956, it is a one-story residence similar in style to Building A but smaller at 634 square feet. It has a poured concrete foundation, wood-frame construction, and a rectangular footprint with a small ell at the rear. The exterior is clad in wood shingles. The roof is a front gable of composition shingle with a shallow overhang. The entry is slightly recessed and shielded by a flat roof on wooden posts. Windows are wood, with a large front window of three horizontal panes. Other windows vary in configuration, but appear to have horizontal panes as well. Building B appears much as it did when originally built.

Also on Lot 7 are three small accessory buildings, which appear to be garages or storage sheds. They are located to the east of Building A and date from 1949, 1950, and 1951.

Major Bibliographic References:

Ancestry.com. Haldane Duff in the 1940 Census. http://www.ancestry.com/1940-census/usa/Oregon/Haldane-Duff_252mlk. Accessed January 2, 2013.

Cannon Beach Christian Conference Center. 2013. Who We Are. http://www.cbcc.net/we_are.php. Accessed January 2, 2013.

Find the Company. 2013. Park of the Pines Church in Kent, WA.

<http://companies.findthecompany.com/I/11648236/Park-Of-The-Pines-Church-in-Kent-WA>. Accessed January 2, 2013.

King County Department of Assessments. 2013.

<http://info.kingcounty.gov/Assessor/eRealProperty/Detail.aspx?ParcelNbr=2500600425>. Accessed January 2013.

Park of the Pines. 2013. <http://www.parkofthepines.com/content/welcome12.html>. Accessed January 2013.

Seattle Times. 1992. Rev. Haldane J. Duff obituary. December 7, 1992.

Stonecroft Ministries. 2013. Our History. <http://www.stonecroft.org/home/about/>. Accessed January 2, 2013.

Telling The Truth. 2010. "Christian Workers Union – Walter Duff." March 9, 2010.

http://www.tellingthetruth.info/founder_book/04-1wmibook.php. Accessed January 18, 2013.

The Kaleah Commonwealth Online. 2007. "Obituary: Olive Huddleston 1908-2007."

<http://www.kaweahcommonwealth.com/02-16-07features.htm>. Accessed January 18, 2013.

Village Missions. 2013. The Founding of the Mission. <http://www.village-missions.org/about/history-founding.php>. Accessed January 2, 2013.

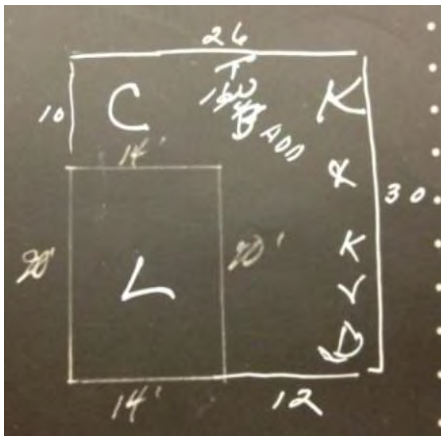
Photos



Building A and B from the public right-of-way, view looking northeast
2012



Park of the Pines sign
2012



Bldg A floorplan showing addition
2012



This is Bldg A in 1947, as originally built southwest corner
1947

Historic Inventory Report



This is Bldg A during renovation, 1948
 southwest corner
 1948



This is Bldg A shortly after renovation, with shed/garage
 visible to the rear.
 southwest corner
 1949



Bldg A in 1957, similar in appearance to current view
 Front (west) elevation
 1957



Bldg B shortly after construction
 northwest corner
 1957



Historic Inventory Report

Building A, southwest corner
2013

Building B, southwest corner
2013



Buildings A and B, south elevation
2013



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Location

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Common Name: Park of the Pines
Property Address: 23634 30th Ave S, Kent, WA 98032
Comments:
Tax No./Parcel No. 2500600425
Plat/Block/Lot Block 4/Lot 8
Acreage 2.30
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: 1196111
Northing: 754783
Projection: Washington State Plane South
Datum: HARN (feet)

Identification

Survey Name: Sound Transit Federal Way
Date Recorded: 07/20/2012
Field Recorder: Lori Durio Price
Owner's Name: World's Greatest Book Broadcasting
Owner Address: 23458 30th Avenue South
City: Kent
State: Washington
Zip: 98032
Classification: Building
Resource Status:
Survey/Inventory
Comments:
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: Domestic - Single Family House	Current Use: Domestic - Single Family House		
Plan: Square	Stories: 1		
Changes to Plan: Slight	Structural System: Balloon 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:
Modern - Minimal Traditional	Shingle	Gable - Side Gable	Asphalt / Composition
Foundation:	Form/Type:		
Concrete - Block	Single Family - Side Gable		

Narrative

Study Unit	Other
Religion	
Date of Construction:	1936 Built Date
	1947 Remodel
	1951 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

Statement of Significance: This property is part of the residential portion of the Park of the Pines, a non-denominational Christian conference center founded in 1968 by the Reverend Haldane Duff and his wife Ethel. Park of the Pines covers three contiguous parcels and contains five primary buildings, including these two houses. Reverend Duff came from an influential religious family and in addition to founding the Park of the Pines, he served several area churches and hosted a radio program, "World's Greatest Book Quiz." Reverend Duff is deceased but Ethel still resides on the property.

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 they all became involved in Christian ministry. His only brother, Walter Duff, Jr., became a pastor and served at several churches in Oregon, and eventually helped found Village Missions, a mission to send pastors to rural areas, in 1948. 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 conducting more than 8,000 outreach events in 2011, including 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 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).

By contrast to the religious organizations founded by three of his four siblings, the Park of the Pines is a very small operation. 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 an individually 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 property. Therefore, these two houses do not appear to be associated with important persons or events and are not eligible for the NRHP under Criterion A or B.

The houses are not architecturally distinctive and both have been subject to extensive alterations. They are vernacular structures with little or no design elements. Therefore, these two houses are not eligible for the NRHP under Criterion C.

The buildings employed standard construction techniques; the material and construction methods do not convey important information that could contribute to understanding history or prehistory. The buildings are not eligible under Criterion D for information potential.

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. They 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.

Historic Inventory Report

Description of
Physical
Appearance:

Lot 8 contains the oldest buildings remaining on the Park of the Pines property—two 1930s cottages denoted as Building A and Building B. Building A sits closest to the road and was originally built in 1936. It was remodeled in 1947 and 1951. It is a one-story, wood-frame residence in the Minimal Traditional style with a square footprint encompassing 648 square feet. It has a side-gabled roof of composition shingle with open eaves. The foundation is concrete block, and the exterior is clad in wood shingles. There is a small chimney on the rear slope of the roof, near the ridgeline. The front façade is three bays wide with a center entry door shielded by a front-gabled roof on simple wooden knee brackets. The entry is accessed by concrete steps with a shallow landing and metal railings. On either side of the door is a wood, one-over-one window with a wood flower box. Side windows are also one-over-one. There is a small ell at the rear corner of the north elevation that is an added, enclosed porch. It has a side-gabled roof and single-light sliding sash windows. A historical photo shows that the house originally was clad in large wood shakes and had a tarpaper roof with no chimney. The front elevation openings were different, and had six-light casement windows that appear now to be on the side elevations of the garage. By 1947, photos show the house much as it looks today.

To the north of Building A is a small wood-frame garage dating from 1951. It has a front-gabled roof of composition shingles and the exterior is clad in wood shingles to match the house. The front (west) elevation has a pair of simple wood doors; the side elevations each have two six-light wood casement windows.

Building B on Lot 8 is located northeast of Building A and is set back from the road. This is the oldest building on the property, dating from 1931, and also the most altered. The entry is on the north elevation, so the house does not face the street. It has an irregular footprint and a front-gabled roof of composition shingle, with a small chimney on the rear roof slope. The house sits on a concrete block foundation and the exterior is clad in wood shingles. There is a single one-over-one wood window in the middle of the west elevation. The entry has a poured concrete porch and simple wood railings, and is shielded under a front-gabled roof supported on simple wood posts. There is a shed-roofed addition on the east elevation. The building was remodeled in 1941 and 1951, and appears to have had numerous additions. It was originally only 280 square feet and the foundation was described as “mud sills.” A photo from 1947 shows that the house did have an entry door on the west elevation, along with three windows. It appears this was changed and the current entry added in 1951.

Historic Inventory Report

Major
Bibliographic
References:

Ancestry.com. Haldane Duff in the 1940 Census. http://www.ancestry.com/1940-census/usa/Oregon/Haldane-Duff_252mlk. Accessed January 2, 2013.

Cannon Beach Christian Conference Center. 2013. Who We Are. http://www.cbcc.net/we_are.php. Accessed January 2, 2013.

Find the Company. 2013. Park of the Pines Church in Kent, WA. <http://companies.findthecompany.com/I/11648236/Park-Of-The-Pines-Church-in-Kent-WA>. Accessed January 2, 2013.

King County Department of Assessments. 2013. <http://info.kingcounty.gov/Assessor/eRealProperty/Detail.aspx?ParcelNbr=2500600425>. Accessed January 2013.

Park of the Pines. 2013. <http://www.parkofthepines.com/content/welcome12.html>. Accessed January 2013.

Seattle Times. 1992. Rev. Haldane J. Duff obituary. December 7, 1992.

Stonecroft Ministries. 2013. Our History. <http://www.stonecroft.org/home/about/>. Accessed January 2, 2013.

Telling The Truth. 2010. "Christian Workers Union – Walter Duff." March 9, 2010. http://www.tellingthetruth.info/founder_book/04-1wmibook.php. Accessed January 18, 2013.

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

Village Missions. 2013. The Founding of the Mission. <http://www.village-missions.org/about/history-founding.php>. Accessed January 2, 2013.

Photos



Bldg A - Bldg B can be seen in the rear, in the right side of the photo
 front facade and southeast corner
 2012



Bldg A - undated historic photo taken shortly after construction.
 front (west) facade, facing southeast
 2013



Bldg A, 1947 photo showing renovated appearance, similar to today. Bldg B can be seen in the rear at the right of the photo.
 Front facade, facing northeast
 1947



Bldg B in 1951, showing renovated property similar to current appearance
 front (west) elevation
 1951

Historic Inventory Report



Bldg B
 West elevation
 2012



Bldg A is to the far right, Bldg B is in the center, and the
 garage is to the far left.
 Lot 8 buildings, facing east
 2012



Bldg B in 1947, showing previous west elevation with entry
 that faced the street.
 southwest corner
 1947



Building A, northwest corner
 2013



Historic Inventory Report

East elevation, Building A, with garage on right
2013

Building B, northwest corner
2013



Building B, southeast corner
2013



Historic Inventory Report

Location

Field Site No. 2378 DAHP No.

Historic Name:

Common Name: Terra Villa Apartments

Property Address: 3012 S 240th St, Kent, WA 98032

Comments:

Tax No./Parcel No. 2500600446

Plat/Block/Lot

Acreage .68

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: 1195973

Northing: 753903

Projection: Washington State Plane South

Datum: HARN (feet)

Identification

Survey Name: Sound Transit Federal Way

Date Recorded: 11/15/2013

Field Recorder: MaryNell Nolan-Wheatley

Owner's Name: C & A HUA LP

Owner Address: PO BOX 1702

City: ISSAQUAH

State: WA

Zip: 98027

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: 2		
Changes to Plan: Intact	Structural System: Platform Frame		
Changes to Original Cladding: Slight	Changes to Interior: Unknown		
Changes to Other:	Changes to Windows: Intact		
Other (specify):			
Style:	Cladding:	Roof Type:	Roof Material:
None	Veneer - Brick	Flat with Eaves	Asphalt / Composition -
	Concrete - Block		Built Up
	Veneer - Stucco		
Foundation:	Form/Type:		
Concrete - Poured	Multi-Family - Multi-Story		
	Apartment Block		

Narrative

Study Unit	Other
Architecture/Landscape Architecture	
Date of Construction:	1966 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 3012 South 240th Street in Kent, Washington, which is a residential apartment complex with three buildings constructed in 1966, 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. The buildings have undergone several minor alterations including the replacement of original doors. As a result, the property has lost some integrity of materials. The buildings retain integrity of design, workmanship, setting, location, feeling and association.

Historic Inventory Report

Description of Physical Appearance:

3012 South 240th Street is the Terra Villa Apartments which consists of three, two-story, rectangular plan, wood frame buildings constructed in 1966. The three buildings, which are primarily clad in painted concrete block, are positioned in a U shape (parallel north and south buildings with a perpendicular west building) with all apartment doors opening onto an interior courtyard. The apartment buildings contain a total of 22 units and are constructed on poured concrete foundations. Each building is defined by a flat built-up roof with deep front and rear eaves and exposed wood rafter tails. A narrow strip of wood wraps around each elevation along the lower exposed end of the rafter tails and parallel to the edge of the roof, creating the illusion of two eave edges. All of the visible windows, which appear to be original, are aluminum frame windows and all of the visible doors on the property are replacement, metal, paneled doors. The elevations of each building that face away from the interior courtyard are clad in wide vertical strips of alternating concrete block and cement stucco that run from the ground to the roof. Some concrete blocks have been painted to create a pattern of rectangles. Each vertical strip clad in stucco contains two, two-light horizontal sliding windows, one on the first floor and one on the second floor. With the exception of the side (south) elevation of the west building, which is clad in brick veneer, and the west elevation of the south building, which is clad in a diamond pattern concrete block, all other side elevations are clad in plain painted concrete block. The side (north and south) elevations of the west building, which is the largest and most prominent of the three buildings, extend further east than the rear (east) elevation, creating small protruding sections from the north and south ends of the back of the building. Attached flat overhangs continue over these extended side walls and shade exterior stairwells that are accessed from the building's interior courtyard. The two stairwells lead to the second floor balcony with a simple, open framework metal hand rail. The overhang, which covers the length of the balcony, is supported by thin wood posts. All of the windows on the interior elevations of each of the three buildings (facing the interior courtyard) are large, fixed, two-light windows, some of which are positioned above a pair of smaller awning windows. Extended flat roof overhangs project from the center of the interior elevations of the north and south buildings and cover an exterior metal staircase that leads to the second floor balconies. The property is surrounded by some grass and pavement for parking.

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. 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



Southwest corner, west and south building in view
2013



Northwest corner
2013



East elevation, west building
2013



South elevation, south building
2013



Southeast corner of property
2013



Historic Inventory Report

Location

Field Site No. 2379-118

DAHP No.

Historic Name:

Common Name: 23854 30th Ave S

Property Address: 23854 30th Ave S, Kent, WA 98032

Comments:

Tax No./Parcel No. 2500600447

Plat/Block/Lot

Acreage .15

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: 1195977

Northing: 754014

Projection: Washington State Plane South

Datum: HARN (feet)

Identification

Survey Name: Sound Transit Federal Way

Date Recorded: 11/15/2013

Field Recorder: MaryNell Nolan-Wheatley

Owner's Name: FEDERAL NATIONAL MORTGAGE A

Owner Address: PO BOX 650043

City: DALLAS

State: TX

Zip: 75265

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: Intact	Changes to Interior: Unknown		
Changes to Other:	Changes to Windows: Intact		
Other (specify):			
Style:	Cladding:	Roof Type:	Roof Material:
Vernacular	Wood - Clapboard	Gable - Front Gable	Asphalt / Composition - Shingle
Foundation:	Form/Type:		
Concrete - Poured	Single Family		

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).

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 23854 30th Avenue South in Kent, Washington, which is a residential building constructed 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 mid-twentieth century house 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 undergone several alterations including the replacement of the front door and the addition of a small front porch. As a result, the building has lost some integrity of materials and design. The building retains integrity of workmanship, setting, location, feeling and association.

Historic Inventory Report

Description of Physical Appearance:	<p>23854 30th Avenue South is a small, one-story, wood frame residence built in 1955. Constructed on a raised concrete foundation with a rectangular plan, the house is clad in horizontal wood siding and has a moderately pitched front gabled roof, covered in composite shingles, from which an interior slope brick chimney extends. A small, non-original wood porch with four steps and a small gabled overhang covered in composite shingles extends from the west end of the front (north) elevation. The overhang is supported by two thin wood posts and has an open framework wood railing. The front stairs lead to the replacement front door. East of the front door is a two-over-two light sash window in a wood frame that is centered under the front gable. The west elevation contains two window openings; the north window opening contains a row of three, two-over-two wood sash windows and the south opening contains a row of two windows in the same style. There are no windows or doors on the south elevation. The original louvered attic vent on the south elevation has been covered and replaced by a smaller, off-center vent. A composite shingle hipped roof detached garage addition is located on the northeast corner of the property, although it is barely visible from the public right-of-way. Aerial images indicate that a smaller shed addition has been attached to the east elevation of the detached garage addition. The property contains a small grassy area along the west and south elevations and a gravel driveway along the north elevation.</p>
Major Bibliographic References:	<p>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.</p> <p>Caster, D. 2007. Historical Society of Federal Way Timeline. Available at: http://www.federalwayhistory.org/timeline.php. Accessed March 15, 2013.</p> <p>Des Moines Historical Society. 2007. Time Line Page. Available at: http://www.dmhs.org/timeline/history.html. Accessed March 13, 2013.</p> <p>King County. 2013. King County Department of Assessments. Available at: http://www.kingcounty.gov/Assessor.aspx. 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: https://sites.google.com/site/alinehistoryprojectsite/home/map/theme-transportation/establishing-the-pacific-highway-south. Accessed March 14, 2013.</p> <p>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. Accessed March 18, 2013.</p> <p>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.</p>

Photos



Northwest corner
2013



West elevation
2013



Southwest corner
2013



Historic Inventory Report

Location

Field Site No. 2381-111 DAHP No.

Historic Name:

Common Name: 23250 Pacific Hwy S

Property Address: 23250 Pacific Hwy S, Kent, WA 98032

Comments:

Tax No./Parcel No. 2500600455

Plat/Block/Lot

Acreage .56

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: 1195970

Northing: 755994

Projection: Washington State Plane South

Datum: HARN (feet)

Identification

Survey Name: Sound Transit Federal Way Date Recorded: 11/13/2013

Field Recorder: MaryNell Nolan-Wheatley

Owner's Name: KEY BANK OF WASHINGTON

Owner Address: PO BOX 560807

City: DALLAS State: TX Zip: 75356

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 - Financial Institution

Current Use: Vacant/Not in Use

Plan: Irregular

Stories: 1

Structural System: Platform Frame

Changes to Plan: Intact

Changes to Interior: Unknown

Changes to Original Cladding: Intact

Changes to Windows: Moderate

Changes to Other:

Other (specify):

Style:

Cladding:

Roof Type:

Roof Material:

Commercial

Wood - Clapboard

Flat with Eaves

Asphalt / Composition -

Concrete

Built Up

Foundation:

Form/Type:

Concrete - Poured

Commercial

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).

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 23250 Pacific Highway South in Kent, Washington, which is a large vacant bank building constructed 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 large, mid-twentieth century bank 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 undergone several alterations including the replacement of some original doors and windows. As a result, the building 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:

23250 Pacific Highway South is a large, one-story, wood frame former bank building with an irregular plan that is currently vacant. Built in 1955, the building is defined by a flat roof with a large wood awning that wraps around all of the building's elevations. The awning is composed of two parts: the lower, vertical section that is clad in composite wood and the upper section that is clad in composite shingles. The upper section is set at an angle to the vertical section and is meant to give the illusion of a hip roof. The awning and eaves are supported by exposed rafters. The building is primarily clad in horizontal wood siding placed above a concrete base that runs along the bottom of each exterior wall. A front gabled, hipped-roof overhang extends from the center of the front (east) elevation and is supported by two large concrete pillars. Replacement metal and glass double doors with a fixed, single-light transom are located under this overhang. South of the main entry is a row of four, large, fixed, single-light replacement windows and north of the entry is a large rectangular window opening that is covered with plywood. Further north on the façade the elevation is recessed from the main entrance and contains several fixed, single-light windows. A large extended overhang protrudes from the north elevation and is supported halfway down its length and then again at its edge by two pairs of large, concrete pillars that are secured into small concrete islands. This overhang shades the former drive-through banking area. A pedestrian door opening on the north elevation has been boarded up. West of the pedestrian door is a one-over-one metal sash window with textured, translucent glass. Metal and glass double doors are located in the center of the west elevation and are surrounded by fixed, single-light windows. Further north on the same elevation is a large, fixed, single-light window followed by a row of six large, commercial style windows. Four of them are fixed, single-light, replacement windows while the other two are fixed, single-light windows, with two small, fixed, single-light windows above and below that are likely original to the property. The north end of the west elevation contains a replacement pedestrian metal door with a small rectangular window. There are no windows or doors on the south elevation. The property is surrounded by pavement formerly used for customer parking.

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. 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



Southeast corner
2013



Northeast elevation
2013



West elevation, large north overhang
2013



Northwest corner
2013



Southwest corner
2013



Historic Inventory Report

Location

Field Site No. 2383-110 DAHP No.
Historic Name:
Common Name: Dollar Tree
Property Address: 23418 Pacific S, Kent, WA 98032
Comments:
Tax No./Parcel No. 2500600465
Plat/Block/Lot
Acreage 2.27
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: 1195947
Northing: 755645
Projection: Washington State Plane South
Datum: HARN (feet)

Identification

Survey Name: Sound Transit Federal Way - Highline Water District Date Recorded: 10/21/2014
Field Recorder: MaryNell Nolan-Wheatley
Owner's Name: MUSCATEL JOHN
Owner Address: PO BOX 826
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: Commerce/Trade - Department Store	Current Use: Commerce/Trade - Department Store		
Plan: Rectangle	Stories: 1		
Changes to Plan: Moderate	Structural System: Concrete - Block		
Changes to Original Cladding: Intact	Changes to Interior: Unknown		
Changes to Other:	Changes to Windows: Slight		
Other (specify):			
Style:	Cladding:	Roof Type:	Roof Material:
Modern	Concrete - Block	Flat with Parapet	Asphalt / Composition - Built Up
Commercial			
Foundation:	Form/Type:		
Concrete - Poured	Commercial - Strip Commercial		

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

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

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 23418 Pacific Highway South in Kent, Washington, which is a large retail building originally constructed in 1962, is not eligible for listing in the NRHP. The property, which is occupied by Dollar Tree, a U.S. Post Office, a small convenience store, and Eagle Fitness, 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 large, mid-twentieth century retail building that 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 barrel vaulted awning that runs along a section of the front (north) elevation is the primary distinguishing, mid-century modern feature of the otherwise unadorned building. The row of glass storefronts are the other defining characteristic of the building; however, materials including windows and doors have been replaced within these storefronts compromising the building's integrity. The eastern half of the building is a later addition that has altered the building's original design and floor plan. The building has also undergone two renovations in 2003 and 2005 according to the King County Assessor's website. Overall, the building is an unremarkable commercial building that contains a limited number of modest mid-century modern design elements. The property does not articulate a particular concept of design that expresses an aesthetic ideal. While the building may contain certain design features reminiscent of mid-century architectural styles (barrel vaulted awning and glass storefront), it does not express a design concept that distinguishes it as significant or distinct from other similar properties. The building does not possess high artistic values. The building is not an important example of building practices within its particular historic context and does not embody the distinctive characteristics of a type, period, or method of construction. Therefore, the commercial building is not eligible under Criterion C. 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 undergone several alterations and a large addition. As a result, the building has lost some integrity of materials, design, and feeling. The building retains integrity of workmanship, setting, location, and association.

Historic Inventory Report

Description of Physical Appearance:

23418 Pacific Highway South is a large one-story, concrete block commercial retail building with an essentially rectangular plan set on a concrete slab foundation. Built in 1962 with a later addition on the east side that nearly doubles the size of the building, it has a flat roof and painted concrete block exterior walls. It is currently occupied by the Dollar Tree, U.S. Post Office, a small convenience store, and Eagle Fitness. Large green Dollar Tree signs have been attached to the exterior walls at the northwest corner of the building. The west end of the front (north) elevation, which is the original part of the building, is defined by a large, cantilevered awning composed of a series of parallel barrel vaults. The awning is covered in rolled roofing material and shades a concrete sidewalk. The front façade under the awning is composed of a row of seven arched, fixed transom windows above large, fixed, single-light windows placed above smaller, fixed single-light windows. As a result, nearly the entire exterior wall under the barrel vaulted awning is made up of glass. East of the wall of commercial windows, the elevation recesses, although it is still covered by the barrel vaulted overhang. Replacement metal and glass double doors, Dollar Tree's main doors, are located on the west wall of the recessed area and are surrounded by fixed, single-light windows. Large, fixed, single-light windows in the back of the recessed area (south wall) are the façade for a small convenience store. East of the convenience store, at the far east side of the recessed area, the barrel vaulted overhang ends and extends into a flat roof that has a lower height than the rest of the roof. This area and everything to the east was a later addition. A canvas quarter barrel convex awning runs along the west elevation of this section and shades metal and glass double doors surrounded by fixed, single-light windows. East of the double doors is a row of four large, fixed, single-light windows. East of this center section the roof has a higher height. Another canvas, quarter barrel convex awning runs along the north elevation of this section and shades another set of metal and glass double doors surrounded by windows. The doors are flanked on either side by a row of large, fixed, single-light windows. The other three elevations do not have any windows. A large, paved parking area is located on the north side 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.

King County. 2013. King County Department of Assessments. Available at: <http://www.kingcounty.gov/Assessor.aspx>. Accessed July 2014.

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. 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



original section of building with awning
 Northwest corner
 2013



Northeast corner, addition
 2013



original section of building with barrel-vaulted awning
 North elevation, west side
 2013



Southwest corner
 2013



Historic Inventory Report

Location

Field Site No. 2386-109
DAHP No.
Historic Name:
Common Name: 23434 Pacific Hwy S
Property Address: 23434 Pacific Hwy S, Kent, WA 98032
Comments:
Tax No./Parcel No. 2500600485
Plat/Block/Lot
Acreage .27
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: 1195821
Northing: 755402
Projection: Washington State Plane South
Datum: HARN (feet)

Identification

Survey Name: Sound Transit Federal Way
Date Recorded: 11/13/2013
Field Recorder: MaryNell Nolan-Wheatley
Owner's Name: PUETZ JERRY K
Owner Address: 1033 S 262ND PL
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: Commerce/Trade - Business		Current Use: Commerce/Trade - Business	
Plan: Rectangle	Stories: 1.5	Structural System: Platform Frame	
Changes to Plan: Extensive		Changes to Interior: Unknown	
Changes to Original Cladding: Extensive		Changes to Windows: Extensive	
Changes to Other: Extensive			
Other (specify): Several window openings made smaller.			
Style:	Cladding:	Roof Type:	Roof Material:
Vernacular	Veneer - Stucco	Gable - Side Gable	Asphalt / Composition -
	Veneer - Brick	Flat with Parapet	Shingle
	Concrete - Block		
Foundation:	Form/Type:		
Concrete - Poured	Commercial		

Narrative

Study Unit	Other
Architecture/Landscape Architecture	
Date of Construction:	1935 Built Date
	1952 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 23434 Pacific Highway South in Kent, Washington, which is a commercial building constructed in 1935 with several substantial additions, is not eligible for listing in the NRHP. The property, which is occupied by several businesses, 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 early to mid-twentieth century retail building with several large additions 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 is heavily altered, including the replacement of original doors and windows and several large additions. As a result, the building has lost integrity of materials, design, and workmanship. The building retains integrity of setting, location, feeling and association.

Historic Inventory Report

Description of
Physical
Appearance:

23434 Pacific Highway South is composed of an original, one and a half-story, wood frame commercial building (1935) and two modern, commercial additions. The additions include a small, one-story rectangular plan addition (1952) occupied by a TV Repair shop and a larger, two-story, rectangular plan concrete block addition occupied by Agunta Grocery and OuMa Money Transfer and Travel Agency. Both additions are located to the south of the original building; the smaller addition (TV Repair) extends from the south elevation of the original building, and serves to connect the original building with the larger, two-story addition (Agunta Grocery and OuMa).

The original, wood frame building, which has a rectangular plan, was constructed in 1935 and is currently clad in stucco exterior walls. Several businesses occupy the wood frame building including Family 1st Nutrition. The windows and doors are replacements and the sizes of many of the original window openings have been changed to accommodate contemporary designs. Constructed on a concrete slab foundation, the Family 1st Nutrition building has a steeply pitched side gabled roof covered in composite shingles. A disproportionately large gabled dormer window protrudes from the roof on the building's front (west) elevation and contains a replacement, two-light horizontal sliding window. Originally, it is likely that the dormer was significantly smaller and probably looked much like the small shed roof dormer that protrudes from the rear (east) elevation. A narrow, standing seam metal shed overhang shades the first floor's main façade. A nine-light replacement pedestrian door is positioned directly under the large dormer on the west elevation and is flanked by two, large, replacement, fixed, single-light windows. There are four, replacement, two-light horizontal sliding windows on the north elevation of the original, wood frame building (Family 1st Nutrition), two of which are on the ground floor and two of which are positioned under the wide, side gable end. Three of the four window openings on this elevation are smaller than they were originally. A wood porch with a flat roof has been added to the east elevation of the building, with wood stairs on the north side of the porch leading to a replacement, paneled door that contains a fanlight window. A large, shed roof addition connects to the back of the porch.

The small, one-story, flat roof addition, which is occupied by a TV Repair shop, is also clad in stucco and extends from the original building's east elevation. The addition was constructed in 1952. The small building connects the original side-gabled building to the large south, concrete block addition. The west elevation of the TV Repair addition, which is flush with the original main façade, is also shaded by the narrow standing seam metal overhang and contains a nine-light pedestrian door adjacent to a large, fixed, single-light window. Attached to the south elevation of the TV Repair shop addition is a large, two-story concrete block building with a flat roof (Agunta Grocery and OuMa). Brick veneer covers the front (west) elevation and wraps around the corners of the building. The exterior walls of the north and south elevations are painted concrete block. A glazed pedestrian door is located in the center of the first floor of the west elevation and is flanked by two large, fixed, single-light windows. Another pedestrian door on the north side of the west elevation has been closed with concrete infill. Two, two-light horizontal sliding windows are located on the second floor of the front elevation. The south elevation and the second floor of the north elevation contain several windows, including two-light horizontal sliding windows and one-over-one metal sash windows. The entire property is surrounded by pavement.



Historic Inventory Report

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. 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, north end
2013



West elevation, south end
2013



Historic Inventory Report

Location

Field Site No. 2392-108 DAHP No.

Historic Name:

Common Name: Midway Motor Sports Auto Sales

Property Address: 23616 Pacific S, Kent, WA 98032

Comments:

Tax No./Parcel No. 2500600505

Plat/Block/Lot Block 5/Lot 13 & 14

Acreage .70

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: 1195776

Northing: 754965

Projection: Washington State Plane South

Datum: HARN (feet)

Identification

Survey Name: Sound Transit Federal Way - Highline Water District Date Recorded: 10/21/2014

Field Recorder: MaryNell Nolan-Wheatley

Owner's Name: MCLEAN PROPERTY INVESTMENTS LLC

Owner Address: 3901 E BLAINE ST

City: SEATTLE State: WA Zip: 98112

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		
Changes to Plan: Intact	Structural System: Concrete - Block		
Changes to Original Cladding: Moderate	Changes to Interior: Unknown		
Changes to Other:	Changes to Windows: Intact		
Other (specify):			
Style:	Cladding:	Roof Type:	Roof Material:
Commercial	Veneer - PermaStone	Flat with Eaves	Asphalt / Composition
	Wood - Boards		
	Metal		
Foundation:	Form/Type:		
Concrete - Poured	Gas Station		
	Commercial		

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

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

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.

Historic Inventory Report

The property at 23616 Pacific Highway South in Kent, Washington, which was built as an automobile service station in 1962, is not eligible for listing in the NRHP. The property, which is occupied by Midway Motor Sports Auto Sales, 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. In order to be eligible under Criterion C, a building must illustrate, through its distinctive characteristics, the pattern of features associated with a particular class of resources, the individuality or variation of features that occurs within the class, the evolution of that class, or the transition between classes of resources. While the building employs certain materials and design elements that were commonly used in the 1960s, the building is not a significant example of a mid-century modern gas station. The building's design and overall appearance is primarily defined by its function as an automobile service station. These utilitarian design elements, namely the large vehicle bays and the corner office-front with large, fixed, commercial windows, are the dominant features of the building. Other defining characteristics of the building include the permastone and metal cladding, the flat roof with wide banded parapet, and the prominent chimney. These features add visual interest to the building, but they do not distinguish the building as an important representative of a particular type, period, or method of construction. While some of the building's design elements and some of its materials are characteristic of mid-century modern buildings, it is not enough for a building to be a typical example of a 1960s service station in order to meet the NRHP criteria: it must also be an important example within its historic context. When considered within the context of Kent and Pacific Highway South, the building is not an important example of building practices in a particular time in history, but instead merely a utilitarian building that utilized elements of design and materials that were popular at the time. Dozens of other service stations constructed between 1940 and 1970 remain extant in the area and this building is not distinguished as significant in any way. When compared to other similar buildings, Midway Motor Sports Auto Sales does not express aesthetic ideals or design concepts as well as some other examples. In addition, some original siding and windows have been replaced, and the gas pumps and canopy have been removed, compromising the building's integrity. Therefore, the property is not eligible for the NRHP under Criterion C as it is a typical mid-twentieth century service station 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 been altered and has lost some integrity of materials, design, and association although it retains integrity of workmanship, setting, location, and feeling.

Historic Inventory Report

Description of Physical Appearance:	<p>23616 Pacific Highway South is a one-story, concrete block automobile service station from 1962 with a rectangular plan. Constructed on a concrete slab foundation and currently occupied by Midway Motor Sports Auto Sales, the building is covered by two flat roofs with different heights and deep eaves. The office is located in the lower height section on the west half of the building while the vehicle maintenance area is located in the higher roof section on the east side. A striped red and white metal parapet wraps around the edge of the roof. The defining feature of the front (south) elevation is a large, inoperable, chimney clad in permastone veneer that extends from the southeast corner of the lower roof section. Although the chimney does not reach the ground, the permastone veneer extends down the exterior wall of the south elevation to the ground, giving the illusion of an exterior chimney. The chimney's central position on the facade creates a visual divide between the two roof heights. A metal and glass door is positioned under the chimney and serves as the business's main entrance. West of the front door are two, large, fixed, single-light windows. East of the front door, on the south elevation of the higher roof height section, are three large vehicle bays with retractable metal doors. The exterior walls between the vehicle bays are clad in permastone veneer to match the chimney, although some of the veneer has been replaced with plywood boards. The west elevation contains two pedestrian doors that originally accessed restrooms, around which the exterior wall is clad in permastone veneer. North of the two doors, the exterior wall is clad in enameled metal sheets punctuated by a large round exhaust fan. South of the doors the original glass storefront windows have been filled in with plywood boards and a small louvered window. The building is surrounded by pavement. A patch in the pavement shows where the gas pumps were located and two metal poles are all that remains of the canopy.</p>
Major Bibliographic References:	<p>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.</p> <p>Caster, D. 2007. Historical Society of Federal Way Timeline. Available at: http://www.federalwayhistory.org/timeline.php. Accessed March 15, 2013.</p> <p>Des Moines Historical Society. 2007. Time Line Page. Available at: http://www.dmhs.org/timeline/history.html. Accessed March 13, 2013.</p> <p>King County. 2013. King County Department of Assessments. Available at: http://www.kingcounty.gov/Assessor.aspx. Accessed July 2014.</p> <p>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.</p> <p>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. Accessed March 18, 2013.</p> <p>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.</p>

Photos



West corner
 2013



Round exhaust fan visible at far left. Boarded over storefront
 windows visible at far right.
 Side (north) elevation
 2013



Front elevation, view to the northeast
 2014



Round exhaust fan visible at far left. Boarded over storefront
 windows visible at center of photo.
 View to the east
 2013



Historic Inventory Report

Location

Field Site No. 2394-107

DAHP No.

Historic Name:

Common Name: College Inn Apartments

Property Address: 23634 Pacific Hwy S, Kent, WA 98032

Comments:

Tax No./Parcel No. 2500600515

Plat/Block/Lot Block 5/Portion of Lot 15

Acreage .76

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: 1195738

Northing: 754790

Projection: Washington State Plane South

Datum: HARN (feet)

Identification

Survey Name: Sound Transit Federal Way

Date Recorded: 11/13/2013

Field Recorder: MaryNell Nolan-Wheatley

Owner's Name: PELASCINI, DICK+CECILIA/PACI

Owner Address: 1200 112TH AVE NE STE B-100

City: Bellvue

State: WA

Zip: 98004

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 - Hotel	Current Use: Domestic - Multiple Family House		
Plan: Rectangle	Stories: 1		
Changes to Plan: Intact	Structural System: Concrete - Block		
Changes to Original Cladding: Slight	Changes to Interior: Unknown		
Changes to Other:	Changes to Windows: Slight		
Other (specify):			
Style:	Cladding:	Roof Type:	Roof Material:
Vernacular	Concrete - Block	Gable - Side Gable	Asphalt / Composition - Shingle
	Veneer		
	Glass - Glass Block		
Foundation:	Form/Type:		
Concrete - Poured	Multi-Family		

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).

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 23634 Pacific Highway South in Kent, Washington, which is a residential apartment complex with three buildings constructed 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 these buildings. The property is not eligible for the NRHP under Criterion C as it is a typical, small mid-twentieth century motel that has been converted into a 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. Overall, the buildings retain integrity of design, workmanship, setting, location, feeling and association. The replacement of some original siding, however, has resulted in the loss of some integrity of materials.

Historic Inventory Report

Description of Physical Appearance:	<p>23634 Pacific Highway South contains the College Inn Apartments, originally built as a motel, and consists of three, one-story, rectangular plan, concrete block buildings constructed in 1955, positioned in a U shape. The apartment complex contains 11 units and has painted concrete block exterior walls. The buildings, constructed on concrete slab foundations, are defined by moderately pitched, side gabled roofs covered in composite shingles with deep eaves. The gabled ends of the buildings are clad in non-original, horizontal composite siding. All of the buildings' corners are rounded, creating smoothly curved edges around the window and door openings and giving the buildings a vaguely streamline moderne feel. The visible windows and doors on the property appear to be original as well as most of the exterior light fixtures. The smallest of the three buildings, which sits at the bottom of the U and is located on the east side of the property, has a protruding section on the front (west) elevation that contains an original front door with glass block sidelights. South of the front door is a large, fixed, single-light window with a concrete sill. Two original, tube shade light fixtures are secured to the exterior wall on either end of the front entrance. Two-light horizontal sliding windows with one large light and one smaller light are located on the west elevation to the north and south of the protruding entrance area. Covered by two side gabled roofs, the building's north roof has a higher peak and extends to cover a small protruding section in the rear of the building. The long buildings that run along the north and south edges of the property each contain five apartment units. The front (north) elevation of the south building contains five simple apartment doors and several windows that are identical to the two-light windows on the east building. Adjacent to each door is a small lantern light fixture, some of which have been replaced with contemporary designs. The front (south) elevation of the north building, which is currently being renovated (2013), is essentially a mirror image of the south building. The windows, however, on the north building are all eight-light casement windows. The difference in window styles indicates that the parallel buildings may not have been constructed at the same time, although they appear to date from the same general era. The interior space of the property, onto which all the apartment doors open, contains a paved parking area.</p>
Major Bibliographic References:	<p>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.</p> <p>Caster, D. 2007. Historical Society of Federal Way Timeline. Available at: http://www.federalwayhistory.org/timeline.php. Accessed March 15, 2013.</p> <p>Des Moines Historical Society. 2007. Time Line Page. Available at: http://www.dmhs.org/timeline/history.html. Accessed March 13, 2013.</p> <p>King County. 2013. King County Department of Assessments. Available at: http://www.kingcounty.gov/Assessor.aspx. 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: https://sites.google.com/site/alinehistoryprojectsite/home/map/theme-transportation/establishing-the-pacific-highway-south. Accessed March 14, 2013.</p> <p>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. Accessed March 18, 2013.</p> <p>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.</p>

Photos



View to the southeast
2013



West elevation
2013



Southwest corner, north building
2013



Northwest corner, south building
2013



Historic Inventory Report

Location

Field Site No. 2395-106

DAHP No.

Historic Name:

Common Name: Cocina Mexicana and South Sound Best Auto

Property Address: 23646 Pacific Hwy S, Kent, WA 98032

Comments:

Tax No./Parcel No. 2500600520

Plat/Block/Lot Block 5/Lot 16, 17

Acreage .56

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: 1195671

Northing: 754673

Projection: Washington State Plane South

Datum: HARN (feet)

Identification

Survey Name: Sound Transit Federal Way

Date Recorded: 11/13/2013

Field Recorder: MaryNell Nolan-Wheatley

Owner's Name: GADINI, LOUIS A

Owner Address: 2353 W HALLADAY ST

City: Seattle

State: WA

Zip: 98199

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 - Restaurant

Plan: Rectangle Stories: 1

Structural System: Concrete - Block

Changes to Plan: Intact

Changes to Interior: Unknown

Changes to Original Cladding: Moderate

Changes to Windows: Extensive

Changes to Other:

Other (specify):

Style:

Cladding:

Roof Type:

Roof Material:

Vernacular

Veneer

Hip

Asphalt / Composition -

Veneer - Brick

Shingle

Concrete

Foundation:

Form/Type:

Concrete - Poured

Commercial

Narrative

Study Unit

Other

Architecture/Landscape Architecture

Date of Construction: 1946 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 23646 Pacific Highway South in Kent, Washington, which contains a commercial building constructed in 1946 and a new construction mobile building, 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 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. In addition, the building is heavily altered, 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, setting, location, feeling and association.

Historic Inventory Report

Description of Physical Appearance:	<p>23646 Pacific Highway South is a one-story, concrete block building with a rectangular plan, built in 1946. A pre-fab mobile office building from 1989 that operates as a car dealership is also included on the property. Constructed on a concrete slab foundation and currently occupied by Cocina Mexicana restaurant, the main building appears to have been recently renovated and is defined by a hipped roof with slightly flared eaves covered in composite shingles. Two small, interior brick chimneys protrude from the north and south sides of the roof. The eaves of the roof create deep overhangs that shade the front (west) and side (north and south) elevations. The overhang is supported along the front façade by four, simple wood columns. The building is primarily clad in non-original horizontal composite siding, with some brick veneer and concrete block. A metal and glass pedestrian door is located in the center of the main façade and is surrounded by brick veneer. A large, replacement, two-light horizontal sliding window is located on either side of the front door, each of which has decorative, non-operable shutters. The exterior wall under the front windows is also clad in brick veneer. The lower section of the exterior walls of the north and south elevations are concrete block, placed below two, fixed, single-light replacement windows with decorative, non-operable shutters. A replacement metal pedestrian door is located east of the two windows on the south elevation. The north elevation contains a small window opening with an air conditioning unit. The exterior walls of two small wings in the rear of the building extend to the edge of the eave from the east ends of the north and south elevations. The west elevation of the north wing contains a small, fixed, octagonal window. The restaurant is surrounded by paved parking areas and has some landscaping in the front.</p>
Major Bibliographic References:	<p>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.</p> <p>Caster, D. 2007. Historical Society of Federal Way Timeline. Available at: http://www.federalwayhistory.org/timeline.php. Accessed March 15, 2013.</p> <p>Des Moines Historical Society. 2007. Time Line Page. Available at: http://www.dmhs.org/timeline/history.html. Accessed March 13, 2013.</p> <p>King County. 2013. King County Department of Assessments. Available at: http://www.kingcounty.gov/Assessor.aspx. 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: https://sites.google.com/site/alinehistoryprojectsite/home/map/theme-transportation/establishing-the-pacific-highway-south. Accessed March 14, 2013.</p> <p>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. Accessed March 18, 2013.</p> <p>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.</p>

Photos



West (front) elevation, restaurant
2013



Northwest corner, restaurant
2013



Southwest corner, restaurant
2013



Northwest corner, mobile office
2013



Historic Inventory Report

Location

Field Site No. 2396-289
Historic Name:
Common Name: KMB Garage
Property Address: 23647 30th Ave S, Kent, WA 98032
Comments:
Tax No./Parcel No. 2500600525
Plat/Block/Lot Plat Block 5 / Lot 16-17
Acreage .99
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: 1195830
Northing: 754657
Projection: Washington State Plane South
Datum: HARN (feet)

Identification

Survey Name: Sound Transit Federal Way
Field Recorder: MaryNell Nolan-Wheatley
Owner's Name: C & C ASSOCIATES NW L L C
Owner Address: 2702 50TH AVE NE
City: Tacoma
State: WA
Zip: 98422
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: 05/05/2014

Comments:



Historic Inventory Report

Description

Historic Use: Domestic - Single Family House

Current Use: Commerce/Trade - Business

Plan: Rectangle

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: Moderate

Other (specify): Original interior garage may have been enclosed and converted to interior space.

Style:

Cladding:

Roof Type:

Roof Material:

Ranch

Veneer - PermaStone

Gable - Side Gable

Asphalt / Composition -

Wood - Vertical

Shingle

Foundation:

Form/Type:

Concrete - Block

Commercial

Narrative

Study Unit

Other

Architecture/Landscape Architecture

Date of Construction:

1961 Built Date

Builder:

1971 Built Date

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 23647 30th Avenue South in Kent, Washington, which is a commercial property with two buildings constructed in 1961 and 1971 respectively, 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 commercial garage building from the 1960s and 1970s 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, including the replacement of original windows and the enclosure of an interior garage. Additionally, it is likely that the 1961 building, which is now adjacent to a large garage and surrounded by a gravel parking lot, was originally a residence. As a result, the property has lost integrity of materials, feeling, association and setting. The property retains integrity of design, workmanship, and location.

Historic Inventory Report

Description of Physical Appearance:	<p>23647 30th Avenue South contains two buildings: a one-story, wood frame, office building constructed in 1961 and a one-story, prefabricated steel, shop building constructed in 1971. The commercial property is currently occupied by the KMB Garage for automobile service. The 1,520-square foot, rectangular plan office building has a side gabled roof with moderately deep eaves, covered in composite shingles. It is likely that the building, which has elements of the ranch style, was originally used as a residence. A narrow, interior slope brick chimney protrudes from the center of the west side of the roof. The building, which sits on a concrete block foundation, has exterior walls clad in permastone, with the exception of the gabled ends that are clad in vertical wood siding. A recessed entrance area is located on the north end of the front (east) elevation. An interior garage may have originally been located under the north end of the primary side gabled roof, although it is unknown when the garage was enclosed or when the building changed to a commercial use. The front door may have been originally accessible through the garage. Currently, no front door is visible from the public-right-of way, although it is likely that the main pedestrian entrance is located in the recessed entryway. All of the visible windows are replacements. Three window openings are located on the building's front elevation including (from north to south): a large, fixed, single light window with an adjacent, narrow, fixed, single-light window that contains a small awning window; a smaller, two-light horizontal sliding window, and a large, fixed, single-light window. The north elevation contains a small, louvered attic vent and a two-light horizontal sliding window. The rectangular plan, 4,400-square foot garage is located northwest of the 1961 building and has a corrugated metal, side gabled roof with deep eave overhangs and a higher roof height than the adjacent office building. Four metal chimney pipes protrude from the roof's ridgeline. The building appears to primarily be clad in vertical metal siding. The north elevation, which appears to only contain a large, louvered attic vent and is barely visible from the public right-of-way, may be clad in vertical wood siding. Constructed on a concrete slab foundation, the building's front elevation contains five, large vehicle bays with retractable metal doors. The four garage doors on the south end of the façade contain three, fixed, single-light windows. Four, replacement metal pedestrian doors that contain narrow, rectangular, fixed, single-light windows, are also located on the front elevation, in the space between the vehicle bays. Both buildings on the property are set back from 30th Avenue South and are surrounded by gravel and some pavement. Most of the parcel grounds are used for parking and vehicle storage. A chain link fence surrounds the property's perimeter.</p>
Major Bibliographic References:	<p>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.</p> <p>Caster, D. 2007. Historical Society of Federal Way Timeline. Available at: http://www.federalwayhistory.org/timeline.php. Accessed March 15, 2013.</p> <p>Des Moines Historical Society. 2007. Time Line Page. Available at: http://www.dmhs.org/timeline/history.html. Accessed March 13, 2013.</p> <p>King County. 2013. King County Department of Assessments. Available at: http://www.kingcounty.gov/Assessor.aspx. 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: https://sites.google.com/site/alinehistoryprojectsite/home/map/theme-transportation/establishing-the-pacific-highway-south. Accessed March 14, 2013.</p> <p>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. Accessed March 18, 2013.</p> <p>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.</p>

Photos



East elevation, 1961 office building
2013



Northeast corner, 1961 building
2013



Northeast corner, 1971 building
2013



East elevation, 1971 building
2014



Historic Inventory Report

Location

Field Site No. 2397-105 DAHP No.

Historic Name:

Common Name: Kim's Nails & the Barber Shop

Property Address: 23800 Pacific Hwy S, Kent, WA 98032

Comments:

Tax No./Parcel No. 2500600530

Plat/Block/Lot Block 5/Lot 18

Acreage .33

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: 1195673

Northing: 754517

Projection: Washington State Plane South

Datum: HARN (feet)

Identification

Survey Name: Sound Transit Federal Way Date Recorded: 11/13/2013

Field Recorder: MaryNell Nolan-Wheatley

Owner's Name: LIM, HAU KIM

Owner Address: 23800 PACIFIC HWY S #101

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: Commerce/Trade - Business

Current Use: Commerce/Trade - Business

Plan: Irregular Stories: 1

Structural System: Mixed

Changes to Plan: Extensive

Changes to Interior: Unknown

Changes to Original Cladding: Extensive

Changes to Windows: Extensive

Changes to Other: Unknown

Other (specify):

Style:

Cladding:

Roof Type:

Roof Material:

Commercial

Shingle

Flat with Parapet

Asphalt / Composition

Veneer

Wood - Vertical

Concrete - Block

Wood

Foundation:

Form/Type:

Concrete - Poured

Commercial

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).

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 23800 Pacific Highway South in Kent, Washington, which is a commercial building constructed 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 building. The property is not eligible for the NRHP under Criterion C as it is a typical mid-twentieth century retail 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. In addition, the building is heavily altered, including the replacement of most original siding and all original doors and windows. Several large additions have greatly expanded the footprint of the building. As a result, the property has lost integrity of materials, design, workmanship and feeling. The building retains integrity of setting and location.

Historic Inventory Report

Description of Physical Appearance:	<p>23800 Pacific Highway South is a one-story, commercial building with an irregular plan, built in 1947. Originally, the building was much smaller but several large additions on the north, south, and east elevations have greatly expanded the building's footprint. Constructed on a concrete slab foundation, the building has a flat roof with a rectangular front parapet and is currently occupied by Kim's Nails and the Barber Shop. A large, standing seam metal awning runs along the length of the front (west) elevation. A sign for Kim's Nails has been attached in the center of the awning. Just north of the center of the west elevation are replacement metal and glass double doors. The exterior walls surrounding the doors are clad in wood shake siding that may mark the building's original facade. The rest of the elevation is clad in non-original vertical composite siding. On either side of the double doors are rows of three, large, fixed, single-light commercial style windows. Another set of metal and glass double doors are located at the north end of the elevation and are accessed by two concrete steps. These double doors are flanked by large, fixed, single-light replacement windows. A single metal and glass replacement pedestrian door is located on the south end of the front façade and is surrounded by fixed, single-light windows. There is a row of five, fixed, single-light windows north of the single door and a sign for the Barber Shop affixed to the exterior wall to the south. The north elevation is clad in vertical wood siding and the south elevation has painted concrete block exterior walls with a section of wood siding that has been attached to the center of the wall. The south section, which is concrete block construction and occupied by the Barber Shop, and the north section, are likely later additions to the original wood frame building, now positioned in the center of the building. Aerial images of the property show that there are also several additions in the rear of the property. The property includes a paved front parking area and flower beds set behind a series of low brick walls that line the front façade.</p>
Major Bibliographic References:	<p>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.</p> <p>Caster, D. 2007. Historical Society of Federal Way Timeline. Available at: http://www.federalwayhistory.org/timeline.php. Accessed March 15, 2013.</p> <p>Des Moines Historical Society. 2007. Time Line Page. Available at: http://www.dmhs.org/timeline/history.html. Accessed March 13, 2013.</p> <p>King County. 2013. King County Department of Assessments. Available at: http://www.kingcounty.gov/Assessor.aspx. 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: https://sites.google.com/site/alinehistoryprojectsite/home/map/theme-transportation/establishing-the-pacific-highway-south. Accessed March 14, 2013.</p> <p>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. Accessed March 18, 2013.</p> <p>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.</p>

Photos



Southwest corner
2013



Northwest corner
2013



West elevation, north end
2013



West elevation, south end
2013



Historic Inventory Report

Location

Field Site No. 2401-104 DAHP No.

Historic Name:

Common Name: JJ's Bar and Grill

Property Address: 23826 Pacific Hwy S, Kent, WA 98032

Comments:

Tax No./Parcel No. 2500600541

Plat/Block/Lot Block 5/Lots 20, 21

Acreage .60

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: 1195670

Northing: 754255

Projection: Washington State Plane South

Datum: HARN (feet)

Identification

Survey Name: Sound Transit Federal Way Date Recorded: 11/12/2013

Field Recorder: MaryNell Nolan-Wheatley

Owner's Name: KIM, YOUNG RANG

Owner Address: 23826 PACIFIC HWY 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: Commerce/Trade - Restaurant

Current Use: Commerce/Trade - Restaurant

Plan: L-Shape

Stories: 1

Structural System: Platform Frame

Changes to Plan: Extensive

Changes to Interior: Unknown

Changes to Original Cladding: Moderate

Changes to Windows: Moderate

Changes to Other:

Other (specify):

Style:

Cladding:

Roof Type:

Roof Material:

Vernacular

Log - Decorative Half /

Shed

Asphalt / Composition -

Arts & Crafts - Rustic /

Novelty

Gable - Side Gable

Shingle

National Park

Wood - Vertical

Veneer

Foundation:

Form/Type:

Concrete - Poured

Commercial

Narrative

Study Unit

Other

Community Planning/Development

Architecture/Landscape Architecture

Date of Construction:

1932 Built Date

Builder:

1966 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

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.

JJ's Bar and Grill at 23826 Pacific Highway South in Kent, Washington, dates from 1932 and has several additions. One large addition originally served as a single family residence but now operates as a smoke shop called Total Vape. While the building has served as a roadside restaurant for many decades, 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 an unexceptional example of a mid-twentieth century roadside restaurant 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 some original doors, windows, and siding. The residential addition has been converted into a retail shop and several other smaller additions have been attached to the rear and side elevations. As a result, the property has lost integrity of materials, design, and workmanship. The building retains integrity of setting, location, feeling and association.

Historic Inventory Report

Description of Physical Appearance:

JJ's Bar and Grill at 23826 Pacific Highway South is a one-story, wood frame restaurant with an irregular plan, built in 1932. A side gabled addition on the north elevation dates to c.1966 and originally functioned as a single family residence but has been converted into retail space currently occupied by a smoke shop called Total Vape. Constructed on a concrete slab foundation, JJ's Bar and Grill sits under two side gabled roofs covered in composite shingles. The roof that covers the south end of the building has a higher roof height and a steeper pitch than the roof on the north end, creating multiple roof planes and indicating a likely addition. The building is primarily clad in original sawn log siding, although the cladding on the south elevation has been replaced by non-original vertical wood siding. The front (west) elevation has an attached, flat, full width overhang that is supported by simple wood pillars and an open framework railing. A small, square room, likely an addition, protrudes from the center of the front façade, covered by the main overhang, and serves as the entrance area with simple wood doors on the north and south elevations. The west elevation of this small room contains a horizontally oriented, rectangular, fixed window with small diamond-shaped lights in a wood frame. South of the main entrance are five pairs of vertically oriented, rectangular, fixed, windows with small diamond-shaped lights in a wood frame and north of the main entrance are two pairs in the same style. The majority of the windows are original, but four pairs have one original window and one replacement, single-light window. One pair has been covered in plastic presumably to protect the original glass. The north elevation is defined by a large, exterior gable end stone chimney. West of the chimney is a small, fixed, single-light window and a pair of paneled wood doors that are likely original. The c.1966 side gabled addition on the north elevation has a lower roof height and is clad in vertical wood siding. The front (west) elevation of the addition contains a small protruding entrance on the south end with an attached shed roof and a paneled door. North of the entrance are two large, fixed, single-light replacement windows. A small, 45-square foot shed addition that is used as a drive-through espresso stand has been added to the south elevation of JJ's Bar and Grill. Clad in vertical composite siding, the stand contains a paneled door on the south elevation and a contemporary two-light horizontal sliding window. The west elevation of the stand also contains a two-light horizontal sliding window. East of the espresso stand is a concrete ramp with a wood railing and a pedestrian door. The center of the rear (east) elevation is covered by a small front gable roof that extends from the back of the primary side gabled roof. Several small shed additions have been added under the center gable on the east elevation. The building is surrounded by paved parking areas.

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. 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



Southwest corner
2013



Former residence, now VAPE, visible at far left. Original building in center.
Northwest corner
2013



Original part of building on left.
West elevation
2013



Original part of building, showing stone chimney.
North elevation
2013



Original section of building.
West elevation, detail
2013



Historic Inventory Report

Location

Field Site No. 2402-117
DAHP No.
Historic Name: Briarwood Apartments
Common Name: Briarwood Apartments
Property Address: 23829 30th Ave S, Kent, WA 98032
Comments:
Tax No./Parcel No. 2500600543
Plat/Block/Lot
Acreage .51
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: 1195795
Northing: 754226
Projection: Washington State Plane South
Datum: HARN (feet)

Identification

Survey Name: Sound Transit Federal Way
Date Recorded: 11/15/2013
Field Recorder: MaryNell Nolan-Wheatley
Owner's Name: HEMMINGER GARETH H+PAMELA J
Owner Address: PO BOX 594
City: ENUMCLAW
State: WA
Zip: 98022
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: 2		
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:
None	Concrete - Block	Flat with Eaves	Asphalt / Composition - Built Up
	Wood - Vertical		
Foundation:	Form/Type:		
Concrete - Poured	Multi-Family - Multi-Story		
	Apartment Block		

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).

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 23829 30th Avenue South in Kent, Washington, which is a residential apartment building 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 residential apartment 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 apartment building has all replacement doors and windows and a small shed addition on the west elevation. As a result, the building 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>The Briarwood Apartments building at 23829 30th Avenue South is a two-story, 16-unit wood frame apartment building constructed in 1962. Constructed on a poured concrete foundation with a rectangular plan, the front (east) elevation is clad in concrete block siding and the side (north and south) elevations are clad in vertical wood siding. The building is defined by a flat built-up roof with exposed rafter tails and an integrated overhang that shades the front elevation. Two exterior concrete stairs access the second floor balcony from the north and south ends of the front elevation. A thin metal railing extends the length of the second floor balcony, which is supported by thin metal posts that extend down to the ground and up to the edge of the overhang. Each apartment unit is accessed through a non-original metal paneled exterior door on the front elevation. There are three pairs of doors bookended by two individual doors on each floor of the east elevation, totaling 16 doors for 16 units. Each door has an original small adjacent tube shade light fixture. Between each pair of doors are two large replacement three-light horizontal sliding windows with a fixed center light. There are a total of 16 of these types of windows on the front elevation. The south elevation has no doors or windows. A small attached shed addition extends from the south end of the rear (west) elevation and is clad in vertical wood siding. Another small detached shed is located behind the building but is not visible from the public right-of-way. The property contains a front lawn and a parking area on the east side, west of the main road. Between the road and the parking area is a small landscaped area surrounded by a concrete block wall that contains the property's sign and the mailboxes.</p>
Major Bibliographic References:	<p>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.</p> <p>Caster, D. 2007. Historical Society of Federal Way Timeline. Available at: http://www.federalwayhistory.org/timeline.php. Accessed March 15, 2013.</p> <p>Des Moines Historical Society. 2007. Time Line Page. Available at: http://www.dmhs.org/timeline/history.html. Accessed March 13, 2013.</p> <p>King County. 2013. King County Department of Assessments. Available at: http://www.kingcounty.gov/Assessor.aspx. 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: https://sites.google.com/site/alinehistoryprojectsite/home/map/theme-transportation/establishing-the-pacific-highway-south. Accessed March 14, 2013.</p> <p>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. Accessed March 18, 2013.</p> <p>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.</p>

Photos



Southeast corner
2013



Northeast corner
2013



East elevation, detail
2013



Southeast corner, detail
2013



Historic Inventory Report

Location

Field Site No. 2403-120 DAHP No.
Historic Name: Tip Top Mobile Home Park
Common Name: Tip Top Mobile Home Park
Property Address: 2912 S 240th St, Kent, WA 98032
Comments:
Tax No./Parcel No. 2500600555
Plat/Block/Lot
Acreage 1.53
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: 1195663
Northing: 753893
Projection: Washington State Plane South
Datum: HARN (feet)

Identification

Survey Name: Sound Transit Federal Way Date Recorded: 11/15/2013
Field Recorder: MaryNell Nolan-Wheatley
Owner's Name: 1999 TUFORTY LP ATTN: R F KAPELA
Owner Address: 5652 132ND AVE NE
City: BELLEVUE State: WA Zip: 98005
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: Other

Plan: Rectangle

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:

Vernacular

Wood - Clapboard

Gable - Side Gable

Asphalt / Composition -

Ranch - World War II Era
Cottage

Veneer - Brick

Gable - Front Gable

Shingle

Arts & Crafts - Craftsman

Foundation:

Form/Type:

Concrete - Poured

Single Family - Side Gable

Single Family - Bungalow

Narrative

Study Unit

Other

Architecture/Landscape Architecture

Date of Construction:

1960 Built Date

Builder:

1931 Built Date

1940 Built Date

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

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 2912 South 240th Street in Kent, Washington, which is the Tip Top Mobile Home Park and contains a residence built in 1931, five cabins from circa 1940, a restroom/laundry building from 1960, and collection of trailers with unknown construction dates, 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 collection of typical early to mid-twentieth century residential buildings and trailers 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. While the 1931 residence is an example of a Craftsman style bungalow and retains elements of that style, it has had some loss of integrity, including severe alteration of the setting. The building does not retain enough integrity to convey its architectural significance and therefore, the residence is not eligible under Criterion C. 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 to the loss of integrity of the setting, the 1931 bungalow and the circa 1940 cabins on the property have all had original doors and windows replaced. As a result, the property has also lost integrity of materials. The buildings retain integrity of design, workmanship, location, feeling and association.

Historic Inventory Report

Description of
Physical
Appearance:

2912 South 240th Street is the Tip Top Mobile Home Park, which consists of a 1931 residence, five circa 1940 cabins, a 1960 restroom/laundry building and a collection of mobile homes. The 1931 residence is a one-story, wood framed, Craftsman style bungalow with a rectangular plan and concrete slab foundation that currently sits on the grounds of a mobile home and RV park. The bungalow has a low-pitched, front-gabled roof covered in composite siding with a wide, unenclosed eave overhang and exposed rafter tails. The exterior walls are clad in horizontal wood clapboard. An exterior eave wall brick chimney projects on the east elevation. The front (south) elevation has a deep porch on a slightly raised concrete slab that wraps around the southwest corner of the building and is covered by an extended front gable clad in wood clapboard. A decorative triangular knee brace and exposed roof beams are located under the front gabled end. The defining visual element of the facade is the four large, battered columns clad in wood clapboard that sit on short, square piers clad in brick. The porch does not have a railing. The west side of the porch is covered by a separate side gable that crosses the porch's front gable and is lower height than the primary front gable. The main entry on the front (south) elevation is a replacement paneled door with a small fanlight and is protected by a metal and glass storm door. East of the front door is a large, replacement, fixed, single-light picture window in a wood frame with a wood sill. The east elevation contains two rectangular replacement windows. A small dropped hip roof section projects from the rear (north) elevation and contains several replacement windows. A pedestrian door reached by two concrete steps on the projection's west elevation serves as a back door to the house. The house is surrounded by gravel and pavement.

A small, rectangular-plan building with a front gabled roof is located northeast of the residence. The building, which was built on a concrete slab foundation in 1960, served as a restroom and laundry for the mobile home park. Clad in horizontal wood clapboard, the two visible windows on the east elevation have been covered by wood lattice. The south end of the east elevation is recessed and contains a pedestrian door, which is covered by the primary roof. A decorative bracket is located under the south gable. On the north edge of the property is a row of five nearly identical circa 1940 wood frame cabins that are constructed on poured concrete foundations. All of the cabins are clad in horizontal wood siding and have moderately-pitched side gabled roofs covered in composite shingles. Small attached shed roof overhangs supported by wood knee braces project from the center of the front (south) elevations and shade the front doors which are flanked by window openings. Many of the original windows appear to have been replaced with fixed, single-light windows or two-light horizontal sliding windows, all with decorative non-operable shutters. The cabin on the far west side of the property has a small gabled section that projects from the rear (north) elevation and crosses the primary side gable. A paved driveway makes a loop through the park and circumnavigates the mobile homes that are parked in two rows on the east side of the property.



Historic Inventory Report

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. 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



Southeast corner, 1931 bungalow
 2013



South elevation, 1931 bungalow
 2013



East elevation, 1960 restroom/laundry
 2013



View to the northwest, 5 cabins through the fence
 2013



West elevation, west cabin
2013



Historic Inventory Report

Location

Field Site No. 2415-95 DAHP No.

Historic Name:

Common Name: TL Sea Diving

Property Address: 23405 Pacific Hwy S, Des Moines, WA 98198

Comments:

Tax No./Parcel No. 2500600615

Plat/Block/Lot Block 6/Lot 12

Acreage 1.07

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: 1195731

Northing: 755798

Projection: Washington State Plane South

Datum: HARN (feet)

Identification

Survey Name: Sound Transit Federal Way

Date Recorded: 11/12/2013

Field Recorder: MaryNell Nolan-Wheatley

Owner's Name: EMERALD PLACE TWO LLC

Owner Address: 1018 W JAMES 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: Commerce/Trade - Business	Current Use: Agriculture/Subsistence - Storage		
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:
Commercial	Wood - Clapboard	Flat with Parapet	Asphalt / Composition
Foundation:	Form/Type:		
Concrete - Poured	Commercial		

Narrative

Study Unit	Other
Architecture/Landscape Architecture	
Date of Construction:	1930 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 22868 Pacific Highway South in Des Moines, Washington, which has a commercial building constructed in 1930 and a warehouse from 1980, 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 early to mid-twentieth century commercial retail building with accessory buildings 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 main building has been altered several times, including the replacement of original doors and windows and the addition of a large metal awning. As a result, the property has lost integrity of materials, design, and feeling. Little remains visible of the original 1930 building. The building retains integrity of workmanship, setting, location, and association.

Historic Inventory Report

Description of Physical Appearance:	<p>23405 Pacific Highway South is a one-story, wood frame, commercial building with a rectangular plan that was built in 1930 and is currently occupied by the TL Sea Diving retail shop. Behind the main building are two accessory buildings, including a one-story, wood frame garage from 1980 and a new construction mobile building. Built on a concrete slab foundation, the main building is defined by a flat roof with a shallow parapet, wrapped with a large, corrugated metal awning on the primary elevations. A vinyl banner with the business name hangs off of the awning, which is additionally decorated with metal cutouts of fish and other aquatic life. The exterior walls of the building are clad in horizontal wood siding. North of the center of the front (east) elevation is a replacement paneled pedestrian door that is utilized as the main entrance. South of the front door are three, large, replacement, fixed, single-light commercial style windows. North of the front door are two more fixed, single-light replacement windows that wrap around the building's northeast corner. On the far west side of the north elevation, an original window opening has been covered by a piece of painted plywood. A replacement, two-light horizontal sliding window on the south elevation is smaller than the original window opening. As a result, a piece of wood has been inserted above the existing window as in-fill. The window is covered with metal security mesh. A small, extended shed overhang covers an attached shed on the rear (west) elevation of the building. Behind TL Sea Diving is a rectangular plan, flat roof garage from 1980. West of the garage there is a new construction mobile building. The site is surrounded by pavement.</p>
Major Bibliographic References:	<p>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.</p> <p>Caster, D. 2007. Historical Society of Federal Way Timeline. Available at: http://www.federalwayhistory.org/timeline.php. Accessed March 15, 2013.</p> <p>Des Moines Historical Society. 2007. Time Line Page. Available at: http://www.dmhs.org/timeline/history.html. 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: http://www.historylink.org/index.cfm?DisplayPage=output.cfm&file_id=500. Accessed March 15, 2013.</p> <p>King County. 2013. King County Department of Assessments. Available at: http://www.kingcounty.gov/Assessor.aspx. 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: https://sites.google.com/site/alinehistoryprojectsite/home/map/theme-transportation/establishing-the-pacific-highway-south. Accessed March 14, 2013.</p> <p>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.</p>

Photos



East (front) elevation
2013



Garage and mobile building are visible at right.
Northeast corner
2013



North elevation, accessory buildings visible
2013



Southeast corner
2013



Historic Inventory Report

Location

Field Site No. 2417-96

DAHP No.

Historic Name:

Common Name: 23407 Pacific Hwy S

Property Address: 23407 Pacific Hwy S, Des Moines, WA 98198

Comments:

Tax No./Parcel No. 2500600622

Plat/Block/Lot Block 6/Lot 13

Acreage .20

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: 1195683

Northing: 755712

Projection: Washington State Plane South

Datum: HARN (feet)

Identification

Survey Name: Sound Transit Federal Way

Date Recorded: 11/12/2013

Field Recorder: MaryNell Nolan-Wheatley

Owner's Name: SIMPSON-RITCHEY INVESTMENT

Owner Address: 1031 NE 188TH ST

City: SHORELINE

State: WA

Zip: 98133

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: Vacant/Not in Use

Plan: Rectangle

Stories: 1

Structural System: Platform Frame

Changes to Plan: Moderate

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

Veneer - Brick

Flat with Parapet

Asphalt / Composition

Concrete - Block

Foundation:

Form/Type:

Concrete - Poured

Commercial

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 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 23407 Pacific Highway South in Des Moines, Washington, which is a vacant commercial building constructed 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 building. The property is not eligible for the NRHP under Criterion C as it is an unexceptional example of a mid-twentieth century commercial retail 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. In addition, the building has been altered several times, including the replacement of original doors and windows and a large rear addition. As a result, the property has lost some integrity of materials and design. The building retains integrity of workmanship, setting, location, feeling and association.

Historic Inventory Report

Description of Physical Appearance:	<p>23407 Pacific Highway South is a vacant one-story, wood frame, commercial building with a rectangular plan that was built in 1947. Constructed on a concrete foundation, the building has a flat roof behind a simple parapet, to which a full width, quarter barrel, canvas convex awning has been attached on the front façade (east elevation). On the side (north and south) elevations, the parapet gradually stair steps downward towards the rear (west) of the building. The exterior walls of the building are clad in painted brick veneer. Metal and glass double doors are located on the south end of the main façade and are topped by a fixed, single-light transom window. North of the front doors are three large, square, fixed, single-light replacement windows with mirrored glass. The north elevation contains one small square window opening that has been boarded up and covered with a security grate. A full width concrete block addition has been attached to the rear of the building and contains a retractable metal door on the north elevation. The exterior walls of the addition are painted concrete block. A horizontal band of concrete that runs across the north and south elevations approximately three-quarters of the way up the exterior walls may be an indication that originally the building had a lower roof height. The property contains a paved parking area along the east elevation and a paved driveway along the north elevation.</p>
Major Bibliographic References:	<p>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.</p> <p>Caster, D. 2007. Historical Society of Federal Way Timeline. Available at: http://www.federalwayhistory.org/timeline.php. Accessed March 15, 2013.</p> <p>Des Moines Historical Society. 2007. Time Line Page. Available at: http://www.dmhs.org/timeline/history.html. 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: http://www.historylink.org/index.cfm?DisplayPage=output.cfm&file_id=500. Accessed March 15, 2013.</p> <p>King County. 2013. King County Department of Assessments. Available at: http://www.kingcounty.gov/Assessor.aspx. 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: https://sites.google.com/site/alinehistoryprojectsite/home/map/theme-transportation/establishing-the-pacific-highway-south. Accessed March 14, 2013.</p> <p>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.</p>

Photos



East (front) elevation
2013



Northeast corner
2013



Southeast corner
2013



Historic Inventory Report

Location

Field Site No. 2420-97 DAHP No.

Historic Name:

Common Name: 23601 Pacific Hwy S

Property Address: 23601 Pacific Hwy S, Des Moines, WA 98198

Comments:

Tax No./Parcel No. 2500600641

Plat/Block/Lot Block 6/Portions 17 & 18

Acreage .91

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: 1195548

Northing: 755229

Projection: Washington State Plane South

Datum: HARN (feet)

Identification

Survey Name: Sound Transit Federal Way Date Recorded: 11/12/2013

Field Recorder: MaryNell Nolan-Wheatley

Owner's Name: WILLIAM WILBUR FINANCIAL

Owner Address: 3320 BURCH MOUNTAIN RD

City: WENATCHEE State: WA Zip: 98801

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: Vacant/Not in Use

Plan: Rectangle

Stories: 1

Structural System: Concrete - Block

Changes to Plan: Moderate

Changes to Interior: Unknown

Changes to Original Cladding: Intact

Changes to Windows: Moderate

Changes to Other:

Other (specify):

Style:

Cladding:

Roof Type:

Roof Material:

Other - Utilitarian

Concrete - Block

Flat with Parapet

Asphalt / Composition

Foundation:

Form/Type:

Concrete - Poured

Utilitarian

Narrative

Study Unit

Other

Architecture/Landscape Architecture

Date of Construction:

1949 Built Date

Builder:

1950 Built Date

1970 Built Date

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 23601 Pacific Highway South in Des Moines, Washington, which contains a vacant commercial building constructed in 1949, a single family residence from 1950, and a garage from 1970, 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 contains a typical mid-twentieth century utilitarian commercial building, a common -styled garage, and an unexceptional residential 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 commercial building has undergone several alterations including the replacement of original doors and windows and two large additions on the rear elevation. The house also appears to have had a large addition, and its setting has been altered. As a result, the property has lost integrity of materials, design, and setting. The building retains integrity of workmanship, location, feeling and association.

Historic Inventory Report

Description of Physical Appearance:

23601 Pacific Highway South contains a vacant one-story, concrete block, commercial building with a rectangular plan that was built in 1949. Constructed on a concrete slab foundation, the building is defined by a flat roof with a low parapet and painted concrete exterior walls. Two large concrete block additions have been attached to the rear (west) elevation of the original building. The first addition, which is now the center section of the building, has a slightly higher roof height than the front and rear sections. As a result of these variations in roof height, the parapet on the side (north and south) elevations is stair-stepped. A metal pedestrian door with a fixed, single-light window and wood door surround is located in the center of the front (east) elevation. A very narrow metal shed overhang provides minimal shade over the main door, which is accessed from the front parking lot by a concrete ramp. South of the front door are two rectangular window openings with wide wood casings, one of which contains a fixed, single-light replacement window and the other of which has been replaced by an opaque board. North of the front door is a two-light window with a large fixed light and a smaller horizontal sliding light. The sliding window, which is likely original to the building, is surrounded by a wide wood casing and is covered by a metal security grate. The south elevation contains two large vehicle bays with retractable metal doors. Between the two large vehicle doors are a metal pedestrian door and a six-light window that is likely original to the property. The west end of the south elevation contains a smaller retractable metal door flanked on either side by metal pedestrian doors. There are no windows or doors on the north elevation. The building is surrounded by pavement. Aerial images and the King County Assessor's website indicate that there is a 1950 single family residence and a 1970 garage in the rear of the property. These buildings are not visible from the public right-of-way. According to aerial images and the King County Assessor's website, the residence is a single story, wood framed building with an L-shaped footprint. It is clad in half-round log siding. The front (south) elevation has a pair of multi-light windows and a pedestrian door. There is a central ridge chimney in the side gabled roof of asphalt shingle. There are rear additions, including a substantial one with a gable roof, as well as smaller ones with shed roofs. The garage is wood framed with a front gable roof of asphalt shingle. The front (south) elevation contains a large, paneled overhead garage door, and the building is clad in vertical T1-11 wood siding.

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. 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
2013



Northeast corner, commercial building
2013



Southeast corner, commercial building
2013



Date of photo unknown. Courtesy of King County Assessor's website.
south (front) elevation of house
2014



Date of photo unknown. Courtesy of King County Assessor's website.

South (front) elevation of garage

2014



Historic Inventory Report

Location

Field Site No. 2421-98

DAHP No.

Historic Name:

Common Name: KB Kitchen & Bath

Property Address: 23609 Pacific Hwy S, Des Moines, WA 98198

Comments:

Tax No./Parcel No. 2500600650

Plat/Block/Lot Block 6/Lot 19

Acreage .81

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: 1195563

Northing: 755119

Projection: Washington State Plane South

Datum: HARN (feet)

Identification

Survey Name: Sound Transit Federal Way

Date Recorded: 11/12/2013

Field Recorder: MaryNell Nolan-Wheatley

Owner's Name: WILLIAM WILBUR FINANCIAL

Owner Address: 3320 BURCH MOUNTAIN RD

City: WENATCHEE

State: WA

Zip: 98801

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: Intact

Changes to Windows: Extensive

Changes to Other: Moderate

Other (specify): Several window openings have been boarded up.

Style:

Cladding:

Roof Type:

Roof Material:

Commercial

Concrete - Block

Shed

Asphalt / Composition -
Shingle

Hip

Asphalt / Composition -
Rolled

Foundation:

Form/Type:

Concrete - Poured

Commercial

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

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

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 23609 Pacific Highway South in Des Moines, Washington, which is a commercial building constructed in 1947, is not eligible for listing in the NRHP. The property, which is occupied by the KB Kitchen and Bath store, 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 an unremarkable mid-twentieth century commercial 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. In addition, the building has undergone several alterations including the replacement of original doors and windows, and several small shed additions on the rear elevation. As a result, the property has lost some integrity of materials and design. The building retains integrity of workmanship, setting, location, feeling and association.

Historic Inventory Report

Description of Physical Appearance:	<p>23609 Pacific Highway South is a one-story, concrete block commercial building built in 1947 with a rectangular plan. Constructed on a poured concrete foundation and currently occupied by the KB Kitchen and Bath store, the building has a hipped roof that is covered in composite shingles and some rolled roofing material. The exterior walls are all painted concrete block. The main façade (east elevation) is defined by an attached, full width, flat roof overhang that is supported by eight, simple wood posts. A tall, rectangular parapet clad in plywood boards wraps around the edges of the overhang. In the center of the front façade, the parapet is taller and is topped by a decorative triangular pediment. Long vinyl banners that run along the wood parapet advertise the store's services. In the center of the main façade, under the overhang, is a single pedestrian door that serves as the store's main entrance. There are six large, square, fixed, single-light windows that are evenly spaced along the entire facade on either side of the front door. The south elevation contains a one-over-one wood sash window that is missing the bottom sash and is original to the property, a fixed, single-light replacement window, and a vehicle bay with a retractable metal door. On the far west end of the south elevation, two smaller window openings have been boarded up with plywood. The east end of the north elevation contains a fixed, single-light window. On the west end of the same elevation, the original one-over-one wood sash window has been replaced by opaque vertical panels, although the concrete sill is still visible. Several shed roof additions on the west elevation and a rear accessory building are visible in aerial views of the building, although they are not visible from the public right-of-way. The building is surrounded by paved parking areas.</p>
Major Bibliographic References:	<p>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.</p> <p>Caster, D. 2007. Historical Society of Federal Way Timeline. Available at: http://www.federalwayhistory.org/timeline.php. Accessed March 15, 2013.</p> <p>Des Moines Historical Society. 2007. Time Line Page. Available at: http://www.dmhs.org/timeline/history.html. 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: http://www.historylink.org/index.cfm?DisplayPage=output.cfm&file_id=500. Accessed March 15, 2013.</p> <p>King County. 2013. King County Department of Assessments. Available at: http://www.kingcounty.gov/Assessor.aspx. 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: https://sites.google.com/site/alinehistoryprojectsite/home/map/theme-transportation/establishing-the-pacific-highway-south. Accessed March 14, 2013.</p> <p>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.</p>

Photos



East (front) elevation
2013



Northeast corner
2013



Southeast corner
2013



Historic Inventory Report

Location

Field Site No. 2424-99 DAHP No.

Historic Name:

Common Name: Tool Town

Property Address: 23639 Pacific Hwy S, Des Moines, WA 98198

Comments:

Tax No./Parcel No. 2500600665

Plat/Block/Lot Block 6/Lot 22

Acreage .70

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: 1195511

Northing: 754796

Projection: Washington State Plane South

Datum: HARN (feet)

Identification

Survey Name: Sound Transit Federal Way

Date Recorded: 11/12/2013

Field Recorder: MaryNell Nolan-Wheatley

Owner's Name: EWING, BRADFORD A

Owner Address: PO BOX 1105

City: KENT

State: WA

Zip: 98035

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		
Changes to Plan: Intact	Structural System: Concrete - Block		
Changes to Original Cladding: Intact	Changes to Interior: Unknown		
Changes to Other: Moderate	Changes to Windows: Intact		
Other (specify): Entry doors have been replaced			
Style:	Cladding:	Roof Type:	Roof Material:
Commercial	Veneer - PermaStone	Flat with Parapet	Asphalt / Composition
	Concrete - Block		
	Glass - Glass Block		
Foundation:	Form/Type:		
Concrete - Poured	Commercial		

Narrative

Study Unit	Other
Architecture/Landscape Architecture	
Date of Construction:	1954 Built Date
	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

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

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 23639 Pacific Highway South in Des Moines, Washington, contains a commercial building constructed in 1954, occupied by Tool Town, and a house and separate garage from 1949. The property 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 commercial building and an unremarkable residence and garage. It 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. The buildings have all had some alterations - the commercial building has replacement entry doors and a non-original metal awning over the parapet; the house has replacement windows; and the garage has a large addition. The property retains integrity of workmanship, setting, location, feeling and association.

Historic Inventory Report

Description of Physical Appearance:

23639 Pacific Highway South contains a one-story, concrete block commercial building with a rectangular plan that was built in 1954. Constructed on a concrete slab foundation and currently occupied by Tool Town, the building is defined by a flat roof and a vertical corrugated metal awning over the parapet that wraps around the primary elevations. A large plastic sign with the store's name is attached to the awning on the front (east) elevation. Modern metal and glass double doors are located in the middle of the main façade and are topped by a fixed transom window. A row of three large, fixed, single-light commercial style windows are positioned on either side of the main entrance. The front façade windows appear to be original. The space between the doors and the rows of windows are clad in colorful perma-stone siding and the bulkheads below the windows are composed of glass block. The exterior walls of the north and south elevations are painted concrete block. The north elevation contains (moving from east to west) a small, square, fixed, single-light window, a metal pedestrian door, and a vehicle bay with a retractable metal door. The south elevation contains a small square window that is identical to the small window on the north elevation. Paved parking areas are located on the north and east sides of the property. Aerial images and the King County Assessor's website indicate that there is a residence from and a garage from 1949 in the rear of the property, although due to heavy vegetation they are not visible from the public right-of-way. According to photos on the Assessor's website, the house has an L-shaped footprint and a hipped roof of asphalt shingle with deep eaves. It appears to be masonry construction with concrete window sills. All the windows are replacements and are flanked by non-operable shutters. No other decorative elements are visible. The garage is rectangular in plan with a front gable roof of asphalt shingle that extends into a shed roof to cover a side addition. The garage is frame construction, clad in wood weatherboards. The front elevation features a large garage door that appears to be composed of two sets of five folding wooden panels, with each panel having one window at the top. All the windows appear to be painted or boarded over except for one.

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.

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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. 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



East (front) elevation, commercial building
2013



Northeast corner, commercial building
2013



Southeast corner, commercial building
2013



Date of photo unknown. Courtesy of King County Assessor's website.
Front (south) elevation of house
2014



Date of photo unknown. Courtesy of King County Assessor's website.

North elevation of garage

2014



Historic Inventory Report

Location

Field Site No. 2425-100 DAHP No.

Historic Name:

Common Name: Midway Cleaners

Property Address: 23647 Pacific Hwy S, Kent, WA 98032

Comments:

Tax No./Parcel No. 2500600670

Plat/Block/Lot Block 6/Lot 23

Acreage .66

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: 1195505

Northing: 754727

Projection: Washington State Plane South

Datum: HARN (feet)

Identification

Survey Name: Sound Transit Federal Way

Date Recorded: 11/12/2013

Field Recorder: MaryNell Nolan-Wheatley

Owner's Name: PARK, MICHAEL Y+JIN SHIK

Owner Address: 23647 PACIFIC HWY 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: Commerce/Trade - Business

Current Use: Commerce/Trade - Business

Plan: Rectangle Stories: 1

Structural System: Platform Frame

Changes to Plan: Moderate

Changes to Interior: Unknown

Changes to Original Cladding: Moderate

Changes to Windows: Moderate

Changes to Other: Moderate

Other (specify): Building has changed use.

Style:

Cladding:

Roof Type:

Roof Material:

Commercial

Veneer - Brick

Shed

Asphalt / Composition -

Veneer

Sawtooth / Folded Plate

Shingle

Wood - Boards

Gable - Side Gable

Wood - Vertical

Foundation:

Form/Type:

Concrete - Poured

Gas Station - House with

Canopy

Commercial

Narrative

Study Unit

Other

Architecture/Landscape Architecture

Date of Construction:

1946 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 23647 Pacific Highway South in Kent, Washington, which is a commercial building constructed in 1946, is not eligible for listing in the NRHP. The property, which is occupied by Midway Cleaners, 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 may be eligible for the NRHP under Criterion C as a mid-twentieth century automobile gas/service station. 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. However, although the building represents an example of a specific mid-century gas station design, it has undergone several alterations and two additions on the south elevation. As a result, the property has lost integrity of materials, design, feeling and association, and is not eligible for listing in the NRHP due to a lack of integrity. The building retains integrity of workmanship, setting, and location.

Historic Inventory Report

Description of
Physical
Appearance:

23647 Pacific Highway South is a one-story, wood frame commercial building built in 1946 with a rectangular plan. Constructed on a poured concrete foundation and currently occupied by Midway Cleaners, the building is defined by its distinctive roof composed of a side gable over the building and a large, attached overhang on the front (east) elevation that slants steeply upwards, giving it a partial sawtooth appearance. The overhang is supported by three simple metal posts that are secured into a small concrete island. The two outside metal posts are positioned at an angle so that the bases of the posts are closer together than the tops of the posts. The large overhang and building form indicates that the building was likely originally used as an auto service station. The roof is covered in a variety of composite shingles. The lower half of the front elevation is clad in brick veneer and the top half is clad in a combination of wood boards and vertical wood siding. Metal and glass double doors are located near the middle of the main façade, at the south end of the original part of the building, and are reached by three concrete steps. North of the front door, a small room protrudes from the elevation clad in two types of vertical wood siding and contains a plywood pedestrian door on the east elevation and a fixed, replacement, single-light window on both the north and south elevations. This small room appears to be an addition that was perhaps added as a cashier window for the service station. North of the small room is a row of five, square, fixed, single-light windows directly above the brick veneer. The north elevation is defined by an exterior gable wall brick chimney. The exterior wall of the north elevation is clad in vertical composite siding placed above brick veneer. East of the chimney is a metal, three-light horizontal sliding window with a fixed center light and west of the chimney is a large, fixed, single-light window. South of the front doors begins the additions, and there is a large sign with red letters placed over corrugated metal that reads Midway Cleaners. A second, side gabled addition with a lower roof height has been attached to the south of the first addition. This addition is clad in vertical composite siding and contains a glazed pedestrian door, a single-light awning window placed above a fixed, single-light rectangular window, and a large pair of fixed, single-light windows. The south elevation of the addition is shielded by a row of large bushes. An extended shed roof addition has been added to the west elevation of the south addition. The area in front of the building is a paved parking lot. Aerial images indicate that there are two small accessory sheds 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.

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. 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



Showing exaggerated canopy and post supports.
East (front) elevation
2013



Two additions visible on left.
Southeast corner
2013



Northeast corner
2013



Historic Inventory Report

Location

Field Site No. 2426-102

DAHP No.

Historic Name:

Common Name: Tea Garden and Midway Insurance Center

Property Address: 23655 Pacific Hwy S, Kent, WA 98032

Comments:

Tax No./Parcel No. 2500600675

Plat/Block/Lot Block 6/Lot 24

Acreage .12

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: 1195515

Northing: 754591

Projection: Washington State Plane South

Datum: HARN (feet)

Identification

Survey Name: Sound Transit Federal Way

Date Recorded: 11/12/2013

Field Recorder: MaryNell Nolan-Wheatley

Owner's Name: DUCAY, MAGNOLIA

Owner Address: 23655 PACIFIC HWY 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: Commerce/Trade - Business

Current Use: Commerce/Trade - Business

Plan: Rectangle Stories: 1

Structural System: Platform Frame

Changes to Plan: Slight

Changes to Interior: Unknown

Changes to Original Cladding: Extensive

Changes to Windows: Slight

Changes to Other:

Other (specify):

Style:

Cladding:

Roof Type:

Roof Material:

None

Wood - Boards

Flat with Eaves

Asphalt / Composition -

Metal - Corrugated

Built Up

Wood - Plywood

Foundation:

Form/Type:

Concrete - Poured

Commercial

Narrative

Study Unit

Other

Architecture/Landscape Architecture

Date of Construction: 1960 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 23655 Pacific Highway South in Kent, Washington, which is a commercial building constructed in 1960, is not eligible for listing in the NRHP. The property, which is occupied by the Tea Garden Café and Midway Insurance Center, 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- to late-twentieth century commercial 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. In addition, the building has been altered, including the replacement of original doors and a small addition on the northwest corner. As a result, the property has lost some integrity of materials and design. The building retains integrity of workmanship, setting, location, feeling and association.

Historic Inventory Report

Description of Physical Appearance:	<p>23655 Pacific Highway South is a one-story, wood frame commercial building with a rectangular plan, built in 1960. Constructed on a raised concrete slab foundation that is partially skirted in plywood and currently occupied by the Tea Garden Café and Midway Insurance Center, the building is defined by a flat, built-up roof and two canvas, quarter barrel, convex awnings that wrap around the building's east and north elevations. The awnings are supported by a row of simple metal posts that are secured onto a slightly raised wood deck that runs the length of the front (east) façade. Two wood steps and a wood ramp on the north end lead to the deck area. Two replacement metal doors are located on the main façade, which is clad in wood boards. Between the two doors is a row of four, fixed, single-light windows. The north and south ends of the façade each contain a pair of fixed, single-light windows. The north elevation of the original building has a two-light horizontal sliding window with an AC unit replacing one of the lights. A rectangular addition with a flat roof protrudes from the northwest corner of the building. The addition and the north elevation of the original building are both clad in corrugated metal siding. The east elevation of the addition contains a simple pedestrian door and the north elevation contains a replacement, two-light window. A small wood porch is attached to the addition in front of the pedestrian door, and is shaded by a small, integrated flat roof overhang. There are paved parking areas on the north and east sides of the building.</p>
Major Bibliographic References:	<p>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.</p> <p>Caster, D. 2007. Historical Society of Federal Way Timeline. Available at: http://www.federalwayhistory.org/timeline.php. Accessed March 15, 2013.</p> <p>Des Moines Historical Society. 2007. Time Line Page. Available at: http://www.dmhs.org/timeline/history.html. Accessed March 13, 2013.</p> <p>King County. 2013. King County Department of Assessments. Available at: http://www.kingcounty.gov/Assessor.aspx. 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: https://sites.google.com/site/alinehistoryprojectsite/home/map/theme-transportation/establishing-the-pacific-highway-south. Accessed March 14, 2013.</p> <p>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. Accessed March 18, 2013.</p> <p>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.</p>

Photos



Northeast corner
2013



East (front) elevation
2013



Historic Inventory Report

Location

Field Site No. 2427-101 DAHP No.

Historic Name:

Common Name: Birchtree Apartments

Property Address: 23653 Pacific Hwy S, Kent, WA 98032

Comments:

Tax No./Parcel No. 2500600677

Plat/Block/Lot Block 6/Lot 24

Acreage .50

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: 1195418

Northing: 754595

Projection: Washington State Plane South

Datum: HARN (feet)

Identification

Survey Name: Sound Transit Federal Way Date Recorded: 11/12/2013

Field Recorder: MaryNell Nolan-Wheatley

Owner's Name: BIRCHTREE WPIG LLC

Owner Address: 1120 EAST TERRACE ST #100

City: Seattle State: WA Zip: 98122

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: L-Shape	Stories: 2		
Changes to Plan: Intact	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:
None	Veneer - Stucco Veneer	Flat with Eaves	Asphalt / Composition - Built Up
Foundation:	Form/Type:		
Concrete - Poured	Multi-Family - Multi-Story Apartment Block		

Narrative

Study Unit	Other
Architecture/Landscape Architecture	
Date of Construction:	1966 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 23653 Pacific Highway South in Kent, Washington, which is a residential apartment building constructed in 1966, 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 an unexceptional example of 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 by the replacement of some original 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>23653 Pacific Highway South contains the Birchtree Apartments which has an L-shaped plan and was constructed in 1966. The two-story, wood frame building with 30 units, which is primarily clad in pebbled stucco, sits on a poured concrete foundation and has a flat built-up roof with projecting eaves. Due to the fact that the apartment building is constructed on sloping ground, only the second floor of the east elevation (the bottom of the L) is visible from the street. As such, the building appears to be one story. The ground floor is accessed from the rear of the property, in the inset of the L. The east elevation contains four, three-light sliding windows with a fixed center light, one of which is a replacement and two, two-light horizontal sliding windows, one of which is also a replacement. The windows are narrow and horizontally oriented, positioned just under the eaves of the building. The north elevation of this section is clad in non-original vertical composite siding and contains one, fixed, single-light replacement window. The south elevation contains all three-light and two-light horizontal sliding windows, identical to those on the east elevation. Several of the south elevation windows are contemporary replacements. Photos from the King County Assessor's website indicate that the apartment units are accessed from the inside elevations of the L. Covered exterior wood stairwells lead to a long second floor balcony that runs along the length of the interior elevations. All of the apartments are accessed through exterior doors, most of which appear to be flanked by larger, horizontal sliding windows. Paved parking areas are located in the front and rear areas of the building.</p>
Major Bibliographic References:	<p>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.</p> <p>Caster, D. 2007. Historical Society of Federal Way Timeline. Available at: http://www.federalwayhistory.org/timeline.php. Accessed March 15, 2013.</p> <p>Des Moines Historical Society. 2007. Time Line Page. Available at: http://www.dmhs.org/timeline/history.html. Accessed March 13, 2013.</p> <p>King County. 2013. King County Department of Assessments. Available at: http://www.kingcounty.gov/Assessor.aspx. 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: https://sites.google.com/site/alinehistoryprojectsite/home/map/theme-transportation/establishing-the-pacific-highway-south. Accessed March 14, 2013.</p> <p>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. Accessed March 18, 2013.</p> <p>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.</p>

Photos



East elevation
2013



Northeast corner
2013



South elevation
2013



Historic Inventory Report

Location

Field Site No. 2446-216 DAHP No.
Historic Name:
Common Name: Hair Essentials
Property Address: 1443 S 308th St, Federal Way, WA 98003
Comments:
Tax No./Parcel No. 2503000035
Plat/Block/Lot Block 7
Acreage .18
Supplemental Map(s)

Township/Range/EW	Section	1/4 Sec	1/4 1/4 Sec	County	Quadrangle
T21R04E	08			King	POVERTY BAY

Coordinate Reference

Easting: 1190521
Northing: 731804
Projection: Washington State Plane South
Datum: HARN (feet)

Identification

Survey Name: Sound Transit Federal Way Date Recorded: 01/02/2014
Field Recorder: MaryNell Nolan-Wheatley
Owner's Name: PAEK HUI OK
Owner Address: 1443 S 308TH
City: FEDERAL WAY State: WA Zip: 98003
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: Intact

Changes to Windows: Extensive

Changes to Other:

Other (specify):

Style:

Cladding:

Roof Type:

Roof Material:

Commercial

Concrete - Block

Gable - Side Gable

Asphalt / Composition -
Shingle

Foundation:

Form/Type:

Concrete - Poured

Commercial

Narrative

Study Unit

Other

Architecture/Landscape Architecture

Date of Construction:

1954 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).

Federal Way was originally settled as a rural logging community in the late 1800s. In 1928, when the Pacific Highway (HWY 1/US 99) between Tacoma and Seattle opened, it linked Federal Way to the larger neighboring communities, spurring economic and residential development. The name Federal Way came from an eponymous school built in 1929 on Pacific Highway S (Caster, 2007). During the 1950s, Federal Way witnessed substantial growth, transforming from a small lumber town into a metropolitan area. Auto-oriented businesses emerged and thrived along the Pacific Highway. Community growth was bolstered by Boeing and Weyerhaeuser industries in the 1960s. In 1968, Weyerhaeuser purchased 430 acres of land for its corporate headquarters, which opened in April 1971 (Caster, 2007). Federal Way was incorporated as a city in 1990.

The property at 1443 South 308th Street in Federal Way, Washington, which is a commercial property constructed in 1954, 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 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. In addition the building is altered, including the replacement of original doors and windows. As a result, the building 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>1443 South 308th Street contains a small, one-story, concrete block, commercial building that was constructed in 1954 and is currently occupied by "Hair Essentials". Constructed on a concrete slab foundation, the rectangular plan building has painted concrete block exterior walls. The building is defined by a moderately steep, side gabled roof with shallow boxed eaves covered in composite shingles. The gabled ends have a very shallow rake and are clad in vertical wood siding with a small louvered attic vent. A metal and glass replacement pedestrian door is located on the east end of the front (north) elevation at the top of a slight concrete ramp and positioned adjacent to a large, plastic sign for the business. The center of the front facades projects out from the rest of the elevation and contains a large, three-light horizontal sliding replacement window with a fixed center light. A one-over-one metal sash replacement window is located on the west end of the main façade. A large fixed, single-light replacement window is located in the center of the east elevation while a pedestrian door is located in the center of the west elevation. All of the visible windows have protruding concrete sills. Aerial images indicate that a small covered porch extends from the rear (south) elevation. The property surrounding the building is mostly paved and used for parking.</p>
Major Bibliographic References:	<p>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.</p> <p>Caster, D. 2007. Historical Society of Federal Way Timeline. Available at: http://www.federalwayhistory.org/timeline.php. Accessed March 15, 2013.</p> <p>Des Moines Historical Society. 2007. Time Line Page. Available at: http://www.dmhs.org/timeline/history.html. Accessed March 13, 2013.</p> <p>King County. 2013. King County Department of Assessments. Available at: http://www.kingcounty.gov/Assessor.aspx. 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: https://sites.google.com/site/alinehistoryprojectsite/home/map/theme-transportation/establishing-the-pacific-highway-south. Accessed March 14, 2013.</p> <p>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.</p>

Photos



Northeast corner
2013



North elevation
2013



Northwest corner
2013



Historic Inventory Report

Location

Field Site No. 2447-217 DAHP No.
Historic Name:
Common Name: Lake Village Apartments
Property Address: 1453 S 308th St, Federal Way, WA 98003
Comments:
Tax No./Parcel No. 2503000040
Plat/Block/Lot Lot 8-9
Acreage .36
Supplemental Map(s)

Township/Range/EW	Section	1/4 Sec	1/4 1/4 Sec	County	Quadrangle
T21R04E	08			King	POVERTY BAY

Coordinate Reference

Easting: 1190629
Northing: 731780
Projection: Washington State Plane South
Datum: HARN (feet)

Identification

Survey Name: Sound Transit Federal Way Date Recorded: 01/02/2014
Field Recorder: MaryNell Nolan-Wheatley
Owner's Name: LUO XINMIN 240875
Owner Address: PO BOX 671
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: Irregular	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: Extensive		
Other (specify):			
Style:	Cladding:	Roof Type:	Roof Material:
Vernacular	Wood - Vertical	Flat with Parapet Flat with Eaves	Asphalt / Composition - Built Up
Foundation:	Form/Type:		
Concrete - Poured	Multi-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).

Federal Way was originally settled as a rural logging community in the late 1800s. In 1928, when the Pacific Highway (HWY 1/US 99) between Tacoma and Seattle opened, it linked Federal Way to the larger neighboring communities, spurring economic and residential development. The name Federal Way came from an eponymous school built in 1929 on Pacific Highway S (Caster, 2007). During the 1950s, Federal Way witnessed substantial growth, transforming from a small lumber town into a metropolitan area. Auto-oriented businesses emerged and thrived along the Pacific Highway. Community growth was bolstered by Boeing and Weyerhaeuser industries in the 1960s. In 1968, Weyerhaeuser purchased 430 acres of land for its corporate headquarters, which opened in April 1971 (Caster, 2007). Federal Way was incorporated as a city in 1990.

The property at 1453 South 308th Street in Federal Way, Washington, which contains a two-building, 14-unit apartment complex constructed 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 these buildings. The property is not eligible for the NRHP under Criterion C as it is a typical mid-twentieth century 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 altered, including the replacement of original doors and windows. As a result, the buildings have lost integrity of materials. The buildings retain integrity of design, workmanship, setting, location, feeling and association.

Historic Inventory Report

Description of
Physical
Appearance:

1453 South 308th Street contains a mid-sized apartment complex constructed in 1957 with two, two-story buildings and 14 units called the Lake Village Apartments. The apartment building is composed of a rectangular plan, wood frame building with an adjacent, essentially U-shaped wood frame building that wraps around its southwest and southeast corners. Both buildings are clad in vertical wood siding and have a flat, built-up roof, although the U-shaped building has moderately deep eave overhangs with exposed wood rafters while the rectangular building has a low parapet. Additionally, the wood cladding on the U-shaped building is slightly wider than that on the rectangular building. All of the windows and doors on the building are contemporary replacements and the pattern of windows is nearly identical on the first and second floors of the building. Two, paneled pedestrian doors are located on the east (front) elevation of the rectangular plan building. Each door is flanked by frosted sidelights. The front elevation is slightly recessed and the side walls extend on either side to meet the edge of the eave overhang, creating a box frame around the east elevation. On either side of these two entrances is a large, fixed, single-light window placed over a narrow, three-light horizontal sliding window. The second floor of the front façade contains two, two-light horizontal sliding windows and two, three-light horizontal sliding windows. There are two, fixed, single-light windows placed above smaller, two-light horizontal sliding windows in the center of the rectangular plan building's side (north) elevation. Directly above these windows, there are two, large, two-light horizontal sliding windows on the second floor. The rear (west) elevation of the rectangular plan building is barely visible from the public right-of-way but appears to be identical to the front elevation, with the exception of a small, corrugated metal shed roof overhang supported by wood brackets that shades the two pedestrian doors. The south elevation of the rectangular plan building faces the inside of the U-shaped building and is not visible from the public right-of-way.

A metal pedestrian door is located on the ground floor of the east elevation of the U-shaped building, below letters that are affixed to the exterior wall and spell "Lake Village Apartments." There are a row of windows, the pattern of which is identical on the first and second floors that line the south elevation; from the west to east, the windows include six, two-light horizontal sliding windows of various sizes followed by two, one-over-one metal sash windows. A large, exterior concrete block chimney is located on the south end of the west elevation. North of the chimney, still on the west elevation, the first and second floors both contain three, two-light horizontal sliding windows (two medium, one small) and one, small, one-over-one metal sash window. The north elevation of the west end of the U contains a three-light horizontal sliding window on the first and second floors while the north elevation of the east end of the U contains a two-light horizontal sliding window next to a three-light horizontal sliding window on both floors. A full width, wood balcony, with an open framework wood handrail appears to run along the second floor on the interior elevation of the U-shaped building. This balcony is accessed by two flights of wood stairs that are located at the top of the U shape, on the interior elevation. A wood fence runs across most of the north elevation and the buildings are surrounded by a paved parking area.



Historic Inventory Report

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.

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



Northeast corner
2013



North elevation
2013



Northwest corner
2013



Southeast corner
2013



South elevation
2013



Historic Inventory Report

Location

Field Site No. 2448-209

DAHP No.

Historic Name:

Common Name: ReMax & Zaran Sayre Property Management

Property Address: 30504 Pacific Hwy S, Federal Way, WA 98003

Comments:

Tax No./Parcel No. 2558170010

Plat/Block/Lot

Acreage .27

Supplemental Map(s)

Township/Range/EW	Section	1/4 Sec	1/4 1/4 Sec	County	Quadrangle
T21R04E	09			King	POVERTY BAY

Coordinate Reference

Easting: 1191054

Northing: 732660

Projection: Washington State Plane South

Datum: HARN (feet)

Identification

Survey Name: Sound Transit Federal Way

Date Recorded: 12/18/2013

Field Recorder: MaryNell Nolan-Wheatley

Owner's Name: SPA FAMILY LIMITED PARTNERS

Owner Address: 30504 PACIFIC HWY S

City: FEDERAL WAY

State: WA

Zip: 98003

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: T-Shape

Stories: 1

Structural System: Platform Frame

Changes to Plan: Moderate

Changes to Interior: Unknown

Changes to Original Cladding: Intact

Changes to Windows: Slight

Changes to Other:

Other (specify):

Style:

Cladding:

Roof Type:

Roof Material:

Commercial

Wood - Clapboard

Flat with Eaves

Asphalt / Composition -
Built Up

Foundation:

Form/Type:

Concrete - Poured

Commercial

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).

Federal Way was originally settled as a rural logging community in the late 1800s. In 1928, when the Pacific Highway (HWY 1/US 99) between Tacoma and Seattle opened, it linked Federal Way to the larger neighboring communities, spurring economic and residential development. The name Federal Way came from an eponymous school built in 1929 on Pacific Highway S (Caster, 2007). During the 1950s, Federal Way witnessed substantial growth, transforming from a small lumber town into a metropolitan area. Auto-oriented businesses emerged and thrived along the Pacific Highway. Community growth was bolstered by Boeing and Weyerhaeuser industries in the 1960s. In 1968, Weyerhaeuser purchased 430 acres of land for its corporate headquarters, which opened in April 1971 (Caster, 2007). Federal Way was incorporated as a city in 1990.

The property at 30504 Pacific Highway South in Federal Way, Washington, which is a commercial property 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 office 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. In addition the building is altered, including the replacement of original doors and a large rear, two-story 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>30504 Pacific Highway South contains a one-story, wood frame, commercial office building that was constructed in 1965 and is currently occupied by several offices including ReMax reality and Zaran Sayre Property Management. A two story addition extends from the rear (east) elevation and creates an essentially T-shaped floor plan. Constructed on a raised concrete slab foundation, the building is primarily clad in horizontal wood siding and has a flat, built-up roof with moderately deep eaves. A small vertical parapet awning clad in vertical wood siding, to which the ReMax sign is affixed, wraps around the building's primary elevations. A raised porch with lower exterior walls clad in horizontal wood siding projects from the front (west) elevation and supports the front eave overhang with simple wood posts. Three concrete steps lead onto the front porch and allow access to the main metal and glass pedestrian door which is situated in the center of the front façade. On either side of the front door is a large, fixed, single-light rectangular picture window. The south elevation contains three, two-light horizontal sliding windows that are likely original to the property. On the east end of the south elevation is a metal pedestrian door accessed by a short, straight flight of stairs with a closed framework handrail clad in horizontal wood siding. There are also three, two-light horizontal sliding windows on the north elevation, along with one fixed, single-light window. The north and south ends of the west elevation of the two-story east addition extend beyond the north and south elevations of the original building, creating the T shape. Each side contains a contemporary style paneled door on the ground floor, placed below a large, fixed, single-light window on the second floor. The north and south elevations of the addition each contain one, large, fixed, single-light rectangular window on the west end of the second floor. The rear (east) elevation contains three, two-light horizontal sliding windows on the first floor, and two, two-light horizontal sliding windows on the second floor positioned on either side of pair of small, narrow, one-over-one replacement sash windows. A large security light also extends from the second floor of the addition's east elevation. Projecting from the roof of the original building where it meets the addition is a small structure with an angled skylight. The building is surrounded by pavement used for parking.</p>
Major Bibliographic References:	<p>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.</p> <p>Caster, D. 2007. Historical Society of Federal Way Timeline. Available at: http://www.federalwayhistory.org/timeline.php. Accessed March 15, 2013.</p> <p>Des Moines Historical Society. 2007. Time Line Page. Available at: http://www.dmhs.org/timeline/history.html. Accessed March 13, 2013.</p> <p>King County. 2013. King County Department of Assessments. Available at: http://www.kingcounty.gov/Assessor.aspx. 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: https://sites.google.com/site/alinehistoryprojectsite/home/map/theme-transportation/establishing-the-pacific-highway-south. Accessed March 14, 2013.</p> <p>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.</p>

Photos



Southwest corner
2013



Northwest corner
2013



West elevation
2013



Northeast corner
2013



Historic Inventory Report

Location

Field Site No. 2460-210
DAHP No.
Historic Name:
Common Name: 1700 S 305th PI
Property Address: 1700 S 305th PI, Federal Way, WA 98003
Comments:
Tax No./Parcel No. 2558170130
Plat/Block/Lot Lot 13
Acreage .25
Supplemental Map(s)

Township/Range/EW	Section	1/4 Sec	1/4 1/4 Sec	County	Quadrangle
T21R04E	09			King	POVERTY BAY

Coordinate Reference

Easting: 1191066
Northing: 732800
Projection: Washington State Plane South
Datum: HARN (feet)

Identification

Survey Name: Sound Transit Federal Way
Date Recorded: 12/18/2013
Field Recorder: MaryNell Nolan-Wheatley
Owner's Name: LEE SEUNG T+HEE JUNG
Owner Address: 221 SW 331ST PL
City: FEDERAL WAY
State: WA
Zip: 98023
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: Commerce/Trade - Business

Current Use: Health Care - Clinic

Plan: L-Shape

Stories: 1

Structural System: Platform Frame

Changes to Plan: Intact

Changes to Interior: Unknown

Changes to Original Cladding: Moderate

Changes to Windows: Extensive

Changes to Other: Slight

Other (specify): Some original window openings have been enclosed.

Style:

Cladding:

Roof Type:

Roof Material:

Ranch

Veneer - Brick

Gable - Cross Gable

Asphalt / Composition -

Commercial

Wood - Clapboard

Shingle

Wood - Board-and-Batten

Foundation:

Form/Type:

Concrete - Poured

Commercial

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).

Federal Way was originally settled as a rural logging community in the late 1800s. In 1928, when the Pacific Highway (HWY 1/US 99) between Tacoma and Seattle opened, it linked Federal Way to the larger neighboring communities, spurring economic and residential development. The name Federal Way came from an eponymous school built in 1929 on Pacific Highway S (Caster, 2007). During the 1950s, Federal Way witnessed substantial growth, transforming from a small lumber town into a metropolitan area. Auto-oriented businesses emerged and thrived along the Pacific Highway. Community growth was bolstered by Boeing and Weyerhaeuser industries in the 1960s. In 1968, Weyerhaeuser purchased 430 acres of land for its corporate headquarters, which opened in April 1971 (Caster, 2007). Federal Way was incorporated as a city in 1990.

The property at 1700 South 305th Place in Federal Way, Washington, which is a commercial property 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 commercial office 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 doors and windows. As a result, the building 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>1700 South 305th Place contains a one-story, wood frame, commercial building with a small apartment that was constructed in 1968 and is currently occupied by several offices including the Animal Hospital and Lucy's Alterations. Constructed on a concrete slab foundation, the lower half of the building's exterior walls are clad in brick veneer while the upper half is clad in horizontal wood siding. All of the visible windows appear to be contemporary replacements. A cross gabled roof clad in composite shingles covers the L-shaped building. A paved parking lot is located in the inset of the L. A replacement pedestrian door with decorative leaded glass is situated on the south elevation of the east wing of the L, which contains the Animal Hospital. East of the door, still on the south elevation, are two, small, two-light horizontal sliding windows. West of the door and on the far east end of the south elevation are two large, fixed, single-light windows. Each window is flanked by two rectangular panels clad in non-original vertical wood siding. These panels were likely originally occupied by glass sliding windows. Some of the brick veneer on the south elevation has been replaced. Another pedestrian door is located on the east elevation of the south wing (also facing the main parking area), which contains the alterations shop. The replacement door is protected by a metal and glass storm door. A two-light horizontal sliding window is located south of the door and two large, fixed, single-light windows flanked by rectangular panels clad in vertical wood siding are located north of the door. The south elevation of the south wing has a large sign that reads "Animal Hospital," but contains no doors or windows. The west elevation of the south wing contains three large, two-light horizontal sliding windows. The rear (north) elevation of the building is clad in unpainted wood board and batten. The elevation contains a two-light horizontal sliding window and two window openings that have been covered with board and batten. The property contains a grassy area on the west side.</p>
Major Bibliographic References:	<p>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.</p> <p>Caster, D. 2007. Historical Society of Federal Way Timeline. Available at: http://www.federalwayhistory.org/timeline.php. Accessed March 15, 2013.</p> <p>Des Moines Historical Society. 2007. Time Line Page. Available at: http://www.dmhs.org/timeline/history.html. Accessed March 13, 2013.</p> <p>King County. 2013. King County Department of Assessments. Available at: http://www.kingcounty.gov/Assessor.aspx. 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: https://sites.google.com/site/alinehistoryprojectsite/home/map/theme-transportation/establishing-the-pacific-highway-south. Accessed March 14, 2013.</p> <p>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.</p>

Photos



View to the northwest
2013



Southwest corner
2013



South elevation
2013



Historic Inventory Report

Location

Field Site No. 2500-54 DAHP No.
Historic Name:
Common Name: 3118 S 219th St
Property Address: 3118 S 219th St, Des Moines, WA 98198
Comments:
Tax No./Parcel No. 2724200390
Plat/Block/Lot
Acreage
Supplemental Map(s)

Township/Range/EW	Section	1/4 Sec	1/4 1/4 Sec	County	Quadrangle
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Coordinate Reference

Easting: 1196408
Northing: 760948
Projection: Washington State Plane South
Datum: HARN (feet)

Identification

Survey Name: Sound Transit Federal Way Date Recorded: 10/31/2013
Field Recorder: MaryNell Nolan-Wheatley
Owner's Name: CHICK, RON
Owner Address: PO BOX 1337
City: EATONVILLE State: WA Zip: 98328
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: Extensive	Structural System: Platform Frame		
Changes to Original Cladding: Extensive	Changes to Interior: Unknown		
Changes to Other: Extensive	Changes to Windows: Extensive		
Other (specify): second floor added, roofline changed.			
Style:	Cladding:	Roof Type:	Roof Material:
Vernacular	Wood - T 1-11	Gable	Asphalt / Composition - Shingle
	Veneer - Vinyl Siding		
Foundation:	Form/Type:		
Concrete - Poured	Single Family		

Narrative

Study Unit	Other
Architecture/Landscape Architecture	
Date of Construction:	1950 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 3118 South 219th Street in Des Moines, Washington, which is a residential building constructed in 1950, 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 simple residential 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 building has been extensively altered several times, including the addition of a second story and the replacement of all original siding, doors, and windows. 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:	<p>3118 South 219th Street is a one and a half-story residential building built in 1950 with a rectangular plan. The wood framed house sits on a concrete slab foundation and all of the visible windows and doors are contemporary replacements. It is likely that the house was originally one story and that the second floor and asymmetrical roofline are not original. The front (south) elevation is defined by an asymmetrical front gable roof covered in composite shingles. The roof creates a deep eave overhang that shades the front elevation. The other dominant feature of the façade is a wood slat balcony that extends the width of the upper floor and is supported by wood pillars that are set into a concrete porch below. The balcony is accessed by two large, contemporary horizontal sliding glass doors. The upper half of the exterior walls of the house are clad in vertical T 1-11 siding, while the front gable end and the bottom half of the exterior walls are clad in vertical vinyl siding. The ground floor of the south elevation contains a large, three-light horizontal sliding window with a fixed center sash. East of the window is a plain replacement front door. Both the window and the front door are shaded by the balcony above. Walls have been added between the wood balcony supports on the southeast corner of the porch, creating a partially enclosed entrance area directly in front of the front door. The west elevation contains two, replacement horizontal sliding windows and one pedestrian door. A small shed roofed addition is visible on the north elevation. The house is located on a private lane and is surrounded mainly by gravel for parking and some grass.</p>
Major Bibliographic References:	<p>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.</p> <p>Caster, D. 2007. Historical Society of Federal Way Timeline. Available at: http://www.federalwayhistory.org/timeline.php. Accessed March 15, 2013.</p> <p>Des Moines Historical Society. 2007. Time Line Page. Available at: http://www.dmhs.org/timeline/history.html. 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: http://www.historylink.org/index.cfm?DisplayPage=output.cfm&file_id=500. Accessed March 15, 2013.</p> <p>King County. 2013. King County Department of Assessments. Available at: http://www.kingcounty.gov/Assessor.aspx. 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: https://sites.google.com/site/alinehistoryprojectsite/home/map/theme-transportation/establishing-the-pacific-highway-south. Accessed March 14, 2013.</p> <p>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.</p>

Photos



Southwest corner
2013



Historic Inventory Report

Location

Field Site No. 2504-53 DAHP No.
Historic Name:
Common Name: 21810 31st Ave S
Property Address: 21810 31st Ave S, Des Moines, WA 98198
Comments:
Tax No./Parcel No. 2724200490
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: 1196369
Northing: 761112
Projection: Washington State Plane South
Datum: HARN (feet)

Identification

Survey Name: Sound Transit Federal Way Date Recorded: 10/31/2013
Field Recorder: MaryNell Nolan-Wheatley
Owner's Name: LY, MAI K
Owner Address: 21810 31ST AVE S
City: Des Moines 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

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): The single family residence was remodeled into 2 units with a 2 hr firewall separation in c. 2005.			
Style:	Cladding:	Roof Type:	Roof Material:
Ranch	Shingle - Concrete/Asbestos Wood - Vertical	Shed Gable - Side Gable Gable - Front Gable	Asphalt / Composition - Shingle
Foundation:	Form/Type:		
Concrete - Poured	Single Family - Side Gable		

Narrative

Study Unit	Other
Architecture/Landscape Architecture	
Date of Construction:	1958 Built Date
	1980 Addition
	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 21810 31st Avenue South in Des Moines, Washington, which is a residential building constructed 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 an unremarkable example of a typical Ranch style house 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 been altered several times, including the replacement of all original doors and windows. A carport was added in 1980 and a large addition was added to the east elevation circa 2005 as part of a remodeling project that changed the house from a single family residence into two units. As a result, the property 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>21810 31st Avenue South is a one-story residential building built in 1958. Originally it had a rectangular plan, but subsequent additions have resulted in the current irregular plan. The upper half of the exterior walls of the wood frame house are clad in vertical wood siding, while the bottom half of the exterior walls and the gable ends are clad in asbestos shingles. The house sits on a concrete slab foundation. Composite shingles cover the roof, which is a side gable over the original part of the house and a front gable on the rear addition. There is one interior slope brick chimney and one exterior gable end concrete block chimney. All of the doors and windows that are visible from the public right-of-way are contemporary replacements. The wood paneled front door is located on the west elevation. North of the front door is a large, three-light horizontal sliding window with a fixed center sash. To the south of the front door are two, two-light horizontal sliding windows. A carport and storage area with a flat roof was constructed in 1980 and extends west from the north elevation of the house, shading much of the gravel driveway. The carport is supported by wood posts. The south elevation of the main house contains one small, two-light horizontal sliding window and an attic vent. A large, rectangular plan addition with a deep eave overhang that was constructed circa 2005 extends from the southeast corner of the house. The addition was part of an extensive remodeling project that added a second living unit to the house. The west elevation of the addition contains a two-light horizontal sliding window while the south elevation contains two, two-light horizontal sliding windows on either side of a pedestrian door. The front of the property contains a gravel U-shaped driveway. The back yard is not visible from the public right-of-way due to a high wood fence.</p>
Major Bibliographic References:	<p>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.</p> <p>Caster, D. 2007. Historical Society of Federal Way Timeline. Available at: http://www.federalwayhistory.org/timeline.php. Accessed March 15, 2013.</p> <p>Des Moines Historical Society. 2007. Time Line Page. Available at: http://www.dmhs.org/timeline/history.html. 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: http://www.historylink.org/index.cfm?DisplayPage=output.cfm&file_id=500. Accessed March 15, 2013.</p> <p>King County. 2013. King County Department of Assessments. Available at: http://www.kingcounty.gov/Assessor.aspx. 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: https://sites.google.com/site/alinehistoryprojectsite/home/map/theme-transportation/establishing-the-pacific-highway-south. Accessed March 14, 2013.</p> <p>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.</p>

Photos



West (front) elevation
2013



West elevation, view to southeast
2013



Southwest corner
2013



2005 addition is visible on right, original house at left
South west corner
2013



Historic Inventory Report

Location

Field Site No. 2505-51 DAHP No.
Historic Name:
Common Name: 21804 31st Ave S
Property Address: 21804 31st Ave S, Des Moines, WA 98198
Comments:
Tax No./Parcel No. 2724200495
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: 1196356
Northing: 761199
Projection: Washington State Plane South
Datum: HARN (feet)

Identification

Survey Name: Sound Transit Federal Way Date Recorded: 10/31/2013
Field Recorder: MaryNell Nolan-Wheatley
Owner's Name: BRANDT, CARL
Owner Address: 14212 12TH SW
City: BURIEN 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: 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	Shingle - Concrete/Asbestos Wood - Vertical	Shed Hip	Asphalt / Composition - Shingle
Foundation:	Form/Type:		
Concrete - Poured	Single Family		

Narrative

Study Unit	Other
Architecture/Landscape Architecture	
Date of Construction:	1954 Built Date
	1980 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

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

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 21804 31st Avenue South in Des Moines, Washington, which is a residential building constructed in 1954, 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 an undistinguished example of a typical mid-twentieth century residential 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 building has undergone several alterations, including the replacement of most original doors and windows, a carport addition, and a large addition on the east elevation. As a result, the property has lost integrity of design. The building retains integrity of materials, workmanship, setting, location, feeling and association.

Description of Physical Appearance:

21804 31st Avenue South is a one-story residential building built in 1954 with a rectangular plan. The upper half of the wood frame house's exterior walls is clad in vertical wood siding and lower half is clad in asbestos shingle siding. The house sits on a concrete slab foundation. Composite shingles cover the hip roof. All of the doors and windows that are visible from the public right-of-way are contemporary replacements. Originally, the house had more of a square plan. At some point prior to 1990 a large addition was added to the east elevation. Another later addition is the shed roofed carport attached to the north elevation. The shed roof is supported by four wood posts. The front door to the house is located on the north elevation under the carport and is accessed by three wood steps that lead to a small wood porch. The east elevation contains three replacement, two-light horizontal sliding windows—two to the east of the front door and one to the west. The north end of the west elevation contains a large, three-light horizontal sliding window with a fixed middle sash. On the south end of the same elevation is a small replacement, two-light horizontal sliding window. Grass, some gravel, and a high wood and chain link fence surrounds the property.



Historic Inventory Report

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. 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



view to southeast
West (front) elevation
2013



Northwest corner
2013



Historic Inventory Report

Location

Field Site No. 2509-49 DAHP No.
Historic Name:
Common Name: 21636 31st Ave S
Property Address: 21636 31st Ave S, Des Moines, WA 98198
Comments:
Tax No./Parcel No. 2724200600
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: 1196341
Northing: 761327
Projection: Washington State Plane South
Datum: HARN (feet)

Identification

Survey Name: Sound Transit Federal Way Date Recorded: 10/31/2013
Field Recorder: MaryNell Nolan-Wheatley
Owner's Name: WINSTON, DANIEL+CHERYL
Owner Address: 19019 INTERNATIONAL BLVD #162
City: SeaTac State: Washington Zip: 98188
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

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:

Vernacular

Shingle -
Concrete/Asbestos

Gable - Side Gable

Asphalt / Composition -
Shingle

Foundation:

Form/Type:

Concrete - Poured

Single Family

Narrative

Study Unit

Other

Architecture/Landscape Architecture

Date of Construction:

1940 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 21636 31st Avenue South in Des Moines, Washington, which is a residential building constructed in 1940, 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 example of a early to mid-twentieth century vernacular residential 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. All of the original doors and windows have been replaced. As a result, the property has lost some integrity of design. The building retains integrity of materials, workmanship, setting, location, feeling and association.

Historic Inventory Report

Description of Physical Appearance:	<p>21636 31st Avenue South is a small, one-story residential building built in 1940 with a rectangular plan. The wood frame house is clad in an asbestos shingle siding and sits on a raised concrete slab foundation. Composite shingles cover the side gable roof. An interior slope concrete block chimney protrudes from the rear slope of the roof. All of the doors and windows that are visible from the public right-of-way are contemporary replacements. The front (west) elevation is defined by a small porch with an attached shed roofed overhang covered in composite shingles located in the center of the facade. Five wooden steps on the south side of the front porch lead to the replacement front door. The stairs have a wooden railing that wraps around the porch. Originally, the front door was accessed by stairs on the north side of the porch. North of the front door is a large, two-light horizontal sliding window. South of the porch is a one-over-one metal sash window. Two more metal, one-over one sash windows are located on the south elevation, along with a small louvered attic vent. The north elevation also contains a louvered attic vent, along with a two-light horizontal sliding window and a sash window identical to those on the south elevation. The property is surrounded by grass. A tall wooden fence extends on either side of the house's front elevation.</p>
Major Bibliographic References:	<p>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.</p> <p>Caster, D. 2007. Historical Society of Federal Way Timeline. Available at: http://www.federalwayhistory.org/timeline.php. Accessed March 15, 2013.</p> <p>Des Moines Historical Society. 2007. Time Line Page. Available at: http://www.dmhs.org/timeline/history.html. 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: http://www.historylink.org/index.cfm?DisplayPage=output.cfm&file_id=500. Accessed March 15, 2013.</p> <p>King County. 2013. King County Department of Assessments. Available at: http://www.kingcounty.gov/Assessor.aspx. 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: https://sites.google.com/site/alinehistoryprojectsite/home/map/theme-transportation/establishing-the-pacific-highway-south. Accessed March 14, 2013.</p> <p>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.</p>

Photos



West (front) elevation
2013



Northwest corner
2013



Southwest corner
2013



Historic Inventory Report

Location

Field Site No. 2518-48 DAHP No.
Historic Name:
Common Name: 21635 31st Ave S
Property Address: 21635 31st Ave S, Des Moines, WA 98198
Comments:
Tax No./Parcel No. 2724200730
Plat/Block/Lot
Acreage .18
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: 1196215
Northing: 761334
Projection: Washington State Plane South
Datum: HARN (feet)

Identification

Survey Name: Sound Transit Federal Way Date Recorded: 10/31/2013
Field Recorder: MaryNell Nolan-Wheatley
Owner's Name: LONG, HONG YING
Owner Address: 21635 31ST AVE S
City: Des Moines 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

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:
Modern - Minimal	Wood - Clapboard	Gable - Side Gable	Asphalt / Composition -
Traditional	Wood - T 1-11	Gable - Front Gable	Shingle
Foundation:	Form/Type:		
Concrete - Poured	Single Family		

Narrative

Study Unit	Other
Architecture/Landscape Architecture	
Date of Construction:	1966 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 21635 31st Avenue South in Des Moines, Washington, which is a residential building constructed in 1966, 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 example of a 1960s minimal traditional style residential building and does not embody distinctive characteristics; 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 undergone alterations, including the enclosure of the carport and the replacement of original doors and windows. As a result, the property has lost some integrity of design and materials. The building retains integrity of workmanship, setting, location, feeling, and association.

Historic Inventory Report

Description of Physical Appearance:	<p>21635 31st Avenue South is a one-story residential building from 1966 with an L-shaped plan. The wood frame house is clad in wood clapboards and sits on a concrete slab foundation. A composite shingle covers the roof, which is a front gable over the main part of the house and a side gable over the north end where the carport was. Originally the carport formed the bottom of the "L," extending from the east end of the north elevation. The roof of the carport was supported by a full wall on the west elevation and by two posts on the north elevation. A single car could access the carport from the east elevation. The front door was located underneath the roof of the carport, on the east end of the north elevation of the main section of the house. To the west of the front door, also covered by the carport was an exterior chimney breast. At some point, the carport was partially enclosed and converted into interior living space. The front door remains in the same location and is accessed through a small recessed porch that is what remains of the original carport. The east elevation of the main house contains a replacement two-light horizontal sliding window and one replacement three-light horizontal sliding window with a fixed middle sash. Between the two window bays is a flat wood panel that creates a horizontal emphasis. The south elevation contains three replacement windows including two horizontal sliding windows, and one, one-over-one sash window. A replacement glazed door is located on the east side of the south elevation. The north elevation of the original carport is clad in vertical T 1-11 siding and contains one replacement, two-light horizontal sliding window. The property includes a front and back yard and 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: https://sites.google.com/site/alinehistoryprojectsite/home/line-b/community-identities--bellevue-and-redmond/the-suburb. Accessed March 18, 2013.</p> <p>Caster, D. 2007. Historical Society of Federal Way Timeline. Available at: http://www.federalwayhistory.org/timeline.php. Accessed March 15, 2013.</p> <p>Des Moines Historical Society. 2007. Time Line Page. Available at: http://www.dmhs.org/timeline/history.html. 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: http://www.historylink.org/index.cfm?DisplayPage=output.cfm&file_id=500. Accessed March 15, 2013.</p> <p>King County. 2013. King County Department of Assessments. Available at: http://www.kingcounty.gov/Assessor.aspx. 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: https://sites.google.com/site/alinehistoryprojectsite/home/map/theme-transportation/establishing-the-pacific-highway-south. Accessed March 14, 2013.</p> <p>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.</p>

Photos



enclosed carport is at right.
East (front) elevation
2013



Northeast corner
2013



Southeast corner
2013



South elevation
2013



Historic Inventory Report

Location

Field Site No. 2525-50 DAHP No.
Historic Name:
Common Name: 21807 31st Ave S
Property Address: 21807 31st Ave S, Des Moines, WA 98198
Comments:
Tax No./Parcel No. 2724200825
Plat/Block/Lot
Acreage .26
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: 1196191
Northing: 761187
Projection: Washington State Plane South
Datum: HARN (feet)

Identification

Survey Name: Sound Transit Federal Way Date Recorded: 10/31/2013
Field Recorder: MaryNell Nolan-Wheatley
Owner's Name: EIDSON, DALE E
Owner Address: 21807 31ST AVE S
City: Des Moines 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

Description

Historic Use: Domestic - Single Family House

Current Use: Vacant/Not in Use

Plan: Irregular

Stories: 1

Structural System: Platform Frame

Changes to Plan: Moderate

Changes to Interior: Unknown

Changes to Original Cladding: Intact

Changes to Windows: Extensive

Changes to Other: Moderate

Other (specify): Garage addition (1964) converted into interior living space.

Style:

Cladding:

Roof Type:

Roof Material:

Ranch

Wood - Clapboard

Gable - Side Gable

Asphalt / Composition -

Gable - Front Gable

Shingle

Foundation:

Form/Type:

Concrete - Poured

Single Family

Narrative

Study Unit

Other

Architecture/Landscape Architecture

Date of Construction:

1959 Built Date

Builder:

1964 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 21807 31st Avenue South in Des Moines, Washington, which is a residential building constructed 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 example of a mid-twentieth century residential 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 building has undergone several alterations, including the replacement of all original doors and windows and a large addition on the north elevation. As a result, the property has lost integrity of design and materials. The building retains integrity of workmanship, setting, location, feeling and association.

Historic Inventory Report

Description of Physical Appearance:	<p>21807 31st Avenue South is a one-story residential building built in 1959 with an irregular plan and is currently vacant. The wood frame house is clad in wood clapboards and sits on a concrete slab foundation. Composite shingles cover the roof, which is a side gable over the main part of the house with a front gable over a small section that extends to the front. All of the doors and windows that are visible from the public right-of-way are contemporary replacements. The wood paneled front door is located on the narrow south elevation of the extended section. On the east elevation of this section is a window opening with a fixed, 16-light window flanked by two, 8-light horizontal sliding windows. On the south end of the east elevation are two window openings, each with two nine-light horizontal sliding windows. The north elevation contains an exterior brick chimney. The King County Assessor's website indicates that circa 1964 a large two car attached garage was added to the house's north elevation (just west of the chimney), and it is covered by a separate and lower height side gabled roof. The garage was at some point converted to interior living space, although due to the overgrown vegetation surrounding the house, the addition is no longer visible from the public right-of-way. There are no windows on the building's south elevation. The property includes a front yard and a dirt driveway.</p>
Major Bibliographic References:	<p>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.</p> <p>Caster, D. 2007. Historical Society of Federal Way Timeline. Available at: http://www.federalwayhistory.org/timeline.php. Accessed March 15, 2013.</p> <p>Des Moines Historical Society. 2007. Time Line Page. Available at: http://www.dmhs.org/timeline/history.html. 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: http://www.historylink.org/index.cfm?DisplayPage=output.cfm&file_id=500. Accessed March 15, 2013.</p> <p>King County. 2013. King County Department of Assessments. Available at: http://www.kingcounty.gov/Assessor.aspx. 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: https://sites.google.com/site/alinehistoryprojectsite/home/map/theme-transportation/establishing-the-pacific-highway-south. Accessed March 14, 2013.</p> <p>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.</p>

Photos



East (front) elevation
2013



East elevation
2013



Southeast corner
2013



Historic Inventory Report

Location

Field Site No. 2526-52 DAHP No.

Historic Name:

Common Name: 21815 31st Ave S

Property Address: 21815 31st Ave S, Des Moines, WA 98198

Comments:

Tax No./Parcel No. 2724200840

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: 1196209

Northing: 761108

Projection: Washington State Plane South

Datum: HARN (feet)

Identification

Survey Name: Sound Transit Federal Way Date Recorded: 10/31/2013

Field Recorder: MaryNell Nolan-Wheatley

Owner's Name: WEAVER, SCOTT R+WADILL, LOWEL

Owner Address: 21815 31ST AVE S

City: Des Moines 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

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: Extensive	Changes to Interior: Unknown		
Changes to Other:	Changes to Windows: Extensive		
Other (specify):			
Style:	Cladding:	Roof Type:	Roof Material:
Modern - Minimal	Veneer - Vinyl Siding	Gable - Side Gable	Asphalt / Composition -
Traditional		Gable - Front Gable	Shingle
Foundation:	Form/Type:		
Concrete - Poured	Single Family - Gable Front and Wing		

Narrative

Study Unit	Other
Architecture/Landscape Architecture	
Date of Construction:	1938 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 21815 31st Avenue South in Des Moines, Washington, which is a residential building constructed in 1938, 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 example of Minimal Traditional style residential 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 building has been altered, including the replacement of all original siding, doors, and windows. As a result, the property has lost integrity of materials, design, and workmanship. The building retains integrity of setting, location, feeling and association.

Historic Inventory Report

Description of Physical Appearance:	<p>21815 31st Avenue South is a one-story residential building built in 1938 with a rectangular plan. The wood frame house is clad in replacement horizontal composite siding and sits on a slightly raised concrete foundation. The roof has a front gable with a side gable wing and is covered with composite shingles. There are two interior slope brick chimneys. All of the doors and windows that are visible from the public right-of-way are contemporary replacements. The front entrance is located on the north side of the east elevation. The front door is accessed by five wide metal stairs with wood hand railings on either side that lead to a porch. The porch is shaded by an attached, gabled overhang supported by simple triangular brackets that are not original to the house. The overhang is covered by a composite shingle roof and clad in horizontal siding, which matches the siding on the rest of the house. The wood paneled front door is protected by a metal and glass storm door and flanked by fixed, replacement eight-light sidelights. There are three window openings on the east elevation which all contain two, 12-light horizontal sliding windows. Two of these window openings are south of the front door and one is located north of the front door. The north elevation contains two, small, one-over-one replacement sash windows, one two-light horizontal sliding window, and one fixed, 20-light window. The south elevation of the house contains one horizontal sliding window identical to those on the east elevation and one six-over-six-light sash window. There is a shed building clad in vertical composite siding with a composite shingle gambrel roof in the rear (west) of the property. The property includes a front yard surrounded by a high wood fence, a paved driveway, and a concrete path leading to the front door.</p>
Major Bibliographic References:	<p>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.</p> <p>Caster, D. 2007. Historical Society of Federal Way Timeline. Available at: http://www.federalwayhistory.org/timeline.php. Accessed March 15, 2013.</p> <p>Des Moines Historical Society. 2007. Time Line Page. Available at: http://www.dmhs.org/timeline/history.html. 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: http://www.historylink.org/index.cfm?DisplayPage=output.cfm&file_id=500. Accessed March 15, 2013.</p> <p>King County. 2013. King County Department of Assessments. Available at: http://www.kingcounty.gov/Assessor.aspx. 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: https://sites.google.com/site/alinehistoryprojectsite/home/map/theme-transportation/establishing-the-pacific-highway-south. Accessed March 14, 2013.</p> <p>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.</p>

Photos



East (front) elevation
2013



Northeast corner
2013



Southeast corner
2013



Historic Inventory Report

Location

Field Site No. 2561-12 DAHP No.

Historic Name:

Common Name: Buena Vida Apartments

Property Address: 21639 29th Ave S, Des Moines, WA 98198

Comments:

Tax No./Parcel No. 21639 29th Ave S 98198 Des Moines

Plat/Block/Lot Block 13, Lot 11-19

Acreage .59

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: 1195631

Northing: 761348

Projection: Washington State Plane South

Datum: HARN (feet)

Identification

Survey Name: Sound Transit Federal Way (2)

Date Recorded: 07/29/2014

Field Recorder: MaryNell Nolan-Wheatley

Owner's Name: KLB STRATEGIES R E INVEST

Owner Address: PO BOX 4826

City: Federal Way

State: WA

Zip: 98063

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: L-Shape	Stories: 3		
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:
None	Veneer - Stucco	Flat with Parapet	Asphalt / Composition - Built Up
	Veneer - Vinyl Siding		
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 21639 29th Avenue South in Des Moines, Washington, which is a residential apartment complex 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 these buildings. The property is not eligible for the NRHP under Criterion C as it is a typical, small 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 two buildings have been altered, including the replacement of original windows and some 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>21639 29th Avenue South contains the Buena Vida Apartments, which is composed of two perpendicular buildings with essentially L-shaped floor plans, constructed in 1968. The three-story wood frame buildings, which sit on poured concrete foundations and contain a total of 24 apartment units, are primarily clad in pebbled stucco panels with vertical strips of the exterior walls clad in non-original horizontal vinyl siding. Constructed on slightly sloping ground, the first floor apartments in some instances are below ground level. From the side (east) side of the property, with a view to the west, the two buildings appear to be two stories. The apartment buildings are covered by flat, built-up roofs with low parapets. Shallow awnings clad in vertical wood siding wrap around the parapets on all elevations. The apartment windows are two-light horizontal sliders, many of which are contemporary replacements. Each of the buildings' elevations is defined by a row of vertical bays that alternate between pebbled stucco and horizontal vinyl siding. The windows are contained within the strips of vinyl siding, which creates a repeating pattern along each exterior wall. Each building contains 2-3 open-air stairwells that are covered by the primary roof. Open framework railings border the stairwell landings on each floor. The south elevation of one of the buildings (facing South 218th Street) and the west elevation of the second building (facing 28th Avenue South) contain balconies on the second and third floors that have open framework wood railings. The balconies are accessed from the apartments by sliding glass doors. A large paved parking lot is located on the north 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: https://sites.google.com/site/alinehistoryprojectsite/home/line-b/community-identities--bellevue-and-redmond/the-suburb. Accessed March 18, 2013.</p> <p>Caster, D. 2007. Historical Society of Federal Way Timeline. Available at: http://www.federalwayhistory.org/timeline.php. Accessed March 15, 2013.</p> <p>Des Moines Historical Society. 2007. Time Line Page. Available at: http://www.dmhs.org/timeline/history.html. 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: http://www.historylink.org/index.cfm?DisplayPage=output.cfm&file_id=500. Accessed March 15, 2013.</p> <p>King County. 2013. King County Department of Assessments. Available at: http://www.kingcounty.gov/Assessor.aspx. 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: https://sites.google.com/site/alinehistoryprojectsite/home/map/theme-transportation/establishing-the-pacific-highway-south. Accessed March 14, 2013.</p> <p>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.</p>

Photos



Northeast corner of the property.
2014



West elevation, west building.
2014



South elevation, south building.
2014



Southeast corner, south building.
2014



Historic Inventory Report

Location

Field Site No. 2605-149 DAHP No.
Historic Name:
Common Name: 2211 S 260th St
Property Address: 2211 S 260th St, Des Moines, WA 98198
Comments:
Tax No./Parcel No. 2822049027
Plat/Block/Lot
Acreage .87
Supplemental Map(s)

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

Coordinate Reference

Easting: 1193166
Northing: 747310
Projection: Washington State Plane South
Datum: HARN (feet)

Identification

Survey Name: Sound Transit Federal Way Date Recorded: 11/21/2013
Field Recorder: MaryNell Nolan-Wheatley
Owner's Name: CHUMAKI ANDREY
Owner Address: 2211 S 260TH 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: 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 flat roof replaced with steeply-pitched front gable.			
Style:	Cladding:	Roof Type:	Roof Material:
Modern - Minimal	Veneer - Brick	Gable - Front Gable	Asphalt / Composition -
Traditional	Veneer		Shingle
Foundation:	Form/Type:		
Concrete - Poured	Single Family		

Narrative

Study Unit	Other
Architecture/Landscape Architecture	
Date of Construction:	1956 Built Date
	1973 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 2211 South 260th Street in Des Moines, Washington, which contains a residential building constructed 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 mid-twentieth century house 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 residence is heavily altered including the replacement of the original roof, windows, and doors. 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>2211 South 260th Street is a one-story wood frame, minimal tradition style, residential building constructed in 1956. Built on a concrete slab foundation, the house has a rectangular plan and a non-original steeply-pitched front gabled roof with shallow boxed eaves covered in composite shingles. The original flat roof was replaced by the extant pitched roof before 1973. An interior slope brick chimney protrudes from the west side of the roof. The lower third of the exterior walls of the house are clad in painted brick veneer, while the upper two-thirds are clad in non-original horizontal composite siding. The gable ends are also clad in horizontal composite siding. A paneled replacement front door with a fixed, single-light window is located in the center of the front (north) elevation and is protected by a metal and glass storm door. A small concrete step leads up to the main entry. On either side of the front door is a large fixed, single-light replacement window. Another replacement pedestrian door is located in the center of the side (east) elevation. Replacement two-light horizontal sliding windows are located on either side of the east elevation door. A large, flat roof, wood garden trellis extends from the east elevation and shades a carefully manicured garden surrounded by a white picket fence. A short gravel driveway is located on the north 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: https://sites.google.com/site/alinehistoryprojectsite/home/line-b/community-identities--bellevue-and-redmond/the-suburb. Accessed March 18, 2013.</p> <p>Caster, D. 2007. Historical Society of Federal Way Timeline. Available at: http://www.federalwayhistory.org/timeline.php. Accessed March 15, 2013.</p> <p>Des Moines Historical Society. 2007. Time Line Page. Available at: http://www.dmhs.org/timeline/history.html. 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: http://www.historylink.org/index.cfm?DisplayPage=output.cfm&file_id=500. Accessed March 15, 2013.</p> <p>King County. 2013. King County Department of Assessments. Available at: http://www.kingcounty.gov/Assessor.aspx. 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: https://sites.google.com/site/alinehistoryprojectsite/home/map/theme-transportation/establishing-the-pacific-highway-south. Accessed March 14, 2013.</p> <p>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.</p>

Photos



Northeast corner
2013



North elevation
2013



East elevation
2013



Historic Inventory Report

Location

Field Site No. 2616-157 DAHP No.
Historic Name:
Common Name: Pacific Rod & Custom
Property Address: 26460 Pacific Hwy S, Kent, WA 98032
Comments:
Tax No./Parcel No. 2822049053
Plat/Block/Lot
Acreage 2.46
Supplemental Map(s)

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

Coordinate Reference

Easting: 1192871
Northing: 745469
Projection: Washington State Plane South
Datum: HARN (feet)

Identification

Survey Name: Sound Transit Federal Way Date Recorded: 11/25/2013
Field Recorder: MaryNell Nolan-Wheatley
Owner's Name: PROKOP GERALD & JOANNE
Owner Address: 26460 PACIFIC HWY 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: Commerce/Trade - Business

Current Use: Commerce/Trade - Business

Plan: Rectangle Stories: 1

Structural System: Concrete - Block

Changes to Plan: Extensive

Changes to Interior: Unknown

Changes to Original Cladding: Intact

Changes to Windows: Slight

Changes to Other:

Other (specify):

Style:

Cladding:

Roof Type:

Roof Material:

Other - Utilitarian

Metal - Corrugated

Gable - Front Gable

Metal - Corrugated

Other - Industrial

Flat with Parapet

Asphalt / Composition -
Built Up

Foundation:

Form/Type:

Concrete - Poured

Utilitarian

Industrial

Narrative

Study Unit

Other

Architecture/Landscape Architecture

Date of Construction:

1952 Built Date

Builder:

1987 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 26460 Pacific Highway South in Kent, Washington, which is a commercial building constructed in 1952, 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 utilitarian commercial 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. In addition the building is heavily altered, including a large prefabricated steel addition constructed in 1987 and the replacement of some original materials. 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>26460 Pacific Highway South is a one-story, concrete block commercial auto shop building constructed in 1952 with a large prefabricated steel rear addition that was constructed in 1987. It is currently occupied by Pacific Rod and Custom. The essentially rectangular plan building is constructed on a concrete slab foundation and the original and new construction sections are clad in corrugated metal siding. The original (west) section of the building has a flat built-up roof that is obscured by stepped parapets that rise above the roofline on the front (west) and side (north and south) elevations. Most of the windows appear to be original. A traditional sloped corrugated metal awning is affixed to the front (west) elevation and shades a plain metal door with a small brass letter slot. Flanking the metal door are three-light windows with horizontal muntins. The south end of the front elevation contains a large six-light window. The south elevation contains another large six-light window and a smaller window with a single-light awning window placed above a fixed, single-light window. East of the two windows, on the south elevation, is a large vehicle bay that has been covered by a plywood board, followed by two more awning windows placed above fixed, single-light windows. This section of the south elevation, including the covered vehicle bay and the two adjacent windows, is shaded by a large metal canopy with a higher roof height than the original building and supported by four simple metal posts. The north elevation of the original building contains four three-light windows with horizontal muntins and one two-light window that appears to have been partially replaced. The 4,000 square foot prefabricated steel 1987 service garage addition projects from the east elevation of the original building and has a front gabled corrugated metal roof. The peak of the gabled roof is substantially higher than the adjacent flat roof of the 1952 front building. A metal pedestrian door covered by a traditional sloped corrugated metal awning is positioned in the middle of the addition's south elevation. Just east of the metal door is a two-light horizontal sliding window followed by three very large vehicle bays with retractable metal doors. The east end of the elevation contains another metal pedestrian door with an adjacent two-light horizontal sliding window. West of the central door are two large vehicle bays with retractable metal doors separate by a small two-light horizontal sliding window. The far west end of the elevation contains a third metal pedestrian door. A small shed addition has been attached to the north elevation of the service building, which otherwise has no defining features. Aerial images indicate that a full width addition with a lower height roof extends from the east elevation of the 1987 service building. The building is surrounded by pavement used for parking.</p>
Major Bibliographic References:	<p>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.</p> <p>Caster, D. 2007. Historical Society of Federal Way Timeline. Available at: http://www.federalwayhistory.org/timeline.php. Accessed March 15, 2013.</p> <p>Des Moines Historical Society. 2007. Time Line Page. Available at: http://www.dmhs.org/timeline/history.html. Accessed March 13, 2013.</p> <p>King County. 2013. King County Department of Assessments. Available at: http://www.kingcounty.gov/Assessor.aspx. 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: https://sites.google.com/site/alinehistoryprojectsite/home/map/theme-transportation/establishing-the-pacific-highway-south. Accessed March 14, 2013.</p> <p>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. Accessed March 18, 2013.</p> <p>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.</p>

Photos



Northwest corner
2013



Southwest corner
2013



West elevation
2013



Historic Inventory Report

Location

Field Site No. 2651-147

DAHP No.

Historic Name:

Common Name: Ranger Tugs Boat and Trailer Sales

Property Address: 25802 Pacific Hwy S, Kent, WA 98032

Comments:

Tax No./Parcel No. 2822049123

Plat/Block/Lot

Acreage 2.54

Supplemental Map(s)

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

Coordinate Reference

Easting: 1193876

Northing: 748028

Projection: Washington State Plane South

Datum: HARN (feet)

Identification

Survey Name: Sound Transit Federal Way

Date Recorded: 11/21/2013

Field Recorder: MaryNell Nolan-Wheatley

Owner's Name: LIVINGSTON DAVID T

Owner Address: 4445 54TH AVE SW

City: SEATTLE

State: WA

Zip: 98116

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		
Changes to Plan: Slight	Structural System: Steel		
Changes to Original Cladding: Intact	Changes to Interior: Unknown		
Changes to Other:	Changes to Windows: Moderate		
Other (specify):			
Style:	Cladding:	Roof Type:	Roof Material:
Other - Industrial	Metal - Corrugated	Flat with Parapet	Metal - Corrugated
Modern - Quonset Hut	Concrete - Block	Barrel Vault	
Foundation:	Form/Type:		
Concrete - Poured	Utilitarian		
	Industrial		

Narrative

Study Unit	Other
Architecture/Landscape Architecture	
Date of Construction:	1947 Built Date
	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).

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 25802 Pacific Highway South in Kent, Washington, which contains a 1947 Quonset hut and a 1965 light industrial building, 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 commercial and light industrial facility 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 undergone several alterations, including the replacement of some original doors and windows and several additions. As a result, the buildings have lost integrity of materials and some integrity of design. The buildings retain integrity of workmanship, setting, location, feeling and association.

Historic Inventory Report

Description of Physical Appearance:	<p>25802 Pacific Highway South contains a 1947 Quonset hut and a 1965 light industrial building, both of which are currently occupied by Ranger Tugs Boat and Trailer Sales. The prefabricated steel Quonset hut is clad in corrugated metal siding. An attached flat roof wood overhang supported by solid concrete block pillars extends from the front (west) elevation. Metal doors with fixed, single-light windows are located in the middle of the front elevation and are flanked by concrete supports. On either side of the concrete supports is a row of three large fixed, single-light windows that slant away from the front elevation. A rectangular louvered attic vent is located just under the highest point of the arched roof. Two, small corrugated metal shed dormers project from the south elevation and each contain a replacement two-light horizontal sliding window. Beneath the dormers is another two-light horizontal sliding replacement window. A larger, corrugated metal shed dormer projects from the north elevation and contains a three-light horizontal sliding replacement window. The large, concrete block, rectangular plan light industrial building is located behind the Quonset hut on the east side of the property. The building sits on a concrete slab foundation and has a flat built up roof and painted concrete block exterior walls. The building is not clearly visible from the public right-of-way but appears to contain a replacement paneled pedestrian door and several vehicle bays with retractable metal doors on the west elevation. The south end of the building has a higher roof height and appears to be a later addition. A new construction, shed roof, service building is located on the northeast side of the property, although it is not visible from the public right-of-way. Several small trailers with flat roofs and clad in corrugated metal siding are also located on the property. Most of the windows on the trailers appear to be horizontal sliding windows. The buildings are surrounded by gravel and a large parking lot is located in the southwest corner 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: https://sites.google.com/site/alinehistoryprojectsite/home/line-b/community-identities--bellevue-and-redmond/the-suburb. Accessed March 18, 2013.</p> <p>Caster, D. 2007. Historical Society of Federal Way Timeline. Available at: http://www.federalwayhistory.org/timeline.php. Accessed March 15, 2013.</p> <p>Des Moines Historical Society. 2007. Time Line Page. Available at: http://www.dmhs.org/timeline/history.html. Accessed March 13, 2013.</p> <p>King County. 2013. King County Department of Assessments. Available at: http://www.kingcounty.gov/Assessor.aspx. 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: https://sites.google.com/site/alinehistoryprojectsite/home/map/theme-transportation/establishing-the-pacific-highway-south. Accessed March 14, 2013.</p> <p>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. Accessed March 18, 2013.</p> <p>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.</p>

Photos



Southwest corner
2013



West elevation
2013



North elevation, 1947 Quonset hut
2013



Southwest corner, 1965 light industrial building
2013



Historic Inventory Report

Location

Field Site No. 2653-246 DAHP No.
Historic Name:
Common Name: 3015 S 259th Ct
Property Address: 3015 S 259th Ct, Kent, WA 98032
Comments:
Tax No./Parcel No. 2822049127
Plat/Block/Lot
Acreage .27
Supplemental Map(s)

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

Coordinate Reference

Easting: 1195847
Northing: 747858
Projection: Washington State Plane South
Datum: HARN (feet)

Identification

Survey Name: Sound Transit Federal Way Date Recorded: 02/10/2014
Field Recorder: MaryNell Nolan-Wheatley
Owner's Name: HORN JOHNNIE M
Owner Address: 3015 S 259TH CT
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		
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 - Gable-on-Hip	Asphalt / Composition - Shingle
	Wood - Vertical		
Foundation:	Form/Type:		
Concrete - Poured	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).

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 3015 South 259th Court 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 been altered several times 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>3015 South 259th Court is a one-story ranch style residential property with a rectangular floor plan constructed in 1958. The property is constructed on a slope and contains a basement that is not visible from the front (north) elevation, but is accessible from the rear (south) elevation. The upper third of the exterior walls are clad in vertical wood siding while the bottom two-thirds of the exterior walls are clad in horizontal wood siding. A composite shingle covers the gable-on-hip roof, which is characterized by very small gabled ends and a moderately deep boxed eave. All of the visible windows are contemporary replacements in dark metal frames. A paneled replacement front door is located just east of center on the front façade and is accessed by a small concrete step. A large, fixed, single-light replacement window flanked by two adjacent, narrow horizontal sliding components is located east of the front door. Two, smaller, two-light horizontal sliding windows are located west of the front door. An interior garage, which is covered by the primary roof, is located in the west end of the house. The west end of the front façade contains the vehicle bay with a retractable wood door. A two-light horizontal sliding window is located in the center of the west elevation, just under the boxed eave. Two, two-light horizontal sliding windows are located on the ground level of the east elevation. The basement level on the east elevation contains a fixed, single-light window and a two-light horizontal sliding window. A flight of wood stairs appear to lead to a rear porch addition, although the porch is not visible from the public right-of-way. The property includes a paved 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: https://sites.google.com/site/alinehistoryprojectsite/home/line-b/community-identities--bellevue-and-redmond/the-suburb. Accessed March 18, 2013.</p> <p>Caster, D. 2007. Historical Society of Federal Way Timeline. Available at: http://www.federalwayhistory.org/timeline.php. Accessed March 15, 2013.</p> <p>Des Moines Historical Society. 2007. Time Line Page. Available at: http://www.dmhs.org/timeline/history.html. Accessed March 13, 2013.</p> <p>King County. 2013. King County Department of Assessments. Available at: http://www.kingcounty.gov/Assessor.aspx. 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: https://sites.google.com/site/alinehistoryprojectsite/home/map/theme-transportation/establishing-the-pacific-highway-south. Accessed March 14, 2013.</p> <p>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. Accessed March 18, 2013.</p> <p>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.</p>

Photos



Northeast corner
2013



North elevation
2013



Northwest corner
2013



Historic Inventory Report

Location

Field Site No. 2669-153

DAHP No.

Historic Name:

Common Name: Budget Batteries & Lupita's Tires and Wheels

Property Address: 27050 Pacific Hwy S, Kent, WA 98032

Comments:

Tax No./Parcel No. 2822049154

Plat/Block/Lot

Acreage .59

Supplemental Map(s)

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

Coordinate Reference

Easting: 1192140

Northing: 743599

Projection: Washington State Plane South

Datum: HARN (feet)

Identification

Survey Name: Sound Transit Federal Way

Date Recorded: 11/25/2013

Field Recorder: MaryNell Nolan-Wheatley

Owner's Name: MONZELOWSKY ROGER C

Owner Address: 16333 W PIMA ST

City: GOODYEAR

State: AZ

Zip: 85338

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: Moderate

Changes to Interior: Unknown

Changes to Original Cladding: Slight

Changes to Windows: Extensive

Changes to Other: Moderate

Other (specify): Some windows have been boarded up.

Style:

Cladding:

Roof Type:

Roof Material:

Commercial

Metal

Flat with Eaves

Asphalt / Composition -

Veneer - Stucco

Built Up

Foundation:

Form/Type:

Concrete - Poured

Commercial

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).

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 27050 Pacific Highway South in Kent, Washington, which is a commercial building constructed 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 mid-twentieth century commercial 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. In addition the building has undergone several alterations, including the replacement of original doors and windows and a large north 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>27050 Pacific Highway South is a one-story, concrete block commercial auto service building constructed in 1961. The rectangular plan building is composed of two sections: the original south section that is occupied by Lupita's Tires and Wheels and the north section that is occupied by Budget Batteries and was likely an addition. Constructed on a poured concrete foundation, both sections of the building are covered by the same built-up flat roof with moderate eaves. While both sections have exposed wood rafters, the north section's rafters are more prominent. The exterior walls of the south section of the building are clad in metal plates painted green. A metal and glass replacement door is located on the south end of the west elevation and is surrounded by fixed, single-light replacement windows; there are two large windows to the south and one to the north. North of the glass door is a metal pedestrian door and five window openings that have been covered with metal cladding. The south elevation contains two large fixed, single-light replacement windows. The east elevation of the south section contains two large vehicle bays with retractable metal doors. South of the vehicle bays are two metal pedestrian doors. Above the doors is a row of four narrow rectangular window openings with replacement plexiglass. The north addition is clad in stucco. A metal and glass pedestrian door is located on the north end of the west elevation with a fixed, single-light transom. North of the door are two large fixed, single-light windows. South of the glass door, still on the west elevation, are two vehicle bays with retractable metal doors. Short concrete ramps lead up to the vehicle bays. There are no openings on the north elevation or on the north end of the east elevation. A shed roof corrugated metal overhang has been added to the north elevation and is supported by four simple metal posts. Advertisements for the two business's services cover most of the exposed exterior walls and the area around the building is entirely paved.</p>
Major Bibliographic References:	<p>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.</p> <p>Caster, D. 2007. Historical Society of Federal Way Timeline. Available at: http://www.federalwayhistory.org/timeline.php. Accessed March 15, 2013.</p> <p>Des Moines Historical Society. 2007. Time Line Page. Available at: http://www.dmhs.org/timeline/history.html. Accessed March 13, 2013.</p> <p>King County. 2013. King County Department of Assessments. Available at: http://www.kingcounty.gov/Assessor.aspx. 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: https://sites.google.com/site/alinehistoryprojectsite/home/map/theme-transportation/establishing-the-pacific-highway-south. Accessed March 14, 2013.</p> <p>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. Accessed March 18, 2013.</p> <p>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.</p>

Photos



Southwest corner
2013



Northwest corner
2013



East elevation
2013



Historic Inventory Report

Location

Field Site No. 2671-150

DAHP No.

Historic Name:

Common Name: Shell Gas Station

Property Address: 26010 Pacific Hwy S, Kent, WA 98032

Comments:

Tax No./Parcel No. 2822049156

Plat/Block/Lot

Acreage .68

Supplemental Map(s)

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

Coordinate Reference

Easting: 1193531

Northing: 747238

Projection: Washington State Plane South

Datum: HARN (feet)

Identification

Survey Name: Sound Transit Federal Way

Date Recorded: 11/21/2013

Field Recorder: MaryNell Nolan-Wheatley

Owner's Name: KIM CHANG SUNG

Owner Address: 14331 40TH AVE NE

City: SEATTLE

State: WA

Zip: 98125

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: Irregular Stories: 1

Structural System: Platform Frame

Changes to Plan: Extensive

Changes to Interior: Unknown

Changes to Original Cladding: Moderate

Changes to Windows: Extensive

Changes to Other:

Other (specify):

Style:

Cladding:

Roof Type:

Roof Material:

Commercial

Veneer - Brick

Flat with Parapet

Asphalt / Composition -

Wood - T 1-11

Built Up

Veneer

Veneer - Stucco

Foundation:

Form/Type:

Concrete - Poured

Gas Station - Convenience

Store w/Canopy

Narrative

Study Unit

Other

Architecture/Landscape Architecture

Date of Construction:

1960 Built Date

Builder:

2005 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 26010 Pacific Highway South in Kent, Washington, which is a commercial building constructed 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 commercial 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. In addition the building is heavily altered including the replacement of original windows and doors and a large south elevation 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:

26010 Pacific Highway South is an irregularly shaped, wood frame, commercial building erected in 1960. Currently, the building serves as a Shell gas station and Food Mart, with several other small restaurants and businesses contained in a large, 3,435 square foot south addition that was constructed in 2005. All of the doors and windows on the building are contemporary replacements. The original 1,290 square foot north section is clad in vertical composite siding, some vertical T 1-11 siding, and some brick veneer. With a rectangular plan and a flat built up roof, the original building is currently occupied by the Shell Food Mart and sits on a poured concrete foundation. An awning clad in horizontal composite siding wraps around the primary elevations. A small, secondary awning has been attached to the lower half of the first awning, and contains a yellow and red sign that reads FOOD MART. Metal and glass double doors are located in the middle of the front (west) elevation of the original building and are surrounded by fixed, single-light windows. There are four fixed, single-light windows to the south of the main doors and two to the north. Advertisements, an ice machine, and newspaper dispensers cover much of the front elevation. The north elevation contains a metal pedestrian door with a fixed, single-light transom. West of the transom are two other smaller, but otherwise identical fixed, single-light windows. A flat roof overhang made of wood and metal extends from the east elevation, but is blocked from the public right-of-way by a tall wood fence. Attached to the south elevation is an essentially L-shaped addition with a flat built-up roof and corrugated metal awning that wraps around the primary elevations. The boxed awning creates an overhang over the front (west) elevation and is supported by a series of simple square concrete posts. A slightly raised sidewalk runs along the elevation under the overhang. The addition's front façade (the interior elevations of the L shape), which is clad in stucco, contains three distinct storefronts, each of which is defined by double metal and glass doors surrounded by fixed, single-light windows. The south section of the west elevation of the addition projects out. The west elevation of the projection contains a row of five large fixed, single-light windows. Four gas pump island are covered by a large Shell canopy on the west side of the property. The site is completely paved with a small landscaped area along the street sidewalk.

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.

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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.

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. 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



Northwest corner
2013



West elevation, south c. 2005 addition
2013



Historic Inventory Report

Location

Field Site No. 2679-245 DAHP No.
Historic Name:
Common Name: 3014 S 259th Ct
Property Address: 3014 S 259th Ct, Kent, WA 98032
Comments:
Tax No./Parcel No. 2822049175
Plat/Block/Lot
Acreage .45
Supplemental Map(s)

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

Coordinate Reference

Easting: 1195844
Northing: 748015
Projection: Washington State Plane South
Datum: HARN (feet)

Identification

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

Description

Historic Use: Domestic - Single Family House

Current Use: Domestic - Single Family House

Plan: Irregular Stories: 1

Structural System: Platform Frame

Changes to Plan: Moderate

Changes to Interior: Unknown

Changes to Original Cladding: Intact

Changes to Windows: Moderate

Changes to Other:

Other (specify):

Style:

Cladding:

Roof Type:

Roof Material:

Vernacular

Wood

Gable - Cross Gable

Asphalt / Composition -
Rolled

Foundation:

Form/Type:

Concrete - Poured

Single Family

Narrative

Study Unit

Other

Architecture/Landscape Architecture

Date of Construction: 1946 Built Date
1960 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 3014 South 259th Court in Kent, Washington, which is a residential property built in 1946, 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 several additions. 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:

3014 South 259th Court is a one-story, wood frame, residential property with an irregular floor plan. Constructed in 1946 on a raised concrete foundation, the building has a cross gabled roof with a shallow, open eave and rake covered in rolled roofing material. The property is set back from the main road and surrounded by a fence and substantial vegetation. As a result, most of the house is not visible from the public right-of-way. The house is clad in horizontal wood siding. Most of the visible windows are contemporary replacements. A paneled replacement front door that contains a small fanlight is located on the south end of the west elevation and is covered by a small, attached shed roof overhang. The overhang shades a small, raised concrete porch that is accessed by a few steps and a paved pathway. The southwest corner of the overhang is supported by a plain wood post. The center of the south elevation of the main section of the house contains a large, fixed, single-light replacement window. Two rectangular plan sections project from the west and east elevations of the building's main section. The west section extends from the west elevation, just north of the front door. Covered in a front gable roof that crosses the primary side gable, the south elevation of the west section of the house contains a large, two-light, horizontal sliding replacement window. An integrated, open gable, metal frame addition supported by several simple metal posts extends from the west elevation of the west section. The south elevation of the metal frame addition is clad in an opaque vinyl material. A front gable roof also covers the section that projects from the east elevation of the main house. The south elevation of the east projection contains a three-light window with horizontal muntins that may be original to the property. A long gravel driveway runs from the main road, along the west side of the property, and terminates in front of a large, detached garage. The primary section of the garage, which was likely originally used as a shed building, is a rectangular plan building that appears to be covered by a composite shingle, side gabled roof. The accessory building contains a pedestrian door and several small windows on its front (south) elevation. A large, nearly square addition, which was added circa 1960, extends from the west elevation of the original section, and is covered by a large hipped roof. Two large vehicle bays with retractable metal doors are located on the front (south) elevation of the garage addition. Most of the property surrounding the house and garage is covered with grass.

Major
Bibliographic
References:

KENT 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. 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



Photo courtesy of King County Assessor's website.
Southwest corner
2013



South elevation
2013



South elevation, detached garage
2013



Historic Inventory Report

Location

Field Site No. 2692-248 DAHP No.
Historic Name:
Common Name: 26802 28th St
Property Address: 26802 28th Ave S, Kent, WA 98032
Comments:
Tax No./Parcel No. 2822049196
Plat/Block/Lot
Acreage .34
Supplemental Map(s)

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

Coordinate Reference

Easting: 1195106
Northing: 744632
Projection: Washington State Plane South
Datum: HARN (feet)

Identification

Survey Name: Sound Transit Federal Way Date Recorded: 02/10/2014
Field Recorder: MaryNell Nolan-Wheatley
Owner's Name: WITTER LYLE G
Owner Address: 26802 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		
Changes to Plan: Intact	Structural System: Platform Frame		
Changes to Original Cladding: Extensive	Changes to Interior: Unknown		
Changes to Other:	Changes to Windows: Intact		
Other (specify):			
Style:	Cladding:	Roof Type:	Roof Material:
Ranch	Veneer	Gable - Cross Gable	Asphalt / Composition - Rolled
	Wood - Boards		
Foundation:	Form/Type:		
Concrete - Poured	Single Family - Cross Gable		

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 26802 28th 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 has been altered including the replacement of original 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>26802 28th Avenue South is a one-story ranch style residential property with an essentially L-shaped floor plan constructed in 1967. The house has a crossed gabled roof covered in rolled roofing material with moderately deep open eaves and an interior slope brick chimney. Primarily clad in wide, flush, vertical composite siding, the rectangular spaces below the windows on the front (west) elevation, are clad in narrow, horizontal composite siding. Other sections of the house, including the south elevation, are clad in wood boards. None of the siding appears original. Heavy vegetation in front of the house obscures much of the main façade. The front door is located south of center on the front elevation. North of the front door are three, two-light horizontal sliding windows in thin metal frames. The south end of the front elevation projects out from the rest of the elevation, creating the bottom of the L shape, and is covered by a front gabled roof that crosses the primary side gabled roof. The projection contains a two-car garage. The northwest corner of the front gable creates a small overhang over the front door. Two vehicle bays with retractable wood doors are located on the front of the garage and can be illuminated by a large security light that is attached to the exterior wall just below the peak of the front gable. There are no visible windows or doors on the north or south elevations. The property includes a paved driveway that slopes up towards the house from 28th Avenue South.</p>
Major Bibliographic References:	<p>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.</p> <p>Caster, D. 2007. Historical Society of Federal Way Timeline. Available at: http://www.federalwayhistory.org/timeline.php. Accessed March 15, 2013.</p> <p>Des Moines Historical Society. 2007. Time Line Page. Available at: http://www.dmhs.org/timeline/history.html. Accessed March 13, 2013.</p> <p>King County. 2013. King County Department of Assessments. Available at: http://www.kingcounty.gov/Assessor.aspx. 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: https://sites.google.com/site/alinehistoryprojectsite/home/map/theme-transportation/establishing-the-pacific-highway-south. Accessed March 14, 2013.</p> <p>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. Accessed March 18, 2013.</p> <p>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.</p>

Photos



Northwest corner
2013



Southwest corner
2013



West elevation
2013



Historic Inventory Report

Location

Field Site No. 2693-249 DAHP No.
Historic Name:
Common Name: 26810 28th Ave S
Property Address: 26810 28th Ave S, Kent, WA 98032
Comments:
Tax No./Parcel No. 2822049197
Plat/Block/Lot
Acreage .30
Supplemental Map(s)

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

Coordinate Reference

Easting: 1195116
Northing: 744553
Projection: Washington State Plane South
Datum: HARN (feet)

Identification

Survey Name: Sound Transit Federal Way Date Recorded: 02/12/2014
Field Recorder: MaryNell Nolan-Wheatley
Owner's Name: MAESTAS JOHN K
Owner Address: 26810 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: Rectangle	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: Intact		
Other (specify):			
Style:	Cladding:	Roof Type:	Roof Material:
Modern - Contemporary	Veneer	Gable - Front Gable	Asphalt / Composition - Rolled
Foundation:	Form/Type:		
Concrete - Poured	Single Family		

Narrative

Study Unit	Other
Architecture/Landscape Architecture	
Date of Construction:	1967 Built Date
	2000 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 26810 28th 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 has been altered including the replacement of the front door and a carport 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:

26810 28th Avenue South is a one-story, contemporary style, wood frame, residential property with a rectangular floor plan constructed in 1967. The house, which sits on a concrete slab foundation, has a center front gabled roof covered in rolled roofing material with moderately deep open eaves, exposed wood rafters, and an interior slope brick chimney. Primarily clad in flush, vertical composite siding, the house is defined by an open front gable that extends into a deep overhang, shading the front entrance and ground level porch. The south edge of the front gable is supported by two simple wood posts; one post supports the central gable peak and the second post supports the southwest corner of the overhang. A replacement front door is located north of center on the front (west) elevation. A large, two-light horizontal sliding window with a thin metal frame is located south of the front door. Narrow, vertical wood strips extend from the outer edges and the center of the sliding window, extending the full height of the front elevation and emphasizing a sense of verticality from the ground to the peak of the open front gable. A long, horizontal window opening is located on the south end of the front facade. The opening contains two, two-light horizontal sliding windows separated by a rectangular wood panel painted bright blue. The open front gable's overhang abruptly ends above the central panel in the window opening. A shallow eave continues to the south end of the front façade. The north end of the house contains an interior two-car garage that is covered by the primary roof. Both vehicle bays with retractable doors are decorated with two X shapes that are composed of narrow wood strips. The north and south elevations do not contain any fenestration. An extended, secondary shed roof projects from the south elevation and covers a carport addition constructed circa 2000. The south edge of the carport is supported by two simple wood posts. Another shed addition may extend from the rear (east) elevation, but it is not clearly visible from the public right-of-way. The property includes a front yard that is flanked on the north side by a paved driveway and on the south side by a gravel driveway. The two driveways lead to the two-car garage and carport respectively.

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. 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



North elevation
2013



Historic Inventory Report

Location

Field Site No. 2694-250

DAHP No.

Historic Name:

Common Name: 26818 28th Ave S

Property Address: 26818 28th Ave S, Kent, WA 98032

Comments:

Tax No./Parcel No. 2822049198

Plat/Block/Lot

Acreage .30

Supplemental Map(s)

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

Coordinate Reference

Easting: 1195115

Northing: 744473

Projection: Washington State Plane South

Datum: HARN (feet)

Identification

Survey Name: Sound Transit Federal Way

Date Recorded: 02/12/2014

Field Recorder: MaryNell Nolan-Wheatley

Owner's Name: AQUINO ROLANDO S+MYRNA C+RO

Owner Address: 26818 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		
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	Veneer	Gable - Side Gable	Asphalt / Composition - Rolled
Foundation:	Form/Type:		
Concrete - Poured	Single Family		

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 26818 28th 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 has been altered including the replacement of original windows and doors. 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>26818 28th Avenue South is a one-story, wood frame, ranch style residential property with an essentially L-shaped floor plan constructed in 1967. The house, which sits on a concrete slab foundation, has a side gabled roof covered in rolled roofing material with moderately deep open eaves and an interior slope brick chimney. Primarily clad in flush, vertical composite siding, all of the visible doors and windows appear to be contemporary replacements. The front door is located just south of center on the front (west) elevation. North of the front door is a large, fixed, single-light window flanked by two, narrow horizontal sliding lights. Further north on the front elevation is a long, horizontal window opening that contains two, two-light horizontal windows separated by a wood panel. The south end of the front elevation projects out from the rest of the elevation, creating the bottom of the L shape, and is covered by a side gabled roof that is slightly higher than the primary side gabled roof. The projection contains a two-car garage. The northwest corner of the higher side gable roof that covers the garage creates a small overhang that shades the front door and is supported by a simple wood post. Two vehicle bays with retractable metal doors are located on the front of the garage. There are no windows or doors on the north or south elevations. The property includes a paved driveway that leads to the garage from 28th Avenue South, a sloping front yard, and a fenced off back yard.</p>
Major Bibliographic References:	<p>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.</p> <p>Caster, D. 2007. Historical Society of Federal Way Timeline. Available at: http://www.federalwayhistory.org/timeline.php. Accessed March 15, 2013.</p> <p>Des Moines Historical Society. 2007. Time Line Page. Available at: http://www.dmhs.org/timeline/history.html. Accessed March 13, 2013.</p> <p>King County. 2013. King County Department of Assessments. Available at: http://www.kingcounty.gov/Assessor.aspx. 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: https://sites.google.com/site/alinehistoryprojectsite/home/map/theme-transportation/establishing-the-pacific-highway-south. Accessed March 14, 2013.</p> <p>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. Accessed March 18, 2013.</p> <p>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.</p>

Photos



North elevation
2013



Southwest corner
2013



West elevation
2013



Historic Inventory Report

Location

Field Site No. 2695-251 DAHP No.
Historic Name:
Common Name: 26826 28th Ave S
Property Address: 26826 28th Ave S, Kent, WA 98032
Comments:
Tax No./Parcel No. 2822049199
Plat/Block/Lot
Acreage .28
Supplemental Map(s)

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

Coordinate Reference

Easting: 1195113
Northing: 744393
Projection: Washington State Plane South
Datum: HARN (feet)

Identification

Survey Name: Sound Transit Federal Way Date Recorded: 02/12/2014
Field Recorder: MaryNell Nolan-Wheatley
Owner's Name: BEATTY JERRY M JR
Owner Address: 26826 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		
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:
Ranch	Wood	Gable - Gable-on-Hip	Asphalt / Composition - Shingle
Foundation:	Form/Type:		
Concrete - Poured	Single Family		

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 26826 28th 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 has been altered including the replacement of original windows and siding. 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>26826 28th Avenue South is a one-story, wood frame, ranch style residential property with an essentially L-shaped floor plan constructed in 1967. The house, which sits on a concrete slab foundation, has a gable-on-hip roof covered in composite shingles with moderately deep boxed eaves and an interior slope brick chimney. Clad in non-original horizontal wood siding, all of the visible windows appear to be contemporary replacements. The front door is located just north of center on the front (west) elevation. South of the front door is a large, three-light horizontal sliding window. Further south on the front façade are two, two-light horizontal sliding windows. The north end of the front elevation projects out from the rest of the elevation, creating the bottom of the L shape, and is covered by a second gable-on-hip roof that is slightly higher than the primary roof. The projection contains a two-car garage with two retractable metal doors on the north end of the front elevation. The southwest corner of the garage's roof creates a small overhang that shades the front door and is supported by a simple wood post. There are no windows or doors on the north or south elevations. The property includes a paved driveway that leads to the garage from 28th Avenue South, a sloping front yard outlined by a concrete block wall, and a fenced off backyard.</p>
Major Bibliographic References:	<p>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.</p> <p>Caster, D. 2007. Historical Society of Federal Way Timeline. Available at: http://www.federalwayhistory.org/timeline.php. Accessed March 15, 2013.</p> <p>Des Moines Historical Society. 2007. Time Line Page. Available at: http://www.dmhs.org/timeline/history.html. Accessed March 13, 2013.</p> <p>King County. 2013. King County Department of Assessments. Available at: http://www.kingcounty.gov/Assessor.aspx. 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: https://sites.google.com/site/alinehistoryprojectsite/home/map/theme-transportation/establishing-the-pacific-highway-south. Accessed March 14, 2013.</p> <p>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. Accessed March 18, 2013.</p> <p>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.</p>

Photos



Northwest corner
2013



Southwest corner
2013



West elevation
2013



Historic Inventory Report

Location

Field Site No. 2699-48 DAHP No.
Historic Name:
Common Name: 26701 28th Ave S
Property Address: 26701 28th Ave S, Kent, WA 98032
Comments:
Tax No./Parcel No. 2822049203
Plat/Block/Lot
Acreage 10.72
Supplemental Map(s)

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

Coordinate Reference

Easting: 1194971
Northing: 744967
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: KING COUNTY-ROADS
Owner Address: ADM-ES-0800 500 4TH AVE
City: Seattle State: WA Zip: 98004
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		
Changes to Plan: Extensive	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:
Other - Utilitarian	Wood	Flat with Eaves	Unknown
Foundation:	Form/Type:		
Concrete - Poured	Utilitarian		

Narrative

Study Unit	Other
Architecture/Landscape Architecture	
Date of Construction:	Builder:
1970 Built Date	
2004 Addition	
1995 Built Date	
2001 Built Date	
2002 Built Date	
	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 26701 28th Avenue South in Kent, Washington, which is a commercial property with several buildings constructed in 1970, 1995, 2001, 2002, and 2004 respectively, 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 commercial property from the mid- to late-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 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 original 1970 is barely recognizable due to large additions and the construction of several other accessory structures on the lot. As a result, the property has lost integrity of design, feeling, workmanship, and setting. The building retains integrity of materials, location, and association.

Historic Inventory Report

Description of Physical Appearance:	<p>26701 28th Avenue South contains a one-story, rectangular plan, wood frame, service building that was constructed in 1970. A large, 4,000-square foot truck garage was added to the east elevation of the 1970 building at an unknown date. Between 1995 and 2002, several other carports and equipment shelters were constructed on other parts of the property. A one-and-a-half-story, wood frame, rectangular plan building was added to the 1970 building's west elevation circa 2004. The structures are all located on a large, 10.72-acre property that is mostly paved. Most of the structures are not visible from the public-right-of-way. The small 1970 service building, which is clad in horizontal wood siding, has a flat roof and sits on a concrete slab foundation. A plain metal front door is located in the center of the front (north) elevation. A small, two-light horizontal sliding window is located on the west side of the door and a protruding air conditioning unit is located on the east side. The east elevation contains a side pedestrian entrance. A large, steel frame, flat roof truck carport extends from the east elevation of the service building. The carport contains four large, truck bays. A circa 2004, rectangular plan, wood frame addition extends from the west elevation of the 1970 service building. All of the windows are fixed and contain single-lights. The one-and-a-half-story building constructed on a concrete slab foundation is clad in painted fiberboards and has a side gabled roof covered in composite shingles. Double metal doors that contain fixed, single-light windows are located on the north end of the west elevation. South of the main entrance there is a large, square, ground floor window opening. A row of four windows are located on the west elevation's second floor, under the gable peak. A wood frame deck, raised on stilts, wraps around the southwest corner of the building. Three, large, square windows are located on the north elevation's ground floor. East of the service building is an 810-square foot carport constructed in 1995, a 2,500-square foot carport constructed in 2001, and an equipment shelter constructed in 2002. None of these accessory buildings have any defining features.</p>
Major Bibliographic References:	<p>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.</p> <p>Caster, D. 2007. Historical Society of Federal Way Timeline. Available at: http://www.federalwayhistory.org/timeline.php. Accessed March 15, 2013.</p> <p>Des Moines Historical Society. 2007. Time Line Page. Available at: http://www.dmhs.org/timeline/history.html. Accessed March 13, 2013.</p> <p>King County. 2013. King County Department of Assessments. Available at: http://www.kingcounty.gov/Assessor.aspx. 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: https://sites.google.com/site/alinehistoryprojectsite/home/map/theme-transportation/establishing-the-pacific-highway-south. Accessed March 14, 2013.</p> <p>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. Accessed March 18, 2013.</p> <p>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.</p>

Photos



North elevation
2014



Northeast corner
2014



Northwest corner
2014



Historic Inventory Report

Location

Field Site No. 2707-13 DAHP No.

Historic Name:

Common Name: Pioneer Builders Supply Co., Inc.

Property Address: 2427 S 260th St, Kent, WA 98032

Comments:

Tax No./Parcel No. 2822049218

Plat/Block/Lot

Acreage 1.38

Supplemental Map(s)

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

Coordinate Reference

Easting: 1194044

Northing: 747251

Projection: Washington State Plane South

Datum: HARN (feet)

Identification

Survey Name: Sound Transit Federal Way (2) Date Recorded: 07/29/2014

Field Recorder: MaryNell Nolan-Wheatley

Owner's Name: BURKE GREGORY D

Owner Address: 4723 SLAYDEN RD NE

City: TACOMA State: WA Zip: 98422

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: L-Shape

Stories: 1

Structural System: Platform Frame

Changes to Plan: Slight

Changes to Interior: Unknown

Changes to Original Cladding: Intact

Changes to Windows: Unknown

Changes to Other:

Other (specify):

Style:

Cladding:

Roof Type:

Roof Material:

Other - Utilitarian

Wood - Vertical

Flat with Parapet

Asphalt / Composition -
Built Up

Foundation:

Form/Type:

Concrete - Poured

Utilitarian

Narrative

Study Unit

Other

Architecture/Landscape Architecture

Date of Construction:

1958 Built Date

Builder:

1978 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 2427 South 260th Street in Kent, Washington, which is a commercial property that contains two buildings constructed in 1958 and 1978 respectively, 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 utilitarian and commercial property 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 property is altered including the replacement of some original materials and a small shed addition on the 1958 building. As a result, the property has lost integrity of materials. The buildings retain integrity of design, workmanship, setting, location, feeling and association.

Historic Inventory Report

Description of Physical Appearance:	<p>2427 South 260th Street contains two commercial buildings: a one-story, wood frame, 2,394-square foot storage warehouse constructed in 1958 and a one-story, prefabricated steel, 6,288-square foot storage warehouse that includes an office area constructed in 1978. The property is currently occupied by Pioneer Builders Supply Co., Inc. Both buildings are unadorned utilitarian structures constructed on concrete slab foundations. The 1958 building has an essentially L-shaped plan and is clad in vertical wood siding. A narrow awning, also clad in vertical wood siding, wraps around the edge of the building's flat, built up roof. The north end of the east elevation projects out creating the building's L shape and a plain pedestrian door is located on the south end of the east elevation. A small shed addition has been constructed on the buildings south elevation. Several security lights are attached to the building's awning, though no other details are visible from the public right-of-way. The 1978 building, which is located northeast of the 1958 building, is a rectangular plan structure with a low pitched corrugated metal side gabled roof. The building, which is clad in corrugated metal, contains a 5,664-square foot storage warehouse and a 336-square foot office space. A large, vehicle bay with a retractable door is located just north of center on the front (west) elevation and accesses the storage area. Adjacent to the vehicle bay is a plain metal pedestrian door. The office, which appears to be two stories, is located in the north end of the building and is accessed by double metal and glass doors that are surrounded by fixed, single-light windows on the north end of the west elevation. A flat overhang shades the entrance area. Above the entrance are two, two-light horizontal sliding windows. A two-light horizontal sliding window is located on the second floor of the north elevation. A large vehicle bay with a retractable metal door is also located in the center of the east elevation. The property is mostly paved and is surrounded by a chain-link fence with barbed wire.</p>
Major Bibliographic References:	<p>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.</p> <p>Caster, D. 2007. Historical Society of Federal Way Timeline. Available at: http://www.federalwayhistory.org/timeline.php. Accessed March 15, 2013.</p> <p>Des Moines Historical Society. 2007. Time Line Page. Available at: http://www.dmhs.org/timeline/history.html. Accessed March 13, 2013.</p> <p>King County. 2013. King County Department of Assessments. Available at: http://www.kingcounty.gov/Assessor.aspx. 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: https://sites.google.com/site/alinehistoryprojectsite/home/map/theme-transportation/establishing-the-pacific-highway-south. Accessed March 14, 2013.</p> <p>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. Accessed March 18, 2013.</p> <p>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.</p>

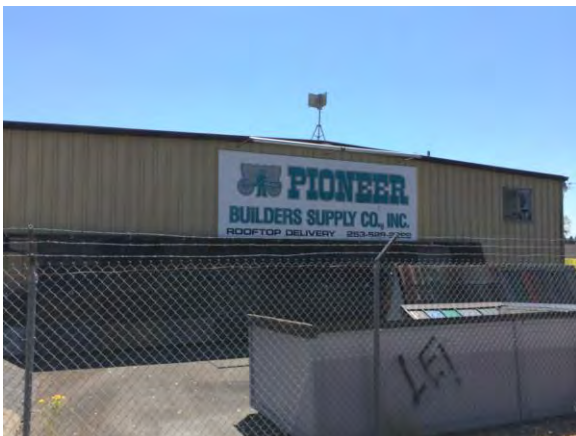
Photos



North side of property, looking towards 1958 building
2014



Northwest corner of 1978 building.
2014



North elevation, 1978 building.
2014



Historic Inventory Report

Location

Field Site No. 2776-200 DAHP No.

Historic Name:

Common Name: 29314 Pacific Hwy S

Property Address: 29314 Pacific Hwy S, Federal Way, WA 98003

Comments:

Tax No./Parcel No. 3040200070

Plat/Block/Lot Block 2/ Lot 2-3

Acreage .89

Supplemental Map(s)

Township/Range/EW	Section	1/4 Sec	1/4 1/4 Sec	County	Quadrangle
T21R04E	04			King	POVERTY BAY

Coordinate Reference

Easting: 1191261

Northing: 736576

Projection: Washington State Plane South

Datum: HARN (feet)

Identification

Survey Name: Sound Transit Federal Way

Date Recorded: 12/13/2013

Field Recorder: MaryNell Nolan-Wheatley

Owner's Name: DICH LYNN

Owner Address: 13996 NE 1ST PL

City: BELLEVUE

State: WA

Zip: 98005

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: Irregular Stories: 1

Structural System: Concrete - Block

Changes to Plan: Extensive

Changes to Interior: Unknown

Changes to Original Cladding: Extensive

Changes to Windows: Extensive

Changes to Other:

Other (specify):

Style:

Cladding:

Roof Type:

Roof Material:

Commercial

Veneer - Stucco

Flat with Parapet

Asphalt / Composition -
Built Up

Foundation:

Form/Type:

Concrete - Poured

Commercial - Strip
Commercial

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).

Federal Way was originally settled as a rural logging community in the late 1800s. In 1928, when the Pacific Highway (HWY 1/US 99) between Tacoma and Seattle opened, it linked Federal Way to the larger neighboring communities, spurring economic and residential development. The name Federal Way came from an eponymous school built in 1929 on Pacific Highway S (Caster, 2007). During the 1950s, Federal Way witnessed substantial growth, transforming from a small lumber town into a metropolitan area. Auto-oriented businesses emerged and thrived along the Pacific Highway. Community growth was bolstered by Boeing and Weyerhaeuser industries in the 1960s. In 1968, Weyerhaeuser purchased 430 acres of land for its corporate headquarters, which opened in April 1971 (Caster, 2007). Federal Way was incorporated as a city in 1990.

The property at 29314 Pacific Highway South in Federal Way, Washington, which is a commercial property constructed 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 mid-twentieth century commercial 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. In addition the building is heavily altered, including a massive rear addition and the replacement of original doors and windows. As a result, the building has lost integrity of materials, design, and workmanship. The building retains integrity of setting, location, feeling and association.

Historic Inventory Report

Description of Physical Appearance:	<p>29314 Pacific Highway South contains a one-story concrete block commercial building that was constructed in 1961 and is currently occupied by six retail businesses. Constructed on a concrete slab foundation, the irregular plan building is clad in stucco and has a flat, built-up roof with a short, rectangular parapet. The building consists of a small, rectangular plan building with a much larger rectangular plan building attached to the rear (east) elevation. The larger section has a higher roof height and is likely a later addition. A tall vertical concrete awning wraps around the building's primary elevations and provides some shade for the front (west) elevation. Signs for each of the businesses have been attached to the concrete awning. All of the windows, which are large, fixed, single-light commercial windows, appear to be contemporary replacements. The west façade of the smaller, original section of the building that now projects from the addition's west elevation contains two identical, mirror image storefronts. Each storefront contains double metal and glass doors surrounded by fixed, single-light windows. Two large commercial windows are positioned between the two entrances. On the north and south sides of the entrances, rows of seven large commercial windows wrap around the northwest and southwest corners of the building. The north end of the addition's front (west) façade contains double metal and glass doors surrounded by fixed, single-light windows. Four more entrances with double metal and glass doors surrounded by fixed, single-light windows are located south of the original building, on the addition's west elevation. The south end of the front elevation also contains a vehicle bay with a retractable metal door and a single metal pedestrian door. There are no windows on the north or south elevation. A large paved parking lot is located in front of the building.</p>
Major Bibliographic References:	<p>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.</p> <p>Caster, D. 2007. Historical Society of Federal Way Timeline. Available at: http://www.federalwayhistory.org/timeline.php. Accessed March 15, 2013.</p> <p>Des Moines Historical Society. 2007. Time Line Page. Available at: http://www.dmhs.org/timeline/history.html. Accessed March 13, 2013.</p> <p>King County. 2013. King County Department of Assessments. Available at: http://www.kingcounty.gov/Assessor.aspx. 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: https://sites.google.com/site/alinehistoryprojectsite/home/map/theme-transportation/establishing-the-pacific-highway-south. Accessed March 14, 2013.</p> <p>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.</p>

Photos



West elevation, view to the northeast
2013



View to the southeast
2013



Southwest corner, original building
2013



Historic Inventory Report

Location

Field Site No. 2781-201 DAHP No.

Historic Name:

Common Name: 29404 Pacific Hwy S

Property Address: 29404 Pacific Hwy S, Federal Way, WA 98003

Comments:

Tax No./Parcel No. 3040200081

Plat/Block/Lot Block 2/ Lot 4

Acreage .20

Supplemental Map(s)

Township/Range/EW	Section	1/4 Sec	1/4 1/4 Sec	County	Quadrangle
T21R04E	04			King	POVERTY BAY

Coordinate Reference

Easting: 1191215

Northing: 736382

Projection: Washington State Plane South

Datum: HARN (feet)

Identification

Survey Name: Sound Transit Federal Way

Date Recorded: 12/18/2013

Field Recorder: MaryNell Nolan-Wheatley

Owner's Name: BWW REAL ESTATE LLC

Owner Address: 29404 PACIFIC HWY S

City: FEDERAL WAY

State: WA

Zip: 98003

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: Vacant/Not in Use

Plan: Rectangle

Stories: 1

Structural System: Platform Frame

Changes to Plan: Extensive

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

Flat with Parapet

Asphalt / Composition -
Built Up

Foundation:

Form/Type:

Concrete - Poured

Commercial

Narrative

Study Unit

Other

Architecture/Landscape Architecture

Date of Construction:

1928 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).

Federal Way was originally settled as a rural logging community in the late 1800s. In 1928, when the Pacific Highway (HWY 1/US 99) between Tacoma and Seattle opened, it linked Federal Way to the larger neighboring communities, spurring economic and residential development. The name Federal Way came from an eponymous school built in 1929 on Pacific Highway S (Caster, 2007). During the 1950s, Federal Way witnessed substantial growth, transforming from a small lumber town into a metropolitan area. Auto-oriented businesses emerged and thrived along the Pacific Highway. Community growth was bolstered by Boeing and Weyerhaeuser industries in the 1960s. In 1968, Weyerhaeuser purchased 430 acres of land for its corporate headquarters, which opened in April 1971 (Caster, 2007). Federal Way was incorporated as a city in 1990.

The property at 29404 Pacific Highway South in Federal Way, Washington, which is a commercial property constructed in 1928, 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 early to mid-twentieth century commercial 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. In addition the building is heavily altered, including a large north addition and the replacement of original doors and windows. As a result, the building 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>29404 Pacific Highway South contains a one-story, wood frame, commercial building that was constructed in 1928 and is currently vacant. Constructed on a concrete slab foundation, the rectangular plan building is clad in vertical wood siding and has a flat, built-up roof with a short, rectangular parapet. A vertical awning clad in corrugated metal extends along the building's front (west) elevation. All of the visible windows and doors are contemporary replacements. Canted bays project from the north and south ends of the front façade, marking two distinct store front entrances located on either end. Although the north and south ends of the building look nearly identical, it appears that the north end was a later addition that nearly doubled the size of the original building. The west elevation of the south bay, which is the original section of the building, contains a row of three, fixed, single-light windows, flanked on the north and south elevations of the bay by large, fixed, single-light windows. North of the south bay are double metal and glass doors and a small, two-light horizontal sliding window. The north bay contains double metal and glass doors with a fixed, single-light transom window flanked on either side by a large, fixed, single-light commercial window. A narrow, fixed, single-light window is located on the south elevation of the bay. South of the north bay, still on the west elevation, are three, fixed, single-light windows. A paneled door flanked by large, two-light horizontal sliding windows is located on the south elevation. There are no windows or doors on the north elevation. The property around the building is mostly pavement and gravel, with some patchy grass.</p>
Major Bibliographic References:	<p>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.</p> <p>Caster, D. 2007. Historical Society of Federal Way Timeline. Available at: http://www.federalwayhistory.org/timeline.php. Accessed March 15, 2013.</p> <p>Des Moines Historical Society. 2007. Time Line Page. Available at: http://www.dmhs.org/timeline/history.html. Accessed March 13, 2013.</p> <p>King County. 2013. King County Department of Assessments. Available at: http://www.kingcounty.gov/Assessor.aspx. 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: https://sites.google.com/site/alinehistoryprojectsite/home/map/theme-transportation/establishing-the-pacific-highway-south. Accessed March 14, 2013.</p> <p>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.</p>

Photos



Northwest corner
2013



Southwest corner
2013



West elevation, view to the northeast
2013



West elevation, view to the southeast
2013



Historic Inventory Report

Location

Field Site No. 2787-195 DAHP No.
Historic Name:
Common Name: 29431 18th Ave S
Property Address: 29431 18th Ave S, Federal Way, WA 98003
Comments:
Tax No./Parcel No. 3040200095
Plat/Block/Lot Block 2/ Lot 7
Acreage .39
Supplemental Map(s)

Township/Range/EW	Section	1/4 Sec	1/4 1/4 Sec	County	Quadrangle
T21R04E	04			King	POVERTY BAY

Coordinate Reference

Easting: 1191370
Northing: 736019
Projection: Washington State Plane South
Datum: HARN (feet)

Identification

Survey Name: Sound Transit Federal Way Date Recorded: 12/13/2013
Field Recorder: MaryNell Nolan-Wheatley
Owner's Name: LITTLE JOHN R
Owner Address: 29431 18TH AVE S
City: FEDERAL WAY State: WA Zip: 98003
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: Commerce/Trade - Business

Plan: L-Shape

Stories: 2

Structural System: Mixed

Changes to Plan: Extensive

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

Concrete - Block

Gable - Front Gable

Asphalt / Composition -
Shingle

Veneer - Vinyl Siding

Flat with Eaves

Veneer

Asphalt / Composition -
Built Up

Foundation:

Form/Type:

Concrete - Poured

Single Family

Narrative

Study Unit

Other

Architecture/Landscape Architecture

Date of Construction:

1952 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).

Federal Way was originally settled as a rural logging community in the late 1800s. In 1928, when the Pacific Highway (HWY 1/US 99) between Tacoma and Seattle opened, it linked Federal Way to the larger neighboring communities, spurring economic and residential development. The name Federal Way came from an eponymous school built in 1929 on Pacific Highway S (Caster, 2007). During the 1950s, Federal Way witnessed substantial growth, transforming from a small lumber town into a metropolitan area. Auto-oriented businesses emerged and thrived along the Pacific Highway. Community growth was bolstered by Boeing and Weyerhaeuser industries in the 1960s. In 1968, Weyerhaeuser purchased 430 acres of land for its corporate headquarters, which opened in April 1971 (Caster, 2007). Federal Way was incorporated as a city in 1990.

The property at 29431 18th Avenue South in Federal Way, Washington, which is a residential property built in 1952 and currently used as a single family house and a car service garage, 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 extensive alterations including a large, two-story rear addition and the replacement of original doors and windows. 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>29431 18th Avenue South is a two-story, residential property with an L-shaped plan that is currently used as a single family residence and an auto service garage. Constructed in 1952 on a concrete slab foundation, the building is composed of an original, one-story, concrete block ranch style building and a two-story, new construction addition attached to the rear (west) elevation. The original section of the house has painted concrete block exterior walls and a flat built-up roof with deep eave overhangs. The addition is clad in horizontal composite siding and has a front gabled roof covered in composite shingles. All of the visible doors and windows are contemporary replacements and most window and door openings are surrounded by a thick, wood frame. A plain front door that is protected by a security grate is located on the north end of the front (east) façade, adjacent to a small, fixed, single-light window. A concrete block support pillar protrudes from the east elevation just south of the front door. A large, two-light horizontal sliding window and a smaller two-light horizontal sliding window are located on the main façade, south of the support beam. A double interior wood frame garage addition extends from the south elevation of the original building and contains two vehicle bays with retractable metal doors on its east elevation. Clad in a vinyl siding, this section of the building is used as a commercial service garage and is accessed by a wide gravel driveway that wraps around the south end of the building to the rear elevation. The north elevation of the original building contains a two-light horizontal sliding window and a narrow, fixed, single-light window. The two story addition projects from the north end of the west elevation and has a large, exterior eave wall concrete block chimney that protrudes from the south elevation. The east and south elevations of the addition both contain a two-light horizontal sliding window on the second floor. A wood balcony with a wood open framework handrail wraps around the northwest corner of the addition. A two-light horizontal sliding window is visible under the balcony, on the north elevation of the addition. The property contains a large front yard surrounded by a chain link fence. A small, accessory shed building with a front gabled roof is located on the south 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: https://sites.google.com/site/alinehistoryprojectsite/home/line-b/community-identities--bellevue-and-redmond/the-suburb. Accessed March 18, 2013.</p> <p>Caster, D. 2007. Historical Society of Federal Way Timeline. Available at: http://www.federalwayhistory.org/timeline.php. Accessed March 15, 2013.</p> <p>Des Moines Historical Society. 2007. Time Line Page. Available at: http://www.dmhs.org/timeline/history.html. Accessed March 13, 2013.</p> <p>King County. 2013. King County Department of Assessments. Available at: http://www.kingcounty.gov/Assessor.aspx. 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: https://sites.google.com/site/alinehistoryprojectsite/home/map/theme-transportation/establishing-the-pacific-highway-south. Accessed March 14, 2013.</p> <p>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.</p>

Photos



Southeast corner
2013



Northeast corner
2013



East elevation
2013



Historic Inventory Report

Location

Field Site No. 2877-292 DAHP No.
Historic Name:
Common Name: 1560 S 284th St
Property Address: 1560 S 284th St, Federal Way, WA 98003
Comments:
Tax No./Parcel No. 3222049142
Plat/Block/Lot
Acreage .44
Supplemental Map(s)

Township/Range/EW	Section	1/4 Sec	1/4 1/4 Sec	County	Quadrangle
T22R04E	32			King	POVERTY BAY

Coordinate Reference

Easting: 1190858
Northing: 739596
Projection: Washington State Plane South
Datum: HARN (feet)

Identification

Survey Name: Sound Transit Federal Way (2) Date Recorded: 08/01/2014
Field Recorder: MaryNell Nolan-Wheatley
Owner's Name: WILSON PAULINE R
Owner Address: 1560 S 284TH ST
City: Federal Way State: WA Zip: 98003
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: T-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:
Modern - Minimal	Shingle -	Gable - Cross Gable	Asphalt / Composition -
Traditional	Concrete/Asbestos		Shingle
	Wood - Vertical		
Foundation:	Form/Type:		
Concrete - Block	Single Family		

Narrative

Study Unit	Other
Architecture/Landscape Architecture	
Date of Construction:	1952 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).

Federal Way was originally settled as a rural logging community in the late 1800s. In 1928, when the Pacific Highway (HWY 1/US 99) between Tacoma and Seattle opened, it linked Federal Way to the larger neighboring communities, spurring economic and residential development. The name "Federal Way" came from an eponymous school built in 1929 on Pacific Highway S (Caster, 2007). During the 1950s, Federal Way witnessed substantial growth, transforming from a small lumber town into a metropolitan area. Auto-oriented businesses emerged and thrived along the Pacific Highway. Community growth was bolstered by Boeing and Weyerhaeuser industries in the 1960s. In 1968, Weyerhaeuser purchased 430 acres of land for its corporate headquarters, which opened in April 1971 (Caster, 2007). Federal Way was incorporated as a city in 1990.

The property at 1560 South 284th Street in Federal Way, Washington, which is a residential property built in 1952, 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 rear addition. As a result, the property has lost integrity of materials and some integrity of design. The building retains integrity of feeling, setting, workmanship, location and association.

Historic Inventory Report

Description of Physical Appearance:	<p>1560 South 284th Street is a one-story, wood frame, minimal traditional residential property with an essentially T-shaped plan constructed in 1952. The building, which sits on a concrete block foundation, has a cross gable roof with shallow open eaves covered in composite shingles. Due to the change in grade of the land, the 860-square foot basement level is entirely above ground on the west elevation, but is entirely below ground on the east elevation. As a result, the residence appears to be two full stories from the southwest corner. The visible windows are multi-light replacement windows and the exterior walls are clad in vertical wood siding placed above asbestos shingles. The front door is located in the center of the front (south) elevation under the primary front gable. A long flight of concrete steps with an open framework metal handrail lead from the paved driveway, up the sloping property, to a concrete porch and main entrance, which are shaded by a front gabled overhang supported by two simple wood posts. A nine-by-nine light, horizontal sliding replacement window is located east of the front door. A nine-light storm door protects the plain wood front door. This entrance area is entirely clad in asbestos shingles. A 15-by-15 light horizontal sliding replacement window is located west of the front porch. An identical window is also located on the south end of the west elevation, along with a fixed, single-light casement window. A one-story, side gabled section of the house projects from the center of the east elevation and creates the essentially T-shaped floor plan. The south elevation of the projection contains a pedestrian door and a two-light horizontal sliding window. An 18-light, pedestrian replacement door is located on the west end of the south elevation's basement level. A row of two, two-light horizontal sliding windows, a pedestrian door, and a large, multi-light window are located on the west elevation's basement level. A flat overhang supported by two simple posts shades the side entrance. A front gabled addition appears to extend from the rear (north) elevation, although it is not very visible from the public right-of-way. The property includes a paved driveway, backyard, and front garden that is supported by a stone wall.</p>
Major Bibliographic References:	<p>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.</p> <p>Caster, D. 2007. Historical Society of Federal Way Timeline. Available at: http://www.federalwayhistory.org/timeline.php. Accessed March 15, 2013.</p> <p>Des Moines Historical Society. 2007. Time Line Page. Available at: http://www.dmhs.org/timeline/history.html. Accessed March 13, 2013.</p> <p>King County. 2013. King County Department of Assessments. Available at: http://www.kingcounty.gov/Assessor.aspx. Accessed July 2014.</p> <p>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.</p> <p>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.</p>

Photos



Southwest corner.
2013



Southwest corner, closer.
2013



South elevation.
2013



West elevation.
2013



Historic Inventory Report

Location

Field Site No. 3059-168

DAHP No.

Historic Name:

Common Name: La Madera Apartments

Property Address: 28620 Pacific Hwy S, Federal Way, WA 98003

Comments:

Tax No./Parcel No. 3322049042

Plat/Block/Lot

Acreage

Supplemental Map(s)

Township/Range/EW	Section	1/4 Sec	1/4 1/4 Sec	County	Quadrangle
T22R04E	33			King	POVERTY BAY

Coordinate Reference

Easting: 1191381

Northing: 738738

Projection: Washington State Plane South

Datum: HARN (feet)

Identification

Survey Name: Sound Transit Federal Way

Date Recorded: 12/02/2013

Field Recorder: MaryNell Nolan-Wheatley

Owner's Name: INSITE LA MADERA LLC

Owner Address: 221 WELLS AVE STE 100

City: RENTON

State: WA

Zip: 98055

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 - Institutional Housing

Current Use: Domestic - Institutional Housing

Plan: Rectangle

Stories: 2

Structural System: Platform Frame

Changes to Plan: Intact

Changes to Interior: Unknown

Changes to Original Cladding: Extensive

Changes to Windows: Extensive

Changes to Other:

Other (specify):

Style:

Vernacular

Cladding:

Veneer

Wood - Clapboard

Roof Type:

Flat with Eaves

Roof Material:

Asphalt / Composition -
Built Up

Foundation:

Concrete - Block

Form/Type:

Multi-Family

Narrative

Study Unit

Other

Architecture/Landscape Architecture

Date of Construction:

1946 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).

Federal Way was originally settled as a rural logging community in the late 1800s. In 1928, when the Pacific Highway (HWY 1/US 99) between Tacoma and Seattle opened, it linked Federal Way to the larger neighboring communities, spurring economic and residential development. The name Federal Way came from an eponymous school built in 1929 on Pacific Highway S (Caster, 2007). During the 1950s, Federal Way witnessed substantial growth, transforming from a small lumber town into a metropolitan area. Auto-oriented businesses emerged and thrived along the Pacific Highway. Community growth was bolstered by Boeing and Weyerhaeuser industries in the 1960s. In 1968, Weyerhaeuser purchased 430 acres of land for its corporate headquarters, which opened in April 1971 (Caster, 2007). Federal Way was incorporated as a city in 1990.

The property at 28620 Pacific Highway South in Federal Way, Washington, which contains a large, 9-building, 81-unit apartment complex constructed in 1946, 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 early to mid-twentieth century 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 property is heavily altered, including several newer buildings and the replacement of original doors, windows, and siding. As a result, the buildings have lost integrity of materials. The buildings retain integrity of design, workmanship, setting, location, feeling and association.

Historic Inventory Report

**Description of
Physical
Appearance:**

28620 Pacific Highway South is a large, housing apartment complex with nine buildings containing 81 units called the La Madera Apartments. The property consists of four long rectangular buildings and one large L-shaped building constructed in 1946 along with four nearly identical, newer construction, rectangular plan buildings with steeply pitched gabled roofs. All of the buildings are wood frame construction. Two nearly identical parallel 1946 buildings clad in replacement horizontal wood siding are located in the northeast corner. Constructed on concrete block foundations, these two-story buildings are defined by flat, built-up roofs that extend into deep eave overhangs with awnings clad in asbestos shingles that wrap around each elevation. Covered by the eave, the front (south) elevation of each of the 1946 buildings contain full width, replacement balconies with open framework wood railings and simple wooden support posts that run the length of the first and second floors. The eave overhangs project slightly further on the east and west ends of the front elevations, covering exterior flights of wood ladder stairs that lead to the second floor balconies. Each floor contains five replacement pedestrian doors separated by large replacement three-light or two-light horizontal sliding windows. The rear (north) elevation and the side (west and east) elevations contain mostly two-light horizontal sliding replacement windows and a few one-over-one replacement sash windows. A few small shed additions project from the rear and side elevations. South of the parallel buildings, still on the east side of the property is a large L-shaped building and two rectangular plan buildings constructed on concrete block foundations with all replacement two-light or three-light horizontal sliding windows. Clad in non-original horizontal composite siding, these three buildings have nearly identically designs to that of the pair of parallel buildings, with wood balconies stretching the length of the main elevations and flat roofs with awnings clad in asbestos shingles. Although they look largely the same, they appear to have newer cladding materials on the exterior walls and awning. The west ends of the two southern most buildings are covered in flat roofs with a slightly lower height, due to a change in the grade of the ground. Two, adjacent but overlapping gabled roof overhangs project from the west elevation of western most building; the south gable covers an enclosed porch area and the north gable covers an open porch accessed by a small flight of stairs. The lower walls of the porch are clad in stone veneer.

West of the 1946 buildings are four, one-and-a-half-story, nearly identical, rectangular plan buildings clad in horizontal composite siding that are likely newer construction. The roofs, which are covered in composite shingles, are defined by their steep pitch, skylights, shallow eaves, and short rake. Constructed on a poured concrete foundation, the buildings appear to have lookout basements. The buildings are positioned in a square formation, with the two southern buildings facing north and the two northern buildings facing south. An off-centered, plain front door is located on the front elevation of each building and is reached by a small flight of stairs and raised porch with an open framework wood handrail. The front doors are flanked by three, two-light horizontal sliding windows on one side, and one window of the same design on the either side. Two, two-light horizontal sliding windows are located on the second floor of the front elevations. The side elevations of each of the four buildings contain two to four two-light horizontal sliding windows. The King County Assessor's website indicates that the property was remodeled in 2005. The property is surrounded by paved parking areas and some grass.

Historic Inventory Report

**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.

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



View Northwest, 1946 buildings
2013



View Southwest, 1946 buildings (north side of property)
2013



East elevation, L-shaped 1946 building
2013



Overall property, view to the northeast
2013

Historic Inventory Report



Northwest corners, new construction buildings
2013



Southwest corner, new construction buildings
2013



Historic Inventory Report

Location

Field Site No. 3062-160 DAHP No.

Historic Name:

Common Name: 27203 Pacific Hwy S

Property Address: 27203 Pacific Hwy S, Federal Way, WA 98003

Comments:

Tax No./Parcel No. 3322049055

Plat/Block/Lot

Acreage 1.50

Supplemental Map(s)

Township/Range/EW	Section	1/4 Sec	1/4 1/4 Sec	County	Quadrangle
T22R04E	33			King	POVERTY BAY

Coordinate Reference

Easting: 1191814

Northing: 743362

Projection: Washington State Plane South

Datum: HARN (feet)

Identification

Survey Name: Sound Transit Federal Way

Date Recorded: 11/25/2013

Field Recorder: MaryNell Nolan-Wheatley

Owner's Name: CHAMBERLAIN PROPERTIES

Owner Address: 200 W MERCER ST #506

City: SEATTLE

State: WA

Zip: 98119

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: Commerce/Trade - Business

Plan: Irregular

Stories: 2

Structural System: Platform Frame

Changes to Plan: Extensive

Changes to Interior: Unknown

Changes to Original Cladding: Extensive

Changes to Windows: Extensive

Changes to Other: Extensive

Other (specify): Building has been completely renovated with a second floor addition.

Style:

Cladding:

Roof Type:

Roof Material:

Vernacular

Wood

Gable - Cross Gable

Asphalt / Composition -

Wood - Board-and-Batten

Shingle

Foundation:

Form/Type:

Concrete - Poured

Commercial

Narrative

Study Unit

Other

Architecture/Landscape Architecture

Date of Construction:

1926 Built Date

Builder:

1976 Built Date

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).

Federal Way was originally settled as a rural logging community in the late 1800s. In 1928, when the Pacific Highway (HWY 1/US 99) between Tacoma and Seattle opened, it linked Federal Way to the larger neighboring communities, spurring economic and residential development. The name Federal Way came from an eponymous school built in 1929 on Pacific Highway S (Caster, 2007). During the 1950s, Federal Way witnessed substantial growth, transforming from a small lumber town into a metropolitan area. Auto-oriented businesses emerged and thrived along the Pacific Highway. Community growth was bolstered by Boeing and Weyerhaeuser industries in the 1960s. In 1968, Weyerhaeuser purchased 430 acres of land for its corporate headquarters, which opened in April 1971 (Caster, 2007). Federal Way was incorporated as a city in 1990.

The property at 27203 Pacific Highway South in Federal Way, Washington, which contains a commercial office space constructed in 1926 and two commercial strip buildings constructed in 1976, 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 twentieth century commercial retail strip 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 are heavily altered, including additions and the replacement of some original windows, doors, and siding. As a result, the buildings have lost integrity of materials and design. The building retains integrity of workmanship, setting, location, feeling and association.

Description of Physical Appearance:

Historic Inventory Report

27203 Pacific Highway South contains several commercial retail buildings. On the northeast side of the property is a heavily altered two-story, wood frame building that was built in 1926 and is currently occupied by State Farm Insurance. On the west and south sides of the property are two large commercial strip buildings that were constructed in 1976 and contain restaurants, bars, and a convenience store. A small accessory building is located on the far south end of the property and is occupied by the West Coast Motor Sales, LLC. The 1926 building, which originally functioned as a single-family residence, has an irregular plan and sits on a poured concrete foundation with a lookout unfinished basement level. Clad primarily in horizontal wood siding, the building has been heavily altered since its original construction, including the replacement of the original roof, doors, windows, openings, and siding. It is likely that originally the building was a small, rectangular plan, one-story house with a moderately pitched side gabled roof. Over the years, a second story and multiple additions have been constructed. Currently, the building is defined by a steeply pitched cross gabled roof covered in composite shingles from which an interior slope brick chimney protrudes. The front (east) elevation contains a plain, pressed wood pedestrian door flanked by fixed, single-light windows. A six-by-six-light horizontal sliding window is located on the far north end of the front façade. A large composite shingle gabled dormer projects from the second floor of the east elevation and contains another six-by-six light horizontal sliding window. A concrete sidewalk runs along the front elevation. A paneled pedestrian door covered by a traditional slanted canvas awning is located near the middle of the north elevation and is flanked by six-by-six light horizontal sliding windows. The second floor on the north elevation contains two small four-over-four sash windows and a large six-by-six light horizontal sliding window. Large red letters spelling "State Farm" have been attached to the north elevation's exterior wall between the first and second floors. A two-story addition covered by a front gable that crosses the primary side gable projects from the rear (west) elevation and is clad in a combination of board and batten siding on the second floor and horizontal wood siding on the ground floor. The west elevation of the west projection's ground floor contains an eight-light window while the second floor contains five, four-light windows that wrap around the addition's northwest and southwest corners. A one-story shed roof porch extends from the north elevation of the west projection, nestled in the northwest corner of the building. The porch is partially enclosed and contains double glass doors accessed by six concrete steps with metal pipe handrails. The north elevation of the enclosed section of the porch contains a six-by-six horizontal sliding window. There are two sash windows and two horizontal sliding windows on the ground floor of the south elevation and two sash windows on the second floor. All the windows on the south elevation are similar contemporary styles to those on the rest of the building.

Historic Inventory Report

A long, one-story, rectangular plan concrete block, commercial strip building built in 1976 is located on the west side of the property and is occupied by a variety of retail stores, cafes, and bars. Although the building is clad primarily in stucco, the north end of the building, which contains a bar, is clad in vertical composite siding placed over brick veneer. The building is defined by a flat, built-up roof with several corrugated metal awnings that wrap around the primary elevations. The center section of the building does not have an awning and has a contemporary second floor addition with a slight second story overhang. All of the windows are fixed, single-light windows in metal frames. The main façade of Castaway Spirits on the north end of the building contains a recessed entrance with a metal pedestrian door. South of the door are four large windows and north of the door is a large window opening that has been covered with signage for the bar. South of the bar is Redondo Cleaners. The east elevation of the cleaners contains double metal and glass doors with a narrow transom. Directly adjacent to the south side of the doors are two windows. Further south on the front elevation is a row of three more fixed, single-light windows. South of the cleaners is the two-story section of the building which contains the Redondo Laundromat. The ground floor of the east elevation contains double metal and glass doors, a single glass pedestrian door, and two fixed, single-light windows. The second floor addition protrudes slightly and contains a row of 16 fixed, single-light windows. The windows continue around the top edge of the building, allowing light to enter the building from the edge of the roof. The south end of the building is clad in textured concrete block and contains at least seven businesses. The east elevation of each individual storefront is defined by a metal and glass door with fixed, single-light transoms positioned next to a row of three large, fixed-single-light windows. Four, fixed, single-light windows are located on the south elevation. A large paved parking lot is located in front of the building.

Perpendicular to the west building, on the south end of the property, is a smaller one-story, rectangular plan, concrete block building that contains the Corner Mart convenience store. The 1976 building has a flat built-up roof with a corrugated metal awning that wraps around the primary elevations. The building is clad in textured concrete and has all fixed, single-light windows. Double metal and glass doors with a narrow fixed, single-light transom are located in the center of the front (north) elevation and are flanked by three large windows to the east and one large window to the west. A row of three fixed, single-light windows, one of which is covered by a plywood board, is located on the west end of the front façade.

Advertisements cover much of the front elevation. The rear (south) elevation has painted concrete block exterior walls. South of the convenient store is a small, rectangular plan building with a corrugated metal side gabled roof that operates as a small used car business. The building is clad in composite board and batten. Sliding glass doors are located in the center of the front (east) elevation and are flanked by contemporary 15-light windows. Another pedestrian door and a two-light horizontal sliding window are located on the north elevation and a two-light horizontal sliding window is centered on the north elevation. Wood ladder stairs with an open framework wood handrails lead up to both pedestrian doors. The property in front of the small building is paved and filled with parked cars.



Historic Inventory Report

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.

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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



Southeast corner, 1926 building
2013



Northeast corner, 1926 building
2013



Northwest corner, 1926 building
2013



Northeast corner, west 1976 building
2013

Historic Inventory Report



East elevation, west 1976 building
2013



North elevation, 1976 convenient store
2013



East elevation, south accessory building
2013



Historic Inventory Report

Location

Field Site No. 3063-166

DAHP No.

Historic Name:

Common Name: 28707 Pacific Hwy S

Property Address: 28707 Pacific Hwy S, Federal Way, WA 98003

Comments:

Tax No./Parcel No. 3322049057

Plat/Block/Lot

Acreage .27

Supplemental Map(s)

Township/Range/EW	Section	1/4 Sec	1/4 1/4 Sec	County	Quadrangle
T22R04E	33			King	POVERTY BAY

Coordinate Reference

Easting: 1191054

Northing: 738490

Projection: Washington State Plane South

Datum: HARN (feet)

Identification

Survey Name: Sound Transit Federal Way

Date Recorded: 12/02/2013

Field Recorder: MaryNell Nolan-Wheatley

Owner's Name: KIM ROBERT C+CANDACE Y

Owner Address: 33427 135TH PL SE

City: AUBURN

State: WA

Zip: 98092

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: Platform Frame

Changes to Plan: Slight

Changes to Interior: Unknown

Changes to Original Cladding: Moderate

Changes to Windows: Moderate

Changes to Other:

Other (specify):

Style:

Commercial

Cladding:

Wood - Vertical

Metal - Corrugated

Roof Type:

Flat with Eaves

Roof Material:

Asphalt / Composition -
Built Up

Foundation:

Concrete - Block

Form/Type:

Commercial

Narrative

Study Unit

Other

Architecture/Landscape Architecture

Date of Construction:

1966 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).

Federal Way was originally settled as a rural logging community in the late 1800s. In 1928, when the Pacific Highway (HWY 1/US 99) between Tacoma and Seattle opened, it linked Federal Way to the larger neighboring communities, spurring economic and residential development. The name Federal Way came from an eponymous school built in 1929 on Pacific Highway S (Caster, 2007). During the 1950s, Federal Way witnessed substantial growth, transforming from a small lumber town into a metropolitan area. Auto-oriented businesses emerged and thrived along the Pacific Highway. Community growth was bolstered by Boeing and Weyerhaeuser industries in the 1960s. In 1968, Weyerhaeuser purchased 430 acres of land for its corporate headquarters, which opened in April 1971 (Caster, 2007). Federal Way was incorporated as a city in 1990.

The property at 28707 Pacific Highway South in Federal Way, Washington, which contains a commercial retail building and a detached residential building constructed in 1966, 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 retail building with a residential accessory 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 buildings are heavily altered, including small additions and the replacement of some original windows, doors, and siding. As a result, the buildings have lost integrity of materials and some integrity of design. The buildings retain integrity of workmanship, setting, location, feeling and association.

Historic Inventory Report

Description of Physical Appearance:

28707 Pacific Highway South is a small one-story, wood frame barber shop with a single-family residential accessory building in the rear of the property, constructed in 1966. The residential structure is barely visible from the public right-of-way. The rectangular plan, 432 square foot retail building sits on a raised concrete block foundation and has a flat built-up roof. An awning clad in wood shake wraps around the building's front and side elevations. Many of the wood shingles have fallen off of the awning and have been replaced with large plywood boards, which may have been used for signage. The exterior walls of the barber shop are clad in vertical wood siding and all of the windows are fixed, single-lights. Two replacement pedestrian doors with fixed-light windows are located on the front (east) elevation. A row of three, large rectangular commercial windows are located between the two doors. North of the north door is a row of six, large rectangular commercial windows that wrap around the northeast corner of the building. The last window on the north elevation contains a transom with a plywood board replacing the original glass. The lower half of the north elevation's exterior wall is partially clad in non-original corrugated metal siding. A row of four windows wrap around the southeast corner of the building, starting just south of the south pedestrian door. The last window in the row on the south elevation also contains a transom. The window and the transom have been replaced by large plywood boards. The bottom of the window contains an air conditioning unit. A shed roof addition extends from the rear (west) elevation. The barber shop is surrounded by pavement.

Behind the barber shop, on the west side of the property which has a lower grade, is a one-story, single-family wood frame residence. The irregular plan building has a cross gabled roof covered in composite shingles. Clad in a combination of horizontal wood and sawn log siding, the residence sits on a poured concrete foundation and is hidden from view from the street. All of the visible windows are replacement fixed, single-light windows placed over a single-light awning window. A replacement paneled pedestrian door that may serve as the main entrance, is located on the east elevation and is shaded by the primary side gabled roof. The edges of the eave are supported by simple wood posts and a window is located just north of the main door. The south elevation also contains one window. A front gabled section that crosses the primary side gable and contains a window on its south elevation shaded by a small attached awning, extends from the center of the rear (west) elevation. A wood deck addition constructed on wood stilts extends from the west elevation and has an open framework wood hand railing. The residence is primarily surrounded by grass.

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.

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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



Southeast corner
2013



Northeast corner
2013



South elevation, residential accessory building
2013



Historic Inventory Report

Location

Field Site No. 3108-254 DAHP No.
Historic Name:
Common Name: 28212 29th Ave S
Property Address: 28212 29th Ave S, Federal Way, WA 98003
Comments:
Tax No./Parcel No. 3322049140
Plat/Block/Lot
Acreage .25
Supplemental Map(s)

Township/Range/EW	Section	1/4 Sec	1/4 1/4 Sec	County	Quadrangle
T22R04E	33			King	POVERTY BAY

Coordinate Reference

Easting: 1195334
Northing: 739912
Projection: Washington State Plane South
Datum: HARN (feet)

Identification

Survey Name: Sound Transit Federal Way Date Recorded: 02/12/2014
Field Recorder: MaryNell Nolan-Wheatley
Owner's Name: JOHNSON CHRISTOPHER L+KRIST
Owner Address: 28212 29TH AVE S
City: Federal Way 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

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: Intact

Changes to Interior: Unknown

Changes to Original Cladding: Extensive

Changes to Windows: Extensive

Changes to Other:

Other (specify):

Style:

Cladding:

Roof Type:

Roof Material:

Ranch

Veneer

Hip

Asphalt / Composition -

Wood - Boards

Gable - Front Gable

Shingle

Foundation:

Form/Type:

Concrete - Poured

Single Family

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).

Federal Way was originally settled as a rural logging community in the late 1800s. In 1928, when the Pacific Highway (HWY 1/US 99) between Tacoma and Seattle opened, it linked Federal Way to the larger neighboring communities, spurring economic and residential development. The name Federal Way came from an eponymous school built in 1929 on Pacific Highway S (Caster, 2007). During the 1950s, Federal Way witnessed substantial growth, transforming from a small lumber town into a metropolitan area. Auto-oriented businesses emerged and thrived along the Pacific Highway. Community growth was bolstered by Boeing and Weyerhaeuser industries in the 1960s. In 1968, Weyerhaeuser purchased 430 acres of land for its corporate headquarters, which opened in April 1971 (Caster, 2007). Federal Way was incorporated as a city in 1990.

The property at 28212 29th Avenue South in Federal Way, Washington, which is a residential 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 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, doors, 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>28212 29th Avenue South is a one-story, wood frame, ranch style residential property with an essentially L-shaped floor plan constructed in 1965. The house, which sits on a concrete slab foundation, has a hipped roof covered in composite shingles with moderately deep open eaves and an interior slope brick chimney. Clad in non-original horizontal composite siding, all of the windows are contemporary replacements. The main entrance is located in the center of the front (west) elevation and projects out from the rest of the elevation. Covered by an attached hipped roof, the projecting entrance contains a replacement, paneled front door and an adjacent, narrow, vertically oriented, fixed, single-light window. Two small concrete steps lead to the front door. A 12-over-one light sash window, flanked on either side by a six-over-one light sash window, are located north of the main entrance on the front façade. Two small, narrow, horizontally oriented awning windows are located just below the eave, south of the projecting entrance area, while a row of three, six-over-one light sash windows is located on the south end of the front elevation. The south elevation is clad in plain wood boards and contains one narrow, vertically oriented window opening. A long, rectangular plan, attached garage projects from the north end of the front façade and is covered by a front gabled roof that crosses the primary hipped roof. A wide vehicle bay with chamfered corners and a retractable metal door is situated on the west elevation of the garage. A fixed, single-light window with frosted glass is located on the garage's north elevation. The property includes a paved driveway and a grassy front lawn. A tall 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: https://sites.google.com/site/alinehistoryprojectsite/home/line-b/community-identities--bellevue-and-redmond/the-suburb. Accessed March 18, 2013.</p> <p>Caster, D. 2007. Historical Society of Federal Way Timeline. Available at: http://www.federalwayhistory.org/timeline.php. Accessed March 15, 2013.</p> <p>Des Moines Historical Society. 2007. Time Line Page. Available at: http://www.dmhs.org/timeline/history.html. Accessed March 13, 2013.</p> <p>King County. 2013. King County Department of Assessments. Available at: http://www.kingcounty.gov/Assessor.aspx. 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: https://sites.google.com/site/alinehistoryprojectsite/home/map/theme-transportation/establishing-the-pacific-highway-south. Accessed March 14, 2013.</p> <p>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.</p>

Photos



West elevation
2013



Southwest corner
2013



North elevation
2013



Historic Inventory Report

Location

Field Site No. 3119-165 DAHP No.
Historic Name:
Common Name: J n B Furniture
Property Address: 28631 Pacific S, Federal Way, WA 98003
Comments:
Tax No./Parcel No. 3322049155
Plat/Block/Lot
Acreage .17
Supplemental Map(s)

Township/Range/EW	Section	1/4 Sec	1/4 1/4 Sec	County	Quadrangle
T22R04E	33			King	POVERTY BAY

Coordinate Reference

Easting: 1191054
Northing: 738545
Projection: Washington State Plane South
Datum: HARN (feet)

Identification

Survey Name: Sound Transit Federal Way - Highline Water District Date Recorded: 10/21/2014
Field Recorder: MaryNell Nolan-Wheatley
Owner's Name: LYNCH AARON A
Owner Address: 27013 PACIFIC HWY S #394
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: 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: Slight

Changes to Windows: Moderate

Changes to Other:

Other (specify):

Style:

Cladding:

Roof Type:

Roof Material:

Modern

Concrete - Block

Flat with Parapet

Asphalt / Composition -

Commercial

Veneer - Stucco

Built Up

Shingle -

Concrete/Asbestos

Foundation:

Form/Type:

Concrete - Poured

Commercial

Narrative

Study Unit

Other

Architecture/Landscape Architecture

Date of Construction:

1948 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

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

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).

Federal Way was originally settled as a rural logging community in the late 1800s. In 1928, when the Pacific Highway (HWY 1/US 99) between Tacoma and Seattle opened, it linked Federal Way to the larger neighboring communities, spurring economic and residential development. The name Federal Way came from an eponymous school built in 1929 on Pacific Highway S (Caster, 2007). During the 1950s, Federal Way witnessed substantial growth, transforming from a small lumber town into a metropolitan area. Auto-oriented businesses emerged and thrived along the Pacific Highway. Community growth was bolstered by Boeing and Weyerhaeuser industries in the 1960s. In 1968, Weyerhaeuser purchased 430 acres of land for its corporate headquarters, which opened in April 1971 (Caster, 2007). Federal Way was incorporated as a city in 1990.

The property at 28631 Pacific Highway South in Federal Way, Washington, which contains a commercial retail building constructed in 1948, 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. While the building contains elements of the mid-century modern style, namely an asymmetrical entrance door located within an angled storefront, the building as a whole 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 building is a commonly employed commercial design with minimal design features executed using common materials. While aspects of the building's appearance form an aesthetic connection with a particular era of architecture, the building does not express aesthetic ideals or design concepts as well as other mid-century modern commercial buildings and it does not fully articulate a particular concept of design. Some distinctive mid-century modern features, such as the original commercial sign, have been lost as a result of alterations. Additionally, original windows and doors on the side (north and south) and rear (west) elevations have been replaced. According to photographs from the King County Assessor's website, the large aluminum signage shaft on the south elevation was stripped of its original cladding in 2003, exposing an interior metal frame. Due to these alterations, the original design and function of this aluminum shaft have been lost. Other photos from the King County Assessor's website indicate that the rear elevation has been heavily altered including the replacement of original windows, doors, and siding on the ground floor and the addition of a wood deck area, as it was changed to accommodate a residential space. These alterations have compromised the building's integrity of design, materials and workmanship. Within the historic context of Pacific Highway South and Federal Way, this commercial property is not an important example of building practices of a particular time in history, nor is it a significant example of a particular design evolution or transition of construction types. The building is an undistinguished commercial property that has a modest association with mid-century modern design influences. The building's design has not achieved any significance within its historic context. Therefore, the building is not eligible under Criterion C. 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 the replacement of original windows and doors and the original sign structure cladding, the building has lost integrity of materials, design, and workmanship. The building retains integrity of setting, location, feeling and association.

Historic Inventory Report

Description of Physical Appearance:	<p>28631 Pacific Highway South is a one-story, concrete block commercial retail building constructed in 1948. The rectangular plan building with a poured concrete foundation sits on steeply sloping ground. As a result of the change in grade, the building contains a basement level that is accessible from the rear (west) and side (north) elevations but is not visible from the front (east) elevation. Primarily clad in stucco, the retail store, which is occupied by J n B Furniture, has a flat built up roof with a short rectangular parapet that wraps around the building's four elevations. The front elevation is defined by an attached flat overhang that shades a row of five large, slanted and fixed, single-light commercial style windows placed below fixed, single-light transoms. The top of the slanted store front tilts away from the building, and the north end of the façade angles towards the building's interior. Large security lights are fastened underneath the overhang to light a large front concrete patio area and a sign for the store is affixed to the east elevation above the overhang. Double wood doors, each with five lights and topped by a pair of fixed, single-light transoms are located on the north end of the front elevation and are shaded by a lower, attached overhang. The center light on each door contains a mosaic design created with pieces of colored glass. A large exterior rectangular structure clad in corrugated metal is attached to the east end of the south elevation and extends high above the roofline. It was most likely a structure to hold signage. West of this structure on the south elevation are two small, two-light horizontal sliding windows and one small window that contains an air conditioning unit. Vines climb up the west end of the south elevation. The north elevation is defined by two brick exterior chimneys that divide the exterior wall into three sections. The elevation contains two small, two-light horizontal windows. A replacement pedestrian door is located on the basement level, just east of the center of the north elevation. A small, attached, gabled overhang shades the side door and is supported by two simple, wood posts with small lanterns. The pedestrian door can be reached by a straight flight of concrete stairs that lead down along the side elevation from the Pacific Highway South sidewalk in front of the building. West of the side door, the exterior wall of the basement level is clad in asbestos shingle and contains one fixed, three-light window with horizontal wood muntins that is original to the building. The north end of the basement level has painted concrete block exterior walls and contains a fixed, single-light window. All of the windows on the rear elevation are replacements. A large wood deck addition extends from the basement level on the back of the building and is accessed by a pair of sliding glazed doors. The building is surrounded by pavement used for parking.</p>
Major Bibliographic References:	<p>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.</p> <p>Caster, D. 2007. Historical Society of Federal Way Timeline. Available at: http://www.federalwayhistory.org/timeline.php. Accessed March 15, 2013.</p> <p>Des Moines Historical Society. 2007. Time Line Page. Available at: http://www.dmhs.org/timeline/history.html. Accessed March 13, 2013.</p> <p>King County. 2013. King County Department of Assessments. Available at: http://www.kingcounty.gov/Assessor.aspx. Accessed July 2014.</p> <p>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.</p> <p>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.</p>

Photos



Northeast corner
2013



East elevation
2013



Photo courtesy of the King County Assessor's website.
Rear (west) elevation
2004



Southeast corner, aluminum sign shaft
2013



Historic Inventory Report

Location

Field Site No. 3121-169

DAHP No.

Historic Name:

Common Name: Blue Ridge Apartments

Property Address: 28606 Pacific Hwy S, Federal Way, WA 98003

Comments:

Tax No./Parcel No. 3322049157

Plat/Block/Lot

Acreage 1.83

Supplemental Map(s)

Township/Range/EW	Section	1/4 Sec	1/4 1/4 Sec	County	Quadrangle
T22R04E	33			King	POVERTY BAY

Coordinate Reference

Easting: 1191385

Northing: 738994

Projection: Washington State Plane South

Datum: HARN (feet)

Identification

Survey Name: Sound Transit Federal Way

Date Recorded: 12/02/2013

Field Recorder: MaryNell Nolan-Wheatley

Owner's Name: DOMAN JACQUELINE LAURA

Owner Address: 27013 PACIFIC HWY 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 - Multiple Family House

Current Use: Domestic - Multiple 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: Slight

Changes to Other:

Other (specify):

Style:

Vernacular

Cladding:

Veneer - Stucco

Roof Type:

Gable - Side Gable
Flat with Eaves

Roof Material:

Asphalt / Composition -
Shingle
Asphalt / Composition -
Built Up

Foundation:

Concrete - Poured

Form/Type:

Multi-Family - U Court

Narrative

Study Unit

Other

Architecture/Landscape Architecture

Date of Construction:

1964 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).

Federal Way was originally settled as a rural logging community in the late 1800s. In 1928, when the Pacific Highway (HWY 1/US 99) between Tacoma and Seattle opened, it linked Federal Way to the larger neighboring communities, spurring economic and residential development. The name Federal Way came from an eponymous school built in 1929 on Pacific Highway S (Caster, 2007). During the 1950s, Federal Way witnessed substantial growth, transforming from a small lumber town into a metropolitan area. Auto-oriented businesses emerged and thrived along the Pacific Highway. Community growth was bolstered by Boeing and Weyerhaeuser industries in the 1960s. In 1968, Weyerhaeuser purchased 430 acres of land for its corporate headquarters, which opened in April 1971 (Caster, 2007). Federal Way was incorporated as a city in 1990.

The property at 28606 Pacific Highway South in Federal Way, Washington, which contains a two-story, three-building, 26-unit apartment complex constructed in 1964, 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 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 property has undergone several alterations including the replacement of some original doors and windows. As a result, the buildings have lost some integrity of materials and design. The buildings retain integrity of workmanship, setting, location, feeling and association.

Historic Inventory Report

Description of Physical Appearance:

28606 Pacific Highway South contains three rectangular plan buildings that compose the Blue Ridge Apartment complex. The buildings are arranged in a U-shape with a large grassy courtyard in the center. The north and east buildings, which have side gabled roofs covered in composite shingles, are two stories, while the south building, which has a flat, built-up roof with deep eaves is one-story. The west end of the north building, however, becomes one-story to match the south building. The south and north buildings, which face each other, have identical, mirror image floor plans; projecting one-story sections on the west ends of the long, essentially rectangular plan buildings extend towards each other and provide further privacy for the interior courtyard. Constructed on poured concrete foundations, the wood frame apartment buildings are clad in stucco. The east building, which is positioned parallel to 18th Avenue South, is built on sloping ground. As a result, the three recessed entrance areas on the east elevation access split-level, wood ladder stairwells that lead up to the second floor and down to the ground floor. Wide strips of the exterior wall adjacent to the recessed stairwell access points on the east elevation are clad in permastone veneer. Each floor on the east elevation contains eight narrow, three-light horizontal sliding windows in thin aluminum frames that are positioned just under the ceiling height. The first floor apartment windows are just above ground level on this elevation and overlook a paved parking lot. The north building contains mostly three-light horizontal sliding windows on the north and west elevations. The south elevation, which overlooks the courtyard, has a second floor balcony and mostly large, fixed, single-light windows that are not very visible from the public right-of-way. The west end of the north building, which drops down to one-story, has a flat built-up roof with deep eave overhangs. A replacement paneled apartment door is visible on the west elevation of the north building's projection. Several three-light horizontal sliding windows are also visible on the west end of the north building. The projection on the west end of the south building, which appears to be utilized as a main office, contains at least five fixed, single-light windows and an original wood door with a fixed-single light window. All of the other visible windows on the south building are narrow, three-light horizontal sliding windows with thin aluminum frames.

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.

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, east building
2013



East elevation, east building, detail
2013



Southwest corner, north building
2013



Northwest corner, south building
2013



Historic Inventory Report

Location

Field Site No. 3122-167

DAHP No.

Historic Name:

Common Name: 28717 Pacific Hwy S

Property Address: 28717 Pacific Hwy S, Federal Way, WA 98003

Comments:

Tax No./Parcel No. 3322049158

Plat/Block/Lot

Acreage .49

Supplemental Map(s)

Township/Range/EW	Section	1/4 Sec	1/4 1/4 Sec	County	Quadrangle
T22R04E	33			King	POVERTY BAY

Coordinate Reference

Easting: 1191053

Northing: 738381

Projection: Washington State Plane South

Datum: HARN (feet)

Identification

Survey Name: Sound Transit Federal Way

Date Recorded: 12/02/2013

Field Recorder: MaryNell Nolan-Wheatley

Owner's Name: SABOTKA CAROL+CHET H+CHET A

Owner Address: 30213 33RD AVE SW

City: FEDERAL WAY

State: WA

Zip: 98023

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: 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:

Commercial

Cladding:

Veneer - PermaStone

Wood - Vertical

Veneer

Roof Type:

Flat with Parapet

Roof Material:

Asphalt / Composition -
Built Up

Foundation:

Concrete - Poured

Form/Type:

Commercial

Narrative

Study Unit

Other

Architecture/Landscape Architecture

Date of Construction:

1946 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).

Federal Way was originally settled as a rural logging community in the late 1800s. In 1928, when the Pacific Highway (HWY 1/US 99) between Tacoma and Seattle opened, it linked Federal Way to the larger neighboring communities, spurring economic and residential development. The name Federal Way came from an eponymous school built in 1929 on Pacific Highway S (Caster, 2007). During the 1950s, Federal Way witnessed substantial growth, transforming from a small lumber town into a metropolitan area. Auto-oriented businesses emerged and thrived along the Pacific Highway. Community growth was bolstered by Boeing and Weyerhaeuser industries in the 1960s. In 1968, Weyerhaeuser purchased 430 acres of land for its corporate headquarters, which opened in April 1971 (Caster, 2007). Federal Way was incorporated as a city in 1990.

The property at 28717 Pacific Highway South in Federal Way, Washington, which contains a commercial building constructed in 1946, 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 retail 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. In addition the building has undergone several alterations, including a small addition and the replacement of original windows and doors. As a result, the building has lost integrity of materials and some integrity of design. The building retains integrity of workmanship, setting, location, feeling and association.

Historic Inventory Report

Description of Physical Appearance:

28717 Pacific Highway South is a one-story, wood frame commercial building constructed in 1946. The rectangular plan building sits on a poured concrete foundation. Due to the change in grade of the land, the finished basement is not visible from the front (east) elevation, but is accessible through the rear (west) elevation. The flat, built-up roof is obscured by a tall, rectangular parapet that wraps around the building's primary elevations. A traditional slanted awning clad in corrugated metal runs along the length of the front façade, beneath the parapet. The front façade is divided into two identical halves by a strip of exterior wall that is clad in a light colored permastone reaching from the ground to just below the awning. Each half contains a row of four fixed, single-light, square, replacement windows flanked on either side by a replacement metal and glass pedestrian door. Permastone veneer covers the exterior walls under the rows of windows and wraps around the northeast and southeast corners of the building. The parapet and the space between the awning and the windows are clad in vertical wood and composite siding. The north, south, and west elevations are clad in vertical wood siding. The north elevation contains three window openings all of which have been covered either by plywood boards or by wood lattice. The south elevation is defined by an exterior brick chimney and a metal and glass replacement pedestrian door. The far west end of the south elevation contains a square window opening that has been replaced by a plywood board. An attached flat roof canopy extends from above the pedestrian door and connects to a small flat roof shed addition clad in vertical wood siding. The small connecting canopy shades the top of a flight of concrete steps that lead down to the rear of the property and allow access to the basement level. The rear elevation contains two basement level entrances with double metal and glass doors covered by attached gabled roof overhangs covered in composite shingles and supported by simple wood posts. The glass in most of the window openings on the back of the building appears to have been replaced with plywood boards, although the elevation is not clearly visible from the public right-of-way. The building is surrounded by pavement and some grass.

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.

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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



Southeast corner
2013



Northeast corner
2013



Southwest corner
2013



Historic Inventory Report

Location

Field Site No. 3126-255 DAHP No.
Historic Name:
Common Name: 2920 S 284th St
Property Address: 2920 S 284th St, Federal Way, WA 98003
Comments:
Tax No./Parcel No. 3322049162
Plat/Block/Lot
Acreage 3.84
Supplemental Map(s)

Township/Range/EW	Section	1/4 Sec	1/4 1/4 Sec	County	Quadrangle
T22R04E	33			King	POVERTY BAY

Coordinate Reference

Easting: 1195471
Northing: 739514
Projection: Washington State Plane South
Datum: HARN (feet)

Identification

Survey Name: Sound Transit Federal Way Date Recorded: 02/12/2014
Field Recorder: MaryNell Nolan-Wheatley
Owner's Name: SEARS TRACY CAROLYN+MICHAEL
Owner Address: PO BOX 517
City: AUBURN State: WA Zip: 98071
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 entrance is no longer visible due to the numerous alterations and additions.			
Style:	Cladding:	Roof Type:	Roof Material:
Ranch	Veneer - Brick	Gable	Clay Tile
	Wood		
	Wood - Vertical		
Foundation:	Form/Type:		
Concrete - Poured	Single Family		

Narrative

Study Unit	Other
Architecture/Landscape Architecture	
Date of Construction:	1945 Built Date
	1956 Addition
	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).

Federal Way was originally settled as a rural logging community in the late 1800s. In 1928, when the Pacific Highway (HWY 1/US 99) between Tacoma and Seattle opened, it linked Federal Way to the larger neighboring communities, spurring economic and residential development. The name Federal Way came from an eponymous school built in 1929 on Pacific Highway S (Caster, 2007). During the 1950s, Federal Way witnessed substantial growth, transforming from a small lumber town into a metropolitan area. Auto-oriented businesses emerged and thrived along the Pacific Highway. Community growth was bolstered by Boeing and Weyerhaeuser industries in the 1960s. In 1968, Weyerhaeuser purchased 430 acres of land for its corporate headquarters, which opened in April 1971 (Caster, 2007). Federal Way was incorporated as a city in 1990.

The property at 2920 South 284th Street in Federal Way, Washington, which is a residential property built in 1945, 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 early to 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, siding and multiple large additions that have completely changed the building's floor plan. As a result, the property has lost integrity of materials, design, workmanship, feeling, and association. The building retains integrity of location and setting.

Historic Inventory Report

Description of Physical Appearance:	<p>2920 South 284th Street is a one-story, wood frame, residential property with an irregular floor plan constructed in 1945. Originally, the property was a small, rectangular plan building clad in horizontal wood siding with a side gabled roof. A number of alterations occurred before 1946, including a small, gabled roof, addition to the east elevation, another gabled roof addition to the west elevation, and a front gabled addition to the rear (north) elevation. By 1959, the horizontal wood siding had been replaced with brick veneer and another large south addition had been constructed with a large exterior gable wall chimney. Also during this time a swimming pool was installed. At a later, unknown date, another addition was added to the west wing of the house. The original main entrance was covered as a result of the numerous additions. The house is set off of the main road and is completely surrounded by heavy vegetation. As a result, a clear view of the house's main elevations is not possible from the public right-of-way. Currently, the house appears to be clad in a combination of brick veneer, vertical wood siding, and horizontal wood siding on the gable ends. The pitched roofs are covered with red barrel tiles and several non-original skylights are visible. All of the visible windows are two-light horizontal sliding replacements. Aerial images indicate that the pool remains extant, although the property appears possibly vacant. A small accessory building is located on the north side of the property but is not at all 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: https://sites.google.com/site/alinehistoryprojectsite/home/line-b/community-identities--bellevue-and-redmond/the-suburb. Accessed March 18, 2013.</p> <p>Caster, D. 2007. Historical Society of Federal Way Timeline. Available at: http://www.federalwayhistory.org/timeline.php. Accessed March 15, 2013.</p> <p>Des Moines Historical Society. 2007. Time Line Page. Available at: http://www.dmhs.org/timeline/history.html. Accessed March 13, 2013.</p> <p>King County. 2013. King County Department of Assessments. Available at: http://www.kingcounty.gov/Assessor.aspx. 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: https://sites.google.com/site/alinehistoryprojectsite/home/map/theme-transportation/establishing-the-pacific-highway-south. Accessed March 14, 2013.</p> <p>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.</p>

Photos



Photo courtesy of the King County Assessor's website.
Southeast corner
2013



Photo courtesy of the King County Assessor's Website.
South elevation
2013



View to the northeast of chimney and roof.
2013



Historic Inventory Report

Location

Field Site No. 3218-2

DAHP No.

Historic Name:

Common Name: Skyway Inn Hotel

Property Address: 20045 International Blvd, SeaTac, WA 98198

Comments:

Tax No./Parcel No. 3445000070

Plat/Block/Lot

Acreage

Supplemental Map(s)

Township/Range/EW	Section	1/4 Sec	1/4 1/4 Sec	County	Quadrangle
T22R04E	04			King	DES MOINES

Coordinate Reference

Easting: 1195565

Northing: 766488

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: Skyway LLC

Owner Address: 20045 International Blvd.

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

Description

Historic Use: Domestic - Hotel

Current Use: Domestic - Hotel

Plan: Irregular

Stories: 1-3

Structural System: Concrete - Block

Changes to Plan: Extensive

Changes to Interior: Unknown

Changes to Original Cladding: Intact

Changes to Windows: Extensive

Changes to Other:

Other (specify):

Style:

Cladding:

Roof Type:

Roof Material:

Roadside

Veneer - Stucco

Flat with Eaves

Asphalt / Composition -

Commercial - Highway
Strip

Veneer - Vinyl Siding

Built Up

Foundation:

Form/Type:

Concrete - Poured

Hotel/Motel - Motor Inn

Narrative

Study Unit

Other

Architecture/Landscape Architecture

Date of Construction:

1948 Built Date

Builder:

1981 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 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 20045 International Boulevard in SeaTac, Washington, which is the Skyway Inn Hotel built in 1948, is not eligible for listing in the NRHP. The building is not eligible for the NRHP under Criterion A, which applies to properties 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 roadside motel from the 1940s 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 main building has undergone several alterations and additions and has lost integrity of design and materials. The property retains integrity of location, setting, workmanship, feeling and association.

Historic Inventory Report

Description of
Physical
Appearance:

The Skyway Inn Hotel, which was constructed in 1948, is composed of two buildings: the original one-story building on the north side of the property and a new construction, three-story, L-shaped building on the south side of the property. Both buildings are concrete block construction clad with textured stucco and built on concrete slab foundations. The original building has had numerous additions on the west elevation and is irregularly shaped with various roof heights. The dominant feature of the building is a flat roof, a red corrugated metal awning that wraps around the primary elevations, and the textured stucco walls. The main building is in fact composed of two buildings, separated by a driveway, but connected by the red metal awning. The central section of the building, with the highest roof height, is the main lobby, which can be accessed on the east elevation by a pedestrian door. The metal awning in front of the main entrance is significantly taller over this section, and is supported by two columns clad in textured stucco. The lobby section connects to a large square section of motel rooms that extends south. The west half of this south section is an addition, with a different awning and painted concrete block exterior walls. The metal awning north of the lobby extends over a driveway leading to a rear parking lot, and connects to the north wing of rooms. The north wing is essentially rectangular in plan, with its longer elevations on the north and south sides. The west half of the north wing is also an addition. The east elevation of the south section of the main building has five paneled replacement doors that allow access to the motel rooms and six rectangular, replacement, horizontal sliding windows. The metal awning along the elevation is supported by columns identical to those in front of the entrance door. Each column has a bare bulb sconce. The divide between the original building and the west addition to the south section is visible on the south elevation, as the exterior wall is textured stucco to the east, and painted concrete block to the west. Here, a red composite shingle parapet runs along the edge of the flat roof, as a new extension of the original metal awning. The center of the exterior wall is clad in red, vertical composite siding and contains a paneled pedestrian door. According to an aerial view map of the property, the door likely leads to a central courtyard. All of the windows on the east elevation of the north wing of rooms are fixed, replacement, single light windows. The sidewalk on the east elevation of the main building is tiled in red ceramic tiles that are likely original to the property.

On the south side of the property is a concrete block, 3-story building with an L-shaped plan built in 1981 that is designed to match the colors and materials of the original building. The interior elevations of the L, which face the motel's parking lot, have arcaded balconies. Each room is accessed by an exterior, pedestrian metal door. All of the windows on the building are modern three-over-six light windows with aluminum frames that are paired. The north elevation and the east elevation contain exterior stairwells that are sheltered by the roof. The building is clad in textured stucco. A composite shingle awning, meant to look like red clay tiles, wraps around the primary elevations.

Historic Inventory Report

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.

City of SeaTac. 2013. History. Available at: <http://dev4.netvip.com/seatac/index.aspx?page=62>. Accessed March 14, 2013.

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Highline Historical Society. 2013. Oral Histories. Available at: <http://www.highlinehistory.org/OralHistories2.html>. Accessed April 3, 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



Northeast corner
2013



East elevation
2013



East elevation, main entrance and covered driveway
2013



Close up of east elevation
2013

Historic Inventory Report



East elevation of L-shaped new construction building
2013



Southeast corner, main building, with west addition
2013



Historic Inventory Report

Location

Field Site No. 3237-3

DAHP No.

Historic Name:

Common Name: The Firs Mobile Home Park

Property Address: 20440 Pacific Hwy S, SeaTac, WA 98198

Comments:

Tax No./Parcel No. 3445000126

Plat/Block/Lot

Acreage

Supplemental Map(s)

Township/Range/EW	Section	1/4 Sec	1/4 1/4 Sec	County	Quadrangle
T22R04E	04			King	DES MOINES

Coordinate Reference

Easting: 1195877

Northing: 765231

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: Fife Motel Inc

Owner Address: 706 S Marine Hills Way

City: Federal Way

State: Washington

Zip: 98003

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: Other

Current Use: Other

Plan: Irregular

Stories: 1

Structural System: Mixed

Changes to Plan: Extensive

Changes to Interior: Unknown

Changes to Original Cladding: Extensive

Changes to Windows: Extensive

Changes to Other:

Other (specify):

Style:

Cladding:

Roof Type:

Roof Material:

Vernacular

Shingle

Shed

Metal

None

Veneer - Vinyl Siding

Gable

Asphalt / Composition -
Shingle

Metal - Corrugated

Flat with Eaves

Asphalt / Composition -
Rolled

Wood - Vertical

Foundation:

Form/Type:

Concrete - Poured

Other

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 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 20440 Pacific Highway South in SeaTac, Washington, which is a mobile home park built 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 property. The property is not eligible for the NRHP under Criterion C as it is a typical mobile home park 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 collection of 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. Most of the mobile homes that are visible from the public right of way have undergone several alterations and additions and have lost integrity of design and materials. The buildings on the property appear to retain integrity of location, setting, workmanship, feeling and association.

Historic Inventory Report

Description of
Physical
Appearance:

The property at 20440 Pacific Highway South is occupied by The Firs Mobile Home Park, which was originally constructed in 1968. The large L-shaped parcel contains a collection of mainly rectangular plan mobile homes, many of which have undergone additions and alterations. Only a few of the buildings are visible from the public right of way. Most of the mobile homes appear to be clad in metal siding with either flat roofs or shallow side gabled roofs. A residential property near to the southwest corner of the parcel is a wood frame building with a front gable roof, constructed on a concrete slab. The house is clad in straight edge shingles and a large attic vent is positioned under the front gable. A large rectangular, fixed, single light replacement window is positioned in the center of the west (front) elevation. To the north of the window is a paneled door with a gabled overhang. To the south of the central windows is a rectangular, replacement one-over-one sash window. A shed roof addition, clad in vertical composite siding is attached to the north elevation. The west elevation of the addition has a single metal pedestrian door with a shed roof overhang. The northwest corner of the property has a rectangular plan mobile home placed on a concrete foundation. The building has a long, shed roofed overhang, with composite shingles that runs the length of the west elevation and is supported by thin wood pillars with knee brackets. The building is clad in corrugated metal and has all replacement windows. To the south of this mobile home, is another residential building built on a slope, clad in straight edge shingles, with a side gabled, composite shingle roof. The north (front) elevation has a gabled overhang over the entrance, supported by carved wood pillars. To the west of the entrance is a four light replacement window and to the east is a single-light, awning window. The west elevation, which is part of an addition, has one replacement, horizontal sliding windows and a concrete stair that leads to a side pedestrian door. There are several other additions on the south elevation, with another pedestrian door with a gabled overhang that leads to the basement level. On the southeast corner of the building, a two story addition protrudes from the back of the house with a flat roof and connects to a one story addition with a composite shingle, shed roof.

Major
Bibliographic
References:

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City of SeaTac. 2013. History. Available at: <http://dev4.netvip.com/seatac/index.aspx?page=62>. Accessed March 14, 2013.

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

Dorpat, P., and W. Crowley. 2004. SeaTac. HistoryLink: The Free Online Encyclopedia of Washington State History. Available at: http://www.historylink.org/index.cfm?displaypage=output.cfm&file_id=4181. Accessed March 19, 2013.

Highline Historical Society. 2013. Oral Histories. Available at: <http://www.highlinehistory.org/OralHistories2.html>. Accessed April 3, 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.

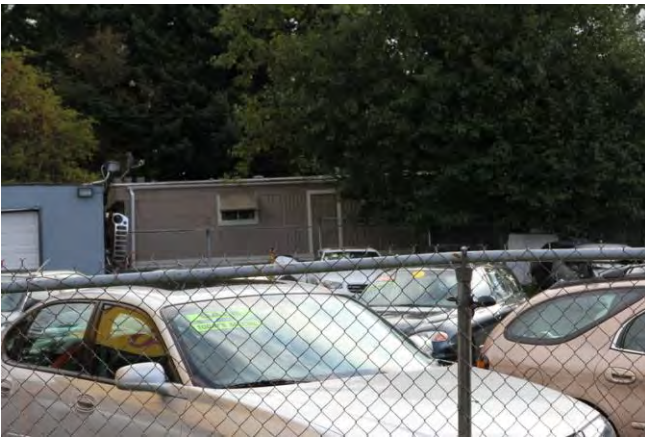
Photos



Mobile home with long west elevation overhang.
View to the northeast
2013



Mobile home with long west elevation overhang.
Southeast corner
2013



Metal clad mobile homes.
West elevation
2013



West elevation
2013



View to southeast
2013



Southwest corner, south additions
2013



Historic Inventory Report

Location

Field Site No. 3253-4
DAHP No.
Historic Name:
Common Name: Payless Cars
Property Address: 20636 Pacific Hwy S, SeaTac, WA 98198
Comments:
Tax No./Parcel No. 3445000215
Plat/Block/Lot
Acreage
Supplemental Map(s)

Township/Range/EW	Section	1/4 Sec	1/4 1/4 Sec	County	Quadrangle
T22R04E	04			King	DES MOINES

Coordinate Reference

Easting: 1195722
Northing: 764585
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: Pas LLC
Owner Address: 371 NE Gilman Blvd. #360
City: Issaquah
State: Washington
Zip: 98027
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: Extensive

Changes to Interior: Unknown

Changes to Original Cladding: Slight

Changes to Windows: Extensive

Changes to Other:

Other (specify):

Style:

Cladding:

Roof Type:

Roof Material:

Other - Industrial

Veneer - Brick

Flat with Eaves

Asphalt / Composition

Concrete - Block

Wood - Vertical

Foundation:

Form/Type:

Concrete - Poured

Industrial

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 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 20636 Pacific Highway South in SeaTac, Washington, which is a light industrial facility 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 property. The property is not eligible for the NRHP under Criterion C as it is a typical light industrial 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 Payless Cars, has undergone several alterations and additions and has lost some integrity of design and materials. The building retains integrity of location, setting, workmanship, feeling and association.

Historic Inventory Report

Description of Physical Appearance:

The property at 20636 Pacific Highway South contains a one-story light industrial facility that was constructed in 1956, and is currently occupied by Payless Car. Built on a concrete slab foundation with a long rectangular plan, the concrete block building has a flat roof with an integrated overhang with exposed wood rafter tails that shades the west (front) elevation. The west elevation is mainly defined by large windows and a series of metal retractable doors. Originally, the building was likely a significantly smaller rectangular plan building, that has undergone several large additions to the south and east elevations. The original building is visible on the north end of the current building. Its west elevation is defined by a commercial façade with five large bays of fixed replacement windows. The fourth bay from the north contains a pair of glazed doors with a fixed transom and north sidelight. The two north bays contain rows of three floor-to-ceiling windows. The third bay from the north contains a large single light, and the bay furthest south contains two large floor-to-ceiling windows. A sign for Payless Car is secured to the edge of the overhang in front of this main entrance. Opaque panels run the length of this section of the building, under the overhang and above the large row of windows. To the south of the windows, the walls are clad in vertical wood siding. A large metal, retractable door and a metal pedestrian door to the south of the commercial façade mark part of a newer addition. At this point, the opaque panels under the overhang are replaced by large fixed, single light replacement windows. To the south of the doors, the cladding changes to brick veneer, designating another south addition. There are three more retractable metal doors on the south end of the west elevation. The north and south elevations are clad in brick veneer. The north elevation has one fixed, two-light replacement window. The south elevation has no windows. The east elevation has exposed concrete block walls and a large overhang on the north end that nearly doubles the depth of the building. The east elevation has two large metal retractable doors and several metal pedestrian doors. Most of the windows are replacement one-over-one sash windows. The entire property is surrounded by a chain link fence and a large paved parking lot that is used for airport parking.

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.

City of SeaTac. 2013. History. Available at: <http://dev4.netvip.com/seatac/index.aspx?page=62>. Accessed March 14, 2013.

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

Dorpat, P., and W. Crowley. 2004. SeaTac. HistoryLink: The Free Online Encyclopedia of Washington State History. Available at: http://www.historylink.org/index.cfm?displaypage=output.cfm&file_id=4181. Accessed March 19, 2013.

Highline Historical Society. 2013. Oral Histories. Available at: <http://www.highlinehistory.org/OralHistories2.html>. Accessed April 3, 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, north end
2013



Southwest corner
2013



West elevation, closer
2013



East elevation
2013



Historic Inventory Report

Location

Field Site No. 3389-142

DAHP No.

Historic Name:

Common Name: Apker's Classic Car Sales

Property Address: 24620 Pacific Hwy S, Kent, WA 98032

Comments:

Tax No./Parcel No. 3601800076

Plat/Block/Lot

Acreage .41

Supplemental Map(s)

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

Coordinate Reference

Easting: 1195197

Northing: 751692

Projection: Washington State Plane South

Datum: HARN (feet)

Identification

Survey Name: Sound Transit Federal Way

Date Recorded: 11/21/2013

Field Recorder: MaryNell Nolan-Wheatley

Owner's Name: CROOK TOM

Owner Address: 27611 42ND AVE S

City: AUBURN

State: WA

Zip: 98001

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 - Warehouse	Current Use: Commerce/Trade - Warehouse		
Plan: Rectangle	Stories: 1		
Changes to Plan: Slight	Structural System: Steel		
Changes to Original Cladding: Intact	Changes to Interior: Unknown		
Changes to Other:	Changes to Windows: Intact		
Other (specify):			
Style:	Cladding:	Roof Type:	Roof Material:
Other - Utilitarian	Metal - Corrugated	Shed	Metal - Corrugated
		Gable - Side Gable	
Foundation:	Form/Type:		
Concrete - Poured	Utilitarian		

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).

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 24620 Pacific Highway South in Kent, Washington, which was constructed in 1968 and is occupied by Apker's Classics Car Sales, 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 light industrial warehouse 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 a shed addition on the east elevation. As a result, the building has lost some integrity of design. The building retains integrity of materials, workmanship, setting, location, feeling and association.

Historic Inventory Report

Description of Physical Appearance:	<p>24620 Pacific Highway South is a one-story, 8,400-square foot prefabricated steel commercial warehouse constructed in 1968 and currently occupied by Apker's Classics Car Sales. Constructed on a poured concrete foundation, the building has a rectangular plan and a corrugated metal low-pitch side gabled roof. The exterior walls of the building are clad in corrugated metal and the front (north) elevation is defined by two very large vehicle bays with retractable metal doors. West of the vehicle bays is a metal pedestrian door. A canvas convex awning wraps around the northwest corner of the warehouse, halfway up the building's height, and shades the main entrance. Another pedestrian door is located on the east end of the north elevation and is covered by a smaller, canvas, convex awning. Just under the west gable peak are two, two-light horizontal sliding windows. There are no windows or doors on the south elevation. A nearly full width shed addition that is half the height of the warehouse is attached to the east elevation. The property includes some grass and landscaping along the west elevation and a large paved area on the north and east elevations.</p>
Major Bibliographic References:	<p>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.</p> <p>Caster, D. 2007. Historical Society of Federal Way Timeline. Available at: http://www.federalwayhistory.org/timeline.php. Accessed March 15, 2013.</p> <p>Des Moines Historical Society. 2007. Time Line Page. Available at: http://www.dmhs.org/timeline/history.html. Accessed March 13, 2013.</p> <p>King County. 2013. King County Department of Assessments. Available at: http://www.kingcounty.gov/Assessor.aspx. 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: https://sites.google.com/site/alinehistoryprojectsite/home/map/theme-transportation/establishing-the-pacific-highway-south. Accessed March 14, 2013.</p> <p>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. Accessed March 18, 2013.</p> <p>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.</p>

Photos



Northwest corner
2013



Southwest corner
2013



West elevation
2013



Historic Inventory Report

Location

Field Site No. 3390-141

DAHP No.

Historic Name:

Common Name: State Farm Insurance & All Sight Vision Care

Property Address: 24800 Pacific Hwy S, Kent, WA 98032

Comments:

Tax No./Parcel No. 3601800101

Plat/Block/Lot

Acreage .23

Supplemental Map(s)

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

Coordinate Reference

Easting: 1195129

Northing: 751570

Projection: Washington State Plane South

Datum: HARN (feet)

Identification

Survey Name: Sound Transit Federal Way

Date Recorded: 11/21/2013

Field Recorder: MaryNell Nolan-Wheatley

Owner's Name: POWELL BRUCE V

Owner Address: 24800 PACIFIC HWY 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: Commerce/Trade - Professional	Current Use: Commerce/Trade - Professional		
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: Moderate		
Other (specify):			
Style:	Cladding:	Roof Type:	Roof Material:
Commercial	Veneer - Brick	Flat with Parapet	Asphalt / Composition - Built Up
	Wood - Clapboard		
Foundation:	Form/Type:		
Concrete - Poured	Commercial		

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).

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 24800 Pacific Highway South in Kent, Washington, which was constructed in 1965 and contains State Farm Insurance and All Sight Vision Care, 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 office 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. In addition, the building has undergone several alterations including the replacement of some original windows and doors. As a result, the building 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>24800 Pacific Highway South is a one-story, wood frame commercial office building constructed in 1965 and currently occupied by State Farm Insurance and All Sight Vision Care. Constructed on a poured concrete foundation, the building has an essentially L-shaped plan and a flat built-up roof. A corrugated metal awning wraps around the front and side elevations, which are all clad in brick veneer. From each of the building's corners, a non-load bearing wall extends away from the building at an angle and bisects the 90 degree angles of the awning corners. Two, metal and tinted glass replacement pedestrian doors are located on the front (west) elevation and lead to the two businesses located in the building. A row of narrow, horizontally oriented, fixed, single-light windows run along the top of the exterior wall. There are four such windows north of the north door, four between the two doors, and two south of the south door. A raised concrete sidewalk runs along the west elevation. Identical windows to those on the main facade also run along the top edge of the north elevation exterior wall. There are no windows or doors on the south elevation. The rear (east) elevation of the building is clad in horizontal wood siding and contains several replacement windows and doors. A large rectangular section of the building projects from the north end of the east elevation. This section has its own corrugated metal awning, which is slightly taller than the primary awning and connects to the main awning along the west elevation. For this reason, a section of the awning along the front of the building is taller where the rear projection meets the main building. A metal pedestrian door is located on the south end of the east elevation and is flanked by three -light horizontal sliding windows with fixed center lights. The east elevation of the rear projection contains a pedestrian door flanked by fixed, single-light windows. The building is surrounded by pavement used for parking.</p>
Major Bibliographic References:	<p>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.</p> <p>Caster, D. 2007. Historical Society of Federal Way Timeline. Available at: http://www.federalwayhistory.org/timeline.php. Accessed March 15, 2013.</p> <p>Des Moines Historical Society. 2007. Time Line Page. Available at: http://www.dmhs.org/timeline/history.html. Accessed March 13, 2013.</p> <p>King County. 2013. King County Department of Assessments. Available at: http://www.kingcounty.gov/Assessor.aspx. 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: https://sites.google.com/site/alinehistoryprojectsite/home/map/theme-transportation/establishing-the-pacific-highway-south. Accessed March 14, 2013.</p> <p>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. Accessed March 18, 2013.</p> <p>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.</p>

Photos



Southwest corner
2013



West elevation
2013



Northwest corner
2013



Southeast corner
2013



Historic Inventory Report

Location

Field Site No. 3393-133

DAHP No.

Historic Name:

Common Name: Pawn Depot

Property Address: 24615 Pacific Hwy S, Kent, WA 98032

Comments:

Tax No./Parcel No. 3601800160

Plat/Block/Lot

Acreage .38

Supplemental Map(s)

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

Coordinate Reference

Easting: 1194939

Northing: 751826

Projection: Washington State Plane South

Datum: HARN (feet)

Identification

Survey Name: Sound Transit Federal Way

Date Recorded: 11/19/2013

Field Recorder: MaryNell Nolan-Wheatley

Owner's Name: FLOM JOHANAN/FD INCORPORATE

Owner Address: 24615 PACIFIC HWY S #203

City: KENT

State: WA

Zip: 98032

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: Commerce/Trade - Business	Current Use: Commerce/Trade - Business
Plan: Rectangle	Stories: 1
Changes to Plan: Intact	Structural System: Concrete - Block
Changes to Original Cladding: Intact	Changes to Interior: Unknown
Changes to Other: Moderate	Changes to Windows: Moderate

Other (specify): Front elevation vehicle may bays may have been replaced by pedestrian doors and fixed windows.

Style:	Cladding:	Roof Type:	Roof Material:
Commercial	Wood - Clapboard	Flat with Eaves	Asphalt / Composition -
	Concrete - Block		Built Up
Foundation:	Form/Type:		
Concrete - Poured	Commercial		

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).

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 24615 Pacific Highway South in Kent, Washington, which is a commercial building 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 retail 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. In addition, the building has been altered, including the replacement of original doors and windows. As a result, the building has lost integrity of materials but retains integrity of design, workmanship, setting, location, feeling and association.

Historic Inventory Report

Description of Physical Appearance:	<p>24615 Pacific Highway South is a one-story, concrete block commercial building constructed in 1962. The rectangular plan building sits on a poured concrete foundation and is defined by a low-pitched shed roof covered in rolled roofing material with a deep eave overhang and exposed roof rafters over the front (east) elevation. Security lights have been fixed to the edge of the eave. The building is constructed on land that changes grade from front to back, so the building appears one story from the front but contains a basement level that is accessible from the rear (west) elevation. The front elevation is clad in horizontal wood siding and has a canvas quarter barrel awning that is attached to the center section of the façade and reads "Pawn Depot" – the name of the business that occupies the building. Six large rectangular bays define the front elevation. Each bay contains a glazed pedestrian door with a fixed, single-light transom window adjacent to two columns of four fixed, single-light windows in metal frames. It is likely that these bays originally contained large retractable vehicle doors. The exterior walls of the north and south elevations are painted concrete block. A small vertical awning of wood slats run along the length of both elevations. The basement level of the rear elevation contains six vehicle bays with retractable metal doors while the second floor contains a variety of replacement fixed, single-light windows and two-light horizontal sliding windows. The front and rear of the property contain paved parking areas.</p>
Major Bibliographic References:	<p>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.</p> <p>Caster, D. 2007. Historical Society of Federal Way Timeline. Available at: http://www.federalwayhistory.org/timeline.php. Accessed March 15, 2013.</p> <p>Des Moines Historical Society. 2007. Time Line Page. Available at: http://www.dmhs.org/timeline/history.html. Accessed March 13, 2013.</p> <p>King County. 2013. King County Department of Assessments. Available at: http://www.kingcounty.gov/Assessor.aspx. 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: https://sites.google.com/site/alinehistoryprojectsite/home/map/theme-transportation/establishing-the-pacific-highway-south. Accessed March 14, 2013.</p> <p>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. Accessed March 18, 2013.</p> <p>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.</p>

Photos



Southeast corner
2013



Northeast corner
2013