



Historic Inventory Report

Location

Field Site No. 3394-134 DAHP No.
Historic Name:
Common Name: Cabinetrends
Property Address: 24619 Pacific Hwy S, Kent, WA 98032
Comments:
Tax No./Parcel No. 3601800165
Plat/Block/Lot
Acreage .24
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: 1194929
Northing: 751711
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: S&C BELL PROPERTIES LLC
Owner Address: 21827 4TH AVE S
City: NORMANDY PARK 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: Intact

Changes to Interior: Unknown

Changes to Original Cladding: Extensive

Changes to Windows: Extensive

Changes to Other: Extensive

Other (specify): Roof is likely a later addition.

Style:

Cladding:

Roof Type:

Roof Material:

Commercial

Veneer

Gable - Front Gable

Asphalt / Composition -

Flat with Eaves

Shingle

Foundation:

Form/Type:

Concrete - Poured

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).

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 24619 Pacific Highway South in Kent, Washington, which is a commercial 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 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 heavily altered. The roof, windows, doors, and siding are all likely contemporary replacements. 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>24619 Pacific Highway South is a one-story, concrete block commercial building constructed in 1966 and currently occupied by Cabinetrends. The rectangular plan building sits on a poured concrete foundation and is defined by a moderately pitched centered front gable roof covered in composite shingles with extended flat roofs to the north and south. A deep boxed eave extends over the front (east) elevation. A parapet clad in plywood boards wraps around the front and side elevations. Due to the fact that the building is constructed on land that changes grade, 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 non-original composite boards while the south elevation is clad in non-original composite board and batten siding. The exterior walls of the basement level are painted concrete block. The front elevation is almost entirely made up of fixed, single-light replacement windows. Replacement single metal and glass pedestrian doors are located on the far north and south ends of the east elevation. Double replacement metal and glass doors that are flanked by large window openings are located just north of the south pedestrian door. A row of eight square windows is located between the double doors and the single pedestrian door on the far north end. Twelve narrow horizontally oriented windows are positioned in a row just under the eave. The exterior wall under the front gable contains four windows that form the triangle at the gable end. The south elevation contains two replacement two-light horizontal sliding windows and one window opening with a fixed single-light placed over a single-light awning window. The property contains a large paved parking area in the front and a paved driveway on the south side that leads to a rear 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



Northeast corner
2013



Southeast corner
2013



Historic Inventory Report

Location

Field Site No. 3397-136

DAHP No.

Historic Name:

Common Name: 24645 Pacific Hwy S

Property Address: 24645 Pacific Hwy S, Kent, WA 98032

Comments:

Tax No./Parcel No. 3601800295

Plat/Block/Lot

Acreage .83

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: 1194834

Northing: 751393

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: SEATTLE FULL GOSPEL CHURCH

Owner Address: 24645 PACIFIC HGHWY 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: 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 - Vertical

Shed

Asphalt / Composition -

Gable - Side Gable

Rolled

Gable - Parallel Gables

Foundation:

Form/Type:

Concrete - Poured

Commercial - Strip

Commercial

Church

Narrative

Study Unit

Other

Architecture/Landscape Architecture

Date of Construction:

1966 Built Date

Builder:

2005 Remodel

Engineer:

Architect:

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

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

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

Historic Inventory Report

Statement of Significance:

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

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

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 24645 Pacific Highway South in Kent, Washington, which contains a commercial strip building constructed and an adjacent building that functions as a church constructed 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 heavily altered 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 building has been heavily altered. Many of the windows and doors appear to be contemporary replacements on the primary building and the church was remodeled extensively circa 2005. As a result, both buildings have lost integrity of materials and the church has also lost integrity of design. The buildings retain integrity of workmanship, setting, location, feeling and association.

Historic Inventory Report

Description of
Physical
Appearance:

24645 Pacific Highway South contains two buildings: a one-story, wood frame commercial strip building and another wood frame building occupied by the Seattle Full Gospel Church. The buildings are set perpendicularly to one another and are surrounded by a paved parking lot. The retail building has a rectangular plan and is defined by two parallel front gabled roofs next to a half gabled roof with shallow boxed eaves. The three adjacent roofs create a zigzagging roofline. The primary roof is covered in rolled roofing material and extends over the north and south elevations, which both function as main facades. Supported by 11 plain wood posts and exposed rafter tails, the gabled and half gabled ends of the overhang are clad in vertical wood siding. The north and south elevations, which are clad in vertical wood siding, each contain several storefronts defined by glass and metal pedestrian doors and large commercial style windows. There are seven replacement glass and metal pedestrian doors on the north elevation. Each door marks the entrance to a different store. Between each door are one, two, or three, fixed, single-light windows positioned below a two-light horizontal sliding window. In several cases, the sliders have been replaced with AC units. Adjacent to each door is a tall narrow vertically oriented window opening, some of which contain fixed, single-light glass windows and others of which have been covered by opaque materials. The south elevation contains five metal and glass doors. Many of the windows on the south elevation have been covered with plywood boards. Adjacent to each door is a narrow vertical window opening, many of which have been covered by an opaque material. Dispersed between each of the door openings are 15 fixed, single-light windows positioned below horizontal sliding windows, identical to those on the north elevation. A wide vertical strip in the center of the east elevation's exterior wall is clad in permastone veneer, which is flanked by vertical wood siding. North of the permastone veneer are four large, fixed, single-light replacement windows. There are three in the same style south of the permastone veneer.

Perpendicular to the retail building and on the west side of the property is the Seattle Full Gospel Church. This building was heavily altered during a circa 2005 remodel and contains primarily replacement doors and windows. The rectangular plan church is a two-story structure with one-story wings projecting from the north and south sides. Each section of the building is topped with a side gabled roof covering in rolled roofing material. Five replacement metal and glass pedestrian doors and one pair of double metal and glass replacement doors are positioned along the front (east) elevation of the central section of the building. Just south of the center of the elevation is a row of six, two-light horizontal sliding replacement windows. The second floor of the east elevation contains a row of 11 fixed, single-light replacement windows placed over two-light horizontal sliding windows. The windows on the second floor are all the same height, but vary in width. The south end of the east elevation on the north wing contains two, two-light horizontal sliding replacement windows. Most of the elevation is recessed and shaded by the wing's main roof, which is supported by four simple wood posts. The north wing on the same elevation also contains a pressed wood pedestrian door and three one-over-one sash replacement windows placed below fixed, single-light fanlights. The east elevation of the south wing is recessed and covered by the primary south wing roof which is supported by seven wood posts. Small lanterns are affixed to the tops of four of the posts. A small vertical awning clad in shingles runs along the length of the eave on the east elevation. The east elevation contains three metal and glass pedestrian doors and four, fixed, single-light windows placed above narrow, horizontally oriented two-light sliding windows that may be original.



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



Northeast corner, whole property
2013



Northeast corner, retail building
2013



View to the southwest, church
2013



North end, church building
2013

Historic Inventory Report



East elevation, south end, church building
2013



Southeast corner, retail building
2013



Historic Inventory Report

Location

Field Site No. 3399-135 DAHP No.
Historic Name:
Common Name: 24603 27th Ave S
Property Address: 24603 27th Ave S, Kent, WA 98032
Comments:
Tax No./Parcel No. 3601800035
Plat/Block/Lot
Acreage .07
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: 1194764
Northing: 751833
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: FEDERAL ASSET RECOVERY INC 0DF035
Owner Address: PO BOX 1435
City: Tacoma State: WA Zip: 98401
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: Rectangle

Stories: 1

Structural System: Platform Frame

Changes to Plan: Slight

Changes to Interior: Unknown

Changes to Original Cladding: Intact

Changes to Windows: Moderate

Changes to Other:

Other (specify):

Style:

Cladding:

Roof Type:

Roof Material:

Vernacular

Wood - Shiplap

Gable - Front Gable

Asphalt / Composition -

Wood - Plywood

Shingle

Foundation:

Form/Type:

Concrete - Poured

Single Family

Narrative

Study Unit

Other

Architecture/Landscape Architecture

Date of Construction:

1945 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 24603 27th Avenue South in Kent, Washington, which is a residential building in very poor condition that was constructed circa 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 early to 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 building has been severely neglected and altered several times including the replacement of some original 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>24603 27th Avenue South is a one-story, wood frame, residential building constructed circa 1945. Built on a concrete slab foundation, the house has an essentially rectangular plan and is clad in wood shiplap siding. A moderately pitched front gable roof is covered in composite shingles. An attached front gabled enclosed porch projects from the south end of the front (east) elevation and sits on a wood foundation. The east elevation of the projection contains two, four-light windows and one, one-over-one wood sash window next to a large replacement two-light horizontal sliding window with one light missing. The north elevation of the projection contains a plywood door and most of the siding surrounding the door has been replaced with plywood. It is likely that this north section of the enclosed porch was originally open air. North of the projection, on the east elevation of the main section of the house is a replacement two-light horizontal window in a non-original wood frame. There are several replacement two-light horizontal sliding windows and a small extended shed roof addition on the north elevation, although they are completely obscured from the public right-of-way by the overgrown vegetation surrounding the house. The property contains a gravel driveway on the east 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>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



Historic Inventory Report

Location

Field Site No. 3444-126

DAHP No.

Historic Name:

Common Name: Seutsay Auto Body & Used Car Sales

Property Address: 24401 Pacific Hwy S, Kent, WA 98032

Comments:

Tax No./Parcel No. 3602400154

Plat/Block/Lot

Acreage .47

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: 1195019

Northing: 752447

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: SASOUVANH SEUTSAY;

Owner Address: 6031 BEACON AVE S

City: SEATTLE

State: WA

Zip: 98108

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: 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:

Other - Utilitarian

Veneer - Stucco

Flat with Parapet

Metal - Corrugated

Commercial

Metal - Corrugated

Asphalt / Composition -
Built Up

Foundation:

Form/Type:

Concrete - Poured

Utilitarian

Commercial - One-Part
Block

Narrative

Study Unit

Other

Architecture/Landscape Architecture

Date of Construction: 1963 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 24401 Pacific Highway South in Kent, Washington, which is a commercial building occupied by Seutsay Auto Body and Used Car Sales and constructed in 1963, is not eligible for listing in the NRHP. The property is not eligible for the NRHP under Criterion A, which applies to buildings that are associated with events that have made a significant contribution to the broad patterns of history, as no significant events are associated with this property. To be eligible for the NRHP under Criterion B, a property must be directly associated with a person considered significant within a historic context whose specific contribution to history has been both identified and documented. No such person who meets that definition is linked to this building. The property is not eligible for the NRHP under Criterion C as it is a typical small mid-twentieth century retail shop with several attached utilitarian service 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 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 two large rear additions 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, setting, location, feeling and association.

Historic Inventory Report

Description of Physical Appearance:	<p>24401 Pacific Highway South is a one-story, wood frame commercial building (Seutsay Auto Body and Used Car Sales) constructed in 1963 with two large service building additions on the west elevation that are defined by three gabled roofs of increasing heights. The small original commercial building, which is clad in stucco, has a rectangular plan and sits on a concrete slab foundation. The building is defined by a flat roof and a standing-seam metal awning that wraps around the front and side elevations. Two signs for the business are secured to the awning. A metal and glass replacement pedestrian door is located on the south end of the front (east) elevation and is surrounded by fixed, single-light replacement windows. North of the main door is a two-light window with a piece of plywood covering the lower light. A small two-light horizontal sliding window that is also half-covered by a piece of cardboard is positioned on the north end of the east elevation. There are no windows on the north or south elevations. A large prefabricated steel service building addition is attached to the west (rear) elevation. The addition, which is clad in corrugated metal, is defined by two adjacent corrugated metal side gable roofs that have different heights. The lower height section is attached directly to the east elevation of the original building and contains three vehicle bays with retractable metal doors on the north elevation. The north elevation of the west section of the addition with a higher roof height contains two taller vehicle bays with retractable metal doors. A wider and taller second addition with a corrugated metal side gabled roof is attached to the west elevation of the first addition. Also clad in corrugated metal, the north elevation of this large garage contains one vehicle bay with a retractable metal door. The building 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>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 elevation
2013



Southeast corner
2013



Historic Inventory Report

Location

Field Site No. 3445-127

DAHP No.

Historic Name:

Common Name: Iolani Apartments

Property Address: 24415 Pacific Hwy S, Kent, WA 98032

Comments:

Tax No./Parcel No. 3445000126

Plat/Block/Lot

Acreage .58

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: 1194940

Northing: 752354

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: FIFE MOTEL INC

Owner Address: 706 S MARINE HILLS WAY

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 - 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: Slight	Changes to Interior: Unknown		
Changes to Other:	Changes to Windows: Moderate		
Other (specify):			
Style:	Cladding:	Roof Type:	Roof Material:
Vernacular	Shingle - Concrete/Asbestos Wood - Vertical	Gable - Side Gable	Asphalt / Composition - Shingle
Foundation:	Form/Type:		
Concrete - Poured	Multi-Family		

Narrative

Study Unit	Other
Architecture/Landscape Architecture	
Date of Construction:	1943 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 24415 Pacific Highway South in Kent, Washington, which is the Iolani One Bedroom Apartments constructed in 1943, 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 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. The building has undergone several alterations including the replacement of many original windows and the addition of balconies on the north and south elevations. As a result, the property has lost some integrity of materials and design. The buildings retain integrity of design, workmanship, setting, location, feeling and association.

Historic Inventory Report

Description of Physical Appearance:

24415 Pacific Highway South, a two-story wood frame building, is the Iolani Apartments, with 8 one-bedroom apartments, constructed in 1943. The building, which sits on a poured concrete foundation and has an essentially rectangular plan, is topped by a side gabled roof covered in composite shingles. The exterior walls of the first story are clad in vertical wood siding and the second floor and gabled ends are clad in asbestos shingle siding. Two, two-story small front gabled sections with gable ends clad in vertical wood siding protrude from the east and west ends of the front (south) elevation. Under each of these front gables is an attached shed roof overhang supported by two simple wood posts that shades two second floor balconies. Simple open framework metal railings run around the small balconies, which are accessed by two simple wood exterior ladder stairs that originate in the center of the south elevation. Pedestrian doors lead from the apartment units to the attached balconies. Adjacent to the pedestrian doors are windows with several lights that may be original. On the first floor, under each balcony is a replacement two-light horizontal sliding window. The first floor of the east elevation contains (moving from south to north) a replacement two-light horizontal sliding window, a replacement paneled door, and another small replacement two-light horizontal sliding window. The second story of the same elevation contains a louvered attic vent and two, one-over-one replacement sash windows, both of which are shaded by wooden slat awnings. On the north end of the second floor is a two-light horizontal window with no awning. Four balconies covered by attached shed roofs project from the second floor of the north elevation. These balconies, which have open framework wood railings and are supported by simple wood posts, are not original to the building. The east side of the east balcony is clad in a large piece of plywood to provide privacy from the main road. The first floor of the north elevation contains several replacement, horizontal sliding windows and several original horizontal sliding windows, although a tall wood fence obscures the elevation from the public right-of-way. A large paved parking lot is located on the east 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 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



Northeast corner
2013



Southeast corner
2013



East elevation
2013



Historic Inventory Report

Location

Field Site No. 3446-128

DAHP No.

Historic Name:

Common Name: National Business Systems, Inc.

Property Address: 24425 Pacific Hwy S, Kent, WA 98032

Comments:

Tax No./Parcel No. 3602400163

Plat/Block/Lot

Acreage .34

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: 1195003

Northing: 752264

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: RILEY DAVID L+KATHY A

Owner Address: 24425 PACIFIC HIGHWAY 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: 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

Flat with Parapet

Asphalt / Composition

Concrete - Block

Foundation:

Form/Type:

Concrete - Poured

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).

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 24425 Pacific Highway South in Kent, Washington, which is a commercial building occupied by National Business Systems, Inc. and 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 mid-twentieth century concrete block 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. Besides the addition of a large awning, the building remains largely intact, with the exception of some replacement 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>24425 Pacific Highway South is a one-story, concrete block commercial building constructed in 1966. The rectangular plan building sits on a concrete slab foundation and is defined by a flat roof and canvas quarter barrel convex awning that runs along the front (east) elevation. The awning advertises the services offered by National Business System, Inc. which occupies the building. A narrow concrete sidewalk runs along the façade. The original wood front door with a rectangular fixed single-light window and small brass mail slot is positioned just south of the center of the front elevation, which is clad in horizontal wood siding. South of the front door is a long horizontally oriented window opening that contains three windows: a one-over-one operable sash window, a fixed single-light window, and a smaller horizontal slider. Three window openings are located north of the front door. Two of these openings contain a fixed single-light window adjacent to a smaller one-over-one sash window and the third opening contains a fixed single-light window flanked by single-light horizontal sliding windows. The north and south elevations have painted concrete block exterior walls. There are eight window bays on the north elevation, each of which contains a fixed single-light window adjacent to a smaller one-over-one sash window. It is likely that all of the sash windows on the building were originally single-light horizontal sliders, since the frames of the metal sashes do not match the frames of the larger window openings. There are no windows or doors on the south elevation. A 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>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 elevation
2013



Southeast corner
2013



Historic Inventory Report

Location

Field Site No. 3447-129

DAHP No.

Historic Name:

Common Name: Skip's Auto Body

Property Address: 24433 Pacific Hwy S, Kent, WA 98032

Comments:

Tax No./Parcel No. 3602400166

Plat/Block/Lot

Acreage .20

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: 1195004

Northing: 752180

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: CHOE SOO CHUL

Owner Address: 24433 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: Extensive

Changes to Original Cladding: Slight

Changes to Windows: Not Applicable

Changes to Other:

Other (specify):

Style:

Cladding:

Roof Type:

Roof Material:

Other - Utilitarian

Concrete - Block

Shed

Metal

Commercial

Veneer - Ceramic Tile

Flat with Parapet

Asphalt / Composition -

Metal - Corrugated

Built Up

Foundation:

Form/Type:

Concrete - Poured

Utilitarian

Commercial

Narrative

Study Unit

Other

Architecture/Landscape Architecture

Date of Construction:

1967 Built Date

Builder:

2008 Addition

2009 Remodel

Engineer:

Architect:

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

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

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

Historic Inventory Report

Statement of Significance:

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

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 24433 Pacific Highway South in Kent, Washington, which is a commercial auto repair shop with an attached service building occupied by Skip's Auto Body and constructed 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 mid-twentieth century concrete block commercial building with a large attached service building and does not embody the distinctive characteristics of a type, period, or method of construction; it is not the work of a master and does not possess high artistic value. The property is not eligible for the NRHP under Criterion D for information potential because the materials and construction methods of the building do not convey important information that could contribute to understanding history or prehistory. Therefore, the property is not eligible for listing in the NRHP because it does not meet any of the eligibility criteria. The building has undergone several alterations including the replacement of original doors and a large rear 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>24433 Pacific Highway South is a one-story, concrete block commercial building constructed in 1967 with a large corrugated metal service building constructed circa 2008 attached to the rear (west) elevation. The 1967 rectangular plan building sits on a concrete slab foundation and is defined by a flat roof with a deep eave overhang over the front (east) elevation. A sign for Skip's Auto Body, which is the business that occupies the building, is attached to the edge of the eave and a large metal chimney pipe protrudes from the north side of the building. All of the exterior walls of the original building are painted concrete block. On the south elevation, the concrete block extends into a low rectangular parapet. The façade is defined by four vehicle bays with retractable metal doors with six fixed single-light windows on each. A pair of replacement paneled doors with decorative glazing is positioned south of the retractable doors and is surrounded by square tiles. A large prefabricated steel service building clad in corrugated metal with a steeply pitched shed roof was added to the west elevation of the original building in 2008. The top of the shed roof begins above the roof of the adjacent building and slopes downwards, away from the original structure. A row of six nine-by-nine-light clerestory windows are located on the east elevation, just under the top eave of the service building's shed roof. The corrugated metal siding on the service building's south elevation rises into an angled parapet. In 2009, several more alterations were made to the building including a new roof and gutter and the modification of interior walls and doors. The property includes a parking lot on the east side of the building, which is surrounded by a chain link fence.</p>
Major Bibliographic References:	<p>Boyles, E. 2010. The Suburb. Selected Cultural and Historical Geographies of the Greater Seattle Area. Available at: 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



Southeast corner
2013



East elevation
2013



Historic Inventory Report

Location

Field Site No. 3448-291 DAHP No.

Historic Name:

Common Name: Puget Sound Alignment

Property Address: 24441 Pacific Hwy S, Kent, WA 98032

Comments:

Tax No./Parcel No. 3602400178

Plat/Block/Lot Plat Block 17

Acreage .18

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: 1195006

Northing: 752126

Projection: Washington State Plane South

Datum: HARN (feet)

Identification

Survey Name: Sound Transit Federal Way

Date Recorded: 02/21/2014

Field Recorder: MaryNell Nolan-Wheatley

Owner's Name: PUGET SOUND ALIGNMENT

Owner Address: 24441 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: Intact

Changes to Interior: Unknown

Changes to Original Cladding: Intact

Changes to Windows: Intact

Changes to Other:

Other (specify):

Style:

Cladding:

Roof Type:

Roof Material:

Commercial

Concrete - Block

Flat with Eaves

Asphalt / Composition -
Built Up

Foundation:

Form/Type:

Concrete - Poured

Commercial

Narrative

Study Unit

Other

Architecture/Landscape Architecture

Date of Construction:

1969 Built Date

Builder:

Engineer:

Architect:

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

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

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

Historic Inventory Report

Statement of Significance:

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

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

The property at 24441 Pacific Highway South in Kent, Washington, which contains a small auto service shop constructed in 1969, is not eligible for listing in the NRHP. The property is not eligible for the NRHP under Criterion A, which applies to buildings that are associated with events that have made a significant contribution to the broad patterns of history, as no significant events are associated with this property. To be eligible for the NRHP under Criterion B, a property must be directly associated with a person considered significant within a historic context whose specific contribution to history has been both identified and documented. No such person who meets that definition is linked to this building. The property is not eligible for the NRHP under Criterion C as it is a typical mid-twentieth century commercial auto shop and does not embody the distinctive characteristics of a type, period, or method of construction; it is not the work of a master and does not possess high artistic value. The property is not eligible for the NRHP under Criterion D for information potential because the materials and construction methods of the building do not convey important information that could contribute to understanding history or prehistory. Therefore, the property is not eligible for listing in the NRHP because it does not meet any of the eligibility criteria. The property appears largely intact. As a result, the building retains integrity of materials, design, workmanship, location, setting, feeling, and association.

Historic Inventory Report

Description of Physical Appearance:	24441 Pacific Highway South is a one-story, concrete block, commercial auto service building constructed in 1969 and currently occupied by Puget Sound Alignment. The small, rectangular plan building, constructed on a concrete slab foundation, has painted concrete exterior walls. The building's flat roof extends into a deep eave overhang that shades the front (east) elevation. The business's sign is attached to the edge of the overhang and is illuminated from above by a neon light. The main façade contains three vehicle bays with retractable garage doors. Each door contains two, centered rows of three, fixed, single-light windows. A red metal door that contains a very narrow, horizontally oriented, fixed, single-light window is located on the far south end of the façade. The east end of the south elevation contains a small, two-light horizontal sliding window that is covered with metal security bars. There are no windows or doors on the building's north elevation. The east side of the property includes a paved parking lot.
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



Southeast corner
2013



Historic Inventory Report

Location

Field Site No. 3449-132 DAHP No.

Historic Name:

Common Name: 24443 Pacific Hwy S

Property Address: 24443 Pacific Hwy S, Kent, WA 98032

Comments:

Tax No./Parcel No. 3602400182

Plat/Block/Lot

Acreage .10

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: 1195006

Northing: 752066

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: SUPASATIT II LLC

Owner Address: 10308 SE 196TH DT

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: Commerce/Trade - Business

Current Use: Vacant/Not in Use

Plan: Rectangle

Stories: 1

Structural System: Concrete - Block

Changes to Plan: Intact

Changes to Interior: Unknown

Changes to Original Cladding: Intact

Changes to Windows: Extensive

Changes to Other: Slight

Other (specify): North overhang stripped of cladding materials.

Style:

Cladding:

Roof Type:

Roof Material:

Commercial

Veneer - Brick

Shed

Asphalt / Composition -

Concrete - Block

Rolled

Foundation:

Form/Type:

Concrete - Poured

Commercial - One-Part
Block

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 24443 Pacific Highway South in Kent, Washington, which is a small vacant 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 mid-twentieth century small 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 and no longer retains some original materials. 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>24443 Pacific Highway South is a small, vacant, one-story, concrete block commercial building constructed in 1960. The rectangular plan building sits on a concrete slab foundation and is defined by a moderately pitched shed roof covered in rolled roofing material with a deep eave overhang and exposed roof rafters over the front (east) elevation. The east and north elevations of the 600-square foot building are clad in brick veneer while the exterior walls of the south elevation are painted concrete blocks that rise into a stair stepped parapet that wraps around the southwest corner and runs the length of the rear (west) elevation. The visible window bays are all located on the front elevation and contain a fixed, single-light window placed below a fixed, single-light transom. Two metal and glass replacement pedestrian doors with fixed-single light transoms are also located on the east elevation. The south end of the east elevation contains a pedestrian door with an adjacent window bay. North of the door are two more window bays, followed by a pedestrian door and an adjacent window bay. The north end of the east elevation contains another pair of window bays, creating a front façade that is almost entirely composed of glass windows and doors. Attached to the north elevation is the framing system for an attached shed roof overhang that covers a small paved driveway. The overhang is supported by several temporary wood posts and a concrete block wall on the north side and has been stripped of all its roofing and cladding. Just under the attached overhang on the main building's north elevation there are three fixed, single-light windows that are angled on the top to mirror the angle of the shed roof. The windows are obscured by several slats of wood. The property, which is currently for sale, includes a small paved parking area on the east 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>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



Southeast corner
2013



East elevation
2013



Historic Inventory Report

Location

Field Site No. 3459-131
DAHP No.
Historic Name:
Common Name: Joe's Auto Repair
Property Address: 24453 Pacific Hwy S, Kent, WA 98032
Comments:
Tax No./Parcel No. 3602400186
Plat/Block/Lot
Acreage .44
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: 1194960
Northing: 751986
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: GINSBERG JACK A
Owner Address: PO BOX 4250
City: Palm Springs
State: CA
Zip: 92263
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

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:

Other - Utilitarian

Concrete - Block

Flat with Parapet

Asphalt / Composition

Other - Industrial

Foundation:

Form/Type:

Concrete - Poured

Utilitarian

Industrial

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 24453 Pacific Highway South in Kent, Washington, which is a commercial auto repair shop constructed in 1958 with a large attached service 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 concrete block light industrial 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 original doors and windows and a large rear 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>24453 Pacific Highway South is a one-story, concrete block commercial auto repair shop constructed in 1958 with a large two-story, concrete block light industrial service building attached to the rear (west) elevation. Joe's Auto Repair occupies the majority of the building. The 1958 rectangular plan building sits on a concrete slab foundation on higher ground than the rear addition and is defined by a flat roof with a low parapet. The exterior walls are painted concrete block. A vehicle bay is located on the south end of the front (east) elevation. The northeast corner of the building is occupied by a small retail shop called Manna Mills. A pedestrian door and a replacement two-light horizontal sliding window, both of which are covered by metal security grates, define the front (east) elevation of Manna Mills. The north elevation contains a pedestrian door and several small windows that are not visible from the public right-of-way. The south elevation of the original building contains a replacement paneled pedestrian door on the far west end. Due to the change in grade of the land, the rear addition is two stories and has a flat roof and low parapet that reach the same height as that of the original building. The south elevation of the ground floor of the addition contains a large vehicle bay with a retractable metal door and a metal pedestrian door. Two, two-light horizontal sliding windows are positioned on the second floor of the south elevation and one is located on the second floor of the west elevation. The ground floor of the west elevation contains a pedestrian door on the far north end. The property has paved parking areas on the east and west sides, and a short paved driveway leads to the vehicle entrance on the south 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



Southwest corner
2013



Southeast corner
2013



Northeast corner
2013



East elevation, south end
2013



Historic Inventory Report

Location

Field Site No. 3460-130 DAHP No.
Historic Name:
Common Name: 24444 27th Ave S
Property Address: 24444 27th Ave S, Kent, WA 98032
Comments:
Tax No./Parcel No. 3602400202
Plat/Block/Lot
Acreage .14
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: 1194897
Northing: 752067
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: COOKE STEPHANIE M
Owner Address: 24444 27TH 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: Moderate	Structural System: Platform Frame		
Changes to Original Cladding: Extensive	Changes to Interior: Unknown		
Changes to Other: Moderate	Changes to Windows: Extensive		
Other (specify): Carport converted to interior garage, and later converted into interior living space.			
Style: Vernacular	Cladding: Veneer	Roof Type: Gable - Front Gable	Roof Material: Asphalt / Composition - Rolled
Foundation: Concrete - Poured	Form/Type: Single Family		

Narrative

Study Unit	Other
Architecture/Landscape Architecture	
Date of Construction:	1961 Built Date
	1967 Remodel
	Builder:
	Engineer:
	Architect:

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

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

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

Historic Inventory Report

Statement of Significance:

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

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

The property at 24444 27th Avenue South in Kent, Washington, which is a residential 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 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 building has been altered several times including the replacement of all original windows, doors, and siding and the conversion of a carport into interior living space. 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>24444 27th Avenue South is a one-story wood frame residential building constructed in 1961. Built on a poured concrete foundation, the house has a rectangular plan and is clad in non-original vertical composite siding. All of the windows and doors are contemporary replacements. The house is defined by a low-pitch asymmetrical front gable roof. The longer half of the roof, which extends over the north side of the house, originally covered a carport. Before 1967, the carport was converted into an interior garage with a retractable door on the front (west) elevation. Later, the garage was converted into interior living space and the retractable door was replaced with a narrow horizontally oriented, three-light sliding window with a fixed center light. A replacement pressed wood front door is located on the front (west) elevation just north of the peak of the front gable and is reached by two concrete steps and a small concrete stoop. A large fixed, single-light window placed over a narrow, horizontally oriented three-light sliding window is located south of the front door and a large fixed, single-light window positioned over a narrow two-light horizontal sliding window is located on the north side. The east ends of the north and south elevations each contain two replacement two-light horizontal sliding windows. A small shed covered by a gambrel roof with extended shed roofs on either side (east and west elevations) is located north of the main house. The shed is clad in plywood and the roof is covered in composite shingles. Double plywood doors are located on the front (south) elevation of the shed. The property includes some grass and a gravel driveway on the north side of the house.</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



Southwest corner, accessory shed
2013



Historic Inventory Report

Location

Field Site No. 3513-122

DAHP No.

Historic Name:

Common Name: Alaska Trailer Park

Property Address: 2703 S 240th St, Kent, WA 98032

Comments:

Tax No./Parcel No. 3603600330

Plat/Block/Lot

Acreage 2.53

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: 1195011

Northing: 753700

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: AFG HOLDINGS L L C

Owner Address: 2703 S 240TH ST

City: Kent

State: WA

Zip: 98032

Classification: Building

Resource Status:

Comments:

Survey/Inventory

Within a District? No

Contributing? No

National Register:

Local District:

National Register District/Thematic Nomination Name:

Eligibility Status: Not Determined - SHPO

Determination Date: 1/1/0001

Determination Comments:



Historic Inventory Report

Description

Historic Use: Domestic - Single Family House

Current Use: Other

Plan: Irregular

Stories: 1

Structural System: Platform Frame

Changes to Plan: Intact

Changes to Interior: Unknown

Changes to Original Cladding: Intact

Changes to Windows: Extensive

Changes to Other: Extensive

Other (specify): The 1956 residence is located within the Alaska Trailer Park.

Style:

Cladding:

Roof Type:

Roof Material:

Ranch

Veneer - Brick
Wood

Gable - Cross Gable

Asphalt / Composition -
Shingle

Foundation:

Form/Type:

Concrete - Poured

Single Family - Gable Front
and Wing

Narrative

Study Unit

Other

Architecture/Landscape Architecture

Date of Construction:

1956 Built Date

Builder:

1960 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 2703 South 240th Street in Kent, Washington, which contains a residential building constructed in 1956 and now located within the Alaska Trailer Park, 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 building with a collection of mobile homes 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. Due to the establishment of the mobile home park, the original 1956 residence has lost integrity of setting. In addition, the property has been altered, including the replacement of original doors and windows. 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:	<p>2703 South 240th Street contains the Alaska Trailer Park and a one-story, wood frame single family residence constructed in 1956. Most of the mobile homes in the trailer park date to the 1960s and 1970s. The main residence is a ranch style dwelling with an irregular plan constructed on a poured concrete foundation. Topped by a cross gabled roof covered in composite shingles, the house is clad in brick veneer with the gabled ends clad in horizontal wood siding. Most of the house is not visible from the public right-of-way since it is set off the main road and surrounded by a tall wood fence. The visible windows are replacement two-over-two, horizontal sliding windows. A large exterior eave wall brick chimney defines the front (east) elevation. North of the chimney, there is a replacement window followed by two more replacement windows that wrap around the building's northeast corner. South of the chimney, still on the east elevation is a replacement front door, which is the main entry to the residence. The south end of the house projects from the east elevation and is covered in a front gabled roof that crosses the primary side gable. A small louvered attic vent is located under each of the gabled ends.</p> <p>Surrounding the house on the northeast side of the property is the Alaska Trailer Park, which is primarily composed of 1960s and 1970s trailers with rectangular plans sitting on concrete block foundations. Flat, barrel vaulted, and low pitch side gabled roofs covered in rolled roofing material are all visible on the property. Additionally, a number of RVs are parked in the lot. The trailers are mainly clad in vertical composite siding or corrugated metal and many have replacement windows, doors, and siding. Some have small shed additions or attached overhangs that protrude from the side elevations. The property is mostly paved with some large trees on the perimeter. According to the King County Assessor's website a 1,518-square foot laundry building constructed in 1960 and currently in poor condition is also located within the boundaries of the property, although it is not visible from the public right-of-way.</p>
Major Bibliographic References:	<p>Boyles, E. 2010. The Suburb. Selected Cultural and Historical Geographies of the Greater Seattle Area. Available at: 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, 1956 residence
2013



View southwest
2013



View northwest
2013



View southwest
2013



Historic Inventory Report

Location

Field Site No. 3517-123 DAHP No.

Historic Name:

Common Name: 2803 S 240th St

Property Address: 2803 S 240th St, Kent, WA 98032

Comments:

Tax No./Parcel No. 3603600530

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: 1195166

Northing: 753701

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: WITTER ROBERT

Owner Address: 24101 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: 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: Moderate	Changes to Windows: Moderate		
Other (specify): Front porch enclosed.			
Style:	Cladding:	Roof Type:	Roof Material:
Vernacular	Wood - Clapboard	Gable - Gable-on-Hip	Asphalt / Composition - Shingle
Foundation:	Form/Type:		
Concrete - Poured	Single Family - Gable Front and Wing		

Narrative

Study Unit	Other
Architecture/Landscape Architecture	
Date of Construction:	1930 Built Date
	1961 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 2803 South 240th Street in Kent, Washington, which is a residential building constructed in 1930, 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 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 enclosure of the front porch and the replacement of some original windows. 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:

2803 South 240th Street is a one-story, wood frame, residential building constructed in 1930. Built on a poured concrete foundation with a lookout basement, the house has an essentially rectangular plan and is entirely clad in horizontal wood clapboard. An interior slope brick chimney protrudes from the gable-on-hip roof covered in composite shingles with boxed eaves. An enclosed front porch covered by a separate front gable-on-hip roof projects from the western portion of the front (north) elevation. A flight of stairs leads to the raised porch on the east elevation of the projection. Large fixed, single-light windows with chamfered top corners are located on the north and west elevations of the porch. Originally, the porch was open air and did not contain glass in the openings. East of the porch is a row of four narrow windows, three of which are replacement eight-light windows. The fourth has the original four muntins that run parallel to the window frame and create a decorative glazing pattern. A small, fixed, single-light rectangular window with the same glazing pattern is located on the east side of the front elevation, just under the eave. On the basement level, the west elevation contains two small replacement fixed, single-light windows. The rear (south) elevation contains several replacement one-over-one sash windows. Centered beneath the front and rear gable ends are small rectangular windows with an ornamental glazing pattern. The west elevation contains a large replacement fixed single-light window and a replacement one-over-one sash window. A steeply gabled addition extends from the southeast corner of the house, although the projection is barely visible from the public right-of-way. Behind the house are two accessory buildings: a detached garage and a pigeon coop. The detached wood frame garage, which was constructed in 1961 with a rectangular plan, has a flat roof and is clad in horizontal clapboard that matches the main house. A large retractable metal door is positioned on the north elevation. A pigeon coop is located south of the detached garage and has a shed roof with exposed rafters and a deep eave overhang over the front (north) elevation. Clad in vertical composite siding and some plywood, the wood frame coop is set on a wood pier foundation. Lattice covers the accessory building's foundation. The front of the coop is covered in wire mesh and has an attached wood platform on which the pigeons can land.

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



Northeast corner
2013



Southwest corner
2013



Northwest corner, garage
2013



Northwest corner, coop
2013



Historic Inventory Report

Location

Field Site No. 3518-124 DAHP No.
Historic Name:
Common Name: 2809 S 240th St
Property Address: 2809 S 240th St, Kent, WA 98032
Comments:
Tax No./Parcel No. 3603600540
Plat/Block/Lot
Acreage .13
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: 1195192
Northing: 753780
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: WITTER ROBERT
Owner Address: 24101 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: 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 sizes of window openings have been changed to accomodate contemporary replacements.			
Style:	Cladding:	Roof Type:	Roof Material:
Vernacular	Shingle - Concrete/Asbestos	Hip Gable Flat with Eaves	Asphalt / Composition - Shingle
Foundation:	Form/Type:		
Concrete - Poured	Single Family		

Narrative

Study Unit	Other
Architecture/Landscape Architecture	
Date of Construction:	1947 Built Date
	1968 Addition
	Builder:
	Engineer:
	Architect:

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

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

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

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 2809 South 240th Street in Kent, Washington, which is a residential 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 early to 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 several small side and rear additions and the replacement of all original windows and doors. The sizes of several window openings have also been enlarged to accommodate contemporary window designs. 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>2809 South 240th Street is a one-story, wood frame, residential building constructed in 1947. Built on a poured concrete foundation, the house has an irregular plan and is clad in asbestos shingles. All of the windows are contemporary replacements. A hipped roof covered in composite shingles covers the main section of the building. An attached, non-original front gable overhang extends from the center of the front (north) elevation and shades a replacement plywood front door and metal and glass storm door. Two small steps lead to the front door. West of the front door is a replacement one-over-one sash window. East of the front door is a replacement two-light horizontal sliding window. Originally, this was a vertically oriented rectangular three-light window with horizontal muntins that was widened before 1968 to accommodate a modern sliding window. A gabled addition, which was also added before 1968, extends from the east elevation, although it is only slightly visible from the public right-of-way. A flat roofed addition extends from the rear (south) elevation and contains a replacement one-over-one sash window on its east elevation. Attached to the south elevation of the flat roof addition is a small, gabled roof addition with a pedestrian door on its east elevation. The door is covered by the main roof of the addition, the edges of which are supported by two simple wood posts. The property includes a small front and back yard, a gravel driveway, and several small shed buildings behind the main house.</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



Southeast corner
2013



Historic Inventory Report

Location

Field Site No. 3519-125

DAHP No.

Historic Name:

Common Name: Midway Tropical Fish and Pet

Property Address: 24101 Pacific Hwy S, Kent, WA 98032

Comments:

Tax No./Parcel No. 3603600565

Plat/Block/Lot

Acreage .68

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: 1195242

Northing: 753453

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: WITTER ROBERT

Owner Address: 24101 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: Extensive

Changes to Interior: Extensive

Changes to Original Cladding: Intact

Changes to Windows: Moderate

Changes to Other: Moderate

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

Style:

Cladding:

Roof Type:

Roof Material:

Commercial

Wood - Vertical

Shed

Asphalt / Composition -

Gable - Front Gable

Rolled

Foundation:

Form/Type:

Concrete - Poured

Commercial

Narrative

Study Unit

Other

Architecture/Landscape Architecture

Date of Construction:

1965 Built Date

Builder:

2007 Remodel

Engineer:

Architect:

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

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

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

Historic Inventory Report

Statement of Significance:

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

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 24101 Pacific Highway South in Kent, Washington, which is a commercial building occupied by Midway Tropical Fish and Pet and constructed 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 mid-twentieth century retail shop with an attached 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 been altered, including a large rear warehouse addition, the replacement of original doors, and an interior remodel in 2007. 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>24101 Pacific Highway South is a large, one-story, wood frame, commercial retail space built in 1965 with a large rear warehouse addition. The building is clad in vertical wood siding. Constructed on a poured concrete foundation with an essentially rectangular plan, the front retail section has a front gabled roof covered in rolled roofing material. The main entry is located on the north end of the east elevation, facing Pacific Highway South. The front gable is obscured by a large parapet overhang clad in vertical wood siding that extends along the front elevation. The central section of the awning is a tall rectangular box covered by a very shallow gabled roof. White letters attached to the parapet spell out "Midway Tropical Fish and Pet." A replacement metal and glass pedestrian door is positioned under the parapet on the front elevation. The door is flanked by two window openings: the south opening contains a fixed, single-light window while the north opening is covered by a piece of plywood. The front elevation is punctuated by narrow vertical wood support beams that are attached to and protrude from the wall. The north (side) elevation of the retail space contains a recessed area that appears to be used for storage. West of the recessed area is a pedestrian door that has been boarded up. On the south elevation is a shed roof addition with the same vertical siding and no openings or decorative features. A large, shed-roof warehouse addition is attached to the full length of the west elevation and encompasses the main retail building and the side addition. The taller end of the shed roof begins at the peak of the retail building's rear gable and slopes down away from the original building. The north elevation of the warehouse contains a plain metal pedestrian door. In 2007, the interior of the building was remodeled. Changes included new interior walls, ceilings, and finishes. The building is surrounded by a paved parking area. Two vending machines are positioned in front of the building and some vegetation obscures the south end of the east 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



Northeast corner
2013



East elevation
2013



Southeast corner
2013



Historic Inventory Report

Location

Field Site No. 3592-194

DAHP No.

Historic Name:

Common Name: 29603 18th Ave S

Property Address: 29603 18th Ave S, Federal Way, WA 98003

Comments:

Tax No./Parcel No. 3674400010

Plat/Block/Lot Block 1, Lot 2

Acreage .27

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: 1191332

Northing: 735777

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: YOUNGJOHN TOM

Owner Address: 29603 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: Domestic - Single Family House		
Plan: Irregular	Stories: 2		
Changes to Plan: Extensive	Structural System: Platform Frame		
Changes to Original Cladding: Slight	Changes to Interior: Unknown		
Changes to Other: Moderate	Changes to Windows: Extensive		
Other (specify): Original carport converted into interior garage and then into interior storage space.			
Style:	Cladding:	Roof Type:	Roof Material:
Ranch	Wood - Vertical Veneer	Gable	Asphalt / Composition - Shingle
Foundation:	Form/Type:		
Concrete - Poured	Single Family		

Narrative

Study Unit	Other
Architecture/Landscape Architecture	
Date of Construction:	1956 Built Date
	1958 Remodel
	2006 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 29603 18th Avenue South in Federal Way, Washington, which is a residential property built in 1956, is not eligible for listing in the NRHP. The property is not eligible for the NRHP under Criterion A, which applies to buildings that are associated with events that have made a significant contribution to the broad patterns of history, as no significant events are associated with this property. To be eligible for the NRHP under Criterion B, a property must be directly associated with a person considered significant within a historic context whose specific contribution to history has been both identified and documented. No such person who meets that definition is linked to this building. The property is not eligible for the NRHP under Criterion C as it is a typical residential building from the mid-twentieth century and does not embody the distinctive characteristics of a type, period, or method of construction; it is not the work of a master and does not possess high artistic value. The property is not eligible for the NRHP under Criterion D for information potential because the materials and construction methods of the building do not convey important information that could contribute to understanding history or prehistory. Therefore, the property is not eligible for listing in the NRHP because it does not meet any of the eligibility criteria. In addition the building 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>29603 18th Avenue South is a two-story, wood frame, residential property with an irregular floor plan and an interior slope brick chimney. Constructed in 1956 on a concrete slab foundation, the building is composed of the original, one-story side gabled ranch style section and a two-story, new construction addition attached to the rear (west) elevation in 2006. The original section of the house is clad in vertical wood siding and has a low-pitched side gabled roof covered in composite shingles. 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. A contemporary front door with a leaded glass window and leaded glass sidelights is located in the center of the front (east) elevation. North of the front entrance is a non-original pedestrian door adjacent to a two-light horizontal sliding window. The north end of the one-story section of the house originally contained a carport. Around 1958, the carport was converted into an interior garage and eventually the garage was converted into interior storage space. At this point, the gravel driveway was shortened, no longer leading directly to the east elevation of the garage. A non-original attached shed roof overhang supported on wood posts and covered in composite shingles shades the north end of the front façade. South of the main entrance there are three, two-light horizontal sliding windows. Another small, two-light horizontal sliding window is located on the south elevation and there are no windows on the north elevation. The second story of the addition's east elevation projects above the original building's roof from the west side of the property and contains two large, three-light horizontal sliding windows. The south elevation of the addition's second story contains a two-light horizontal sliding window and a one-over-one sash window. Double, glazed pedestrian doors with a transom on the second story of the addition's north elevation leads onto a large, second story wood deck addition. A large, fixed, single-light window is located west of the double doors. A metal and glass handrail lines the perimeter of the large deck. The property includes a large front yard with a small accessory shed 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



Northeast corner
2013



East elevation
2013



Southeast corner, with addition visible
2013



Northeast corner, two-story addition
2013



Historic Inventory Report

Location

Field Site No. 3593-193

DAHP No.

Historic Name:

Common Name: 29609 18th Ave S

Property Address: 29609 18th Ave S, Federal Way, WA 98003

Comments:

Tax No./Parcel No. 3674400015

Plat/Block/Lot Block 1, Lot 3

Acreage .24

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: 1191323

Northing: 735705

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: LAWSON TOM J

Owner Address: 29609 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: Domestic - Single Family House

Plan: Rectangle

Stories: 1

Structural System: Platform Frame

Changes to Plan: Slight

Changes to Interior: Unknown

Changes to Original Cladding: Intact

Changes to Windows: Intact

Changes to Other:

Other (specify):

Style:

Ranch

Cladding:

Wood - Horizontal Tongue
and Groove

Roof Type:

Gable - Side Gable

Roof Material:

Asphalt / Composition -
Shingle

Foundation:

Concrete - Poured

Form/Type:

Single Family - Side Gable

Narrative

Study Unit

Other

Architecture/Landscape Architecture

Date of Construction:

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).

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 29609 18th Avenue South in Federal Way, Washington, which is a residential property built in 1955, is not eligible for listing in the NRHP. The property is not eligible for the NRHP under Criterion A, which applies to buildings that are associated with events that have made a significant contribution to the broad patterns of history, as no significant events are associated with this property. To be eligible for the NRHP under Criterion B, a property must be directly associated with a person considered significant within a historic context whose specific contribution to history has been both identified and documented. No such person who meets that definition is linked to this building. The property is not eligible for the NRHP under Criterion C as it is a typical residential building from the mid-twentieth century and does not embody the distinctive characteristics of a type, period, or method of construction; it is not the work of a master and does not possess high artistic value. The property is not eligible for the NRHP under Criterion D for information potential because the materials and construction methods of the building do not convey important information that could contribute to understanding history or prehistory. Therefore, the property is not eligible for listing in the NRHP because it does not meet any of the eligibility criteria. In addition the building has been altered, including a large rear deck addition. As a result, the property has lost some integrity of design, although it retains integrity of materials, workmanship, location, setting, feeling and association.

Historic Inventory Report

**Description of
Physical
Appearance:**

29609 18th Avenue South is a one-story ranch style, wood frame, residential building with a rectangular floor plan and a large exterior gable wall brick chimney that protrudes from the north elevation. Constructed in 1955 on a poured concrete foundation, the building is clad in original tongue and groove horizontal wood siding. The residence has a moderately pitched side gabled roof covered in composite shingles with a deep open eave and rake. All of the visible windows and doors appear original. A wood front door with a brass knocker is located in the center of the front (east) elevation. An original wood screen door protects the main entrance. North of the front door is a large, fixed, single-light picture window. A small fixed, single-light window is located south of the front door and appears to be covered by a screen. There are no windows or doors on the north and south elevations. A large, full width, wood deck projects from the rear (west) elevation. A front gabled accessory building also constructed in 1955 is located on the south side of the property and has the same cladding materials on its exterior walls and roof as the main house. The front (east) and side (south) elevations of the building each contain an original two-light horizontal sliding window. Although the building is described on the King County Assessor's website as a detached garage, historic photos provided on the website indicate that the building has never contained a vehicle entrance on its east elevation, which faces the property's paved driveway. The property includes a large front and back yard.

**Major
Bibliographic
References:**

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

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

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

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

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

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



Southeast corner
2013



East elevation
2013



Historic Inventory Report

Location

Field Site No. 3594-192

DAHP No.

Historic Name:

Common Name: 29615 18th Ave S

Property Address: 29615 18th Ave S, Federal Way, WA 98003

Comments:

Tax No./Parcel No. 3674400030

Plat/Block/Lot Block 1/ Lot 6

Acreage .22

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: 1191366

Northing: 735644

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: OH SOO K

Owner Address: 29615 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: Domestic - Single Family House

Plan: Rectangle

Stories: 1

Structural System: Platform Frame

Changes to Plan: Moderate

Changes to Interior: Unknown

Changes to Original Cladding: Slight

Changes to Windows: Extensive

Changes to Other:

Other (specify):

Style:

Cladding:

Roof Type:

Roof Material:

Modern - Minimal
Traditional

Wood - Clapboard
Shingle -
Concrete/Asbestos

Gable - Side Gable

Asphalt / Composition -
Shingle

Foundation:

Form/Type:

Concrete - Poured

Single Family - Side Gable

Narrative

Study Unit

Other

Architecture/Landscape Architecture

Date of Construction:

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).

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 29615 18th Avenue South in Federal Way, Washington, which is a residential property built in 1955, is not eligible for listing in the NRHP. The property is not eligible for the NRHP under Criterion A, which applies to buildings that are associated with events that have made a significant contribution to the broad patterns of history, as no significant events are associated with this property. To be eligible for the NRHP under Criterion B, a property must be directly associated with a person considered significant within a historic context whose specific contribution to history has been both identified and documented. No such person who meets that definition is linked to this building. The property is not eligible for the NRHP under Criterion C as it is a typical residential building from the mid-twentieth century and does not embody the distinctive characteristics of a type, period, or method of construction; it is not the work of a master and does not possess high artistic value. The property is not eligible for the NRHP under Criterion D for information potential because the materials and construction methods of the building do not convey important information that could contribute to understanding history or prehistory. Therefore, the property is not eligible for listing in the NRHP because it does not meet any of the eligibility criteria. In addition the building has undergone numerous alterations including several small additions and the replacement of the original doors and windows. As a result, the property has lost integrity of materials and some integrity of design. The building retains integrity of workmanship, location, setting, feeling and association.

Historic Inventory Report

Description of Physical Appearance:

29615 18th Avenue South is a one-story minimal traditional style, wood frame, residential building with a rectangular floor plan and an interior slope brick chimney that protrudes from the back of the house. Constructed in 1955 on a concrete slab foundation, the top third of the front (east) elevation's exterior wall is clad in horizontal wood siding while the bottom two-thirds of the wall are clad in asbestos shingle siding. Some of the siding has been replaced with narrow horizontal wood siding. The residence has a moderately pitched side gabled roof covered in composite shingles with shallow eaves and a shallow rake. All of the windows and doors are contemporary replacements. A paneled front door with a multi-light half moon window is located south of the center of the front elevation. A two-light horizontal sliding window is located on the east elevation, north of the front door. South of the front door is a large, non-original, canted bay window with three large, fixed, single-light windows. The bottom half of the bay window is clad in horizontal wood siding. A two-light horizontal sliding window and a fixed, single-light window are located on the south elevation. The north elevation contains a louvered attic vent and two small, two-light horizontal sliding windows. A simple, flat corrugated metal roof carport has been attached to the north elevation and is supported by two thin metal posts. A large, detached garage that was also constructed in 1955 is located in the rear of the property. The garage is clad in horizontal wood siding and has a front gabled roof covered in composite shingles. A retractable metal door and a pedestrian door covered with plywood are located on the front (east) elevation of the garage. Several windows are located on the north elevation, though they are barely visible from the public right-of-way. A small shed roof addition with an attached metal and wood overhang appears to project from the south end of the rear (west) elevation. Another accessory front gabled building behind the house was under construction in 2013. The property has front and back yards and a paved driveway that runs under the carport overhang and to the rear garage. A large hedge lines the front boundary 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.

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



Southeast corner
2013



East elevation
2013



Historic Inventory Report

Location

Field Site No. 3595-191

DAHP No.

Historic Name:

Common Name: 29621 18th Ave S

Property Address: 29621 18th Ave S, Federal Way, WA 98003

Comments:

Tax No./Parcel No. 3674400035

Plat/Block/Lot Block 1/ Lot 7

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: 1191358

Northing: 735584

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: TAYLOR MARGARET

Owner Address: 29621 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: 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: Moderate

Changes to Other:

Other (specify):

Style:

Ranch

Cladding:

Wood - Vertical

Wood - Clapboard

Roof Type:

Gable - Side Gable

Roof Material:

Asphalt / Composition -
Rolled

Foundation:

Concrete - Poured

Form/Type:

Single Family - Side Gable

Narrative

Study Unit

Other

Architecture/Landscape Architecture

Date of Construction:

1959 Built Date

Builder:

Engineer:

Architect:

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

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

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

Historic Inventory Report

Statement of Significance:

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

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

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 29621 18th Avenue South in Federal Way, Washington, which is a residential property built in 1959, is not eligible for listing in the NRHP. The property is not eligible for the NRHP under Criterion A, which applies to buildings that are associated with events that have made a significant contribution to the broad patterns of history, as no significant events are associated with this property. To be eligible for the NRHP under Criterion B, a property must be directly associated with a person considered significant within a historic context whose specific contribution to history has been both identified and documented. No such person who meets that definition is linked to this building. The property is not eligible for the NRHP under Criterion C as it is a typical residential building from the mid-twentieth century and does not embody the distinctive characteristics of a type, period, or method of construction; it is not the work of a master and does not possess high artistic value. The property is not eligible for the NRHP under Criterion D for information potential because the materials and construction methods of the building do not convey important information that could contribute to understanding history or prehistory. Therefore, the property is not eligible for listing in the NRHP because it does not meet any of the eligibility criteria. In addition the building has undergone numerous alterations including the replacement of most original doors and windows. As a result, the property has lost integrity of materials. The building retains integrity of design, workmanship, location, setting, feeling and association.

Historic Inventory Report

**Description of
Physical
Appearance:**

29621 18th Avenue South is a one-story ranch style, wood frame, residential building with a rectangular floor plan. Constructed in 1959 on a concrete slab foundation, the top third of the front (east) elevation's exterior wall is clad in vertical wood siding while the bottom two-thirds of the wall are clad in horizontal wood siding. The residence has a side gabled roof covered in rolled roofing material with shallow eaves and a shallow rake. Most of the windows and doors are contemporary replacements. A replacement paneled front door with a half moon window is located north of the center of the front elevation and is accessed via two concrete steps that lead to a small, concrete stoop with open framework metal handrails on either side. A large fixed, single-light window placed above a two-light horizontal sliding window that may be original is located just north of the main entrance. South of the front door are two, replacement, two-light horizontal sliding windows. There are no windows or doors on the north or south elevations. A gravel driveway leads along the north elevation to a detached garage that is original to the property. The garage, which is clad in vertical wood siding, has a front gabled roof and a vehicle bay with a retractable metal door on its front (north) elevation. The property includes a front and back yard.

**Major
Bibliographic
References:**

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

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

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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



Southeast corner
2013



East elevation
2013



Historic Inventory Report

Location

Field Site No. 3596-190

DAHP No.

Historic Name:

Common Name: 29627 18th Ave S

Property Address: 29627 18th Ave S, Federal Way, WA 98003

Comments:

Tax No./Parcel No. 3674400050

Plat/Block/Lot Block 1/ Lot 10

Acreage .17

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: 1191350

Northing: 735524

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: WOLFE JULEE B+DANIEL L

Owner Address: 29627 18TH 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: 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: Moderate

Other (specify): Original roof was replaced with a steeper pitch.

Style:

Cladding:

Roof Type:

Roof Material:

Ranch

Wood - Vertical
Veneer - Brick

Gable - Cross Gable

Asphalt / Composition -
Shingle

Foundation:

Form/Type:

Concrete - Poured

Single Family - Cross Gable

Narrative

Study Unit

Other

Architecture/Landscape Architecture

Date of Construction:

1959 Built Date

Builder:

Engineer:

Architect:

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

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

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

Historic Inventory Report

Statement of Significance:

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

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

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 29627 18th Avenue South in Federal Way, Washington, which is a residential property built in 1959, is not eligible for listing in the NRHP. The property is not eligible for the NRHP under Criterion A, which applies to buildings that are associated with events that have made a significant contribution to the broad patterns of history, as no significant events are associated with this property. To be eligible for the NRHP under Criterion B, a property must be directly associated with a person considered significant within a historic context whose specific contribution to history has been both identified and documented. No such person who meets that definition is linked to this building. The property is not eligible for the NRHP under Criterion C as it is a typical residential building from the mid-twentieth century and does not embody the distinctive characteristics of a type, period, or method of construction; it is not the work of a master and does not possess high artistic value. The property is not eligible for the NRHP under Criterion D for information potential because the materials and construction methods of the building do not convey important information that could contribute to understanding history or prehistory. Therefore, the property is not eligible for listing in the NRHP because it does not meet any of the eligibility criteria. In addition the building has undergone numerous alterations including a front addition and the replacement of the original doors, windows, and roof. As a result, the property has lost integrity of materials and some integrity of design. The building retains integrity of workmanship, location, setting, feeling and association.

Historic Inventory Report

**Description of
Physical
Appearance:**

29627 18th Avenue South is a one-story ranch style, wood frame, residential property with a rectangular floor plan and an interior slope chimney clad in vertical wood siding. Constructed in 1959 on a concrete slab foundation, the house is clad primarily in vertical wood siding. The residence has a non-original cross gabled roof covered in composite shingles with a moderately deep eave and rake. All of the windows are contemporary replacements. A front gabled overhang addition projects from the front (east) elevation and crosses the primary side gabled roof. The gable end of the overhang, which is supported by two simple wood posts, is clad in vertical wood siding. A plain wood front door that is protected by a metal and glass storm door and a large two-light horizontal sliding window are shaded by the overhang addition. The lower section of the entrance area's exterior wall, under the large window, is clad in original brick veneer. North of the entrance area is a vehicle bay with a retractable metal door that leads to an interior garage. Two, two-light horizontal sliding windows with decorative, non-operable shutters are located south of the front gabled overhang, still on the front elevation. There is one, two-light horizontal sliding window on the north elevation and no window openings on the south elevation. The property contains a front and back yard and a small gravel driveway.

**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



Southeast corner
2013



East elevation, entrance
2013



Historic Inventory Report

Location

Field Site No. 3597-189

DAHP No.

Historic Name:

Common Name: 29633 18th Ave S

Property Address: 29633 18th Ave S, Federal Way, WA 98003

Comments:

Tax No./Parcel No. 3674400055

Plat/Block/Lot Block 1/ Lot 11

Acreage .15

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: 1191342

Northing: 735465

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: MADERA SANTOS R

Owner Address: 906 S 194TH ST

City: SEATAC

State: WA

Zip: 98148

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: Concrete - Block

Changes to Plan: Moderate

Changes to Interior: Unknown

Changes to Original Cladding: Extensive

Changes to Windows: Extensive

Changes to Other: Moderate

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

Style:

Cladding:

Roof Type:

Roof Material:

Vernacular

Veneer - Vinyl Siding

Flat with Eaves

Asphalt / Composition -

Concrete - Block

Built Up

Foundation:

Form/Type:

Concrete - Poured

Single Family

Narrative

Study Unit

Other

Architecture/Landscape Architecture

Date of Construction:

1952 Built Date

Builder:

1965 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).

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 29633 18th Avenue South 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 building has undergone numerous alterations including the conversion of an attached carport into interior living space and the replacement of original doors, windows, and siding. As a result, the property has lost integrity of materials, design, and workmanship. The building retains integrity of location, setting, feeling and association.

Historic Inventory Report

**Description of
Physical
Appearance:**

29633 18th Avenue South is a one-story vernacular style, concrete block, residential property with an irregular plan. Constructed in 1952 on a concrete slab foundation, the house is primarily clad in non-original vertical vinyl siding. The residence has a flat, built-up roof with a shallow eave. All of the windows and doors are contemporary replacements. A plain wood door protected by a security grate is located north of center on the front (east) elevation. The door is flanked on the north by a large two-light horizontal sliding window and on the south by a six-by-six light horizontal sliding window. The south end of the front elevation projects out slightly and originally contained an attached carport that was added to the south elevation circa 1965. More recently, the added carport was converted into interior living space with a nine-by-nine horizontal sliding window on its east elevation. A pedestrian paneled door with a semi-circular window is located on the north elevation of the projecting section. Three, two-light horizontal sliding windows of various sizes are located on the south elevation. The north elevation of the main house, which has painted concrete block exterior walls, contains no windows or doors. Aerial images of the property indicate that a small addition extends from the south end of the rear (west) elevation. The property includes a small paved driveway and a grass and gravel front yard.

**Major
Bibliographic
References:**

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

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

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

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

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

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
2013



Historic Inventory Report

Location

Field Site No. 3609-14 DAHP No.

Historic Name:

Common Name: 29810 18th Ave S

Property Address: 29810 18th Ave S, Federal Way, WA 98003

Comments:

Tax No./Parcel No. 3674400141

Plat/Block/Lot Block 2, Lot 8

Acreage .27

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: 1191415

Northing: 735093

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: KWAK CHUNG JUN

Owner Address: 29810 18TH AV 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: Domestic - Single Family House		
Plan: L-Shape	Stories: 1		
Changes to Plan: Intact	Structural System: Platform Frame		
Changes to Original Cladding: Intact	Changes to Interior: Unknown		
Changes to Other:	Changes to Windows: Extensive		
Other (specify):			
Style:	Cladding:	Roof Type:	Roof Material:
Ranch	Wood - Vertical	Gable - Cross 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).

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 29810 18th Avenue South in Federal Way, 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 property is altered including the replacement of original windows. As a result, the property has lost integrity of materials. The building retains integrity of feeling, setting, design, workmanship, location and association.

Historic Inventory Report

Description of Physical Appearance:	29810 18th Avenue South is a one-story, wood frame, ranch style, residential property with an L-shaped plan constructed in 1967. The building, which sits on a concrete slab foundation, has a cross gable roof with moderately deep open eaves covered in rolled roofing material. The visible windows are two-light, horizontal sliding replacement windows and the exterior walls are clad in vertical wood siding. The front door is located in the center of the front (west) elevation. South of the front door is a projecting section of the house covered by a front gabled roof that crosses the primary side gabled roof. There are two windows on the west elevation of the projection and two windows on the north elevation. The north end of the house contains an attached double garage. A large vehicle bay with a retractable door is located on the north end of the west elevation. Most of the property on the west side of the house is paved and used as a driveway or for parking. A large backyard is located on the east side of the property.
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.
2014



Northwest corner.
2014



Historic Inventory Report

Location

Field Site No. 3613-188

DAHP No.

Historic Name:

Common Name: 29850 18th Ave S

Property Address: 29850 18th Ave S, Federal Way, WA 98003

Comments:

Tax No./Parcel No. 3674400160

Plat/Block/Lot Block 2/ Lot 12

Acreage 090

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: 1191449

Northing: 734732

Projection: Washington State Plane South

Datum: HARN (feet)

Identification

Survey Name: Sound Transit Federal Way

Date Recorded: 12/11/2013

Field Recorder: MaryNell Nolan-Wheatley

Owner's Name: KIM KWANG HOON+NAM SUNG

Owner Address: 31044 S 20TH AVE

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: Irregular

Stories: 1

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): Original front entrance relocated to difference elevation.

Style:

Cladding:

Roof Type:

Roof Material:

Vernacular

Veneer

Gable - Side Gable

Asphalt / Composition -
Shingle

Foundation:

Form/Type:

Concrete - Poured

Single Family

Narrative

Study Unit

Other

Architecture/Landscape Architecture

Date of Construction:

1949 Built Date

Builder:

1952 Addition

2010 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).

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 29850 18th Avenue South in Federal Way, Washington, which is a residential property built in 1949, is not eligible for listing in the NRHP. The property is not eligible for the NRHP under Criterion A, which applies to buildings that are associated with events that have made a significant contribution to the broad patterns of history, as no significant events are associated with this property. To be eligible for the NRHP under Criterion B, a property must be directly associated with a person considered significant within a historic context whose specific contribution to history has been both identified and documented. No such person who meets that definition is linked to this building. The property is not eligible for the NRHP under Criterion C as it is a heavily altered residential building from the mid-twentieth century and does not embody the distinctive characteristics of a type, period, or method of construction; it is not the work of a master and does not possess high artistic value. The property is not eligible for the NRHP under Criterion D for information potential because the materials and construction methods of the building do not convey important information that could contribute to understanding history or prehistory. Therefore, the property is not eligible for listing in the NRHP because it does not meet any of the eligibility criteria. In addition the building is heavily altered including several large additions and the replacement of original doors, windows, siding, and roofing. As a result, the property has lost integrity of materials, design, and workmanship. The building retains integrity of location, setting, feeling and association.

Historic Inventory Report

Description of Physical Appearance:

29850 18th Avenue South is a one-story, wood frame, residential building with an irregular plan. Constructed in 1949 on a poured concrete foundation, the house is clad in non-original horizontal composite siding. The roof, windows, and doors are all contemporary replacements. Currently, the residence has two adjacent side gabled roofs covered in composite shingles with a shallow eave and rake. The small side gabled section of the house that is located within the west end of the building is the original, rectangular plan house. Originally, the front door was located on the north elevation and was shaded by a small integrated overhang. Before 1952, a large rectangular plan addition with a lower side gabled roof height was added to the east elevation, more than doubling the size of the house. The addition contained two interior garages, both of which have since been converted into interior living space. At a later date, a porch addition with an extended secondary roof was added to the front (north) elevation of the original section of the building. During this time, the building was briefly used as a church and a small steeple was added to the peak of the west gable end. Eventually, the steeple was removed, and the porch addition was enclosed. The porch addition is clad in a combination of vertical and horizontal composite siding and a row of four large fixed, single-light reflective glass windows now wrap around the northwest corner of the building. Another enclosed extended secondary roof addition was added to the north elevation of the east addition. The north elevation of this addition contains two large, two-light horizontal sliding windows. A pedestrian paneled door with a semicircular window that may serve as the new main entrance is located on the west elevation of the original section of the house. South of the door is a two-light horizontal sliding window and a fixed, single-light window. In 2010, a 483 square foot attached storage addition was constructed. This may be the large extended roof addition attached to the rear (south) elevation. A small new construction shed with a gabled roof is located on the west side of the property. The house is surrounded by a picket fence and grass. A long paved driveway leads to the house from the main road.

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



Northwest corner
2013



North elevation
2013



West elevation
2013



Historic Inventory Report

Location

Field Site No. 3614-15 DAHP No.

Historic Name:

Common Name: 29854 Pacific Hwy S

Property Address: 29854 Pacific Hwy S, Federal Way, WA 98003

Comments:

Tax No./Parcel No. 3674400165

Plat/Block/Lot Block 2, Lot 13

Acreage .66

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: 1191459

Northing: 734629

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: RICHARDS STACEY

Owner Address: 29854 18TH AVE SOUTH

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: 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:
Modern - Minimal Traditional	Wood - Clapboard	Gable - Side Gable	Asphalt / Composition - Rolled
Foundation:	Form/Type:		
Concrete - Poured	Single Family - Side Gable		

Narrative

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

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

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

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

Historic Inventory Report

Statement of
Significance:

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

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

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 29854 Pacific Highway South in Federal Way, Washington, which is a residential property built in 1956, is not eligible for listing in the NRHP. The property is not eligible for the NRHP under Criterion A, which applies to buildings that are associated with events that have made a significant contribution to the broad patterns of history, as no significant events are associated with this property. To be eligible for the NRHP under Criterion B, a property must be directly associated with a person considered significant within a historic context whose specific contribution to history has been both identified and documented. No such person who meets that definition is linked to this building. The property is not eligible for the NRHP under Criterion C as it is a typical residential building from the mid-twentieth century and does not embody the distinctive characteristics of a type, period, or method of construction; it is not the work of a master and does not possess high artistic value. The property is not eligible for the NRHP under Criterion D for information potential because the materials and construction methods of the building do not convey important information that could contribute to understanding history or prehistory. Therefore, the property is not eligible for listing in the NRHP because it does not meet any of the eligibility criteria. In addition the property is altered including the replacement of original windows. As a result, the property has lost integrity of materials. The building retains integrity of feeling, setting, design, workmanship, location and association.

Historic Inventory Report

Description of Physical Appearance:	29854 Pacific Highway South is a one-story, wood frame, minimal traditional, residential property with a rectangular plan, constructed in 1956. The building, which sits on a concrete slab foundation, has a side gable roof with moderately deep open eaves covered in rolled roofing material. Exposed roof rafter tails are visible under the gable ends. The property is set back at the end of a long driveway off of Pacific Highway South so most of the details of the house are not visible from the public right-of-way. The exterior walls of the building are clad in horizontal wood siding. The visible windows are mainly replacement windows. According to photographs provided on the King County Assessor's website, the building's west elevation contains two three-light horizontal sliding windows, a one-over-one awning window, and two pedestrian entrances. The house is surrounded by trees and includes a small front yard.
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.
2014



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



Historic Inventory Report

Location

Field Site No. 3806-258

DAHP No.

Historic Name:

Common Name: Vilma's Signs

Property Address: 30432 Military Rd S, Federal Way, WA 98003

Comments:

Tax No./Parcel No. 4013200006

Plat/Block/Lot Plat Block 1 / Lot 1-2

Acreage .30

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: 1195348

Northing: 732699

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: STEWART VILMA

Owner Address: 30432 MILITARY RD

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: Rectangle

Stories: 1

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): New roof and basement level added circa 1959.

Style:

Cladding:

Roof Type:

Roof Material:

Vernacular

Veneer

Hip

Asphalt / Composition -

Gable - Side Gable

Shingle

Foundation:

Form/Type:

Concrete - Block

Commercial

Narrative

Study Unit

Other

Architecture/Landscape Architecture

Date of Construction:

1944 Built Date

Builder:

1958 Addition

1959 Addition

1990 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).

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 30432 Military Road South in Federal Way, Washington, which is a commercial property built in 1944, 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 residential property that has been converted into a commercial space 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 all original windows, doors, and siding and several large additions that have completely changed the properties appearance. The building's use has also changed since its original construction. As a result, the property has lost integrity of materials, design, workmanship, feeling, setting and association. The property only retains integrity of location.

Historic Inventory Report

Description of
Physical
Appearance:

30432 Military Road South contains two commercial buildings occupied by Vilma's Signs: a one-story, wood frame building constructed in 1944 and a one story, prefabricated steel detached garage constructed in 1990. Both buildings have an essentially rectangular plan and are constructed on concrete foundations. Due to a change in grade of the land, the 1944 wood frame building has a basement level that is visible from the south elevation, but is not apparent from the west elevation. Originally, the 1944 building was a small, rectangular plan residential property with a side gable roof with flush eaves. Its exterior walls were clad in shake shingle siding. Since 1944, the building has been completely changed on numerous occasions, including the replacement of the original roof, windows, doors, and siding. Additionally, a rear addition was constructed and the raised basement level was added. By 1958, the original siding had been replaced and a small north addition had been constructed. One year later, in 1959, a new roof had been added, along with a full-width porch on the south elevation and large, exterior gable wall stone chimney on the west elevation. These features added in 1959 remain extant, though altered. Currently, the wood frame building is composed of the original side gabled section of the house with slightly flared eaves and a long, hipped roof addition that extends to the north. Both sections of the roof are covered with composite shingles. The building is clad in horizontal composite siding. A full width porch with a wood frame handrail and plexiglass panel inserts that is covered by an integrated overhang is attached to the front (south) elevation and wraps around the southeast corner of the building. Multiple advertisements have been attached to the porch railing. Double sliding glass doors and a large, two-light horizontal sliding window are located on the front façade, opening onto the attached porch. A paneled wood door with an adjacent, fixed, sidelight is located just north of the large chimney on the south end of the west elevation. This serves as the main entrance to Vilma's Signs. A large wood deck with a short flight of wood stairs has been constructed onto the west elevation and allows access to the main door. North of the front door, in the center of the hipped roof addition's west elevation, is a 12-by-12 light horizontal sliding window. The basement level is accessible under the front porch, on the south elevation. Double wood doors, which are slightly below grade level, are located on the east end of the south elevation. The west end of the basement level is not visible due to the wood boards that create a wall around the porch supports. East of the wood frame building is the large, prefabricated steel detached garage with a front gabled metal roof. Clad in corrugated metal siding, a vehicle bay with two, large metal doors is located on the east side of the front (south) elevation. The west side of the front façade contains a pedestrian door and a rectangular louvered vent. The garage has a tall rectangular parapet that rises from the west elevation. A large paved driveway and parking lot is located on the south side of the property. A chain link fence separates the west side of the property from the adjacent Military Road South, while trees on the east side are the only barrier between the property and Interstate 5 (I5). The presence of I5 has dramatically altered the property's integrity of setting.



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



South elevation
2013



View to the northeast
2013



West elevation
2013



Historic Inventory Report

Location

Field Site No. 4491-49 DAHP No.

Historic Name:

Common Name: 21463 29th Ave S

Property Address: 21463 29th Ave S, SeaTac, WA 98198

Comments:

Tax No./Parcel No. 5018200005

Plat/Block/Lot Plat Block 1 / Lot Portion 1

Acreage .20

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: 1195489

Northing: 761812

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: HERNANDEZ JEANETTE

Owner Address: 5717 S GAZELLE ST

City: Seattle

State: WA

Zip: 98118

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: Moderate		
Other (specify):			
Style:	Cladding:	Roof Type:	Roof Material:
Ranch	Wood	Hip - Cross Hipped	Asphalt / Composition - Shingle
	Wood - Vertical		
	Veneer - Brick		
Foundation:	Form/Type:		
Concrete - Poured	Single Family		

Narrative

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

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

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

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

Historic Inventory Report

Statement of Significance:

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

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

The City of 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 21463 29th Avenue South in SeaTac, Washington, which is a residential property built in 1959, is not eligible for listing in the NRHP. The property is not eligible for the NRHP under Criterion A, which applies to buildings that are associated with events that have made a significant contribution to the broad patterns of history, as no significant events are associated with this property. To be eligible for the NRHP under Criterion B, a property must be directly associated with a person considered significant within a historic context whose specific contribution to history has been both identified and documented. No such person who meets that definition is linked to this building. The property is not eligible for the NRHP under Criterion C as it is a typical residential building from the mid-twentieth century and does not embody the distinctive characteristics of a type, period, or method of construction; it is not the work of a master and does not possess high artistic value. The property is not eligible for the NRHP under Criterion D for information potential because the materials and construction methods of the building do not convey important information that could contribute to understanding history or prehistory. Therefore, the property is not eligible for listing in the NRHP because it does not meet any of the eligibility criteria. In addition the building is altered including the replacement of most of the original windows. As a result, the property has lost integrity of materials. The building retains integrity of design, workmanship, feeling, setting, location, and association.

Historic Inventory Report

Description of Physical Appearance:	<p>21463 29th Avenue South is a one-story, wood frame, ranch style, residential property with an L-shaped plan constructed in 1959. The building, which sits on a poured concrete foundation, has a cross hipped roof with deep eaves covered in composite shingles. An interior slope brick chimney protrudes from the south side of the building. The upper half of the residence's exterior walls are clad in vertical wood siding while the bottom half are clad in horizontal wood siding. Most of the visible windows are contemporary replacements. A plain wood front door, which is protected by a metal and glass storm door and has very narrow sidelights, is located north of center on the front (east) elevation. A single-light replacement window is located north of the front door. South of the front door there is a large, three-light horizontal sliding replacement window. Under the three-light window a section of the exterior wall is clad in brick veneer. The south end of the façade contains two, two-light horizontal sliding replacement windows, one of which is smaller than the other. A small, two-light horizontal sliding window that may be original is located on the north elevation. A replacement two-light horizontal sliding window and an original two-light horizontal sliding window flank a pedestrian door with a metal and glass storm door located on the south elevation. A small concrete step leads to the side door. A rectangular section of the residence projects from the south end of the west elevation and contains a single-car attached garage that is on a lower grade than the front of the house. The garage consumes half of the space under projecting hipped roof that crosses the primary hipped roof. The other side (north side) of the roof covers an outdoor patio area. The northwest corner of the roof is supported by a plain wood post. Several window openings and a pedestrian door are located on the rear (west) elevation although their styles are not clearly visible from the public right of way. The property, which is surrounded by a chain link fence, includes a paved driveway and a front and back yard.</p>
Major Bibliographic References:	<p>Boyles, E. 2010. The Suburb. Selected Cultural and Historical Geographies of the Greater Seattle Area. Available at: 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>City of SeaTac. 2013. History. Available at: http://dev4.netvip.com/seatac/index.aspx?page=62. Accessed March 14, 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>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.</p> <p>Highline Historical Society. 2013. Oral Histories. Available at: http://www.highlinehistory.org/OralHistories2.html. Accessed April 3, 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 elevation
2014



Northeast corner
2014



Southeast corner
2014



Southwest corner
2014



Historic Inventory Report

Location

Field Site No. 4495-16 DAHP No.

Historic Name:

Common Name: 21431 29th Ave S

Property Address: 21431 29th Ave S, SeaTac, WA 98198

Comments:

Tax No./Parcel No. 5018200025

Plat/Block/Lot Block 1, Lot 5

Acreage .22

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: 1195496

Northing: 762114

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: ILIRIA ANTONIO G

Owner Address: 21431 29TH AVE S

City: SeaTac

State: WA

Zip: 98198

Classification: Building

Resource Status:

Comments:

Survey/Inventory

Within a District? No

Contributing? No

National Register:

Local District:

National Register District/Thematic Nomination Name:

Eligibility Status: Not Determined - SHPO

Determination Date: 1/1/0001

Determination Comments:



Historic Inventory Report

Description

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

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 21431 29th Avenue South in SeaTac, Washington, which is a residential property built in 1958, is not eligible for listing in the NRHP. The property is not eligible for the NRHP under Criterion A, which applies to buildings that are associated with events that have made a significant contribution to the broad patterns of history, as no significant events are associated with this property. To be eligible for the NRHP under Criterion B, a property must be directly associated with a person considered significant within a historic context whose specific contribution to history has been both identified and documented. No such person who meets that definition is linked to this building. The property is not eligible for the NRHP under Criterion C as it is a typical residential building from the mid-twentieth century and does not embody the distinctive characteristics of a type, period, or method of construction; it is not the work of a master and does not possess high artistic value. The property is not eligible for the NRHP under Criterion D for information potential because the materials and construction methods of the building do not convey important information that could contribute to understanding history or prehistory. Therefore, the property is not eligible for listing in the NRHP because it does not meet any of the eligibility criteria. In addition the property is altered including the conversion of the original carport into an attached garage and the replacement of original windows and doors. As a result, the property has lost integrity of materials and design. The building retains integrity of feeling, setting, workmanship, location and association.

Historic Inventory Report

Description of Physical Appearance:	<p>21431 29th Avenue South is a one-story, wood frame, contemporary style, residential property with an irregular plan constructed in 1958. The building, which sits on a poured concrete foundation and includes a lookout basement, is composed of three adjacent sections. From north to south, the three sections get progressively smaller and have a lower roof height. Due to a change in grade of the land, the basement is visible only from the rear (west) side of the property. The section furthest to the north is clad in narrow vertical wood siding and has a front gabled roof covered in rolled roofing material with a large stone interior slope chimney. The roof has deep eave overhangs. The north and east elevations of the north section contain large, three-light horizontal replacement windows. The main entrance is located on the east side of the north section's south elevation and includes a replacement paneled front door and metal and glass storm door. The middle section of the building is topped by a very low pitch gambrel roof covered in rolled roofing material. The exterior walls of this middle section, which has a lower roof height than the adjacent north section, are clad in brick veneer. The east elevation of the middle section contains two, two-light horizontal sliding replacement windows. The south section of the residence, which is the smallest section with the lowest roof height, was originally a carport. At an unknown date, the carport was converted into an attached garage with a large retractable door on the east elevation. The garage also has a very low pitch gambrel roof covered in rolled roofing material. The property includes a wide paved driveway and a front and backyard. Aerial images indicate that a covered deck and a covered patio have been added to the north and south ends of the rear (west) 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>City of SeaTac. 2013. History. Available at: http://dev4.netvip.com/seatac/index.aspx?page=62. Accessed March 14, 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>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.</p> <p>Highline Historical Society. 2013. Oral Histories. Available at: http://www.highlinehistory.org/OralHistories2.html. Accessed April 3, 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.
2014



West elevation, north section.
2014



Northwest corner.
2014



Southwest corner.
2014



Historic Inventory Report

Location

Field Site No. 4496-17
Historic Name:
Common Name: 21423 29th Ave S
Property Address: 21423 29th Ave S, SeaTac, WA 98198
Comments:
Tax No./Parcel No. 5018200030
Plat/Block/Lot Block 1, Lot 6
Acreage .23
Supplemental Map(s)

DAHP No.

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

Coordinate Reference

Easting: 1195498
Northing: 762197
Projection: Washington State Plane South
Datum: HARN (feet)

Identification

Survey Name: Sound Transit Federal Way (2)
Field Recorder: MaryNell Nolan-Wheatley
Owner's Name: NGUYEN THUAN THI
Owner Address: 21423 29TH AVE S
City: SeaTac
Classification: Building
Resource Status:
Survey/Inventory
Within a District? No
Contributing? No
National Register:
Local District:
National Register District/Thematic Nomination Name:
Eligibility Status: Not Determined - SHPO
Determination Date: 1/1/0001
Determination Comments:

Date Recorded: 07/30/2014

State: WA

Zip: 98198

Comments:



Historic Inventory Report

Description

Historic Use: Domestic - Single Family House	Current Use: Domestic - Single Family House		
Plan: Irregular	Stories: 1		
Changes to Plan: Intact	Structural System: Platform Frame		
Changes to Original Cladding: Intact	Changes to Interior: Unknown		
Changes to Other: Moderate	Changes to Windows: Moderate		
Other (specify): It is likely that an original attached garage was converted into interior living space.			
Style:	Cladding:	Roof Type:	Roof Material:
Ranch	Wood - Vertical Veneer - Brick Wood - Clapboard	Hip	Asphalt / Composition - Rolled
Foundation:	Form/Type:		
Concrete - Poured	Single Family		

Narrative

Study Unit	Other
Architecture/Landscape Architecture	
Date of Construction:	1959 Built Date
	1967 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 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 21423 29th Avenue South in SeaTac, Washington, which is a residential property built in 1959, is not eligible for listing in the NRHP. The property is not eligible for the NRHP under Criterion A, which applies to buildings that are associated with events that have made a significant contribution to the broad patterns of history, as no significant events are associated with this property. To be eligible for the NRHP under Criterion B, a property must be directly associated with a person considered significant within a historic context whose specific contribution to history has been both identified and documented. No such person who meets that definition is linked to this building. The property is not eligible for the NRHP under Criterion C as it is a typical residential building from the mid-twentieth century and does not embody the distinctive characteristics of a type, period, or method of construction; it is not the work of a master and does not possess high artistic value. The property is not eligible for the NRHP under Criterion D for information potential because the materials and construction methods of the building do not convey important information that could contribute to understanding history or prehistory. Therefore, the property is not eligible for listing in the NRHP because it does not meet any of the eligibility criteria. In addition the property is altered including the replacement of some original windows and the likely conversion of an attached garage into interior living space. As a result, the property has lost some integrity of materials and design. The building retains integrity of feeling, setting, workmanship, location and association.

Historic Inventory Report

Description of Physical Appearance:	<p>21423 29th Avenue South is a one-story, wood frame, ranch style, residential property with an irregular plan, constructed in 1959. The building, which sits on a concrete slab foundation, is topped by three adjacent hipped roofs, with moderately deep boxed eaves covered in rolled roofing material. An interior ridge brick chimney protrudes from the center section of the roof. The front (east) elevation has three difference planes (each covered by one of the hipped roofs) that move successively closer to 29th Avenue South as they move south -- i.e. the façade of the north section of the house is farthest away from the adjacent avenue while the façade of the south section is the closest. The north section is clad in vertical wood siding and the center section is clad in brick veneer. The front door is located on the north elevation of the center section of the residence, tucked into the part of the exterior wall that protrudes from the north section of the façade. The east elevation of the north section of the residence contains two, two-light horizontal sliding windows while the east elevation of the center section contains a large, three-light horizontal sliding window. The south end of the building, which is the smallest section of the residence and is located at the end of the paved driveway, was likely originally an attached garage. Circa 1967, the garage was converted into interior living space the garage door was replaced by a two-light horizontal sliding window. The south elevation of the building, which is clad in horizontal wood siding, contains a replacement pedestrian door and two, two-light horizontal sliding windows. A 550-square foot carport is located behind the house, though it is not visible from the public right-of-way.</p>
Major Bibliographic References:	<p>Boyles, E. 2010. The Suburb. Selected Cultural and Historical Geographies of the Greater Seattle Area. Available at: 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>City of SeaTac. 2013. History. Available at: http://dev4.netvip.com/seatac/index.aspx?page=62. Accessed March 14, 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>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.</p> <p>Highline Historical Society. 2013. Oral Histories. Available at: http://www.highlinehistory.org/OralHistories2.html. Accessed April 3, 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 elevation.
2014



Northeast corner.
2014



Southeast corner.
2014



Historic Inventory Report

Location

Field Site No. 4497-30 DAHP No.

Historic Name:

Common Name: 21415 29th Ave S

Property Address: 21415 29th Ave S, SeaTac, WA 98198

Comments:

Tax No./Parcel No. 5018205018200035

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: 1195519

Northing: 762286

Projection: Washington State Plane South

Datum: HARN (feet)

Identification

Survey Name: Sound Transit Federal Way Date Recorded: 10/29/2013

Field Recorder: MaryNell Nolan-Wheatley

Owner's Name: RAYMOND, MICHAEL R+BRENDA S

Owner Address: 21415 29TH AV S

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

Narrative

Study Unit	Other
Architecture/Landscape Architecture	
Date of Construction:	1959 Built Date
	Builder:
	Engineer:
	Architect:
Property appears to meet criteria for the National Register of Historic Places: No	
Property is located in a potential historic district (National and/or local): No	
Property potentially contributes to a historic district (National and/or local): No	

Historic Inventory Report

Statement of Significance:

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

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

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 21415 29th Avenue South in SeaTac, Washington, which is a residential property built in 1959, is not eligible for listing in the NRHP. The property is not eligible for the NRHP under Criterion A, which applies to buildings that are associated with events that have made a significant contribution to the broad patterns of history, as no significant events are associated with this property. To be eligible for the NRHP under Criterion B, a property must be directly associated with a person considered significant within a historic context whose specific contribution to history has been both identified and documented. No such person who meets that definition is linked to this building. The property is not eligible for the NRHP under Criterion C as it is a typical residential building from the mid-twentieth century and does not embody the distinctive characteristics of a type, period, or method of construction; it is not the work of a master and does not possess high artistic value. The property is not eligible for the NRHP under Criterion D for information potential because the materials and construction methods of the building do not convey important information that could contribute to understanding history or prehistory. Therefore, the property is not eligible for listing in the NRHP because it does not meet any of the eligibility criteria. Additionally, the building has undergone some alterations, including the replacement of the roof and some original windows. As a result, the property has lost integrity of materials. The building retains integrity of design, workmanship, location, setting, feeling and association.

Historic Inventory Report

Description of Physical Appearance:	<p>21415 29th Avenue South is a one-story ranch style residential property with an L-shaped floor plan and one interior slope brick chimney. The house is situated on land that slopes down towards the rear (west) side of the property and allows for a full basement level that is not visible from the front (east) facade. A front gabled garage extends from the southeast corner of the main house, but does not have a basement level. Constructed in 1959, the wood frame house is clad in several types of siding, including vertical wood siding, horizontal clapboard, and brick veneer. The house sits on a poured concrete foundation. A composite shingle covers the side gabled roof with a shallow eave overhang. The upper half of the east elevation is clad in vertical wood siding, while the bottom half is clad in brick veneer. The two types of siding are divided by a stone stringcourse. The front door, which is plain wood with a small, semi-circular window, is centrally positioned on the façade and is reached by two concrete steps that lead to a small concrete stoop and a large wood deck area that wraps around the east, north, and west elevations. On either side of the front door are replacement one-over-one sash windows with decorative, non-operable shutters. On the north end of the east elevation and on the south end of the same elevation, adjacent to the protruding garage, are two, larger, replacement horizontal sliding windows with decorative, non-operable shutters. The east elevation of the garage is defined by a metal retractable door and a small louvered attic vent under the gable. The south elevation of the house is clad in vertical wood siding placed above horizontal clapboard. A small, modern bay window protrudes from the south elevation. The front of the property contains a small yard, some landscaping, 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>City of SeaTac. 2013. History. Available at: http://dev4.netvip.com/seatac/index.aspx?page=62. Accessed March 14, 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>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.</p> <p>Highline Historical Society. 2013. Oral Histories. Available at: http://www.highlinehistory.org/OralHistories2.html. Accessed April 3, 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 elevation, entrance
2013



Northeast corner
2013



Southeast corner
2013



Historic Inventory Report

Location

Field Site No. 4498-29

DAHP No.

Historic Name:

Common Name: 21405 29th Ave S

Property Address: 21405 29th Ave S, SeaTac, WA 98198

Comments:

Tax No./Parcel No. 5018200040

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: 1195528

Northing: 762356

Projection: Washington State Plane South

Datum: HARN (feet)

Identification

Survey Name: Sound Transit Federal Way

Date Recorded: 10/29/2013

Field Recorder: MaryNell Nolan-Wheatley

Owner's Name: PALMA, ALBERTO SALAS

Owner Address: 21405 29TH AVE S

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 - 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: Moderate		
Other (specify):			
Style:	Cladding:	Roof Type:	Roof Material:
Vernacular	Veneer - Brick	Gable - Side Gable	Asphalt / Composition - Rolled
	Wood - Clapboard		
	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).

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 21405 29th Avenue South in SeaTac, 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. Additionally, the building has undergone some alterations, including window replacement. 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>21405 29th Avenue South is a one-story residential property with an L-shaped plan and one interior slope brick chimney. Constructed in 1958, the wood frame house is clad in several types of siding, including narrow vertical wood siding, wider horizontal wood clapboard, and brick veneer. The house is situated on land that slopes down towards the rear (west) side of the property and allows for a basement level that is not visible from the front (east) facade. The building sits on a poured concrete foundation. A rolled roofing material covers the very low pitch, side gabled roof with a deep eave overhang. The south section of the east elevation protrudes from the rest of the front façade, and is clad in horizontal wood clapboard above brick veneer. The east elevation of this protruding section contains a plain wood front door which is accessed by two concrete steps with a picket fence railing. To the south of the front door is large fixed, single-light window flanked by horizontal sliding, single-light windows, that is possibly original to the house. A short brick wall runs along the foundation under this window. The north section of the east elevation is clad in narrow vertical wood siding and has one, replacement, two-light, horizontal sliding window. The ground floor of the north elevation is also clad in narrow vertical wood siding and contains an off-center, replacement, horizontal sliding window, half of which is covered with security bars. A small, multi-light window that is missing most of its glass is visible on the basement level on the north elevation, and is surrounded by horizontal wood siding. A paved driveway passes on the north side of the property and leads to the rear of the property. The area in front of the house includes a small yard, some flowerbeds, and a concrete patio with part of a wood fence in the southeast 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>City of SeaTac. 2013. History. Available at: http://dev4.netvip.com/seatac/index.aspx?page=62. Accessed March 14, 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>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.</p> <p>Highline Historical Society. 2013. Oral Histories. Available at: http://www.highlinehistory.org/OralHistories2.html. Accessed April 3, 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 elevation
2013



Northeast corner
2013



Southeast corner
2013



Historic Inventory Report

Location

Field Site No. 4533-22

DAHP No.

Historic Name:

Common Name: 21203 32nd Ave S

Property Address: 21203 32nd Ave S, SeaTac, WA 98198

Comments:

Tax No./Parcel No. 5083000075

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: 1196548

Northing: 762829

Projection: Washington State Plane South

Datum: HARN (feet)

Identification

Survey Name: Sound Transit Federal Way

Date Recorded: 10/29/2013

Field Recorder: MaryNell Nolan-Wheatley

Owner's Name: WALLIS, DARRELL+JULIA

Owner Address: 10250 31ST AVE SW

City: Seattle

State: Washington

Zip: 98146

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: Extensive	Structural System: Platform Frame		
Changes to Original Cladding: Slight	Changes to Interior: Unknown		
Changes to Other:	Changes to Windows: Extensive		
Other (specify):			
Style:	Cladding:	Roof Type:	Roof Material:
Ranch	Veneer - Brick	Shed	Asphalt / Composition -
	Veneer - Vinyl Siding	Hip	Shingle
	Shingle -		
	Concrete/Asbestos		
	Wood - T 1-11		
Foundation:	Form/Type:		
Concrete - Poured	Single Family		

Narrative

Study Unit	Other
Architecture/Landscape Architecture	
Date of Construction:	1956 Built Date
	2011 Addition
	Builder:
	Engineer:
	Architect:

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

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

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

Historic Inventory Report

Statement of Significance:

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

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

The City of 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 21203 32nd Avenue South in SeaTac, Washington, which is a residential property built in 1956, is not eligible for listing in the NRHP. The property is not eligible for the NRHP under Criterion A, which applies to buildings that are associated with events that have made a significant contribution to the broad patterns of history, as no significant events are associated with this property. To be eligible for the NRHP under Criterion B, a property must be directly associated with a person considered significant within a historic context whose specific contribution to history has been both identified and documented. No such person who meets that definition is linked to this building. The property is not eligible for the NRHP under Criterion C as it is a typical residential building from the mid-twentieth century and does not embody the distinctive characteristics of a type, period, or method of construction; it is not the work of a master and does not possess high artistic value. The property is not eligible for the NRHP under Criterion D for information potential because the materials and construction methods of the building do not convey important information that could contribute to understanding history or prehistory. Therefore, the property is not eligible for listing in the NRHP because it does not meet any of the eligibility criteria. Additionally, the building has undergone several alterations and has a large addition on the west elevation. As a result, the property has lost integrity of design and materials.

Historic Inventory Report

Description of Physical Appearance:	<p>21203 32nd Avenue South is a one-story ranch style residential property with a rectangular floor plan and two interior slope brick chimneys. Constructed in 1956, the wood frame house is clad in several types of siding, including asbestos shingle siding, horizontal composite siding, vertical T1-11 siding, and brick veneer, and sits on a concrete slab foundation. A composite shingle covers the hipped roof with a shallow eave overhang. The north end of the east (front) elevation is recessed. The recessed section of the front façade contains (from south to north) a modern replacement paneled front door, a large window opening with a replacement fixed, single-light window flanked by replacement, single-light horizontal sliding windows, and a retractable garage door that accesses a single-car garage. The exterior wall along this recessed section is clad in horizontal composite siding above brick veneer. The south end of the east elevation, where the exterior wall extends further towards the end of the eave overhang, contains two replacement two-light horizontal sliding windows with decorative, non-operable shutters and is clad in wide, asbestos shingle siding. There are no visible windows on the south elevation. A large addition was constructed along the rear (west) elevation in 2011 and includes three additional interior rooms. The addition is clad in vertical T1-11 siding and is covered by a shed roof. The property in front of the house includes a lawn and a paved driveway that leads to the garage. A high wood fence runs along 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>City of SeaTac. 2013. History. Available at: http://dev4.netvip.com/seatac/index.aspx?page=62. Accessed March 14, 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>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.</p> <p>Highline Historical Society. 2013. Oral Histories. Available at: http://www.highlinehistory.org/OralHistories2.html. Accessed April 3, 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



Side view of rear, shed roofed addition.
North elevation
2013



Southeast corner
2013



Historic Inventory Report

Location

Field Site No. 4534-23

DAHP No.

Historic Name:

Common Name: 21211 32nd Ave S

Property Address: 21211 32nd Ave S, SeaTac, WA 98198

Comments:

Tax No./Parcel No. 5083000080

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: 1196546

Northing: 762766

Projection: Washington State Plane South

Datum: HARN (feet)

Identification

Survey Name: Sound Transit Federal Way

Date Recorded: 10/29/2013

Field Recorder: MaryNell Nolan-Wheatley

Owner's Name: FORGEY, PATRICK L

Owner Address: 21211 32nd Ave S

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 - 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: Moderate

Changes to Windows: Extensive

Changes to Other:

Other (specify):

Style:

Cladding:

Roof Type:

Roof Material:

Ranch

Wood - T 1-11

Hip

Asphalt / Composition -

Shingle -

Shingle

Concrete/Asbestos

Foundation:

Form/Type:

Concrete - Poured

Single Family

Narrative

Study Unit

Other

Architecture/Landscape Architecture

Date of Construction:

1956 Built Date

Builder:

Engineer:

Architect:

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

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

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

Historic Inventory Report

Statement of Significance:

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

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

The City of 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 21211 32nd Avenue South in SeaTac, Washington, which is a residential property built in 1956, is not eligible for listing in the NRHP. The property is not eligible for the NRHP under Criterion A, which applies to buildings that are associated with events that have made a significant contribution to the broad patterns of history, as no significant events are associated with this property. To be eligible for the NRHP under Criterion B, a property must be directly associated with a person considered significant within a historic context whose specific contribution to history has been both identified and documented. No such person who meets that definition is linked to this building. The property is not eligible for the NRHP under Criterion C as it is a typical residential building from the mid-twentieth century and does not embody the distinctive characteristics of a type, period, or method of construction; it is not the work of a master and does not possess high artistic value. The property is not eligible for the NRHP under Criterion D for information potential because the materials and construction methods of the building do not convey important information that could contribute to understanding history or prehistory. Therefore, the property is not eligible for listing in the NRHP because it does not meet any of the eligibility criteria. Additionally, the building has undergone several alterations and has no original doors or windows that are visible from the public right-of-way. As a result, the property has lost integrity of design and materials. The building retains integrity of workmanship, location, setting, feeling and association.

Historic Inventory Report

Description of Physical Appearance:	<p>21211 32nd Avenue South is a one-story ranch style residential property with a rectangular floor plan and two interior slope brick chimneys. Constructed in 1956, the wood frame house is clad in asbestos shingle and T 1-11 siding, and sits on a concrete slab foundation. A composite shingle covers the hipped roof with a shallow eave overhang. The north end of the front (east) elevation is recessed. The recessed section of the front façade contains (from south to north) a modern replacement front door, a large window opening with a fixed plate glass window flanked by single-light horizontal sliding windows, and a retractable garage door that accesses a single car garage. This existing window opening replaced what was originally two smaller, multi-light windows. The south end of the east elevation contains two replacement two-light horizontal sliding windows. The exterior wall of the east elevation has two types of cladding: vertical T 1-11 siding above asbestos shingle siding. There are no visible windows on the south elevation. The north elevation contains one small, one-over-one metal sash window. The property in front of the house includes a lawn and a paved driveway that leads to the garage.</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>City of SeaTac. 2013. History. Available at: http://dev4.netvip.com/seatac/index.aspx?page=62. Accessed March 14, 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>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.</p> <p>Highline Historical Society. 2013. Oral Histories. Available at: http://www.highlinehistory.org/OralHistories2.html. Accessed April 3, 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. 4535-24

DAHP No.

Historic Name:

Common Name: 21215 32nd Ave S

Property Address: 21215 32nd Ave S, SeaTac, WA 98198

Comments:

Tax No./Parcel No. 5083000085

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: 1196543

Northing: 762689

Projection: Washington State Plane South

Datum: HARN (feet)

Identification

Survey Name: Sound Transit Federal Way

Date Recorded: 10/29/2013

Field Recorder: MaryNell Nolan-Wheatley

Owner's Name: MARLOW, WILL R+DEBORAH L

Owner Address: 16519 SE 147TH ST

City: Renton

State: Washington

Zip: 98059

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: Slight

Changes to Interior: Unknown

Changes to Original Cladding: Intact

Changes to Windows: Extensive

Changes to Other:

Other (specify):

Style:

Cladding:

Roof Type:

Roof Material:

Ranch

Shingle -
Concrete/Asbestos
Veneer - Brick

Gable - Side Gable

Asphalt / Composition -
Shingle

Foundation:

Form/Type:

Concrete - Poured

Single Family

Narrative

Study Unit

Other

Architecture/Landscape Architecture

Date of Construction:

1956 Built Date

Builder:

Engineer:

Architect:

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

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

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

Historic Inventory Report

Statement of Significance:

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

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

The City of 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 21215 32nd Avenue South in SeaTac, Washington, which is a residential property built in 1956, is not eligible for listing in the NRHP. The property is not eligible for the NRHP under Criterion A, which applies to buildings that are associated with events that have made a significant contribution to the broad patterns of history, as no significant events are associated with this property. To be eligible for the NRHP under Criterion B, a property must be directly associated with a person considered significant within a historic context whose specific contribution to history has been both identified and documented. No such person who meets that definition is linked to this building. The property is not eligible for the NRHP under Criterion C as it is a typical residential building from the mid-twentieth century and does not embody the distinctive characteristics of a type, period, or method of construction; it is not the work of a master and does not possess high artistic value. The property is not eligible for the NRHP under Criterion D for information potential because the materials and construction methods of the building do not convey important information that could contribute to understanding history or prehistory. Therefore, the property is not eligible for listing in the NRHP because it does not meet any of the eligibility criteria. Additionally, the building has undergone several alterations and has no original windows that are visible from the public right-of-way. As a result, the property has lost integrity of design and materials. The building retains integrity of workmanship, location, setting, feeling and association.

Historic Inventory Report

Description of Physical Appearance:	<p>21215 32nd Avenue South is a one-story ranch style residential property with a rectangular floor plan and two interior slope brick chimneys. Constructed in 1956, the wood frame house is clad primarily in asbestos shingle siding, and sits on a concrete slab foundation. A composite shingle covers the side gabled roof with a shallow eave overhang. The south end of the front (east) elevation is recessed. The recessed section of the front façade contains (from north to south) a simple wood front door, a large window opening with a replacement fixed, single-light window flanked by replacement, single-light horizontal sliding windows, and a replacement, two-light, horizontal sliding window with decorative, non-operable shutters. The bottom half of the recessed section of the east elevation is clad in brick veneer painted white. The north end of the east elevation contains two replacement two-light horizontal sliding windows. There are no windows on the north elevation. The south elevation contains one small, one-over-one sash window with a small awning. The property in front of the house includes a lawn and a gravel driveway. It is likely that the house originally contained a single car garage on the south end, which has been converted into interior living space. A shed roofed addition has been added to the west elevation.</p>
Major Bibliographic References:	<p>Boyles, E. 2010. The Suburb. Selected Cultural and Historical Geographies of the Greater Seattle Area. Available at: 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>City of SeaTac. 2013. History. Available at: http://dev4.netvip.com/seatac/index.aspx?page=62. Accessed March 14, 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>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.</p> <p>Highline Historical Society. 2013. Oral Histories. Available at: http://www.highlinehistory.org/OralHistories2.html. Accessed April 3, 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. 4536-25 DAHP No.

Historic Name:

Common Name: 21223 32nd Ave S

Property Address: 21223 32nd Ave S, SeaTac, WA 98198

Comments:

Tax No./Parcel No. 5083000090

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: 1196544

Northing: 762619

Projection: Washington State Plane South

Datum: HARN (feet)

Identification

Survey Name: Sound Transit Federal Way Date Recorded: 10/29/2013

Field Recorder: MaryNell Nolan-Wheatley

Owner's Name: MILNE, ALICE

Owner Address: 810 4TH ST SE

City: AUBURN State: Washington 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: 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: Moderate		
Other (specify):			
Style:	Cladding:	Roof Type:	Roof Material:
Ranch	Veneer - Brick	Hip	Asphalt / Composition - Shingle
	Shingle - Concrete/Asbestos		
Foundation:	Form/Type:		
Concrete - Poured	Single Family		

Narrative

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

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

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

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

Historic Inventory Report

Statement of Significance:

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

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

The City of 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 21223 32nd Avenue South in SeaTac, Washington, which is a residential property built in 1957, is not eligible for listing in the NRHP. The property is not eligible for the NRHP under Criterion A, which applies to buildings that are associated with events that have made a significant contribution to the broad patterns of history, as no significant events are associated with this property. To be eligible for the NRHP under Criterion B, a property must be directly associated with a person considered significant within a historic context whose specific contribution to history has been both identified and documented. No such person who meets that definition is linked to this building. The property is not eligible for the NRHP under Criterion C as it is a typical residential building from the mid-twentieth century and does not embody the distinctive characteristics of a type, period, or method of construction; it is not the work of a master and does not possess high artistic value. The property is not eligible for the NRHP under Criterion D for information potential because the materials and construction methods of the building do not convey important information that could contribute to understanding history or prehistory. Therefore, the property is not eligible for listing in the NRHP because it does not meet any of the eligibility criteria. Additionally, the building has no original windows that are visible from the public right-of-way. 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:	21223 32nd Avenue South is a one-story ranch style residential property with a rectangular floor plan and two interior slope brick chimneys. Constructed in 1957, the wood frame house is clad primarily in asbestos shingle siding and sits on a concrete slab foundation. A composite shingle covers the hipped roof with a shallow eave overhang. The north end of the front (east) elevation is recessed and clad in brick veneer. The recessed section of the front façade contains (from south to north) a paneled front door, a large window opening with a replacement fixed, single-light window flanked by replacement, two-light double-hung windows, and a retractable garage door that allows access to a single car garage. The south end of the east elevation contains two replacement two-light horizontal sliding windows and is clad in asbestos shingle siding. There are no windows on the south elevation. The north elevation contains one small, horizontal sliding window. The property in front of the house includes a lawn and a blacktop driveway.
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>City of SeaTac. 2013. History. Available at: http://dev4.netvip.com/seatac/index.aspx?page=62. Accessed March 14, 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>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.</p> <p>Highline Historical Society. 2013. Oral Histories. Available at: http://www.highlinehistory.org/OralHistories2.html. Accessed April 3, 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. 4537-26

DAHP No.

Historic Name:

Common Name: 21231 32nd Ave S

Property Address: 21231 32nd Ave S, SeaTac, WA 98198

Comments:

Tax No./Parcel No. 5083000095

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: 1196540

Northing: 762552

Projection: Washington State Plane South

Datum: HARN (feet)

Identification

Survey Name: Sound Transit Federal Way

Date Recorded: 10/29/2013

Field Recorder: MaryNell Nolan-Wheatley

Owner's Name: BALJO, PATSY L

Owner Address: 21231 32nd Ave S

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 - Single Family House	Current Use: Domestic - Single Family House		
Plan: Rectangle	Stories: 1		
Changes to Plan: Intact	Structural System: Platform Frame		
Changes to Original Cladding: Intact	Changes to Interior: Unknown		
Changes to Other:	Changes to Windows: Extensive		
Other (specify):			
Style:	Cladding:	Roof Type:	Roof Material:
Ranch	Shingle - Concrete/Asbestos Wood - T 1-11	Gable - Side Gable	Asphalt / Composition - Shingle
Foundation:	Form/Type:		
Concrete - Poured	Single Family - Side Gable		

Narrative

Study Unit	Other
Architecture/Landscape Architecture	
Date of Construction:	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 21231 32nd Avenue South in SeaTac, Washington, which is a residential property built in 1956, is not eligible for listing in the NRHP. The property is not eligible for the NRHP under Criterion A, which applies to buildings that are associated with events that have made a significant contribution to the broad patterns of history, as no significant events are associated with this property. To be eligible for the NRHP under Criterion B, a property must be directly associated with a person considered significant within a historic context whose specific contribution to history has been both identified and documented. No such person who meets that definition is linked to this building. The property is not eligible for the NRHP under Criterion C as it is a typical residential building from the mid-twentieth century and does not embody the distinctive characteristics of a type, period, or method of construction; it is not the work of a master and does not possess high artistic value. The property is not eligible for the NRHP under Criterion D for information potential because the materials and construction methods of the building do not convey important information that could contribute to understanding history or prehistory. Therefore, the property is not eligible for listing in the NRHP because it does not meet any of the eligibility criteria. Additionally, the building has undergone several alterations and has no original windows that are visible from the public right-of-way. As a result, the property has lost some integrity of design and materials. The building retains integrity of workmanship, location, setting, feeling and association.

Historic Inventory Report

Description of Physical Appearance:	<p>21231 32nd Avenue South is a one-story ranch style residential property with a rectangular floor plan and one interior slope brick chimney. Constructed in 1956, the wood frame house is clad primarily in asbestos shingle siding and sits on a concrete slab foundation. A composite shingle covers the side gabled roof with a shallow eave overhang. The front (east) elevation is clad in T 1-11 siding on the upper half, and asbestos shingle siding on the lower half. The central section of the east elevation is recessed and contains (from south to north) a simple wood front door and a large window opening with a replacement fixed, single-light window positioned above a small fixed, single-light window flanked by smaller awning windows. The north end of the east elevation contains a retractable garage door that allows access to a single car garage. The south section of the front façade contains two replacement two-light horizontal sliding windows. There is a small attic vent under the south gable, but there are no windows on the south elevation. The north elevation contains one small, one-over-one metal sash window. The property in front of the house includes a lawn and a concrete driveway. There are two small sheds in 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>City of SeaTac. 2013. History. Available at: http://dev4.netvip.com/seatac/index.aspx?page=62. Accessed March 14, 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>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.</p> <p>Highline Historical Society. 2013. Oral Histories. Available at: http://www.highlinehistory.org/OralHistories2.html. Accessed April 3, 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. 4538-27

DAHP No.

Historic Name:

Common Name: 21239 32nd Ave S

Property Address: 21239 32nd Ave S, SeaTac, WA 98198

Comments:

Tax No./Parcel No. 5083000100

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: 1196530

Northing: 762481

Projection: Washington State Plane South

Datum: HARN (feet)

Identification

Survey Name: Sound Transit Federal Way

Date Recorded: 10/29/2013

Field Recorder: MaryNell Nolan-Wheatley

Owner's Name: WASIEWICZ, LEON E

Owner Address: 13707 116TH AVCT E

City: PUYALLUP

State: Washington

Zip: 98374

Classification: Building

Resource Status:

Comments:

Survey/Inventory

Within a District? No

Contributing? No

National Register:

Local District:

National Register District/Thematic Nomination Name:

Eligibility Status: Not Determined - SHPO

Determination Date: 1/1/0001

Determination Comments:



Historic Inventory Report

Description

Historic Use: Domestic - Single Family House

Current Use: Domestic - Single Family House

Plan: Rectangle Stories: 2

Structural System: Platform Frame

Changes to Plan: 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:

Ranch

Veneer - Vinyl Siding

Hip

Asphalt / Composition -

Veneer - Brick

Flat with Eaves

Shingle

Asphalt / Composition -

Rolled

Foundation:

Form/Type:

Concrete - Poured

Single Family

Narrative

Study Unit

Other

Architecture/Landscape Architecture

Date of Construction: 1956 Built Date

Builder:

Engineer:

Architect:

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

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

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

Historic Inventory Report

Statement of Significance:

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

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

The City of 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 21239 32nd Avenue South in SeaTac, Washington, which is a residential property built in 1956, is not eligible for listing in the NRHP. The property is not eligible for the NRHP under Criterion A, which applies to buildings that are associated with events that have made a significant contribution to the broad patterns of history, as no significant events are associated with this property. To be eligible for the NRHP under Criterion B, a property must be directly associated with a person considered significant within a historic context whose specific contribution to history has been both identified and documented. No such person who meets that definition is linked to this building. The property is not eligible for the NRHP under Criterion C as it is a typical residential building from the mid-twentieth century and does not embody the distinctive characteristics of a type, period, or method of construction; it is not the work of a master and does not possess high artistic value. The property is not eligible for the NRHP under Criterion D for information potential because the materials and construction methods of the building do not convey important information that could contribute to understanding history or prehistory. Therefore, the property is not eligible for listing in the NRHP because it does not meet any of the eligibility criteria. Additionally, the building has undergone a large rear addition and has no original windows. As a result, the property has lost integrity of design and materials. The building retains integrity of workmanship, location, setting, feeling and association.

Historic Inventory Report

Description of Physical Appearance:	<p>21239 32nd Avenue South is a one-story ranch style residential property with essentially a rectangular floor plan and a two story, flat roof addition that extends from the northwest corner. Constructed in 1956, the wood frame house with an interior slope brick chimney is clad primarily in replacement horizontal composite siding and sits on a concrete slab foundation. A composite shingle covers the hipped roof with a shallow eave overhang. All of the windows are modern replacements, and most have decorative, non-operable shutters. The lower half of the front (east) elevation is clad in brick veneer. The south section of the east elevation is recessed and contains (from north to south) a simple wood front door, a large window opening with a replacement fixed, single-light window positioned above a small fixed, single-light window flanked by smaller awning windows, and a replacement horizontal sliding window. The lower half of the recessed section of the east elevation is clad in brick veneer. The north end of the east elevation contains two, horizontal sliding windows. There are no windows on the north elevation. The large, two-story, flat roof addition extends from the northwest corner of the original, one-story house. The east elevation of the second floor of the addition contains three windows, all of which are horizontal sliding windows with decorative, non-operable shutters. Attached to the southwest corner of the two-story addition, is a one-story, flat roofed addition that appears to sit directly adjacent to the west elevation of the original house. The south elevation of the one-story addition contains one, six-light window. The property includes a front and back yard, a large paved driveway on the east side of the house, and gambrel roof accessory building in 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>City of SeaTac. 2013. History. Available at: http://dev4.netvip.com/seatac/index.aspx?page=62. Accessed March 14, 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>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.</p> <p>Highline Historical Society. 2013. Oral Histories. Available at: http://www.highlinehistory.org/OralHistories2.html. Accessed April 3, 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



Two story addition visible at right.
Northeast corner
2013



Southeast corner
2013



Historic Inventory Report

Location

Field Site No. 4539-28

DAHP No.

Historic Name:

Common Name: 21243 32nd Ave S

Property Address: 21243 32nd Ave S, SeaTac, WA 98198

Comments:

Tax No./Parcel No. 5083000105

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: 1196505

Northing: 762407

Projection: Washington State Plane South

Datum: HARN (feet)

Identification

Survey Name: Sound Transit Federal Way

Date Recorded: 10/29/2013

Field Recorder: MaryNell Nolan-Wheatley

Owner's Name: PERETE, PASCUAL

Owner Address: 21243 32nd Ave S

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

Narrative

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

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

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

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

Historic Inventory Report

Statement of Significance:

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

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

The City of 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 21243 32nd Avenue South in SeaTac, Washington, which is a residential property built in 1956, is not eligible for listing in the NRHP. The property is not eligible for the NRHP under Criterion A, which applies to buildings that are associated with events that have made a significant contribution to the broad patterns of history, as no significant events are associated with this property. To be eligible for the NRHP under Criterion B, a property must be directly associated with a person considered significant within a historic context whose specific contribution to history has been both identified and documented. No such person who meets that definition is linked to this building. The property is not eligible for the NRHP under Criterion C as it is a typical residential building from the mid-twentieth century and does not embody the distinctive characteristics of a type, period, or method of construction; it is not the work of a master and does not possess high artistic value. The property is not eligible for the NRHP under Criterion D for information potential because the materials and construction methods of the building do not convey important information that could contribute to understanding history or prehistory. Therefore, the property is not eligible for listing in the NRHP because it does not meet any of the eligibility criteria. Additionally, the building has undergone several alterations, including window replacement and cladding in vinyl 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:	21243 32nd Avenue South is a one-story ranch style residential property with a rectangular floor plan and two interior slope brick chimneys. Constructed in 1956, the wood frame house is clad in horizontal vinyl siding and sits on a concrete slab foundation. A composite roofing shingle covers the side gabled roof with a shallow eave overhang. The south section of the east elevation is recessed and contains (from north to south) a wood front door and a very large window opening with a replacement fixed, single-light window positioned above a small fixed, single-light window flanked by smaller awning windows. The north end of the east elevation contains two windows that appear to be original to the property. Both window openings are composed of a fixed, single-light window with an adjacent single-light, horizontal sliding window. There is a small attic vent under the north gable, but there are no windows on the north elevation. Two attached, flat roofed, car ports with wood supports have been added to the south end of the east elevation, covering a paved driveway.
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>City of SeaTac. 2013. History. Available at: http://dev4.netvip.com/seatac/index.aspx?page=62. Accessed March 14, 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>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.</p> <p>Highline Historical Society. 2013. Oral Histories. Available at: http://www.highlinehistory.org/OralHistories2.html. Accessed April 3, 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 elevation
2013



Northeast corner
2013



Southeast corner
2013



Historic Inventory Report

Location

Field Site No. 4540-18
DAHP No.
Historic Name:
Common Name: 21246 31st Ave S
Property Address: 21246 31st Ave S, SeaTac, WA 98198
Comments:
Tax No./Parcel No. 5083000110
Plat/Block/Lot Block 2, Lot 8
Acreage .22
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: 1196370
Northing: 762412
Projection: Washington State Plane South
Datum: HARN (feet)

Identification

Survey Name: Sound Transit Federal Way (2)
Date Recorded: 07/30/2014
Field Recorder: MaryNell Nolan-Wheatley
Owner's Name: WELTER DAWN MARIE
Owner Address: 21246 31ST AVE S
City: SeaTac
State: WA
Zip: 98198
Classification: Building
Resource Status:
Survey/Inventory
Comments:
Within a District? No
Contributing? No
National Register:
Local District:
National Register District/Thematic Nomination Name:
Eligibility Status: Not Determined - SHPO
Determination Date: 1/1/0001
Determination Comments:



Historic Inventory Report

Description

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

Narrative

Study Unit	Other
Architecture/Landscape Architecture	
Date of Construction:	1956 Built Date
	2002 Addition
	Builder:
	Engineer:
	Architect:

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

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

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

Historic Inventory Report

Statement of Significance:

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

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

The City of 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 21246 31st Avenue South in SeaTac, Washington, which is a residential property built in 1956, is not eligible for listing in the NRHP. The property is not eligible for the NRHP under Criterion A, which applies to buildings that are associated with events that have made a significant contribution to the broad patterns of history, as no significant events are associated with this property. To be eligible for the NRHP under Criterion B, a property must be directly associated with a person considered significant within a historic context whose specific contribution to history has been both identified and documented. No such person who meets that definition is linked to this building. The property is not eligible for the NRHP under Criterion C as it is a typical residential building from the mid-twentieth century and does not embody the distinctive characteristics of a type, period, or method of construction; it is not the work of a master and does not possess high artistic value. The property is not eligible for the NRHP under Criterion D for information potential because the materials and construction methods of the building do not convey important information that could contribute to understanding history or prehistory. Therefore, the property is not eligible for listing in the NRHP because it does not meet any of the eligibility criteria. In addition the property is heavily altered including the replacement of original windows, the removal of an original carport, and several additions. As a result, the property has lost integrity of materials and design. The building retains integrity of feeling, setting, workmanship, location and association.

Historic Inventory Report

Description of Physical Appearance:	21246 31st Avenue South is a one-story, wood frame, ranch style residential property with an L-shaped plan, constructed in 1956. The building, which sits on a concrete slab foundation, has a side gable roof with shallow open eaves covered in composite shingles. The house is primarily clad in asbestos shingles, although the upper half of the north end and all of the south end of the front (west) elevation is clad in vertical wood siding. The windows are contemporary replacements. A replacement front door with a metal and glass storm door are located in the middle of the west elevation and are accessed via a small concrete stoop. Two, two-light horizontal sliding windows are located north of the main entrance while a large window opening that contains two adjacent fixed, single-light windows placed over smaller, fixed single-light windows and a small awning window. Originally, a carport structure projected from the south end of the west elevation. It appears that the carport has recently been removed. There are no windows on the north elevation. A small shed addition is attached to the south elevation. In 2002, a kitchen was added to the south end of the rear (east) elevation. The addition is clad in vertical wood siding and is covered with a front gabled roof. The property includes a paved driveway, front yard, and backyard.
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>City of SeaTac. 2013. History. Available at: http://dev4.netvip.com/seatac/index.aspx?page=62. Accessed March 14, 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>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.</p> <p>Highline Historical Society. 2013. Oral Histories. Available at: http://www.highlinehistory.org/OralHistories2.html. Accessed April 3, 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.
2014



Northwest corner.
2014



Southwest corner.
2014



Historic Inventory Report

Location

Field Site No. 4541-19
Historic Name:
Common Name: 21238 31st Ave S
Property Address: 21238 31st Ave S, SeaTac, WA 98198
Comments:
Tax No./Parcel No. 5083000115
Plat/Block/Lot Block 2, Lot 9
Acreage .22
Supplemental Map(s)

DAHP No.

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

Coordinate Reference

Easting: 1196371
Northing: 762482
Projection: Washington State Plane South
Datum: HARN (feet)

Identification

Survey Name: Sound Transit Federal Way (2)
Field Recorder: MaryNell Nolan-Wheatley
Owner's Name: VARIEUR KRISTINA
Owner Address: 21238 31ST AVE S
City: SeaTac
Classification: Building
Resource Status:
Survey/Inventory
Within a District? No
Contributing? No
National Register:
Local District:
National Register District/Thematic Nomination Name:
Eligibility Status: Not Determined - SHPO
Determination Date: 1/1/0001
Determination Comments:

Date Recorded: 07/30/2014

State: WA

Zip: 98198

Comments:



Historic Inventory Report

Description

Historic Use: Domestic - Single Family House

Current Use: Domestic - Single Family House

Plan: L-Shape

Stories: 1

Structural System: Platform Frame

Changes to Plan: Slight

Changes to Interior: Unknown

Changes to Original Cladding: Intact

Changes to Windows: Intact

Changes to Other:

Other (specify):

Style:

Cladding:

Roof Type:

Roof Material:

Ranch

Shingle -
Concrete/Asbestos

Hip

Asphalt / Composition -
Shingle

Wood - Vertical

Veneer - Brick

Foundation:

Form/Type:

Concrete - Poured

Single Family

Narrative

Study Unit

Other

Architecture/Landscape Architecture

Date of Construction:

1956 Built Date

Builder:

Engineer:

Architect:

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

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

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

Historic Inventory Report

Statement of Significance:

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

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

The City of 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 21238 31st Avenue South in SeaTac, Washington, which is a residential property built in 1956, is not eligible for listing in the NRHP. The property is not eligible for the NRHP under Criterion A, which applies to buildings that are associated with events that have made a significant contribution to the broad patterns of history, as no significant events are associated with this property. To be eligible for the NRHP under Criterion B, a property must be directly associated with a person considered significant within a historic context whose specific contribution to history has been both identified and documented. No such person who meets that definition is linked to this building. The property is not eligible for the NRHP under Criterion C as it is a typical residential building from the mid-twentieth century and does not embody the distinctive characteristics of a type, period, or method of construction; it is not the work of a master and does not possess high artistic value. The property is not eligible for the NRHP under Criterion D for information potential because the materials and construction methods of the building do not convey important information that could contribute to understanding history or prehistory. Therefore, the property is not eligible for listing in the NRHP because it does not meet any of the eligibility criteria. In addition the property is altered including several small rear additions. As a result, the property has lost some integrity of design. The building retains integrity of feeling, setting, materials, workmanship, location and association.

Historic Inventory Report

Description of Physical Appearance:	<p>21238 31st Avenue South is a one-story, wood frame, ranch style residential property with an L-shaped plan constructed in 1956. The building, which sits on a concrete slab foundation, has a hipped roof with moderately deep boxed eaves covered in composite shingles. A large interior slope chimney projects from the south end of the roof. The house is primarily clad in asbestos shingles, with the exception of the front (west) elevation which has several types of cladding: the upper half of the façade and the entirety of the south end of the façade is clad in vertical wood siding; the bottom half of the north end of the façade is clad in asbestos shingles; and the bottom half of the center section of the façade (surrounding the entrance) is clad in brick veneer. The windows appear original. A front door with a non-original metal and glass screen door is located in the center of the front elevation and is accessed via a small concrete step. Two, two-light horizontal sliding windows are located north of the main entrance while a large window opening that is covered by an external, opaque screen is located south of the front door. It is likely that a garage was originally located in the far south end of the building, under the primary hipped roof. The garage has been converted into interior living space and the vehicle bay has been replaced with a two-light horizontal sliding window. A small, two-light horizontal sliding window is located on the south elevation, next to a small projecting shed addition. Aerial images indicate that two other small, flat-roofed additions extend from the south end of the rear (east) elevation, though neither of these are visible from the public right-of-way. The property contains a paved driveway, gravel parking area, and a front and backyard.</p>
Major Bibliographic References:	<p>Boyles, E. 2010. The Suburb. Selected Cultural and Historical Geographies of the Greater Seattle Area. Available at: 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>City of SeaTac. 2013. History. Available at: http://dev4.netvip.com/seatac/index.aspx?page=62. Accessed March 14, 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>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.</p> <p>Highline Historical Society. 2013. Oral Histories. Available at: http://www.highlinehistory.org/OralHistories2.html. Accessed April 3, 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.
2014



Northwest corner.
2014



Southwest corner.
2014



Historic Inventory Report

Location

Field Site No. 4542-20 DAHP No.

Historic Name:

Common Name: 21232 31st Ave S

Property Address: 21232 31st Ave S, SeaTac, WA 98198

Comments:

Tax No./Parcel No. 5083000120

Plat/Block/Lot Block 2, Lot 10

Acreage .22

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: 1196372

Northing: 762552

Projection: Washington State Plane South

Datum: HARN (feet)

Identification

Survey Name: Sound Transit Federal Way (2)

Date Recorded: 07/30/2014

Field Recorder: MaryNell Nolan-Wheatley

Owner's Name: JAMISON ERNEST C

Owner Address: 21232 31ST AVE S

City: SeaTac

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 carport was removed. Original attached garage was converted into interior living space.			
Style:	Cladding:	Roof Type:	Roof Material:
Ranch	Wood - Clapboard	Gable - Side Gable	Asphalt / Composition - Shingle
Foundation:	Form/Type:		
Concrete - Poured	Single Family		

Narrative

Study Unit

Other

Architecture/Landscape Architecture

Date of Construction: 1956 Built Date

Builder:

Engineer:

Architect:

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

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

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

Historic Inventory Report

Statement of Significance:

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

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

The City of 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 21232 31st Avenue South in SeaTac, Washington, which is a residential property built in 1956, is not eligible for listing in the NRHP. The property is not eligible for the NRHP under Criterion A, which applies to buildings that are associated with events that have made a significant contribution to the broad patterns of history, as no significant events are associated with this property. To be eligible for the NRHP under Criterion B, a property must be directly associated with a person considered significant within a historic context whose specific contribution to history has been both identified and documented. No such person who meets that definition is linked to this building. The property is not eligible for the NRHP under Criterion C as it is a typical residential building from the mid-twentieth century and does not embody the distinctive characteristics of a type, period, or method of construction; it is not the work of a master and does not possess high artistic value. The property is not eligible for the NRHP under Criterion D for information potential because the materials and construction methods of the building do not convey important information that could contribute to understanding history or prehistory. Therefore, the property is not eligible for listing in the NRHP because it does not meet any of the eligibility criteria. In addition the property is altered including the replacement of original windows and siding, the removal of an original carport, and the conversion of an attached garage into interior living space. As a result, the property has lost integrity of materials, design, and workmanship. The building retains integrity of feeling, setting, location and association.

Historic Inventory Report

Description of Physical Appearance:	<p>21232 31st Avenue South is a one-story, wood frame, ranch style residential property with rectangular plan, constructed in 1956. The building, which sits on a concrete slab foundation, has a side gabled roof with shallow boxed eaves covered in composite shingles. An interior ridge chimney projects from the south end of the roof. The exterior walls of the building are clad in non-original horizontal wood siding and the windows are contemporary replacements. A front door with a non-original metal and glass screen door is located in the center of the front (west) elevation and is accessed via a small concrete step. Two, two-light horizontal sliding windows with decorative, non-operable shutters, are located north of the main entrance while a large window opening that is covered by an external, opaque screen is located south of the front door. The large window also has decorative, non-operable shutters. Originally, an attached garage was located in the far south end of the residence, under the primary side gabled roof and a carport extended west in front of the garage entrance. According to photos on the King County Assessor's website, it appears that by the end of the 1960s, the garage had been converted to interior living space and the carport structure had been removed. At that time, the garage door was replaced with a window, which now contains a two-light horizontal slider. Currently, a 960-square foot detached garage is located behind the residence, although it is not visible from the public right-of-way. The property includes a gravel driveway, a front and backyard, and a rear concrete patio area behind the residence.</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>City of SeaTac. 2013. History. Available at: http://dev4.netvip.com/seatac/index.aspx?page=62. Accessed March 14, 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>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.</p> <p>Highline Historical Society. 2013. Oral Histories. Available at: http://www.highlinehistory.org/OralHistories2.html. Accessed April 3, 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.
2014



Northwest corner.
2014



Historic Inventory Report

Location

Field Site No. 4551-12

DAHP No.

Historic Name:

Common Name: 3120 S 211th St

Property Address: 3120 S 211th St, SeaTac, WA 98198

Comments:

Tax No./Parcel No. 5083000260

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: 1196337

Northing: 763576

Projection: Washington State Plane South

Datum: HARN (feet)

Identification

Survey Name: Sound Transit Federal Way

Date Recorded: 10/25/2013

Field Recorder: MaryNell Nolan-Wheatley

Owner's Name: NELSON, KEVIN L+BRIANNE R

Owner Address: 3120 S 211th St

City: SeaTac

State: Washington

Zip: 98198

Classification: Building

Resource Status:

Comments:

Survey/Inventory

Within a District? No

Contributing? No

National Register:

Local District:

National Register District/Thematic Nomination Name:

Eligibility Status: Not Determined - SHPO

Determination Date: 1/1/0001

Determination Comments:



Historic Inventory Report

Description

Historic Use: Domestic - Single Family House

Current Use: Domestic - Single Family House

Plan: Rectangle Stories: 1

Structural System: Platform Frame

Changes to Plan: Slight

Changes to Interior: Unknown

Changes to Original Cladding: Moderate

Changes to Windows: Extensive

Changes to Other:

Other (specify):

Style:

Cladding:

Roof Type:

Roof Material:

Ranch

Veneer - Brick
Veneer

Hip

Asphalt / Composition -
Shingle

Foundation:

Form/Type:

Concrete - Poured

Single Family

Narrative

Study Unit

Other

Architecture/Landscape Architecture

Date of Construction: 1957 Built Date

Builder:

Engineer:

Architect:

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

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

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

Historic Inventory Report

Statement of Significance:

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

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

The City of 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 3120 South 211th Street in SeaTac, Washington, which is a residential property built in 1957, is not eligible for listing in the NRHP. The property is not eligible for the NRHP under Criterion A, which applies to buildings that are associated with events that have made a significant contribution to the broad patterns of history, as no significant events are associated with this property. To be eligible for the NRHP under Criterion B, a property must be directly associated with a person considered significant within a historic context whose specific contribution to history has been both identified and documented. No such person who meets that definition is linked to this building. The property is not eligible for the NRHP under Criterion C as it is a typical residential building from the mid-twentieth century and does not embody the distinctive characteristics of a type, period, or method of construction; it is not the work of a master and does not possess high artistic value. The property is not eligible for the NRHP under Criterion D for information potential because the materials and construction methods of the building do not convey important information that could contribute to understanding history or prehistory. Therefore, the property is not eligible for listing in the NRHP because it does not meet any of the eligibility criteria. The building has no original windows or doors remaining, the siding has been changed, and the front porch has been enclosed. As a result, the property has lost integrity of design and materials.

Historic Inventory Report

Description of Physical Appearance:	<p>3120 South 211th Street is a one-story ranch style residential property constructed in 1957 with a rectangular floor plan and an interior slope, brick chimney. The property is constructed on a slope and contains a full basement that is not visible from the front (south) elevation, but is accessible from the north (rear) elevation. On the south elevation, the bottom half of the wood frame house is clad in brick veneer, while the top half is clad in narrow, vertical composite siding. A composite shingle covers the hipped roof. The front entrance was originally recessed in a small porch but the entrance area has been enclosed to form a small vestibule. Inside the vestibule, a replacement wood door and a large replacement window are visible, both of which would have originally opened to the outdoors. The added exterior wall is composed of narrow vertical replacement siding on the top half, and wider vertical siding on the bottom half. West of the entrance is a modern overhead garage door that accesses a single-car garage. To the east of the entrance is a replacement, horizontal sliding window and a smaller, one-over-one, replacement sash window. The east end of the south elevation extends out slightly and is covered by its own hipped roof. The west and east elevations of the house are clad in horizontal composite siding. The west elevation contains a fixed, single-light, replacement window. On the east elevation, the basement level is exposed as nearly a full story due to the change in grade of the land. The east elevation contains four, horizontal sliding replacement windows. A large covered deck area is visible on the north elevation. A yard and concrete driveway define the property in front of the south 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>City of SeaTac. 2013. History. Available at: http://dev4.netvip.com/seatac/index.aspx?page=62. Accessed March 14, 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>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.</p> <p>Highline Historical Society. 2013. Oral Histories. Available at: http://www.highlinehistory.org/OralHistories2.html. Accessed April 3, 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



South elevation
2013



East elevation
2013



Southwest corner
2013



Historic Inventory Report

Location

Field Site No. 4552-11 DAHP No.

Historic Name:

Common Name: 3112 S 211th St

Property Address: 3112 S 211th St, SeaTac, WA 98198

Comments:

Tax No./Parcel No. 5083000265

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: 1196270

Northing: 763543

Projection: Washington State Plane South

Datum: HARN (feet)

Identification

Survey Name: Sound Transit Federal Way

Date Recorded: 10/25/2013

Field Recorder: MaryNell Nolan-Wheatley

Owner's Name: GUMSER GERALDINE

Owner Address: 3112 S 211TH ST

City: SeaTac

State: Washington

Zip: 98198

Classification: Building

Resource Status:

Comments:

Survey/Inventory

Within a District? No

Contributing? No

National Register:

Local District:

National Register District/Thematic Nomination Name:

Eligibility Status: Not Determined - SHPO

Determination Date: 1/1/0001

Determination Comments:



Historic Inventory Report

Description

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

Narrative

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

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

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

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

Historic Inventory Report

Statement of Significance:

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

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

The City of 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 3112 South 211th Street in SeaTac, Washington, which is a residential property built in 1957, is not eligible for listing in the NRHP. The property is not eligible for the NRHP under Criterion A, which applies to buildings that are associated with events that have made a significant contribution to the broad patterns of history, as no significant events are associated with this property. To be eligible for the NRHP under Criterion B, a property must be directly associated with a person considered significant within a historic context whose specific contribution to history has been both identified and documented. No such person who meets that definition is linked to this building. The property is not eligible for the NRHP under Criterion C as it is a typical residential building from the mid-twentieth century and does not embody the distinctive characteristics of a type, period, or method of construction; it is not the work of a master and does not possess high artistic value. The property is not eligible for the NRHP under Criterion D for information potential because the materials and construction methods of the building do not convey important information that could contribute to understanding history or prehistory. Therefore, the property is not eligible for listing in the NRHP because it does not meet any of the eligibility criteria. The building has no original windows or doors remaining. As a result, the property has lost integrity of materials.

Historic Inventory Report

Description of Physical Appearance:	<p>The property at 3112 South 211th Street is a one-story ranch style dwelling constructed in 1957 with a rectangular plan and a large, interior slope, brick chimney. The wood frame house is clad in wide, asbestos shingle siding and sits on a poured concrete foundation. A composite shingle covers the hipped roof. All of the windows and doors are contemporary replacements. The ground underneath the house slopes down in the rear of the building, exposing a basement level from the rear (north) elevation. The section of the front façade (south elevation) that contains the replacement wood front door and one, large window opening composed of a large, fixed, single-light window above two single-light awning windows, is slightly recessed from the rest of the elevation. The bottom half of this section of the elevation is clad in brick veneer. A small curved flowerbed is nestled into the recessed entrance area. To the east of the entrance is a retractable garage door that allows access to a single-car garage. To the west of the front entrance are two replacement horizontal sliding windows. A flowerbed delineated by a short concrete block wall is located along the south elevation, underneath these windows. There is a basement window visible on the west elevation. On the east elevation there is a replacement, horizontal sliding window. The property contains a front yard and a concrete driveway on the south 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>City of SeaTac. 2013. History. Available at: http://dev4.netvip.com/seatac/index.aspx?page=62. Accessed March 14, 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>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.</p> <p>Highline Historical Society. 2013. Oral Histories. Available at: http://www.highlinehistory.org/OralHistories2.html. Accessed April 3, 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



South (front) elevation
2013



Southeast corner
2013



Southwest corner
2013



Historic Inventory Report

Location

Field Site No. 4553-10

DAHP No.

Historic Name:

Common Name: 3104 S 211th St

Property Address: 3104 S 211th St, SeaTac, WA 98198

Comments:

Tax No./Parcel No. 5083000270

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: 1196181

Northing: 763529

Projection: Washington State Plane South

Datum: HARN (feet)

Identification

Survey Name: Sound Transit Federal Way

Date Recorded: 10/25/2013

Field Recorder: MaryNell Nolan-Wheatley

Owner's Name: GANGLOFF DAVID C+RENEE D

Owner Address: 3104 S 211TH ST

City: SeaTac

State: Washington

Zip: 98198

Classification: Building

Resource Status:

Comments:

Survey/Inventory

Within a District? No

Contributing? No

National Register:

Local District:

National Register District/Thematic Nomination Name:

Eligibility Status: Not Determined - SHPO

Determination Date: 1/1/0001

Determination Comments:



Historic Inventory Report

Description

Historic Use: Domestic - Single Family House

Current Use: Domestic - Single Family House

Plan: Rectangle Stories: 1

Structural System: Platform Frame

Changes to Plan: Moderate

Changes to Interior: Unknown

Changes to Original Cladding: Slight

Changes to Windows: Extensive

Changes to Other:

Other (specify):

Style:

Cladding:

Roof Type:

Roof Material:

Ranch

Shingle -
Concrete/Asbestos
Veneer - Brick

Gable - Side Gable

Asphalt / Composition -
Shingle

Foundation:

Form/Type:

Concrete - Block

Single Family - Side Gable

Narrative

Study Unit

Other

Architecture/Landscape Architecture

Date of Construction: 1956 Built Date

Builder:

Engineer:

Architect:

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

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

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

Historic Inventory Report

Statement of Significance:

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

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

The City of 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 3104 South 211th Street in SeaTac, Washington, which is a residential property built in 1956, is not eligible for listing in the NRHP. The property is not eligible for the NRHP under Criterion A, which applies to buildings that are associated with events that have made a significant contribution to the broad patterns of history, as no significant events are associated with this property. To be eligible for the NRHP under Criterion B, a property must be directly associated with a person considered significant within a historic context whose specific contribution to history has been both identified and documented. No such person who meets that definition is linked to this building. The property is not eligible for the NRHP under Criterion C as it is a typical residential building from the mid-twentieth century and does not embody the distinctive characteristics of a type, period, or method of construction; it is not the work of a master and does not possess high artistic value. The property is not eligible for the NRHP under Criterion D for information potential because the materials and construction methods of the building do not convey important information that could contribute to understanding history or prehistory. Therefore, the property is not eligible for listing in the NRHP because it does not meet any of the eligibility criteria. The building has no original windows or doors and has a large garage and deck addition on the rear of the property. As a result, the property has lost integrity of design and materials.

Historic Inventory Report

Description of Physical Appearance:	<p>The property at 3104 South 211th Street is a one-story ranch style dwelling with a rectangular plan and painted brick chimney, constructed in 1956. The wood frame house is clad in wide, asbestos shingle siding and sits on a poured concrete foundation. A composite shingle covers the side gabled roof. All of the windows and doors are contemporary replacements. The ground underneath the house slopes down slightly, revealing the concrete foundation on the rear (north) elevation. The section of the front façade (south elevation) that contains the replacement metal front door and one, three-light replacement window with a fixed middle light flanked by two horizontal sliding single-lights, is slightly recessed from the rest of the elevation. The bottom half of this section of the elevation is clad in painted brick veneer. A small curved flowerbed surrounded by a short concrete block wall is nestled into the recessed entrance area. To the east of the entrance is a metal retractable garage door that allows access to a single car garage. To the west of the front entrance are two replacement horizontal sliding windows with decorative, non-operable shutters. Flowerbeds are located underneath these windows. There are no windows on the west elevation. On the east elevation there is a replacement, one-over-one sash window and a fixed, replacement single-light window. The gable ends are clad in narrow, horizontal composite siding. A two-car garage and large wooden deck area have been added to the north elevation of the house. The property contains a front yard and a concrete driveway on the south 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>City of SeaTac. 2013. History. Available at: http://dev4.netvip.com/seatac/index.aspx?page=62. Accessed March 14, 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>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.</p> <p>Highline Historical Society. 2013. Oral Histories. Available at: http://www.highlinehistory.org/OralHistories2.html. Accessed April 3, 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



South elevation
2013



Southeast corner
2013



Southwest corner
2013



Historic Inventory Report

Location

Field Site No. 4593-13 DAHP No.

Historic Name:

Common Name: 3121 S 211th St

Property Address: 3121 S 211th St, SeaTac, WA 98198

Comments:

Tax No./Parcel No. 5083100020

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: 1196380

Northing: 763417

Projection: Washington State Plane South

Datum: HARN (feet)

Identification

Survey Name: Sound Transit Federal Way Date Recorded: 10/25/2013

Field Recorder: MaryNell Nolan-Wheatley

Owner's Name: WORREL J & M LIVING TRUST

Owner Address: 3121 S 211TH ST

City: SeaTac State: Washington Zip: 98198

Classification: Building

Resource Status: Comments:

Survey/Inventory

Within a District? No

Contributing? No

National Register:

Local District:

National Register District/Thematic Nomination Name:

Eligibility Status: Not Determined - SHPO

Determination Date: 1/1/0001

Determination Comments:



Historic Inventory Report

Description

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

Narrative

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

Property appears to meet criteria for the National Register of Historic Places: No
Property is located in a potential historic district (National and/or local): No
Property potentially contributes to a historic district (National and/or local): No

Historic Inventory Report

Statement of Significance:

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

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

The City of 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 3121 South 211th Street in SeaTac, Washington, which is a residential property built in 1955, is not eligible for listing in the NRHP. The property is not eligible for the NRHP under Criterion A, which applies to buildings that are associated with events that have made a significant contribution to the broad patterns of history, as no significant events are associated with this property. To be eligible for the NRHP under Criterion B, a property must be directly associated with a person considered significant within a historic context whose specific contribution to history has been both identified and documented. No such person who meets that definition is linked to this building. The property is not eligible for the NRHP under Criterion C as it is a typical residential building from the mid-twentieth century and does not embody the distinctive characteristics of a type, period, or method of construction; it is not the work of a master and does not possess high artistic value. The property is not eligible for the NRHP under Criterion D for information potential because the materials and construction methods of the building do not convey important information that could contribute to understanding history or prehistory. Therefore, the property is not eligible for listing in the NRHP because it does not meet any of the eligibility criteria. Additionally, the building has undergone several alterations and retains no original siding, windows or doors. As a result, the property has lost integrity of design, workmanship, and materials.

Historic Inventory Report

Description of
Physical
Appearance:

3121 South 211th Street is a one story minimal traditional style residential property constructed in 1955 with an irregular plan and an interior slope brick chimney. The plan of the house remains intact, with a square section that wraps around the northeast corner of the main, rectangular plan house. Originally, this section was a garage, although the original vehicle opening has been filled in and the space has been converted into interior living space. The wood frame house is clad in replacement horizontal composite siding and all windows and doors are contemporary replacements. The steeply pitched, side gabled roof is covered in composite shingle. The northwest corner of the main house is set back, creating a small, ground level porch under the principle house roof. The northwest corner of the roof is not supported by a column or pillar. The replacement wood door is covered by a modern metal and screen door. To the east of the porch on the main section of the house are two window openings: a fixed, single-light window flanked by two narrow casement windows and a one-over-one sash window. The north elevation of the garage section (which originally contained a vehicle entrance) now contains an off-center, fixed, single-light window flanked by two narrow casement windows. The east elevation of the garage section contains a one-over-one sash window. The placement of the window openings on the north and east elevations have not been altered from the original design. The front of the property is defined by a sloping yard area and a paved driveway.

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



North elevation
2013



Northeast corner
2013



Northwest corner
2013



Historic Inventory Report

Location

Field Site No. 4594-14

DAHP No.

Historic Name:

Common Name: 3111 S 211th St

Property Address: 3111 S 211th St, SeaTac, WA 98198

Comments:

Tax No./Parcel No. 5083100025

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: 1196298

Northing: 763391

Projection: Washington State Plane South

Datum: HARN (feet)

Identification

Survey Name: Sound Transit Federal Way

Date Recorded: 10/25/2013

Field Recorder: MaryNell Nolan-Wheatley

Owner's Name: FLORIAN DAVID+JUANNA

Owner Address: 3111 S 211TH ST

City: SeaTac

State: Washington

Zip: 98198

Classification: Building

Resource Status:

Comments:

Survey/Inventory

Within a District? No

Contributing? No

National Register:

Local District:

National Register District/Thematic Nomination Name:

Eligibility Status: Not Determined - SHPO

Determination Date: 1/1/0001

Determination Comments:



Historic Inventory Report

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: Moderate	Changes to Interior: Unknown		
Changes to Other: Extensive	Changes to Windows: Extensive		
Other (specify): original garage extended and converted to living space			
Style:	Cladding:	Roof Type:	Roof Material:
Ranch	Wood	Hip	Asphalt / Composition - Shingle
	Veneer - Brick		
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).

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 3111 South 211th Street in SeaTac, Washington, which is a residential property built in 1955, is not eligible for listing in the NRHP. The property is not eligible for the NRHP under Criterion A, which applies to buildings that are associated with events that have made a significant contribution to the broad patterns of history, as no significant events are associated with this property. To be eligible for the NRHP under Criterion B, a property must be directly associated with a person considered significant within a historic context whose specific contribution to history has been both identified and documented. No such person who meets that definition is linked to this building. The property is not eligible for the NRHP under Criterion C as it is a typical residential building from the mid-twentieth century and does not embody the distinctive characteristics of a type, period, or method of construction; it is not the work of a master and does not possess high artistic value. The property is not eligible for the NRHP under Criterion D for information potential because the materials and construction methods of the building do not convey important information that could contribute to understanding history or prehistory. Therefore, the property is not eligible for listing in the NRHP because it does not meet any of the eligibility criteria. Additionally, the building has undergone several alterations and retains no original windows or doors. As a result, the property has lost integrity of design and materials.

Historic Inventory Report

Description of Physical Appearance:	<p>The property at 3111 South 211th Street is a one-story ranch style dwelling constructed in 1955 with a rectangular plan and an interior slope brick chimney. The wood frame house is clad in horizontal wood siding and sits on a poured concrete foundation. A composite shingle covers the hipped roof. All of the windows and doors are contemporary replacements. The section of the front façade (north elevation) that contains the replacement paneled wood front door with decorative glazing and one large fixed, single-light window, is slightly recessed from the rest of the elevation. The bottom half of this section of the elevation is clad in brick veneer. Originally, this recessed section of the house extended all the way to the northeast corner, and contained a retractable garage door that accessed a single-car garage. At some point, the garage was converted into interior living space and the east end of the north exterior wall was extended outward to nearly meet the edge of the eave overhang. The north elevation of this protruding section that is located in the position of the original garage now contains a large sliding horizontal window. To the west of the front entrance are two, two-light, horizontal sliding windows. There are no windows on the east or west elevations. The property contains a sloping front yard and a concrete driveway on 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>City of SeaTac. 2013. History. Available at: http://dev4.netvip.com/seatac/index.aspx?page=62. Accessed March 14, 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>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.</p> <p>Highline Historical Society. 2013. Oral Histories. Available at: http://www.highlinehistory.org/OralHistories2.html. Accessed April 3, 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



North elevation
2013



Northeast corner
2013



former garage is at far left.
Southwest corner
2013



Historic Inventory Report

Location

Field Site No. 4595-50 DAHP No.
Historic Name:
Common Name: 3105 S 211th St
Property Address: 3105 S 211th St, SeaTac, WA 98198
Comments:
Tax No./Parcel No. 5083100030
Plat/Block/Lot Plat Lot 6
Acreage .20
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: 1196219
Northing: 763381
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: ORDINARIO MARILA O
Owner Address: 3105 S 211TH ST
City: SeaTac State: WA Zip: 98198
Classification: Building
Resource Status: Comments:
Survey/Inventory
Within a District? No
Contributing? No
National Register:
Local District:
National Register District/Thematic Nomination Name:
Eligibility Status: Not Determined - SHPO
Determination Date: 1/1/0001
Determination Comments:



Historic Inventory Report

Description

Historic Use: Domestic - Single Family House	Current Use: Domestic - Single Family House		
Plan: L-Shape	Stories: 1		
Changes to Plan: Moderate	Structural System: Platform Frame		
Changes to Original Cladding: Intact	Changes to Interior: Unknown		
Changes to Other: Moderate	Changes to Windows: Extensive		
Other (specify): Original attached garage converted into interior living space.			
Style:	Cladding:	Roof Type:	Roof Material:
Ranch	Wood	Hip	Asphalt / Composition - Shingle
	Veneer - Brick		
	Shingle - Concrete/Asbestos		
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

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 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 3105 South 211th Street in SeaTac, Washington, which is a residential property built in 1955, is not eligible for listing in the NRHP. The property is not eligible for the NRHP under Criterion A, which applies to buildings that are associated with events that have made a significant contribution to the broad patterns of history, as no significant events are associated with this property. To be eligible for the NRHP under Criterion B, a property must be directly associated with a person considered significant within a historic context whose specific contribution to history has been both identified and documented. No such person who meets that definition is linked to this building. The property is not eligible for the NRHP under Criterion C as it is a typical residential building from the mid-twentieth century and does not embody the distinctive characteristics of a type, period, or method of construction; it is not the work of a master and does not possess high artistic value. The property is not eligible for the NRHP under Criterion D for information potential because the materials and construction methods of the building do not convey important information that could contribute to understanding history or prehistory. Therefore, the property is not eligible for listing in the NRHP because it does not meet any of the eligibility criteria. In addition the building is altered including the replacement of original windows, the conversion of an attached garage into interior living space, and a rear addition. As a result, the property has lost integrity of materials and design. The building retains integrity of workmanship, feeling, setting, location, and association.

Historic Inventory Report

Description of Physical Appearance:

3105 South 211th Street is a one-story, wood frame, ranch style, residential property with an L-shaped plan constructed in 1955. The building, which sits on a concrete slab foundation, has a hipped roof with moderately deep boxed eaves covered in composite shingles. Two interior slope brick chimneys – one of which is larger than the other – protrude from the east and west sides of the building. The upper half of the residence's exterior walls are clad in horizontal wood siding while the bottom half are clad in brick veneer on the front (north) elevation and asbestos shingles on the side (east and west) elevation. All of the visible windows are contemporary replacements. A paneled replacement front door, which is protected by a metal and glass storm door, is located in the center of the front façade. East of the front door is a large, three-light horizontal sliding window. Originally, an attached garage was likely located in the east end of the house, under the primary hipped roof. At an unknown date, the garage was converted to interior living space and the original vehicle bay with a retractable garage door was replaced with large, double sliding glass doors. The east end of the façade, including the front door, three-light window, and double glass sliding doors, is slightly recessed from the west side of the façade, which contains two, two-light horizontal sliding windows. There are no visible windows on the west elevation. A two-light horizontal sliding window is located on the east elevation. Floor plan drawings found on the King County Assessor's website indicate that a large, rectangular plan addition was constructed onto the west end of the rear (south) elevation. This addition is not visible from the public right-of-way. A concrete patio extends from the east end of the rear elevation and sits adjacent to a detached shed building with a front gabled roof. The shed is clad in vertical wood siding and has a large wood door on the north elevation. The residence is located at the top of a small hill and includes two paved driveways: the first leads to the location of the former garage and the second is used as a parking space for a recreational vehicle on the west side of the house.

Major Bibliographic References:

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

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

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

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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



North elevation
2014



Northeast corner
2014



Northwest corner
2014



Historic Inventory Report

Location

Field Site No. 4596-15 DAHP No.
Historic Name:
Common Name: 21114 31st Avenue S
Property Address: 21114 31st Ave S, SeaTac, WA 98198
Comments:
Tax No./Parcel No. 5083100035
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: 1196291
Northing: 763304
Projection: Washington State Plane South
Datum: HARN (feet)

Identification

Survey Name: Sound Transit Federal Way Date Recorded: 10/25/2013
Field Recorder: MaryNell Nolan-Wheatley
Owner's Name: SISLEY, RUTH L
Owner Address: 21114 31ST AVE S
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 - 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: Slight

Changes to Windows: Extensive

Changes to Other:

Other (specify):

Style:

Cladding:

Roof Type:

Roof Material:

Ranch

Shingle -
Concrete/Asbestos
Wood

Hip

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).

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 21114 31st Avenue South in SeaTac, Washington, which is a residential property built in 1955, is not eligible for listing in the NRHP. The property is not eligible for the NRHP under Criterion A, which applies to buildings that are associated with events that have made a significant contribution to the broad patterns of history, as no significant events are associated with this property. To be eligible for the NRHP under Criterion B, a property must be directly associated with a person considered significant within a historic context whose specific contribution to history has been both identified and documented. No such person who meets that definition is linked to this building. The property is not eligible for the NRHP under Criterion C as it is a typical residential building from the mid-twentieth century and does not embody the distinctive characteristics of a type, period, or method of construction; it is not the work of a master and does not possess high artistic value. The property is not eligible for the NRHP under Criterion D for information potential because the materials and construction methods of the building do not convey important information that could contribute to understanding history or prehistory. Therefore, the property is not eligible for listing in the NRHP because it does not meet any of the eligibility criteria. Additionally, the building has no visible original windows. As a result, the property has lost some integrity of materials.

Historic Inventory Report

Description of Physical Appearance:	<p>21114 31st Avenue South is a one-story ranch style residential property constructed in 1955 with a rectangular floor plan and two interior slope brick chimneys. The wood frame house is clad in horizontal wood siding and asbestos shingle siding and sits on a concrete slab foundation. A composite shingle covers the hipped roof with a moderate eave overhang. The north end of the west (front) elevation is recessed and (moving from south to north) contains the front door, a large, fixed, single-light replacement window, and a retractable garage door that accesses a single-car garage. The south end of the elevation, where the exterior wall extends further towards the end of the eave overhang, contains two replacement horizontal sliding windows. This protruding section of the elevation is clad in two types of siding: narrower white horizontal wood siding on the top half and green asbestos shingle siding on the lower half. There are no windows on the south elevation. A low wall of decorative concrete block runs along part of the front façade. The garage is accessed by a paved driveway. The property is surrounded by a lawn and some vegetation that affords privacy to the house.</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>City of SeaTac. 2013. History. Available at: http://dev4.netvip.com/seatac/index.aspx?page=62. Accessed March 14, 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>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.</p> <p>Highline Historical Society. 2013. Oral Histories. Available at: http://www.highlinehistory.org/OralHistories2.html. Accessed April 3, 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



Southwest corner
2013



Historic Inventory Report

Location

Field Site No. 4597-16

DAHP No.

Historic Name:

Common Name: 21122 31st Avenue S

Property Address: 21122 31st Ave S, SeaTac, WA 98198

Comments:

Tax No./Parcel No. 5083100040

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: 1196337

Northing: 763249

Projection: Washington State Plane South

Datum: HARN (feet)

Identification

Survey Name: Sound Transit Federal Way

Date Recorded: 10/25/2013

Field Recorder: MaryNell Nolan-Wheatley

Owner's Name: HARVEY, ANTHONY L

Owner Address: PO BOX 13037

City: SEATTLE

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

Structural System: Platform Frame

Changes to Plan: Slight

Changes to Interior: Unknown

Changes to Original Cladding: Intact

Changes to Windows: Extensive

Changes to Other:

Other (specify):

Style:

Cladding:

Roof Type:

Roof Material:

Ranch

Veneer - Brick

Shed

Asphalt / Composition -

Shingle -

Hip

Shingle

Concrete/Asbestos

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).

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 21122 31st Avenue South in SeaTac, Washington, which is a residential property built in 1955, is not eligible for listing in the NRHP. The property is not eligible for the NRHP under Criterion A, which applies to buildings that are associated with events that have made a significant contribution to the broad patterns of history, as no significant events are associated with this property. To be eligible for the NRHP under Criterion B, a property must be directly associated with a person considered significant within a historic context whose specific contribution to history has been both identified and documented. No such person who meets that definition is linked to this building. The property is not eligible for the NRHP under Criterion C as it is a typical residential building from the mid-twentieth century and does not embody the distinctive characteristics of a type, period, or method of construction; it is not the work of a master and does not possess high artistic value. The property is not eligible for the NRHP under Criterion D for information potential because the materials and construction methods of the building do not convey important information that could contribute to understanding history or prehistory. Therefore, the property is not eligible for listing in the NRHP because it does not meet any of the eligibility criteria. Additionally, the building retains no visible original windows. As a result, the property has lost some integrity of materials.

Historic Inventory Report

Description of Physical Appearance:	<p>21122 31st Avenue South is a one-story ranch style residential property constructed in 1955 with a rectangular floor plan and two interior slope brick chimneys. The wood frame house is clad primarily in asbestos shingle siding and sits on a concrete slab foundation. A composite shingle covers the hipped roof with a shallow eave overhang. The north end of the west (front) elevation is recessed and (moving from south to north) contains the front door, a large, four-light, replacement, horizontal sliding window and a retractable garage door that accesses a single-car garage. The bottom half of the recessed north end of the exterior wall on the west elevation is clad in brick veneer painted white. The south end of the west elevation, where the exterior wall extends further towards the end of the eave overhang, contains two replacement two-light horizontal sliding windows. This protruding section of the elevation is clad only in asbestos shingle siding. There are no windows on the south elevation. A shed roofed overhang has been added to the north elevation and is surrounded by a wood fence. The property in front of the house is defined by a lawn and a paved driveway that leads to the garage.</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>City of SeaTac. 2013. History. Available at: http://dev4.netvip.com/seatac/index.aspx?page=62. Accessed March 14, 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>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.</p> <p>Highline Historical Society. 2013. Oral Histories. Available at: http://www.highlinehistory.org/OralHistories2.html. Accessed April 3, 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



Historic Inventory Report

Location

Field Site No. 4598-17

DAHP No.

Historic Name:

Common Name: 21130 31st Avenue S

Property Address: 21130 31st Ave S, SeaTac, WA 98198

Comments:

Tax No./Parcel No. 5083100045

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: 1196404

Northing: 763174

Projection: Washington State Plane South

Datum: HARN (feet)

Identification

Survey Name: Sound Transit Federal Way

Date Recorded: 10/25/2013

Field Recorder: MaryNell Nolan-Wheatley

Owner's Name: PEREZ, ARACELI

Owner Address: 21130 31ST AVE S

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 - Single Family House

Current Use: Domestic - Single Family House

Plan: Rectangle

Stories: 1

Structural System: Platform Frame

Changes to Plan: Slight

Changes to Interior: Unknown

Changes to Original Cladding: Slight

Changes to Windows: Extensive

Changes to Other:

Other (specify):

Style:

Cladding:

Roof Type:

Roof Material:

Ranch

Veneer - PermaStone
Wood

Gable - Side Gable

Asphalt / Composition -
Shingle

Foundation:

Form/Type:

Concrete - Poured

Single Family - Side Gable

Narrative

Study Unit

Other

Architecture/Landscape Architecture

Date of Construction:

1955 Built Date

Builder:

Engineer:

Architect:

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

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

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

Historic Inventory Report

Statement of Significance:

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

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

The City of 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 21130 31st Avenue South in SeaTac, Washington, which is a residential property built in 1955, is not eligible for listing in the NRHP. The property is not eligible for the NRHP under Criterion A, which applies to buildings that are associated with events that have made a significant contribution to the broad patterns of history, as no significant events are associated with this property. To be eligible for the NRHP under Criterion B, a property must be directly associated with a person considered significant within a historic context whose specific contribution to history has been both identified and documented. No such person who meets that definition is linked to this building. The property is not eligible for the NRHP under Criterion C as it is a typical residential building from the mid-twentieth century and does not embody the distinctive characteristics of a type, period, or method of construction; it is not the work of a master and does not possess high artistic value. The property is not eligible for the NRHP under Criterion D for information potential because the materials and construction methods of the building do not convey important information that could contribute to understanding history or prehistory. Therefore, the property is not eligible for listing in the NRHP because it does not meet any of the eligibility criteria. Additionally, the building retains no visible original doors or windows. As a result, the property has lost some integrity of materials.

Historic Inventory Report

Description of Physical Appearance:	<p>21130 31st Avenue South is a one-story ranch style residential property constructed in 1955 with a rectangular floor plan and two interior slope brick chimneys. The wood frame house is clad in horizontal wood siding and sits on a concrete slab foundation. A composite shingle covers the side gabled roof with a shallow eave overhang. The north end of the west (front) elevation is recessed and (moving from south to north) contains a replacement wood front door with a decorative oval window, a large, three-light, replacement, horizontal sliding window and a retractable garage door that accesses a single-car garage. The bottom half of the recessed north end of the exterior wall on the west elevation is clad in faux stone veneer. Originally, the entire north end of the west elevation was clad in faux stone veneer. Currently, the top half is clad in a horizontal siding that matches the rest of the house. The south end of the west elevation, where the exterior wall extends further towards the end of the eave overhang, contains two replacement two-light horizontal sliding windows. There is a small attic vent in the south gable, but there are no windows on the south elevation. An attached shed roofed overhang has been added to the east elevation, shading a concrete patio area. The property in front of the house is defined by a lawn, some flowerbeds, a path leading to the front doorway, and a paved driveway that leads to the garage.</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>City of SeaTac. 2013. History. Available at: http://dev4.netvip.com/seatac/index.aspx?page=62. Accessed March 14, 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>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.</p> <p>Highline Historical Society. 2013. Oral Histories. Available at: http://www.highlinehistory.org/OralHistories2.html. Accessed April 3, 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



West elevation
2013



Southwest corner
2013