



Historic Inventory Report

Location

Field Site No. 4599-18

DAHP No.

Historic Name:

Common Name: 21138 31st Ave S

Property Address: 21138 31st Ave S, SeaTac, WA 98198

Comments:

Tax No./Parcel No. 5083100050

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: 1196417

Northing: 763102

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: BEAN, CHRISTOPHER J+WASIEWICZ, ANNE M

Owner Address: 21138 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: Intact

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 21138 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>21138 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 on the top half and asbestos shingle siding on the bottom half, 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 a wood front door with a metal and glass screen door, a large window opening with a replacement fixed, single-light window flanked by sliding eight-light windows, and a retractable garage door that accesses a single-car garage. The south end of the west elevation, where the exterior wall extends further towards the end of the eave overhang, has two window openings, each of which contains two replacement, nine-light horizontal sliding windows. An attached shed roofed overhang with a high wood fence has been added to the north elevation. The property in front of the house is defined by a lawn, a small flowerbed, a pebbled path leading to the front doorway, 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



West elevation
2013



West elevation
2013



Northwest elevation
2013



Historic Inventory Report

Location

Field Site No. 4600-19
DAHP No.
Historic Name:
Common Name: 21144 31st Ave S
Property Address: 21144 31st Ave S, SeaTac, WA 98198
Comments:
Tax No./Parcel No. 5083100055
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: 1196406
Northing: 763034
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: RICHARDSON, MONTE
Owner Address: 21144 31ST AVE S
City: SeaTac
State: Washington
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: 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	Veneer - PermaStone	Hip	Asphalt / Composition - Shingle
	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 21144 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>21144 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 a replacement wood front door, 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. 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 are no visible windows on the south elevation. 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



West elevation
2013



Northwest corner
2013



Historic Inventory Report

Location

Field Site No. 4601-20

DAHP No.

Historic Name:

Common Name: 21150 31st Ave S

Property Address: 21150 31st Ave S, SeaTac, WA 98198

Comments:

Tax No./Parcel No. 5083100060

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: 1196392

Northing: 762964

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: SENG, ROS & SATH, PAULARITA

Owner Address: 15606 SE 254TH PL

City: Covington

State: Washington

Zip: 98042

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: Slight	Changes to Interior: Unknown		
Changes to Other: Moderate	Changes to Windows: Extensive		
Other (specify): Original garage extended and converted to interior living space			
Style:	Cladding:	Roof Type:	Roof Material:
Ranch	Veneer - PermaStone	Hip	Asphalt / Composition - 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:	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 21150 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 and the original garage has been converted into living space. As a result, the property has lost integrity of design and materials.

Historic Inventory Report

Description of Physical Appearance:	<p>The property at 21150 31st Avenue South 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 vertical T1-11 siding, asbestos shingle siding, and faux stone 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 central section of the front façade (west elevation) that contains the replacement paneled wood front door with decorative glazing and one, large window opening composed of a fixed, sixteen-light window flanked by horizontal eight-light, horizontal sliding windows, is recessed from the rest of the elevation. The bottom half of this section of the elevation is clad in faux stone and the top half is clad in vertical T1-11 siding. Originally, the recessed section of the house, clad half and half in brick veneer and vertical T1-11 siding, extended all the way to the northwest 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 west elevation of this protruding section that is located in the position of the original garage now contains a window opening with two, twelve-light, horizontal sliding windows. To the south of the front entrance are two window openings, each of which contain two, nine-light, horizontal sliding windows. The north and south ends of the west elevation, which flank the recessed entrance area, are both clad in vertical T1-11 siding above asbestos shingle siding. There are no windows on the south elevation. The property contains a front yard and a concrete driveway on 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



Original garage, visible at far left, now contains 2-light window.
West elevation
2013



Northwest corner
2013



Southwest corner
2013



Historic Inventory Report

Location

Field Site No. 4602-21 DAHP No.

Historic Name:

Common Name: 21149 32nd Ave S

Property Address: 21149 32nd Ave S, SeaTac, WA 98198

Comments:

Tax No./Parcel No. 5083100065

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: 1196522

Northing: 762960

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: WU RICHMOND C+ANDREW+HALAN

Owner Address: 12403 SE 29TH ST

City: BELLEVUE State: Washington Zip: 98005

Classification: Building

Resource Status: Comments:

Survey/Inventory

Within a District? No

Contributing? No

National Register:

Local District:

National Register District/Thematic Nomination Name:

Eligibility Status: Not Determined - SHPO

Determination Date: 1/1/0001

Determination Comments:



Historic Inventory Report

Description

Historic Use: Domestic - Single Family House

Current Use: Domestic - Single Family House

Plan: Rectangle Stories: 1

Structural System: Platform Frame

Changes to Plan: Moderate

Changes to Interior: Moderate

Changes to Original Cladding: Moderate

Changes to Windows: Extensive

Changes to Other:

Other (specify):

Style:

Cladding:

Roof Type:

Roof Material:

Ranch

Veneer - PermaStone

Shed

Asphalt / Composition -

Veneer - Vinyl Siding

Hip

Shingle

Gable - Front Gable

Asphalt / Composition -

Rolled

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 21149 32nd Avenue 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 has a large, new construction garage addition. As a result, the property has lost integrity of design and materials.

Historic Inventory Report

Description of
Physical
Appearance:

21149 32nd Avenue South is a one-story ranch style residential property constructed in 1955 with a rectangular floor plan and two interior slope brick chimneys. A front gabled garage has been newly constructed on the west side of the property and is connected to the main house by a shed roofed patio. The wood frame house is clad primarily in horizontal composite siding and sits on a concrete slab foundation. A composite shingle covers the hipped roof with a shallow eave overhang. The roof of the garage is also covered in a composite shingle. The front (east) elevation contains four replacement windows, three of which are two-light, horizontal sliding windows. The window just south of the paneled replacement door is a large, fixed, single-light window. The south section of front façade, which includes the front door and two large windows, is slightly recessed from the north section. The bottom half of the exterior wall of the east elevation is clad in faux stone veneer. The faux stone veneer ends before the southern-most window on the east elevation. Originally, this was the location of a retractable garage door that accessed a single-car garage. The garage has since been converted into interior living space, and the retractable door was replaced with a horizontal sliding window. The original paved driveway leading to the south end of the east elevation remains extant despite the removal of the garage. The south elevation of the house contains one, two-light horizontal sliding window, positioned just under the eave overhang. The bottom half of this elevation was originally clad in an asbestos shingle siding, which has since been replaced with horizontal composite siding to match the rest of the house. The west elevation contains a replacement pedestrian door. A large, shed roofed, wood overhang covered with rolled roofing has been added to the west elevation of the dwelling, and covers a concrete patio area. The shed roof connects with the east elevation of the new garage that sits on a poured concrete foundation. The garage is clad in horizontal composite siding that is wider than that on the main house. There are two retractable metal doors on the south elevation. The east elevation contains a pedestrian door and a small, horizontal sliding window. The west elevation contains a fixed, six-light window. The property's perimeter is outlined by a wood plank fence.

Major
Bibliographic
References:

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

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

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



House is on the right, new garage is on the left.
South elevation
2013



new garage is in the rear, on the left of the photo. Original
garage converted to living space is on the far left end of the
house.
East elevation
2013



House is in the front (right), garage is in the rear (left).
Southeast corner
2013



new construction garage
Southwest corner
2013



Historic Inventory Report

Location

Field Site No. 4842-47 DAHP No.

Historic Name:

Common Name: Stafford Health Care

Property Address: 2800 S 224th St, Des Moines, WA 98198

Comments:

Tax No./Parcel No. 5514600005

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: 1195459

Northing: 759313

Projection: Washington State Plane South

Datum: HARN (feet)

Identification

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

Field Recorder: MaryNell Nolan-Wheatley

Owner's Name: SHS PROPERTIES 111 LLC

Owner Address: 33838 PACIFIC HWY S #B-102

City: FEDERAL WAY State: Washington Zip: 98003

Classification: Building

Resource Status: Comments:

Survey/Inventory

Within a District? No

Contributing? No

National Register:

Local District:

National Register District/Thematic Nomination Name:

Eligibility Status: Not Determined - SHPO

Determination Date: 1/1/0001

Determination Comments:



Historic Inventory Report

Description

Historic Use: Health Care - Clinic	Current Use: Health Care - Hospital		
Plan: Rectangle	Stories: 3		
Changes to Plan: Extensive	Structural System: Concrete - Block		
Changes to Original Cladding: Slight	Changes to Interior: Unknown		
Changes to Other:	Changes to Windows: Extensive		
Other (specify):			
Style:	Cladding:	Roof Type:	Roof Material:
Modern - Mansard	Veneer - Stucco	Mansard	Metal - Standing Seam
Modern	Concrete - Block	Flat with Eaves	Asphalt / Composition - Shingle
	Veneer - Brick		Asphalt / Composition - Built Up
Foundation:	Form/Type:		
Concrete - Poured	Other		

Narrative

Study Unit	Other	
Architecture/Landscape Architecture		
Date of Construction:	1958 Built Date	Builder:
	2008 Addition	
		Engineer:
		Architect:

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

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

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

Historic Inventory Report

Statement of Significance:

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

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

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

The commercial property at 2800 South 224th Street in Des Moines, Washington, which was constructed in 1958 and is currently occupied by the Stafford Healthcare facility, is not eligible for listing in the NRHP. The property is not eligible for the NRHP under Criterion A, which applies to buildings that are associated with events that have made a significant contribution to the broad patterns of history, as no significant events are associated with this property. To be eligible for the NRHP under Criterion B, a property must be directly associated with a person considered significant within a historic context whose specific contribution to history has been both identified and documented. No such person who meets that definition is linked to this building. The property is not eligible for the NRHP under Criterion C as it is an unremarkable example of a nursing home facility from the mid-to-late twentieth century and does not embody the distinctive characteristics of a type, period, or method of construction; it is not the work of a master and does not possess high artistic value. The property is not eligible for the NRHP under Criterion D for information potential because the materials and construction methods of the 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 buildings have undergone alterations, and additions and demolitions have changed the plan of the buildings. Many original doors and windows have also been replaced. As a result, the property has lost integrity of design and materials. The building retains integrity of workmanship, setting, location, feeling and association.

Historic Inventory Report

Description of Physical Appearance:	<p>2800 South 224th Street is occupied by the Stafford Healthcare nursing home. It consists of two buildings constructed in 1958 and c.1969. The 1958 building, located on the south end of the property, is two stories over a basement with a rectangular plan, and the newer building is three stories located immediately north of the original building, with an irregular plan. Both are concrete block construction on poured concrete foundations. The King County Assessor's website indicates that circa 2008, a 10,000 square foot building on the property was demolished and a 264 square foot addition was added along with new parking stalls. As a result, the plan of both buildings has been altered. According to historic aerials, it appears that a large addition and part of the original building on the east elevation were removed, and the two-story section with the exaggerated mansard at the southeast corner of the c.1969 building was added. The original building is clad in smooth stucco and painted brick veneer, and has a flat roof with an extended eave on the front (west) and south elevations that covers the balcony. The original building's main feature is the metal and concrete balcony that runs the length of the west elevation and wraps around the southwest corner. The balcony, which is composed of vertical metal beams with metal panels fixed underneath the railing between the beams, creates a kind of exoskeleton for the building. All of the windows on the west and south elevations are three-light, horizontal sliding windows, with a fixed middle light. The east elevation, which has a painted concrete block exterior wall, also contains three-light horizontal sliding windows with metal frames and several pedestrian doors. A metal awning has been added along the roof of the east elevation to imitate the mansard of the newer building.</p> <p>The c.1969 building has stucco siding and a mansard roof of asphalt shingle, except for the exaggerated mansard over the newer addition, which is clad in standing seam metal. This building is defined by vertical rows of projecting bay windows. Each window is separated on the top and bottom by an opaque composite material that wraps around the projecting bay. The projecting bays run from the ground to the roof. The north elevation contains a centrally positioned pedestrian door with a small window opening on the second and third floors, directly above the pedestrian door, which likely look out from an internal stairwell. On the east elevation of the north addition are two large extensions, located on higher land than the original building. The two-story south extension is the 2008 addition and serves as a main entrance area. It has a pair of metal and glass doors shaded by a gabled overhang. The nursing home is surrounded by paved parking areas and some landscaping.</p>
Major Bibliographic References:	<p>Boyles, E. 2010. The Suburb. Selected Cultural and Historical Geographies of the Greater Seattle Area. Available at: https://sites.google.com/site/alinehistoryprojectsite/home/line-b/community-identities--bellevue-and-redmond/the-suburb. Accessed March 18, 2013.</p> <p>Caster, D. 2007. Historical Society of Federal Way Timeline. Available at: http://www.federalwayhistory.org/timeline.php. Accessed March 15, 2013.</p> <p>Des Moines Historical Society. 2007. Time Line Page. Available at: http://www.dmhs.org/timeline/history.html. Accessed March 13, 2013.</p> <p>Lange, G. 1998. Des Moines Beginnings: Des Moines Post Office opens on August 6, 1889. HistoryLink: The Free Online Encyclopedia of Washington State History. Available at: http://www.historylink.org/index.cfm?DisplayPage=output.cfm&file_id=500. Accessed March 15, 2013.</p> <p>King County. 2013. King County Department of Assessments. Available at: http://www.kingcounty.gov/Assessor.aspx. Accessed October 20, 2013.</p> <p>Kramak, J.E., ed. 2010. Establishing the Pacific Highway South. Selected Cultural and Historical Geographies of the Greater Seattle Area. Available at: https://sites.google.com/site/alinehistoryprojectsite/home/map/theme-transportation/establishing-the-pacific-highway-south. Accessed March 14, 2013.</p> <p>U.S. Route 99 – The Pacific Highway. 2013. Waymarking: A Groundspeak Website. Available at: http://www.waymarking.com/cat/details.aspx?f=1&guid=698ed7e3-3af8-4cd0-a795-03b89a23288e&exp=True. Accessed March 19, 2013.</p>

Photos



Southwest corner, original building
2013



c.1969 building on left, original building on right
West elevation
2013



Northwest corner, c.1969 building
2013



2008 addition visible in background at far right.
East elevation, original building
2013



Main entrance

East elevation, c.1969 building, 2008 addition
2013



Historic Inventory Report

Location

Field Site No. 4852-21
DAHP No.
Historic Name:
Common Name: 3018 S 224th St
Property Address: 3018 S 224th St, Des Moines, WA 98198
Comments:
Tax No./Parcel No. 5514600080
Plat/Block/Lot Lot 16
Acreage .52
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: 1195889
Northing: 759258
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: SMITH DOUGLAS ALLAN
Owner Address: 23627 MARINE VIEW DR S
City: Des Moines
State: WA
Zip: 98198
Classification: Building
Resource Status:
Survey/Inventory
Comments:
Within a District? No
Contributing? No
National Register:
Local District:
National Register District/Thematic Nomination Name:
Eligibility Status: Not Determined - SHPO
Determination Date: 1/1/0001
Determination Comments:



Historic Inventory Report

Description

Historic Use: Domestic - Single Family House

Current Use: Domestic - Single Family House

Plan: L-Shape

Stories: 1

Structural System: Platform Frame

Changes to Plan: Intact

Changes to Interior: Unknown

Changes to Original Cladding: Intact

Changes to Windows: Extensive

Changes to Other:

Other (specify):

Style:

Cladding:

Roof Type:

Roof Material:

Ranch

Wood - Vertical
Veneer - Brick

Hip - Cross Hipped

Asphalt / Composition -
Rolled

Foundation:

Form/Type:

Concrete - Poured

Single Family

Narrative

Study Unit

Other

Architecture/Landscape Architecture

Date of Construction:

1955 Built Date
1965 Addition

Builder:

Engineer:

Architect:

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

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

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

Historic Inventory Report

Statement of Significance:

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

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

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

The property at 3018 South 224th Street in Des Moines, Washington, which is a residential property built in 1955, is not eligible for listing in the NRHP. The property is not eligible for the NRHP under Criterion A, which applies to buildings that are associated with events that have made a significant contribution to the broad patterns of history, as no significant events are associated with this property. To be eligible for the NRHP under Criterion B, a property must be directly associated with a person considered significant within a historic context whose specific contribution to history has been both identified and documented. No such person who meets that definition is linked to this building. The property is not eligible for the NRHP under Criterion C as it is a typical residential building from the mid-twentieth century and does not embody the distinctive characteristics of a type, period, or method of construction; it is not the work of a master and does not possess high artistic value. The property is not eligible for the NRHP under Criterion D for information potential because the materials and construction methods of the building do not convey important information that could contribute to understanding history or prehistory. Therefore, the property is not eligible for listing in the NRHP because it does not meet any of the eligibility criteria. In addition the 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:	<p>3018 South 224th 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 cross hipped roof with moderately deep boxed eaves covered in rolled roofing material. A large, interior slope brick chimney is located in the northwest corner of the roof and the visible windows are contemporary replacements. Vertical wood siding clads the upper half of the residence's exterior walls, while the lower half of the walls are clad in brick veneer. The west end of the front (south) elevation projects towards South 224th Street and is covered by a hipped roof that crosses the primary hipped roof. A plain wood front door that is protected by a metal and glass storm door is located on the east end of the projection's south elevation. West of the front door is a large window opening that contains a large fixed, single-light windows above a narrow, three-light, horizontal sliding window. Two window openings, each of which contains a fixed, single-light window with an adjacent slider, are located on the front façade, east of the projecting entrance area. The west elevation of the building contains three windows: a large fixed, single-light window over a narrow, three-light horizontal sliding window (identical to the window adjacent to the front door); a single-light casement window; and a greenhouse window. According to aerial images, a carport structure extends from the rear (north) elevation. Behind the house is a 750-square foot detached garage that was constructed circa 1965. The garage is not clearly visible from the public right-of-way, but appears to have a hipped roof covered in rolled roofing material and exterior walls primarily clad in asbestos shingles. A long paved driveway leads to the detached garage and the property includes a front yard.</p>
Major Bibliographic References:	<p>Boyles, E. 2010. The Suburb. Selected Cultural and Historical Geographies of the Greater Seattle Area. Available at: https://sites.google.com/site/alinehistoryprojectsite/home/line-b/community-identities--bellevue-and-redmond/the-suburb. Accessed March 18, 2013.</p> <p>Caster, D. 2007. Historical Society of Federal Way Timeline. Available at: http://www.federalwayhistory.org/timeline.php. Accessed March 15, 2013.</p> <p>Des Moines Historical Society. 2007. Time Line Page. Available at: http://www.dmhs.org/timeline/history.html. Accessed March 13, 2013.</p> <p>Lange, G. 1998. Des Moines Beginnings: Des Moines Post Office opens on August 6, 1889. HistoryLink: The Free Online Encyclopedia of Washington State History. Available at: http://www.historylink.org/index.cfm?DisplayPage=output.cfm&file_id=500. Accessed March 15, 2013.</p> <p>King County. 2013. King County Department of Assessments. Available at: http://www.kingcounty.gov/Assessor.aspx. Accessed July 2014.</p> <p>Kramak, J.E., ed. 2010. Establishing the Pacific Highway South. Selected Cultural and Historical Geographies of the Greater Seattle Area. Available at: https://sites.google.com/site/alinehistoryprojectsite/home/map/theme-transportation/establishing-the-pacific-highway-south. Accessed March 14, 2013.</p> <p>U.S. Route 99 – The Pacific Highway. 2013. Waymarking: A Groundspeak Website. Available at: http://www.waymarking.com/cat/details.aspx?f=1&guid=698ed7e3-3af8-4cd0-a795-03b89a23288e&exp=True. Accessed March 19, 2013.</p>

Photos



South elevation.
2014



Southeast corner.
2014



Southwest corner.
2014



Historic Inventory Report

Location

Field Site No. 4853-22 DAHP No.
Historic Name:
Common Name: 3024 S 224th St
Property Address: 3024 S 224th St, Des Moines, WA 98198
Comments:
Tax No./Parcel No. 5514600085
Plat/Block/Lot Lot 17
Acreage .52
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: 1196028
Northing: 759194
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: SMITH AL AND DONNA TRUST
Owner Address: 23907 7TH AV S
City: Des Moines State: WA Zip: 98198
Classification: Building
Resource Status: Comments:
Survey/Inventory
Within a District? No
Contributing? No
National Register:
Local District:
National Register District/Thematic Nomination Name:
Eligibility Status: Not Determined - SHPO
Determination Date: 1/1/0001
Determination Comments:



Historic Inventory Report

Description

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

Narrative

Study Unit	Other
Architecture/Landscape Architecture	
Date of Construction:	1951 Built Date
	2012 Addition
	Builder:
	Engineer:
	Architect:

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

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

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

Historic Inventory Report

Statement of Significance:

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

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

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

The property at 3024 South 224th Street in Des Moines, Washington, which is a residential property built in 1951, 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 slightly altered including the replacement of the original garage door. As a result, the property has lost some integrity of materials. The building retains integrity of feeling, setting, design, workmanship, location and association.

Historic Inventory Report

Description of Physical Appearance:

3024 South 224th Street is a one-story, wood frame, ranch style, residential property with an irregular plan, constructed in 1951. The building, which sits on a concrete slab foundation, has a cross hipped roof with moderately deep boxed eaves covered in rolled roofing material. A large, interior slope brick chimney protrudes from the west end of the residence's roof. With exterior walls clad in original asbestos shingles, most of the windows also appear to be original to the house and many are covered by exterior screens. A plain, wood front door is located east of center on the front (south) elevation, in a slightly recessed entrance area that is covered by the primary hipped roof. The door is protected by a metal and glass storm door and is accessed by two, small concrete steps. West of the front door is a large, three-light horizontal sliding window. A two-light horizontal sliding window is located east of the front door. An attached garage extends from the west end of the residence and is covered by a hipped roof that extends from the primary hipped roof. The front (south) elevation of the garage is slightly recessed from the main section of the façade and contains a replacement retractable garage door and an adjacent pedestrian door with a large, rectangular, fixed, single-light window. Two, two-light horizontal sliding windows are located on the east elevation of the residence. A 240-square foot storage building that was constructed circa 2012 is located in the northwest corner of the property, which otherwise includes a paved driveway and a front and backyard.

Major Bibliographic References:

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

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

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

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

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

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

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.

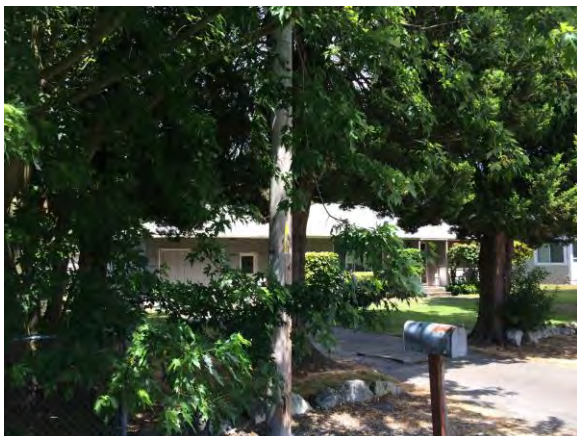
Photos



South elevation.
2014



Southeast corner.
2014



Southwest corner.
2014



Historic Inventory Report

Location

Field Site No. 4854-58 DAHP No.
Historic Name:
Common Name: 3028 S 224th St
Property Address: 3028 S 224th St, Des Moines, WA 98198
Comments:
Tax No./Parcel No. 5514600090
Plat/Block/Lot
Acreage .52
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: 1196101
Northing: 759153
Projection: Washington State Plane South
Datum: HARN (feet)

Identification

Survey Name: Sound Transit Federal Way Date Recorded: 11/05/2013
Field Recorder: MaryNell Nolan-Wheatley
Owner's Name: ROBERSON WILLIAM R
Owner Address: 16834 31ST PL S
City: SeaTac State: WA Zip: 98188
Classification: Building
Resource Status: Comments:
Survey/Inventory
Within a District? No
Contributing? No
National Register:
Local District:
National Register District/Thematic Nomination Name:
Eligibility Status: Not Determined - SHPO
Determination Date: 1/1/0001
Determination Comments:



Historic Inventory Report

Description

Historic Use: Domestic - Single Family House	Current Use: Domestic - Single Family House		
Plan: Rectangle	Stories: 1		
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 on east end of house was enclosed.			
Style:	Cladding:	Roof Type:	Roof Material:
Vernacular	Veneer - Vinyl Siding	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:	1951 Built Date
	1970 Remodel
	Builder:
	Engineer:
	Architect:

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

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

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

Historic Inventory Report

Statement of Significance:

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

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

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

The property at 3028 South 224th Street in Des Moines, Washington, which is a single family residential building constructed in 1951, 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 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 been altered several times, including two small north elevation additions, a new roof, the replacement of all original siding, doors, and windows, and the enclosure of the original carport on the east end of the house. As a result, the property has lost integrity of materials, design, and workmanship. The building retains integrity of setting, location, feeling and association.

Historic Inventory Report

Description of Physical Appearance:	<p>3028 South 224th Street is a one-story residential building with a rectangular plan that was constructed in 1951. All of the visible siding, windows, and doors are contemporary replacements. The original windows have all been replaced by two-light, horizontal sliding windows or one-over-one sash windows. The building is clad in horizontal composite siding and sits on a concrete slab foundation. A composite shingle roof covers the side gable roof with shallow eaves. The east end of the house, which currently functions as interior living space, was originally a carport that was covered by the primary roof and supported by simple pillars along the roof's east edge. At some point before 1970, the carport was enclosed and clad in a shingle material that matched the house's original siding. Eventually, the shingles were replaced by a horizontal composite siding, which remains extant. The front (south) elevation contains a replacement front door that is flanked by two horizontal sliding windows. The windows and front door on the front elevation are placed directly under the eaves of the replacement roof. The original roof, however, had much deeper eave overhangs that shaded the façade. The west elevation contains one large horizontal sliding window and one small horizontal sliding window. The east elevation contains two sash windows. There are two small, gabled protrusions that extend north from either end of the north elevation. The protrusion on the south end, which is significantly smaller, is original to the property, while the larger extension on the east end of the north elevation is likely a later addition. A small shed building with a steeply pitched gabled roof is located in the rear of the property. The property contains a front lawn surrounded by a low wood fence, a large back yard, and a paved driveway that leads to the original carport.</p>
Major Bibliographic References:	<p>Boyles, E. 2010. The Suburb. Selected Cultural and Historical Geographies of the Greater Seattle Area. Available at: https://sites.google.com/site/alinehistoryprojectsite/home/line-b/community-identities--bellevue-and-redmond/the-suburb. Accessed March 18, 2013.</p> <p>Caster, D. 2007. Historical Society of Federal Way Timeline. Available at: http://www.federalwayhistory.org/timeline.php. Accessed March 15, 2013.</p> <p>Des Moines Historical Society. 2007. Time Line Page. Available at: http://www.dmhs.org/timeline/history.html. Accessed March 13, 2013.</p> <p>Lange, G. 1998. Des Moines Beginnings: Des Moines Post Office opens on August 6, 1889. HistoryLink: The Free Online Encyclopedia of Washington State History. Available at: http://www.historylink.org/index.cfm?DisplayPage=output.cfm&file_id=500. Accessed March 15, 2013.</p> <p>King County. 2013. King County Department of Assessments. Available at: http://www.kingcounty.gov/Assessor.aspx. Accessed October 20, 2013.</p> <p>Kramak, J.E., ed. 2010. Establishing the Pacific Highway South. Selected Cultural and Historical Geographies of the Greater Seattle Area. Available at: https://sites.google.com/site/alinehistoryprojectsite/home/map/theme-transportation/establishing-the-pacific-highway-south. Accessed March 14, 2013.</p> <p>U.S. Route 99 – The Pacific Highway. 2013. Waymarking: A Groundspeak Website. Available at: http://www.waymarking.com/cat/details.aspx?f=1&guid=698ed7e3-3af8-4cd0-a795-03b89a23288e&exp=True. Accessed March 19, 2013.</p>

Photos



South elevation
2013



Southeast corner
2013



Southwest corner
2013



Rear accessory shed building
2013



Historic Inventory Report

Location

Field Site No. 4855-59 DAHP No.

Historic Name:

Common Name: 3040 S 224th St

Property Address: 3040 S 224th St, Des Moines, WA 98198

Comments:

Tax No./Parcel No. 5514600097

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: 1196177

Northing: 759150

Projection: Washington State Plane South

Datum: HARN (feet)

Identification

Survey Name: Sound Transit Federal Way Date Recorded: 11/05/2013

Field Recorder: MaryNell Nolan-Wheatley

Owner's Name: TANNER ALLEN BRIAN+ALISON L

Owner Address: 3040 S 224th St

City: Des Moines State: Washington Zip: 98198

Classification: Building

Resource Status: Comments:

Survey/Inventory

Within a District? No

Contributing? No

National Register:

Local District:

National Register District/Thematic Nomination Name:

Eligibility Status: Not Determined - SHPO

Determination Date: 1/1/0001

Determination Comments:



Historic Inventory Report

Description

Historic Use: Domestic - Single Family House

Current Use: Domestic - Single Family House

Plan: Irregular Stories: 1

Structural System: Platform Frame

Changes to Plan: Moderate

Changes to Interior: Moderate

Changes to Original Cladding: Moderate

Changes to Windows: Extensive

Changes to Other: Extensive

Other (specify): Original carport enclosed and converted into interior living space. Later garage addition also converted into interior living space.

Style:

Cladding:

Roof Type:

Roof Material:

Ranch

Veneer - Vinyl Siding
Shingle -
Concrete/Asbestos

Hip

Asphalt / Composition -
Shingle

Foundation:

Form/Type:

Concrete - Poured

Single Family

Narrative

Study Unit

Other

Architecture/Landscape Architecture

Date of Construction:

1952 Built Date

Builder:

1957 Remodel

2005 Addition

Engineer:

Architect:

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

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

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

Historic Inventory Report

Statement of Significance:

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

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

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

The property at 3040 South 224th Street in Des Moines, Washington, which is a residential building constructed in 1952, is not eligible for listing in the NRHP. The property is not eligible for the NRHP under Criterion A, which applies to buildings that are associated with events that have made a significant contribution to the broad patterns of history, as no significant events are associated with this property. To be eligible for the NRHP under Criterion B, a property must be directly associated with a person considered significant within a historic context whose specific contribution to history has been both identified and documented. No such person who meets that definition is linked to this building. The property is not eligible for the NRHP under Criterion C as it is a typical mid-twentieth century residential building and does not embody the distinctive characteristics of a type, period, or method of construction; it is not the work of a master and does not possess high artistic value. The property is not eligible for the NRHP under Criterion D for information potential because the materials and construction methods of the buildings do not convey important information that could contribute to understanding history or prehistory. Therefore, the property is not eligible for listing in the NRHP because it does not meet any of the eligibility criteria. The building has been altered several times, including the replacement of all original doors and windows, the enclosure of a carport on the west end of the house, and the addition of a garage on the east end that was later converted into interior living space. As a result, the property has lost integrity of materials, design, and workmanship. The building retains integrity of setting, location, feeling and association.

Historic Inventory Report

Description of Physical Appearance:	<p>3040 South 224th Street is a one-story, residential, ranch style building with an irregular plan that was built in 1952. The house sits on a concrete slab foundation and all of the visible windows and doors are contemporary replacements. The upper-half of the exterior walls of the wood frame house is clad in horizontal composite siding and the lower-half of the exterior walls is clad in asbestos shingle siding. A composite shingle covers the hip roof. The front (south) elevation contains a replacement plywood front door reached by three concrete steps that lead to a small concrete stoop. A replacement, two-light horizontal sliding window is located to the east of the front door. West of the front door is a large, fixed, single-light replacement window. Originally, the house had a rectangular plan and a carport that was covered by the west end of the primary roof. Before 1957, the carport was enclosed and converted into interior living space. A large, exterior eave wall brick chimney was added to the far west end of the south elevation, in the location of the original entrance to the carport. Around the same time, an attached garage was added to the southeast corner of the building and was covered by a separate hipped roof. Eventually, this garage addition was also converted into interior living space and a fixed, three-light window replaced the retractable metal door on the addition's south elevation. In 2005, a flat, shed roof addition was added to the east elevation of the garage addition and also clad in horizontal composite siding. The house has several accessory buildings in the rear of the property and is mostly surrounded by grass and gravel.</p>
Major Bibliographic References:	<p>Boyles, E. 2010. The Suburb. Selected Cultural and Historical Geographies of the Greater Seattle Area. Available at: https://sites.google.com/site/alinehistoryprojectsite/home/line-b/community-identities--bellevue-and-redmond/the-suburb. Accessed March 18, 2013.</p> <p>Caster, D. 2007. Historical Society of Federal Way Timeline. Available at: http://www.federalwayhistory.org/timeline.php. Accessed March 15, 2013.</p> <p>Des Moines Historical Society. 2007. Time Line Page. Available at: http://www.dmhs.org/timeline/history.html. Accessed March 13, 2013.</p> <p>Lange, G. 1998. Des Moines Beginnings: Des Moines Post Office opens on August 6, 1889. HistoryLink: The Free Online Encyclopedia of Washington State History. Available at: http://www.historylink.org/index.cfm?DisplayPage=output.cfm&file_id=500. Accessed March 15, 2013.</p> <p>King County. 2013. King County Department of Assessments. Available at: http://www.kingcounty.gov/Assessor.aspx. Accessed October 20, 2013.</p> <p>Kramak, J.E., ed. 2010. Establishing the Pacific Highway South. Selected Cultural and Historical Geographies of the Greater Seattle Area. Available at: https://sites.google.com/site/alinehistoryprojectsite/home/map/theme-transportation/establishing-the-pacific-highway-south. Accessed March 14, 2013.</p> <p>U.S. Route 99 – The Pacific Highway. 2013. Waymarking: A Groundspeak Website. Available at: http://www.waymarking.com/cat/details.aspx?f=1&guid=698ed7e3-3af8-4cd0-a795-03b89a23288e&exp=True. Accessed March 19, 2013.</p>

Photos



South elevation
2013



Southeast corner, garage and shed addition visible
2013



Southwest corner
2013



Historic Inventory Report

Location

Field Site No. 5031-51 DAHP No.

Historic Name:

Common Name: 2699 S 227th Pl

Property Address: 2699 S 227th Pl, Des Moines, WA 98198

Comments:

Tax No./Parcel No. 7138000100

Plat/Block/Lot Plat Block 2 / Lot 1

Acreage .24

Supplemental Map(s)

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

Coordinate Reference

Easting: 1195089

Northing: 757858

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: TUTTLE CHAD A+SARAH B

Owner Address: 2699 S 227TH PL

City: Des Moines

State: WA

Zip: 98198

Classification: Building

Resource Status:

Comments:

Survey/Inventory

Within a District? No

Contributing? No

National Register:

Local District:

National Register District/Thematic Nomination Name:

Eligibility Status: Not Determined - SHPO

Determination Date: 1/1/0001

Determination Comments:



Historic Inventory Report

Description

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

Narrative

Study Unit	Other
Architecture/Landscape Architecture	
Date of Construction:	1961 Built Date
	1964 Addition
	1978 Addition
	Builder:
	Engineer:
	Architect:

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

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

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

Historic Inventory Report

Statement of Significance:

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

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

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

The property at 2699 South 227th Place in Des Moines, Washington, which is a residential property built in 1961, is not eligible for listing in the NRHP. The property is not eligible for the NRHP under Criterion A, which applies to buildings that are associated with events that have made a significant contribution to the broad patterns of history, as no significant events are associated with this property. To be eligible for the NRHP under Criterion B, a property must be directly associated with a person considered significant within a historic context whose specific contribution to history has been both identified and documented. No such person who meets that definition is linked to this building. The property is not eligible for the NRHP under Criterion C as it is a typical residential building from the mid-twentieth century and does not embody the distinctive characteristics of a type, period, or method of construction; it is not the work of a master and does not possess high artistic value. The property is not eligible for the NRHP under Criterion D for information potential because the materials and construction methods of the building do not convey important information that could contribute to understanding history or prehistory. Therefore, the property is not eligible for listing in the NRHP because it does not meet any of the eligibility criteria. In addition the building is altered including the replacement of the original roof and windows, the conversion of an attached garage into interior living space, and several additions. 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:

2699 South 227th Place is a one-story, wood frame, ranch style, residential property with an irregular plan constructed in 1961. The building, which sits on a concrete slab foundation, has a cross gabled roof with moderately deep open eaves covered in rolled roofing material. An interior slope brick chimney protrudes from the west side of the roof. The residence's exterior walls are primarily clad in horizontal wood siding. 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 (north) façade. East of the front door there are two, two-light horizontal sliding windows with decorative, non-operable shutters. A concrete, ground level porch runs along the façade in front of the main door and the two, two-light windows. A non-original overhang that extends from the eaves of the side gabled roof and is supported by four wood posts with a simple, open framework wood railing, shades the porch area. Originally, the east end of the building contained an attached garage. At an unknown date, the garage was converted into interior living space and the vehicle bay with a retractable metal door was replaced with window openings. The simple, flat roof carport supported by plain wood posts was likely constructed around the same time adjacent to the northeast corner of the building. The west end of the front elevation projects out from the rest of the façade and is covered by a front gabled roof. The front gabled roof is the primary roof and extends a significant length towards the south end of the property. The front (north) elevation of the projection is primarily clad in faux stone veneer. Two large window openings that both contain a fixed, single-light window over three, small, horizontal sliding windows, are located on the west end of the north elevation. The east elevation contains a centered, two-light horizontal sliding window while the west elevation contains three windows of varied sizes, but in the same style. The front of the property includes a paved turnaround driveway. Two detached garages (480 square feet and 250 square feet) that were built in 1964 and 1978 respectively are located in the southeast corner of the property. The garages, which are clad in horizontal wood siding, both have front gabled roof and vehicle bays with retractable metal doors on their front (east) elevations. A paved parking area is located in front of the two garages.

Major Bibliographic References:

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

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

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

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

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

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

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

Photos



North elevation
2014



Northeast corner
2014



Northwest corner
2014



Southeast corner, 1964 and 1978 garages
2014



Historic Inventory Report

Location

Field Site No. 5043-52 DAHP No.
Historic Name:
Common Name: 22615 28th Ave S
Property Address: 22615 28th Ave S, Des Moines, WA 98198
Comments:
Tax No./Parcel No. 7138000220
Plat/Block/Lot Plat Block 3 / Lot 1
Acreage .23
Supplemental Map(s)

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

Coordinate Reference

Easting: 1195064
Northing: 758249
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: YUAN LU
Owner Address: 22615 28TH AVE S
City: Des Moines State: WA Zip: 98198
Classification: Building
Resource Status: Comments:
Survey/Inventory
Within a District? No
Contributing? No
National Register:
Local District:
National Register District/Thematic Nomination Name:
Eligibility Status: Not Determined - SHPO
Determination Date: 1/1/0001
Determination Comments:



Historic Inventory Report

Description

Historic Use: Domestic - Single Family House	Current Use: Domestic - Single Family House		
Plan: Rectangle	Stories: 2		
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 - Split Level/Split Entry	Wood Veneer - Brick	Gable - Front Gable	Asphalt / Composition - Rolled
Foundation:	Form/Type:		
Concrete - Poured	Single Family		

Narrative

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

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

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

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

Historic Inventory Report

Statement of Significance:

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

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

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

The property at 22615 28th Avenue South in Des Moines, Washington, which is a residential property built in 1962, is not eligible for listing in the NRHP. The property is not eligible for the NRHP under Criterion A, which applies to buildings that are associated with events that have made a significant contribution to the broad patterns of history, as no significant events are associated with this property. To be eligible for the NRHP under Criterion B, a property must be directly associated with a person considered significant within a historic context whose specific contribution to history has been both identified and documented. No such person who meets that definition is linked to this building. The property is not eligible for the NRHP under Criterion C as it is a typical residential building from the mid-twentieth century and does not embody the distinctive characteristics of a type, period, or method of construction; it is not the work of a master and does not possess high artistic value. The property is not eligible for the NRHP under Criterion D for information potential because the materials and construction methods of the building do not convey important information that could contribute to understanding history or prehistory. Therefore, the property is not eligible for listing in the NRHP because it does not meet any of the eligibility criteria. In addition the building is altered including the replacement of the original front door and most of the windows as well as a large rear deck addition. As a result, the property has lost integrity of materials and some integrity of design. The building retains integrity of workmanship, feeling, setting, location, and association.

Historic Inventory Report

Description of Physical Appearance:	<p>22615 28th Avenue South is a two-story, wood frame, split level, residential property with a rectangular plan constructed in 1962. The building, which sits on a poured concrete foundation, has a front gabled roof covered in rolled roofing material with a deep eave and exposed wood rafter tails. An interior slope brick chimney protrudes from the south end of the roof. Most of the windows appear to be contemporary replacements. A replacement paneled front door, which is protected by a metal screen door, is located just south of center on the front (east) elevation and has an adjacent, original sidelight on the north side. Two, tall, narrow, fixed, single-light original transoms are located above the main entrance and reach from the top of the front door to just under the peak of the front gable. The front door is accessed via two concrete steps and a concrete path that leads through the front yard. The front door likely leads to an interior landing area that is between the ground floor and second floor. The exterior walls of the residence are clad primarily in horizontal wood siding. Due to a change in grade of the land, the south end of the residence's ground floor is partially below ground level, becoming a lookout basement. A row of three, fixed, single-light replacement lookout basement window openings are located just above ground level on the south end of the façade and are surrounded by brick veneer. A slight second floor overhang shades the lookout basement windows. Above the overhang is a row of three, fixed, single-light replacement windows. A single-car garage is located in the north end of the building's ground level. The north end of the façade contains a vehicle bay with a retractable metal door and a two-light horizontal replacement window, both of which are shaded by a short corrugated metal awning. Above the garage door, on the second floor of the façade's north end, are two, two-light horizontal sliding replacement windows. While there are no windows on the north elevation, the south elevation appears to contain a small window opening, although the style is not visible from the public right-of-way. According to aerial images, a raised, second floor deck projects from the rear (south) elevation and has a flat roof. The property includes a paved driveway, a front yard, and a backyard.</p>
Major Bibliographic References:	<p>Boyles, E. 2010. The Suburb. Selected Cultural and Historical Geographies of the Greater Seattle Area. Available at: https://sites.google.com/site/alinehistoryprojectsite/home/line-b/community-identities--bellevue-and-redmond/the-suburb. Accessed March 18, 2013.</p> <p>Caster, D. 2007. Historical Society of Federal Way Timeline. Available at: http://www.federalwayhistory.org/timeline.php. Accessed March 15, 2013.</p> <p>Des Moines Historical Society. 2007. Time Line Page. Available at: http://www.dmhs.org/timeline/history.html. Accessed March 13, 2013.</p> <p>Lange, G. 1998. Des Moines Beginnings: Des Moines Post Office opens on August 6, 1889. HistoryLink: The Free Online Encyclopedia of Washington State History. Available at: http://www.historylink.org/index.cfm?DisplayPage=output.cfm&file_id=500. Accessed March 15, 2013.</p> <p>King County. 2013. King County Department of Assessments. Available at: http://www.kingcounty.gov/Assessor.aspx. Accessed October 20, 2013.</p> <p>Kramak, J.E., ed. 2010. Establishing the Pacific Highway South. Selected Cultural and Historical Geographies of the Greater Seattle Area. Available at: https://sites.google.com/site/alinehistoryprojectsite/home/map/theme-transportation/establishing-the-pacific-highway-south. Accessed March 14, 2013.</p> <p>U.S. Route 99 – The Pacific Highway. 2013. Waymarking: A Groundspeak Website. Available at: http://www.waymarking.com/cat/details.aspx?f=1&guid=698ed7e3-3af8-4cd0-a795-03b89a23288e&exp=True. Accessed March 19, 2013.</p>

Photos



East elevation
2014



Northeast corner
2014



Southeast corner
2014



Historic Inventory Report

Location

Field Site No. 5044-53 DAHP No.
Historic Name:
Common Name: 22631 28th Ave S
Property Address: 22631 28th Ave S, Des Moines, WA 98198
Comments:
Tax No./Parcel No. 7138000230
Plat/Block/Lot Plat Block 3 / Lot 2
Acreage .22
Supplemental Map(s)

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

Coordinate Reference

Easting: 1195097
Northing: 758179
Projection: Washington State Plane South
Datum: HARN (feet)

Identification

Survey Name: Sound Transit Federal Way (2) Date Recorded: 03/13/2014
Field Recorder: MaryNell Nolan-Wheatley
Owner's Name: SILVA JOSE G
Owner Address: 22631 28TH AVE S
City: Des Moines State: WA Zip: 98198
Classification: Building
Resource Status: Comments:
Survey/Inventory
Within a District? No
Contributing? No
National Register:
Local District:
National Register District/Thematic Nomination Name:
Eligibility Status: Not Determined - SHPO
Determination Date: 1/1/0001
Determination Comments:



Historic Inventory Report

Description

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

Narrative

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

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

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

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

Historic Inventory Report

Statement of Significance:

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

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

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

The property at 22631 28th Avenue South in Des Moines, Washington, which is a residential property built in 1961, is not eligible for listing in the NRHP. The property is not eligible for the NRHP under Criterion A, which applies to buildings that are associated with events that have made a significant contribution to the broad patterns of history, as no significant events are associated with this property. To be eligible for the NRHP under Criterion B, a property must be directly associated with a person considered significant within a historic context whose specific contribution to history has been both identified and documented. No such person who meets that definition is linked to this building. The property is not eligible for the NRHP under Criterion C as it is a typical residential building from the mid-twentieth century and does not embody the distinctive characteristics of a type, period, or method of construction; it is not the work of a master and does not possess high artistic value. The property is not eligible for the NRHP under Criterion D for information potential because the materials and construction methods of the building do not convey important information that could contribute to understanding history or prehistory. Therefore, the property is not eligible for listing in the NRHP because it does not meet any of the eligibility criteria. In addition the building is altered including the replacement of original windows and doors. 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>22631 28th Avenue South is a one-story, wood frame, ranch style, residential property with an L-shaped plan constructed in 1961. 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 north side of the roof. The residence's exterior walls are primarily clad in horizontal wood siding. All of the visible windows are contemporary replacements. A replacement paneled wood front door is located south of center on the front (east) elevation. The south end of the façade projects out and is covered by a hipped roof that crosses the primary hipped roof. The north side of the projecting hipped roof serves as a deep eave overhang that shades the front door. The northeast corner of the overhang is supported by a simple wood post. A two-light horizontal sliding window is located on the projection's east elevation. A large, three-light horizontal sliding window followed by two, smaller, two-light horizontal sliding windows are located north of the projection on the façade. The exterior wall of the façade under these three windows is clad in brick veneer. A single-car, attached garage is located in the north end of the residence and is covered by the primary hipped roof. A vehicle bay with a retractable metal door is located on the far north end of the façade. There are three, two-light horizontal sliding windows on the south elevation. A concrete patio area is located behind the house on the west side of the property. The property includes a gravel driveway, front lawn, 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>Des Moines Historical Society. 2007. Time Line Page. Available at: http://www.dmhs.org/timeline/history.html. Accessed March 13, 2013.</p> <p>Lange, G. 1998. Des Moines Beginnings: Des Moines Post Office opens on August 6, 1889. HistoryLink: The Free Online Encyclopedia of Washington State History. Available at: http://www.historylink.org/index.cfm?DisplayPage=output.cfm&file_id=500. Accessed March 15, 2013.</p> <p>King County. 2013. King County Department of Assessments. Available at: http://www.kingcounty.gov/Assessor.aspx. Accessed October 20, 2013.</p> <p>Kramak, J.E., ed. 2010. Establishing the Pacific Highway South. Selected Cultural and Historical Geographies of the Greater Seattle Area. Available at: https://sites.google.com/site/alinehistoryprojectsite/home/map/theme-transportation/establishing-the-pacific-highway-south. Accessed March 14, 2013.</p> <p>U.S. Route 99 – The Pacific Highway. 2013. Waymarking: A Groundspeak Website. Available at: http://www.waymarking.com/cat/details.aspx?f=1&guid=698ed7e3-3af8-4cd0-a795-03b89a23288e&exp=True. Accessed March 19, 2013.</p>

Photos



Southeast corner
2014



East elevation
2014



Northeast corner
2014



Historic Inventory Report

Location

Field Site No. 5045-54 DAHP No.
Historic Name:
Common Name: 22645 28th Ave S
Property Address: 22645 28th Ave S, Des Moines, WA 98198
Comments:
Tax No./Parcel No. 7138000240
Plat/Block/Lot Plat Block 3 / Lot 3
Acreage .22
Supplemental Map(s)

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

Coordinate Reference

Easting: 1195108
Northing: 758100
Projection: Washington State Plane South
Datum: HARN (feet)

Identification

Survey Name: Sound Transit Federal Way (2) Date Recorded: 03/13/2014
Field Recorder: MaryNell Nolan-Wheatley
Owner's Name: MONDOTHY JSNR+MATHU EUNICE
Owner Address: 22645 28TH AVE S
City: Des Moines State: WA Zip: 98198
Classification: Building
Resource Status: Comments:
Survey/Inventory
Within a District? No
Contributing? No
National Register:
Local District:
National Register District/Thematic Nomination Name:
Eligibility Status: Not Determined - SHPO
Determination Date: 1/1/0001
Determination Comments:



Historic Inventory Report

Description

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

Narrative

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

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

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

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

Historic Inventory Report

Statement of Significance:

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

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

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

The property at 22645 28th Avenue South in Des Moines, Washington, which is a residential property built in 1961, is not eligible for listing in the NRHP. The property is not eligible for the NRHP under Criterion A, which applies to buildings that are associated with events that have made a significant contribution to the broad patterns of history, as no significant events are associated with this property. To be eligible for the NRHP under Criterion B, a property must be directly associated with a person considered significant within a historic context whose specific contribution to history has been both identified and documented. No such person who meets that definition is linked to this building. The property is not eligible for the NRHP under Criterion C as it is a typical residential building from the mid-twentieth century and does not embody the distinctive characteristics of a type, period, or method of construction; it is not the work of a master and does not possess high artistic value. The property is not eligible for the NRHP under Criterion D for information potential because the materials and construction methods of the building do not convey important information that could contribute to understanding history or prehistory. Therefore, the property is not eligible for listing in the NRHP because it does not meet any of the eligibility criteria. In addition the building is altered including the replacement of original windows and doors, and a few small additions. As a result, the property has lost integrity of materials and some integrity of design. The building retains integrity of workmanship, feeling, setting, location, and association.

Historic Inventory Report

Description of Physical Appearance:	<p>22645 28th Avenue South is a one-story, wood frame, contemporary/shed style, residential property with an irregular plan constructed in 1961. The building, which sits on a poured concrete foundation and includes a daylight basement, has a multidirectional shed roof with deep eaves covered in rolled roofing material. The two shed roofs, which give the illusion of a disjointed front gable, cover the principle mass of the house and have exposed wood rafter tails. The residence's exterior walls are clad in horizontal wood siding and all of the visible windows are contemporary replacements. The main entrance to the house is located in the center of the front (east) elevation, just under the point where the two shed roofs overlap. The entrance contains a paneled front door with a fixed, single-light sidelight both of which are positioned under two, tall, fixed, single-light quadrilateral transoms that extend from the top of the front door to the roof. A non-original wood ramp with an open framework wood handrail leads from the paved driveway to the main entrance. The south end of the front elevation projects out from the north end of the façade and is covered by the more steeply pitched of the two shed roofs. A small, two-light horizontal sliding window is located in the center of the south section. The north end of the façade contains three two-light horizontal sliding windows – two of which are very small – and a pedestrian door. A flat roof, two-car carport supported by angled wood posts extends from the north side of the façade and shades the end of a paved driveway. Due to the change in grade of the land, the daylight basement is only visible on the rear (west) elevation. A large wood deck addition, which is supported on wood stilts, extends from the rear of the residence. Another wood deck wraps around the building's southeast corner. The property includes a paved driveway, a front yard, and a back yard.</p>
Major Bibliographic References:	<p>Boyles, E. 2010. The Suburb. Selected Cultural and Historical Geographies of the Greater Seattle Area. Available at: https://sites.google.com/site/alinehistoryprojectsite/home/line-b/community-identities--bellevue-and-redmond/the-suburb. Accessed March 18, 2013.</p> <p>Caster, D. 2007. Historical Society of Federal Way Timeline. Available at: http://www.federalwayhistory.org/timeline.php. Accessed March 15, 2013.</p> <p>Des Moines Historical Society. 2007. Time Line Page. Available at: http://www.dmhs.org/timeline/history.html. Accessed March 13, 2013.</p> <p>Lange, G. 1998. Des Moines Beginnings: Des Moines Post Office opens on August 6, 1889. HistoryLink: The Free Online Encyclopedia of Washington State History. Available at: http://www.historylink.org/index.cfm?DisplayPage=output.cfm&file_id=500. Accessed March 15, 2013.</p> <p>King County. 2013. King County Department of Assessments. Available at: http://www.kingcounty.gov/Assessor.aspx. Accessed October 20, 2013.</p> <p>Kramak, J.E., ed. 2010. Establishing the Pacific Highway South. Selected Cultural and Historical Geographies of the Greater Seattle Area. Available at: https://sites.google.com/site/alinehistoryprojectsite/home/map/theme-transportation/establishing-the-pacific-highway-south. Accessed March 14, 2013.</p> <p>U.S. Route 99 – The Pacific Highway. 2013. Waymarking: A Groundspeak Website. Available at: http://www.waymarking.com/cat/details.aspx?f=1&guid=698ed7e3-3af8-4cd0-a795-03b89a23288e&exp=True. Accessed March 19, 2013.</p>

Photos



Northeast corner
2014



Southeast corner
2014



East elevation
2014



East elevation, closer
2014



Historic Inventory Report

Location

Field Site No. 5046-55 DAHP No.
Historic Name:
Common Name: 22665 28th Ave S
Property Address: 22665 28th Ave S, Des Moines, WA 98198
Comments:
Tax No./Parcel No. 7138000250
Plat/Block/Lot Plat Block 3 / Lot 4
Acreage .23
Supplemental Map(s)

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

Coordinate Reference

Easting: 1195105
Northing: 758024
Projection: Washington State Plane South
Datum: HARN (feet)

Identification

Survey Name: Sound Transit Federal Way (2) Date Recorded: 03/13/2014
Field Recorder: MaryNell Nolan-Wheatley
Owner's Name: HEESCH RICHARD J
Owner Address: 22665 28TH AVE S
City: Des Moines State: WA Zip: 98198
Classification: Building
Resource Status: Comments:
Survey/Inventory
Within a District? No
Contributing? No
National Register:
Local District:
National Register District/Thematic Nomination Name:
Eligibility Status: Not Determined - SHPO
Determination Date: 1/1/0001
Determination Comments:



Historic Inventory Report

Description

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

Narrative

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

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

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

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

Historic Inventory Report

Statement of Significance:

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

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

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

The property at 22665 28th Avenue South in Des Moines, Washington, which is a residential property built in 1961, is not eligible for listing in the NRHP. The property is not eligible for the NRHP under Criterion A, which applies to buildings that are associated with events that have made a significant contribution to the broad patterns of history, as no significant events are associated with this property. To be eligible for the NRHP under Criterion B, a property must be directly associated with a person considered significant within a historic context whose specific contribution to history has been both identified and documented. No such person who meets that definition is linked to this building. The property is not eligible for the NRHP under Criterion C as it is a typical residential building from the mid-twentieth century and does not embody the distinctive characteristics of a type, period, or method of construction; it is not the work of a master and does not possess high artistic value. The property is not eligible for the NRHP under Criterion D for information potential because the materials and construction methods of the building do not convey important information that could contribute to understanding history or prehistory. Therefore, the property is not eligible for listing in the NRHP because it does not meet any of the eligibility criteria. In addition the building is altered including the replacement of most 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:

22665 28th Avenue South is a one-story, wood frame, ranch style, residential property with a rectangular plan constructed in 1961. The building, which sits on a poured concrete foundation and has a daylight basement, has a side gabled roof with moderately deep open eaves covered in composite shingles. An interior slope brick chimney protrudes from the west side of the roof. The residence's exterior walls are clad in horizontal wood siding and most of the visible windows are contemporary replacements. A plain wood front door, which is protected by a metal and glass storm door, is located in the center of the front (south) elevation and is accessed via a long flight of concrete steps that pass through the sloping front yard. Adjacent to the front door on the east side is a large, fixed, single-light sidelight with frosted glass that is nearly the same size as the door. Further east is a small, one-over-one sash with decorative, non-operable shutters. A large wood deck with a non-original open framework wood handrail wraps around the residence's southwest corner and shades the daylight basement which is visible on the west side of the property where the land slopes down. A row of three, fixed, single-light replacement windows, one of which contains a small, two-light horizontal sliding window, wrap around the southwest corner of the house and overlook the deck. The southeast corner of the deck is supported by a simple wood post, while the west side of the deck is supported by an original, concrete screen. The east elevation contains a plain wood door with a metal and glass storm door which is accessed via two, small concrete steps. In the center of the east elevation is a narrow, horizontally oriented window opening that contains two, stacked awning windows. The basement level on the west end of the front façade contains a plain wood pedestrian door and several window openings, although their style is not visible due to a high wood fence that wraps around the southwest corner of the property. The basement level on the west elevation contains a vehicle bay with a retractable metal door that accesses a single-car garage. The upper half of the garage door contains two, fixed, single-light windows. Three, two-light horizontal sliding windows are located on the rear (north) elevation. The property includes a long, paved driveway that leads to the basement garage and the residence is mostly surrounded by grass.

Major
Bibliographic
References:

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

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

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

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

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

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

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

Photos



Southwest corner
2014



South elevation
2014



Southeast corner
2014



East elevation
2014



Northeast corner
2014



Historic Inventory Report

Location

Field Site No. 5051-56 DAHP No.

Historic Name:

Common Name: 22802 27th Ave S

Property Address: 22802 27th Ave S, Des Moines, WA 98198

Comments:

Tax No./Parcel No. 7138100010

Plat/Block/Lot Plat Block 1 / Lot 1

Acreage .23

Supplemental Map(s)

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

Coordinate Reference

Easting: 1195084

Northing: 757617

Projection: Washington State Plane South

Datum: HARN (feet)

Identification

Survey Name: Sound Transit Federal Way (2) Date Recorded: 03/13/2014

Field Recorder: MaryNell Nolan-Wheatley

Owner's Name: MX LLC

Owner Address: 9437 LAKE WASHINGTON BLVD NE

City: Bellevue State: WA Zip: 98004

Classification: Building

Resource Status: Comments:

Survey/Inventory

Within a District? No

Contributing? No

National Register:

Local District:

National Register District/Thematic Nomination Name:

Eligibility Status: Not Determined - SHPO

Determination Date: 1/1/0001

Determination Comments:



Historic Inventory Report

Description

Historic Use: Domestic - Single Family House	Current Use: Domestic - Single Family House		
Plan: Rectangle	Stories: 2		
Changes to Plan: Slight	Structural System: Platform Frame		
Changes to Original Cladding: Intact	Changes to Interior: Unknown		
Changes to Other: Moderate	Changes to Windows: Moderate		
Other (specify): Several window opening have been altered or removed.			
Style:	Cladding:	Roof Type:	Roof Material:
Ranch - Split Level/Split Entry	Wood	Gable - Side Gable	Asphalt / Composition - Rolled
Foundation:	Form/Type:		
Concrete - Poured	Single Family		

Narrative

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

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

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

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

Historic Inventory Report

Statement of Significance:

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

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

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

The property at 22802 27th Avenue South in Des Moines, Washington, which is a residential property built in 1962, is not eligible for listing in the NRHP. The property is not eligible for the NRHP under Criterion A, which applies to buildings that are associated with events that have made a significant contribution to the broad patterns of history, as no significant events are associated with this property. To be eligible for the NRHP under Criterion B, a property must be directly associated with a person considered significant within a historic context whose specific contribution to history has been both identified and documented. No such person who meets that definition is linked to this building. The property is not eligible for the NRHP under Criterion C as it is a typical 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 changes to the window openings, replacement of most original windows, and a carport 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:

22802 27th Avenue South is a two-story, wood frame, split level, residential property with a rectangular plan constructed in 1962. The building, which sits on a poured concrete foundation, has a side gabled roof covered in rolled roofing material with a deep eave overhang. An interior slope brick chimney protrudes from the center of the roof and the exterior walls of the building are clad primarily in horizontal wood siding. Most of the windows appear to be contemporary replacements and those original windows that remain have been covered by sun-blocking screens. A plain wood front door is located in the center of the front (west) elevation and likely leads to an interior landing that is between the first and second floors. The front door is accessed via several concrete steps with a plain, open framework metal handrail. A fixed, single-light, square replacement transom window is located above the main entrance. Due to a change in grade of the land, the south end of the residence's ground floor is partially below ground level, becoming a daylight basement. Two, fixed, single-light lookout windows that contain single-light sliding windows are located just above ground level on the south end of the façade and are surrounded by brick veneer. Both windows are likely original and have been covered by dark, sun-blocking screens. A small, horizontal awning shades the lookout basement windows. Above the awning on the second floor are two, three-light, horizontal sliding replacement windows that have both been covered by dark, sun-blocking screens. A single-car garage is located in the north end of the building's ground level. The north end of the façade contains a vehicle bay with a retractable metal door and an adjacent pedestrian door that contains a fixed, single-light window. Above the garage door a wood deck with an open framework wood handrail wraps around the northwest corner of the building and is supported by two simple wood posts. Most of the windows that overlook this deck on the second floor have been altered or entirely removed. Several windows were replaced by double glass sliding doors on the north end of the façade. The doors are located adjacent to a replacement two-light horizontal sliding window. A small, one-over-one metal sash window is located on the north elevation. At an unknown date, a 670-square foot carport with a wood deck on top was connected to the north side of the original deck. The paved driveway was widened to accommodate the new carport addition. Drawings included on the King County Assessor's website indicate that another deck addition extends from the rear (east) elevation. The property includes a slightly elevated front garden.

Major
Bibliographic
References:

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

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

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

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

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

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

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

Photos



Northwest corner
2014



Southwest corner
2014



West elevation
2014



Historic Inventory Report

Location

Field Site No. 5052-57 DAHP No.
Historic Name:
Common Name: 22832 27th Ave S
Property Address: 22832 27th Ave S, Des Moines, WA 98198
Comments:
Tax No./Parcel No. 7138100020
Plat/Block/Lot Plat Block 1 / Lot 2
Acreage .23
Supplemental Map(s)

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

Coordinate Reference

Easting: 1195083
Northing: 757541
Projection: Washington State Plane South
Datum: HARN (feet)

Identification

Survey Name: Sound Transit Federal Way (2) Date Recorded: 03/13/2014
Field Recorder: MaryNell Nolan-Wheatley
Owner's Name: AYALEW MENELIK+SEMUNESH CHE
Owner Address: 22832 27TH AVE S
City: Des Moines State: WA Zip: 98198
Classification: Building
Resource Status: Comments:
Survey/Inventory
Within a District? No
Contributing? No
National Register:
Local District:
National Register District/Thematic Nomination Name:
Eligibility Status: Not Determined - SHPO
Determination Date: 1/1/0001
Determination Comments:



Historic Inventory Report

Description

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

Narrative

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

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

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

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

Historic Inventory Report

Statement of Significance:

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

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

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

The property at 22832 27th Avenue South in Des Moines, Washington, which is a residential property built in 1962, is not eligible for listing in the NRHP. The property is not eligible for the NRHP under Criterion A, which applies to buildings that are associated with events that have made a significant contribution to the broad patterns of history, as no significant events are associated with this property. To be eligible for the NRHP under Criterion B, a property must be directly associated with a person considered significant within a historic context whose specific contribution to history has been both identified and documented. No such person who meets that definition is linked to this building. The property is not eligible for the NRHP under Criterion C as it is a typical 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 original attached garage into interior living space, and some small additions. 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:

22832 27th Avenue South is a two-story, wood frame, split level, residential property with an irregular plan constructed in 1962. The building, which sits on a poured concrete foundation, has a side gabled roof covered in rolled roofing material with a deep eave overhang. An interior slope stone chimney protrudes from the center of the roof and the exterior walls of the building are clad primarily in horizontal wood siding. All of the windows appear to be contemporary replacements. The front of the property contains a substantial amount of heavy vegetation that obscures many of the front (west) elevation's details from the public right-of-way. The main entrance is located in the center of the facade and likely leads to an interior landing that is between the first and second floors. The plain front door, which is covered by a metal security door, is accessed via several concrete steps. A fixed, single-light, square replacement transom window is located above the main entrance. Due to a change in grade of the land, the north end of the residence's ground floor is partially below ground level and becomes a daylight basement. Two lookout window openings are located just above ground level on the north end of the façade, although their style is not visible from the public right-of-way. On the second floor of the façade above the lookout windows are two, fixed, single-light windows that each contain a horizontal sliding light. Originally, a single-car garage was located in the south end of the building's ground level. At an unknown date, the garage was converted into interior living space and the vehicle bay with a retractable metal door was replaced by a storage closet and a two-light window. The original pedestrian door that was located adjacent to the garage door and contained a fixed, single-light window remains extant. A very large carport topped with a wood deck wraps around the southwest corner of the building and is supported by two brick columns and several plain wood posts. The deck has a non-original open framework wood handrail that wraps around its perimeter. A large, three-light horizontal sliding window and double sliding glass doors overlook the deck from the second floor of the façade. A rectangular plan, shed roof addition has been added onto the south elevation of the house and contains a pedestrian door that opens onto the deck. The addition is clad in wood lattice over plywood boards. The property includes a paved driveway, front yard, and backyard. A small wood gate leads to the front yard from 27th Avenue South.

Major
Bibliographic
References:

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

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

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

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

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

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

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

Photos



Northwest corner
2014



Southwest corner
2014



Historic Inventory Report

Location

Field Site No. 5053-58 DAHP No.

Historic Name:

Common Name: 22864 27th Ave S

Property Address: 22864 27th Ave S, Des Moines, WA 98198

Comments:

Tax No./Parcel No. 7138100030

Plat/Block/Lot Plat Block 1 / Lot 3

Acreage .23

Supplemental Map(s)

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

Coordinate Reference

Easting: 1195083

Northing: 757466

Projection: Washington State Plane South

Datum: HARN (feet)

Identification

Survey Name: Sound Transit Federal Way (2) Date Recorded: 03/14/2014

Field Recorder: MaryNell Nolan-Wheatley

Owner's Name: SCARSELLA NICHOLAS A

Owner Address: 20004 3RD PL SW

City: NORMANDY PARK State: WA Zip: 98166

Classification: Building

Resource Status: Comments:

Survey/Inventory

Within a District? No

Contributing? No

National Register:

Local District:

National Register District/Thematic Nomination Name:

Eligibility Status: Not Determined - SHPO

Determination Date: 1/1/0001

Determination Comments:



Historic Inventory Report

Description

Historic Use: Domestic - Single Family House

Current Use: Domestic - Single Family House

Plan: L-Shape

Stories: 1

Structural System: Platform Frame

Changes to Plan: Slight

Changes to Interior: Unknown

Changes to Original Cladding: Intact

Changes to Windows: Extensive

Changes to Other:

Other (specify):

Style:

Cladding:

Roof Type:

Roof Material:

Ranch

Wood

Hip - Cross Hipped

Asphalt / Composition -
Rolled

Foundation:

Form/Type:

Concrete - Poured

Single Family

Narrative

Study Unit

Other

Architecture/Landscape Architecture

Date of Construction:

1962 Built Date

Builder:

Engineer:

Architect:

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

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

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

Historic Inventory Report

Statement of Significance:

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

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

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

The property at 22864 27th Avenue South in Des Moines, Washington, which is a residential property built in 1962, is not eligible for listing in the NRHP. The property is not eligible for the NRHP under Criterion A, which applies to buildings that are associated with events that have made a significant contribution to the broad patterns of history, as no significant events are associated with this property. To be eligible for the NRHP under Criterion B, a property must be directly associated with a person considered significant within a historic context whose specific contribution to history has been both identified and documented. No such person who meets that definition is linked to this building. The property is not eligible for the NRHP under Criterion C as it is a typical residential building from the mid-twentieth century and does not embody the distinctive characteristics of a type, period, or method of construction; it is not the work of a master and does not possess high artistic value. The property is not eligible for the NRHP under Criterion D for information potential because the materials and construction methods of the building do not convey important information that could contribute to understanding history or prehistory. Therefore, the property is not eligible for listing in the NRHP because it does not meet any of the eligibility criteria. In addition the building is altered including the replacement of original windows and doors. As a result, the property has lost integrity of materials. The building retains integrity of design, workmanship, feeling, setting, location, and association.

Historic Inventory Report

Description of Physical Appearance:	<p>22864 27th Avenue South is a one-story, wood frame, ranch style, residential property with an L-shaped plan constructed in 1962. The building, which sits on a concrete slab foundation, has a cross hipped roof with moderately deep eaves covered in rolled roofing material. An interior slope brick chimney protrudes from the north side of the roof. The residence's exterior walls are clad in horizontal wood siding and all of the visible windows are contemporary replacements. A replacement paneled wood front door is located south of center on the front (west) elevation. The north and south ends of the façade both project out slightly and are covered by the primary hipped roof. The recessed section of the façade between the two protruding ends contains the main entrance and two large window openings; each window opening contains a large, fixed, single-light window with an adjacent, one-over-one sash window. The south end of the façade contains a two-light horizontal sliding window. A two-car garage is located in the north end of the residence and has two vehicle bays with replacement, retractable metal doors on the façade. Four, two-light horizontal sliding windows of varying sizes are located on the south elevation. Aerial images indicate that a rectangular plan section projects out from the south end of the rear (east) elevation and is covered by a small hipped roof that crosses the primary hipped roof. A flat roof overhang that may cover a patio extends from the north elevation of the rear projection. The property is located at the top of a small hill and includes a paved driveway, front yard, and backyard.</p>
Major Bibliographic References:	<p>Boyles, E. 2010. The Suburb. Selected Cultural and Historical Geographies of the Greater Seattle Area. Available at: https://sites.google.com/site/alinehistoryprojectsite/home/line-b/community-identities--bellevue-and-redmond/the-suburb. Accessed March 18, 2013.</p> <p>Caster, D. 2007. Historical Society of Federal Way Timeline. Available at: http://www.federalwayhistory.org/timeline.php. Accessed March 15, 2013.</p> <p>Des Moines Historical Society. 2007. Time Line Page. Available at: http://www.dmhs.org/timeline/history.html. Accessed March 13, 2013.</p> <p>Lange, G. 1998. Des Moines Beginnings: Des Moines Post Office opens on August 6, 1889. HistoryLink: The Free Online Encyclopedia of Washington State History. Available at: http://www.historylink.org/index.cfm?DisplayPage=output.cfm&file_id=500. Accessed March 15, 2013.</p> <p>King County. 2013. King County Department of Assessments. Available at: http://www.kingcounty.gov/Assessor.aspx. Accessed October 20, 2013.</p> <p>Kramak, J.E., ed. 2010. Establishing the Pacific Highway South. Selected Cultural and Historical Geographies of the Greater Seattle Area. Available at: https://sites.google.com/site/alinehistoryprojectsite/home/map/theme-transportation/establishing-the-pacific-highway-south. Accessed March 14, 2013.</p> <p>U.S. Route 99 – The Pacific Highway. 2013. Waymarking: A Groundspeak Website. Available at: http://www.waymarking.com/cat/details.aspx?f=1&guid=698ed7e3-3af8-4cd0-a795-03b89a23288e&exp=True. Accessed March 19, 2013.</p>

Photos



Northwest corner
2014



Southwest corner
2014



West elevation
2014



Historic Inventory Report

Location

Field Site No. 5054-59 DAHP No.

Historic Name:

Common Name: 22902 27th Ave S

Property Address: 22902 27th Ave S, Des Moines, WA 98198

Comments:

Tax No./Parcel No. 7138100040

Plat/Block/Lot Plat Block 1 / Lot 4

Acreage .23

Supplemental Map(s)

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

Coordinate Reference

Easting: 1195091

Northing: 757387

Projection: Washington State Plane South

Datum: HARN (feet)

Identification

Survey Name: Sound Transit Federal Way (2) Date Recorded: 03/14/2014

Field Recorder: MaryNell Nolan-Wheatley

Owner's Name: ROBERTS BRENDA B

Owner Address: 22902 27TH AVE S

City: Des Moines State: WA Zip: 98198

Classification: Building

Resource Status: Comments:

Survey/Inventory

Within a District? No

Contributing? No

National Register:

Local District:

National Register District/Thematic Nomination Name:

Eligibility Status: Not Determined - SHPO

Determination Date: 1/1/0001

Determination Comments:



Historic Inventory Report

Description

Historic Use: Domestic - Single Family House

Current Use: Domestic - Single Family House

Plan: Rectangle

Stories: 2

Structural System: Platform Frame

Changes to Plan: Intact

Changes to Interior: Unknown

Changes to Original Cladding: Intact

Changes to Windows: Extensive

Changes to Other:

Other (specify):

Style:

Cladding:

Roof Type:

Roof Material:

Ranch - Split Level/Split
Entry

Wood

Gable - Side Gable

Asphalt / Composition -
Rolled

Foundation:

Form/Type:

Concrete - Poured

Single Family

Narrative

Study Unit

Other

Architecture/Landscape Architecture

Date of Construction:

1962 Built Date

Builder:

Engineer:

Architect:

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

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

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

Historic Inventory Report

Statement of Significance:

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

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

The city of Des Moines is located approximately halfway between Seattle and Tacoma, on the eastern side of Puget Sound (Des Moines Historical Society, 2007). The town started as a logging community and as a real estate venture of F. A. Blasher, who moved from Des Moines, Iowa, to King County in 1888 (Des Moines Historical Society, 2007; Lange, 1998). After World War I, Des Moines' popularity rose when the town expanded its dock and ferry service, attracting increased numbers of summer vacationers. The population grew quickly after World War II and Des Moines was incorporated as a city in 1959 (Des Moines Historical Society, 2007). While some buildings in Des Moines date to the 1920s and 1930s, many commercial and residential buildings were constructed during a period of suburban development in the 1950s and 1960s. On January 31, 1967, Interstate 5 (I-5), which passed through Des Moines on the route from Everett to Tacoma, Washington, was completed and established another transportation route, in addition to Pacific Highway S (SR 99), for commuters in the area (Des Moines Historical Society, 2007). The property at 22902 27th Avenue South in Des Moines, Washington, which is a residential property built in 1962, is not eligible for listing in the NRHP. The property is not eligible for the NRHP under Criterion A, which applies to buildings that are associated with events that have made a significant contribution to the broad patterns of history, as no significant events are associated with this property. To be eligible for the NRHP under Criterion B, a property must be directly associated with a person considered significant within a historic context whose specific contribution to history has been both identified and documented. No such person who meets that definition is linked to this building. The property is not eligible for the NRHP under Criterion C as it is a typical 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. 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>22902 27th Avenue South is a two-story, wood frame, split level, residential property with a rectangular plan constructed in 1962. The building, which sits on a poured concrete foundation, has a side gabled roof covered in rolled roofing material with a deep eave overhang. A large, exterior gable wall chimney bisects the south elevation and all of the windows appear to be contemporary replacements. The exterior walls of the residence are clad in horizontal wood siding. A replacement paneled front door, which is protected by a metal and glass storm door, is located just south of center on the front (west) elevation and has a large adjacent sidelight. A two light transom, which is shaded by a vinyl awning, is located above the main entrance. The front door is accessed via several concrete steps that lead from the driveway through part of the front yard. The front door likely leads to an interior landing area that is between the ground floor and second floor. Due to a change in grade of the land, the south end of the residence's ground floor is partially below ground level and becomes a daylight basement. A three-light horizontal sliding lookout basement window is located just above ground level on the south end of the façade. A horizontal wood awning shades the three-light lookout window. Two, adjacent, fixed single light windows that each contain a single-light horizontal sliding window are located on the south end of the façade's second floor level. A two-car garage is located in the north end of the building's ground level. The north end of the façade contains a wide vehicle bay with a retractable metal door. A pedestrian door and a fixed, single-light square window are located next to the garage door. A second floor overhang shades the garage entrance. Two, two-light horizontal sliding window are located above the garage door on the second floor. Both windows are shaded by angled vinyl awnings. There are no visible windows on the building's north or south elevations. With the change in grade of the land, the paved driveway is lower than the adjacent front yard. The property also includes a backyard.</p>
Major Bibliographic References:	<p>Boyles, E. 2010. The Suburb. Selected Cultural and Historical Geographies of the Greater Seattle Area. Available at: https://sites.google.com/site/alinehistoryprojectsite/home/line-b/community-identities--bellevue-and-redmond/the-suburb. Accessed March 18, 2013.</p> <p>Caster, D. 2007. Historical Society of Federal Way Timeline. Available at: http://www.federalwayhistory.org/timeline.php. Accessed March 15, 2013.</p> <p>Des Moines Historical Society. 2007. Time Line Page. Available at: http://www.dmhs.org/timeline/history.html. Accessed March 13, 2013.</p> <p>Lange, G. 1998. Des Moines Beginnings: Des Moines Post Office opens on August 6, 1889. HistoryLink: The Free Online Encyclopedia of Washington State History. Available at: http://www.historylink.org/index.cfm?DisplayPage=output.cfm&file_id=500. Accessed March 15, 2013.</p> <p>King County. 2013. King County Department of Assessments. Available at: http://www.kingcounty.gov/Assessor.aspx. Accessed October 20, 2013.</p> <p>Kramak, J.E., ed. 2010. Establishing the Pacific Highway South. Selected Cultural and Historical Geographies of the Greater Seattle Area. Available at: https://sites.google.com/site/alinehistoryprojectsite/home/map/theme-transportation/establishing-the-pacific-highway-south. Accessed March 14, 2013.</p> <p>U.S. Route 99 – The Pacific Highway. 2013. Waymarking: A Groundspeak Website. Available at: http://www.waymarking.com/cat/details.aspx?f=1&guid=698ed7e3-3af8-4cd0-a795-03b89a23288e&exp=True. Accessed March 19, 2013.</p>

Photos



Northwest corner
2014



Southwest corner
2014



West elevation
2014



Historic Inventory Report

Location

Field Site No. 5055-60

DAHP No.

Historic Name:

Common Name: 22934 27th Ave S

Property Address: 22934 27th Ave S, Des Moines, WA 98198

Comments:

Tax No./Parcel No. 7138100050

Plat/Block/Lot Plat Block 1 / Lot 5

Acreage .23

Supplemental Map(s)

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

Coordinate Reference

Easting: 1195092

Northing: 757333

Projection: Washington State Plane South

Datum: HARN (feet)

Identification

Survey Name: Sound Transit Federal Way (2)

Date Recorded: 03/14/2014

Field Recorder: MaryNell Nolan-Wheatley

Owner's Name: RICHARDSON GARY NEIL+WEISS

Owner Address: 22934 27TH AVE S

City: Des Moines

State: WA

Zip: 98198

Classification: Building

Resource Status:

Comments:

Survey/Inventory

Within a District? No

Contributing? No

National Register:

Local District:

National Register District/Thematic Nomination Name:

Eligibility Status: Not Determined - SHPO

Determination Date: 1/1/0001

Determination Comments:



Historic Inventory Report

Description

Historic Use: Domestic - Single Family House	Current Use: Domestic - Single Family House		
Plan: Irregular	Stories: 1		
Changes to Plan: Intact	Structural System: Platform Frame		
Changes to Original Cladding: Intact	Changes to Interior: Unknown		
Changes to Other:	Changes to Windows: Extensive		
Other (specify):			
Style:	Cladding:	Roof Type:	Roof Material:
Ranch	Wood - Vertical	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:	1962 Built Date
	Builder:
	Engineer:
	Architect:

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

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

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

Historic Inventory Report

Statement of Significance:

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

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

The city of Des Moines is located approximately halfway between Seattle and Tacoma, on the eastern side of Puget Sound (Des Moines Historical Society, 2007). The town started as a logging community and as a real estate venture of F. A. Blasher, who moved from Des Moines, Iowa, to King County in 1888 (Des Moines Historical Society, 2007; Lange, 1998). After World War I, Des Moines' popularity rose when the town expanded its dock and ferry service, attracting increased numbers of summer vacationers. The population grew quickly after World War II and Des Moines was incorporated as a city in 1959 (Des Moines Historical Society, 2007). While some buildings in Des Moines date to the 1920s and 1930s, many commercial and residential buildings were constructed during a period of suburban development in the 1950s and 1960s. On January 31, 1967, Interstate 5 (I-5), which passed through Des Moines on the route from Everett to Tacoma, Washington, was completed and established another transportation route, in addition to Pacific Highway S (SR 99), for commuters in the area (Des Moines Historical Society, 2007). The property at 22934 27th Avenue South in Des Moines, Washington, which is a residential property built in 1962, is not eligible for listing in the NRHP. The property is not eligible for the NRHP under Criterion A, which applies to buildings that are associated with events that have made a significant contribution to the broad patterns of history, as no significant events are associated with this property. To be eligible for the NRHP under Criterion B, a property must be directly associated with a person considered significant within a historic context whose specific contribution to history has been both identified and documented. No such person who meets that definition is linked to this building. The property is not eligible for the NRHP under Criterion C as it is a typical residential building from the mid-twentieth century and does not embody the distinctive characteristics of a type, period, or method of construction; it is not the work of a master and does not possess high artistic value. The property is not eligible for the NRHP under Criterion D for information potential because the materials and construction methods of the building do not convey important information that could contribute to understanding history or prehistory. Therefore, the property is not eligible for listing in the NRHP because it does not meet any of the eligibility criteria. In addition the building is altered including the replacement of original windows and doors. As a result, the property has lost integrity of materials. The building retains integrity of design, workmanship, feeling, setting, location, and association.

Historic Inventory Report

Description of
Physical
Appearance:

22934 27th Avenue South is a one-story, wood frame, ranch style, residential property with an irregular plan constructed in 1962. The building, which sits on a concrete slab foundation, has a side gabled roof with deep open eaves covered in rolled roofing material. A large, exterior, gable wall brick chimney bisects the south elevation. The residence's exterior walls are clad in vertical wood siding and all of the visible windows and doors are contemporary replacements. A replacement paneled front door is located south of center on the front (west) elevation. Two large window openings that each contain a fixed single-light window with an adjacent single-light horizontal sliding window are located south of the front door. The north end of the façade projects out slightly under the primary side gabled roof and contains two, two-light horizontal sliding windows with decorative, non-operable shutters. An attached, two-car garage extends from the east end of the south elevation and is covered by a slightly lower height side gabled roof. Two vehicle bays with retractable metal doors are located on the garage's west elevation. The residence is situated on the top of a small hill. Due to the change in grade of the land the front yard is stepped with each level delineated by large rocks. A paved driveway leads up to the garage from 27th Avenue South. Behind the main house a concrete patio extends from the east elevation.

Major
Bibliographic
References:

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

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

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

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

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

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

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

Photos



Southwest corner
2014



West elevation
2014



Northwest corner
2014



Historic Inventory Report

Location

Field Site No. 5056-61 DAHP No.

Historic Name:

Common Name: 2691 S 228th Pl

Property Address: 2691 S 228th Pl, Des Moines, WA 98198

Comments:

Tax No./Parcel No. 7138100060

Plat/Block/Lot Plat Block 2 / Lot 1

Acreage .22

Supplemental Map(s)

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

Coordinate Reference

Easting: 1195097

Northing: 757759

Projection: Washington State Plane South

Datum: HARN (feet)

Identification

Survey Name: Sound Transit Federal Way (2)

Date Recorded: 03/14/2014

Field Recorder: MaryNell Nolan-Wheatley

Owner's Name: BAY STEPHEN L+ELLEN M

Owner Address: 2691 S 228TH PL

City: Des Moines

State: WA

Zip: 98198

Classification: Building

Resource Status:

Comments:

Survey/Inventory

Within a District? No

Contributing? No

National Register:

Local District:

National Register District/Thematic Nomination Name:

Eligibility Status: Not Determined - SHPO

Determination Date: 1/1/0001

Determination Comments:



Historic Inventory Report

Description

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

Narrative

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

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

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

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

Historic Inventory Report

Statement of Significance:

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

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

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

The property at 2691 South 228th Place in Des Moines, Washington, which is a residential property built in 1962, is not eligible for listing in the NRHP. The property is not eligible for the NRHP under Criterion A, which applies to buildings that are associated with events that have made a significant contribution to the broad patterns of history, as no significant events are associated with this property. To be eligible for the NRHP under Criterion B, a property must be directly associated with a person considered significant within a historic context whose specific contribution to history has been both identified and documented. No such person who meets that definition is linked to this building. The property is not eligible for the NRHP under Criterion C as it is a typical 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. 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:

2691 South 228th Place is a one-story, wood frame, contemporary style, residential property with an essentially L-shaped plan constructed in 1962. The residence is oriented on a corner lot, with the main entrance facing east and an attached garage facing south, creating the L shape. The building, which sits on a concrete slab foundation, has a front gabled roof with moderately deep open eaves and exposed rafter tails covered in rolled roofing material. An interior slope brick chimney protrudes from the south side of the roof. The residence's exterior walls are clad in horizontal wood siding and all of the visible windows are contemporary replacements. A plain front door with a small, elevated, concrete stoop is located in the center of the front (east) elevation and is protected by a metal and glass storm door. The north half of the façade, including the front door, is slightly recessed under the primary front gabled roof. Two, two-light horizontal sliding windows are located north of the main entrance. The narrow north elevation of the protruding south end of the façade, which is situated perpendicular to the adjacent front door, has a tall, fixed, single-light window that contains a two-light horizontal sliding window in the top. The large window opening, which is nearly the same size as the front door, contains frosted glass and looks out over the concrete stoop. A row of three, fixed, single-light windows, one of which contains a narrow single-light horizontal sliding window, wraps around the southeast corner of the building. Two, one-over-one metal sash windows are located in the middle of the south elevation. An attached garage extends from the south end of the rear (west) elevation. A wide vehicle bay with a retractable metal door is located on the west end of the south elevation. The property includes a paved driveway, a side yard surrounded by a tall wood fence, and a concrete patio area in the inset of the L-shaped building.

Major Bibliographic References:

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

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

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

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

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

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

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

Photos



Northeast corner
2014



East elevation
2014



South elevation
2014



Southeast corner
2014



Southwest corner
2014



Historic Inventory Report

Location

Field Site No. 5109-23 DAHP No.
Historic Name:
Common Name: 1560 S 288th St
Property Address: 1560 S 288th St, Federal Way, WA 98003
Comments:
Tax No./Parcel No. 7203000240
Plat/Block/Lot Block 3, Lot 7&8
Acreage .08
Supplemental Map(s)

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

Coordinate Reference

Easting: 1190664
Northing: 738304
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: WILSON DANIEL D
Owner Address: 6423 PACIFIC HWY E
City: Fife State: WA Zip: 98424
Classification: Building
Resource Status: Comments:
Survey/Inventory
Within a District? No
Contributing? No
National Register:
Local District:
National Register District/Thematic Nomination Name:
Eligibility Status: Not Determined - SHPO
Determination Date: 1/1/0001
Determination Comments:



Historic Inventory Report

Description

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

Narrative

Study Unit	Other
Architecture/Landscape Architecture	
Date of Construction:	1968 Built Date
	1998 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).

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

The property at 1560 South 288th Street in Federal Way, Washington, which is a residential property built in 1968, is not eligible for listing in the NRHP. The property is not eligible for the NRHP under Criterion A, which applies to buildings that are associated with events that have made a significant contribution to the broad patterns of history, as no significant events are associated with this property. To be eligible for the NRHP under Criterion B, a property must be directly associated with a person considered significant within a historic context whose specific contribution to history has been both identified and documented. No such person who meets that definition is linked to this building. The property is not eligible for the NRHP under Criterion C as it is a typical residential building from the mid-twentieth century and does not embody the distinctive characteristics of a type, period, or method of construction; it is not the work of a master and does not possess high artistic value. The property is not eligible for the NRHP under Criterion D for information potential because the materials and construction methods of the building do not convey important information that could contribute to understanding history or prehistory. Therefore, the property is not eligible for listing in the NRHP because it does not meet any of the eligibility criteria. In addition the property is altered including the replacement of original doors and alterations to some windows. As a result, the property has lost some integrity of materials. The building retains integrity of feeling, setting, design, workmanship, location and association.

Historic Inventory Report

Description of Physical Appearance:	<p>1560 South 288th Street is a one-story, wood frame, minimal traditional, residential property with a T-shaped plan, constructed in 1968. The building, which sits on a poured concrete foundation, has a finished basement and a cross gable roof with moderately deep open eaves covered in composite shingles. The exterior walls of the residence are clad in wide, vertical wood siding. Set back at the dead end of a South 288th Street, the property is barely visible from the public right-of-way. The front entrance to the building is located in the center of the front (south) elevation and projects out towards South 288th Street. The entrance is covered by a center front gable that crosses the primary side gable. A replacement paneled front door that contains a small fanlight and is protected by a metal and glass storm door is located on the south elevation of the front gabled projection. The west elevation of the projection contains a rectangular, fixed, single-light window. Two-light horizontal sliding windows flank the front gabled projection. The sliding window on the east end of the façade appears to be a replacement. The area on the south side of the property in front of the residence is paved and used for parking. According to the King County Assessor's website, the property was renovated in 1998.</p>
Major Bibliographic References:	<p>Boyles, E. 2010. The Suburb. Selected Cultural and Historical Geographies of the Greater Seattle Area. Available at: https://sites.google.com/site/alinehistoryprojectsite/home/line-b/community-identities--bellevue-and-redmond/the-suburb. Accessed March 18, 2013.</p> <p>Caster, D. 2007. Historical Society of Federal Way Timeline. Available at: http://www.federalwayhistory.org/timeline.php. Accessed March 15, 2013.</p> <p>Des Moines Historical Society. 2007. Time Line Page. Available at: http://www.dmhs.org/timeline/history.html. Accessed March 13, 2013.</p> <p>King County. 2013. King County Department of Assessments. Available at: http://www.kingcounty.gov/Assessor.aspx. Accessed July 2014.</p> <p>Kramak, J.E., ed. 2010. Establishing the Pacific Highway South. Selected Cultural and Historical Geographies of the Greater Seattle Area. Available at: https://sites.google.com/site/alinehistoryprojectsite/home/map/theme-transportation/establishing-the-pacific-highway-south. Accessed March 14, 2013.</p> <p>U.S. Route 99 – The Pacific Highway. 2013. Waymarking: A Groundspeak Website. Available at: http://www.waymarking.com/cat/details.aspx?f=1&guid=698ed7e3-3af8-4cd0-a795-03b89a23288e&exp=True. Accessed March 19, 2013.</p>

Photos



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



Southwest corner of property with driveway.
2014



Historic Inventory Report

Location

Field Site No. 5201-253 DAHP No.
Historic Name:
Common Name: Mark Twain Elementary School
Property Address: 2450 Star Lake Rd, Federal Way, WA 98003
Comments:
Tax No./Parcel No. 7204800010
Plat/Block/Lot Plat Lot 1 & 2
Acreage 10.16
Supplemental Map(s)

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

Coordinate Reference

Easting: 1194625
Northing: 742864
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: FEDERAL WAY PUBLIC SCHOOLS
Owner Address: 31405 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: Education - School	Current Use: Education - School		
Plan: Center	Stories: 1		
Space/Courtyard	Structural System: Concrete - Block		
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:
Other	Veneer - Brick	Hip	Asphalt / Composition - Shingle
Foundation:	Form/Type:		
Concrete - Poured	Other		

Narrative

Study Unit	Other	
Architecture/Landscape Architecture		
Date of Construction:	1969 Built Date	Builder:
	2010 Remodel	
	2013 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).

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 2450 Star Lake Road in Federal Way, Washington, which is an elementary school built in 1969, is not eligible for listing in the NRHP. The property is not eligible for the NRHP under Criterion A, which applies to buildings that are associated with events that have made a significant contribution to the broad patterns of history, as no significant events are associated with this property. To be eligible for the NRHP under Criterion B, a property must be directly associated with a person considered significant within a historic context whose specific contribution to history has been both identified and documented. No such person who meets that definition is linked to these buildings. The property is not eligible for the NRHP under Criterion C as it is a typical elementary school 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 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 school appears largely intact, although several small, seemingly temporary buildings have been constructed on the southwest side of the property, compromising some of the school's integrity of setting. The school also has been remodeled twice, and as a result has lost some integrity of materials. The school, however, retains integrity of design, workmanship, location, feeling and association.

Historic Inventory Report

Description of Physical Appearance:	<p>2450 Star Lake Road contains Mark Twain Elementary School and consists of four, one-story, masonry buildings constructed in 1969 and several small, newer construction buildings that appear temporary. Three of the main buildings have rectangular plans, while the fourth is L shaped. All of the main school buildings, including two classroom buildings, a gymnasium, and an office building, sit on poured concrete foundations and are clad in brick veneer. Hipped roofs covered in composite shingles top each building, with close eaves and small, gabled dormer vents. The main buildings surround a square shaped courtyard in the center of the property. Set on a small hill, the school is surrounded by sloping driveways for pick up and drop off on the southeast side, a large parking lot on the southwest side, and a large grassy field on the northeast side. Aerial images indicate that the buildings are connected by a linear network of covered walkways. The walkways are shaded by narrow, hipped roofs that mimic the design of the main buildings. Most of the school's windows appear to be original, one-over-one metal sash windows or large, fixed, single-light windows. Metal pedestrian door are located on the visible elevations. Most entrances appear to be recessed. The schools is set back from the main road and is surrounded by tall trees. For this reason, most of the property is not visible from the public right-of-way. A newer-looking, rectangular plan building with a front gabled roof covered in composite shingles is location on the southwest side of the property. All of the windows on the small building are two-light horizontal sliding windows. The exterior walls are clad in vertical composite siding. Ramps for handicap access are located in front of several school entrances.</p> <p>According to the King County Assessor's website, the property has been remodeled twice, in 2010 and 2013 respectively. Alterations in 2010 included the replacement of the asphalt shingle roofing. In 2013, alterations included seismic upgrades and the replacement of rotted beams.</p>
Major Bibliographic References:	<p>Boyles, E. 2010. The Suburb. Selected Cultural and Historical Geographies of the Greater Seattle Area. Available at: https://sites.google.com/site/alinehistoryprojectsite/home/line-b/community-identities--bellevue-and-redmond/the-suburb. Accessed March 18, 2013.</p> <p>Caster, D. 2007. Historical Society of Federal Way Timeline. Available at: http://www.federalwayhistory.org/timeline.php. Accessed March 15, 2013.</p> <p>Des Moines Historical Society. 2007. Time Line Page. Available at: http://www.dmhs.org/timeline/history.html. Accessed March 13, 2013.</p> <p>King County. 2013. King County Department of Assessments. Available at: http://www.kingcounty.gov/Assessor.aspx. Accessed October 20, 2013.</p> <p>Kramak, J.E., ed. 2010. Establishing the Pacific Highway South. Selected Cultural and Historical Geographies of the Greater Seattle Area. Available at: https://sites.google.com/site/alinehistoryprojectsite/home/map/theme-transportation/establishing-the-pacific-highway-south. Accessed March 14, 2013.</p> <p>U.S. Route 99 – The Pacific Highway. 2013. Waymarking: A Groundspeak Website. Available at: http://www.waymarking.com/cat/details.aspx?f=1&guid=698ed7e3-3af8-4cd0-a795-03b89a23288e&exp=True. Accessed March 19, 2013.</p>

Photos



Southeast corner of campus
2013



Southeast corner, closer
2013



South end of campus
2013



Historic Inventory Report

Location

Field Site No. 5214-24 DAHP No.
Historic Name:
Common Name: 2009 S 276th St
Property Address: 2009 S 276th St, Federal Way, WA 98003
Comments:
Tax No./Parcel No. 7204800121
Plat/Block/Lot Lot 19
Acreage 1
Supplemental Map(s)

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

Coordinate Reference

Easting: 1192481
Northing: 742058
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: MONTGOMERY KENNETH A+ANNE
Owner Address: 2009 S 276TH ST
City: Federal Way State: WA Zip: 98003
Classification: Building
Resource Status: Comments:
Survey/Inventory
Within a District? No
Contributing? No
National Register:
Local District:
National Register District/Thematic Nomination Name:
Eligibility Status: Not Determined - SHPO
Determination Date: 1/1/0001
Determination Comments:



Historic Inventory Report

Description

Historic Use: Domestic - Single Family House

Current Use: Domestic - Single Family House

Plan: L-Shape

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:

Ranch

Veneer - Brick

Hip - Cross Hipped

Asphalt / Composition -
Shingle

Foundation:

Form/Type:

Concrete - Poured

Single Family

Narrative

Study Unit

Other

Architecture/Landscape Architecture

Date of Construction:

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 2009 South 276th Street 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 property is altered including the replacement of some original windows. As a result, the property has lost some integrity of materials. The building retains integrity of feeling, setting, design, workmanship, location and association.

Historic Inventory Report

Description of Physical Appearance:	<p>2009 South 276th Street is a one-story, wood frame, ranch style, residential property with an L-shaped plan constructed in 1959. The building, which sits on a poured concrete foundation, has a cross hipped roof with moderately deep boxed eaves covered in composite shingles. A large interior ridge, brick chimney protrudes from the south end of the roof. The property is set back at the end of a long driveway off of South 276th Street 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 brick veneer. Some of the visible windows appear to be replacements. The residence includes a daylight basement. Due to the change in grade of the land, the house appears one story from the front (west) elevation (with a view to the east) but appears to be two full stories from the rear (east) elevation (with a view to the west). The main entrance is located in the center of the front façade and is accessed by several steps. South of the front door are three window openings, one of which is a replacement single-light awning window over a single-light window. The styles of the other two windows are not visible from the public right-of-way. The north end of the façade projects out and is covered by a hipped roof that crosses the primary hipped roof. The west elevation of the projection contains a two-light horizontal sliding window that may be original. The window is located over a basement garage that is accessed by a paved driveway that slopes down from the long gravel driveway through the property. A wide, raised deck supported by brick columns extends from the first floor of the rear elevation. The deck shades a patio area that is accessible from the basement level. The property is surrounded by trees and includes a large backyard.</p>
Major Bibliographic References:	<p>Boyles, E. 2010. The Suburb. Selected Cultural and Historical Geographies of the Greater Seattle Area. Available at: https://sites.google.com/site/alinehistoryprojectsite/home/line-b/community-identities--bellevue-and-redmond/the-suburb. Accessed March 18, 2013.</p> <p>Caster, D. 2007. Historical Society of Federal Way Timeline. Available at: http://www.federalwayhistory.org/timeline.php. Accessed March 15, 2013.</p> <p>Des Moines Historical Society. 2007. Time Line Page. Available at: http://www.dmhs.org/timeline/history.html. Accessed March 13, 2013.</p> <p>King County. 2013. King County Department of Assessments. Available at: http://www.kingcounty.gov/Assessor.aspx. Accessed July 2014.</p> <p>Kramak, J.E., ed. 2010. Establishing the Pacific Highway South. Selected Cultural and Historical Geographies of the Greater Seattle Area. Available at: https://sites.google.com/site/alinehistoryprojectsite/home/map/theme-transportation/establishing-the-pacific-highway-south. Accessed March 14, 2013.</p> <p>U.S. Route 99 – The Pacific Highway. 2013. Waymarking: A Groundspeak Website. Available at: http://www.waymarking.com/cat/details.aspx?f=1&guid=698ed7e3-3af8-4cd0-a795-03b89a23288e&exp=True. Accessed March 19, 2013.</p>

Photos



Photo courtesy of the King County Assessor's website.
Northwest corner.
2014



Northwest corner of property.
2014



Historic Inventory Report

Location

Field Site No. 5219-164

DAHP No.

Historic Name:

Common Name: 27802 Pacific Hwy S

Property Address: 27802 Pacific Hwy S, Federal Way, WA 98003

Comments:

Tax No./Parcel No. 7204800167

Plat/Block/Lot

Acreage 2.04

Supplemental Map(s)

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

Coordinate Reference

Easting: 1191528

Northing: 741600

Projection: Washington State Plane South

Datum: HARN (feet)

Identification

Survey Name: Sound Transit Federal Way

Date Recorded: 11/25/2013

Field Recorder: MaryNell Nolan-Wheatley

Owner's Name: PINSONS LLC

Owner Address: 1647 S 264TH

City: DES MOINES

State: WA

Zip: 98198

Classification: Building

Resource Status:

Comments:

Survey/Inventory

Within a District? No

Contributing? No

National Register:

Local District:

National Register District/Thematic Nomination Name:

Eligibility Status: Not Determined - SHPO

Determination Date: 1/1/0001

Determination Comments:



Historic Inventory Report

Description

Historic Use: Commerce/Trade - Business

Current Use: Commerce/Trade - Business

Plan: Rectangle

Stories: 1

Structural System: 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:

Other - Utilitarian

Metal - Corrugated

Flat with Eaves

Asphalt / Composition -

Other - Industrial

Built Up

Foundation:

Form/Type:

Concrete - Poured

Utilitarian

Industrial

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).

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 27802 Pacific Highway South in Federal Way, Washington, which contains a commercial auto repair garage 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 utilitarian building and does not embody the distinctive characteristics of a type, period, or method of construction; it is not the work of a master and does not possess high artistic value. The property is not eligible for the NRHP under Criterion D for information potential because the materials and construction methods of the building do not convey important information that could contribute to understanding history or prehistory. Therefore, the property is not eligible for listing in the NRHP because it does not meet any of the eligibility criteria. In addition the building has been altered several times, including the replacement of some original windows and doors. As a result, the building has lost integrity of materials. The building retains integrity of design, workmanship, setting, location, feeling and association.

Historic Inventory Report

**Description of
Physical
Appearance:**

27802 Pacific Highway South is a one-story, wood frame commercial garage service building constructed in 1969. Several businesses operate out of the 7,840 square foot building. The long, rectangular plan building, which is built on a poured concrete foundation, is clad in corrugated metal siding. The building has a flat built-up roof with a deep front eave and a large vertical corrugated metal awning that wraps around the primary elevations. Advertisements for each of the auto repair businesses have been secured to the awning's exterior. The front (west) elevation is defined by 15 large bays, most of which are vehicle bays with retractable metal doors. Every fourth bay appears to contain a replacement pedestrian door and several fixed, single-light replacement windows. The building is set back, off of the main road and is blocked from the public right-of-way by a large parking lot surrounded by a high chain link fence.

**Major
Bibliographic
References:**

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

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

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

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

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

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



Historic Inventory Report

Location

Field Site No. 5230-161

DAHP No.

Historic Name: Redondo Heights Auto Parts

Common Name: Billiards 911

Property Address: 27721 Pacific Hwy S, Federal Way, WA 98003

Comments:

Tax No./Parcel No. 7204800195

Plat/Block/Lot

Acreage .59

Supplemental Map(s)

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

Coordinate Reference

Easting: 1191217

Northing: 741598

Projection: Washington State Plane South

Datum: HARN (feet)

Identification

Survey Name: Sound Transit Federal Way

Date Recorded: 11/25/2013

Field Recorder: MaryNell Nolan-Wheatley

Owner's Name: HALBERG JOHN R+VANAMBURG JA

Owner Address: PO BOX 3430

City: KENT

State: WA

Zip: 98089

Classification: Building

Resource Status:

Comments:

Survey/Inventory

Within a District? No

Contributing? No

National Register:

Local District:

National Register District/Thematic Nomination Name:

Eligibility Status: Not Determined - SHPO

Determination Date: 1/1/0001

Determination Comments:



Historic Inventory Report

Description

Historic Use: Commerce/Trade - Business

Current Use: Commerce/Trade - Business

Plan: Irregular

Stories: 1

Structural System: Concrete - Block

Changes to Plan: Moderate

Changes to Interior: Unknown

Changes to Original Cladding: Intact

Changes to Windows: Extensive

Changes to Other:

Other (specify):

Style:

Cladding:

Roof Type:

Roof Material:

Commercial

Concrete - Block

Flat with Parapet

Asphalt / Composition -

Art Deco - Streamlined

Veneer - Brick

Built Up

Moderne

Foundation:

Form/Type:

Concrete - Poured

Commercial

Narrative

Study Unit

Other

Architecture/Landscape Architecture

Date of Construction:

1946 Built Date

Builder:

Engineer:

Architect:

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

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

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

Historic Inventory Report

Statement of Significance:

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

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

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 commercial property at 27721 Pacific Highway South in Federal Way, Washington, which is occupied by Billiards 911 constructed in 1946, is not eligible for listing in the NRHP. The property is not eligible for the NRHP under Criterion A, which applies to buildings that are associated with events that have made a significant contribution to the broad patterns of history, as no significant events are associated with this property. To be eligible for the NRHP under Criterion B, a property must be directly associated with a person considered significant within a historic context whose specific contribution to history has been both identified and documented. No such person who meets that definition is linked to this building. The property is not eligible for the NRHP under Criterion C as it is a typical mid-twentieth century 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. Although the building has a somewhat Streamlined Moderne style, it has been heavily altered and is no longer able to convey architectural significance. The property is not eligible for the NRHP under Criterion D for information potential because the materials and construction methods of the building do not convey important information that could contribute to understanding history or prehistory. Therefore, the property is not eligible for listing in the NRHP because it does not meet any of the eligibility criteria. The building has all replacement doors and windows and has not maintained its historical use as a vehicle service building. A large north addition has also changed the plan of the building. 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:

27721 Pacific Highway South is occupied by Billiards 911, a billiards supply shop. The one-story, concrete block commercial building that was constructed in 1946 appears to have been built as an automotive-related structure, perhaps a car dealership or automobile garage. Its use has since been changed to a commercial retail space and nearly all of the original windows and doors have been replaced with contemporary designs. The irregularly shaped building, constructed on a poured concrete foundation, has a flat built-up roof with a slight parapet and is built on steeply sloping ground. As a result, the building has a basement level that is accessible from the rear (west) elevation. All of the exterior walls on the building are painted concrete block. The front (east) elevation is defined by a curved metal awning with BILLIARDS 911 written in black letters that loops out from the south end of the front elevation and originally served as a canopy for auto services. The awning is supported by two simple metal posts. A large metal sign that is also likely original to the building rises up from above the canopy and advertises for "24 Hour Towing" and "Redondo Heights Auto Parts." The neon letters on the sign do not appear to be currently functioning. A wood door with a fixed, single-light window is positioned on the front elevation under the awning. Four large, fixed, single-light replacement windows followed by a metal and glass replacement pedestrian door are located south of the central door. North of the central door and awning there is a large vehicle bay with a retractable metal door flanked by metal pedestrian doors. Further north, still on the east elevation, is a small fixed, single-light window. The large section to the north of this small window is an addition with a slightly higher roof height. The bottom of the exterior wall on the front (east) elevation of the north elevation is clad in brick veneer. Double metal and glass replacement pedestrian doors with a narrow transom are located in the middle of the north section's front façade and are flanked on either side by a row of three fixed, single-light windows. There are no windows and doors on the south elevation. The basement level of the north elevation, however, contains a vehicle bay with a retractable metal door, a pedestrian metal door, and two-light horizontal sliding window. In the center of the basement level of the west elevation is a vehicle bay with a retractable metal door. North of the vehicle door is a metal shed roof overhang that is supported by several simple wood posts and shades two pedestrian doors that lead to the basement level. Stairs lead from beneath the overhang to a pedestrian metal door with a narrow fixed, single-light window on the first floor level. There are several windows south of the first floor's pedestrian door on the west elevation including, two, two-light horizontal sliding windows, a large three-light window with an awning window in the lower corner, a fixed, single-light window placed over an awning window, and a small six light window that may be the building's only original fenestration. The north addition protrudes from the west elevation and contains a two-light horizontal sliding window and a one-over-one sash window. The building is entirely surrounded by pavement and has paved driveways that circle around the side elevations to reach the rear parking area.

Major Bibliographic References:

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

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

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

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



Southwest corner
2013



East elevation
2013



Canopy and sign, detail
2013



Historic Inventory Report

Location

Field Site No. 5234-163

DAHP No.

Historic Name:

Common Name: Crestview West Apartments

Property Address: 27912 Pacific Hwy S, Federal Way, WA 98003

Comments:

Tax No./Parcel No. 7204800210

Plat/Block/Lot

Acreage 9.49

Supplemental Map(s)

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

Coordinate Reference

Easting: 1191371

Northing: 741029

Projection: Washington State Plane South

Datum: HARN (feet)

Identification

Survey Name: Sound Transit Federal Way

Date Recorded: 11/25/2013

Field Recorder: MaryNell Nolan-Wheatley

Owner's Name: CRESTVIEW WEST PARTNERS LP

Owner Address: 17786 DES MOINES MEMORIAL DR

City: SEATTLE

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 - Multiple Family House

Current Use: Domestic - Multiple Family House

Plan: Rectangle

Stories: 3

Structural System: Platform Frame

Changes to Plan: Intact

Changes to Interior: Unknown

Changes to Original Cladding: Intact

Changes to Windows: Extensive

Changes to Other:

Other (specify):

Style:

None

Cladding:

Wood

Veneer - Brick

Roof Type:

Gable - Side Gable

Roof Material:

Asphalt / Composition -
Shingle

Foundation:

Concrete - Poured

Form/Type:

Multi-Family - Multi-Story
Apartment Block

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).

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 27912 Pacific Highway South in Federal Way, Washington, which contains a large, 10-building, 246-unit apartment complex constructed in 1969, is not eligible for listing in the NRHP. The property is not eligible for the NRHP under Criterion A, which applies to buildings that are associated with events that have made a significant contribution to the broad patterns of history, as no significant events are associated with this property. To be eligible for the NRHP under Criterion B, a property must be directly associated with a person considered significant within a historic context whose specific contribution to history has been both identified and documented. No such person who meets that definition is linked to these buildings. The property is not eligible for the NRHP under Criterion C as it is a typical mid-twentieth century apartment complex and does not embody the distinctive characteristics of a type, period, or method of construction; it is not the work of a master and does not possess high artistic value. The property is not eligible for the NRHP under Criterion D for information potential because the materials and construction methods of the buildings do not convey important information that could contribute to understanding history or prehistory. Therefore, the property is not eligible for listing in the NRHP because it does not meet any of the eligibility criteria. In addition the buildings have been altered, including the replacement of original doors and windows. As a result, the buildings have lost integrity of materials. The buildings retain integrity of design, workmanship, setting, location, feeling and association.

Historic Inventory Report

**Description of
Physical
Appearance:**

27912 Pacific Highway South is a large apartment complex with ten, three-story buildings with 246 units called the Crestview West Apartments. The rectangular plan wood frame buildings, which sit on poured concrete foundations and have side gabled roofs covered in composite shingles, were constructed in 1969. The exterior walls of each building are clad in alternating vertical strips of horizontal wood siding and brick veneer. Most of the windows are replacement two-light horizontal sliding windows. Vertical rows of balconies with open framework wood handrails project from the front elevations and are covered by integrated shed roof overhangs. Pairs of sliding glass doors lead from each apartment unit onto the attached balconies. The end of each building appears to contain an interior stairwell lit by two columns of narrow, vertically oriented, fixed, single-light windows placed below small single-light awning windows that are visible on the buildings' side elevations. The side elevation windows are flanked by narrow strips of brick veneer. Most of the buildings are identical, with only minor variations in the cladding color. The property is surrounded by simple, long, multi-car, side gabled carports. Much of the land surrounding the ten buildings is hilly and landscaped.

**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 of property
2013



View to the northeast of front elevation, west building
2013



Northwest corner, north building
2013



Historic Inventory Report

Location

Field Site No. 5262-162

DAHP No.

Historic Name:

Common Name: 27905 Pacific Hwy S

Property Address: 27905 Pacific Hwy S, Federal Way, WA 98003

Comments:

Tax No./Parcel No. 7205400125

Plat/Block/Lot

Acreage .57

Supplemental Map(s)

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

Coordinate Reference

Easting: 1191128

Northing: 741135

Projection: Washington State Plane South

Datum: HARN (feet)

Identification

Survey Name: Sound Transit Federal Way

Date Recorded: 11/25/2013

Field Recorder: MaryNell Nolan-Wheatley

Owner's Name: LEE JUDY K

Owner Address: 27905 PACIFIC HWY S

City: FEDERAL WAY

State: WA

Zip: 98003

Classification: Building

Resource Status:

Comments:

Survey/Inventory

Within a District? No

Contributing? No

National Register:

Local District:

National Register District/Thematic Nomination Name:

Eligibility Status: Not Determined - SHPO

Determination Date: 1/1/0001

Determination Comments:



Historic Inventory Report

Description

Historic Use: Domestic - Single Family House

Current Use: Vacant/Not in Use

Plan: Rectangle

Stories: 1.5

Structural System: Platform Frame

Changes to Plan: Extensive

Changes to Interior: Unknown

Changes to Original Cladding: Extensive

Changes to Windows: Extensive

Changes to Other:

Other (specify):

Style:

Vernacular

Cladding:

Wood

Wood - Vertical

Roof Type:

Gable - Side Gable

Roof Material:

Asphalt / Composition -
Shingle

Foundation:

Concrete - Poured

Form/Type:

Other

Narrative

Study Unit

Other

Architecture/Landscape Architecture

Date of Construction:

1926 Built Date

2009 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 27905 Pacific Highway South in Federal Way, Washington, which contains a commercial and residential mixed use building constructed in 1926, 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-twentieth century building with substantial alterations 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 many original materials and several large additions. 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:

27905 Pacific Highway South contains a heavily altered one and a half-story, wood frame building that was built in 1926. The building, which appears to be currently vacant, likely originally was a single-family residence. More recently, it has functioned as a mixed-use building with an apartment, retail space, and a finished raised basement. The building has an essentially rectangular plan and sits on a poured concrete foundation. Clad in a mix of horizontal and vertical wood siding, the building is constructed on steeply sloping ground. As a result, the basement level is not visible from the front (east) elevation. Topped with a steeply pitched side gabled roof covered in composite shingles, the front elevation is defined by a gabled dormer with a two-light horizontal sliding replacement window and a vertical awning clad in vertical wood siding that wraps around the front elevation. The awning covers a full width, one-story commercial addition that extends from the east elevation and contains double metal and glass doors flanked on each side by a pair of fixed, single-light windows. The addition is clad in vertical wood siding. The north elevation of the front commercial addition contains one fixed, single-light window. On the north and south elevations, just beneath the peak of the side gables are two-light horizontal sliding replacement windows. Decorative wood knee braces line the edge of the rake. Next to a pedestrian replacement metal door on the north elevation, several small windows have been covered by opaque boards. A wood balcony with an open framework handrail extends from the front sidewalk and leads to the north elevation pedestrian door. The north elevation is clad primarily in narrow horizontal wood siding. Under the balcony, the exterior wall of the basement level is clad in vertical wood siding and contains a large two-light replacement window. The south elevation contains a replacement metal pedestrian door shaded by an attached, full width, narrow shed overhang covered in composite shingles. A two-story shed roof addition clad in vertical wood siding wraps around the building's southwest corner. The corner addition has an adjacent exterior wood ladder staircase that leads down from the ground level of the main facade to the basement level in the rear of the building. In 2009, a large, full width, wood balcony with an extended shed roof and exposed wood rafter tails was added to the first floor in the rear of the building, above the raised basement level. The 893 square foot balcony is supported by simple wood posts and appears to still be under construction. Plywood boards clad the bottom half of the balcony. A shed roof dormer peaks out from the roof above the balcony. The basement level of the rear elevation, under the large balcony, contains several large windows and metal and glass pedestrian doors. The building is mainly surrounded by pavement.

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



Northwest corner
2013



Historic Inventory Report

Location

Field Site No. 5428-25 DAHP No.

Historic Name:

Common Name: 29921 Military Rd S

Property Address: 29921 Military Rd S, Federal Way, WA 98003

Comments:

Tax No./Parcel No. 7263200015

Plat/Block/Lot Lot 3

Acreage .71

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: 1194945

Northing: 734490

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: CRON JAMES C+MARIE E

Owner Address: 912 S 296TH PL

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: Slight	Structural System: Platform Frame		
Changes to Original Cladding: Intact	Changes to Interior: Unknown		
Changes to Other:	Changes to Windows: Extensive		
Other (specify):			
Style:	Cladding:	Roof Type:	Roof Material:
Ranch	Wood - Clapboard	Gable - Gable-on-Hip	Asphalt / Composition - Rolled
Foundation:	Form/Type:		
Concrete - Poured	Single Family		

Narrative

Study Unit	Other
Architecture/Landscape Architecture	
Date of Construction:	1969 Built Date
	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 29921 Military Road South in Federal Way, Washington, which is a residential property built in 1969, is not eligible for listing in the NRHP. The property is not eligible for the NRHP under Criterion A, which applies to buildings that are associated with events that have made a significant contribution to the broad patterns of history, as no significant events are associated with this property. To be eligible for the NRHP under Criterion B, a property must be directly associated with a person considered significant within a historic context whose specific contribution to history has been both identified and documented. No such person who meets that definition is linked to this building. The property is not eligible for the NRHP under Criterion C as it is a typical residential building from the mid-twentieth century and does not embody the distinctive characteristics of a type, period, or method of construction; it is not the work of a master and does not possess high artistic value. The property is not eligible for the NRHP under Criterion D for information potential because the materials and construction methods of the building do not convey important information that could contribute to understanding history or prehistory. Therefore, the property is not eligible for listing in the NRHP because it does not meet any of the eligibility criteria. In addition the property, which replaced an earlier structure constructed in 1951, is altered including the replacement of original windows and a small deck addition on the rear elevation. As a result, the property has lost integrity of materials and some integrity of design. The building retains integrity of feeling, setting, workmanship, location and association.

Historic Inventory Report

Description of Physical Appearance:	<p>29921 Military Road South is a one-story, wood frame, ranch style, residential property with a rectangular plan constructed in 1969. The building, which sits on a concrete slab foundation, has a gable-on-hip roof with deep boxed eaves covered in rolled roofing material. The exterior walls of the building are primarily clad in horizontal wood siding and the visible windows are mainly replacements. The main entrance is located in the center of the front (east) elevation and is protected by a metal and glass storm door. North of the main entrance are two, two-light horizontal sliding replacement windows. A non-original canted, three-light, bay window is located south of the main entrance. There are no windows on the south elevation. The front yard is bordered by a low chain-link fence. Aerial images indicate that a small deck with a shed roof has been added to the residence's west elevation. According to the King County Assessor's website, the current 1969 building replaced a small, rectangular plan single-family residence that was constructed circa 1951 and was subsequently demolished. Currently, the rear section of the property seems to serve as storage for vehicles and equipment and is accessed via a long gravel driveway that originates at Military Road South. A circa 2006 detached garage with a side gabled roof is located on the far west end of the property.</p>
Major Bibliographic References:	<p>Boyles, E. 2010. The Suburb. Selected Cultural and Historical Geographies of the Greater Seattle Area. Available at: https://sites.google.com/site/alinehistoryprojectsite/home/line-b/community-identities--bellevue-and-redmond/the-suburb. Accessed March 18, 2013.</p> <p>Caster, D. 2007. Historical Society of Federal Way Timeline. Available at: http://www.federalwayhistory.org/timeline.php. Accessed March 15, 2013.</p> <p>Des Moines Historical Society. 2007. Time Line Page. Available at: http://www.dmhs.org/timeline/history.html. Accessed March 13, 2013.</p> <p>King County. 2013. King County Department of Assessments. Available at: http://www.kingcounty.gov/Assessor.aspx. Accessed July 2014.</p> <p>Kramak, J.E., ed. 2010. Establishing the Pacific Highway South. Selected Cultural and Historical Geographies of the Greater Seattle Area. Available at: https://sites.google.com/site/alinehistoryprojectsite/home/map/theme-transportation/establishing-the-pacific-highway-south. Accessed March 14, 2013.</p> <p>U.S. Route 99 – The Pacific Highway. 2013. Waymarking: A Groundspeak Website. Available at: http://www.waymarking.com/cat/details.aspx?f=1&guid=698ed7e3-3af8-4cd0-a795-03b89a23288e&exp=True. Accessed March 19, 2013.</p>

Photos



Southeast corner.
2014



Southeast corner of property.
2014



Historic Inventory Report

Location

Field Site No. 5429-26 DAHP No.

Historic Name:

Common Name: 29929 Military Rd S

Property Address: 29929 Military Rd S, Federal Way, WA 98003

Comments:

Tax No./Parcel No. 7263200020

Plat/Block/Lot Lot 4

Acreage .74

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: 1194950

Northing: 734408

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: GEHRING BRADLEY J

Owner Address: PO BOX 972

City: SEAHURST

State: WA

Zip: 98062

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:
None	Shingle - Concrete/Asbestos	Gable - Front Gable	Asphalt / Composition - Rolled
Foundation:	Form/Type:		
Concrete - Poured	Single Family		

Narrative

Study Unit

Other

Architecture/Landscape Architecture

Date of Construction: 1946 Built Date

Builder:

Engineer:

Architect:

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

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

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

Historic Inventory Report

Statement of Significance:

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

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

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

The property at 29929 Military Road South in Federal Way, Washington, which is a residential property built in 1946, is not eligible for listing in the NRHP. The property is not eligible for the NRHP under Criterion A, which applies to buildings that are associated with events that have made a significant contribution to the broad patterns of history, as no significant events are associated with this property. To be eligible for the NRHP under Criterion B, a property must be directly associated with a person considered significant within a historic context whose specific contribution to history has been both identified and documented. No such person who meets that definition is linked to this building. The property is not eligible for the NRHP under Criterion C as it is a typical residential building from the mid-twentieth century and does not embody the distinctive characteristics of a type, period, or method of construction; it is not the work of a master and does not possess high artistic value. The property is not eligible for the NRHP under Criterion D for information potential because the materials and construction methods of the building do not convey important information that could contribute to understanding history or prehistory. Therefore, the property is not eligible for listing in the NRHP because it does not meet any of the eligibility criteria. In addition the property is altered including the replacement of original windows and doors. The area around the property has been substantially developed since 1946. As a result, the property has lost integrity of materials and some integrity of setting. The building retains integrity of feeling, design, workmanship, location and association.

Historic Inventory Report

Description of Physical Appearance:	29929 Military Road South is a small, unadorned, one-story, wood frame residential property with a rectangular plan constructed in 1946. The building, which sits on a concrete slab foundation, has an asymmetrical front gabled roof with flush eaves covered in rolled roofing material. The exterior walls of the building are clad in asbestos shingles and the visible windows are contemporary replacements. In addition, the window openings on the front (east) elevation appear to have been enlarged to accommodate contemporary sliding styles. A paneled replacement front door with a protective metal and glass screen door is located on the south end of the front elevation. A small, non-original overhang has been attached over the front door and is supported by two simple wood posts. North of the front door are two, two-light horizontal sliding replacement windows. There are two window openings on the south elevation, although the window styles are not discernible from the public right-of-way. A small shed is located in the back, west end of the property. The property includes a gravel driveway and a front 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>Des Moines Historical Society. 2007. Time Line Page. Available at: http://www.dmhs.org/timeline/history.html. Accessed March 13, 2013.</p> <p>King County. 2013. King County Department of Assessments. Available at: http://www.kingcounty.gov/Assessor.aspx. Accessed July 2014.</p> <p>Kramak, J.E., ed. 2010. Establishing the Pacific Highway South. Selected Cultural and Historical Geographies of the Greater Seattle Area. Available at: https://sites.google.com/site/alinehistoryprojectsite/home/map/theme-transportation/establishing-the-pacific-highway-south. Accessed March 14, 2013.</p> <p>U.S. Route 99 – The Pacific Highway. 2013. Waymarking: A Groundspeak Website. Available at: http://www.waymarking.com/cat/details.aspx?f=1&guid=698ed7e3-3af8-4cd0-a795-03b89a23288e&exp=True. Accessed March 19, 2013.</p>

Photos



Southeast corner.
2014



Southeast corner of property.
2014



Historic Inventory Report

Location

Field Site No. 5482-256 DAHP No.
Historic Name:
Common Name: 3007 S 284th St
Property Address: 3007 S 284th St, Federal Way, WA 98003
Comments:
Tax No./Parcel No. 7303200490
Plat/Block/Lot Plat Lot 49
Acreage .50
Supplemental Map(s)

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

Coordinate Reference

Easting: 1195621
Northing: 739313
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: FUNG CHEN PEN JOHN K
Owner Address: 3007 S 284TH ST
City: Federal Way State: WA Zip: 98003
Classification: Building
Resource Status: Comments:
Survey/Inventory
Within a District? No
Contributing? No
National Register:
Local District:
National Register District/Thematic Nomination Name:
Eligibility Status: Not Determined - SHPO
Determination Date: 1/1/0001
Determination Comments:



Historic Inventory Report

Description

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

Narrative

Study Unit	Other
Architecture/Landscape Architecture	
Date of Construction:	1945 Built Date
	1955 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 3007 South 284th Street in Federal Way, Washington, which is a residential property built in 1945, is not eligible for listing in the NRHP. The property is not eligible for the NRHP under Criterion A, which applies to buildings that are associated with events that have made a significant contribution to the broad patterns of history, as no significant events are associated with this property. To be eligible for the NRHP under Criterion B, a property must be directly associated with a person considered significant within a historic context whose specific contribution to history has been both identified and documented. No such person who meets that definition is linked to this building. The property is not eligible for the NRHP under Criterion C as it is a typical residential building from the early to mid-twentieth century and does not embody the distinctive characteristics of a type, period, or method of construction; it is not the work of a master and does not possess high artistic value. The property is not eligible for the NRHP under Criterion D for information potential because the materials and construction methods of the building do not convey important information that could contribute to understanding history or prehistory.

Therefore, the property is not eligible for listing in the NRHP because it does not meet any of the eligibility criteria. In addition the building is altered, including the replacement of original windows and several rear additions. As a result, the property has lost integrity of materials and design. The building retains integrity of workmanship, location, setting, feeling and association.

Historic Inventory Report

Description of Physical Appearance:	<p>3007 South 284th Street is a one-story, wood frame, residential property with an irregular floor plan constructed in 1945. The house, which is composed of a square plan section with several additions that extend toward the southeast corner of the property, has a poured concrete foundation and sits on sloped ground. Due to the change in grade of the land, the building has a finished basement that is not visible from the front (west) elevation, but is visible above ground from the side (north) and rear (east) elevations. Covered by several overlapping composite shingle hipped roofs, the house contains two brick chimneys: a large exterior eave wall chimney on the north elevation and a smaller interior slope brick chimney that protrudes from the rear of the house. The house is clad in asbestos shingles that appear original. All of the visible windows are contemporary replacements. The north end of the front façade projects out from the rest of the elevation and contains a fixed, 35-light window with a louvered awning. The front door is located on the small south side elevation of this projecting section, and is shaded by the southwest corner of the hipped roof. A 25-light window is located on the south end of the front façade and is also shaded by a louvered awning. The north elevation contains three, one-over-one metal sash windows on the ground level, and one, fixed-single light window and one small, three-light window on the basement level. An irregularly shaped addition extends from the southwest corner of the main section of the house, but is not visible from the public right-of-way. This addition was likely constructed circa 1955, when a 580-square foot detached garage was constructed on the north side of the property. The detached garage is also clad in asbestos shingle siding and has a front gabled roof. There are two vehicle bays with retractable doors on the west elevation. An attached shed addition extends from the north side of the accessory building and contains a wood pedestrian door, with a fixed, single-light window on the west elevation. The property is surrounded by grass and gravel.</p>
Major Bibliographic References:	<p>Boyles, E. 2010. The Suburb. Selected Cultural and Historical Geographies of the Greater Seattle Area. Available at: https://sites.google.com/site/alinehistoryprojectsite/home/line-b/community-identities--bellevue-and-redmond/the-suburb. Accessed March 18, 2013.</p> <p>Caster, D. 2007. Historical Society of Federal Way Timeline. Available at: http://www.federalwayhistory.org/timeline.php. Accessed March 15, 2013.</p> <p>Des Moines Historical Society. 2007. Time Line Page. Available at: http://www.dmhs.org/timeline/history.html. Accessed March 13, 2013.</p> <p>King County. 2013. King County Department of Assessments. Available at: http://www.kingcounty.gov/Assessor.aspx. Accessed October 20, 2013.</p> <p>Kramak, J.E., ed. 2010. Establishing the Pacific Highway South. Selected Cultural and Historical Geographies of the Greater Seattle Area. Available at: https://sites.google.com/site/alinehistoryprojectsite/home/map/theme-transportation/establishing-the-pacific-highway-south. Accessed March 14, 2013.</p> <p>U.S. Route 99 – The Pacific Highway. 2013. Waymarking: A Groundspeak Website. Available at: http://www.waymarking.com/cat/details.aspx?f=1&guid=698ed7e3-3af8-4cd0-a795-03b89a23288e&exp=True. Accessed March 19, 2013.</p>

Photos



Northwest corner, with accessory building in view
2013



Northwest corner, primary building
2013



West elevation, south end
2013



West elevation, detached garage
2013



Historic Inventory Report

Location

Field Site No. 5648-27
DAHP No.
Historic Name:
Common Name: 25127 25th Ave S
Property Address: 25127 25th Ave S, Kent, WA 98032
Comments:
Tax No./Parcel No. 7523700510
Plat/Block/Lot Block 7, Lot 11
Acreage .19
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: 1193887
Northing: 750059
Projection: Washington State Plane South
Datum: HARN (feet)

Identification

Survey Name: Sound Transit Federal Way (2)
Date Recorded: 07/31/2014
Field Recorder: MaryNell Nolan-Wheatley
Owner's Name: REYNOLDS JULIE
Owner Address: 25127 25TH AVE S
City: Kent
State: WA
Zip: 98032
Classification: Building
Resource Status:
Survey/Inventory
Comments:
Within a District? No
Contributing? No
National Register:
Local District:
National Register District/Thematic Nomination Name:
Eligibility Status: Not Determined - SHPO
Determination Date: 1/1/0001
Determination Comments:



Historic Inventory Report

Description

Historic Use: Domestic - Single Family House	Current Use: Domestic - Single Family House		
Plan: Rectangle	Stories: 1		
Changes to Plan: Intact	Structural System: Platform Frame		
Changes to Original Cladding: Intact	Changes to Interior: Unknown		
Changes to Other: Moderate	Changes to Windows: Extensive		
Other (specify): Original carport was converted to an attached garage.			
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 - Side Gable		

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 25127 25TH Avenue South in Kent, Washington, which is a residential property built in 1958, is not eligible for listing in the NRHP. The property is not eligible for the NRHP under Criterion A, which applies to buildings that are associated with events that have made a significant contribution to the broad patterns of history, as no significant events are associated with this property. To be eligible for the NRHP under Criterion B, a property must be directly associated with a person considered significant within a historic context whose specific contribution to history has been both identified and documented. No such person who meets that definition is linked to this building. The property is not eligible for the NRHP under Criterion C as it is a typical residential building from the mid-twentieth century and does not embody the distinctive characteristics of a type, period, or method of construction; it is not the work of a master and does not possess high artistic value. The property is not eligible for the NRHP under Criterion D for information potential because the materials and construction methods of the building do not convey important information that could contribute to understanding history or prehistory. Therefore, the property is not eligible for listing in the NRHP because it does not meet any of the eligibility criteria. In addition the property is altered including the replacement of original windows and the conversion of the original attached carport into interior living space. 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:	25127 25TH Avenue South is a one-story, wood frame, ranch style, residential property with a rectangular plan, constructed in 1958. The building, which sits on a concrete slab foundation, has a side gable roof with moderately deep open eaves covered in composite shingles. The lower half of the building's exterior walls are clad in asbestos shingles while the upper half of the walls are clad in vertical wood siding. The visible windows are contemporary replacements. The front door is located south of center of the front (east) elevation and is protected by a metal and glass storm door. The entrance is slightly recessed and is covered by the primary roof. A large window opening that contains a fixed, single-light picture window placed above three small, narrow, awning windows is located just north of the main entrance. The north end of the front elevation has two, two-light horizontal sliding replacement windows. Originally, the south end of the residence contained a carport that was covered by the primary side gabled roof. At an unknown date, the carport was enclosed and converted into interior living space. Currently, a two-light horizontal sliding window is located on the far south end of the façade. The south elevation contains two, small, quadrilateral attic windows and a two-light horizontal sliding window. A small shed accessory building is located behind the house, on the west side of the property. 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>Des Moines Historical Society. 2007. Time Line Page. Available at: http://www.dmhs.org/timeline/history.html. Accessed March 13, 2013.</p> <p>King County. 2013. King County Department of Assessments. Available at: http://www.kingcounty.gov/Assessor.aspx. Accessed July 2014.</p> <p>Kramak, J.E., ed. 2010. Establishing the Pacific Highway South. Selected Cultural and Historical Geographies of the Greater Seattle Area. Available at: https://sites.google.com/site/alinehistoryprojectsite/home/map/theme-transportation/establishing-the-pacific-highway-south. Accessed March 14, 2013.</p> <p>Stein, A.J. 2001. Kent. HistoryLink: The Free Online Encyclopedia of Washington State History. Available at: http://www.historylink.org/index.cfm?DisplayPage=output.cfm&file_id=3587. Accessed March 18, 2013.</p> <p>U.S. Route 99 – The Pacific Highway. 2013. Waymarking: A Groundspeak Website. Available at: http://www.waymarking.com/cat/details.aspx?f=1&guid=698ed7e3-3af8-4cd0-a795-03b89a23288e&exp=True. Accessed March 19, 2013.</p>

Photos



East elevation.
2014



Northeast corner.
2014



Southwest corner.
2014



Historic Inventory Report

Location

Field Site No. 5701-28

DAHP No.

Historic Name:

Common Name: 25128 25th Ave S

Property Address: 25128 25th Ave S, Kent, WA 98032

Comments:

Tax No./Parcel No. 7523800095

Plat/Block/Lot Block 6, Lot 8

Acreage .25

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: 1194069

Northing: 750064

Projection: Washington State Plane South

Datum: HARN (feet)

Identification

Survey Name: Sound Transit Federal Way (2)

Date Recorded: 07/31/2014

Field Recorder: MaryNell Nolan-Wheatley

Owner's Name: CORNELL SUE E

Owner Address: 25128 25TH 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: Intact	Structural System: Platform Frame		
Changes to Original Cladding: Intact	Changes to Interior: Unknown		
Changes to Other: Extensive	Changes to Windows: Extensive		
Other (specify): Front entrance was relocated. Carport converted into garage.			
Style:	Cladding:	Roof Type:	Roof Material:
Ranch	Shingle - Concrete/Asbestos Wood - Vertical	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:	1958 Built Date
	2013 Remodel
	2014 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 25128 25th Avenue South in Kent, Washington, which is a residential property built in 1958, is not eligible for listing in the NRHP. The property is not eligible for the NRHP under Criterion A, which applies to buildings that are associated with events that have made a significant contribution to the broad patterns of history, as no significant events are associated with this property. To be eligible for the NRHP under Criterion B, a property must be directly associated with a person considered significant within a historic context whose specific contribution to history has been both identified and documented. No such person who meets that definition is linked to this building. The property is not eligible for the NRHP under Criterion C as it is a typical residential building from the mid-twentieth century and does not embody the distinctive characteristics of a type, period, or method of construction; it is not the work of a master and does not possess high artistic value. The property is not eligible for the NRHP under Criterion D for information potential because the materials and construction methods of the building do not convey important information that could contribute to understanding history or prehistory. Therefore, the property is not eligible for listing in the NRHP because it does not meet any of the eligibility criteria. In addition the property is altered including the replacement of original windows and doors, the relocation of the original front door, and the conversion of the original carport into interior living space. 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>25128 25th Avenue South is a one-story, wood frame, ranch style, residential property with a rectangular plan constructed in 1958. The building, which sits on a concrete slab foundation, has a side gable roof with shallow open eaves covered in rolled roofing material. The exterior walls of the building are clad primarily in asbestos shingles, although the south end of the front (west) elevation is clad in vertical wood siding. The visible windows are contemporary replacement sliding windows. The front door is located north of center on the front elevation, directly south of a vehicle bay with a retractable garage door. A non-original front gable has been added above the vehicle and pedestrian entrances. Originally, this north section of the house contained a carport structure that was covered by the primary side gabled roof. Historic photos provided on the King County Assessor's website indicate that the front door may have originally been located on the south elevation of the principle mass of the residence, accessed through the carport. At an unknown date, the carport was enclosed and converted into a garage. Circa 2014, the house was remodeled and a 37.5-square foot area of outdoor walkway was converted into a mud room and front door entryway. At this time, it is likely the front entrance was completed at its current location. Other renovations occurred to the interior of the residence circa 2013, including converting an existing hall closet into a wall fireplace and removing portions of drywall. South of the main entrance are three window openings, including (from north to south) a large, three-light horizontal sliding window and two, two-light horizontal sliding windows. The north elevation of the garage contains two, two-light horizontal sliding windows. There are no windows on the south elevation. The property includes a paved driveway front yard, backyard, and rear patio area.</p>
Major Bibliographic References:	<p>Boyles, E. 2010. The Suburb. Selected Cultural and Historical Geographies of the Greater Seattle Area. Available at: https://sites.google.com/site/alinehistoryprojectsite/home/line-b/community-identities--bellevue-and-redmond/the-suburb. Accessed March 18, 2013.</p> <p>Caster, D. 2007. Historical Society of Federal Way Timeline. Available at: http://www.federalwayhistory.org/timeline.php. Accessed March 15, 2013.</p> <p>Des Moines Historical Society. 2007. Time Line Page. Available at: http://www.dmhs.org/timeline/history.html. Accessed March 13, 2013.</p> <p>King County. 2013. King County Department of Assessments. Available at: http://www.kingcounty.gov/Assessor.aspx. Accessed July 2014.</p> <p>Kramak, J.E., ed. 2010. Establishing the Pacific Highway South. Selected Cultural and Historical Geographies of the Greater Seattle Area. Available at: https://sites.google.com/site/alinehistoryprojectsite/home/map/theme-transportation/establishing-the-pacific-highway-south. Accessed March 14, 2013.</p> <p>Stein, A.J. 2001. Kent. HistoryLink: The Free Online Encyclopedia of Washington State History. Available at: http://www.historylink.org/index.cfm?DisplayPage=output.cfm&file_id=3587. Accessed March 18, 2013.</p> <p>U.S. Route 99 – The Pacific Highway. 2013. Waymarking: A Groundspeak Website. Available at: http://www.waymarking.com/cat/details.aspx?f=1&guid=698ed7e3-3af8-4cd0-a795-03b89a23288e&exp=True. Accessed March 19, 2013.</p>

Photos



West elevation.
2014



Northwest corner.
2014



Southwest corner.
2014



South elevation.
2014



Historic Inventory Report

Location

Field Site No. 6014-152

DAHP No.

Historic Name:

Common Name: 26631 Pacific Hwy S

Property Address: 26631 Pacific Hwy S, Des Moines, WA 98198

Comments:

Tax No./Parcel No. 7682800010

Plat/Block/Lot

Acreage .54

Supplemental Map(s)

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

Coordinate Reference

Easting: 1192485

Northing: 745219

Projection: Washington State Plane South

Datum: HARN (feet)

Identification

Survey Name: Sound Transit Federal Way

Date Recorded: 11/21/2013

Field Recorder: MaryNell Nolan-Wheatley

Owner's Name: PHAN MINH

Owner Address: 33658 7TH CT SW

City: FEDERAL WAY

State: WA

Zip: 98023

Classification: Building

Resource Status:

Comments:

Survey/Inventory

Within a District? No

Contributing? No

National Register:

Local District:

National Register District/Thematic Nomination Name:

Eligibility Status: Not Determined - SHPO

Determination Date: 1/1/0001

Determination Comments:



Historic Inventory Report

Description

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

Narrative

Study Unit	Other
Architecture/Landscape Architecture	
Date of Construction:	1955 Built Date
	2002 Built Date
	Builder:
	Engineer:
	Architect:

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

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

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

Historic Inventory Report

Statement of Significance:

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

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

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

The property at 26631 Pacific Highway South in Des Moines, Washington, which contains a residential building constructed in 1955, is not eligible for listing in the NRHP. The property is not eligible for the NRHP under Criterion A, which applies to buildings that are associated with events that have made a significant contribution to the broad patterns of history, as no significant events are associated with this property. To be eligible for the NRHP under Criterion B, a property must be directly associated with a person considered significant within a historic context whose specific contribution to history has been both identified and documented. No such person who meets that definition is linked to this building. The property is not eligible for the NRHP under Criterion C as it is a typical mid-twentieth century house and does not embody the distinctive characteristics of a type, period, or method of construction; it is not the work of a master and does not possess high artistic value. The property is not eligible for the NRHP under Criterion D for information potential because the materials and construction methods of the building do not convey important information that could contribute to understanding history or prehistory.

Therefore, the property is not eligible for listing in the NRHP because it does not meet any of the eligibility criteria. In addition, the residence has been altered including the replacement of original windows and doors. As a result, the building has lost integrity of materials. The building retains integrity of design, workmanship, setting, location, feeling and association.

Historic Inventory Report

Description of Physical Appearance:	<p>26631 Pacific Highway South is a one-story wood frame, minimal traditional style, residential building constructed in 1955. Built on a raised concrete foundation, the house has a rectangular plan and a steeply -pitched side gabled roof with shallow eaves covered in composite shingles. An interior slope concrete block chimney protrudes from the west side of the roof. The house is clad in non-original horizontal composite siding. A replacement paneled front door is located in the center of the front (east) elevation and is flanked by fixed, single-light sidelights. A small concrete porch with three semicircular steps, covered by a small composite shingle front gabled overhang defines the front entrance. The overhang has a gable end clad in horizontal composite siding and is supported by thin metal posts. There are two, replacement nine-light over one-light sash windows on either side of the main entrance. The north and south elevations each contain two windows identical to those on the front façade. Just below the peak of the side gables are replacement 15-light windows that likely replaced original attic vents. A full width, extended shed roof addition projects from the rear (west) elevation. North of the main house is a detached garage that was also constructed in 1955. The front gabled garage is clad in original horizontal wood siding and contains a vehicle bay with double wood doors on the east elevation. The garage is located at the end of a long paved driveway. In 2002, a new accessory building was constructed behind the main house, although it is not visible from the public right-of-way. The front of the property contains a sloping lawn with a series of concrete steps that lead to the front porch.</p>
Major Bibliographic References:	<p>Boyles, E. 2010. The Suburb. Selected Cultural and Historical Geographies of the Greater Seattle Area. Available at: https://sites.google.com/site/alinehistoryprojectsite/home/line-b/community-identities--bellevue-and-redmond/the-suburb. Accessed March 18, 2013.</p> <p>Caster, D. 2007. Historical Society of Federal Way Timeline. Available at: http://www.federalwayhistory.org/timeline.php. Accessed March 15, 2013.</p> <p>Des Moines Historical Society. 2007. Time Line Page. Available at: http://www.dmhs.org/timeline/history.html. Accessed March 13, 2013.</p> <p>Lange, G. 1998. Des Moines Beginnings: Des Moines Post Office opens on August 6, 1889. HistoryLink: The Free Online Encyclopedia of Washington State History. Available at: http://www.historylink.org/index.cfm?DisplayPage=output.cfm&file_id=500. Accessed March 15, 2013.</p> <p>King County. 2013. King County Department of Assessments. Available at: http://www.kingcounty.gov/Assessor.aspx. Accessed October 20, 2013.</p> <p>Kramak, J.E., ed. 2010. Establishing the Pacific Highway South. Selected Cultural and Historical Geographies of the Greater Seattle Area. Available at: https://sites.google.com/site/alinehistoryprojectsite/home/map/theme-transportation/establishing-the-pacific-highway-south. Accessed March 14, 2013.</p> <p>U.S. Route 99 – The Pacific Highway. 2013. Waymarking: A Groundspeak Website. Available at: http://www.waymarking.com/cat/details.aspx?f=1&guid=698ed7e3-3af8-4cd0-a795-03b89a23288e&exp=True. Accessed March 19, 2013.</p>

Photos



Northeast corner, residence and detached garage
2013



Northeast corner, residence
2013



East elevation
2013



Historic Inventory Report

Location

Field Site No. 6019-151

DAHP No.

Historic Name:

Common Name: Hanwoori Mission Church

Property Address: 26421 Pacific Hwy S, Des Moines, WA 98198

Comments:

Tax No./Parcel No. 7682800035

Plat/Block/Lot

Acreage 1.17

Supplemental Map(s)

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

Coordinate Reference

Easting: 1192719

Northing: 745902

Projection: Washington State Plane South

Datum: HARN (feet)

Identification

Survey Name: Sound Transit Federal Way

Date Recorded: 11/21/2013

Field Recorder: MaryNell Nolan-Wheatley

Owner's Name: PACIFIC INTERNATIONAL BANK

Owner Address: 1155 N 130TH #100

City: SEATTLE

State: WA

Zip: 98133

Classification: Building

Resource Status:

Comments:

Survey/Inventory

Within a District? No

Contributing? No

National Register:

Local District:

National Register District/Thematic Nomination Name:

Eligibility Status: Not Determined - SHPO

Determination Date: 1/1/0001

Determination Comments:



Historic Inventory Report

Description

Historic Use: Unknown	Current Use: Religion - Religious Facility		
Plan: L-Shape	Stories: 2	Structural System: Platform Frame	
Changes to Plan: Extensive	Changes to Interior: Unknown		
Changes to Original Cladding: Moderate	Changes to Windows: Extensive		
Changes to Other:			
Other (specify):			
Style:	Cladding:	Roof Type:	Roof Material:
None	Veneer - Stucco	Gable - Front Gable	Asphalt / Composition - Shingle
	Wood - Vertical		Asphalt / Composition - Rolled
Foundation:	Form/Type:		
Concrete - Poured	Church		

Narrative

Study Unit	Other	
Architecture/Landscape Architecture		
Date of Construction:	1962 Built Date	Builder:
	1967 Addition	
	2003 Addition	
	2003 Remodel	
		Engineer:
		Architect:

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

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

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

Historic Inventory Report

Statement of Significance:

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

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

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

The property at 26421 Pacific Highway South in Des Moines, Washington, which is a building constructed in 1962 that has most recently been occupied by the Hanwoori Mission Church, is not eligible for listing in the NRHP. The property is not eligible for the NRHP under Criterion A, which applies to buildings that are associated with events that have made a significant contribution to the broad patterns of history, as no significant events are associated with this property. To be eligible for the NRHP under Criterion B, a property must be directly associated with a person considered significant within a historic context whose specific contribution to history has been both identified and documented. No such person who meets that definition is linked to this building. The property is not eligible for the NRHP under Criterion C as it is a typical mid-twentieth century commercial building now used as a church 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 and 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:

26421 Pacific Highway South was constructed in 1962 and has most recently been utilized by the Hanwoori Mission Church, although the building appears to be currently vacant. Constructed on a poured concrete foundation, the wood frame building has an essentially L-shaped plan composed of the original 1962 rectangular plan building and a long rectangular plan 1967 addition that extends from the rear (west) elevation. A smaller, circa 2003 addition is nestled inside the inset of the L shape. All of the windows and doors are contemporary replacements. The two-story 1962 building is clad in stucco and has a low-pitch front gabled composite shingle roof with shallow open eaves. An attached gabled overhang with an arched pedestrian opening extends from the center of the front (east) elevation's first floor and covers the entrance area. Two attached shed roof overhangs extend from the east elevation on either side of the center gable overhang, creating a full-width ground level covered porch area. The three overhangs are covered in rolled roofing material and supported by large pillars clad in stucco. Double replacement metal and glass doors are located in the center of the first floor on the east elevation and are surrounded by fixed, single-light windows. North and south of the entrance are single-light windows placed below single-light semi-circular windows flanked by single-light windows. The north end of the east elevation contains a two-light horizontal sliding window and a pedestrian door. Under the south overhang, a small addition projects from the east elevation on the south end and contains double metal pedestrian doors on the east elevation of the projection. Just below the peak of the primary front gable, on the second floor of the elevation, is a small, fixed, single-light circular window that is obstructed from view by a large neon cross that has been attached to the second floor of the east elevation. On either side of the cross are single-light windows placed below single-light semicircular windows. The north end of the elevation contains two, two-light horizontal sliding windows while the south end contains one two-light and one three-light horizontal sliding window. The ground floor of the north elevation of the building contains four large two-light horizontal sliding windows. The second floor on the same elevation contains two, two-light horizontal sliding windows and two fixed, single-light windows. The north end of the west elevation contains several fixed, single-light windows and a pedestrian door. A square, flat roof unit, the purpose of which is unknown, protrudes from the northwest corner of the roof. Attached to the south end of the rear (west) elevation is a long, rectangular plan, one-story wood frame 4,000 square foot addition constructed in 1967. The addition, which is double height to accommodate a chapel, is clad in vertical wood siding and has a front gabled roof covered in composite shingles. The north elevation of the chapel contains four identical window openings that are composed of a three-light rectangular window placed under arched stained glass windows. A small attic vent is located below the rear gable on the west elevation and a rectangular parapet is the only visible defining feature on the south elevation. Positioned in the corner inset of the L-shape is the circa 2003 addition that contains classrooms, a pastor's suite, and restrooms. The one-story wood frame addition clad in vertical wood siding has a gabled roof covered in composite shingles and contains double glass and metal doors flanked by fixed, single-light sidelights on the north elevation. Also in 2003, the interior of the first floor was remodeled, including the kitchen and the fellowship hall. A sloping paved parking lot is located on the east side of the property which is entirely surrounded by a chain link fence.

Historic Inventory Report

Major
Bibliographic
References:

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

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

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

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

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

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

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

Photos



Northeast corner
2013



North elevation
2013



Northwest corner
2013



Southeast corner
2013



Historic Inventory Report

Location

Field Site No. 6022-159 DAHP No.
Historic Name:
Common Name: 26430 Pacific Hwy S
Property Address: 26430 Pacific Hwy S, Kent, WA 98032
Comments:
Tax No./Parcel No. 7682800055
Plat/Block/Lot
Acreage 2.14
Supplemental Map(s)

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

Coordinate Reference

Easting: 1192973
Northing: 745769
Projection: Washington State Plane South
Datum: HARN (feet)

Identification

Survey Name: Sound Transit Federal Way Date Recorded: 11/25/2013
Field Recorder: MaryNell Nolan-Wheatley
Owner's Name: ADVANCED MANAGEMENT PROPERTY
Owner Address: 2353 W HALLADAY
City: SEATTLE State: WA Zip: 98199
Classification: Building
Resource Status: Comments:
Survey/Inventory
Within a District? No
Contributing? No
National Register:
Local District:
National Register District/Thematic Nomination Name:
Eligibility Status: Not Determined - SHPO
Determination Date: 1/1/0001
Determination Comments:

Historic Inventory Report

Description

Historic Use: Domestic - Single Family House	Current Use: Domestic - Single Family House		
Plan: Irregular	Stories: 1		
Changes to Plan: Extensive	Structural System: Platform Frame		
Changes to Original Cladding: Extensive	Changes to Interior: Unknown		
Changes to Other: Extensive	Changes to Windows: Extensive		
Other (specify): House has been completely remodeled. Original roof, entrance, siding, windows, and doors are all replacements.			
Style:	Cladding:	Roof Type:	Roof Material:
None	Veneer	Gable - Cross Gable	Asphalt / Composition - Shingle
	Other		
Foundation:	Form/Type:		
Concrete - Poured	Single Family		
	Other		

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

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 26430 Pacific Highway South in Kent, Washington, which contains a residential building 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 house and does not embody the distinctive characteristics of a type, period, or method of construction; it is not the work of a master and does not possess high artistic value. The property is not eligible for the NRHP under Criterion D for information potential because the materials and construction methods of the building do not convey important information that could contribute to understanding history or prehistory. Therefore, the property is not eligible for listing in the NRHP because it does not meet any of the eligibility criteria. In addition, the residence has been drastically altered including the replacement of the original roof, doors, windows and siding. The residence also has a large addition that wraps around the basement level. The building still remains under construction. As a result, the building has lost integrity of materials, design, workmanship, and feeling. The building retains integrity of setting, location, and association.

Historic Inventory Report

Description of
Physical
Appearance:

26430 Pacific Highway South is a one-story, wood frame, residential building constructed in 1943. Built on a poured concrete slab foundation, the house has an irregular plan and a moderately-pitched cross gabled roof with flush eaves and a shallow rake covered in composite shingles. An interior slope brick chimney protrudes from the east side of the roof and the house sits on a raised basement. Originally, the house sat on a small hill and the basement level contained an interior garage that was accessible from the side (north) elevation. Much of the raised ground in front of the house that originally was level with the front door has been removed so that the exterior walls of the basement level are now visible on all elevations. The original side gabled roof with a small gabled front entrance overhang has been replaced with a dramatic cross gabled roof and all the original doors, windows, and siding have been replaced with contemporary designs. The house is currently clad in horizontal composite siding with vertical composite siding covering the gable ends. A door with ten lights is located on the front (west) elevation under a front gable that crosses the primary side gable. This section of the front elevation projects forward slightly. North and south of the main entry are two irregularly shaped quadrilateral windows. The north elevation of the projection contains an eight-light sash window with one decorative non-operable shutter. North of the projection, on the west elevation is a two-light horizontal sliding window. The north elevation contains one two-light horizontal sliding window and two fixed, single-light windows all with decorative, non-operable shutters. A small two-light horizontal window is also located directly under the peak of the side gable. A side gabled addition with a slightly lower roof height projects from the south elevation. The south elevation of the projection contains a projecting bay greenhouse window, a six-by-six light horizontal sliding window, and a six-over-six light sash window. The west elevation of the projection contains an eight-by-eight light horizontal sliding window. West of the projection on the south elevation is another eight-by-eight light horizontal sliding window which is located next to a pressed wood paneled pedestrian door. The basement level has been expanded beyond the main elevation of the house, and wraps around the west, north, and east elevations. The roof of the basement level addition is currently used as a large deck area with a railing clad in composite siding that wraps around the residence's main floor. The exterior walls of the west elevation of the basement level are clad in stone tiles and a glazed pedestrian door is located on a chamfered northwest corner. The north elevation of the basement is clad in horizontal composite siding and contains three pedestrian doors, three large, fixed, single-light windows, two eight-by-eight light horizontal sliding windows, and one two-light horizontal sliding window. This basement level appears as though it may be used for commercial purposes once it has been completed. The building is surrounded by grass and gravel. Several accessory buildings have been demolished as part of the recent renovations.



Historic Inventory Report

Major
Bibliographic
References:

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

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

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

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

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

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

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

Photos



Northwest corner
2013



Southwest corner
2013



West elevation
2013



Historic Inventory Report

Location

Field Site No. 6023-158

DAHP No.

Historic Name:

Common Name: 26448 Pacific Hwy S

Property Address: 26448 Pacific Hwy S, Kent, WA 98032

Comments:

Tax No./Parcel No. 7682800060

Plat/Block/Lot

Acreage 2.24

Supplemental Map(s)

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

Coordinate Reference

Easting: 1192952

Northing: 745681

Projection: Washington State Plane South

Datum: HARN (feet)

Identification

Survey Name: Sound Transit Federal Way

Date Recorded: 11/25/2013

Field Recorder: MaryNell Nolan-Wheatley

Owner's Name: MCOMBER ROBERT

Owner Address: PO BOX 3113

City: MIDWAY

State: WA

Zip: 98089

Classification: Building

Resource Status:

Comments:

Survey/Inventory

Within a District? No

Contributing? No

National Register:

Local District:

National Register District/Thematic Nomination Name:

Eligibility Status: Not Determined - SHPO

Determination Date: 1/1/0001

Determination Comments:



Historic Inventory Report

Description

Historic Use: Domestic - Single Family House	Current Use: Domestic - Single Family House		
Plan: Irregular	Stories: 1		
Changes to Plan: Extensive	Structural System: Platform Frame		
Changes to Original Cladding: Extensive	Changes to Interior: Unknown		
Changes to Other: Extensive	Changes to Windows: Extensive		
Other (specify): Original front entrance was covered and new front entrance was constructed on a different elevation.			
Style: Vernacular	Cladding: Veneer	Roof Type: Gable - Side Gable	Roof Material: Asphalt / Composition - Shingle
Foundation: Concrete - Poured	Form/Type: Single Family		

Narrative

Study Unit

Other

Architecture/Landscape Architecture

Date of Construction: 1944 Built Date
1950 Addition
2010 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 26448 Pacific Highway South in Kent, Washington, which contains a residential building constructed in 1944 and a new construction detached garage, is not eligible for listing in the NRHP. The property is not eligible for the NRHP under Criterion A, which applies to buildings that are associated with events that have made a significant contribution to the broad patterns of history, as no significant events are associated with this property. To be eligible for the NRHP under Criterion B, a property must be directly associated with a person considered significant within a historic context whose specific contribution to history has been both identified and documented. No such person who meets that definition is linked to this building. The property is not eligible for the NRHP under Criterion C as it is a typical 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 residence is heavily altered including the removal of the original entrance, the replacement of original doors, windows, and siding, and several rear additions. Parts of the building still remain under construction. 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:

26448 Pacific Highway South is a one-story, wood frame, residential building constructed in 1944. Built on a concrete slab foundation, the house has an irregular plan and a moderately-pitched side gabled roof with shallow eaves covered in composite shingles. Originally, the house had a nearly square plan and a flush rake. As a result of several additions and the replacement of most original materials, the original section of the house on the west end is hardly recognizable. The house is clad in non-original horizontal composite siding and contains no original windows or doors. The gable ends and the space just under the side eaves are clad in vertical composite siding. The west elevation of the building originally contained the main entrance, which was flanked by sash windows and covered by a small gabled overhang. In 2010, a 198 square foot room was added to the west elevation, covering the original front entrance. As a result, the main entrance to the building was relocated to the west elevation of the addition. A paneled front door with nine-lights is the new main entry and is located on the west end of what is now the front (north) elevation and is accessed by a small wood porch with an open framework railing. East of the front door, still on the north elevation is an eight-light by eight-light horizontal sliding window. An integrated shed roof addition extends from the east end of the north elevation and was constructed circa 1950. One six-by-six-light horizontal sliding window is located on the west elevation of the projection. The north elevation of the circa 1950 addition contains a pedestrian door protected by a screen door. The west elevation of the 2010 addition contains three small two-light horizontal sliding windows. The south elevation of the building contains two large two-light horizontal sliding windows and one small two-light horizontal sliding window. While the west end of the south elevation is clad in horizontal composite siding, the east end is clad in what appear to be fiberboards. Also in 2010, a detached garage with a front gabled roof covered in composite shingles was constructed on the north side of the property. The garage is clad in the same horizontal composite siding as the main house, with vertical composite siding covering the gable ends. A vehicle bay covered in blue tarp and a paneled pedestrian door are located on the north elevation of the garage. A small lawn is located in the northwest corner of the property and is surrounded by a low stone wall and a wire fence.

Major Bibliographic References:

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

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

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

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

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

Stein, A.J. 2001. Kent. HistoryLink: The Free Online Encyclopedia of Washington State History. Available at: http://www.historylink.org/index.cfm?DisplayPage=output.cfm&file_id=3587. 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



Detached garage visible on far left.
Northwest corner
2013



Southwest corner of building, 2010 addition
2013



West elevation
2013



Historic Inventory Report

Location

Field Site No. 6024-156 DAHP No.
Historic Name:
Common Name: 26632 Pacific Hwy S
Property Address: 26632 Pacific Hwy S, Kent, WA 98032
Comments:
Tax No./Parcel No. 7682800065
Plat/Block/Lot
Acreage 1.48
Supplemental Map(s)

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

Coordinate Reference

Easting: 1192734
Northing: 745110
Projection: Washington State Plane South
Datum: HARN (feet)

Identification

Survey Name: Sound Transit Federal Way Date Recorded: 11/25/2013
Field Recorder: MaryNell Nolan-Wheatley
Owner's Name: ARVIZU-RIVERA JOSE
Owner Address: 26620 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: Moderate	Structural System: Platform Frame		
Changes to Original Cladding: Intact	Changes to Interior: Unknown		
Changes to Other: Moderate	Changes to Windows: Extensive		
Other (specify): Front gabled entrance overhang was replaced with a shed roof overhang.			
Style:	Cladding:	Roof Type:	Roof Material:
Modern - Minimal Traditional	Wood - Clapboard	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:	1943 Built Date
	1949 Addition
	1955 Addition
	2004 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 26632 Pacific Highway South in Kent, Washington, which contains a residential building constructed in 1943 and several accessory buildings, 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 residence is in very poor condition and is heavily altered with several small additions and the replacement of the original doors, windows, and front overhang. 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>26632 Pacific Highway South is a one-story, wood frame, minimal tradition residential building constructed in 1943. Built on a concrete slab foundation, the house has an essentially rectangular plan and a moderately-pitched side gabled roof with shallow eaves covered in composite shingles. An interior slope brick chimney protrudes from the east side of the roof. The house is clad in horizontal wood clapboard siding. Circa 2004, all of the windows and doors on the property were replaced as part of a remodeling project that also added storm doors and improved insulation and ventilation throughout the house. Since then, the house has been neglected and is currently in very poor condition with most of its windows and doors missing. The front door opening, which is obscured by several plywood boards, is located in the middle of the front (west) elevation and is shaded by a small integrated shed roof composite shingle overhang. The overhang has lost its support and sags as a result. Originally the entry was shaded by a small front gabled overhang that was replaced by the shed overhang before 1955. Single window openings that are currently boarded up are located on both the north and south side of the front door. Another large window that has also been boarded up is located on the west end of the south elevation along with a small louvered attic vent that is centered under the peak of the side gable. A small side gabled addition with a lower roof height projects from the south elevation. The addition was constructed before 1949 and originally had window openings on the west and south elevations. Today, all of the window openings are covered with plywood boards. Before 1955, another small, side gabled addition with a lower roof height was constructed on the north elevation. It appears that a pedestrian door may have been added to the west elevation of the north addition, although the door has since been removed and is now leaning against the side of the house. Aerial images of the property indicate that a full width shed roof addition extends from the east elevation. South of the main house is a detached garage that is clad in a mix of original wood and non-original composite horizontal siding and is covered in a composite shingle side gabled roof. The front (north) elevation contains a contemporary eight-by-eight-light horizontal sliding window and a pedestrian door. The west elevation contains a vehicle bay with a wood door. The south elevation contains a one-over-one sash window and an eight-light window that has been boarded up from the interior. North of the main house are two shed roofed accessory buildings that appear to be connected and clad in plywood boards. The sheds have no visible defining features. The buildings are surrounded by grass and some gravel and the property is enclosed 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



West elevation, with accessory buildings
2013



Northwest corner
2013



Southwest corner
2013



Southwest corner, with view of accessory buildings
2013



Historic Inventory Report

Location

Field Site No. 6026-155 DAHP No.

Historic Name:

Common Name: 26650 Pacific Hwy S

Property Address: 26650 Pacific Hwy S, Kent, WA 98032

Comments:

Tax No./Parcel No. 7682800075

Plat/Block/Lot

Acreage 1.79

Supplemental Map(s)

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

Coordinate Reference

Easting: 1192601

Northing: 744858

Projection: Washington State Plane South

Datum: HARN (feet)

Identification

Survey Name: Sound Transit Federal Way

Date Recorded: 11/25/2013

Field Recorder: MaryNell Nolan-Wheatley

Owner's Name: HAHM EUNICE S

Owner Address: 1921 S 375TH ST

City: FEDERAL WAY

State: WA

Zip: 98003

Classification: Building

Resource Status:

Comments:

Survey/Inventory

Within a District? No

Contributing? No

National Register:

Local District:

National Register District/Thematic Nomination Name:

Eligibility Status: Not Determined - SHPO

Determination Date: 1/1/0001

Determination Comments:



Historic Inventory Report

Description

Historic Use: Commerce/Trade - Business

Current Use: Commerce/Trade - Business

Plan: Square

Stories: 1

Structural System: Platform Frame

Changes to Plan: Slight

Changes to Interior: Moderate

Changes to Original Cladding: Extensive

Changes to Windows: Extensive

Changes to Other: Extensive

Other (specify): Original doors have been enclosed and main entrance was relocated.

Style:

Cladding:

Roof Type:

Roof Material:

Commercial

Veneer

Flat with Eaves

Asphalt / Composition -

Veneer - Stucco

Built Up

Foundation:

Form/Type:

Concrete - Poured

Commercial

Narrative

Study Unit

Other

Architecture/Landscape Architecture

Date of Construction:

1943 Built Date

Builder:

2001 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 26650 Pacific Highway South in Kent, Washington, which is a commercial building 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 commercial building and does not embody the distinctive characteristics of a type, period, or method of construction; it is not the work of a master and does not possess high artistic value. The property is not eligible for the NRHP under Criterion D for information potential because the materials and construction methods of the building do not convey important information that could contribute to understanding history or prehistory. Therefore, the property is not eligible for listing in the NRHP because it does not meet any of the eligibility criteria. In addition the building is heavily altered, including the enclosure of door openings and the replacement of original doors, windows, and siding. 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:

26650 Pacific Highway South is a one-story, wood frame commercial building constructed in 1943 that is currently occupied by a beauty salon. The square plan building, which is built on a sharp slope, is clad in a mix of non-original vertical composite siding and stucco. All of the windows and doors are contemporary replacements. A finished basement level is not visible from the front (west) elevation but is accessible from the sides and rear of the building. Constructed on a poured concrete foundation, the building has a flat built-up roof with a very shallow vertical awning clad in standing seam metal siding on all four elevations. The west elevation, which faces Pacific Highway South and was originally the front elevation, now contains two large, fixed, single-light windows with decorative non-operable shutters. The elevation at one time contained two pedestrian doors, both of which have been enclosed. The north door opening (located originally between the two windows) was filled in and clad with stucco, although the outline of the door is still visible. The south door opening (located on the south end of the elevation) was filled in and clad in vertical composite siding. It is unclear where the current main entrance is located. The northwest corner of the building is recessed and covered by the primary awning supported by a plain metal post. A metal pedestrian door is located on the south wall of the recessed area and a one-over-one sash window is located on the east wall. The ground floor of the north elevation contains two small louvered metal vents, two one-over-one sash windows and one two-light horizontal sliding window. The basement level on the north elevation contains a metal pedestrian door and a one-over-one sash window. A new metal and glass pedestrian door bordered by fixed, single-light sidelights was added to the south elevation and was surrounded by vertical composite siding. East of the door is a two-light and a three-light horizontal sliding window. The basement level on the south elevation contains two one-over-one sash windows. In 2001, the building was remodeled including improvements to the two floors to make the bathrooms more ADA accessible, site changes to accommodate more accessible parking and a new trash enclosure, and structural changes to the first floor to accommodate a heavier floor load. The new trash enclosure is a small shed addition on the north end of the east elevation. A paved parking area is located in front of the property and a small landscaped area surrounded by a concrete block wall is located adjacent to the northwest corner of the building.

Major Bibliographic References:

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

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

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

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

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

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

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

Photos



Southwest corner
2013



Northwest corner
2013



West elevation
2013



Historic Inventory Report

Location

Field Site No. 6029-154
DAHP No.
Historic Name:
Common Name: Don Willis Furniture
Property Address: 26830 Pacific Hwy S, Kent, WA 98032
Comments:
Tax No./Parcel No. 7682800095
Plat/Block/Lot
Acreage .70
Supplemental Map(s)

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

Coordinate Reference

Easting: 1192476
Northing: 744465
Projection: Washington State Plane South
Datum: HARN (feet)

Identification

Survey Name: Sound Transit Federal Way
Date Recorded: 11/25/2013
Field Recorder: MaryNell Nolan-Wheatley
Owner's Name: KUN DAVID CHUN HSUI
Owner Address: 30833 36TH CT SW
City: FEDERAL WAY
State: WA
Zip: 98023
Classification: Building
Resource Status:
Survey/Inventory
Comments:
Within a District? No
Contributing? No
National Register:
Local District:
National Register District/Thematic Nomination Name:
Eligibility Status: Not Determined - SHPO
Determination Date: 1/1/0001
Determination Comments:



Historic Inventory Report

Description

Historic Use: Commerce/Trade - Business

Current Use: Commerce/Trade - Business

Plan: Rectangle Stories: 1

Structural System: Platform Frame

Changes to Plan: Intact

Changes to Interior: Unknown

Changes to Original Cladding: Extensive

Changes to Windows: Extensive

Changes to Other:

Other (specify):

Style:

Cladding:

Roof Type:

Roof Material:

Commercial

Veneer

Flat with Eaves

Asphalt / Composition -
Built Up

Wood - T 1-11

Foundation:

Form/Type:

Concrete - Block

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 26830 Pacific Highway South in Kent, Washington, which is a commercial retail building 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 building and does not embody the distinctive characteristics of a type, period, or method of construction; it is not the work of a master and does not possess high artistic value. The property is not eligible for the NRHP under Criterion D for information potential because the materials and construction methods of the building do not convey important information that could contribute to understanding history or prehistory. Therefore, the property is not eligible for listing in the NRHP because it does not meet any of the eligibility criteria. In addition the building has undergone several alterations, including the replacement of original doors and windows. 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>26830 Pacific Highway South is a one-story, wood frame commercial retail building constructed in 1969. The rectangular plan building, which is built on sharply sloping ground, is clad in vertical composite siding and has a semi-finished basement level that is not visible from the front (west) elevation, but is accessible from the rear (east) elevation. Constructed on a concrete block foundation, the building has a flat built-up roof with exposed wood rafters and a vertical awning clad in vertical T 1-11 siding that wraps around the primary elevations. A large sign on a metal frame rises up from the roof above the awning and advertises for Don Willis Furniture, which occupies the building. The deep eave forms an overhang that shades the wide concrete sidewalk on the front elevation. The west elevation is defined by three sets of wood, replacement double doors with nine lights on the top half of each door. Between the south pair of doors and the center pair of doors there are three replacement windows that include a fixed, single-light window placed over a two-light horizontal sliding window and two three-light horizontal sliding windows with a fixed center light. There are three, three-light horizontal sliding replacement windows with a fixed center light between the center pair of doors and the north pair of doors. Another replacement three-light horizontal sliding window is located on the far north end of the main façade. A two-light horizontal sliding window is located on the south elevation and there are no windows and doors on the north elevation. The basement level has painted concrete block exterior walls. A large paved parking lot is located along the west elevation. Gravel driveways wrap around the north and south sides of the building and lead 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



Northwest corner
2013



Southwest corner
2013



West elevation
2013



Historic Inventory Report

Location

Field Site No. 6041-29 DAHP No.
Historic Name:
Common Name: 2602 S 270th St
Property Address: 2602 S 270th St, Kent, WA 98032
Comments:
Tax No./Parcel No. 7682800165
Plat/Block/Lot Portions 36-38
Acreage .73
Supplemental Map(s)

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

Coordinate Reference

Easting: 1194659
Northing: 744191
Projection: Washington State Plane South
Datum: HARN (feet)

Identification

Survey Name: Sound Transit Federal Way (2) Date Recorded: 07/31/2014
Field Recorder: MaryNell Nolan-Wheatley
Owner's Name: GREEN IDA MAY
Owner Address: 2602 S 270TH ST
City: Kent State: WA Zip: 98032
Classification: Building
Resource Status: Comments:
Survey/Inventory
Within a District? No
Contributing? No
National Register:
Local District:
National Register District/Thematic Nomination Name:
Eligibility Status: Not Determined - SHPO
Determination Date: 1/1/0001
Determination Comments:



Historic Inventory Report

Description

Historic Use: Domestic - Single Family House	Current Use: Domestic - Single Family House		
Plan: Rectangle	Stories: 1		
Changes to Plan: Intact	Structural System: Platform Frame		
Changes to Original Cladding: Intact	Changes to Interior: Unknown		
Changes to Other:	Changes to Windows: Extensive		
Other (specify):			
Style:	Cladding:	Roof Type:	Roof Material:
None	Wood - Clapboard	Gable - Front Gable	Asphalt / Composition - Shingle
Foundation:	Form/Type:		
Concrete - Poured	Single Family		

Narrative

Study Unit	Other
Architecture/Landscape Architecture	
Date of Construction:	1952 Built Date
	Builder:
	Engineer:
	Architect:

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

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

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

Historic Inventory Report

Statement of Significance:

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

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 2602 South 270th Street in Kent, Washington, which is a residential property built in 1952, is not eligible for listing in the NRHP. The property is not eligible for the NRHP under Criterion A, which applies to buildings that are associated with events that have made a significant contribution to the broad patterns of history, as no significant events are associated with this property. To be eligible for the NRHP under Criterion B, a property must be directly associated with a person considered significant within a historic context whose specific contribution to history has been both identified and documented. No such person who meets that definition is linked to this building. The property is not eligible for the NRHP under Criterion C as it is a typical residential building from the mid-twentieth century and does not embody the distinctive characteristics of a type, period, or method of construction; it is not the work of a master and does not possess high artistic value. The property is not eligible for the NRHP under Criterion D for information potential because the materials and construction methods of the building do not convey important information that could contribute to understanding history or prehistory. Therefore, the property is not eligible for listing in the NRHP because it does not meet any of the eligibility criteria. In addition the property is altered including the replacement of original windows. 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:	<p>2602 South 270th Street is a one-story, unadorned, wood frame residential property with a rectangular plan constructed in 1956. The 1,730-square foot building, which sits on a raised concrete block foundation, has a front gable roof with shallow open eaves covered in composite shingles. The property is set back at the end of a long driveway off of South 270th Street 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 contemporary, two-light horizontal sliding replacements. The entrance appears to be located on the north elevation. There are three window openings east of the main entrance that each contain two-light horizontal sliding replacement windows. The west end of the north elevation appears slightly recessed. The east elevation also contains three, two-light horizontal sliding windows. Aerial images indicate that a carport or shed is located on the southwest corner of the property. The residence is surrounded by trees.</p>
Major Bibliographic References:	<p>Boyles, E. 2010. The Suburb. Selected Cultural and Historical Geographies of the Greater Seattle Area. Available at: https://sites.google.com/site/alinehistoryprojectsite/home/line-b/community-identities--bellevue-and-redmond/the-suburb. Accessed March 18, 2013.</p> <p>Caster, D. 2007. Historical Society of Federal Way Timeline. Available at: http://www.federalwayhistory.org/timeline.php. Accessed March 15, 2013.</p> <p>Des Moines Historical Society. 2007. Time Line Page. Available at: http://www.dmhs.org/timeline/history.html. Accessed March 13, 2013.</p> <p>King County. 2013. King County Department of Assessments. Available at: http://www.kingcounty.gov/Assessor.aspx. Accessed July 2014.</p> <p>Kramak, J.E., ed. 2010. Establishing the Pacific Highway South. Selected Cultural and Historical Geographies of the Greater Seattle Area. Available at: https://sites.google.com/site/alinehistoryprojectsite/home/map/theme-transportation/establishing-the-pacific-highway-south. Accessed March 14, 2013.</p> <p>Stein, A.J. 2001. Kent. HistoryLink: The Free Online Encyclopedia of Washington State History. Available at: http://www.historylink.org/index.cfm?DisplayPage=output.cfm&file_id=3587. Accessed March 18, 2013.</p> <p>U.S. Route 99 – The Pacific Highway. 2013. Waymarking: A Groundspeak Website. Available at: http://www.waymarking.com/cat/details.aspx?f=1&guid=698ed7e3-3af8-4cd0-a795-03b89a23288e&exp=True. Accessed March 19, 2013.</p>

Photos



Northwest corner of property.
2014



Photo courtesy of the King County Assessor's website.
Northwest corner.
2014



Historic Inventory Report

Location

Field Site No. 6043-30 DAHP No.

Historic Name:

Common Name: 2526 S 272nd St

Property Address: 2526 S 272nd St, Kent, WA 98032

Comments:

Tax No./Parcel No. 7682800195

Plat/Block/Lot Lot 43

Acreage 2.32

Supplemental Map(s)

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

Coordinate Reference

Easting: 1194256

Northing: 743764

Projection: Washington State Plane South

Datum: HARN (feet)

Identification

Survey Name: Sound Transit Federal Way (2) Date Recorded: 07/31/2014

Field Recorder: MaryNell Nolan-Wheatley

Owner's Name: BOYD STEPHEN T+MARY PETRINA

Owner Address: 2526 S 272ND ST

City: Kent State: WA Zip: 98032

Classification: Building

Resource Status: Comments:

Survey/Inventory

Within a District? No

Contributing? No

National Register:

Local District:

National Register District/Thematic Nomination Name:

Eligibility Status: Not Determined - SHPO

Determination Date: 1/1/0001

Determination Comments:



Historic Inventory Report

Description

Historic Use: Domestic - Single Family House

Current Use: Domestic - Single Family House

Plan: Rectangle

Stories: 1

Structural System: Platform Frame

Changes to Plan: Intact

Changes to Interior: Unknown

Changes to Original Cladding: Extensive

Changes to Windows: Extensive

Changes to Other: Slight

Other (specify): Front entrance may have been relocated.

Style:

Cladding:

Roof Type:

Roof Material:

Modern - Minimal
Traditional

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:

1943 Built Date

Builder:

1961 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 2526 South 272nd Street in Kent, Washington, which is a residential property built 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 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 the original windows, doors, and siding. The area surrounding the property has been substantially developed since the residence's original construction in 1946. Some changes have also altered the design of the residence. As a result, the property has lost integrity of materials, design, and setting. The building retains integrity of feeling, workmanship, location and association.

Historic Inventory Report

Description of Physical Appearance:	<p>2526 South 272nd Street in Kent is a one-story, wood frame, minimal traditional, residential property with a rectangular plan, constructed in 1943. The building, which sits on a poured concrete foundation, has a side gable roof with shallow open eaves covered in composite shingles. The building is clad in non-original horizontal wood siding and the visible windows are contemporary sliding replacements. An original, exterior eave wall brick chimney is located on the south elevation. Due to a change in grade of the land, a basement level is visible from the rear (west) elevation but is not visible from the front (east) elevation. A replacement door, which is protected by a metal and glass storm door, is located on the south end of the front elevation and is accessed by several wood steps and a wood ramp. South of the front door is a large, fixed, single-light replacement window. A two-light horizontal sliding replacement window is located on the north end of the front façade. According to historic photographs on the King County Assessor's website, the original main entrance was likely located on the north elevation. A pedestrian entrance, which is accessed by several wood stairs, is still located on the north elevation, but does not appear to function as the main entrance. The north elevation also contains a small two-light horizontal sliding window and a small attic vent. Circa 1961, a wall was constructed that extended from the east end of the south elevation and created a divide between South 272nd Street and house. At this time, an open framework wood overhang extended from the south end of the east overhang, perhaps indicating that the entrance had already been relocated to its current position. While the wall extension remains, the open framework overhang has been removed. A large, L-shaped garage and shop building with a corrugated metal cross gabled roof and corrugated metal exterior walls is located on the northeast side of the property. The east elevation of the bottom of the L shape contains a vehicle bay with a replacement metal retractable garage door. The property is surrounded by trees and contains a gravel driveway.</p>
Major Bibliographic References:	<p>Boyles, E. 2010. The Suburb. Selected Cultural and Historical Geographies of the Greater Seattle Area. Available at: https://sites.google.com/site/alinehistoryprojectsite/home/line-b/community-identities--bellevue-and-redmond/the-suburb. Accessed March 18, 2013.</p> <p>Caster, D. 2007. Historical Society of Federal Way Timeline. Available at: http://www.federalwayhistory.org/timeline.php. Accessed March 15, 2013.</p> <p>Des Moines Historical Society. 2007. Time Line Page. Available at: http://www.dmhs.org/timeline/history.html. Accessed March 13, 2013.</p> <p>King County. 2013. King County Department of Assessments. Available at: http://www.kingcounty.gov/Assessor.aspx. Accessed July 2014.</p> <p>Kramak, J.E., ed. 2010. Establishing the Pacific Highway South. Selected Cultural and Historical Geographies of the Greater Seattle Area. Available at: https://sites.google.com/site/alinehistoryprojectsite/home/map/theme-transportation/establishing-the-pacific-highway-south. Accessed March 14, 2013.</p> <p>Stein, A.J. 2001. Kent. HistoryLink: The Free Online Encyclopedia of Washington State History. Available at: http://www.historylink.org/index.cfm?DisplayPage=output.cfm&file_id=3587. Accessed March 18, 2013.</p> <p>U.S. Route 99 – The Pacific Highway. 2013. Waymarking: A Groundspeak Website. Available at: http://www.waymarking.com/cat/details.aspx?f=1&guid=698ed7e3-3af8-4cd0-a795-03b89a23288e&exp=True. Accessed March 19, 2013.</p>

Photos



East elevation.
2014



Southeast corner.
2014



Historic Inventory Report

Location

Field Site No. 6055-62 DAHP No.

Historic Name:

Common Name: 2002 S 272nd St

Property Address: 2002 S 272nd St, Kent, WA 98032

Comments:

Tax No./Parcel No. 7682800252

Plat/Block/Lot Plat Lot 54

Acreage .24

Supplemental Map(s)

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

Coordinate Reference

Easting: 1192433

Northing: 743611

Projection: Washington State Plane South

Datum: HARN (feet)

Identification

Survey Name: Sound Transit Federal Way (2) Date Recorded: 03/14/2014

Field Recorder: MaryNell Nolan-Wheatley

Owner's Name: HUE TIEU VAN+NGUYEN TUYET

Owner Address: 2002 S 272ND 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: Rectangle Stories: 1 Structural System: Platform Frame
Changes to Plan: Moderate Changes to Interior: Unknown
Changes to Original Cladding: Intact Changes to Windows: Extensive
Changes to Other: Moderate
Other (specify): Property has changed use from a single family residence to a mixed residential/commercial property.
Style: Cladding: Roof Type: Roof Material:
Ranch Veneer - Brick Hip Asphalt / Composition - Shingle
Foundation: Form/Type:
Concrete - Poured Single Family

Narrative

Study Unit	Other
Architecture/Landscape Architecture	
Date of Construction:	1958 Built Date 2004 Remodel 2004 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 2002 South 272nd Street in Kent, Washington, which is a mixed use single-family residence and commercial 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 that now contains retail 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 altered including a partial change of use, the replacement of original windows, and a large garage addition. As a result, the property has lost integrity of materials, design, and association. The building retains integrity of workmanship, feeling, setting, and location.

Historic Inventory Report

Description of Physical Appearance:

2002 South 272nd Street is a one-story, wood frame, ranch style, residential property with an essentially rectangular plan constructed in 1958. Parts of the building, including the daylight basement level and part of the first floor living area, are used as retail spaces. The building, which sits on a poured concrete foundation, has a hipped roof with deep boxed eaves covered in composite shingles. A large, exterior, eave wall brick chimney bisects the south elevation. The residence's exterior walls are clad in brick veneer and nearly all of the visible windows are contemporary replacements. According to the King County Assessor's website, 15 windows were removed and replaced in 2004 as part of a remodel. Due to a change in grade of the land, the daylight basement is only visible from the rear (east) elevation. When looking at the back of the building, the mixed used property appears to contain two, full stories. A plain front door covered by a metal security grate is located in the center of the west elevation. A small concrete stoop with an open framework metal handrail, which is accessed by a low pitch concrete ramp, leads to the front door. North of the front door there is a window opening that contains 6 glass blocks that may be original to the property. A plain, metal pedestrian door is located on the far north end of the façade. Two sets of two window openings, each of which contains a two-light horizontal sliding window and a fixed single-light window, wrap around the southwest and southeast corners of the building. A large, replacement wood frame carport with a deck on top extends from the rear of the building. A simple, non-original, open framework metal handrail wraps around the deck's perimeter. A pedestrian door, which is protected by a metal and glass storm door, opens onto the deck area and is flanked on either side by two-light horizontal sliding windows. Double wood doors with double storm doors are located on the south end of the daylight basement's east elevation. There are two, two-light horizontal sliding windows on the north end of the east elevation. The daylight basement level contains a retail shop and the entire area under the carport and deck is paved. In 2004, an 864-square foot garage was added to the north elevation of the building. The garage is covered by a corrugated metal shed roof and has exterior walls clad in corrugated metal. A two-car vehicle bay and a single-car vehicle bay, both with retractable metal doors, are located on the north elevation, while a plain pedestrian door which is covered by a shed roof overhang is located on the garage's east elevation. A small, gabled roof shed is located in the northwest corner of the lot and is clad in fiber wood boards.

Major Bibliographic References:

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

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

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

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

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

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

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

Photos



Southeast corner
2014



Southwest corner
2014



South elevation
2014



Northwest corner
2014



Historic Inventory Report

Location

Field Site No. 6118-196 DAHP No.
Historic Name:
Common Name: 28089 17th Pl S
Property Address: 28089 17th Pl S, Federal Way, WA 98003
Comments:
Tax No./Parcel No. 7695000005
Plat/Block/Lot
Acreage 2.15
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: 1191367
Northing: 737585
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: SHARAM FAMILY TRUST II
Owner Address: PO BOX 2401
City: KIRKLAND State: WA Zip: 98083
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: 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 - Clapboard	Gable - Side Gable	Asphalt / Composition - Shingle
	Wood - Vertical		
Foundation:	Form/Type:		
Concrete - Poured	Multi-Family		

Narrative

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

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

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

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

Historic Inventory Report

Statement of Significance:

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

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

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

The property at 28089 17th Place South in Federal Way, Washington, which is a multi-family 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 these buildings. The property is not eligible for the NRHP under Criterion C as it is a typical multi-family residential property 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 buildings do not convey important information that could contribute to understanding history or prehistory. Therefore, the property is not eligible for listing in the NRHP because it does not meet any of the eligibility criteria. In addition the buildings have been altered several times including the replacement of some original doors and windows. As a result, the property has lost integrity of materials. The buildings retain integrity of design, workmanship, location, setting, feeling and association.

Historic Inventory Report

Description of Physical Appearance:	<p>28089 17th Place South contains a multi-family residential property that consists of 11, one-story, wood frame buildings and 22 units built in 1957. The 11 buildings are nearly identical, with rectangular floor plans and side gabled roofs with deep open eaves and an open rake covered in composite shingles. Constructed on concrete slab foundations, the parallel buildings are arranged in a row that runs north to south. Only the seventh building from the north is situated perpendicular to the other 10 buildings and has a slightly different design as a result. A long paved driveway runs along the east side of the property and small, grassy yards are located in between each building. The upper halves of the exterior walls of each building are clad in vertical wood siding while the bottom halves are clad in horizontal wood siding. Most of the windows and doors are contemporary replacements. The 10 parallel buildings all contain two, pedestrian front doors on their front facades (either the north or south elevations). Between the two doors are two, large, three-light horizontal sliding windows. The north ends of the buildings' front elevations contain two, two-light horizontal sliding windows while the south ends of the same elevation contain one, two-light horizontal sliding window. Two vehicle bays with retractable metal doors are located on the east elevations of the 10 parallel buildings. The rear elevations all contain five, two-light horizontal sliding windows of various sizes. The front (east) elevation of the seventh building from the north, which is positioned perpendicular to its neighbors, is identical to the other 10 buildings but contains two vehicle bays with retractable metal doors on the south end of the main façade. Many of the buildings are in poor condition.</p>
Major Bibliographic References:	<p>Boyles, E. 2010. The Suburb. Selected Cultural and Historical Geographies of the Greater Seattle Area. Available at: https://sites.google.com/site/alinehistoryprojectsite/home/line-b/community-identities--bellevue-and-redmond/the-suburb. Accessed March 18, 2013.</p> <p>Caster, D. 2007. Historical Society of Federal Way Timeline. Available at: http://www.federalwayhistory.org/timeline.php. Accessed March 15, 2013.</p> <p>Des Moines Historical Society. 2007. Time Line Page. Available at: http://www.dmhs.org/timeline/history.html. Accessed March 13, 2013.</p> <p>King County. 2013. King County Department of Assessments. Available at: http://www.kingcounty.gov/Assessor.aspx. Accessed October 20, 2013.</p> <p>Kramak, J.E., ed. 2010. Establishing the Pacific Highway South. Selected Cultural and Historical Geographies of the Greater Seattle Area. Available at: https://sites.google.com/site/alinehistoryprojectsite/home/map/theme-transportation/establishing-the-pacific-highway-south. Accessed March 14, 2013.</p> <p>U.S. Route 99 – The Pacific Highway. 2013. Waymarking: A Groundspeak Website. Available at: http://www.waymarking.com/cat/details.aspx?f=1&guid=698ed7e3-3af8-4cd0-a795-03b89a23288e&exp=True. Accessed March 19, 2013.</p>

Photos



View to the northwest
2013



View to the southwest
2013



East elevation, 7th building from north
2013



Historic Inventory Report

Location

Field Site No. 6141-55 DAHP No.
Historic Name:
Common Name: Wintergreen Place Apartments
Property Address: 3011 S 219th St, Des Moines, WA 98198
Comments:
Tax No./Parcel No. 7827200100
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: 1196153
Northing: 760780
Projection: Washington State Plane South
Datum: HARN (feet)

Identification

Survey Name: Sound Transit Federal Way Date Recorded: 10/31/2013
Field Recorder: MaryNell Nolan-Wheatley
Owner's Name: WINTERGREEN PLACE APARTMENTS
Owner Address: 626 S 312TH ST
City: Federal Way State: WA Zip: 98003
Classification: Building
Resource Status: Comments:
Survey/Inventory
Within a District? No
Contributing? No
National Register:
Local District:
National Register District/Thematic Nomination Name:
Eligibility Status: Not Determined - SHPO
Determination Date: 1/1/0001
Determination Comments:



Historic Inventory Report

Description

Historic Use: Domestic - Multiple Family House	Current Use: Domestic - Multiple Family House		
Plan: Irregular	Stories: 2		
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:
None	Veneer - PermaStone	Gable - Side Gable	Asphalt / Composition -
	Veneer - Vinyl Siding	Gable - Front Gable	Roller
		Flat with Eaves	
Foundation:	Form/Type:		
Concrete - Poured	Multi-Family		

Narrative

Study Unit	Other
Architecture/Landscape Architecture	
Date of Construction:	1967 Built Date
	1965 Built Date
	Builder:
	Engineer:
	Architect:

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

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

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

Historic Inventory Report

Statement of Significance:

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

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

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

The property at 3011 South 219th Street in Des Moines, Washington, which is a residential apartment building complex 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 these buildings. The property is not eligible for the NRHP under Criterion C as it is a typical residential apartment complex and does not embody the distinctive characteristics of a type, period, or method of construction; it is not the work of a master and does not possess high artistic value. The property is not eligible for the NRHP under Criterion D for information potential because the materials and construction methods of the buildings do not convey important information that could contribute to understanding history or prehistory. Therefore, the property is not eligible for listing in the NRHP because it does not meet any of the eligibility criteria. The property has been altered several times, including several building 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:

3011 South 219th Street contains the Wintergreen Place Apartment complex. Composed of five, two-story wood frame buildings on concrete slab foundations with mostly irregular plans, the property has 64 units. The first two buildings were constructed in 1965, and the others followed in 1967. The two original buildings are located in the southwest corner of the property and have flat roofs with eaves that extend out to shade the balconies. The second floor balconies run the entire length of the primary elevations, wrapping around the corners of the buildings and creating an overhang for the ground floor apartments. A fascia board of vertical T1-11 wraps around the edge of the eaves. The exterior walls of the second floor are clad in wide, vertical wood siding while the exterior walls of the ground floor are clad in vertical T1-11. These buildings contain a mix of contemporary window styles: two-light horizontal sliding windows; fixed, single-light windows; and fixed single-light windows positioned over two small awning windows. The apartments are accessed by exterior doorways. The three larger buildings were built in 1967 and have low pitch gabled roofs. Their primary elevations (which mainly face out onto the surrounding streets) are clad in permastone and horizontal composite siding. The apartment complex is constructed on land that changes grade and as a result, the heights of the gabled roofs vary throughout the property. The roof height generally gets lower moving towards the west. Most of the windows on these buildings are two-light, horizontal sliding windows, many of which on the primary elevations appear to be replacements. Many of the second floor apartment units that face the road have individual wood balconies. All of the apartments appear to be accessed from interior stairwells, which are visible through large openings on the ground floor that do not have a door. Large, fixed, single-light windows above these large openings look into the interior stairwells. The rear elevations of these buildings, which face in towards the center of the complex where there is a mix of parking and some green space, are clad in vertical T1-11, punctuated by two-light, horizontal sliding windows. The property contains substantial parking, paved sidewalks, grass, trees, and some landscaping.

Major Bibliographic References:

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

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

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

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

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

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

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

Photos



North elevation, north building
2013



Northeast corner, north building
2013



West elevation
2013



View to the northwest
2013



West elevation, 1965 building
2013



Historic Inventory Report

Location

Field Site No. 6215-226 DAHP No.
Historic Name:
Common Name: HairLounge.com
Property Address: 1626 S 310th St, Federal Way, WA 98003
Comments:
Tax No./Parcel No. 7853600215
Plat/Block/Lot
Acreage .61
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: 1190896
Northing: 731299
Projection: Washington State Plane South
Datum: HARN (feet)

Identification

Survey Name: Sound Transit Federal Way Date Recorded: 01/20/2014
Field Recorder: MaryNell Nolan-Wheatley
Owner's Name: FARRELL GROUP LLC
Owner Address: POB 66826
City: SEATTLE State: WA Zip: 98166
Classification: Building
Resource Status: Comments:
Survey/Inventory
Within a District? No
Contributing? No
National Register:
Local District:
National Register District/Thematic Nomination Name:
Eligibility Status: Not Determined - SHPO
Determination Date: 1/1/0001
Determination Comments:



Historic Inventory Report

Description

Historic Use: Commerce/Trade - Business

Current Use: Commerce/Trade - Business

Plan: Rectangle Stories: 1

Structural System: Platform Frame

Changes to Plan: Moderate

Changes to Interior: Unknown

Changes to Original Cladding: Extensive

Changes to Windows: Extensive

Changes to Other:

Other (specify):

Style:

Cladding:

Roof Type:

Roof Material:

Commercial

Wood - Clapboard

Flat with Parapet

Asphalt / Composition -
Built Up

Foundation:

Form/Type:

Concrete - Poured

Commercial

Narrative

Study Unit

Other

Architecture/Landscape Architecture

Date of Construction: 1946 Built Date
1987 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 1626 South 310th Street in Federal Way, Washington, which is a commercial property with two buildings constructed in 1946 and 1987 respectively, is not eligible for listing in the NRHP. The property is not eligible for the NRHP under Criterion A, which applies to buildings that are associated with events that have made a significant contribution to the broad patterns of history, as no significant events are associated with this property. To be eligible for the NRHP under Criterion B, a property must be directly associated with a person considered significant within a historic context whose specific contribution to history has been both identified and documented. No such person who meets that definition is linked to these buildings. The property is not eligible for the NRHP under Criterion C as it contains a typical mid-twentieth century commercial building and a new construction auto repair 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 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 1946 building is heavily altered, including the replacement of original doors, windows, and siding. 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>1626 310th Street contains two detached buildings: a one-story, wood frame, commercial building that was constructed in 1946, currently occupied by HairLounge.com and a one-story, wood frame, auto service building that was constructed in 1987, currently occupied by Bucky's Complete Auto Repair. Constructed on concrete slab foundations, the 1946 building has an essentially rectangular plan and is clad primarily in non-original horizontal wood siding, while the 1987 building has an irregular plan and is also primarily clad in horizontal wood siding. Both buildings have flat, built-up roofs, with short parapets. All of the windows on the 1946 building are contemporary replacements.</p> <p>The southwest corner of the 1946 building is chamfered and contains double metal and glass replacement doors surrounded by fixed, single-light replacement windows. On either side of the chamfered entrance, on the west and south elevations, are two, large, fixed, single-light windows placed over smaller, fixed, single-light windows. A very large, vertical awning clad in a combination of the vertical and horizontal wood siding wraps around the southwest corner of the building and shades the main entrance. Two sets of double metal and glass replacement doors are located on the north end of the west elevation and are both surrounded by fixed, single-light windows. A large sign reading "Academy of Kempo Martial Arts" has been secured to the exterior wall above this entrance. The east end of the south elevation is recessed and contains a large vehicle bay with a retractable metal door and an adjacent, metal pedestrian door. A paved driveway leads up to this vehicle door. The exterior wall of the east elevation is painted concrete block and rises into a taller parapet. A short, concrete block wall extends south from the east elevation and separates the driveway from the neighboring lot.</p> <p>The 1987 new construction service garage is located west of the 1946 building and has a bright yellow, convex canvas awning that is attached to the primary elevations. The building's south elevation is defined by four large vehicle bays. West of the vehicle bays, the southwest corner of the building is chamfered. A metal and glass pedestrian door is located on the south end of the west elevation and is surrounded by large fixed, tinted, single-light windows that continue around the chamfered corner, onto the south elevation. A section of the building juts out from the west elevation at an angle. This angled wall, which faces essentially southwest, contains another metal and glass pedestrian door entrance surrounded by large, fixed, tinted, single-light windows. The north end of the west elevation, which protrudes to the west, contains a large, vehicle bay with a retractable metal door. The entire property around the two buildings is paved and mainly used for vehicle storage and parking.</p>
Major Bibliographic References:	<p>Boyles, E. 2010. The Suburb. Selected Cultural and Historical Geographies of the Greater Seattle Area. Available at: https://sites.google.com/site/alinehistoryprojectsite/home/line-b/community-identities--bellevue-and-redmond/the-suburb. Accessed March 18, 2013.</p> <p>Caster, D. 2007. Historical Society of Federal Way Timeline. Available at: http://www.federalwayhistory.org/timeline.php. Accessed March 15, 2013.</p> <p>Des Moines Historical Society. 2007. Time Line Page. Available at: http://www.dmhs.org/timeline/history.html. Accessed March 13, 2013.</p> <p>King County. 2013. King County Department of Assessments. Available at: http://www.kingcounty.gov/Assessor.aspx. Accessed October 20, 2013.</p> <p>Kramak, J.E., ed. 2010. Establishing the Pacific Highway South. Selected Cultural and Historical Geographies of the Greater Seattle Area. Available at: https://sites.google.com/site/alinehistoryprojectsite/home/map/theme-transportation/establishing-the-pacific-highway-south. Accessed March 14, 2013.</p> <p>U.S. Route 99 – The Pacific Highway. 2013. Waymarking: A Groundspeak Website. Available at: http://www.waymarking.com/cat/details.aspx?f=1&guid=698ed7e3-3af8-4cd0-a795-03b89a23288e&exp=True. Accessed March 19, 2013.</p>

Photos



Southwest corner, 1946 building
2013



Southeast corner
2013



Southwest corner, main entrance, 1946 building
2013



Southwest corner, 1987 building
2013

Historic Inventory Report



Southeast corner, 1987 building
2013



Northwest corner
2013



Historic Inventory Report

Location

Field Site No. 6216-227 DAHP No.

Historic Name:

Common Name: New Lumber and Hardware

Property Address: 30854 Pacific Hwy S, Federal Way, WA 98003

Comments:

Tax No./Parcel No. 7853600220

Plat/Block/Lot Plat Lot 44

Acreage .61

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: 1190944

Northing: 731408

Projection: Washington State Plane South

Datum: HARN (feet)

Identification

Survey Name: Sound Transit Federal Way

Date Recorded: 01/20/2014

Field Recorder: MaryNell Nolan-Wheatley

Owner's Name: GOSSARD FAMILY FUND LLC

Owner Address: 1410 E PINE ST #425

City: SEATTLE

State: WA

Zip: 98122

Classification: Building

Resource Status:

Comments:

Survey/Inventory

Within a District? No

Contributing? No

National Register:

Local District:

National Register District/Thematic Nomination Name:

Eligibility Status: Not Determined - SHPO

Determination Date: 1/1/0001

Determination Comments:



Historic Inventory Report

Description

Historic Use: Commerce/Trade - Business

Current Use: Commerce/Trade - Business

Plan: Rectangle Stories: 1

Structural System: Concrete - Block

Changes to Plan: Moderate

Changes to Interior: Unknown

Changes to Original Cladding: Extensive

Changes to Windows: Extensive

Changes to Other:

Other (specify):

Style:

Cladding:

Roof Type:

Roof Material:

Commercial

Wood

Flat with Parapet

Asphalt / Composition -

Wood - Vertical

Rolled

Veneer

Foundation:

Form/Type:

Concrete - Poured

Commercial

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).

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 30854 Pacific Highway South in Federal Way, Washington, which is a commercial property constructed in 1945, is not eligible for listing in the NRHP. The property is not eligible for the NRHP under Criterion A, which applies to buildings that are associated with events that have made a significant contribution to the broad patterns of history, as no significant events are associated with this property. To be eligible for the NRHP under Criterion B, a property must be directly associated with a person considered significant within a historic context whose specific contribution to history has been both identified and documented. No such person who meets that definition is linked to this building. The property is not eligible for the NRHP under Criterion C as it is a typical mid-twentieth century commercial building and does not embody the distinctive characteristics of a type, period, or method of construction; it is not the work of a master and does not possess high artistic value. The property is not eligible for the NRHP under Criterion D for information potential because the materials and construction methods of the building do not convey important information that could contribute to understanding history or prehistory. Therefore, the property is not eligible for listing in the NRHP because it does not meet any of the eligibility criteria. In addition the building is altered, including the replacement of original doors, windows, and siding and a large rear warehouse 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:

30854 Pacific Highway South contains a one-story, concrete block, commercial building that was constructed in 1945 and is currently occupied by the "New Lumber and Hardware" store. The rectangular plan building is composed of the original front section and a large rear, wood frame, warehouse addition. Constructed on a concrete slab foundation, the building is clad in a combination of non-original vertical wood and composite siding and horizontal wood siding. The original front section of the building has a flat roof covered in rolled roofing material. The rear of the original building has a double height ceiling, creating two roof heights. A vertical awning clad in vertical composite siding wraps around the buildings primary elevation on both the lower and upper roof heights. On the side (north) elevation, the lower awning is supported by a series of simple wood posts. A large sign affixed to the awning on the front (west) elevation advertises the business' name. Four large, replacement, fixed, single-light windows are located on the north end of the front façade, which is clad in vertical wood siding. The south elevation contains one wood pedestrian door with a fixed, single-light window. The north elevation has painted concrete block exterior walls and contains the building's main entrance. Double metal and glass door are located east of center on the north elevation. Over the doors, the awning rises into a rectangular pediment, adding a visual emphasis to the main entrance. Another sign is secured to this section of the awning. The warehouse addition extends from the original building's east elevation and has a front gabled roof covered in rolled roofing material. The wood structure has a lower roof height than the rear of the original building. The north and east elevations of the warehouse have been left open, to provide easier access to the goods stored within. The south elevation has a full wall and contains two, small, two-light horizontal sliding windows and two pedestrian doors, one of which is shaded by an attached shed roof overhang. The north elevation contains four large bays, each of which has two levels. The upper level has an open framework wood railing while the lower level has been left open. A long attached shed roof overhang shades the east elevation, which has also been left open. The entire property is paved, and the rear warehouse is surrounded by a chain link fence and some barbed wire.

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



Southwest corner
2013



North elevation
2013



East elevation
2013



Historic Inventory Report

Location

Field Site No. 6706-31 DAHP No.
Historic Name:
Common Name: 30008 28th Pl S
Property Address: 30008 28th Pl S, Federal Way, WA 98003
Comments:
Tax No./Parcel No. 7984900230
Plat/Block/Lot Lot 23
Acreage .21
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: 1195107
Northing: 734239
Projection: Washington State Plane South
Datum: HARN (feet)

Identification

Survey Name: Sound Transit Federal Way (2) Date Recorded: 07/31/2014
Field Recorder: MaryNell Nolan-Wheatley
Owner's Name: ECKROTE DEBRA J
Owner Address: 30008 28TH PL 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: Slight	Structural System: Platform Frame		
Changes to Original Cladding: Intact	Changes to Interior: Unknown		
Changes to Other: Moderate	Changes to Windows: Extensive		
Other (specify): Carport enclosed to form an attached garage.			
Style:	Cladding:	Roof Type:	Roof Material:
Ranch - Split Level/Split Entry	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:	1966 Built Date
	2007 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 30008 28th Place South in Federal Way, Washington, which is a residential property built 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 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, the enclosure of an original carport, and a rear deck addition. 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>30008 28th Place South is a two-story, wood frame, split-level, residential property with an irregular plan, constructed in 1966. The building, which sits on a poured concrete foundation, has a side gable roof with deep open eaves covered in composite shingles. The building is clad in horizontal wood siding and the windows are contemporary sliding replacements. A prominent, large, exterior eave wall brick chimney is located on the north side of the front (east) elevation. Although the building appears to include two full stories, the ground floor level is partially below ground level, functioning almost as a lookout basement. Originally, a carport extended from the south elevation and was covered by a side gabled roof that was a lower height than the primary side gabled roof. At an unknown date, the carport was enclosed to form a double garage. The garage is still covered by a side gabled roof, which connects to a shed overhang that shades the ground level windows and front door on the south end of the front façade. The overhang is supported by three simple wood posts. The front door is located north of center on the west elevation. Two, two-light horizontal sliding windows are located between the main entrance and garage. A three-light horizontal sliding window is located north of the chimney on the ground floor level of the façade. The second floor level on the west elevation contains (from north to south) a large three-light horizontal sliding window, a fixed, single-light window, and two, two-light horizontal sliding windows. A large wood deck addition that was constructed circa 2007 extends from the second floor level of the rear (east) elevation and has an open framework wood handrail. A pedestrian door opens onto the deck from the second floor. Several two-light horizontal sliding windows are also located on the rear elevation. The property is located at the end of a small cul-de-sac and includes a front yard and paved driveway.</p>
Major Bibliographic References:	<p>Boyles, E. 2010. The Suburb. Selected Cultural and Historical Geographies of the Greater Seattle Area. Available at: https://sites.google.com/site/alinehistoryprojectsite/home/line-b/community-identities--bellevue-and-redmond/the-suburb. Accessed March 18, 2013.</p> <p>Caster, D. 2007. Historical Society of Federal Way Timeline. Available at: http://www.federalwayhistory.org/timeline.php. Accessed March 15, 2013.</p> <p>Des Moines Historical Society. 2007. Time Line Page. Available at: http://www.dmhs.org/timeline/history.html. Accessed March 13, 2013.</p> <p>King County. 2013. King County Department of Assessments. Available at: http://www.kingcounty.gov/Assessor.aspx. Accessed July 2014.</p> <p>Kramak, J.E., ed. 2010. Establishing the Pacific Highway South. Selected Cultural and Historical Geographies of the Greater Seattle Area. Available at: https://sites.google.com/site/alinehistoryprojectsite/home/map/theme-transportation/establishing-the-pacific-highway-south. Accessed March 14, 2013.</p> <p>U.S. Route 99 – The Pacific Highway. 2013. Waymarking: A Groundspeak Website. Available at: http://www.waymarking.com/cat/details.aspx?f=1&guid=698ed7e3-3af8-4cd0-a795-03b89a23288e&exp=True. Accessed March 19, 2013.</p>

Photos



West elevation.
2014



Northeast corner.
2014



Southwest corner.
2014



Historic Inventory Report

Location

Field Site No. 7499-293 DAHP No.

Historic Name: Calvary Lutheran Church

Common Name: Calvary Lutheran Church

Property Address: 2415 S 320th St, Federal Way, WA 98003

Comments:

Tax No./Parcel No. 7978200525

Plat/Block/Lot Lot 54-55

Acreage 4.43

Supplemental Map(s)

Township/Range/EW	Section	1/4 Sec	1/4 1/4 Sec	County	Quadrangle
T21R04E	16			King	POVERTY BAY

Coordinate Reference

Easting: 1193485

Northing: 727664

Projection: Washington State Plane South

Datum: HARN (feet)

Identification

Survey Name: Sound Transit Federal Way Date Recorded: 01/13/2014

Field Recorder: MaryNell Nolan-Wheatley

Owner's Name: CALVARY EVANGELICAL LUTHERAN

Owner Address: 2415 S 320TH ST

City: Federal Way State: WA Zip: 98003

Classification: Building

Resource Status: Comments:

Survey/Inventory

Within a District? No

Contributing? No

National Register:

Local District:

National Register District/Thematic Nomination Name:

Eligibility Status: Not Determined - SHPO

Determination Date: 1/1/0001

Determination Comments:



Historic Inventory Report

Description

Historic Use: Religion - Religious Facility

Current Use: Religion - Religious Facility

Plan: Irregular Stories: 2

Structural System: Platform Frame

Changes to Plan: Moderate

Changes to Interior: Unknown

Changes to Original Cladding: Slight

Changes to Windows: Moderate

Changes to Other:

Other (specify):

Style:

Cladding:

Roof Type:

Roof Material:

Modern - Neo-
Expressionism

Veneer - Brick
Concrete - Block
Veneer

Mansard
Hip - Bellcast Hip
Gable - Front Gable
Flat with Eaves

Asphalt / Composition -
Shingle
Asphalt / Composition -
Built Up

Foundation:

Form/Type:

Concrete - Poured

Church

Narrative

Study Unit

Other

Architecture/Landscape Architecture

Date of Construction: 1956 Built Date
1967 Addition
1981 Addition
1992 Addition
2003 Addition
2010 Remodel
2012 Remodel

Builder:

Engineer:

Architect: Steinhart, Theriault & Anderson

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

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

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

Statement of
Significance:

Historic Inventory Report

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 first service and organizational meeting of Federal Way's Calvary Lutheran Church was held in a rented space on November 28, 1954, with Edward Flatness designated as the lay pastor. The new congregation, which included 113 charter members, temporarily used the Lutherland Bible Camp's chapel and eventually chose Reverend Luther William Youndahl in 1955 to serve as the first pastor (Harris, 2012; Calvary Lutheran Church of Federal Way, 2014). Within the year, church members bought 10 acres of land along Peasley Canyon Road (now South 320th Street), just off Pacific Hwy, in order to build a new church facility (Harris, 2012). The original, two-story, rectangular plan church with a front gabled roof was constructed in 1956 and the first service was held on September 16 of that year, three months before the building's dedication on December 9. In 1957, an office and Sunday school addition, funded by a donation from the Immanuel Luther church in Dunnell, Minnesota, was built and dedicated (Calvary Lutheran Church of Federal Way, 2014).

Historic Inventory Report

Nearly ten years later, on August 28, 1966, construction started on a new sanctuary and adult education unit, completed in June 1967 (Calvary Lutheran Church of Federal Way, 2014). The new sanctuary was designed by Robert D. Theriault of the local Seattle firm, Steinhart, Theriault & Anderson. Theriault, a native of Tacoma, Washington, attended the University of Washington after serving in World War II and joined Steinhart & Stanley in 1952, making partner just three years later. The prolific firm was known for their church, school, and community building designs in the south Seattle region. While most of their projects were collaborative, Theriault is generally remembered as the mastermind behind their conceptual design work (Docomomo WEWA, 2014). By 1969, the congregation included 631 confirmed members and 1,068 baptized members (Harris, 2012). Over the next decades, several changes to the property occurred. The rear section of the property was sold to the State of Washington in 1978 for use as a Park & Ride lot in order to pay off the mortgage (Calvary Lutheran Church of Federal Way, 2014). In 1981 several structural alterations were made to the main buildings: the education wing was remodeled, a Tracker pipe organ was installed, the parking lot was paved, and the entrance area across from the main altar (narthex) was expanded in order to connect the two buildings (Harris, 2012; Calvary Lutheran Church of Federal Way, 2014). A groundbreaking ceremony was held on June 7, 1992 for the construction of new church offices, which were subsequently dedicated on March 28. A new accessory building attached to the northwest corner of the building was completed in 2003 and the building's interior was remodeled in 2010 and 2012. The 2012 remodel included the addition of interior partition walls to enlarge and reconfigure four existing restrooms and install new plumbing fixtures (King County Department of Assessments, 2013).

Currently, the Calvary Lutheran Church serves as a designated Red Cross Disaster facility and maintains a mission to invite, inspire, equip, and engage the community. The church hosts weekly religious services, youth and adult education programs, as well as community service and outreach programs in the Federal Way facility (Calvary Lutheran Church of Federal Way, 2014).

The Calvary Lutheran Church at 2415 South 320th Street in Federal Way, Washington is eligible for listing in the NRHP under Criterion C for its architectural significance. The 1967 sanctuary is a good example of the Neo-Expressionist architectural style with its exaggerated, tall hipped roof and flared eaves (DAHP, 2009). The Neo-Expressionist style was popular during the mid-twentieth century and was used primarily for religious and public buildings. Certain construction methods and materials, including stucco, brick veneer, and concrete were used to form unusual, asymmetrical curves and sculptural building elements that defined the architectural style. These dramatic designs attempted to communicate meaning through the onlooker's emotional response rather than through a traditionally accepted lexicon of symbols (Recent Past Revealed, 2014). The property has undergone several additions and renovations that have mainly affected the integrity of the 1954 building, particularly its integrity of materials, workmanship, and design. The main sanctuary, however, retains integrity of location, design, setting, materials, workmanship, feeling and association. Therefore, the building is eligible for listing in the NRHP under Criterion C for its architectural significance and retains enough integrity to demonstrate that significance.

Description of
Physical
Appearance:

Historic Inventory Report

First established in 1954, the Calvary Lutheran Church is composed of the original church, now a classroom building, constructed in 1956, and a larger sanctuary constructed in 1967 (King County Department of Assessments, 2013; Calvary Lutheran Church of Federal Way, 2014). These two main sections of the building are connected by an enclosed corridor that runs east to west. A two-story 2003 addition wraps around the northwest corner of the 1956 building, obstructing the front view of the original church. The building has an irregular plan and sits on a 4.43 acres property in Federal Way (DAHP, 2009; King County Department of Assessments, 2013). The building is wood construction with a poured concrete foundation. The original building, constructed in 1956, had a rectangular plan and a front gabled roof covered in composite shingles. Although the building appeared to be one story from the street, a full, finished, raised basement level was accessible from the side (west) and rear (south) elevations due to a change in grade of the land, making the building essentially two stories. The front (north) elevation was clad in brick veneer while the side and rear elevations were clad in a combination of concrete blocks and vertical wood siding. A large, abstract, wood frame rectangular structure was attached to the front façade, and rose up high above the roof. The lower half of the structure was clad in wood siding. A tall, simple, wood cross extended from the northeast corner of the structure, while two small crosses were incorporated into the upper half of the wood frame. This cross structure has since been removed. An attached, lower height, flat, built-up roof overhang projected from the front façade, east of the cross structure, and shaded the main entrance. An extended, full length, flat roof section of the building projected from the east elevation and contained in large letters the words "Calvary Lutheran Church" on the north elevation, east of the main entrance. Ribbon windows ran along the west elevation, just beneath the ceiling height of each of the floors. The two levels of windows were separated by a large panel of vertical wood siding, while the ends of the west elevation were clad in concrete block. Today, this original building is largely obscured by the 1967 sanctuary addition and several subsequent additions to the east elevation and northwest corner of the building.

Adjacent to the now hidden original building, on the east side, is the large 11,680-square foot sanctuary constructed in 1967. The Neo-Expressionist, wood frame building designed by Steinhart, Theriault & Anderson has an exaggerated, tall hipped roof with flared eaves, typical of the architectural style. The roof is covered in composite shingles. A triangular shape stained glass window has been placed at an angle to the north face of the hipped roof, creating the illusion of a steeple that has been cut off at a sharp angle. This abstract, leaded, stained glass window functions as a skylight, illuminating the interior of the sanctuary. A large, plain cross has been affixed to the north face of the hipped roof. The roof extends south over the rear of the essentially rectangular plan 1967 section of the building, becoming an exaggerated mansard roof. The building is primarily clad in brick veneer, although the exterior walls are dwarfed by the dramatic roof. There are no visible windows on the north elevation of the main sanctuary. The east elevation contains four, tall narrow, bay windows with only two faces, forming a point that is covered in wood. The bays extend from the ground to the just beneath the eaves and contain tall panes of pebbled glass and a narrow, horizontal strip of stained glass three-fourths of the way up. Two brick support posts project from the east elevation, south of these windows, and are located adjacent to double glass doors that serve as a side entrance. The rear (south end) of the 1967 building, which is covered with the composite shingle mansard roof and was remodeled in 1981, contains two stories (Harris, 2012). The east elevation of this rear section is clad in horizontal wood siding that is not original. A second floor entrance with a pedestrian door, accessible by a straight flight of metal stairs, extends from the south end of the east elevation's mansard roof. A pair of double metal and glass doors and row of windows are located on the ground floor of the south elevation. Three shed dormers with two-light horizontal sliding windows project from the south elevation's mansard roof. Along the west elevation of the 1967 sanctuary is a rectangular plan section of the building covered by a flat roof that extends from the primary mansard roof. The west elevation contains two long window openings just under the eaves that each contain a combination of fixed, single-light windows and one-over-one metal sash windows. The north end of the west elevation contains a large, fixed, single-light metal window and a wood pedestrian door with a fixed, single-light rectangular window.

Historic Inventory Report

North of this doorway, a two-story addition with a flat, built-up roof serves as a corridor and was built in 1981. It extends from the center of the sanctuary's west elevation and connects to the south end of the original building's east elevation. The exterior walls of the corridor are clad in brick veneer on the north elevation and painted stucco on the south elevation. A row of five, fixed, single-light windows, each of which is adjacent to a small, awning window placed above a fixed, single-light rectangular window, runs along the south elevation of the corridor's second floor. There are no visible windows on the ground floor. On the south side of the corridor, where it meets the exterior walls of the sanctuary, is a recessed entrance area with two sets of double metal doors painted red. This entrance is shaded by the overhang of the flat roof that curves at this point of intersection to cover both the west elevation of the sanctuary and the connecting corridor addition. The side (west) and rear (south) elevations of the original building, covered by a gabled roof, are visible just west of the two-story corridor addition. The west elevation's second story windows have been replaced by larger, two-light horizontal sliding windows and the vertical wood siding has been replaced by what appears to be panels of T1-11 siding. An attached awning has been added over a replacement metal pedestrian door located in the center of the west elevation's ground floor.

A large, two-story platform frame addition that was constructed in 2003 wraps around the northwest corner of the original building and has a low-pitch hipped roof covered in composite shingles with deep eave overhangs. The addition has an irregular plan and is clad in a combination of horizontal composite siding and large panels of wood board and batten. All of the corners of the new construction building are chamfered and the primary entrances are located on the west elevation. A two-plane bay projects from the center of the west elevation, vaguely mirroring the original windows on the east elevation of the sanctuary, and contains two sets of double metal and glass doors on the ground floor. A plain metal pedestrian door is located south of these entrances and a two-light window opening is located to the north. The second floor of the west elevation contains two fixed, single-light windows placed over awning windows on the central, two-plane bay. This bay is flanked by two-light horizontal sliding windows. The property in front of the church, on the north side, is neatly manicured with extensive landscaping that incorporates trees, bushes, park benches, and several concrete paths. A large paved parking lot wraps around the southwest corner of the building.

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.

Calvary Lutheran Church of Federal Way. 2014. Timeline. Calvary Lutheran Church. Available at: <http://calvary-elca.org/about/calvary-timeline>. Accessed January 13, 2014.

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.

Department of Archaeology & Historic Preservation (DAHP). 2009. Calvary Lutheran Church. Historic Property Inventory Report. Washington Information System for Architectural and Archaeological Records Data (WISAARD). Available at: <https://fortress.wa.gov/dahp/wisaard/>. Accessed December 6, 2013.

Docomomo WEWA. 2014. Robert D. Theriault (1922-2005). Modernism 101: Architects. Documentation and Conservation of the Modern Movement, Western WA (Docomomo WEWA): Embracing Northwest Modernism. Available at: http://www.docomomo-wewa.org/architects_detail.php?id=139. Accessed January 13, 2014.

Harris, Jerilynn. 2012. Guide to the Calvary Lutheran Church, Federal Way, Washington, Records 1954-2012. Northwest Digital Archives (NWDA). Collection Number: OPVELCA 7a5_298. Box 5 File 4. Available at: <http://nwda.orbiscascade.org/ark:/80444/xv52896>. Accessed January 13, 2014.

King County Department of Assessments. 2013. Parcel 7978200525, 2415 S 320th Street. eReal Property. Available at: <http://info.kingcounty.gov/Assessor/eRealProperty/Detail.aspx?ParcelNbr=7978200525>. Accessed December 6, 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.

Recent Past Revealed. 2014. "Neo-Expressionism: 1955- Present." Recent Past Revealed: The On-Line Architectural Style Guide and Glossary! Available at: http://recentpastnation.org/?page_id=396. Accessed January 13, 2014.

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



Southeast corner
2014



Southwest corner
2014

Historic Inventory Report



2003 addition visible on left, west elevation of original 1956 building visible on right.

West elevation

2014



Northwest corner

2014



East elevation, window detail

2014



Historic Inventory Report

Location

Field Site No. 8004-32 DAHP No.

Historic Name:

Common Name: 31675 Pacific Hwy S

Property Address: 31675 Pacific Hwy S, Federal Way, WA 98003

Comments:

Tax No./Parcel No. 0821049077

Plat/Block/Lot

Acreage .67

Supplemental Map(s)

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

Coordinate Reference

Easting: 1190568

Northing: 728726

Projection: Washington State Plane South

Datum: HARN (feet)

Identification

Survey Name: Sound Transit Federal Way (2) Date Recorded: 07/31/2014

Field Recorder: MaryNell Nolan-Wheatley

Owner's Name: HARSCH INVESTMNET PROPERTIE

Owner Address: ATTN TAX DEPARTMENT

City: Portland State: OR Zip: 97208

Classification: Building

Resource Status: Comments:

Survey/Inventory

Within a District? No

Contributing? No

National Register:

Local District:

National Register District/Thematic Nomination Name:

Eligibility Status: Not Determined - SHPO

Determination Date: 1/1/0001

Determination Comments:



Historic Inventory Report

Description

Historic Use: Commerce/Trade - Restaurant

Current Use: Vacant/Not in Use

Plan: Irregular

Stories: 1

Structural System: Concrete - Block

Changes to Plan: Intact

Changes to Interior: Unknown

Changes to Original Cladding: Intact

Changes to Windows: Slight

Changes to Other:

Other (specify):

Style:

Cladding:

Roof Type:

Roof Material:

Commercial

Veneer - Stucco

Flat with Parapet

Asphalt / Composition -
Built Up

Foundation:

Form/Type:

Concrete - Poured

Commercial

Narrative

Study Unit

Other

Architecture/Landscape Architecture

Date of Construction:

1968 Built Date

Builder:

Engineer:

Architect:

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

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

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

Historic Inventory Report

Statement of Significance:

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

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

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

The property at 31675 Pacific Highway South in Federal Way, Washington, which is a vacant fast food restaurant constructed in 1968, is not eligible for listing in the NRHP. The property is not eligible for the NRHP under Criterion A, which applies to buildings that are associated with events that have made a significant contribution to the broad patterns of history, as no significant events are associated with this property. To be eligible for the NRHP under Criterion B, a property must be directly associated with a person considered significant within a historic context whose specific contribution to history has been both identified and documented. No such person who meets that definition is linked to this building. The property is not eligible for the NRHP under Criterion C as it is a typical mid- to late-twentieth century fast food restaurant and does not embody the distinctive characteristics of a type, period, or method of construction; it is not the work of a master and does not possess high artistic value. The property is not eligible for the NRHP under Criterion D for information potential because the materials and construction methods of the building do not convey important information that could contribute to understanding history or prehistory. Therefore, the property is not eligible for listing in the NRHP because it does not meet any of the eligibility criteria. In addition, the building has likely undergone several alterations to accommodate for changing styles of fast food restaurants, including the replacement of original doors and windows. All original signage has been removed. As a result, the property has lost some integrity of materials and design. The building retains integrity of workmanship, setting, location, feeling and association.

Historic Inventory Report

Description of Physical Appearance:	31675 Pacific Highway South is a one-story, concrete block, fast food restaurant with an irregular plan that was built in 1968. Constructed on a poured concrete foundation and currently vacant, the building was formerly occupied by the Arby's fast food chain. The building has smooth stucco walls, drive thru facilities, and flat built up roof with a low parapet. The front (east) elevation contains a row of several large, commercial, fixed, four-light windows that look into the former dining area. The row of windows wrap around the northeast and southeast corners of the building. A corrugated metal awning is located above the windows. A large rectangular, red and white parapet projects from the roof above the metal awning. Remnants of the word Arby's are still visible on the large, rectangular parapet structure. Metal and glass double doors surrounded by fixed, single-light windows are located on the north elevation. A flat roof canopy extends from the entrance and is supported by two concrete pillars. There are no windows west of the main entrance on the north elevation. A drive thru lane is located on the south side of the building and is covered by a flat concrete canopy supported by two concrete pillars. Several fixed, single-light windows are located on the east end of the south elevation. The entire property is paved.
Major Bibliographic References:	<p>Boyles, E. 2010. The Suburb. Selected Cultural and Historical Geographies of the Greater Seattle Area. Available at: https://sites.google.com/site/alinehistoryprojectsite/home/line-b/community-identities--bellevue-and-redmond/the-suburb. Accessed March 18, 2013.</p> <p>Caster, D. 2007. Historical Society of Federal Way Timeline. Available at: http://www.federalwayhistory.org/timeline.php. Accessed March 15, 2013.</p> <p>Des Moines Historical Society. 2007. Time Line Page. Available at: http://www.dmhs.org/timeline/history.html. Accessed March 13, 2013.</p> <p>King County. 2013. King County Department of Assessments. Available at: http://www.kingcounty.gov/Assessor.aspx. Accessed July 2014.</p> <p>Kramak, J.E., ed. 2010. Establishing the Pacific Highway South. Selected Cultural and Historical Geographies of the Greater Seattle Area. Available at: https://sites.google.com/site/alinehistoryprojectsite/home/map/theme-transportation/establishing-the-pacific-highway-south. Accessed March 14, 2013.</p> <p>U.S. Route 99 – The Pacific Highway. 2013. Waymarking: A Groundspeak Website. Available at: http://www.waymarking.com/cat/details.aspx?f=1&guid=698ed7e3-3af8-4cd0-a795-03b89a23288e&exp=True. Accessed March 19, 2013.</p>

Photos



East elevation.
2014



North elevation.
2014



South elevation.
2014



Southwest corner.
2014



Historic Inventory Report

Location

Field Site No. 8007-33 DAHP No.

Historic Name:

Common Name: Church's Chicken

Property Address: 31717 Pacific Hwy S, Federal Way, WA 98003

Comments:

Tax No./Parcel No. 0821049229

Plat/Block/Lot

Acreage .33

Supplemental Map(s)

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

Coordinate Reference

Easting: 1190538

Northing: 728543

Projection: Washington State Plane South

Datum: HARN (feet)

Identification

Survey Name: Sound Transit Federal Way (2)

Date Recorded: 07/31/2014

Field Recorder: MaryNell Nolan-Wheatley

Owner's Name: NIEDER FAMILY LLC

Owner Address: 1287 WESTLAKE AVE N

City: Seattle

State: WA

Zip: 98109

Classification: Building

Resource Status:

Comments:

Survey/Inventory

Within a District? No

Contributing? No

National Register:

Local District:

National Register District/Thematic Nomination Name:

Eligibility Status: Not Determined - SHPO

Determination Date: 1/1/0001

Determination Comments:



Historic Inventory Report

Description

Historic Use: Commerce/Trade - Restaurant

Current Use: Commerce/Trade - Restaurant

Plan: Rectangle

Stories: 1

Structural System: Concrete - Block

Changes to Plan: Intact

Changes to Interior: Unknown

Changes to Original Cladding: Slight

Changes to Windows: Slight

Changes to Other:

Other (specify):

Style:

Cladding:

Roof Type:

Roof Material:

Commercial

Veneer - Stucco

Flat with Parapet

Asphalt / Composition -
Built Up

Foundation:

Form/Type:

Concrete - Poured

Commercial

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).

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 31717 Pacific Highway South in Federal Way, Washington, which is a Church's Chicken fast food restaurant 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- to late-twentieth century fast food restaurant and does not embody the distinctive characteristics of a type, period, or method of construction; it is not the work of a master and does not possess high artistic value. The property is not eligible for the NRHP under Criterion D for information potential because the materials and construction methods of the building do not convey important information that could contribute to understanding history or prehistory. Therefore, the property is not eligible for listing in the NRHP because it does not meet any of the eligibility criteria. In addition, the building has likely undergone several alterations to accommodate for changing styles of fast food restaurants, including the replacement of original doors, windows, and awnings. The building was formerly occupied by Kentucky Fried Chicken. As a result, the property has lost some integrity of materials and design. The building retains integrity of workmanship, setting, location, feeling and association.

Historic Inventory Report

Description of Physical Appearance:	31717 Pacific Highway South is a one-story, concrete block, fast food restaurant with a rectangular plan that was built in 1969. Constructed on a poured concrete foundation and currently occupied by Church's Chicken (formerly occupied by Kentucky Fried Chicken), the building is defined by a flat, built-up roof with a large, faux-ceramic-tile metal awning that wraps around all the building's elevations. Large plastic signage for the restaurant has been secured to the awning on the east and south elevations. The exterior walls of the building are clad in rough stucco. The front (east) elevation contains four large bays that are divided by slightly protruding support posts. Three of the bays contain large, fixed, single-light commercial windows. The second bay from the south end of the elevation contains metal and glass double doors. The north elevation contains three bays with fixed, single-light windows. A drive thru lane is located on the south side of the building. The awning projects out slightly over the drive thru window. The restaurant is surrounded by pavement.
Major Bibliographic References:	<p>Boyles, E. 2010. The Suburb. Selected Cultural and Historical Geographies of the Greater Seattle Area. Available at: https://sites.google.com/site/alinehistoryprojectsite/home/line-b/community-identities--bellevue-and-redmond/the-suburb. Accessed March 18, 2013.</p> <p>Caster, D. 2007. Historical Society of Federal Way Timeline. Available at: http://www.federalwayhistory.org/timeline.php. Accessed March 15, 2013.</p> <p>Des Moines Historical Society. 2007. Time Line Page. Available at: http://www.dmhs.org/timeline/history.html. Accessed March 13, 2013.</p> <p>King County. 2013. King County Department of Assessments. Available at: http://www.kingcounty.gov/Assessor.aspx. Accessed July 2014.</p> <p>Kramak, J.E., ed. 2010. Establishing the Pacific Highway South. Selected Cultural and Historical Geographies of the Greater Seattle Area. Available at: https://sites.google.com/site/alinehistoryprojectsite/home/map/theme-transportation/establishing-the-pacific-highway-south. Accessed March 14, 2013.</p> <p>U.S. Route 99 – The Pacific Highway. 2013. Waymarking: A Groundspeak Website. Available at: http://www.waymarking.com/cat/details.aspx?f=1&guid=698ed7e3-3af8-4cd0-a795-03b89a23288e&exp=True. Accessed March 19, 2013.</p>

Photos



Northeast corner.
2014



Northwest corner.
2014



South elevation.
2014



Southeast corner.
2014



Historic Inventory Report

Location

Field Site No. 8019-65
DAHP No.
Historic Name:
Common Name: Belmor Mobile Home Park
Property Address: 2101 S 324th St, Federal Way, WA 98003
Comments:
Tax No./Parcel No. 1621049037
Plat/Block/Lot
Acreage 62.74
Supplemental Map(s)

Township/Range/EW	Section	1/4 Sec	1/4 1/4 Sec	County	Quadrangle
T21R04E	16			King	POVERTY BAY

Coordinate Reference

Easting: 1192290
Northing: 726350
Projection: Washington State Plane South
Datum: HARN (feet)

Identification

Survey Name: Sound Transit Federal Way (2)
Date Recorded: 03/17/2014
Field Recorder: MaryNell Nolan-Wheatley
Owner's Name: BELMOR HOLDINGS LTD
Owner Address: 1571 BELLEVUE AVE #210
City: West Vancouver
State: British Columbia, Canada
Zip: V7V1A6
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: Social - Clubhouse	Current Use: Social - Clubhouse		
Plan: Irregular	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: Slight		
Other (specify):			
Style:	Cladding:	Roof Type:	Roof Material:
Modern - Contemporary	Wood - Board-and-Batten	Gable - Cross Gable	Metal - Tile
			Metal - Corrugated
Foundation:	Form/Type:		
Concrete - Poured	Other		

Narrative

Study Unit	Other
Architecture/Landscape Architecture	
Date of Construction:	1966 Built Date
	2007 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 2101 South 324th Street in Federal Way, Washington, which is a clubhouse for a mobile home park 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 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 property is altered including the replacement of the original roof and some windows and a large 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:

2101 South 324th Street is a one-story, wood frame, 6,510-square foot clubhouse constructed in 1966 that is associated with the Belmor Park mobile home community. The irregular plan building, which is constructed on a poured concrete foundation and has a 1,290-square foot finished basement, is primarily clad in wood board and batten siding. Non-original metal shingles cover the large cross gabled roof with deep open eaves. All of the visible windows contain fixed, single-lights. The building is composed of two parts: the T-shaped original building and a large rectangular plan building that extends from the south elevation of the east wing. The date of the addition is unknown. Two sets of double glass and metal doors are located in the center of the front (north) elevation and serve as the main entrance. This center section of the façade, which is covered by the primary front gabled roof, projects out and has a double-height with large, exposed rafter tails under the open gable. A large interior slope stone chimney protrudes from the west side of the roof over the central entrance. Above the two sets of double doors is a row of four, large, fixed, single-light quadrilateral windows that extend from the top of the entrance to just under the roof. The east and west elevations of the projecting entrance area each contain two levels of windows, each with three, fixed, single-light windows. Behind the main entrance, the south end of the front gabled roof widens to cover the clubhouse's wider, central section. Wings extend east and west from the center of the building's east and west elevations, creating a T shape. The side wings are covered by side gabled roofs that cross the primary front gable. The north elevation of the west wing contains two adjacent rows of four, fixed, single-light windows, while the north elevation of the east wing contains no fenestration. A small, rectangular plan addition likely used for storage extends from the east elevation of the east wing and is covered by a hipped roof with a lower roof height. The small addition's east elevation contains a vehicle bay with a retractable metal door. A large, rectangular plan addition extends from the south elevation of the small storage addition and is covered by a steeply pitched, corrugated metal, front gabled roof with flush eaves. The exterior walls, which are primarily clad in board and batten siding, extend into low parapets on the gabled (north and south) elevations. The center of the large addition's east elevation contains four pairs of large, fixed, single-light windows that extend the entire height of the exterior wall. A circular road surrounds the property, which includes a front parking area, several concrete walking paths, and green space. A small driveway leads to the circular road from South 324th Street, passing a small gatehouse. The gatehouse has a front gabled roof covered in metal shingles and exterior walls clad in board and batten siding. The north and west elevations of the gatehouse each contain a replacement two-light horizontal sliding window. According to the King County Assessor's website, a 10 by 20-foot building used as a cable/internet building to service the golf club and its members was constructed on the property circa 2007. The small service building is not visible from the public right-of-way. The residential community, which contains 331 property lots, is located south of the clubhouse on 62.74 acres of land. The mobile homes were all built between 1964 and 2012.



Historic Inventory Report

Major Bibliographic References:

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

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

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

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

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

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

Photos



Northeast corner
2014



Northeast corner (2)
2014



Northwest corner
2014



North elevation
2014



Northwest corner, entrance shed
2014