



Everett Link Extension

Draft Environmental Impact Statement

HISTORIC AND ARCHAEOLOGICAL RESOURCES TECHNICAL REPORT

Appendix G.17

Redacted in accordance with 54 USC § 307103, 36 CFR §800.11(c), and RCW 42.56.300. Contains privileged information that is not for public disclosure.

Table of Contents

1	INTRODUCTION	1
1.1	Overview.....	1
1.2	Potential Design Refinements	6
1.3	Purpose of Report.....	6
1.4	Key Personnel	7
2	REGULATORY BACKGROUND	7
2.1	Federal Laws and Authorities.....	8
2.2	Washington State Regulations	10
2.3	Snohomish County.....	10
2.4	City of Everett	11
2.5	City of Lynnwood	11
3	AREA OF POTENTIAL EFFECTS	11
4	ENVIRONMENTAL AND CULTURAL CONTEXT.....	28
4.1	Natural Setting	28
4.2	Geomorphic Setting	28
4.2.1	Deep Subsurface Conditions within the APE	30
4.3	Precontact Context	31
4.3.1	Earliest Cultures (14,000+ to 10,000 BP)	32
4.3.2	The Archaic (10,000 to 5,000 BP).....	32
4.3.3	Development of Coastal Lifeways (5,000 to 3,500 BP).....	33
4.3.4	The Northwest Coast Cultural Pattern (3,500 to 1,500 BP).....	33
4.3.5	Late Northwest Coast Culture (1,500 BP to ca 200 BP).....	34
4.4	Ethnographic Context	35
4.4.1	Coast Salish Social Life.....	35
4.4.2	Fish and Fishing.....	36
4.4.3	Gathering and Processing	36
4.4.4	Hunting.....	37
4.4.5	Material Culture	37
4.5	Ethnographic Place Names.....	37
4.6	Historic-Era Context.....	40
4.6.1	Early Years (1863–1890).....	40
4.6.2	Tulalip Tribes.....	42

4.6.3	Booms and Busts (1891–1915)	42
4.6.4	Conflict and Prosperity (1916–1928)	44
4.6.5	Great Depression and World War II (1929–1945).....	45
4.6.6	Post-WWII Development (1946–1969)	47
4.6.7	Boeing Bust and Recovery Years (1970–1980).....	48
5	SECTION 106 CONSULTATION	49
5.1	Consultation Under MOU with the SHPO	49
5.2	Section 106 Consultation	50
6	METHODS	56
6.1	Background Research.....	56
6.1.1	Archaeological Records Search	56
6.1.2	Historic Built Environment Records Search	56
6.1.3	Archival Research	57
6.1.4	Historic Maps	58
6.1.5	Local and Regional Repositories	60
6.1.6	Miscellaneous Online Resources.....	61
6.2	Field Investigations	62
6.2.1	Cultural Resources Survey and Inventory Plan.....	62
6.2.2	Archaeological Investigations	63
6.2.3	Historic Built Environment Resource Investigations	65
7	ARCHAEOLOGICAL RECORDS SEARCH.....	67
7.1	Recorded Archaeological Sites	67
7.1.1	Site 45SN85	68
7.1.2	Site 45SN531	68
7.2	Previous Archaeological Studies	70
7.3	Recorded Cemeteries	70
7.3.1	Site 45SN492	70
8	ARCHAEOLOGICAL EXPECTATIONS.....	70
8.1	Precontact and Ethnographic Archaeology	71
8.2	Historical-Period Archaeology	73
9	FIELD INVESTIGATION RESULTS.....	73
9.1	Archaeological Field Survey.....	74
9.1.1	Archaeological Investigation Results	74

9.1.2	Additional Interurban Railway (Site 45SN531) Sections and Comprehensive Site Evaluation.....	127
9.2	Historic Built Environment Resource Survey Results	135
9.2.1	Historic Utilities.....	135
9.2.2	Alignment and Station Alternatives	136
9.2.3	OMF North Site Alternatives	169
10	APPLICATION OF CRITERIA OF ADVERSE EFFECT	176
10.1	Overview of Potential Permanent (Operational) Effects.....	177
10.2	Overview of Temporary Construction-Related Effects	179
10.2.1	Potential Vibration-Related Effects	180
10.2.2	Haul Routes, Construction Staging, and Traffic	180
10.3	Build Alternatives	181
10.3.1	Effects to Archaeological Resources	181
10.3.2	Effects to Historic Built Environment Resources	181
10.3.3	OMF North Site Alternatives	199
10.3.4	Potential Design Refinements	201
10.4	No Build Alternative	202
11	SUMMARY AND RECOMMENDATIONS	202
11.1	Summary	202
11.2	Resolution of Adverse Effects	203
11.2.1	Avoidance and Minimization of Adverse Effects	203
11.2.2	Minimization of Visual Effects	204
11.2.3	Minimization of Noise and Vibration Effects	204
12	REFERENCES.....	206

Figures

Figure 1-1	EVLE Project Corridor.....	2
Figure 1-2	EVLE Project Alternatives	5
Figure 3-1	APE on USGS Quadrangle Map	13
Figure 3-2	APE on Aerial Photograph	14
Figure 3-3	APE on LiDAR Map	15
Figure 3-4	APE and Areas of Anticipated Disturbance – West Alderwood Segment.....	16
Figure 3-5	APE and Areas of Anticipated Disturbance – Ash Way Segment (South)	17

Figure 3-6	APE and Areas of Anticipated Disturbance – Ash Way Segment (North)	18
Figure 3-7	APE and Areas of Anticipated Disturbance – Mariner Segment	19
Figure 3-8	APE and Areas of Anticipated Disturbance – SR 99/Airport Road Segment.....	20
Figure 3-9	APE and Areas of Anticipated Disturbance – SW Everett Industrial Center Segment	21
Figure 3-10	APE and Areas of Anticipated Disturbance – SR 526/Evergreen Segment (West)	22
Figure 3-11	APE and Areas of Anticipated Disturbance – SR 526/Evergreen Segment (East)	23
Figure 3-12	APE and Areas of Anticipated Disturbance – Broadway/I-5 Segment (South)....	24
Figure 3-13	APE and Areas of Anticipated Disturbance – Broadway/I-5 Segment (North)	25
Figure 3-14	APE and Areas of Anticipated Disturbance – Everett Station Segment (South) .	26
Figure 3-15	APE and Areas of Anticipated Disturbance – Everett Station Segment (North) ..	27
Figure 4-1	APE on General Land Office Plats	41
Figure 4-2	Birds Eye View of Everett Washington, 1893	43
Figure 9-1	Seattle-Everett and Everett-Snohomish Interurban Railway Within and Near the APE (Redacted).....	76
Figure 9-2	View Northeast, Looking Up Interurban Trail From South End of APE	80
Figure 9-3	View Southwest, Towards the Intersection of Alderwood Mall Boulevard and 40th Avenue W	81
Figure 9-4	View Northeast, Prerecorded Segment of Site 45SN531 and Intersection of Alderwood Mall Boulevard and 33rd Avenue.....	81
Figure 9-5	View Southwest, End Point of Historic Railway Alignment in West Alderwood Segment	82
Figure 9-6	View Southwest, Possible Interurban Station Location, Bend in Modern Interurban Trail	82
Figure 9-7	View Northeast, Old Power Pole Near Prerecorded Section of Site 45SN531	83
Figure 9-8	View Northeast, Beams on Unofficial Trail in Survey Area ASH-SA-16	84
Figure 9-9	View Northwest, Close-Up of One of the Beams on the Unofficial Trail in Survey Area ASH-SA-16.....	85
Figure 9-10	View Northwest, Modified Creek Bed with Beams in Survey Area ASH-SA-16 ..	85
Figure 9-11	View West by Southwest, Springboard Notched Stump in Survey Area ASH-SA- 18	86

Figure 9-12	View South, Inaccessible Area of the Historic Railway Alignment at the Interurban Trailhead at Butternut Road	90
Figure 9-13	View North, Interurban Trail and Historic Railway Alignment, Sign for I-5 Exit 183 to Left.....	90
Figure 9-14	View South, Interurban Trail, End Point of Historic Railway Alignment for Ash Way	91
Figure 9-15	View North, Deteriorated Piece of Milled Lumber Covered by Grass.....	91
Figure 9-16	Plan View, Heinz 57 Lid of Complete Colorless Glass Jar.....	92
Figure 9-17	View Southwest, Historic Railway Alignment North of Mariner Park-and-Ride ...	94
Figure 9-18	View North, Interurban Trail and Historic Railway Alignment in the SR 526/Evergreen Segment	103
Figure 9-19	Seattle-Everett and Everett-Snohomish Interurban Railway (Broadway/I-5 Segment Sections) (Redacted)	111
Figure 9-20	View Northeast, Interurban Trail Boulder	112
Figure 9-21	View Southeast, Commercial Avenue Southeast of the Intersection of Commercial Avenue and Lowell Road	113
Figure 9-22	View Northwest, Interurban Trail and Historic Railway Alignment, Towards 52nd Street SE	114
Figure 9-23	View North, Metal Rod With Disk Attached	114
Figure 9-24	View South, Concrete Foundation Covered by Grass	115
Figure 9-25	Seattle-Everett and Everett-Snohomish Interurban Railway (Everett Station Segment Sections) (Redacted)	119
Figure 9-26	View South, Interurban Trail and Historic Railway Alignment Northeast of the Intersection of Colby Avenue and Beaumont Drive	120
Figure 9-27	View West Southwest, 1515 Pacific Avenue East and North Elevations	121
Figure 9-28	View South, Colby Avenue Near the Intersection of Colby Avenue and 36th Street.....	122
Figure 9-29	View Southeast, Deteriorated Notched Stump	122
Figure 9-30	Seattle-Everett and Everett-Snohomish Interurban Railway (Silver Lake Section) (Redacted).....	129
Figure 9-31	View North, Interurban Trail and Historic Railway Alignment Leading to 112th Street SE.	130
Figure 9-32	View Southwest, Interurban Trail and Historic Railway Alignment Between I-5 and 12425 Meridian Avenue.	130

Figure 9-33	View South, Interurban Trail and Historic Railway Alignment Southeast of 84th Street SE	131
Figure 9-34	View North, Exposed Quarry Spalls, and Cut and Fill Section of Historic Railway Alignment.....	132
Figure 9-35	View Northeast, Intersection of 41st Street and Colby Avenue.....	133
Figure 9-36	View South, S 3rd Avenue at the Intersection of S 3rd Avenue and 44th Street SE.....	133
Figure 9-37	View Northeast, Swamp Area Where Trestle Would Have Been	134
Figure 9-38	NRHP Eligibility Status – West Alderwood Segment (1 of 3).....	137
Figure 9-39	NRHP Eligibility Status – West Alderwood Segment (2 of 3).....	138
Figure 9-40	NRHP Eligibility Status – West Alderwood Segment (3 of 3).....	139
Figure 9-41	NRHP Eligibility Status – Ash Way Segment (1 of 5)	141
Figure 9-42	NRHP Eligibility Status – Ash Way Segment (2 of 5)	142
Figure 9-43	NRHP Eligibility Status – Ash Way Segment (3 of 5)	143
Figure 9-44	NRHP Eligibility Status – Ash Way Segment (4 of 5)	144
Figure 9-45	NRHP Eligibility Status – Ash Way Segment (5 of 5)	145
Figure 9-46	NRHP Eligibility Status – Mariner Segment (1 of 2).....	147
Figure 9-47	NRHP Eligibility Status – Mariner Segment (2 of 2).....	148
Figure 9-48	NRHP Eligibility Status – SR 99/Airport Rd Segment (1 of 2).....	150
Figure 9-49	NRHP Eligibility Status – SR 99/Airport Rd Segment (2 of 2).....	151
Figure 9-50	NRHP Eligibility Status – SW Everett Industrial Center Segment (1 of 3).....	153
Figure 9-51	NRHP Eligibility Status – SW Everett Industrial Center Segment (2 of 3).....	154
Figure 9-52	NRHP Eligibility Status – SW Everett Industrial Center Segment (3 of 3).....	155
Figure 9-53	NRHP Eligibility Status – SR 526/Evergreen Segment (1 of 4).....	157
Figure 9-54	NRHP Eligibility Status – SR 526/Evergreen Segment (2 of 4).....	158
Figure 9-55	NRHP Eligibility Status – SR 526/Evergreen Segment (3 of 4).....	159
Figure 9-56	NRHP Eligibility Status – SR 526/Evergreen Segment (4 of 4).....	160
Figure 9-57	NRHP Eligibility Status – Broadway/I-5 Segment (1 of 3).....	162
Figure 9-58	NRHP Eligibility Status – Broadway/I-5 Segment (2 of 3).....	163
Figure 9-59	NRHP Eligibility Status – Broadway/I-5 Segment (3 of 3).....	164

Figure 9-60	NRHP Eligibility Status – Everett Station Segment (1 of 3)	166
Figure 9-61	NRHP Eligibility Status – Everett Station Segment (2 of 3)	167
Figure 9-62	NRHP Eligibility Status – Everett Station Segment (3 of 3)	168
Figure 9-63	NRHP Eligibility Status – OMF Site F.....	171
Figure 9-64	NRHP Eligibility Status – OMF Site E.....	173
Figure 9-65	NRHP Eligibility Status – OMF Site B.....	175

Tables

Table 1-1	Alignment and Station Build Alternatives by Segment.....	4
Table 1-2	OMF North Site Alternatives.....	4
Table 1-3	Key Personnel	7
Table 4-1	Geological Conditions within the APE	30
Table 4-2	Recorded Ethnographic Placenames Near the APE	38
Table 5-1	Cultural Resources Consultation.....	52
Table 7-1	Previously Recorded Archaeological Sites Within the Background Research Area	68
Table 7-2	Previously Recorded Cemeteries Within the Background Research Area	70
Table 9-1	Identified Archaeological Sites Within and Adjacent to the APE	75
Table 9-2	Historic Properties in the West Alderwood Segment	136
Table 9-3	Historic Properties in the SR 526/Evergreen Segment.....	156
Table 9-4	Historic Properties in the Broadway/I-5 Segment	161
Table 9-5	Historic Properties in the Everett Station Segment.....	165
Table 9-6	Historic Properties in OMF Site F.....	169
Table 10-1	Visual Characteristics of EVLE Project Components.....	177
Table 10-2	Potential Effects to Built Environment Historic Properties – West Alderwood Segment	184
Table 10-3	Potential Effects to Built Environment Historic Properties – Ash Way Segment.....	185
Table 10-4	Potential Effects to Built Environment Historic Properties – Mariner Segment..	187
Table 10-5	Potential Effects to Built Environment Historic Properties – SR 99/Airport Road Segment	188

Table 10-6	Potential Effects to Built Environment Historic Properties – SW Everett Industrial Center Segment.....	190
Table 10-7	Potential Effects to Built Environment Historic Properties – SR 526/Evergreen Segment	193
Table 10-8	Potential Effects to Built Environment Historic Properties – Broadway/I-5 Segment	195
Table 10-9	Potential Effects to Built Environment Historic Properties – Everett Station Segment	198
Table 10-10	Potential Effects to Built Environment Historic Properties – OMF Site F.....	200
Table 10-11	Potential Effects to Built Environment Historic Properties – OMF Site B.....	201
Table 10-12	Potential Change in Impacts to Historic Properties.....	201

Attachments

- Attachment A Table of Built Environment Resources
- Attachment B Photographs of Built Environment Resources
- Attachment C Cultural Resources Survey and Inventory Plan
- Attachment D Archaeological Survey Areas
- Attachment E Tribal and Agency Consultation Letters
- Attachment F Aerial Imagery, USGS Quadrangles, BLM GLO Plats, and LiDAR Imagery of the APE by Segment
- Attachment G Matrix, Shovel Probe, and Geotechnical Borehole Descriptions and Corresponding Maps
- Attachment H Previous Cultural Resource Survey Reports
- Attachment I Draft Programmatic Agreement
- Attachment J Figures of Historic Built Environment Resources with Potential Adverse Effects

Acronyms

AC	auger core
AIR	SR 99/Airport Road
ALD	West Alderwood
APE	Area of Potential Effects
ASH	Ash Way
ATNI	Affiliated Tribes of Northwest Indians
BI	Broadway/I-5
BLM	Bureau of Land Management
BP	Before Present
CFR	Code of Federal Regulations
CRSIP	Cultural Resources Survey and Inventory Plan
DAHP	Department of Archaeology and Historic Preservation
EGN	SR 526/Evergreen
EIS	Environmental Impact Statement
EMC	Everett Municipal Code
ERCI	Equinox Research & Consulting International Inc.
ERHP	Everett Register of Historic Places
ESRI	Environmental Systems Research Institute, Inc.
EVLE	Everett Link Extension
EVT	Everett Station
FTA	Federal Transit Administration
GLO	General Land Office (Bureau of Land Management)
HPI	Historic Property Inventory
IRA	Indian Reorganization Act
I-5	Interstate 5
km	kilometers
LiDAR	Light Detection and Ranging

LMC	Lynnwood Municipal Code
MAR	Mariner
MOU	memorandum of understanding
NADB	National Archeological Database
NEPA	National Environmental Policy Act
NHPA	National Historic Preservation Act
NPS	National Park Service
NRHP	National Register of Historic Places
OMF	operations and maintenance facility
RCW	Revised Code of Washington
ROE	right of entry
SA	Survey Area
SCC	Snohomish County Code
SCOPI	Snohomish County Online Property Information
SEPA	State Environmental Policy Act
SHPO	State Historic Preservation Officer
SnoPUD	Snohomish County Public Utility District
SOP	Standard Operating Procedures
SP	shovel probe
SST	supersonic transport
ST3	Sound Transit 3
SR	State Route
SWI	SW Everett Industrial Center
U.S.	United States
USACE	United States Army Corps of Engineers
USGS	United States Geological Survey
WAC	Washington Administrative Code
WHR	Washington Heritage Register

WISAARD	Washington Information System for Architectural and Archaeological Records Database
WWII	World War II
WSDOT	Washington State Department of Transportation

1 INTRODUCTION

1.1 Overview

The Central Puget Sound Regional Transit Authority (Sound Transit) is proposing to expand Link light rail transit service northward from the Lynnwood City Center Station to the Everett Station area in Snohomish County, Washington (Figure 1-1). The Everett Link Extension (EVLE) Project would provide fast, reliable light rail service to regional residential and job centers in Snohomish County's growing urban areas. The proposed project is part of the Sound Transit 3 (ST3) Plan of regional transit system investments, funding for which was approved by voters in the region in 2016.

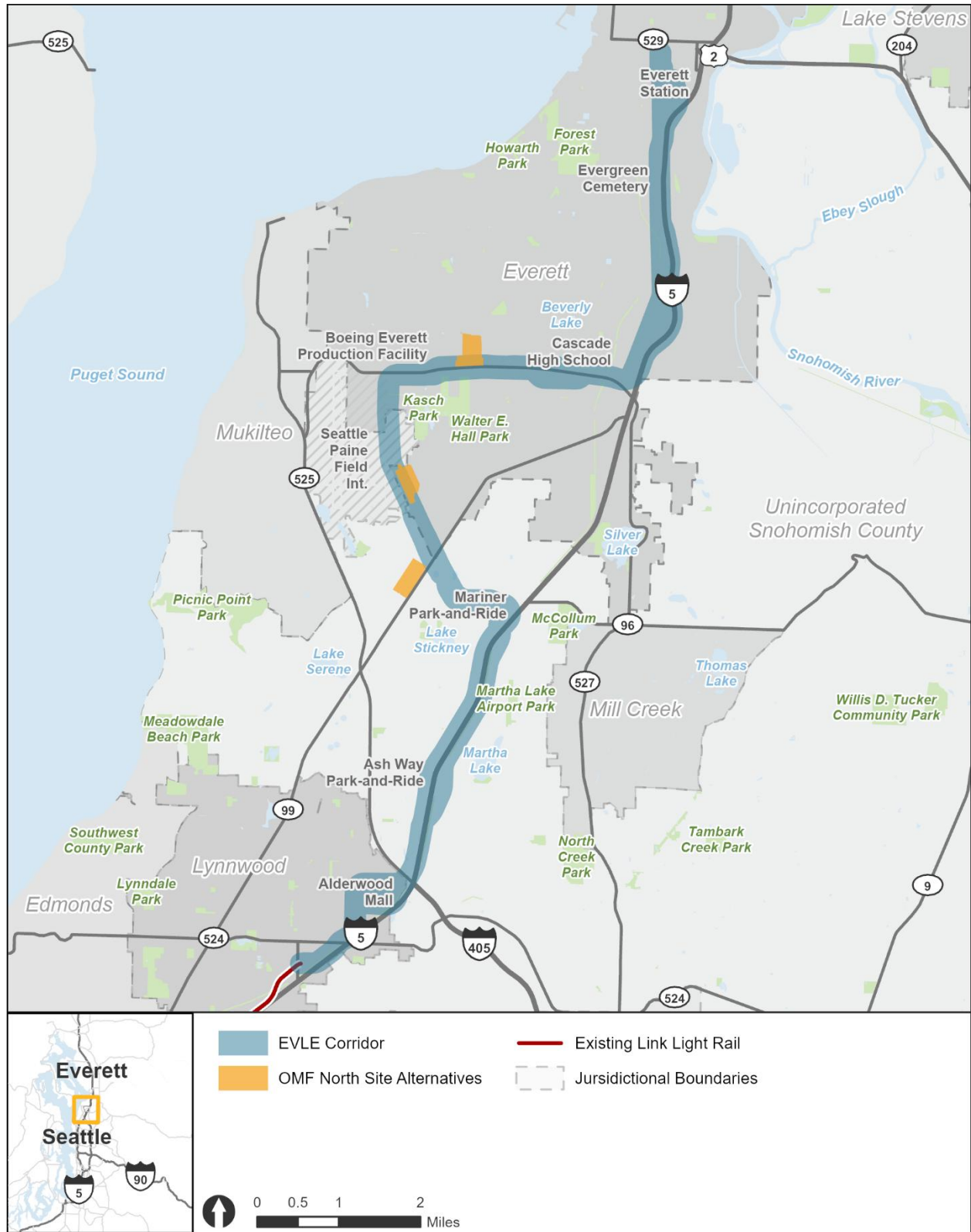
For this analysis, the EVLE Project consists of approximately 16 miles of light rail guideway, seven light rail stations, two parking facilities, and an operations and maintenance facility (OMF North). Sound Transit proposes to begin construction of the project in 2030. The current schedule for opening light rail service from the Lynnwood City Center Station to Everett Station is 2041. A shorter route connecting Lynnwood City Center to the SW Everett Industrial Center Station would open first in 2037 as the initial phase. OMF North would open by 2034, prior to opening of the light rail extension, as the facility is necessary for storing rail cars and supporting service for not only the extension to Everett, but also other parts of the regional system.¹ Parking facilities at the Mariner and Everett Stations would open by 2046.

One station, State Route (SR) 99/Airport Road Station, is currently considered provisional since planning, preliminary engineering, and environmental review are funded, but final design and construction are not. However, for purposes of this evaluation, all seven stations are assumed to be funded and open according to the schedule described above to capture all locations where impacts could occur. The station would be fully constructed and open for service when additional funding is identified.

The initial phase is not discussed in this analysis because it would not have additional potential impacts when compared with the fully built alternatives (i.e., the impacts would be the same in the West Alderwood, Ash Way, Mariner, SR 99/Airport Road, and SW Everett Industrial Center Segments, and for the OMF sites, but the impacts in the SR 526/Evergreen, Broadway/I-5, and Everett Station Segments would not occur until construction on those segments begins). All potential impacts are described in Section 10.

¹ Construction of light rail projects is typically divided into sections, and construction would occur across different parts of the corridor between 2030 and 2046. For more information on the construction approach, see Draft EIS Appendix B.

Figure 1-1 EVLE Project Corridor



For planning and engineering purposes, the project is organized into eight geographic segments, discussed in this document from south to north. Within those segments, a total of 17 alignment alternatives and 18 station location alternatives are under consideration. These alignment and station alternatives are combined into Build Alternatives for analysis as shown in Table 1-1 and Figure 1-2.

Table 1-1 describes the alignment and station alternatives as follows:

- **Segments:** The eight alignment segments and corresponding abbreviations are:
 - West Alderwood (ALD).
 - Ash Way (ASH).
 - Mariner (MAR).
 - SR 99/Airport Road (AIR).
 - SW Everett Industrial Center (SWI).
 - SR 526/Evergreen (EGN).
 - Broadway/I-5 (BI).
 - Everett Station (EVT).
- **Alignment alternatives:** Alignment alternatives in each segment are identified with numbers (e.g., ALD-1).
- **Station alternatives:** Station alternatives in each segment are identified with letters (e.g., ALD-B).²
- **Build Alternatives:** Alignments and stations are combined to create the Build Alternative name (e.g., Station ALD-B is located on Alignment ALD-1, so this pairing is referred to as Alternative ALD-1B). If a preferred Build Alternative has been identified by the Sound Transit Board of Directors, it is indicated with an asterisk.
- **Design options:** A design option is an alternate design for a portion of a Build Alternative. It could be a different route or profile along a portion of an alignment, a different station configuration, or a different parking location. For example, in the West Alderwood Segment the Alderwood Mall Boulevard Design Option is being considered for all three Build Alternatives.

² Letters identifying station alternatives are non-sequential in some segments; missing letters denote alternatives that did not perform as well as alternatives considered in the Draft EIS. For more information on the Alternatives Development process, see Draft EIS Chapter 2.

Table 1-1 Alignment and Station Build Alternatives by Segment

Segment	Alignment Alternatives	Station Alternatives	Build Alternatives (Combined Alignment and Station)	Build Alternative Design Options Also Considered
West Alderwood	ALD-1	ALD-B	ALD-1B	Alderwood Mall Boulevard
	ALD-2	ALD-D	ALD-2D*	Alderwood Mall Boulevard
		ALD-F	ALD-2F	Alderwood Mall Boulevard
Ash Way	ASH-1	ASH-A	ASH-1A	None
	ASH-2	ASH-D	ASH-2D	None
Mariner	MAR-1	MAR-B	MAR-1B	Surface Parking
	MAR-2	MAR-D	MAR-2D	Surface Parking
SR 99/ Airport Road	AIR-1	AIR-A	AIR-1A	None
	AIR-2	AIR-B	AIR-2B	None
SW Everett Industrial Center	SWI-1	SWI-A	SWI-1A*	Lower
		SWI-B	SWI-1B	None
		SWI-C	SWI-1C	None
SR 526/ Evergreen	EGN-1	EGN-A	EGN-1A	None
	EGN-2	EGN-B	EGN-2B	North Side of SR 526
	EGN-3	EGN-E	EGN-3E	North Side of SR 526
Broadway/I-5	BI-1	None	BI-1*	None
	BI-2	None	BI-2	None
Everett Station	EVT-1	EVT-A	EVT-1A	None
	EVT-2	EVT-C	EVT-2C*	None
	EVT-3	EVT-D	EVT-3D*	None

* Denotes preferred alternative

There are also three OMF North site alternatives under consideration as shown in Table 1-2 and Figure 1-2.

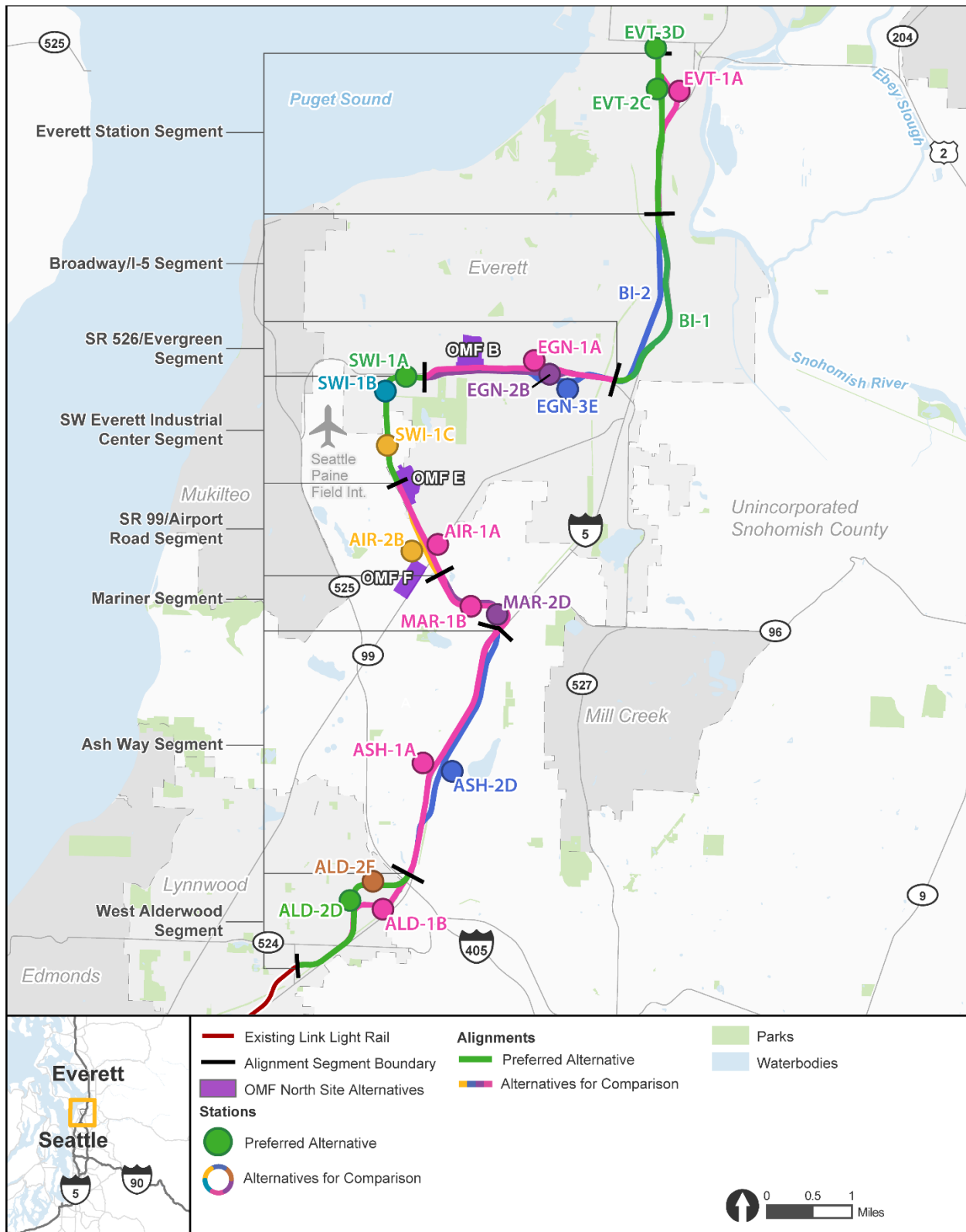
Table 1-2 OMF North Site Alternatives

Build Alternative	Build Alternative Design Options Also Considered
OMF Site F	Lead Tracks to West Side of Airport Road
OMF Site E	None
OMF Site B	Lead Tracks to South Side of SR 526

Analysis of the Build Alternatives was based on the conceptual design drawings included in Draft Environmental Impact Statement (EIS) Appendix F.

The No Build Alternative describes the environment, including the transportation system, as it would exist in 2046 without the proposed project. The No Build Alternative uses 2046 as the year of analysis to align with the target date for completion of all EVLE Project components and the full buildout of the light rail capital projects included in the ST3 Plan.

Figure 1-2 EVLE Project Alternatives



1.2 Potential Design Refinements

In addition to the alternatives described above, the Draft EIS provides a qualitative evaluation of potential design refinements that could reduce overall project cost if applied to the alignment and station alternatives (for more information, see Draft EIS Chapter 2). The potential design refinements identified to date that could be considered in each segment, along with potential changes in impacts, are described in Draft EIS Chapter 4. Potential changes in impacts to historic properties are also described in Section 10.3.4 below. No additional impacts to archaeological resources are anticipated. If Sound Transit decides to include these refinements as part of the project prior to the Final EIS, they would be reflected in the conceptual design plans and evaluated in the Final EIS.

1.3 Purpose of Report

The intent of the Historic and Archaeological Resources Technical Report is to provide detailed information on the historic built environment, archaeological environment, and cultural resources in the vicinity of the EVLE Project. In supplying technical information on the historic built environment as well as the archaeological environment, the document serves to assist in making an informed decision regarding potential project effects to these resources in compliance with applicable federal, state, and local laws and guidelines. Following the presentation of the technical findings, potential mitigation strategies for minimizing effects to these environments are presented. Section 106 of the National Historic Preservation Act (NHPA), referred to as Section 106, requires federal agencies to consider the effects of their undertakings on historic properties (sites, districts, buildings, structures, or objects) that are listed in or eligible for listing in the National Register of Historic Places (NRHP). These analyses are documented in this Historic and Archaeological Resources Technical Report and meet Section 106 and National Environmental Policy Act (NEPA) requirements.

As described in Section 1.1, the EVLE Project is organized into eight alignment/station alternative segments. Within each segment and for each OMF North site alternative, individual alternatives are examined for specific impacts to both built environment and archaeological resources.

The report is organized as follows:

- **Section 2** provides an overview of national, state, and local regulations regarding cultural resources.
- **Section 3** describes the project's area of potential effects (APE).
- **Section 4** provides an overview of the environmental and cultural context of the EVLE corridor.
- **Section 5** provides an overview of Tribal and agency consultation to date.
- **Section 6** describes the methods used to conduct the archaeological and historic built environment evaluations and field surveys.
- **Section 7** summarizes the previously identified archaeological resources on file in the Washington Information System for Architectural and Archaeological Records Data (WISAARD).
- **Section 8** describes the archaeological expectations for the project.

- **Section 9** presents the results of the field investigations.
- **Section 10** describes the project's effects to historic properties.
- **Section 11** summarizes the report findings and recommends potential measures to avoid, minimize, or resolve adverse effects.
- **Section 12** lists the references cited in this report.

1.4 Key Personnel

This report was prepared in accordance with the Secretary of the Interior's Standards and Guidelines for the Identification of Historic Properties (*Federal Register* Volume 48, No. 190) by individuals who meet or exceed the Secretary of the Interior's Professional Qualifications Standards (Code of Federal Regulations (CFR) Title 36, Part 61, Appendix A [36 CFR Part 61], as amended and annotated) and follows contemporary professional standards for the preparation of cultural resources reports. A complete list of principal contributors to this technical report is provided in Table 1-3.

Table 1-3 Key Personnel

Name	Qualifications	Roles and Responsibilities
Kelly R. Bush	MS, Archaeology; Senior Archaeologist	Principal Investigator and Project Field Director, Archaeology
Eileen Heideman	MS, Historic Preservation, BA, History and Anthropology; Senior Architectural Historian	Principal Investigator, Built Environment
Leah Koch-Michael	MA, Maritime Archaeology	Archaeologist
Aleta R. Baxley	BA, Anthropology-Archaeology, Archaeologist	Archaeologist
Abbey Dyer	MA, Historic Preservation, BA, Historic Preservation and Studio Arts	Architectural Historian
Kylee Moneypenny	MA, History, BA, Archaeology	Historian
Rhododendron O'Boyle	BA, Archaeologist and Geographic Information Systems Certified	Archaeologist, Geospatial Analysis, and Map Production
Dr. Rob Gargett	PhD Anthropology, BA Archaeology, BA English, Senior Archaeologist	Editor

2 REGULATORY BACKGROUND

The EVLE Project must comply with multiple federal, state, and local environmental laws, regulations, and policies for environmental review. A brief discussion of these and their consideration for cultural resources is presented below.

2.1 Federal Laws and Authorities

Cultural resources are protected by federal, state, and local laws, regulations, and guidelines. The two main federal laws are the NHPA (United States Code Title 54 Section 300101-307108) and NEPA. The implementing regulation for Section 106 is the Protection of Historic Properties (36 CFR Part 800). Historic properties are defined as any prehistoric or historic district, site, building, structure, or object listed in or eligible for the NRHP. Under the NHPA, a property possesses significance if it meets the NRHP criteria listed in 36 CFR 60.4 and retains sufficient integrity to convey that significance.

Section 106 gives equal consideration to historic properties listed in or determined eligible for listing in the NRHP. The National Register Criteria for Evaluation (36 CFR Part 63) are used to evaluate a historic property to determine whether it possesses historic significance, is of sufficient age, and retains sufficient integrity to convey any potential significance. A historic property can be eligible for the NRHP either individually, as part of a historic district, or both. The significance of each historic property was evaluated in relation to the following NRHP eligibility criteria:

- Criterion A – association with events that have made a significant contribution to broad patterns of history.
- Criterion B – association with the life of a historically significant person.
- Criterion C – embody the distinctive characteristics of a type, period, or method of construction, or represent the work of a master, or possess high artistic values, or represent a significant and distinguishable entity whose components may lack individual distinction.
- Criterion D – has yielded, or is likely to yield, information important in history or prehistory (this generally is understood to refer to archaeological significance).

To be eligible for listing in the NRHP, a property must be 50 years old, or, if it is less than 50 years old, possess exceptional significance. A property must also retain sufficient integrity to convey its significance.

Cultural resources must also be given consideration under NEPA, and the NHPA encourages maximum coordination with NEPA. NEPA establishes national policies and goals for the protection of the environment, including cultural resources. One of the mandates of NEPA is to “preserve important historic, cultural, and natural aspects of our national heritage” (United States Code Title 42, Section 4331(b)(4)).

Section 4(f) of the Department of Transportation Act of 1966 also applies to historic properties and mandates that Department of Transportation agencies, including the Federal Transit Administration (FTA), cannot approve the use of land from publicly owned parks, recreational areas, wildlife and waterfowl refuges, or public and private historic sites unless there is no feasible and prudent alternative to the use of the land, and the action includes all possible planning to minimize the harm to the property resulting from use.

The EVLE Project may be partially funded by FTA and is defined as a federal undertaking. As such, compliance with Section 106 of the NHPA (36 CFR Part 800) is required. FTA is the federal lead agency responsible for Section 106 compliance, including consultation, identification of historic properties, evaluation of NRHP eligibility, determination of adverse effects, and resolution of adverse effects. Historic properties are identified in consultation with the State Historic Preservation Officer (SHPO), Tribes, and other consulting parties, and must

qualify for listing in the NRHP by meeting specific criteria and standards of integrity (36 CFR 60.4).

Under Section 106, an adverse effect is found when an undertaking may alter, directly or indirectly, any of the characteristics of a historic property that qualify the property for listing in the NRHP in a manner that would diminish the integrity of the property's location, design, setting, materials, workmanship, feeling, or association. Section 106 regulations require the federal agency (or agencies) to follow a process for satisfying the Section 106 requirements after a federal undertaking has been defined. For the EVLE Project, this process consists of the following:

- Initiate Section 106 by consulting with the SHPO and the federally recognized Confederated Tribes and Bands of the Yakama Nation, Confederated Tribes of the Warm Springs Reservation of Oregon, Muckleshoot Indian Tribe, Port Gamble S'Klallam Tribe, Sauk-Suiattle Indian Tribe, Snoqualmie Indian Tribe, Stillaguamish Tribe of Indians of Washington, Suquamish Indian Tribe of the Port Madison Reservation, Swinomish Indian Tribal Community, Tulalip Tribes of Washington, and Upper Skagit Indian Tribe. Sound Transit is also coordinating with the non-federally recognized Duwamish Tribal Organization and Snohomish Tribe, as well as other interested parties. This consultation is ongoing throughout the Section 106 process.
- Identify and evaluate potential historic properties for NRHP eligibility.
- Assess whether the project will affect historic properties, and whether effects will be adverse.
- Resolve adverse effects to historic properties through consultation.

Historic properties include sites, districts, buildings, structures, and objects. Some historic properties can also be Cultural Landscapes or Traditional Cultural Properties if they meet the applicable criteria in National Register Bulletins 18 and 38, respectively. The regulations also encourage coordination with the environmental review process required by other statutes, including NEPA and Section 4(f) of the Department of Transportation Act of 1966. Attachment I is a draft Programmatic Agreement outlining procedures following the NEPA Record of Decision, including investigations, NRHP evaluations, adverse effects determinations, and resolution of adverse effects.

Sound Transit, under its authority as lead agency for State Environmental Policy Act (SEPA) compliance, developed an agreement with the Washington State Department of Archaeology and Historic Preservation (DAHP) that formalized a process for consultation and cultural resources review entitled *Memorandum of Understanding Between the Central Puget Sound Regional Transit Authority and Washington State Department of Archaeology and Historic Preservation Regarding Non-Federalized Cultural Resources Consultation and Cultural Resources Review on the Everett Link Extension Project*. Sound Transit requested comments from the public, state agencies, Tribes, and certified local governments within the Sound Transit District about this agreement, which was then executed on April 24, 2024, by the SHPO and Sound Transit's Chief Executive Officer. This agreement guided the cultural resource consultation process for the project prior to FTA involvement, using methods consistent with Section 106 and FTA's Section 106 Standard Operating Procedures (SOP No. 21). The agreement allowed Sound Transit to consult on the eligibility of both historic built environment resources and archaeological resources, but the agreement precluded Sound Transit from conducting consultation on effects to historic properties. A copy of this memorandum of understanding (MOU) is included in Attachment C.

2.2 Washington State Regulations

Washington state regulations that pertain to cultural resources include SEPA (Revised Code of Washington [RCW] Chapter 43.21C) and the Washington Heritage Register (RCW 27.34.200) administered by DAHP. Under SEPA, project effects on historic properties must be considered in weighing the overall effect of the project on the environment. SEPA requires the consideration of significant impacts on cultural and historic resources, requires that effects on cultural and historic resources be taken into account in the threshold determination process (Washington Administrative Code [WAC] 197-11-330) and be considered in the Final EIS (WAC 197-11-440), and stipulates that historic and cultural preservation is an element of the environment (WAC 197-11-444). The Washington Heritage Register (WHR) functions within the state of Washington as the statewide version of the NRHP and follows similar criteria. It is administered by DAHP and emphasizes local and statewide significance. Any building or site listed in the NRHP is automatically listed in the WHR.

The WHR is an official listing of historically significant sites and properties found throughout the state. The WHR includes districts, sites, buildings, structures, and objects that have been identified and documented as being significant in local or state history, architecture, archaeology, engineering, or culture. The program was established in 1971 as an alternative to the NRHP in Washington State. Listing in the WHR is strictly an honorary designation and raises public awareness about historic and cultural values.

Washington state laws include requirements related to archaeological sites. RCW 27.53 (Archaeological Sites and Resources) prohibits unpermitted disturbance of archaeological sites, defined as a geographic locality in Washington that contains archaeological objects. RCW 27.44 (Indian Graves and Records) and RCW 68.50 (Human Remains) require notification procedures and work stoppage in the event of a discovery of human remains. In addition, work will be conducted in accordance with RCW 76.09 (Confidentiality of Information).

2.3 Snohomish County

Snohomish County Code (SCC) Chapter 30.32D Historic and Archaeological Resources affirms Washington State laws regarding these resources and establishes a Snohomish County Register of Historic Places. It provides details on the nomination process, restrictions regarding historic properties, and the role of the Snohomish County Historic Preservation Commission. In order to remove, alter, or demolish a historic property on the county register (excluding ordinary repair, maintenance, and emergency repairs), an owner must receive a certificate of appropriateness or waiver from the historic preservation commission (SCC 30.32D.060).

This code also reaffirms state law regarding archaeological sites, requiring that a professional archaeological survey take place if a recorded archaeological site is present on the property, prior to any construction, earth movement, clearing, or other land disturbance. It also provides guidance on the inadvertent discovery of archaeological resources and human remains. The Snohomish County Department of Planning and Development Services is named as responsible for providing archaeological reports to affected Tribes and DAHP, unless another county department is specifically named. The code stipulates that Snohomish County will not issue a permit for development activity without considering the archaeological survey report and any comments made by affected Tribes. Permit approval is conditioned upon compliance with any additional archaeological work required under state and federal laws pertaining to archaeological resource protection (SCC 30.32D.210).

2.4 City of Everett

The City of Everett Municipal Code (EMC) Chapter 19.28 on Historic Resources establishes Historic Overlay Zones and an Everett Register of Historic Places. EMC 19.28 outlines the activities that may take place there, as well as processes by which construction in historic overlays or alterations to registered historic properties or properties located within Historic Overlay Zones are reviewed by the Everett Historical Commission. Construction or alteration of historic structures in one of the overlay zones or listed on the Everett Register requires City review, which takes into account magnitude, reasonableness, and extent that alterations must meet other regulations. The Everett Historical Commission must review and make recommendations to the planning director before the following can take place on any Everett Register or contributing structures within a Historic Overlay Zone: building demolition, additions of more than 150 square feet, and conversion of a single or two-dwelling unit into three or more units.

2.5 City of Lynnwood

The City of Lynnwood Historic Preservation Ordinance (Lynnwood Municipal Code [LMC] 21.80) establishes processes to “encourage the preservation, rehabilitation, re-use and enhancement of eligible historic properties within the city of Lynnwood” (LMC 21.80.050). This ordinance lays out the nomination process for properties to the City of Lynnwood register of historic landmarks. This register has not yet been created, and there is currently no avenue for registering historic properties at the city level. Ordinary repairs, maintenance, or emergency alterations to historic structures generally do not require a city permit and are exempt from architectural review (LMC 21.80.350).

3 AREA OF POTENTIAL EFFECTS

The APE includes all areas where one or more of the Build Alternatives could affect historic built environment or archaeological resources. The APE for any federally funded project must consider both direct and indirect effects to historic built environment or archaeological resources. The FTA, in consultation with the SHPO, Tribes, and other consulting parties, determines the Section 106 APE, which becomes the study area for historic built environment and archaeological resources for the alternatives evaluated in the EIS.

The APE for the EVLE Project generally extends from elements of the project limits (e.g., guideway, stations, OMF, and construction staging areas) to the nearest tax parcel or a maximum of 200 feet where large tax parcels are adjacent to project elements. Where the project limits enter shared interest and/or large parcels, the APE extends 200 feet into the parcel, unless the full parcel is more appropriately considered as a single site or complex (for example, a cemetery). The APE is within Sections 20, 29, and 32 of Township 29N Range 5E; Sections 5, 7, 8, 17, and 18 of Township 28N Range 5E; Sections 11, 12, 13, 14, 15, 23, 25, 26, and 36 of Township 28N Range 4E; and Sections 1, 2, 11, 14, 15, and 22 of Township 27N Range 4E.

The anticipated depths of disturbance of the project are variable throughout the APE. Deep ground disturbance is anticipated for construction of road undercrossings and drilled shafts or columns used to support elevated guideway. Ground disturbance in these locations may exceed 150 feet below surface. Shallower ground disturbance is also anticipated for access road

construction, staging area use, utility work, and stormwater facilities, generally 5 to 20 feet below surface. The APE vertical-limit depth for precontact and historical archaeological resources consists of the area that would be disturbed by constructing the project up to the depth of sterile soils based on soil types, geologic setting, age of landforms, and modern disturbance.

The project corridor and APE are displayed on a series of basemaps below (Figure 3-1 through Figure 3-3). The APE and areas of anticipated ground disturbance are displayed on Figure 3-4 through Figure 3-15. A series of segment specific maps with the APE and alternatives are included in Attachment F.

Prior to the initiation of Section 106, under the terms of the MOU between Sound Transit and the SHPO, Sound Transit consulted with the SHPO, Tribes, and anticipated Section 106 consulting parties on the APE definition in July 2024. In February 2025, under terms of the same agreement, Sound Transit consulted with the SHPO, Tribes, and consulting parties on a revised APE. In October 2025, FTA initiated consultation under Section 106 and defined the APE. The SHPO provided no comments on the APE in their letter dated October 15, 2025. See Section 5 and Attachment E for further information on the consultation process and comments provided.

Figure 3-1 APE on USGS Quadrangle Map

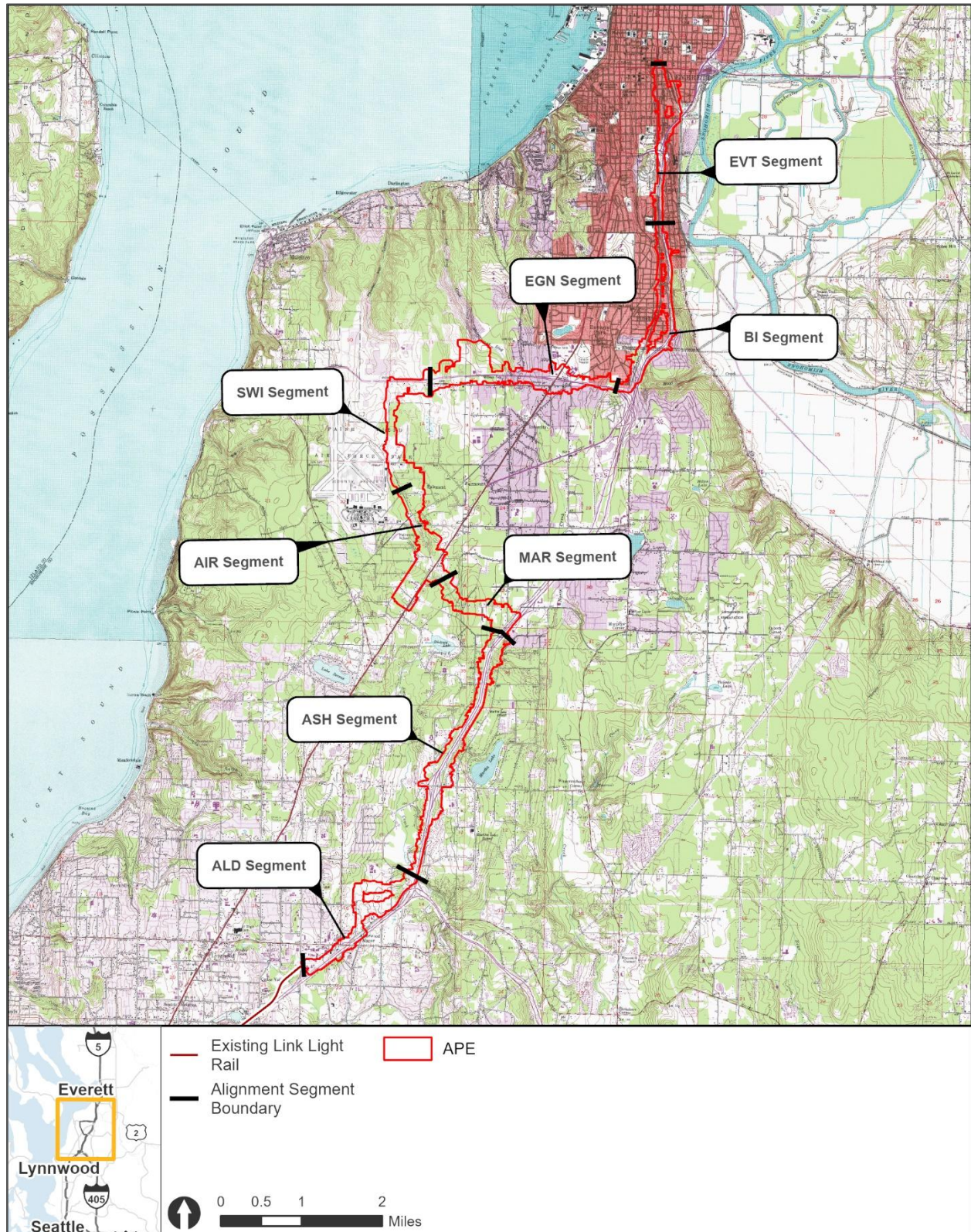


Figure 3-2 APE on Aerial Photograph

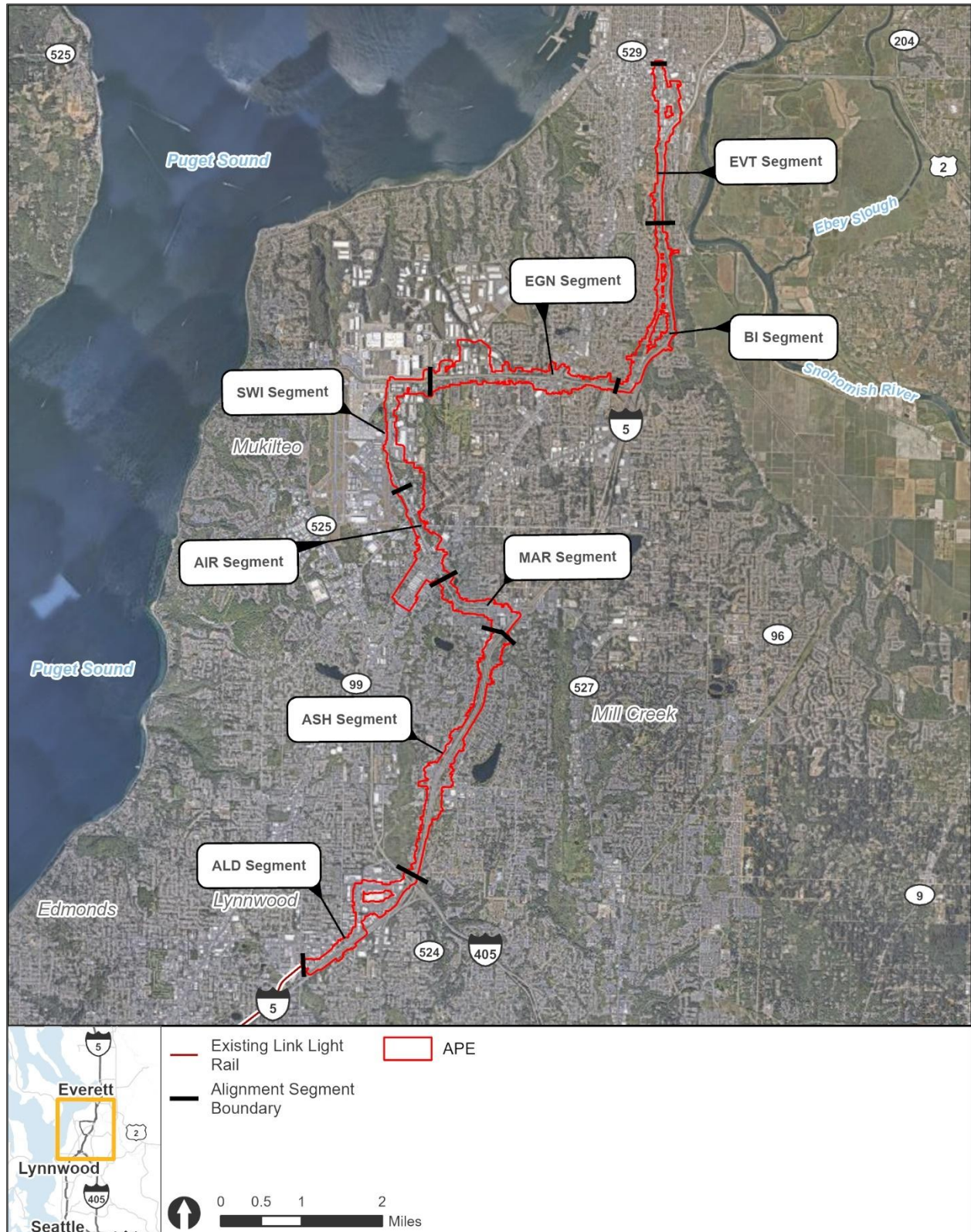


Figure 3-3 APE on LiDAR Map

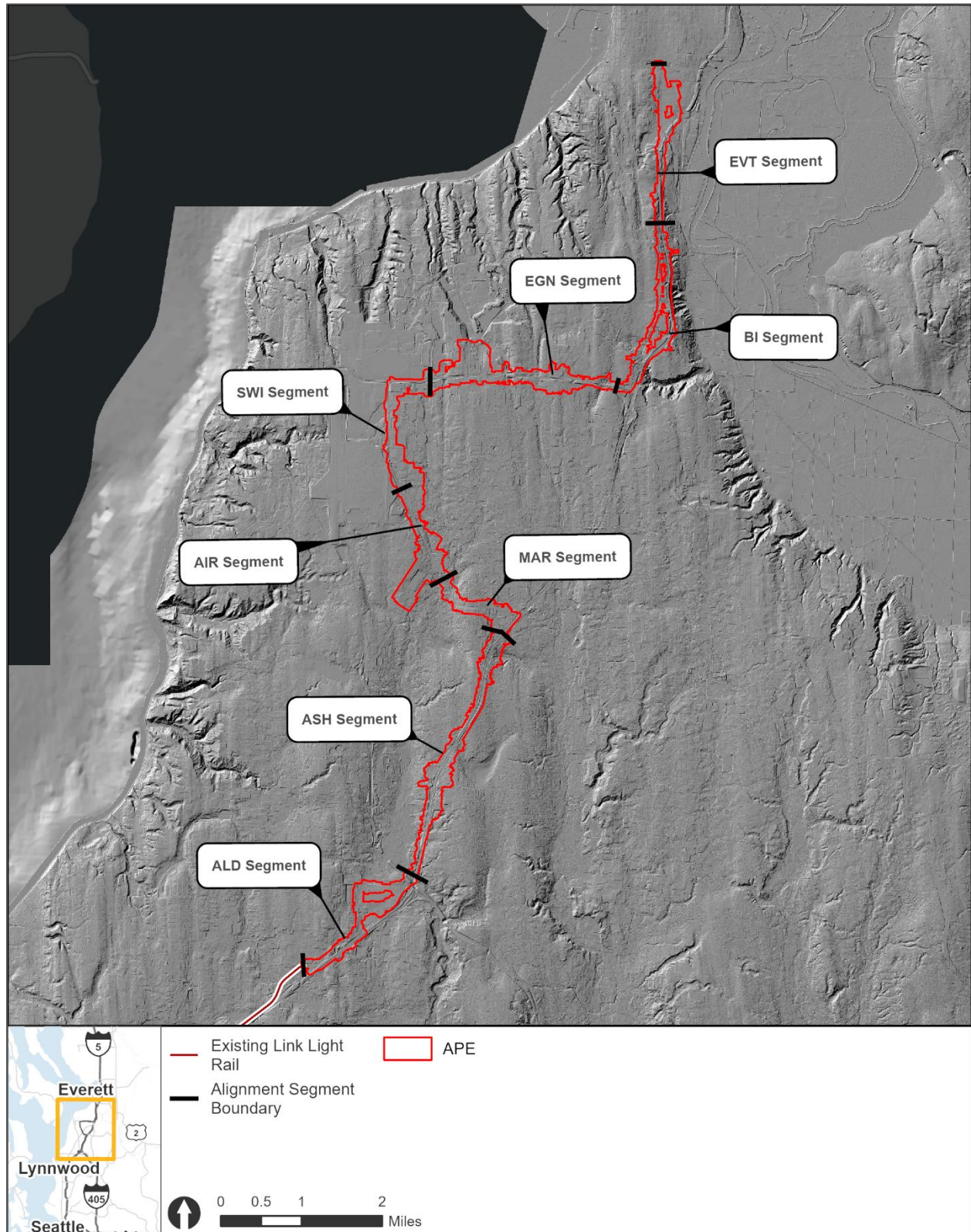


Figure 3-4 APE and Areas of Anticipated Disturbance – West Alderwood Segment



Figure 3-5 APE and Areas of Anticipated Disturbance – Ash Way Segment (South)



Figure 3-6 APE and Areas of Anticipated Disturbance – Ash Way Segment (North)

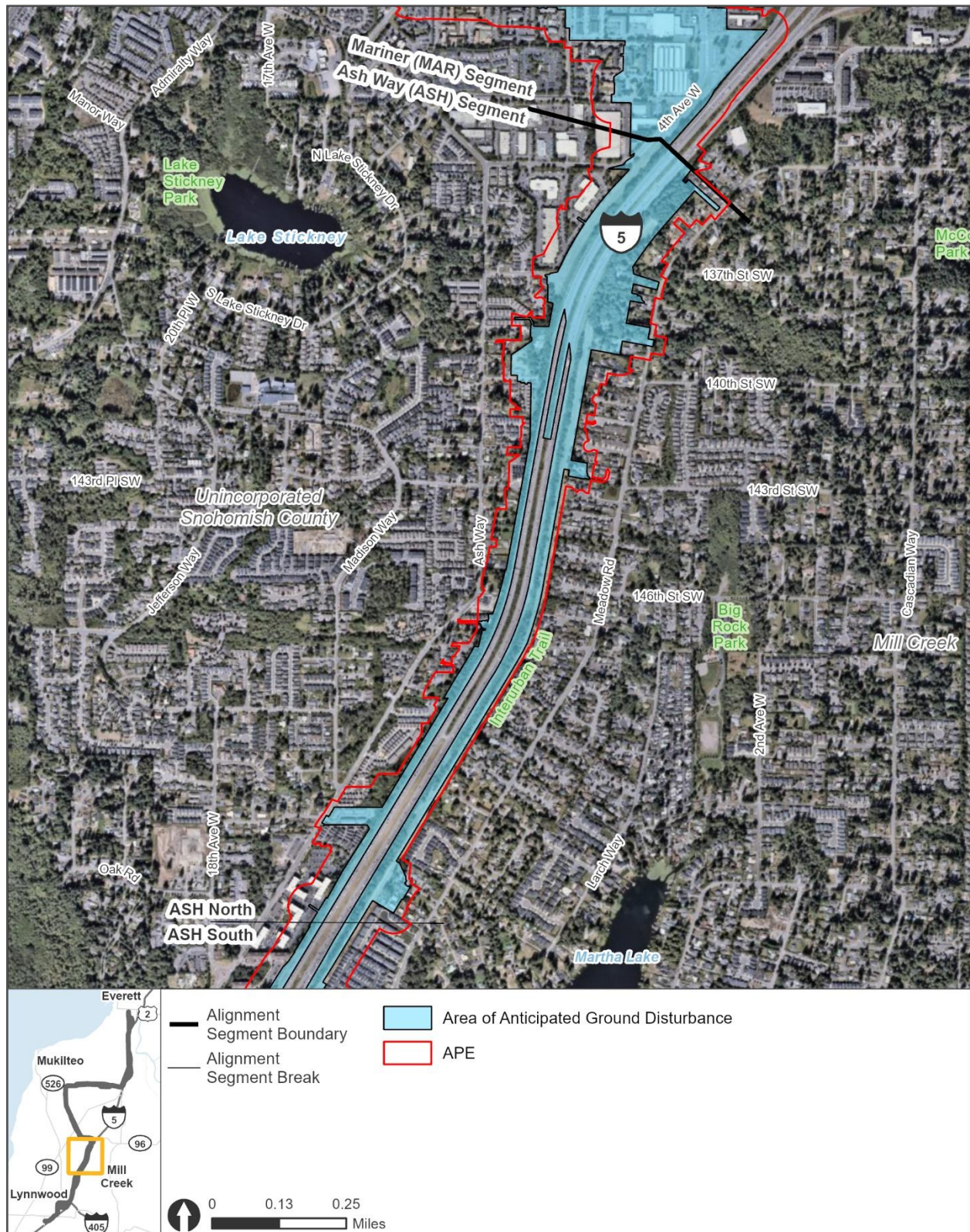


Figure 3-7 APE and Areas of Anticipated Disturbance – Mariner Segment

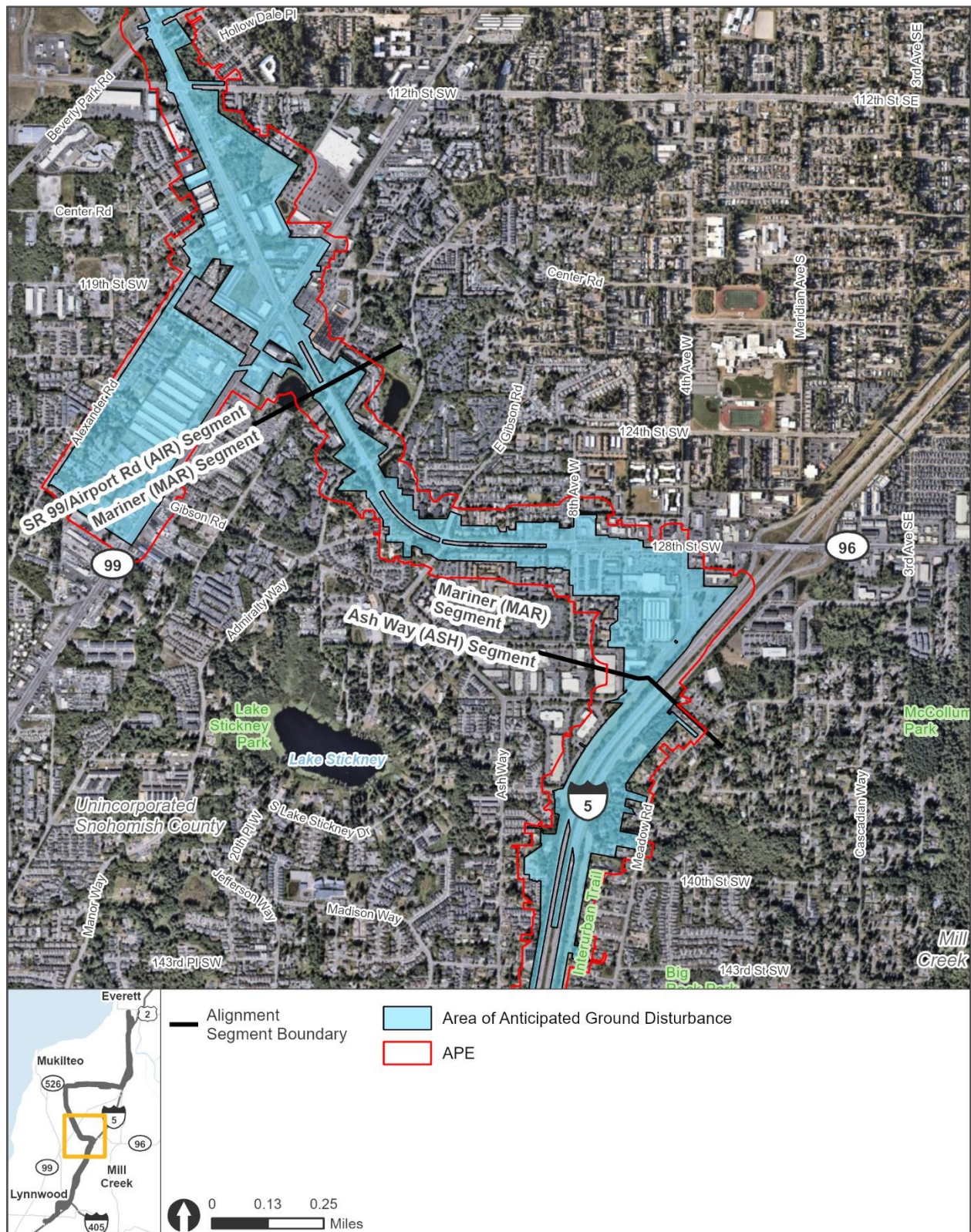


Figure 3-8 APE and Areas of Anticipated Disturbance – SR 99/Airport Road Segment

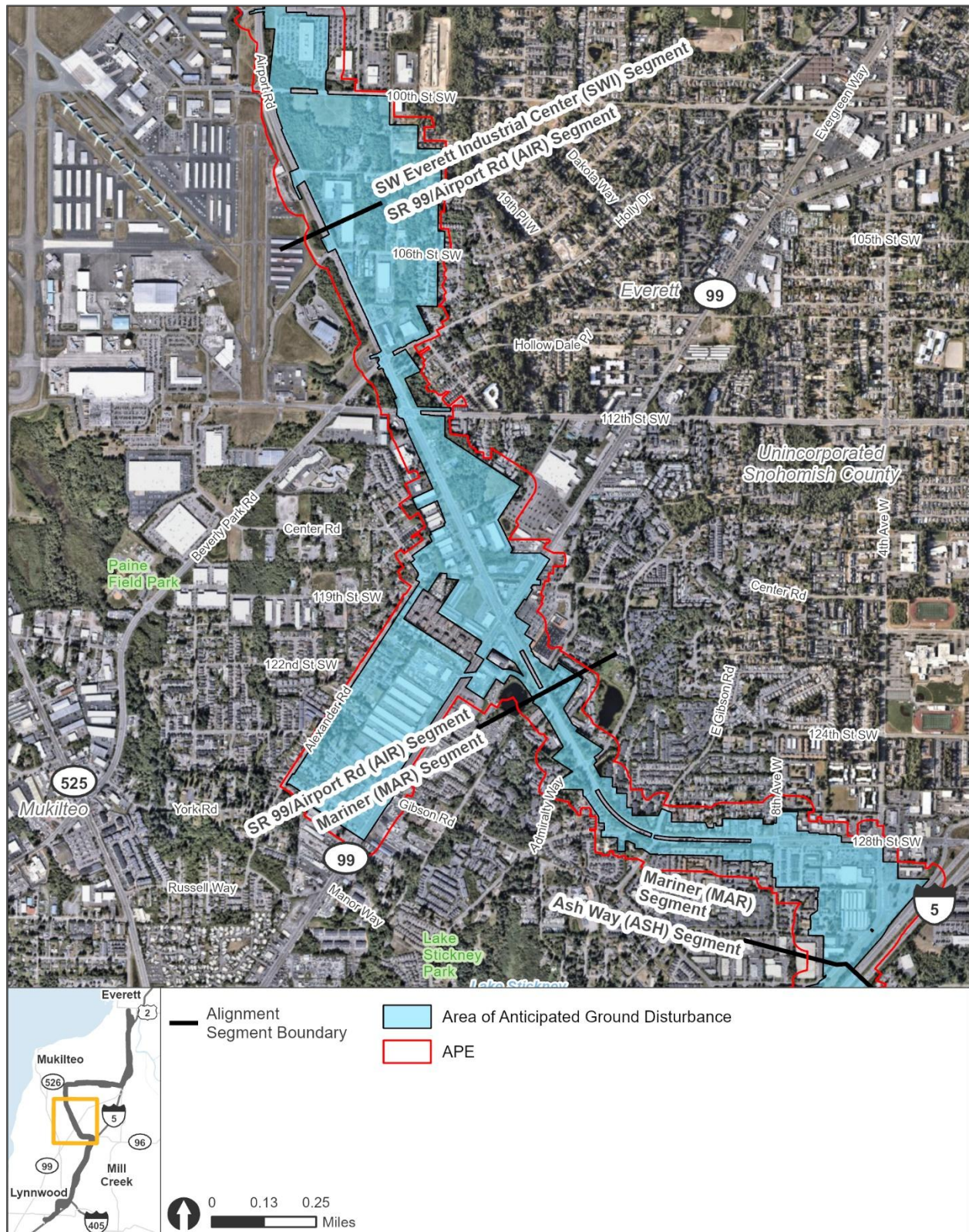


Figure 3-9 APE and Areas of Anticipated Disturbance – SW Everett Industrial Center Segment

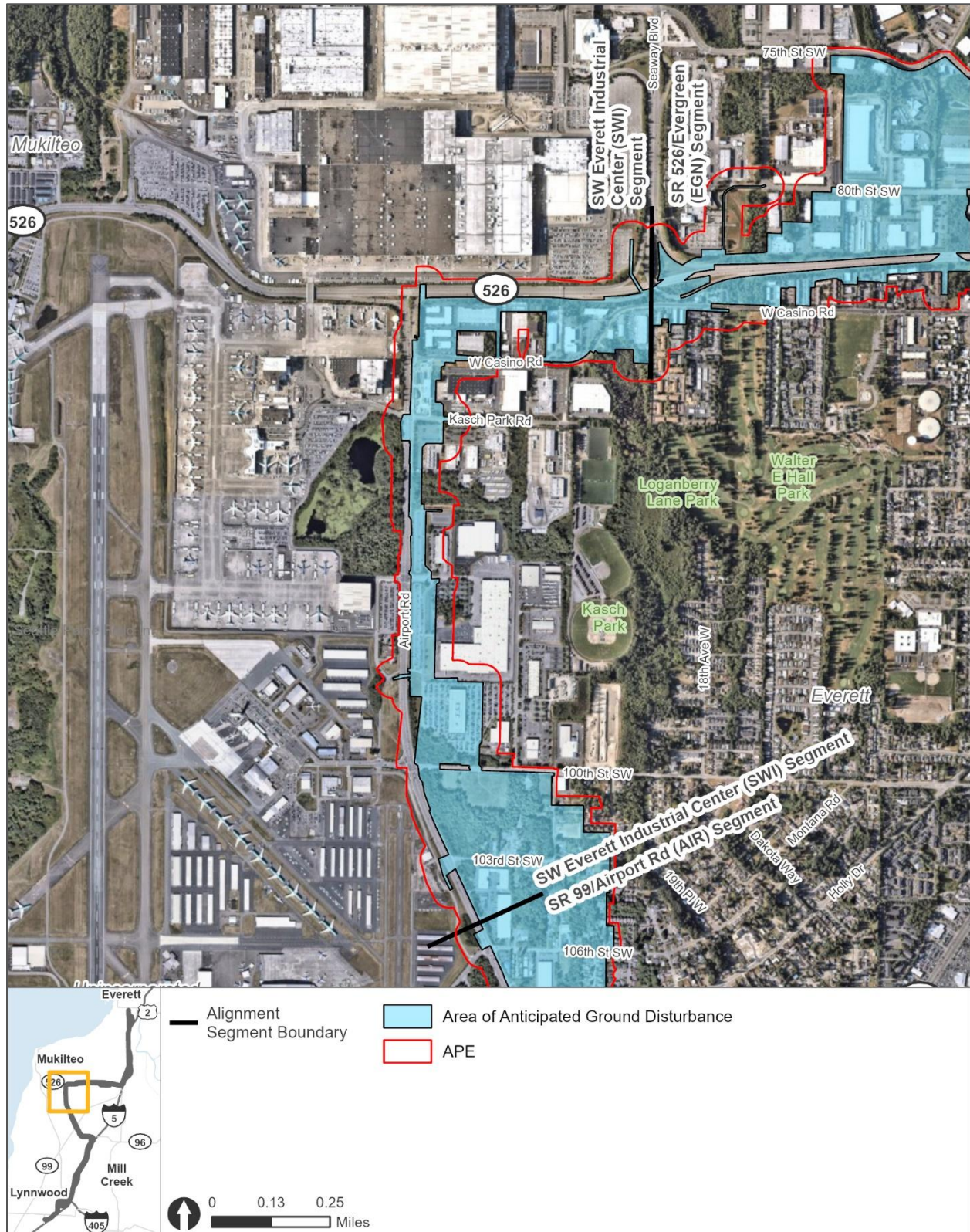


Figure 3-10 APE and Areas of Anticipated Disturbance – SR 526/Evergreen Segment (West)



Figure 3-11 APE and Areas of Anticipated Disturbance – SR 526/Evergreen Segment (East)



Figure 3-12 APE and Areas of Anticipated Disturbance – Broadway/I-5 Segment (South)

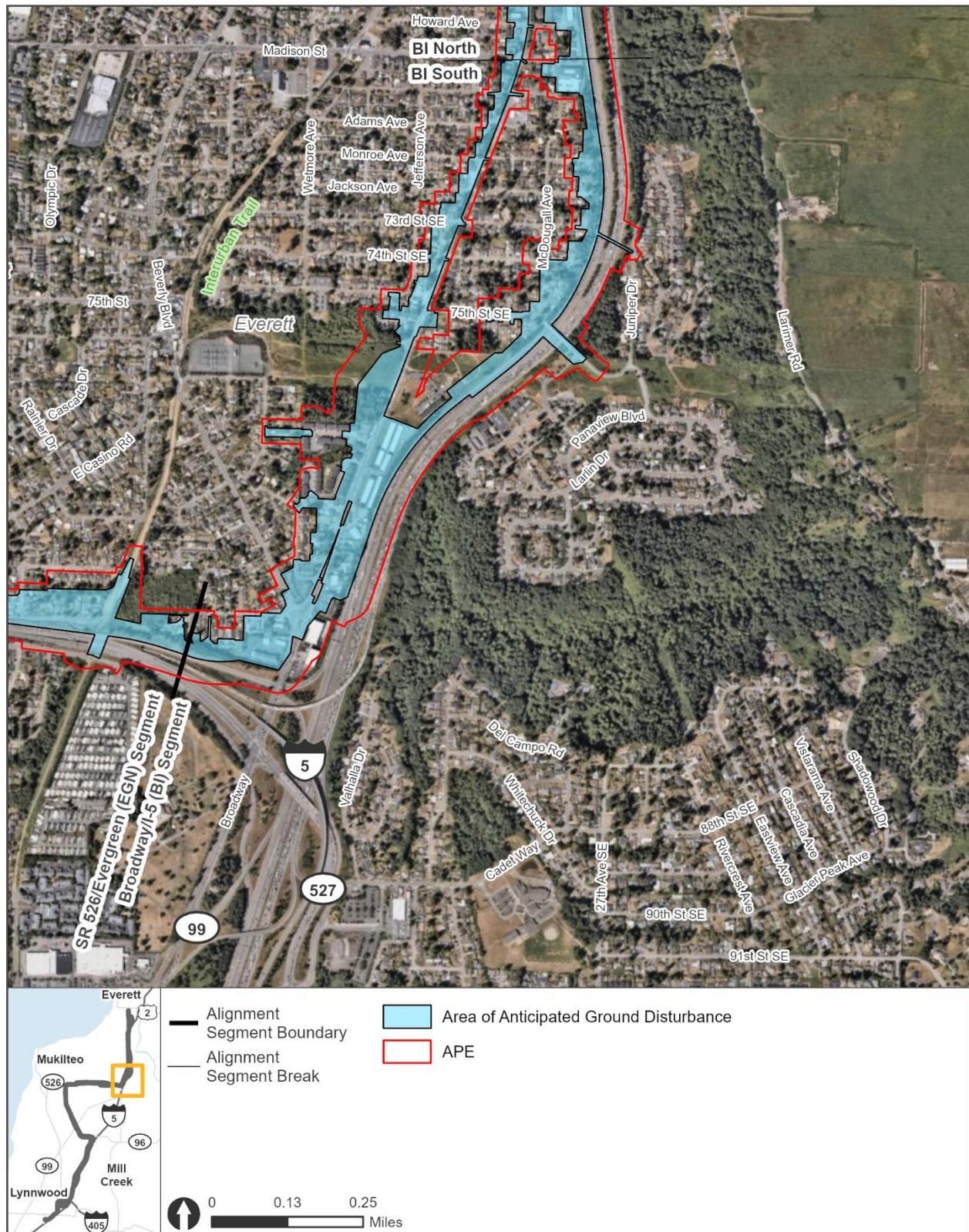


Figure 3-13 APE and Areas of Anticipated Disturbance – Broadway/I-5 Segment (North)

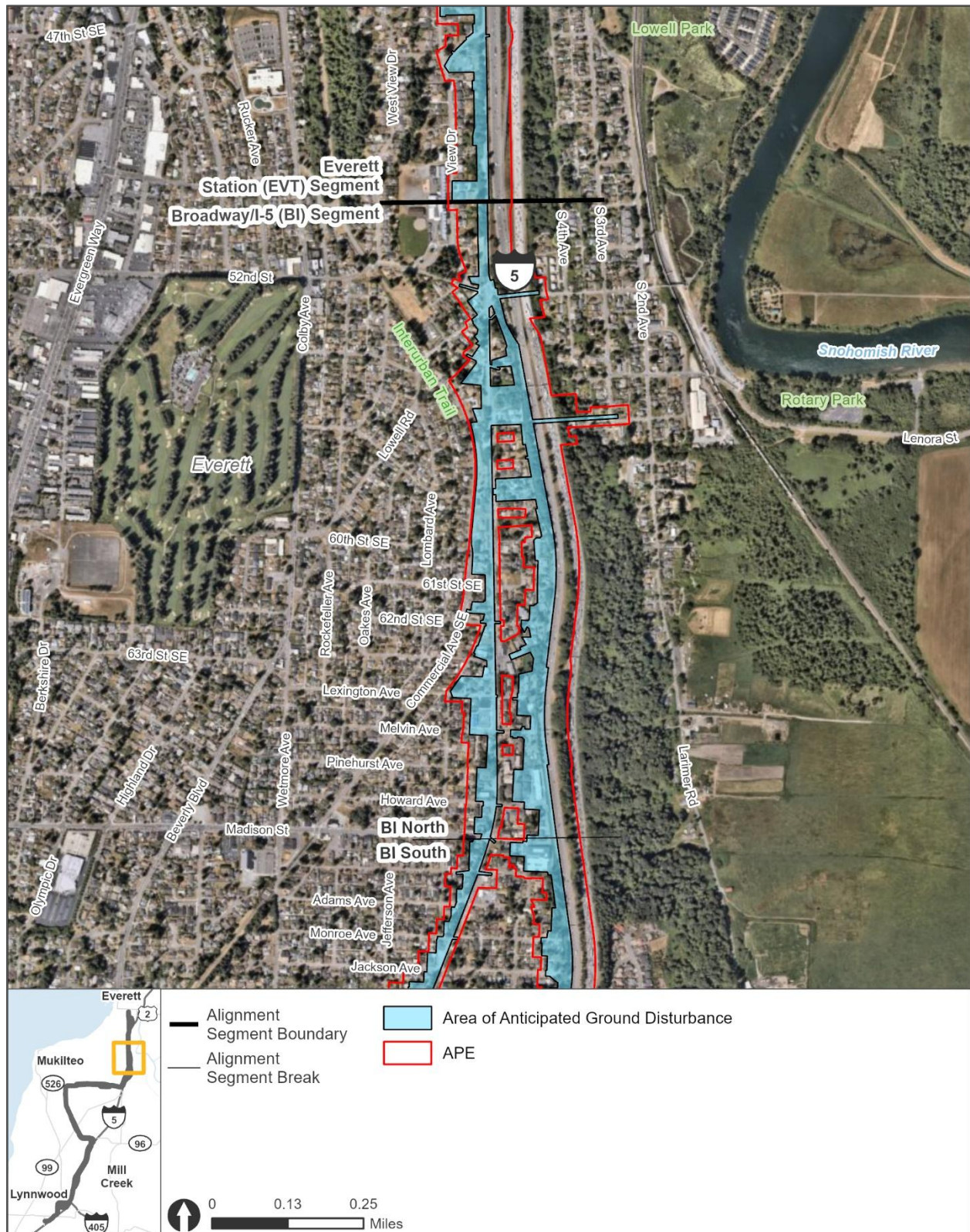


Figure 3-14 APE and Areas of Anticipated Disturbance – Everett Station Segment (South)

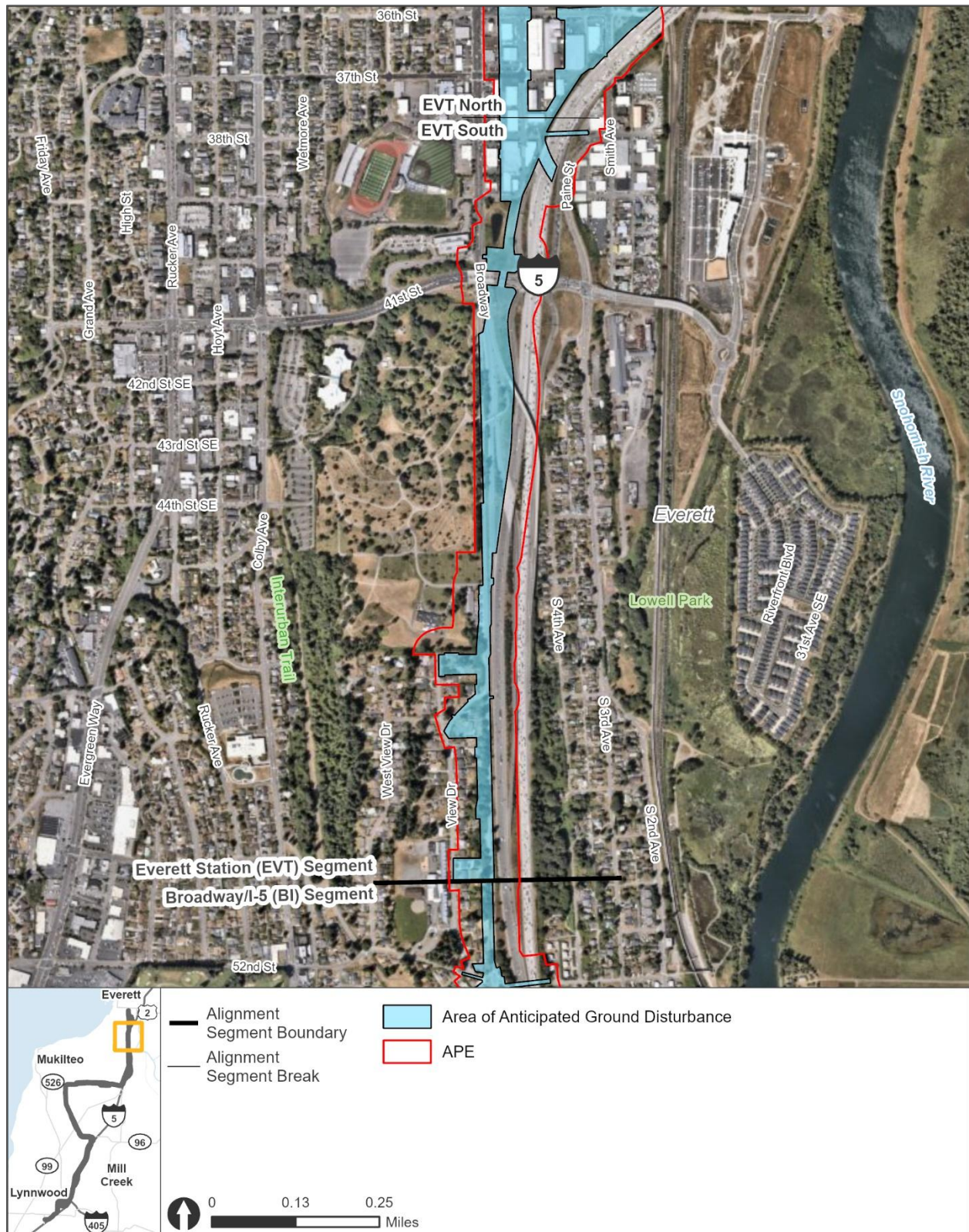
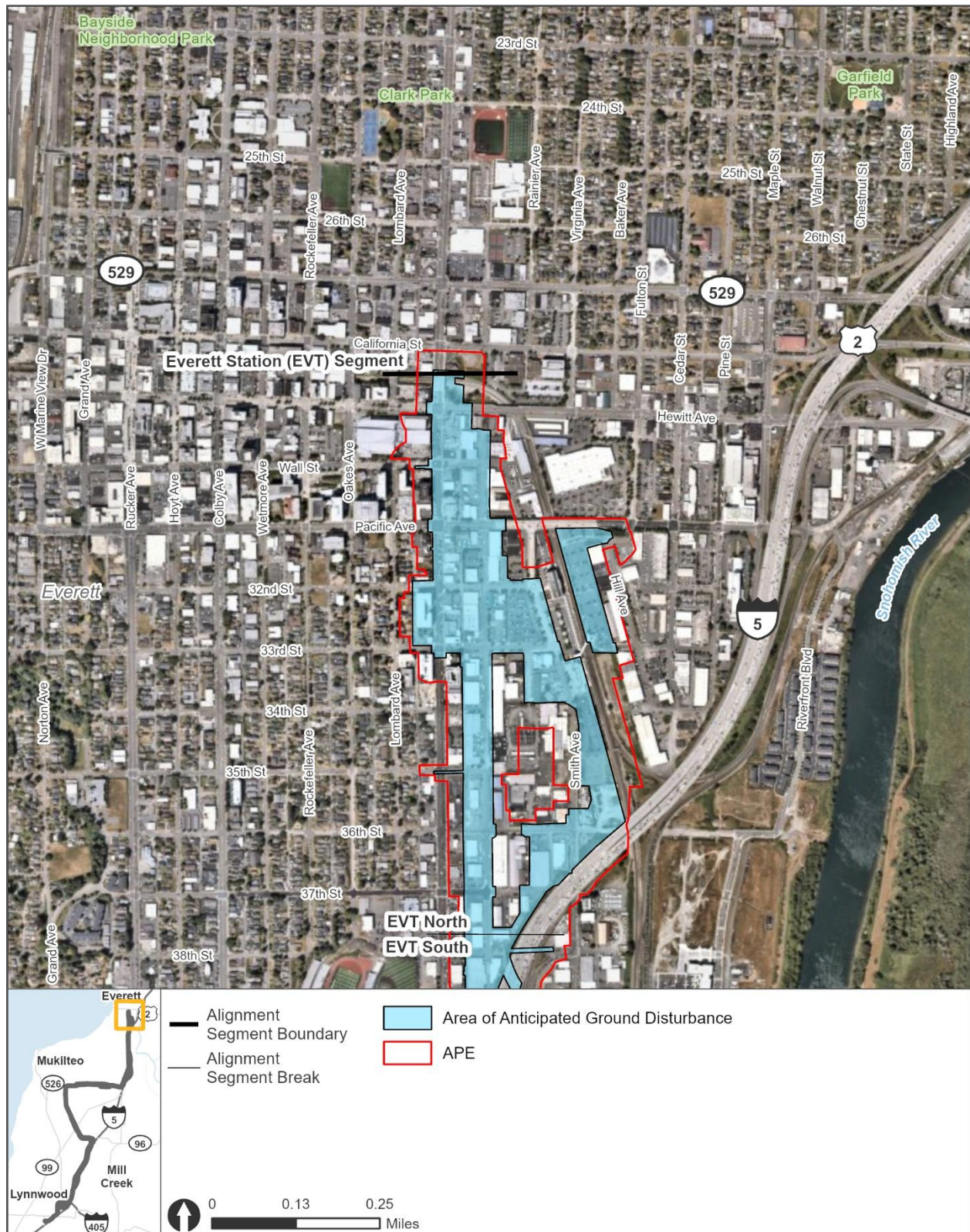


Figure 3-15 APE and Areas of Anticipated Disturbance – Everett Station Segment (North)



4 ENVIRONMENTAL AND CULTURAL CONTEXT

The following sections summarize the environmental, precontact, ethnographic, and historical setting of the Puget Sound region and general project area historic context. This background review assists with identification of areas with higher probability of NRHP-eligible precontact and historic resources within the APE per 36 CFR 60.4 and in guidance provided in National Register Bulletin 15, *How to Apply the National Register Criteria for Evaluation* (National Park Service [NPS] 1995).

4.1 Natural Setting

Before the influx of immigrant settlers, the APE and surroundings likely supported prairies and the *Tsuga heterophylla* (western hemlock) Zone (Franklin and Dyrness 1988). Native species that are found within this zone include western red cedar (*Thuja plicata*), and Douglas fir (*Pseudotsuga menziesii*), Pacific yew (*Taxus brevifolia*), red alder (*Alnus rubra*), bigleaf maple (*Acer macrophyllum*), black cottonwood (*Populus trichocarpa*), Pacific madrone (*Arbutus menziesii*), with an understory of vine maple (*Acer circinatum*), Pacific rhododendron (*Rhododendron macrophyllum*), beaked hazelnut (*Corylus cornuta* var *californica*), Pacific dogwood (*Cornus nuttallii*), red huckleberry (*Vaccinium parvifolium*), Cascade Oregon grape (*Berberis nervosa*), salal (*Gaultheria shallon*), and Pacific blackberry (*Rubus ursinus*) (see also Heusser 1983; Pojar and Mackinnon 1994; Turner 1995).

Hebda and Mathewes (1984) suggest that western red cedar was probably less common in the region between 10,000 and 6,000 years before present (BP) than it is today. Both cedar and hemlock began to expand following 6,800 BP and likely dominated the Puget Lowland by 5,000 BP. Cooling temperatures and increased rainfall also resulted in the increase of deltaic wetland and riparian habitat (Hebda 2000; Hutchings and Campbell 2005).

The area in the vicinity of the APE likely supported a wide variety of large and small mammals, birds, reptiles, and amphibians common to river deltas and foothill transition zones. Bear (*Ursus americanus*), cougar (*Puma concolor*), deer, and elk (*Cervidae*) are the indigenous large mammals, with small mammals including river otter (*Lontra canadensis*), beaver (*Castor canadensis*), fox (*Vulpes vulpes* sp.), porcupine (*Erethizon dorsatum*), marten (*Martes americana*), snowshoe hare (*Lepus americanus*), bobcat (*Lynx rufus*), chipmunk (*Tamias* sp.), and squirrel (*Sciurus* sp. and *Tamiasciurus* sp.). In the nearby Snohomish River, high-value fish such as Chinook (*Oncorhynchus tshawytscha*), sockeye (*O. nercha*), coho (*O. kisutch*), chum (*O. keta*), and pink (*O. gorbuscha*) salmon, steelhead (*O. mykiss*), cutthroat (*O. clarki*), rainbow (*O. mykiss*), and bull trout (*Salvelinus confluentus*), can be found. Pacific herring (*Clupea pallasii*), surf smelt (*Hypomesus pretiosus*), sand lance (*Ammodytes hexapterus*), flounders (*Platichthys stellatus*), cod (*Gadus macrocephalus*), and skates (*Beringraja* sp.) live in the Puget Sound (Haeberlin and Gunther 1930; Quinn and Losee 2021).

4.2 Geomorphic Setting

The APE is within the Puget Lowland, centered on the Puget Sound, bordered by the Cascade Range to the east, the Olympic Mountains to the west, the Strait of Juan de Fuca and the Stillaguamish River to the north, and the Chehalis River drainage divide to the south (Thorson 1980). Puget Lowland bedrock comprises metamorphosed Paleozoic and Mesozoic rocks originally formed in volcanic arcs and as oceanic crust that then converged with the North

American Plate during the late Mesozoic. The bedrock was later overlain by alluvium that over time became sandstone and volcanic material from nearby volcanos. The Olympic Mountains were uplifted due to the convergence of the Pacific and North American plates, a process that began 14 million years ago; uplift of the modern Cascade Range did not begin until approximately 6 million years ago (Booth et al. 2003). As the Cascades were uplifted, the Puget Lowland was characterized by a depression with steep-sided slopes inundated by a large, shallow lake with water levels similar to present-day sea levels of the Puget Sound, leaving a thick clay and silt deposit (Newcomb 1952).

For most of the last 2.6 million years—the Pleistocene Epoch—the earth underwent drastic shifts in global temperature caused by periodic variations in the earth’s orbital eccentricity, axial tilt, and precession (Porter and Swanson 1998). The result has been several periods of glaciation, the most recent of which—the Fraser Glaciation—began about 25,000 years ago and ended about 10,000. In that time the ice advanced and retreated twice in what is now the area of Puget Sound, first during the Everson Creek Stade and most recently in the Vashon Stade (Easterbrook 1986). Archaeological evidence supports an inference that the first humans arrived in the Pacific Northwest at least 14,000 years ago, including footprints preserved in beach sand dating to 13,200 years ago, the Lower Bear Creek site near the shore of Lake Sammamish dating to 12,770 to 12,596 years ago, and the Cascade Pass site dating to 9,700 years ago (McLaren et al. 2018; Kopperl 2016; Mierendorf et al. 2018).

As the cold stages intensified, high-altitude valley glaciers grew in depth and extent, and through a process of coalescence formed the Cordilleran Ice Sheet, centered over the Cascade Range of British Columbia. During the cold periods (glacials or glaciations) the earth’s crust below the ice sheets was depressed by the enormous weight of the ice. When the ice sheet retreated, the land rebounded, considerably lowering the sea level until the rate of rebound slowed. However, the melting ice caused global sea levels to rise, and as the isostatic rebound rate slowed, sea level in the Puget Sound rose. In the Puget Lowland, most of the coastline has been within a few meters of present-day sea level for about the last 6,000 years (Anundsen et al. 1994; Wegmann et al. 2012).

During the Vashon Stade, a section of the Cordilleran Ice Sheet, known as the Puget Lobe, covered the Puget Lowlands in up to 2 kilometers (km) of ice. As the Puget Lobe flowed south, the ice sheet blocked the Strait of Juan de Fuca, the major marine drainage of the Puget Lowlands, creating a closed drainage system within the basin and increasing sedimentation from lowland ponding and streams flowing from the advancing ice (Booth and Goldstein 1994). As the ice sheet advanced, proglacial streams deposited well-sorted sand and gravel (advance outwash) in beds up to 100 meters thick, which blanketed the Puget Lowland in a smooth, gently southward-sloping outwash plain, utterly transforming the topography of the region. As the Puget Lobe retreated from the Lowlands, subglacial meltwater drained away from the ice margins excavating deep troughs in the advance outwash deposits. These troughs are now the channels of the Puget Sound and the river valleys of the Puyallup, White, Duwamish, and Snohomish Rivers. The remaining upland advance outwash plains as well as the deep troughs were then mantled in a dense, clay-rich deposit, known as Vashon till, up to 10 meters thick (Booth and Goldstein 1994). After the Puget Lobe retreated north of the Strait of Juan de Fuca, the troughs were inundated with seawater, forming the Puget Sound. The troughs of the Puyallup, White, Duwamish, and Snohomish River valleys were first inundated, then filled with recent alluvium and lahar deposits throughout the Holocene.

4.2.1 Deep Subsurface Conditions within the APE

The APE is located on a plateau of advance glacial outwash bordered by the Puget Sound to the west, the Snohomish River to the north and east, and Lake Washington and the Sammamish River to the south. Like other advance outwash plateaus of the Puget Lowland, the Everett–Lynnwood plateau has a rolling surface marked with postglacial lakes and wetlands formed from precipitation pooling in depressions in the dense, poorly drained Vashon till. The drainage divide on the plateau has an arc shape along the west, north, and east margins, with the center draining south to Lake Washington and the Sammamish River (Newcomb 1952). Recent sediment deposits since the Vashon Stade are mainly alluvium in the Snohomish River valley and along major drainages as well as marsh, bog, and peat deposits in postglacial lakes and wetland areas (Yount et al. 1993).

Geologic and soil units are used in assessing the natural environment and developing archaeological expectations within the APE; expectations are included in Section 7.3. The parent material of soils, how the soils have developed, and the landforms they are deposited on are all considered when analyzing archaeological potential. Any deviations from geology and soil descriptions in sediments encountered can reflect local ground disturbance—whether natural or cultural—that is vital information for understanding past and present land use.

Table 4-1 lists the general geologic and soil conditions within the APE, divided by alignment segment and OMF North site alternative. Each geologic unit is listed by name and general age of deposit. Soils are listed by name.

Table 4-1 Geological Conditions within the APE

Alignment Segment or OMF Site	Geology	Soils
ALD	• Vashon till • Peat (Holocene)	• Alderwood gravelly sandy loam • Alderwood-Urban land complex • Everett very gravelly sandy loam • McKenna gravelly silt loam • Mukilteo muck • Urban land
ASH	• Vashon till • Peat (Holocene)	• Alderwood gravelly sandy loam • Alderwood-Urban land complex • Mukilteo muck • Urban land
MAR	• Vashon till	• Alderwood gravelly sandy loam • Alderwood-Urban land complex • Everett very gravelly sandy loam • McKenna gravelly silt loam • Terric Medisaprists • Water
AIR	• Vashon till	• Alderwood-Urban land complex • Mukilteo muck • Water

Alignment Segment or OMF Site	Geology	Soils
SWI	• Vashon till	• Alderwood-Urban land complex • Mukilteo muck • Urban land
EGN	• Vashon till • Vashon advance outwash	• Alderwood gravelly sandy loam • Alderwood-Urban land complex • McKenna gravelly silt loam • Pits • Terric Medisaprists • Urban land
BI	• Vashon till • Vashon advance outwash • Transitional beds (Fraser to pre-Fraser)	• Alderwood gravelly sandy loam • Alderwood-Everett gravelly sandy loams • Alderwood-Urban land complex • Everett very gravelly sandy loam • Terric Medisaprists
EVT	• Vashon till • Vashon advance outwash • Transitional beds (Fraser to pre-Fraser)	• Alderwood gravelly sandy loam • Alderwood-Urban land complex • Everett very gravelly sandy loam • Indianola loamy sand • Norma loam • Urban land
OMF Site F	• Vashon till	• Alderwood-Urban land complex • Water
OMF Site E	• Vashon till	• Alderwood-Urban land complex • Mukilteo muck • Urban land
OMF Site B	• Vashon till • Vashon advance outwash	• Alderwood gravelly sandy loam • Alderwood-Urban land complex

SOURCES: Minard (1982, 1983, 1985a, 1985b) and Soil Survey Staff (2022).

4.3 Precontact Context

The cultural history of the Pacific Northwest and Puget Sound region encompasses the earliest periods of human settlement of North America (Kopperl et al. 2015; Kopperl et al. 2016). Given the geologic information presented above and the age of the landforms within the APE, it is possible that archaeological sites dating throughout the period of known human occupation in the region could be encountered within the APE. In order to frame an understanding of the types of sites that may be anticipated (as discussed in Section 7 below), a generalized cultural chronology adapted from that of Matson and Coupland (2009) is presented below.

4.3.1 Earliest Cultures (14,000+ to 10,000 BP)

The earliest documented settlement in the Puget Sound region begins about 14,000 BP (Matson and Coupland 2009). During this period, humans were continually adapting to the region, which includes a dynamic landscape of glacial retreat as well as climatic and environmental change (Matson and Coupland 2009). Between about 14,000 and 10,000 BP, it has been hypothesized that there was a general continuity in settlement, subsistence, and technologies. Archaeological evidence from this period indicates that human social groups were probably small, highly mobile, and reliant on seasonally available resources across the landscape (Ames and Maschner 1999; Matson and Coupland 2009).

Traditionally, the earliest occupation recognized in North America and the Pacific Northwest has been the Clovis culture (12,000-11,000 BP) with its distinctive fluted projectile points (Matson and Coupland 2009). Clovis projectile points are widely distributed in the Puget Sound region, all of them surface finds (Croes et al. 2008). There is also growing evidence of an earlier, pre-Clovis occupation in the Northwest (e.g., Paisley caves in southeastern Oregon at 14,400 BP [Gilbert et al. 2008; Beck and Jones 2010, 2012]).

Several archaeological sites provide information about the earliest period of occupation in Washington. Remains found at the Manis mastodon site near Sequim, Washington, suggests humans hunted mastodon as early as 13,800 BP (Waters et al. 2011). The Ayer Pond bison remains from Orcas Island date to approximately 14,000 BP and include evidence of human butchering of the animal (Kenady et al. 2011). The Richey-Roberts site in East Wenatchee, Washington, contained a large cache of Clovis points and bone rods dated to ca 13,000 to 12,000 BP (Kirk and Daugherty 2007). Within the Puget Sound lowlands, the Bear Creek site (45KI839) in Redmond, Washington, is the only example of a stratified site dating to this earliest period of human occupation. The site contains a large, flaked stone assemblage and includes both stemmed and concave base projectile points (Kopperl et al. 2015).

4.3.2 The Archaic (10,000 to 5,000 BP)

The Archaic period in the Puget Sound region is one with a few distinct types of archaeological sites. These distinct site types have led archaeologists to hypothesize that occupants of the region during this period continued to follow a highly mobile settlement pattern focused on terrestrial game supplemented by plant processing and use of aquatic environments to a lesser extent (Ames and Maschner 1999). Archaeological features and faunal remains from archaic period sites are rare, but when they are found they seem to indicate a well-developed land-use strategy (Chatters et al 2011).

Archaeological sites from this period are often characterized by the presence of larger laurel-leaf shaped blades/projectile points and are part of a tradition that goes by many regional names. In the Puget Sound region, this time period is often called the Cascade Phase (Matson and Coupland 2009), and localized material culture complex names like Olcott (Kidd 1964) fall into this phase. In addition to laurel-leaf-shaped bifaces, other flaked stone tools (e.g., cobble tools), blade cores, and flaking debris are commonly found in association at Cascade sites (Carlson 1990; Miss and Campbell 1991; Mattson 1989; Morgan 1999). Most commonly, sites dating to this period, especially Olcott sites, are generally found in upland settings and on higher river terraces. The sites are likely resource procurement and processing camps focused on exploitation of upland game and wild plant foods, but subsistence adaptations for this period are poorly understood. Although faunal remains for sites dating to this period are rare, mammalian and fish remains have been reported (Chatters et al. 2011). What is known about subsistence

and settlement patterns from this period comes from sites like Glenrose Cannery (DgRr6) site in British Columbia, The Dalles Roadcut site (35WS8) on the Columbia River, and the Granite Falls site (45SN303) in western Washington, among others (Chatters et al. 2011; Kopperl et al. 2016). In the Puget Sound, Olcott-style points have been reported in private collections throughout the region as well as inland areas of islands in the Puget Sound (Deppen et al. 2014; Taylor et al. 2009 and 2011). Lowland sites dating to this period include the Marymoor site (45KI9), and the DuPont Southwest site (45PI172), dating ca 6,000 BP and containing the earliest shell lenses in the Puget lowlands along with other tools and evidence of shellfish processing (Kopperl et al. 2016). These sites have components into the following phase that are discussed in the following section.

4.3.3 Development of Coastal Lifeways (5,000 to 3,500 BP)

After about 5,000 BP, archaeological evidence suggests that distinctive regional cultures developed with settlement and subsistence patterns that differ from those of the earlier adaptations in western Washington (Kopperl et al. 2016). Throughout this period, subsistence among Puget Sound groups becomes increasingly focused on marine resources, particularly shellfish and salmon, along with exploitation of a broad spectrum of other intertidal and upland subsistence resources. Shell middens become more common during this period, and these sites provide some of the best insights into shifting subsistence regimes. During this period, settlement patterns appear to become more intensive in localized areas, indicating reduced residential mobility (sec. Binford 1980) through time. New technologies are also present, among them ground stone tools and bone tools (Larson and Lewarch 1995; Ames and Maschner 1999; Matson and Coupland 2009). Western red cedar becomes a dominant tree in the region during this period, and wood-working adzes appear as early as 5,000 years ago, with evidence of canoe technology and construction of large plank houses by at least 2,000-3,000 years ago (Hebda and Matthews 1984; Donald 2003; Matson and Coupland 2009). With the rise in sea level during this period, earlier sites in coastal settings are likely to be submerged or have eroded away (Larson and Lewarch 1995; Kopperl et al. 2016).

Several previously excavated archaeological sites dating to this time period provide information relevant to the general history of the Puget Sound lowlands. The Marymoor site (45KI9), located near the juncture of the Sammamish River and Bear Creek in King County, has cultural deposits dating from approximately 6,000 to 1,500 BP. The artifact assemblage contains flaked stone tools, stone tool manufacture, and evidence of food processing dating to both this and the preceding period (Greengo 1966; Lockwood 2016). The DuPont Southwest site (45PI172) is on a bluff overlooking the Nisqually Reach in the south Puget Sound (Wessen 1969). The site was tested and contains flaked stone artifacts along with lenses of shell and other food remains, with the oldest calibrated radiocarbon date ranging from 6,180 to 5,930 BP and the most recent at 3,000 BP. The West Point sites, 45KI428 and 45KI29, in West Seattle are shell middens that have cultural deposits dating to this period. The cultural deposits at the site contain at least five distinct camping and food processing loci dating from 4,200 to 200 BP. Material remains included faunal bone, ground stone, and flaked stone tools, and subsistence remains include sea and terrestrial mammal remains, birds, fish, and shellfish (Larson and Lewarch 1995).

4.3.4 The Northwest Coast Cultural Pattern (3,500 to 1,500 BP)

Development of the Northwest Coast cultural pattern in the Puget lowlands (ca 3,500 to 1,500 BP) is marked by continued decrease in residential mobility and is accompanied by evidence of increased social complexity (e.g., Larson and Lewarch 1995). The majority of shell midden sites

in the Puget Sound date to this and, in part, to the preceding period (Taylor, Stein, and Jolivet 2011). Residential stability and logistic settlement patterns are in evidence during this period and seen by increases in lowland and upland limited activity procurement sites associated with spring and summer fishing and root-gathering areas as well as specialized base camps and permanent or semi-permanent winter villages (Kopperl et al. 2016). The latter are associated with distinct longer-term community groupings, especially in the form of large multifamily plank houses. Social stratification is seen in the archaeological record of the region, through differentiation in burial practices and wealth item distribution (Ames and Maschner 1999; Lewarch and Larson 1995).

Also distinctive from the previous period is the marked degree of subsistence intensification as shown by the presence of large-scale fish harvesting technologies (nets and weirs), large-scale storage of salmon, and winter storage of shellfish. Village sites are widely distributed in all coastal areas of the Puget Sound (Nelson 1990; Ames and Maschner 1999; Matson and Coupland 2009). Fish weirs and other constructed features are often found in association with large village sites. Common artifact assemblages consist of a range of hunting, fishing, and food processing tools; bone and shell implements; and dense midden deposits. By the end of the period, wide similarities to ethnographically described contact-period cultures in the Puget Sound lowlands are evident (Ames and Maschner 1999; Matson and Coupland 2009). The Marymoor site (45KI9) has cultural deposits dated at 2,500 BP. The long-term occupations at West Point (45KI428 and 45KI29) in King County and the Bray site in Pierce County (45PI1276) contain cultural deposits that extend into this period, offering valuable insights into settlement and subsistence patterns. In contrast, dated coastal sites from this and the preceding time period appear to be relatively rare in Snohomish County, a trend that may be attributed to factors such as destruction caused by development or burial beneath historic-period landfill deposits.

4.3.5 Late Northwest Coast Culture (1,500 BP to ca 200 BP)

The period from 1,500 to 200 BP, when European and American explorers arrived in the region, is characterized by continued enhancement of material culture and social complexity from that noted in the previous period (Nelson 1990; Ames and Maschner 1999; Matson and Coupland 2009). These include widespread occupation of permanent and semi-permanent coastal villages, continued intensive procurement and storage of salmon and shellfish resources, and hereditary inequality throughout the coastal cultures of the Pacific Northwest, including the Puget Sound region. Village sites have been identified in the Puget Sound lowlands, typically located adjacent to, or near, river or marine transportation routes (Larson and Lewarch 1995; Ames and Maschner 1999).

Common artifact assemblages consist of a range of hunting, fishing and food processing tools, bone and shell implements, and midden deposits. This period is dominated by settlement along the coastlines and along streams and rivers, with far greater specialization of technology than the preceding period. Trade goods become relatively abundant, indicating extensive trade networks up and down the coast as well as with inland plateau neighbors (Wessen 1985). As in the preceding period, salmon was among the primary food sources in this time period. City Beach Site (45IS298) in Oak Harbor has the bulk of its dates from 600 to 1400 BP. This assemblage included basketry and a wide range of tools for the processing of near shore resources found in this coastal barrio lagoon (Bush et al. 2024). This final precontact period of Northwest Coast Culture and its lifeways is characterized by dramatic changes to its cultures, lifeways, and communal organization with the influx of Euro-American material goods, diseases, and technologies throughout the Puget Sound and the Pacific Northwest (Boyd 1998; Suttles

and Lane 1990). Ethnographically known villages, camps, and limited activity sites that were the loci of habitation, food processing, acquisition of riverine and upland plant and animal foods, along with other biotic and abiotic resources, have been documented throughout the Puget Sound region by Waterman (1920) and others.

4.4 Ethnographic Context

The Snohomish River drainage and the land between Everett and Lynnwood has been home to people for millennia. Ethnographic accounts, the historic record, and the oral histories of the people who lived in the region provide stories of the lives and deaths of the area's past inhabitants. The published material on these topics were primarily written by early and mid-twentieth century ethnographers and archaeologists educated in universities. These ethnographies are valuable, but they are one snapshot from one researcher based on interviews with select informants. They present a biased and filtered view of past lifeways. It is also easy to read these accounts and think that the descendants of the informants, too, lived in the past; however, modern-day Tribal communities are vibrant, active neighbors and partners in natural and cultural resource management and protection. It is within this context that a list of published work of these researchers and a summary of this information is provided.

For in-depth descriptions of traditional Salish culture from an ethnographer's perspective, readers are directed to the following references: Adamson (1969), Allen (1976), Amoss (1977a, 1977b, 1978, 1981), Belcher (1986), Bierwert (1990, 1993, 1999), Blukis Onat and Hollenbeck (1980), Boyd (1994, 1999), Bruseth (1926), Collins (1950, 1952, 1974a, 1974b [1946]), Curtis (1913), Dewhirst (1976), Eells and Castile (1985), Elmendorf (1971), Guilmet et al. (1991), Gunther (1928, 1945), Haeberlin (1924), Haberlin and Gunther (1930), Harmon (1998), Harris (1994), Hilbert et al. (2001), Howay (1918), Jorgensen (1969), Kew (1972, 1990), Mansfield (1993), B. Miller (1993, 1995, 1997, 1998, 2001), Miller and Boxberger (1994), Mooney (1976), Moss (1986), M. Smith (1941, 1950, 1956), Snyder (1954, 1980, 1981), Spier (1935, 1936), Stewart (1973, 1977, 1979, 1984, 1996), Suttles (1957, 1958, 1960, 1974 [1951], 1987, 1990a, b), Suttles and Lane (1990), Taylor (1953, 1984), Tollefson (1989, 1992), Tollefson et al. (1996), Tweddell (1974 [1953]), United States (1859), United States Court of Claims (1933), and Waterman (1920).

4.4.1 Coast Salish Social Life

Traditionally, villages were organized along the saltwater shorelines, rivers, and tributaries, even for coastal groups, as rivers provided travel corridors as well as essential resources and were the center of the social and economic systems of the Salish. Territory boundaries were flexible, often crossed by marriage, kin groups, and resource acquisition areas shared strategically between Tribes (Dover and Fitzpatrick 2013; Miss and Campbell 1991). The Coast Salish followed seasonal mobility patterns dictated by the time of year resources became available, generally occupying a permanent village in the winter when resources were scarce and traveling throughout the rest of the year to temporary camps at known fishing, hunting, and gathering locations. Winter villages, comprising one or more longhouses, were permanent habitation sites with some occupants residing there year-round. Extended families lived together in the winter village houses, and during the spring, summer, and fall when families would leave the winter village for temporary gathering and hunting camps, they would often join with relatives or friends from other villages (Haeberlin and Gunther 1930). Marriages were exogamous, to expand the social and economic resources of the group and strengthen strategic ties between Tribes (Miss and Campbell 1991).

The Coast Salish also had relationships with the Tribes east of the Cascades and would trade, intermarry, and share hunting areas with them. Hunting areas were often shared under the condition that they stayed within certain boundaries and did not take too much game (Bruseth 1926). Coast Salish traded marine resources for mountain goat wool, *sma'nac* (tobacco), and stone pipes with the eastern Tribes (Haeberlin and Gunther 1930).

4.4.2 Fish and Fishing

Fish are central to the culture of the Coast Salish today and to their ancestors. Salmon was a primary staple in the diet, and they were most bountiful in the fall and early winter when they traveled up streams to spawn. Winter villages were often at or near important salmon fishing locations. Salmon were caught in a variety of ways, including using weirs, nets, traps, lines, or spears, depending on the number of fish and location within the river or stream. Smelt, herring, flounder, and trout were sought after, and some groups fished for sturgeon, cod, and skates. Smelt and herring were prized for their oil, which could be drained and stored (Haeberlin and Gunther 1930). Weirs placed across small streams, or large circular nets tied between two canoes, were used to catch large numbers of salmon during spawning. As weirs were labor- and time-intensive to construct, they were often used year after year and repaired as needed. Flounder and trout were caught with long lines or nets, while smelt and herring were caught with rakes made of cedar and ironwood pegs; sturgeon were speared. Fish were dried or smoked to store the meat for winter. Seals were hunted by some Coast Salish peoples in winter and summer (Tweddell 1974).

Sites associated with fishing, processing of catch, and traveling between these site types would likely be in or adjacent to the project area where there are tributaries of the Snohomish and the small creeks that head west to the Puget Sound.

4.4.3 Gathering and Processing

The daily lives of the first peoples of the central Puget Sound revolved around food gathering, preparation, preserving, and presentation. The abundant resources of the riverine and marine environment rewarded hard work. Foods were collected based on seasonal availability and complex social constructs developed to allow for maximum collection efficiency, redistribution, and healthy alliances within and between groups. Women, through the centuries, devised ingenious methods of gathering, preparing, and preserving food. They learned when the foods were mature and ripe for harvesting, and they developed tools and techniques for the work. They learned which woods to use and which kinds of fire best suited their needs; they designed and made their own cooking utensils and equipment (Batdorf 1980:4).

Plant resources likely comprised the bulk of the Coast Salish diet. Roots of the bracken fern, wood fern, dandelion, wild sunflower, cattail, and wild carrot were collected, along with wild potatoes and bulbs of the camas and wild tiger lily. Wild strawberries, blackberries, elderberries, salal berries, thimbleberries, gooseberries, huckleberries, blueberries, blackcaps, and salmon berries were collected in the summer, along with acorns and hazelnuts. Most of the food gathered in the spring and summer months was processed for storage, to be consumed during the winter when plant food was less abundant (Haeberlin and Gunther 1930). Coast Salish groups were known to travel to these prairies from their use areas via a trail from, respectively, the Quil Ceda Creek and the Snohomish River or the North Fork Stillaguamish River (Bruseth 1926). These prairies were regularly burned to promote the growth of berries and other harvestable plants (Blukis Onat and Hollenbeck 1981).

Among the plant resources, the western red cedar tree was also an integral part of traditional life that provided material for clothing, houses, transportation, and tools as well as spirit power and central stability for the traditional peoples of the Sound. “They held the supernatural cedar in high esteem, for, like the bountiful salmon of the seas, the ubiquitous tree of the forest gave of itself to sustain and enrich their lives” (Stewart 1984:19). In the contemporary response of Salishan people to the new needs of their peoples, the cedar is once again central to maintaining identity. The cedar tree is often central to that art, providing, as in the past, the raw material they need: wood, bark, roots and withes [Stewart 1984:19].

Prior to development, the APE would have been home to forests of red cedar, Douglas fir, and western hemlock as well as the compatible hardwood deciduous tree communities.

4.4.4 Hunting

Mammals and birds were the primary prey, and, following the cultural standards, much of the creature was used: skin or fur for clothing, flesh for food, sinew and other soft tissue for various uses, and bone for tools, weapons, and other functional devices such as straws. Many parts of animals and birds are also used in ceremony (Eells and Castille 1985).

Deer, elk, beaver, bear, mountain goat, wildcat, groundhog, cougar, and birds were hunted using traps, snares, nets, and sometimes bow and arrow. Snares set up on mountain-goat trails could last years (Bruseh 1926). Birds, especially ducks, were caught in large nets or snares. As with all other food, most of the meat was dried or smoked to be saved for the leaner winter months (Tweddell 1974). The preparing and processing of many different food types could have happened in or near the APE especially where there are extinct or extant aquatic features.

4.4.5 Material Culture

In addition to the archaeological collections and oral histories, much of what is known of traditional Coast Salish material culture derives from ethnographic collections residing in local, regional, and international museums, from the observations of ethnographers and historians, and photographs taken in the nineteenth and early twentieth centuries. However, all these sources of information have been influenced by researcher, collection, and preservation biases.

Stone implements (lithics) were made of local or exotic stone depending on what stone types were available within a group’s use area. Exotic stone was traded for or acquired if Tribal members had access to distant quarries. The stone was then flaked or ground to fashion a wide variety of tools. Lithic sites are the most common site in or adjacent to the APE.

Coast Salish groups relied heavily on plants to create functional, decorative, and ceremonial objects. For example, western red cedar provided wood for longhouses, canoes, and storage containers as well as bark that, when shredded, could be woven to make clothing, capes, and head coverings. Although the sites where plants were gathered and fiber was processed leave a much lighter signature on the ground, the stone tools used for acquisition, or the hot rock features used for processing plants, may be encountered inside the APE.

4.5 Ethnographic Place Names

The recordation of place names included references to various natural landscape features and the activities associated with them. Table 4-2 is a list of ethnographic placenames and village

names within and near the APE with both the ethnographer's orthography and translation (Waterman 1920) and the Lushootseed phonetic alphabet and translation (Waterman et al. 2001). The location descriptions are kept general to protect knowledge of their actual locations. The names are listed more-or-less north to south, beginning with those along the Snohomish River, then those along the coast, and ending with the four on the southern tip of Whidbey Island.

Table 4-2 Recorded Ethnographic Placenames Near the APE

Location	Waterman (1920)		Waterman et al. (2001)	
	Waterman's Orthography	Waterman's Translation/Description	Modern Lushootseed Orthography	Modern Lushootseed Translation
An estuary where Steamboat Slough and Union Sloughs come together	Osʔa's l tc	Chasing a fish here and there	ʔusʔusicĕ	Diving after something
A place at the mouth of the main channel of the river	PE'ls l b	Boiling	bəluʔəb	Boil
A small island lying on the north side of the river mouth	Ctcqo'tsid	That which chokes up the mouth of something	č'ik'wicid	Choke up the mouth of someone/something
A sharp point of land running out toward the island Ctcqo'tsid	SExwtculalkw	None given	səx'čulalqʷ	Place of barrow from
A village site just at the south side of the mouth of the Snohomish River	Hibu'lʔub	Place where water boils out of the ground	hibul'əb	Place where water boils out of the ground
A small promontory with a slough behind it, running almost parallel to the shore	SEqwsu'ʔub	Gathering something together in a string	Not Included	Not Included
A narrow channel passing behind an island	Slu'luw l L	Little perforation for a canoe	sluluwɪ	Canoe perforations
A spot on the riverbank opposite the town of Everett	tl'o'hwaL	A cold spring	ʔux'wał	A cold place
A promontory opposite the town of Lowell, produced by a sharp turn in the river	Tcts!adi	Something sharp sticking out	č'əc'adiʔ	Unknown
A place above Lowell where the slough strikes off from the river	HwEqʷqwl Lqed	Head of something moving about	Not Included	Not Included
A high land along a margin of the river	Ctcgwa'l l tc	The outer edge of something	šx'č(a)gʷalič	Water sliding off something
A place where the river makes an S-shaped bend, producing two sharp headlands	cqwEqw!Eq!-os	Two white cliffs	qʷəqʷqʷəqʷus	White cliffs; white faces
A place in the river near the town of Snohomish	Sba':daL	Eddy	sbadał	Father's side
A place on the shore of Puget Sound south of Everett	HEbhEbo'ali	Where there are pigeons	həbhəbuʔali	Place of pigeons

Location	Waterman (1920)		Waterman et al. (2001)	
	Waterman's Orthography	Waterman's Translation/ Description	Modern Lushootseed Orthography	Modern Lushootseed Translation
A spot near what is now the central part of the waterfront in Everett	HudsligwEd	Middle or center place	ʔadsligwəd	Your soul side
A place on the shoreline west of Everett. HwEtL means "broken."	HuxukLlaʔal	Term refers to the fact that here the tops of the trees are broken off	xwəxwəʔaʔal	Tops of trees are broken off
A spot on the shore very close to Point Elliot	Sklels	Dirty rocks	čəqʷilc	Dirty edge/rocks
Mukilteo	BEkLti'o; Beka'ltiʷ	Good camping ground	bəkʷəltiʷ	Good camping ground
A place south of Mukilteo	HLEqtci	Going one way	xwəq'čiʔ	Going one way
A promontory north of Mosher	Kwiyeqʷdi'yawai	Little cottonwood place	qʷiqʷdiyaway	Little cotton wood place
A blunt promontory, broad at the ends, which pushes out of the coastline at Mosher	Ca'ggwEs	Projecting cliff	čagʷus	Cliff projecting towards water
A place south of Mosher. This fish is also called bullhead and bullcod.	Sttla'yEb	Black rock cod	Not Included	Not Included
A flat place on the shore north of Edmonds	B l soʔo'lʔal	Full of cattails	bəsuʔulal	A place that has cattails
A small creek. Women say stsbal instead of the other term.	sibaL	The supernatural power which makes one able to be a sucking doctor	sbaʔ	Shamanic healing
A promontory north of Possession Point	Tuuba'kwabus	Prairie cliff	dəxʷubaqʷəbus	Place of prairie face
A spot on the shoreline further north than Tuuba'kwabus	Yai xwiyeXla' ale	Where young eagles live	yayəxəʔali	Place of eagles
A fine beach with a creek in the middle of it, south of Randall Point	Seqwusa'gwop	Between place	sʔigʷəsəgʷap	Between place
Randall Point	Ctcu'sad	Star	sčusəd	Star

SOURCES: Waterman (1920) and Waterman et al. (2001).

Collectively, the scholarly works of Haeberlin and Gunther (1930), Tweddell (1974), Dover and Fitzpatrick (2013), and Waterman (1920) offer a comprehensive and corroborative insight into the geographical locations of important Native American settlements in this area, including the "Hibolb" village site in Everett, the Tulalip village site on Priest's Point, and a place name near present-day Mukilteo. Although these resources often allude to the same or closely related locations, they frequently present distinct orthography. For instance, while Waterman (1920) translates "bəkʷəltiʷ" for Mukilteo as "good camping ground," Tweddell (1974) proposes that

"bəkwl̥teo" for Mukilteo denotes "to swallow" or "narrow passage." These linguistic variations may contribute to the clarification of geographical identification, yet it is imperative to preserve and respect the diversity of these translations, as they carry intrinsic cultural value and historical relevance.

Using multiple ethnographic references when examining place names ensures a more comprehensive and culturally sensitive understanding of the patterns of landscape use. This also helps to preserve the rich heritage and historical nuances from the language.

4.6 Historic-Era Context

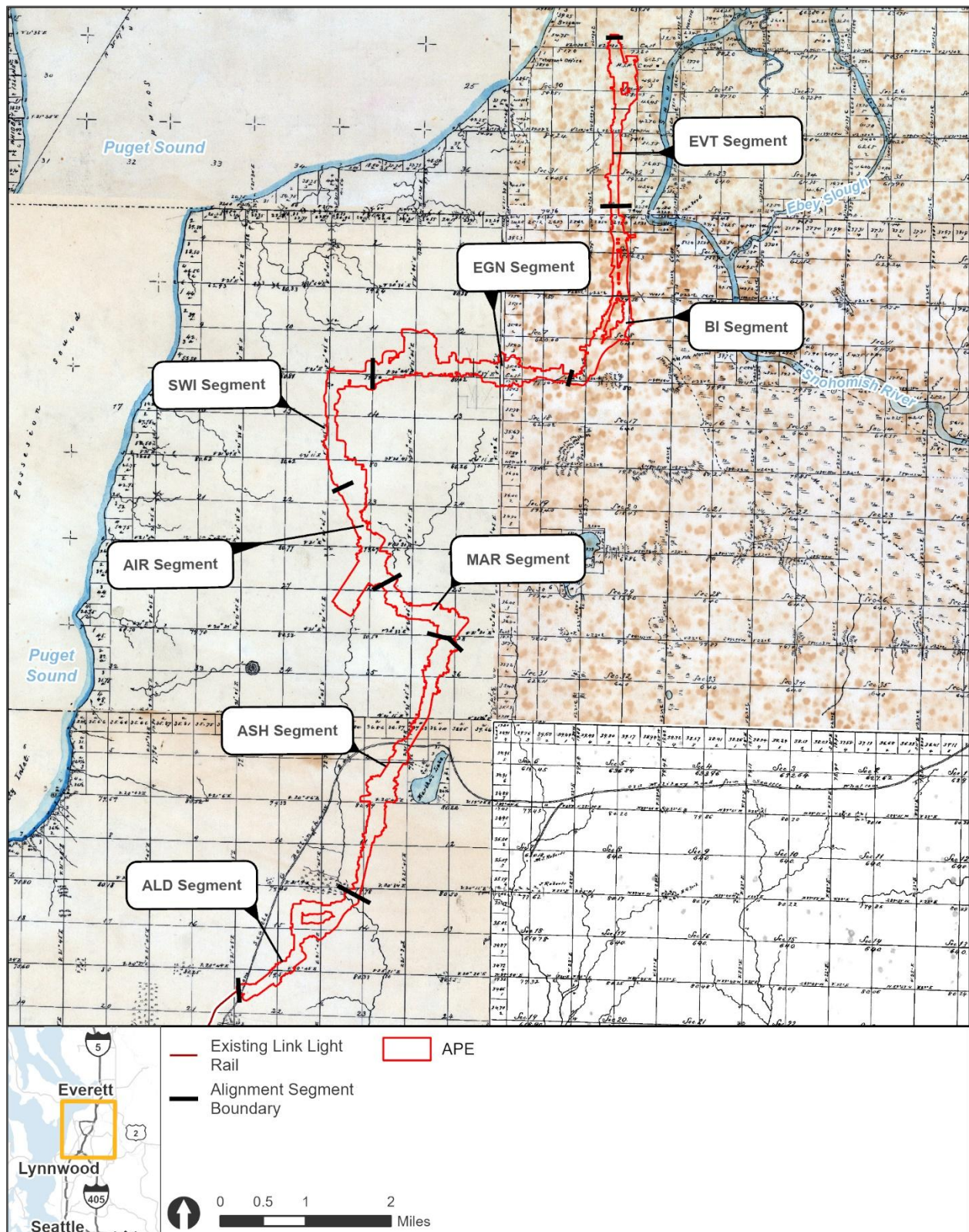
4.6.1 Early Years (1863–1890)

The territorial legislature passed an act in 1861 to officially organize Snohomish County, with Mukilteo as the county seat (Riddle 2007). The following year, Sheriff Salem Woods took a census of the county, totaling only 45 residents (Broom 1990:3). Early immigrants of European descent were primarily men who frequently married Indigenous women, which secured them alliances with large kinship networks and important assets for country life, such as ready-made canoes (Cameron et al. 2005:64). These immigrants typically lived close to waterways that provided access to both food and transportation (Figure 4-1). Attachment C provides a more comprehensive presentation of General Land Office (GLO) plats for each segment.

Eugene Smith was among the first to develop a very successful logging business in the town of Lowell, near Everett, where he utilized the Snohomish River to transport logs. Smith maintained stakes in both the Puget Paper Company and the Everett Improvement Company (Everett Improvement) as he built the town surrounding his business (Cameron et al. 2005:65; Riddle 2008b). Everett Improvement was founded in 1890 by Henry Hewitt, Jr. and Charles Colby and included investors such as John D. Rockefeller (Boyle and Molchany 2014:14). In November 1890, Hewitt suggested that they name the area of some of Everett Improvement's land holdings "Everett," after Colby's then-15-year-old son (Cameron et al. 2005:103). To the south, in the area that would ultimately become Lynnwood, Puget Mill Company (Puget Mill), owned by Pope & Talbot, Inc., acquired large swaths of land to log to feed their mill in Port Gamble (Broom 1990:4). Washington became a state on November 11, 1889 (Ficken 2007:vi).

In the mid-nineteenth century, the military presence in Washington was actively involved in the construction of roads, a fundamental endeavor for both commerce and security. With the establishment of Fort Bellingham in 1856, the necessity for a military road linking it to Fort Vancouver became imperative (Cunningham 2011-2012). This infrastructure project gained support from the immigrant government in the Washington Territories and then later Washington State after its formation in 1889. Multiple north-south military roads were in the planning and construction stages during this time. As Everett's population surpassed that of Edmonds and Snohomish after the turn of the century, another road project emerged to include Everett, which was completed by 1915 (Healy ca. 2010s). This road can be seen on Figure 4-1 and was labeled "The Old Military Road" on the 1860 GLO plat map.

Figure 4-1 APE on General Land Office Plats



SOURCE: Bureau of Land Management (1859, 1860a, 1860b, 1869, 1871).

4.6.2 Tulalip Tribes

Tulalip is the Anglicized word for *dxʷilap*, a Salish word meaning “small-mouthed bay” (Tulalip Tribes 2024). The Tulalip Tribes “are organized as a political federation” of the descendants of the signatories of the Treaty of Point Elliot (Treaty) (*Muckl-te-oh*) in 1855 (Dover and Fitzpatrick 2013:xii). The signatories of the treaty were assigned to one reservation, originally called the Snohomish Reservation, in the area around Tulalip Bay. The name of the reservation was changed to Tulalip due to the location (Dover and Fitzpatrick 2013). The federal government intended for all the signatories of the treaty to be moved to one reservation; however, several groups refused and fought for their own reservations. Many members of the signatory Tribes followed the directives to move, but some stayed on or moved back to their use areas, purchasing land and retaining traditional ties with each other and their traditional territories (Blukis Onat and Hollenbeck 1981).

After signing the treaty, the Tribes were told they had one year to move to the new Tulalip Reservation. When the first groups arrived at the new reservation, they expected to be greeted by a Tribal agent and resources guaranteed by the treaty; instead, they were greeted by the shores of Tulalip Bay, an area too small, with too few resources for the estimated 1,500 people who were to live there (Dover and Fitzpatrick 2013). While the treaty had been signed in 1855, it was not ratified by Congress until 1859, delaying the goods and services promised by the United States government until September two years after ratification (Blukis Onat and Hollenbeck 1981). Tribal elders recall compounding hardships after moving to the reservation due to limited water and food, overcrowding, and strict rules set by the United States government meant to “civilize.” These rules did not allow the residents of the new reservation to build their traditional longhouses, forced them to clear land for farming, and restricted them to the reservation boundaries to prevent them from traveling to traditional clamming, fishing, hunting, and gathering areas, leading to mass hunger, starvation, and illness. Throughout these hardships, the Tulalip Tribes have found ways to survive and form strong community bonds (Dover and Fitzpatrick 2013).

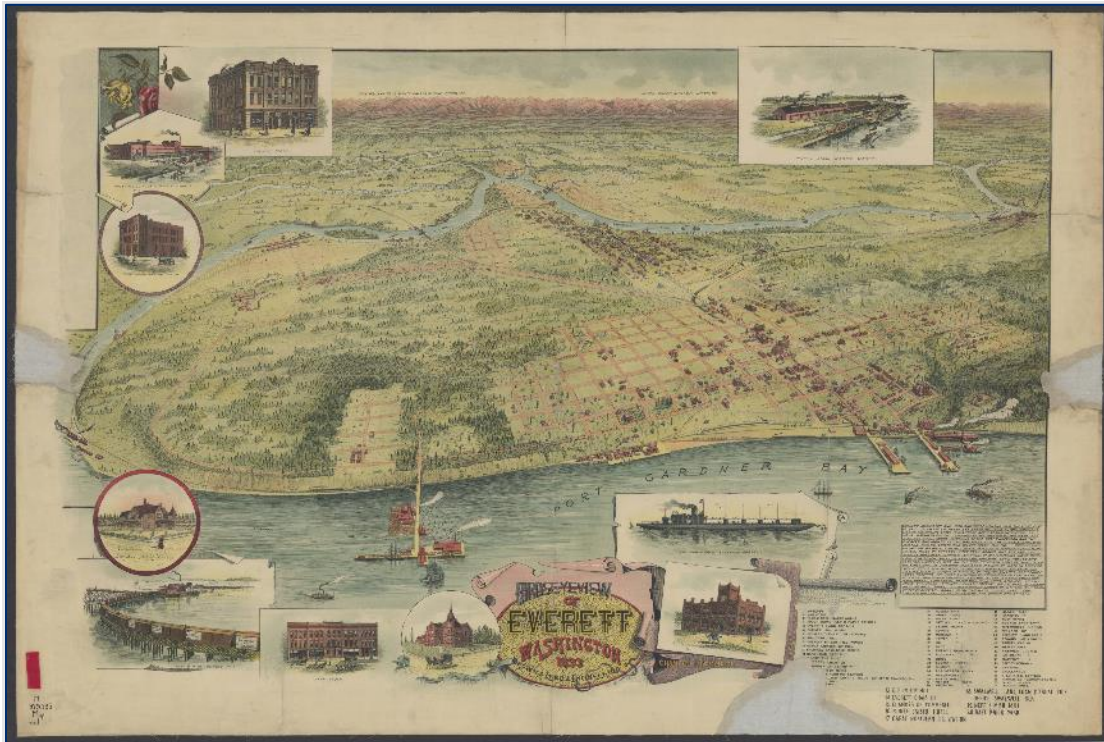
4.6.3 Booms and Busts (1891–1915)

The years between 1891 and 1915 can be characterized by substantial commercial and industrial development in Snohomish County. In April 1893, Everett officially incorporated, and a city government was established (Cameron et al. 2005:118). By 1893, the Port Gardner peninsula was roughly half developed, with the majority of the platted land around Port Gardner and what would become downtown Everett. The northern portion of the peninsula was far less developed than the southern portion near Lowell (Figure 4-2). All in all, it would be impossible to give a complete list of every man who started into business in Everett’s earliest history: “as one of the old timers expresses it, a score of men were transacting business almost before the ink on their purchase papers was dry” (Sidney Shiach 1906:318).

The “Panic of 1893” and “Panic of 1896” generated economic depression in the mid-1890s that deeply affected the United States economy. Local ramifications lasted for several years, including bank closures, business and railroad bankruptcy, and unemployment (Calbick 2019; Cameron et al. 2005:118). Between February 1893 and June 1897, 86 banks failed in Washington, including repeat failures, such as those of the Bank of Everett and the Puget Sound National Bank. John D. Rockefeller, a well-known business tycoon and investor in Snohomish County, began pulling his money out of the Everett Land Company (Calbick 2019). Rockefeller summoned his trusted financial advisor, former Baptist minister, Frederick Gates, to extract his money from the messy web of Everett business through a strategic consolidation and

sales of assets (Cameron 2005:119; O'Donnell 1993:23). In January 1900, Rockefeller sold his Everett Land Company holdings to the Everett Improvement Company (Sidney Shiach 1906:327). After the depression subsided in Snohomish County, a new wave of mining and milling businesses was launched. By the end of the 1800s, Everett had 14 mills in operation (Cameron et al. 2005:126).

Figure 4-2 Birds Eye View of Everett Washington, 1893



SOURCE: University of Washington Libraries Special Collections, WAS0296.

In 1901, Washington State opened the Tulalip Indian Boarding School. The school housed as many as 75 students from the Tribes west of the Cascades (Riddle 2008a). Boys' and girls' dormitories were separated. Girls learned cooking, sewing, and housekeeping; boys were taught vocational trades. Washington State used a penal style of teaching in an effort to suppress indigenous culture, and the school at Tulalip has been recalled as abusive by all modern standards. Students were made to perform daily marches and were forbidden from speaking their native language or practicing native customs (Riddle 2008a).

In 1911, Harriet Shelton Dover began school at the Tulalip Indian Boarding School. She recalled that the school ran like a prison camp, with a 5:30 a.m. wake-up from a loud bell; exercise programs (including marching drills); inspection days; uncomfortable, scratchy uniforms; and subpar nutrition (Blecha 2009; Dover and Fitzpatrick 2013:297–298). Dover also recalled the frequency of death during this time, often due to tuberculosis, including that of her own sister, Ruth, who died in 1917. Dover herself contracted tuberculosis at roughly the same time as her sister, but Dover recovered (Blecha 2009; Dover 2013:131). The school officially closed in 1932, and students were absorbed into the Marysville school system (Riddle 2008a).

On December 1, 1903, the Everett Railway & Electric Company began operating the Everett–Snohomish Interurban Line, which connected Everett and Snohomish by passing through the town of Lowell (*Street Railway Review* 1904:79-80). Later, on May 2, 1910, the first electrically

powered railcar operated on the Seattle–Everett Interurban line. The line stretched from present-day Westlake Center in Seattle and ran parallel to what became Highway 99, up to Everett. Cars from the Everett–Snohomish line had to be borrowed to make the opening day of the Seattle–Everett line a success. With the cars secured, 36 city officials, including members of the chamber of commerce, the Businessmen’s Association, city officers, county agencies, and Everett mayor Robert H. Hartley, became the first passengers on the railway (Ryan and Stadler 2010:27). The Everett–Snohomish Interurban line operated until December 1921, when a major flooding event on the Snohomish River destroyed the line’s trestle in Lowell (Ryan and Stadler 2010:52).

The not-yet incorporated city of Lynnwood, just south of Everett, was also quickly growing during this time due to the efforts of Pope & Talbot and Puget Mill. In 1852, San Francisco-based Andrew Pope and Frederic Talbot opened Puget Mill in the Washington territory to ensure a steady supply of logs to their successful mill in Port Gamble (Coman and Gibbs 1978[1949]:5). Puget Mill then began buying up land in and around Snohomish County in large quantities. After 1900, Puget Mill had to come up with a plan for what to do with the cleared land; this plan would take shape later as the Alderwood Manor Demonstration Farm. In 1913, they hired W.A. Irwin from California to assist: he had already had success in his career selling small farm plots to city folks (Coman and Gibbs 1978[1949]:37).

4.6.4 Conflict and Prosperity (1916–1928)

Before World War I (WWI) started, there were as many as 130 lumber mills in the county, and the shingle mills included some of the big industrial names: Weyerhaeuser, Sultan Railway and Timber, the Rucker Brothers Mill, Puget Mill, and Merrill & Ring Logging, to name a few (Riddle 2006b). Nicknamed the “City of Smokestacks,” Everett was one of the strongest union towns in the region (Riddle 2011; Sidney Shiach 1906:314).

On November 5, 1916, the Everett Massacre took place, a bloody labor-related altercation that left seven dead, including five Industrial Workers of the World, or Wobblies, and two dock workers. In May 1916, the shingle weavers went on strike; they were underpaid and struggling to get by and subject to dangerous working conditions that warranted appropriate safety measures be put in place. The Wobblies sought to build their membership by helping the Everett shingle weavers during their strike (Riddle 2011). On October 30, 1916, 41 Wobblies sailed by boat to Everett to support the shingle-weavers’ strike. When they arrived, 200 armed deputies told them to protest elsewhere. When they refused, some Wobblies were beaten at the dock and most were loaded onto trucks, driven to the Beverly Park Interurban station, and beaten in a wooded area nearby (Riddle 2006a). Then again in November 1916, a group of Wobblies traveled from Seattle to Everett aboard the ships *Verona* and *Calista* to support the shingle weavers, but a group of deputized Everett citizens stopped them in the harbor (Riddle 2011). A bloody gun battle occurred, with seven fatalities, as many as 12 missing, and 50 injured people. The 74 Wobblies aboard the boats were arrested in Seattle, and the subsequent trial was widely publicized (Cameron et al. 2005:175). The violent episode was traumatic for the county, and the shingle weavers were forced to end their strike days later without any compromises from the mill owners (Cameron et al. 2005:175).

Attention to this conflict dissipated when the United States declared war on Germany on April 6, 1917 (Cameron et al. 2005:175). On the same day, five Everett high school boys became the first Snohomish County citizens to enlist: Fred and Roscoe Spence, Thornton Sullivan, Karl Hultman, and Clarence Eddy (Cameron et al. 2005:179). The very next day, the first men to leave Snohomish County to join the war effort were members of the Sixth Division of Federal

Naval Volunteers (Cameron et al. 2005:175). Young women chose to serve overseas with the Red Cross, and several members of the Tulalip reservation also joined the war effort. Before the war was over on November 11, 1918, Snohomish County had sent more than 3,000 men to the war effort, with 124 men and two Red Cross nurses dying in service abroad (Cameron et al. 2005:180).

The Port of Everett was established in 1918, when voters approved a measure to authorize creating the Port District (O'Donnell 2010:11; O'Donnell 1993:42). Waterfront commerce grew exponentially: in 1920 local shipping was 175,189 tons, and by the following year, it had more than doubled to 435,879 tons. The lumber industry prospered because the 1923 earthquake that devastated Japan provided export opportunity, and the packing industry, primarily of agriculture and fish, also saw substantial growth (O'Donnell 1993:45). Similarly, community changes also took effect. In the 1920s, Everett became "the first city of any size in the nation" to alter public transportation from streetcars to city buses (O'Donnell 1993:47). Local football and baseball teams became far more common (O'Donnell 1993:42; Cameron et al. 2005:199). By the 1920s, accompanied by development of the Port of Everett, the agricultural and fish-processing industries began to take off in Everett (O'Donnell 1993:45). In 1917, the 30-acre demonstration farm was constructed at a cost of \$250,000 for the purpose of showing prospective buyers how easy it would be to use the five-acre "ranchettes" to become agriculturalists and farmers (Broom 1990:5).

Alderwood Manor was near the Interurban line and promised to supply farming families with baby chicks, feed, equipment, and agricultural instruction as well as lumber for homes and chicken coops. Irwin designed Alderwood Manor to ensure financial success for families as chicken or cash crop farmers. Irwin's idea was very successful, and he was able to sell land to people from all over the United States and Canada (Coman and Gibbs 1978[1949]:37). In 1921, there were as many as 200,000 hens in family farms in Alderwood Manor and at its peak, egg production from Alderwood Manor was ranked second in the country (behind only Petaluma, California) (Broom 1990:55). By the late 1920s, manufacturing, farming, and logging in Snohomish County totaled \$50,630,000 (O'Donnell 1993:45).

4.6.5 Great Depression and World War II (1929–1945)

During the economic crisis of the 1930s, federal policy attempted to remedy Indigenous poverty in the nation. The Wheeler-Howard Act, or the Indian Reorganization Act (IRA), was signed on June 18, 1934. This act attempted to reverse the assimilation measures implemented in the late nineteenth and early twentieth centuries and claimed to support the right of self-determination for Indigenous peoples in the United States. The act also allocated funds for education and purchasing lands (Wilma 2000). As part of the act, each Tribe was required to accept or reject the act through a referendum; those who rejected the act were not permitted to govern themselves and were not able to make use of the funding offered by the act (Kelly 1975:299). Between 1934 and 1945, 92 Tribes accepted the act and 72 did not (Kelly 1975:304). One major failure of the IRA was that despite the promise of \$2,000,000 annually for funding, Congress never appropriated more than \$5,075,000 total (Kelly 1975:306). This was exacerbated by the fact that the appropriations subcommittee of the Interior Department was made up of men who had opposed the IRA and who had stakes in other New Deal programs (Kelly 1975:306-307). In effect, the IRA fell short of its lofty goals:

Those tribes which had somehow managed to retain their lands and their cultures intact would no longer be forced to accept the white man's ways. But those whose lands had become fragmented or lost and whose tribal ties had been weakened or dissolved were

not to be encouraged to regroup. Far from a radical break with past policy, the Indian Reorganization Act sought so much to reverse the nation's historic attitude toward the Indians as to freeze it where it was in 1934 (Kelly 1975: 298).

Nevertheless, Swinomish and Tulalip reservation residents were able to “establish governments that took an early interest in managing property and regulating the use of fish and game” (Harmon 1998:204).

When the Great Depression hit Everett in the early 1930s, the lumber and shingle industries based there found few available buyers, local or otherwise. This created real constraints on the businesses and workers of Everett. There were shutdowns and layoffs, and skilled tradespeople had to accept menial jobs to provide for their families (O'Donnell 1993:50). After a few tough years, gradual economic improvement began in the mid-1930s with some expansions to the local mills, including Weyerhaeuser Timber adding a pulp-producing plant and Soundview Pulp expanding their facility into one of the biggest in the world (O'Donnell 1993:53). Federal relief for the Great Depression in Snohomish County came in the way of the Works Progress Administration, later known as the Work Projects Administration, which helped to construct a \$2,000,000 airport near Lake Stickney. With some revitalization to the local economy, housing projects soon picked up again, with 57 projects completed in 1938 (O'Donnell 1993:53-54).

On December 7, 1941, when Japanese air forces attacked Pearl Harbor and the United States entered World War II (WWII), the airport near Lake Stickney quickly shifted to a military focus and the U.S. Navy created their bayfront shipyard, which constituted a new industrial complex in Everett (O'Donnell 1993:57). With many Snohomish men in the armed services, and a booming industry to support the war effort, there were more jobs than male workers, and women entered the work force (O'Donnell 1993:58).

The economic constraints of the Great Depression shaped Alderwood Manor's course of action. By the 1930s, the Great Depression severely impacted Alderwood Manor's output in the poultry industry when egg prices had dropped from \$1.00/dozen to \$0.10/dozen (Broom 1990:59). Puget Mill soon decided to leave the poultry industry, leased off the central five acres of the Alderwood Manor Demonstration Farm, and divided the rest of the land into one-acre ranchettes to be sold off (Little et al. 2006:8). Puget Mill foreclosed in 1938, and in 1940, in an effort to consolidate the holdings of the company, Puget Mill and Rainier Investment merged under the name Pope & Talbot Inc. (Coman and Gibbs 1978[1949]:51; Wilma 2003). Some of the poultry farmers in Alderwood Manor tried their hand in the fur business instead, and mink farms were common. However, in the 1940s several tons of tainted feed poisoned and killed thousands of valuable minks within the Alderwood area (Broom 1990:59-60; Wilma 2007). This effectively ended the small-time farms that Alderwood Manor was championing in Snohomish County.

Snohomish County continued to improve its transportation and infrastructure throughout the depression and the war. The Seattle-Everett Highway opened in 1927; it became known as Highway 99 in the early 1930s (Flood 2013:29). The Seattle-Everett Interurban rail officially closed on February 20, 1939 (Ryan and Stadler 2010:109). The Interurban rail and Highway 99 were both in operation for 12 years; the Interurban serviced the commuter community, and Highway 99 supported the increasingly popular automotive industry. By 1939, Highway 99 replaced the Bothell-Everett Highway as the main route to and from Seattle and served as a major south-north artery through Snohomish County (Flood 2013:29). The post-prohibition era of 1939 and 1940 saw an increase in crime in the area, and nightclubs that lined Highway 99 were routinely raided, since the freeway offered criminals a quick escape (Gaeng 2018).

4.6.6 Post-WWII Development (1946–1969)

In the decades that immediately followed WWII, there was a housing boom in the United States. Government programs such as the Federal Housing Administration and the Veterans Administration encouraged mortgage insurance companies to make it possible for postwar middle-class families to afford homeownership. New federal programs, such as the Veteran Housing Initiative and the Legacy of the National Housing Act, also enabled 20- to 30-year mortgage loan periods and loans with reduced down payments or no down payments for veterans (Pettis et al. 2012:54-56). These government programs also provided incentives and reduced the risks for developers. With guaranteed buyers, housing contractors could invest in more land and better quality building materials to construct houses, knowing that they would be sold quickly. Between 1945 and 1954, more than 13 million dwellings were built in the United States (Pettis et al. 2012:49). The suburbanization trend of the post-WWII period was also evident in Everett. In the 1950s, Scott Paper Company based in Chester, Pennsylvania, merged with Everett's Soundview Pulp Company, and Weyerhaeuser also expanded by building a bigger mill along the Snohomish River. Local building construction was fueled by the expansion of these two big county employers and reached a peak in 1954. In 1954, 171 new building permits were issued for new homes and new commercial structures (O'Donnell 1993:65-66). Construction occurred mostly in previously undeveloped areas, such as Claremont in the Glacier View neighborhood and others at the south edge of the city (Boyle and Molchany 2014:6).

In the 1950s, the Tulalip Tribes began to seek both representation and business opportunities that helped assert themselves as a part of the region's past, present, and future. In 1953, Tulalip leader Sebastian 'Sub' Williams and other Tribal leaders from the Northwest organized and created a constitution and bylaws for the Affiliated Tribes of Northwest Indians (ATNI). The purpose of ATNI was "to form a united front against the IRS [Internal Revenue Service] and illegal taxation of Native American tribes" (Hillery 2014). Immediately after ATNI was created, what came to be known as the Termination policies of the 1950s were enacted, among other things, to eliminate political relationships between the federal government and Tribal organizations and dissolve all federal services to the Tribes. Within a year, Williams had formed a Tulalip-specific business consortium, Tulalip Tribes, Inc., to lease lots of land for summer homes. In the aftermath of the 1934 IRA, the Tulalip Tribes had already started leasing land on Tulalip Bay in 1939 (Riddle 2008b). Williams and Tulalip Tribes, Inc. took it a step further and acquired the Mission Beach Resort in 1954, with its fishing boats, café, and store. This was, at that time, the only resort on the Pacific Coast owned and operated by Indigenous peoples on reservations (Riddle 2008b). Through the 1960s, ATNI Tribal leaders continued to discuss initiatives for Indigenous healthcare needs, Tribal fishing rights, Tribal sovereignty, and economic development and autonomy. This discussion culminated in the passage of the 1975 Indian Self Determination and Education Assistance Act, which enabled greater autonomy, opportunities for federal contracts, and control of their own education curriculum (Arsenian 2019). Today, ATNI is a nonprofit organization that represents 57 Tribal governments from all over the northwest, including Oregon, Idaho, Washington, southeast Alaska, northern California, and western Montana. Tulalip Councilwoman Theresa Sheldon said that the ATNI "is one of the strongest Native American organizations in the country. [It] is a reflection of our determination to defend our treaties and to take care of our communities" (Hillery 2014).

The development of suburbia in Everett was also advanced by the interconnectivity of personal automobiles and accompanying transportation construction measures, such as the construction of the Interstate 5 (I-5) freeway segment from Everett to Seattle. This segment was completed on February 3, 1965; it runs 19.7 miles from Eastmont, at the southern end of Everett's city

limits, to NE 145th Street, at the northern end of Seattle's city limits (Dougherty 2008b). The new freeway segment was built through the northwestern portion of the Alderwood Manor Demonstration Farm (Cameron et al. 2005:332). The freeway was expected to cut travel time between Everett and Seattle from 40 minutes to 20 minutes. Observers were especially excited about the lack of traffic lights; Highway 99 had 26 traffic lights between Everett and Seattle (Dougherty 2008b). On May 14, 1969, the final segment of the I-5 freeway in Washington was completed and opened for traffic. The final segment connected Marysville and Everett and constructed 11 bridges. With the final segment added in Snohomish County for a total of \$9.8 million, travelers were able to drive from northern California to the Canadian border (Dougherty 2010).

Although the mill-town image carried nostalgia, Snohomish County began moving away from shingle plants due to changes in roofing methods and the difficulty of finding quality cedar. Instead, there were jobs in manufacturing. By 1965, Boeing had replaced Soundview Pulp and Weyerhaeuser as Snohomish County's largest employer (O'Donnell 1993:77). In the 1960s, the military officially withdrew from Paine Field and transferred the Paine Field housing to the U.S. Navy, to be made available to families of those stationed in Everett (Hoyt et al. 2011:11). Then, in 1966, the Board of Directors at Boeing acquired 780 acres just north of Paine Field to build their new 747 jumbo-jet (Bertrand 2019:17; Redding and Yenne 1983:7). By 1967, Boeing had 15,000 people on their payroll, and after the new facility's expansion was completed, both real estate prices and construction of new homes and apartments increased substantially in neighborhoods near Paine Field (Cameron et al. 2005:336). Realizing the impact that Boeing's new plant would have on traffic in the area, the legislature passed Omnibus Highway Bill 772 to enable construction of SR 526, also known as the Casino Freeway, to connect Boeing and Paine Field to I-5. SR 525 was also built from Mukilteo to the I-5, south of Everett. This was known as the Paine Field Area Plan and took place in two stages: Mukilteo to SR 99 and SR 99 to I-5.

The construction of Boeing's facilities near Paine Field was not without its hiccups. In an effort to compete in aviation technology on an international stage, President Kennedy supported another Boeing program, the supersonic transport (SST) program, which was not supported at the Boeing facility near Paine. In 1969, 26 airlines placed orders for 122 SSTs, but 12,000 Boeing employees lost their jobs (Stein 2019).

4.6.7 Boeing Bust and Recovery Years (1970–1980)

The State Highway department completed SR 526 in 1969 and SR 525 in 1972 (Washington State Highway Commissions 1975:4-5). These two arteries were developed as a response to the urban growth in the area and the expansion of the Boeing Company north of Paine Field.

In 1970, Boeing struggled to pay back the billion-dollar loan it had taken out to finance the 747 program, and that year, the number of hourly workers declined from 40,000 to 15,000. Housing prices fell as people began to move elsewhere and there were steep drop-offs to business for restaurants and stores. Later that same year, the Senate cut all funding for the SST program, and the program was cancelled. Boeing's rebuilding after 1970 was slow but took off in 1972 when they acquired military contracts for modified Boeing 707s (Stein 2019). The business downturn specifically affected Snohomish County residents and businesses; the substantial layoffs from the Boeing plant near Paine Field, and other county projects such as the Alderwood Mall reported delays in construction as a result of the downturn (Bertrand 2019:30).

5 SECTION 106 CONSULTATION

FTA, in coordination with Sound Transit, is consulting with the SHPO, Tribes, local jurisdictions, and other parties that meet conditions for consulting parties as part of the Section 106 process. Prior to initiation of Section 106, Sound Transit executed an MOU with the SHPO and consulted with the SHPO, Tribes, and anticipated consulting parties on the APE and NRHP eligibility of resources within the APE. Consultation continued after initiation of Section 106.

The following sections summarize consultation efforts to date. Table 5-1 includes a summary of Tribal and agency consultation conducted formally under Section 106 as well as by Sound Transit under its MOU with the SHPO. Copies of the correspondence are included in Attachment E.

5.1 Consultation Under MOU with the SHPO

Under the terms of the MOU between Sound Transit and the SHPO, Sound Transit consulted with the SHPO, Tribes, and anticipated Section 106 consulting parties on the APE and NRHP eligibility of resources within the APE.

Consulted Tribes included:

- Confederated Tribes and Bands of the Yakama Nation.
- Confederated Tribes of the Warm Springs Reservation of Oregon.
- Lummi Tribe of the Lummi Reservation.³
- Muckleshoot Indian Tribe.
- Port Gamble S'Klallam Tribe.
- Samish Indian Nation.³
- Sauk-Suiattle Indian Tribe.
- Snoqualmie Indian Tribe.
- Stillaguamish Tribe of Indians of Washington.
- Suquamish Indian Tribe of the Port Madison Reservation.
- Swinomish Indian Tribal Community.
- Tulalip Tribes of Washington.
- Upper Skagit Indian Tribe.

The anticipated Section 106 consulting parties included:

- City of Everett.
- City of Lynnwood History & Heritage Board.
- Lynnwood-Alderwood Manor Heritage Association.

³ Tribe indicated they do not wish to consult on the EVLE Project and deferred to local Tribes.

- Snohomish County.
- Snohomish County Historic Preservation Commission.
- Washington Trust for Historic Preservation.

Non-federally recognized Tribes coordinated with on MOU included:

- Duwamish Tribal Organization
- Snohomish Tribe

In June 2024, Sound Transit consulted on the APE definition. At that time the SHPO and the Suquamish Indian Tribe of the Port Madison Reservation provided comments noting they “concurred” with the APE definition. The Duwamish Tribe confirmed receipt and did not note any concerns. In February 2025 Sound Transit consulted the SHPO, consulting Tribes, and consulting parties on a revised APE. The SHPO and the Suquamish Indian Tribe of the Port Madison Reservation again provided comments noting they “concurred” with the definition of the revised APE (see correspondence in Attachment E).

In June and July 2025 and May 2026, Sound Transit consulted with the SHPO, Tribes, and anticipated Section 106 consulting parties on NRHP eligibility of archaeological and historic built environment resources documented within the APE. Responses were received from the Duwamish Tribal Organization and the SHPO. The Duwamish Tribal Organization concurred with the built environment resources recommended eligible for the NRHP and requested that they be notified of any archaeological work or monitoring at those locations. The SHPO concurred with NRHP eligibility for all but one of the built environment resources recommended eligible and that all five archaeological sites evaluated are not eligible for the NRHP (see correspondence in Attachment E).

5.2 Section 106 Consultation

On July 29, 2025, FTA initiated government-to-government consultation with the federally recognized Confederated Tribes and Bands of the Yakama Nation, Confederated Tribes of the Warm Springs Reservation of Oregon, Muckleshoot Indian Tribe, Port Gamble S’Klallam Tribe, Sauk-Suiattle Indian Tribe, Snoqualmie Indian Tribe, Stillaguamish Tribe of Indians of Washington, Suquamish Indian Tribe of the Port Madison Reservation, Swinomish Indian Tribal Community, Tulalip Tribes of Washington, and Upper Skagit Indian Tribe and provided notice of NEPA scoping.

On October 1, 2025, FTA, in cooperation with Sound Transit, initiated Section 106 consultation with the SHPO and the federally recognized Tribes. Letters were prepared and sent to the SHPO and the Tribes to request concurrence on the APE, eligibility determinations, and effect determinations. Responses were received from the SHPO, Suquamish Indian Tribe of the Port Madison Reservation, and City of Lynnwood History & Heritage Board, all providing concurrence (see Table 5-1 and Attachment E).

Sound Transit coordinated with the non-federally recognized Tribes on cultural resource topics.

In addition to the SHPO and the Tribes listed above, FTA, in cooperation with Sound Transit, consulted with the following parties:

- City of Everett.

- City of Lynnwood History & Heritage Board.
- Lynnwood-Alderwood Manor Heritage Association.
- Snohomish County.
- Snohomish County Historic Preservation Commission.
- Washington Trust for Historic Preservation.

Table 5-1 Cultural Resources Consultation

Date	Format	From	To	Description
June 20, 2024	Letter	Sound Transit	City of Everett, City of Lynnwood History & Heritage Board, Lynnwood-Alderwood Manor Heritage Association, SHPO, Snohomish County, Snohomish County Historic Preservation Commission, Washington Trust for Historic Preservation	Initiation of consultation and request for comments on the APE and Cultural Resources Survey and Inventory Plan (CRSIP)
June 25, 2024	Letter	Sound Transit	Confederated Tribes and Bands of the Yakama Nation, Duwamish Tribal Organization, Muckleshoot Indian Tribe, Port Gamble S'Klallam Tribe, Sauk-Suiattle Indian Tribe, Snohomish Tribe of Indians, Snoqualmie Indian Tribe, Stillaguamish Tribe of Indians of Washington, Suquamish Indian Tribe of the Port Madison Reservation, Swinomish Indian Tribal Community, Tulalip Tribes of Washington, Upper Skagit Indian Tribe	Initiation of consultation and request for comments on the APE and CRSIP
July 8, 2024	Email	Duwamish Tribal Organization	Sound Transit	Confirmation of receipt of APE and CRSIP
July 24, 2024	Email	Suquamish Indian Tribe of the Port Madison Reservation	Sound Transit	Concurrence with APE and CRSIP
July 24, 2024	Letter	SHPO	Sound Transit	Concurrence with APE and CRSIP
February 10, 2025	Letter	Sound Transit	Confederated Tribes and Bands of the Yakama Nation, Sauk-Suiattle Indian Tribe, Swinomish Indian Tribal Community, Tulalip Tribes of Washington, Upper Skagit Indian Tribe	Request for comments on an APE revision
February 11, 2025	Letter	Sound Transit	Duwamish Tribal Organization, Muckleshoot Indian Tribe, Port Gamble S'Klallam Tribe, Snohomish Tribe of Indians, Snoqualmie Indian Tribe, Stillaguamish Tribe of Indians of Washington, Suquamish Indian Tribe of the Port Madison Reservation	Request for comments on an APE revision

Date	Format	From	To	Description
February 11, 2025	Letter	Sound Transit	Confederated Tribes of the Warm Springs Reservation of Oregon	Initiation of consultation and request for comments on the APE and CRSIP
February 11, 2025	Letter	Sound Transit	City of Everett, City of Lynnwood History & Heritage Board, Lynnwood-Alderwood Manor Heritage Association, SHPO, Snohomish County, Snohomish County Historic Preservation Commission	Request for comments on an APE revision
March 4, 2025	Letter	SHPO	Sound Transit	Concurrence with APE revision
March 4, 2025	Email	Suquamish Indian Tribe of the Port Madison Reservation	Sound Transit	Concurrence with APE revision
June 13, 2025	Letter	Sound Transit	Confederated Tribes and Bands of the Yakama Nation, Duwamish Tribal Organization, Muckleshoot Indian Tribe, Port Gamble S'Klallam Tribe, Snohomish Tribe of Indians, Snoqualmie Indian Tribe, Stillaguamish Tribe of Indians of Washington, Suquamish Indian Tribe of the Port Madison Reservation, Swinomish Indian Tribal Community, Tulalip Tribes of Washington, Upper Skagit Indian Tribe, City of Everett, City of Lynnwood History & Heritage Board, Lynnwood-Alderwood Manor Heritage Association, SHPO, Snohomish County, Snohomish County Historic Preservation Commission, Washington Trust for Historic Preservation	Consultation on NRHP eligibility
July 16, 2025	Letter	Sound Transit	Confederated Tribes of the Warm Springs Reservation of Oregon	Consultation on NRHP eligibility
July 17, 2025	Letter	Duwamish Tribal Organization	Sound Transit	Concurrence on NRHP eligibility recommendations; request for notification of archaeological work or monitoring at structures recommended eligible
July 18, 2025	Letter	Sound Transit	Sauk-Suiattle Indian Tribe	Consultation on NRHP eligibility

Date	Format	From	To	Description
July 22, 2025	Letter	SHPO	Sound Transit	Concurrence on NRHP eligibility for all but one of the built environment resources recommended eligible; concurrence that all five archaeological sites are not eligible for the NRHP
October 1, 2025	Letter	FTA	Confederated Tribes and Bands of the Yakama Nation, Confederated Tribes of the Warm Springs Reservation of Oregon, Muckleshoot Indian Tribe, Port Gamble S'Klallam Tribe, Sauk-Suiattle Indian Tribe, Snoqualmie Indian Tribe, Stillaguamish Tribe of Indians of Washington, Suquamish Indian Tribe of the Port Madison Reservation, Swinomish Indian Tribal Community, Tulalip Tribes of Washington, Upper Skagit Indian Tribe, City of Everett, City of Lynnwood History & Heritage Board, Lynnwood-Alderwood Manor Heritage Association, SHPO, Snohomish County, Snohomish County Historic Preservation Commission, Washington Trust for Historic Preservation	Initiation of Section 106; consultation on APE and adverse effects on two properties (4111 Alderwood Mall Boulevard and 2316 47th Street SE)
October 14, 2025	Email	Suquamish Indian Tribe of the Port Madison Reservation	FTA	Concurrence with the APE and findings of adverse effect on 4111 Alderwood Mall Boulevard and 2316 47th Street SE
October 15, 2025	Email	City of Lynnwood History & Heritage Board	FTA	No comments
October 15, 2025	Letter	SHPO	FTA	Concurrence on NRHP eligibility and that the project will have an adverse effect on one or more historic properties

Date	Format	From	To	Description
May 7, 2026	Letter	Sound Transit	Confederated Tribes and Bands of the Yakama Nation, Confederated Tribes of the Warm Springs Reservation of Oregon, Duwamish Tribal Organization, Muckleshoot Indian Tribe, Port Gamble S'Klallam Tribe, Sauk-Suiattle Indian Tribe, Snohomish Tribe of Indians, Snoqualmie Indian Tribe, Stillaguamish Tribe of Indians of Washington, Suquamish Indian Tribe of the Port Madison Reservation, Swinomish Indian Tribal Community, Tulalip Tribes of Washington, Upper Skagit Indian Tribe, City of Everett, City of Lynnwood History & Heritage Board, Lynnwood-Alderwood Manor Heritage Association, SHPO, Snohomish County, Snohomish County Historic Preservation Commission, Washington Trust for Historic Preservation	Consultation on NRHP eligibility
May 18, 2026	Letter	SHPO	Sound Transit	Concurrence on NRHP eligibility

6 METHODS

The cultural resources team performed desktop and archival research to identify the cultural resource studies, archaeological sites, cemeteries or burials, and any property that has been listed in or is eligible for the NRHP, WHR, or other state or local registers within 1 mile of the APE. Research and fieldwork were conducted by archaeologists that meet the Secretary of the Interior's Professional Qualifications Standards for archaeology and historians that meet the Secretary of the Interior's Professional Qualifications Standards for history and architectural history. The following sections describe the methods used for conducting background research, Tribal coordination, field surveys, geotechnical monitoring, and geoarchaeological investigations.

6.1 Background Research

Background research was conducted using numerous data sources as discussed below.

6.1.1 Archaeological Records Search

The records search for archaeological resources covered the APE plus an additional 1-mile radius ("background research area") to better understand the archaeological context within which the project would be constructed. The records search primarily used the DAHP's Washington Information System for Architectural and Archaeological Records Data (WISAARD), which includes previous cultural resource survey reports and recorded archaeological site data. The team reviewed and analyzed the search results to help develop expectations and objectives for archaeological and/or ethnographic resources in the APE. Development of these expectations also included consideration of archaeological resources in highly sensitive areas (i.e., within 200 feet of historically documented United States government meander lines). Ethnographic placename data were also reviewed from research reports that discussed the potential for traditional cultural properties in the region.

6.1.2 Historic Built Environment Records Search

The records search for historic built environment resources was limited to the APE to identify previously-recorded built environment resources. The primary source for this search was the DAHP's WISAARD database, which includes previous cultural resource survey reports, recorded historic properties, and Washington State Historic Property Inventory (HPI) forms. These records were reviewed and analyzed to identify any previously recorded historic resources and to inform the development of expectations for built environment resources within the APE. Local historic register information for the City of Everett and Snohomish County were also reviewed to identify local register resources within the APE. Additional background sources, as listed in Section 6.1.3, were also consulted to provide historical context for the development and evaluation of built environment resources.

Historic built environment background and record search results are included in the Cultural Resources Survey and Inventory Plan (CRSIP) (Attachment C). Results of field investigations are described in Section 9.

6.1.3 Archival Research

Extensive archival research was conducted on the history of the area and built environment resources within the APE. Primary and secondary sources, including historic maps, photographs, newspaper articles, previous building surveys and context statements, and local historians were consulted. This information helped develop the historical context and aided in the evaluations of building and structures in the APE. The repositories and materials reviewed are summarized below.

6.1.3.1 Newspaper Archives

- *Everett Herald*

Accessed via librarian request at the Everett Public Library's Northwest Room, only with specific dates (month, day, year). This source provides articles on historical topics, cities, events, and areas in Everett.

- *HeraldNet.com*

Limited access offered by website. Current website for *Everett Herald*. Most articles must be accessed through paid membership, but occasional articles are viewable without one. This source provides articles on historical topics, cities, events, and areas of contemporary Everett.

- *MyEdmondsNews.com*

Limited access offered by website. Most articles must be accessed through paid membership, but occasional articles are viewable without one. This source provides articles on historical topics, cities, events, and areas of Snohomish County. Longtime local historian Betty Lou Gaeng wrote a series of "Looking Back" columns on a variety of historical topics in and around Edmonds and Lynnwood, most or all of which remain available on this website.

- *Newspapers.com*

Accessed by website owned by Ancestry.com. This source provides articles on historical topics, cities, events, and areas of Snohomish County.

- *Seattle Post-Intelligencer*

Accessed through the Seattle Public Library, *Seattle Post-Intelligencer* has digitized its entire archives of news articles from 1901 to the present. This source provides articles on historical topics, cities, events, and areas of greater Seattle, including Snohomish County; this source has been used in lieu of digitized Everett Herald articles to identify information by address for Washington State Historic Property Inventory (HPI) forms.

- *The Seattle Times*

Accessed through the Seattle Public Library, *The Seattle Times* has digitized its entire archives of news articles from 1895 (as *The Seattle Daily Times*) to the present. This source provides articles on historical topics, cities, events, and areas of greater Seattle, including Snohomish County; this source has been used in lieu of digitized Everett Herald articles to identify information by address for HPis.

- *SmallTownPapers*

Accessed through website with account. Focus primarily on small newspapers of small areas. This source provides articles on historical topics, cities, and events of areas significant to the project area, including Granite Falls.

- *TulalipNews*

Accessed through online distribution of articles. This source provides news articles on topics and events, and occasional historical information, on the Tulalip Tribes.

6.1.3.2 Washington State Archives – Northwest Branch

The Northwest Branch in Bellingham holds the Washington State Archives records for Snohomish County. Real and personal property tax records are among the significant sources contained at this repository.

6.1.3.3 Waterman Ethnographic Place Names

The 1920 Waterman ethnographic resource is a historical study of Indigenous place names in the Pacific Northwest, documenting their meanings, origins, and cultural significance. Compiled by ethnographer T.T. Waterman, this work records names given by Native communities to geographic features such as rivers, mountains, and villages. It serves as a valuable resource for understanding Indigenous land use, oral traditions, and linguistic history, making it important for archaeological, historical, and cultural research today. Section 4.5 provides a detailed list of recorded ethnographic place names near the APE.

6.1.4 Historic Maps

Historic maps were reviewed to trace the development of transportation corridors, residential and commercial areas, and land division within and near the APE. Bureau of Land Management (BLM) General Land Office (GLO) maps (BLM GLO 1859–1874) were used to identify early land patents. Sanborn Fire Insurance Maps (Sanborn Company 1905–1951) provided detailed information on building materials, footprints, and urban growth. Additional mapping sources included the Anderson Map Company (1910), the Kroll Map Company (1909–1947), and Metsker maps (1901), which document early residential and commercial expansion in the Everett and Lynnwood areas.

The United States Geological Survey's (USGS) topographical maps (USGS 1909, 2020) and georeferenced historical map collections available through the Environmental Systems Research Institute, Inc. (ESRI), Washington State University Digital Archives, and University of Washington Digital Collections were also reviewed. These maps collectively provided spatial context for understanding the historical development of the project area.

The Granite Falls Historical Society and the League of Snohomish County Heritage Organizations partnered to produce a series of georeferenced historic maps available on ESRI, which reveal residential and commercial expansion of the area, land use, and property ownership.

6.1.4.1 Anderson Maps

Anderson Map Company was established in the 1880s. Anderson Maps primarily show Seattle and the greater area around 1900. Incorporated areas of Everett are visible on 1910 Anderson maps.

6.1.4.2 Bureau of Land Management General Land Office Plat Maps

These plat maps are historic land survey maps created by the GLO, now part of the Bureau of Land Management (BLM). These maps document the subdivision of public lands in the United States, depicting features such as township and range divisions, land ownership claims, natural landmarks, and early settlements. They were essential for land distribution under laws like the Homestead Act and remain valuable for historical, genealogical, and legal research.

6.1.4.3 Kroll Maps

Kroll Maps document street grid, street name, parcel size, general footprint, and use of built environment resources (Kroll Map Company 1909 to 1947). Kroll maps specifically help illustrate areas of residential and commercial development within the APE.

6.1.4.4 Metsker Maps

Charles Metsker began documenting the Pacific Northwest via maps in 1901. These maps help show roadways, plats, and street grids in and around Lynnwood and Everett. Metsker maps specifically help illustrate areas of residential and commercial development within the APE.

6.1.4.5 Sanborn Fire Insurance Maps

Sanborn Map Company was a publisher of detailed maps of more than 12,000 United States cities and towns in the nineteenth and twentieth centuries. Sanborn Fire Insurance Maps were originally created to allow fire insurance companies to assess their total liability in urbanized areas of the United States. Digital copies of the Sanborn Fire Insurance Maps were accessed via the Seattle Public Library (Sanborn Map Company 1905 to 1951).

6.1.4.6 Snohomish County First 100 Years

A series of digitized and georeferenced historical maps are now online with the Environmental Systems Research Institute, Inc. (ESRI), a product of League of Snohomish County Heritage Organizations and Granite Falls Historical Society. Historical maps in this series include Anderson, Kroll, and Metsker maps.

6.1.4.7 United States Geological Survey Topographical Maps

The United States Geological Survey's (USGS) topographical maps are general-use maps at medium scales that present elevations (contour lines), hydrography, geographic place-names, and a variety of cultural features. Historic topographic maps were originally published as paper documents in the period from 1884 to 2006 but are currently created from digital geographical information system databases. Historic topographic maps were accessed via the United States Geological Survey's topoView website (United States Geological Survey 1909, 2020).

6.1.5 Local and Regional Repositories

Local and regional repositories provided essential resources for reconstructing the historical and physical development of the project area. The Everett Public Library's Northwest Room houses historical photographs, Polk City Directories for Everett (1893–1999), and reference materials related to Everett's growth and development. The Granite Falls Historical Society archives offered contextual information on settlement and industrial activity throughout Snohomish County. The Washington State Archives Northwest Regional Branch houses land records and real and personal property tax records for several counties, including Snohomish County.

Additional documentation was gathered from the Seattle Public Library and the University of Washington Special Collections, which contain digitized map and photograph collections.

6.1.5.1 Everett Public Library

Everett Public Library and its Northwest Room provide a selection of texts on the history of Snohomish County and serve as the main local repository for archival research and historical photographs for reports and HPIs. The Everett Public Library also houses a physical collection of Everett Polk City Directories, which contain an alphabetical index of residential and business properties, issued from 1893 to 1999.

6.1.5.2 Granite Falls Historical Society

Granite Falls Historical Society and its digital online archives provide a selection of texts and maps on the history of Snohomish County, including articles authored by the current archivist there, Fred Cruger.

6.1.5.3 Washington State University Digital Collections

In partnership with University of Washington, the Washington State University Digital Archives host the digitized Early Washington Maps collection, which contained several useful maps for early Everett.

6.1.5.4 Hathi Trust Digital Library

This digital library provides access to selected digitized historical texts.

6.1.5.5 Historic Everett

Historic Everett is an online resource supported by the Everett Historical Commission, Everett Planning Department, and Everett City Council, complete with historical photographs, walking tours, maps, and other resources useful for researching the history of Everett.

6.1.5.6 Lynnwood-Alderwood Manor Heritage Association

This association's website offers a limited selection of resources such as oral histories about the Lynnwood and Alderwood Manor areas, and the Alderwood demonstration farm.

6.1.5.7 Seattle Public Library

Online resources at the Seattle Public Library contain digitized collections of *The Seattle Times*, *Seattle Post-Intelligencer*, and Sanborn maps and is capable of other more general library services such as interlibrary loan.

6.1.5.8 Snohomish County Assessor Official Records

The Snohomish County Online Property Information (SCOPI) map function and Property Account Summary of the Assessors website provides parcel and build date information, photographs of the buildings, and building characteristic information.

6.1.5.9 Snohomish County Auditor Official Records

This tool offers the ability to search official recorded documents by parcel number and to search and download official recorded documents, primarily plat maps, by date.

6.1.5.10 University of Washington Special Collections

The digitized materials in the Special Collections include Birdseye maps, plat maps, and historical images provide context for the development of early Everett and the Snohomish River.

6.1.5.11 Snohomish County Public Works

Snohomish County Public Works provides a series of historic aerial photographs for township, range, and sections within the APE.

6.1.5.12 WISAARD

Washington State digital repository for architectural and archaeological resources and reports. The WISAARD database provides information on properties, historic districts, and archaeological sites.

6.1.6 Miscellaneous Online Resources

Supplemental online resources were consulted to provide additional context, imagery, and historical data for properties within the APE. Key sources included HistoryLink.org, Ancestry.com, and Archive.org, which provided access to digitized publications, biographical information, and property histories.

Additional visual and contextual data were obtained from modern residential and commercial real estate platforms such as Redfin.com, Zillow.com, and LoopNet.com to document properties not accessible from the public right-of-way. High-resolution topographic imagery from the Puget Sound LiDAR Consortium (PSLC 2016) was also reviewed to identify landscape modifications relevant to the built environment.

6.1.6.1 Ancestry.com

Ancestry.com website provides access to biographical information, including Census records; birth, marriage, and death records; obituaries; and immigration information. Obituaries provide information on property owners and businesses within the project area.

6.1.6.2 Archive.org

This digital library provides access to selected digitized historical texts.

6.1.6.3 City of Everett

The City of Everett's Address Records portal provides permit records for addresses within the incorporated city limits of Everett. Records outside of the incorporated city limits of Everett must be requested from the City of Everett through public records request.

6.1.6.4 City of Lynnwood

The City of Lynnwood's Records portal provides permit records for addresses in and around Lynnwood.

6.1.6.5 Gutenberg.org

This digital library provides access to selected digitized historical texts.

6.1.6.6 Historylink.com

This website provides articles on historical topics, cities, events, and areas in Washington State. A number of articles over the years have been written on the development of Everett and of other significant areas such as Granite Falls, Lowell, Edmonds, and Lynnwood.

6.1.6.7 Loc.gov

This digital library provides access to selected digitized historical texts. This website also contains a collection of Sanborn maps for Everett.

6.1.6.8 Puget Sound LiDAR Consortium

The Puget Sound LiDAR Consortium maps provide high-resolution topographic data using Light Detection and Ranging (LiDAR) technology, making them a valuable tool for identifying landscape features relevant to archaeological sensitivity. These maps reveal subtle topographic details such as riverbeds, terraces, paleo-channels, and abandoned floodplains, which can indicate areas of past human activity.

6.1.6.9 Redfin.com

The Redfin.com website was used for photographs of buildings in the APE that were not accessible from the public right-of-way.

6.1.6.10 Zillow.com

The Zillow.com website was used for photographs of buildings in the APE that were not accessible from the public right-of-way.

6.2 Field Investigations

6.2.1 Cultural Resources Survey and Inventory Plan

The CRSIP for the EVLE Project was prepared in 2024 and updated in 2025 when Sound Transit consulted the SHPO, Tribes, and other consulting parties on the revised APE. Under the MOU between Sound Transit and the SHPO, the plan was submitted to the SHPO, Tribes, and anticipated Section 106 consulting parties for review. The plan detailed the archaeological field

survey and recording strategy that would accompany the project through construction. The plan presents a phased approach to the archaeological investigation, timed to correspond with major milestones of project development and construction. The CRSIP also outlined the approach to the built environment survey, including archival research and field documentation of buildings, structures, and objects within the APE that were constructed in 1980 or earlier, with the goal of evaluating their eligibility for listing in the NRHP. The full text of the CRSIP is presented in Attachment C.

6.2.2 Archaeological Investigations

This section provides details on the pedestrian survey, subsurface survey methods, and geotechnical borehole monitoring that Equinox Research and Consulting International Inc. (ERCI) employed in support of the project. When sites or isolated artifacts were discovered, ERCI recorded them on DAHP forms in accordance with the *Washington State Standards for Cultural Resources Reporting*.

Data for archaeological resources were derived from numerous sources, including recorded archaeological sites, previous cultural resource surveys in the region, historic and archival records and maps, and geographic and ethnographic sources. Archaeological fieldwork as of June 2025 included archaeological monitoring of geotechnical boreholes drilled in support of project engineering and design, and archaeological investigations within City of Lynnwood, City of Everett, and Washington State Department of Transportation (WSDOT) right-of-way. As described in the CRSIP, additional archaeological investigations are expected to be phased as the project progresses and to occur following property acquisitions and right-of-entry permissions.

6.2.2.1 Archaeological Pedestrian Surveys

The pedestrian survey was conducted within the APE covering public rights-of-way, WSDOT rights-of-way, and parcels where access was granted. The goal of the survey was to identify historic and precontact surface features within the APE. The survey also served to ground truth the sensitivity and survey areas identified through predictive models and desktop research, while helping to identify additional areas requiring subsurface investigation that may not have been flagged by the preliminary desktop review. The pedestrian survey began with an initial reconnaissance phase, during which at least three archaeologists drove the length of the APE to assess the landscape and identify suitable locations for subsurface investigations. This reconnaissance involved visual inspection, detailed notetaking, photography, and the recording of GPS coordinates for high probability features or environmental variables, such as soil erosion, vegetation cover, ground visibility, evidence of prior disturbances, proximity to water sources, and high probability landform characteristics, like being level and next to fresh water. The team also identified areas that were unsuitable for subsurface investigation due to conditions such as heavy modification from development.

Following the reconnaissance, the pedestrian survey was carried out throughout the APE, focusing on areas where soils were exposed and the surface remained relatively intact, undisturbed by development activities.

6.2.2.2 Archaeological Subsurface Surveys

The preparation for the subsurface survey involved two key steps. The first step was defining the archaeological survey areas using a range of variables, including historical and geographic

context, previously recorded archaeological resources, cultural resource studies, ethnographic data, and predictive modeling. Key variables and their respective data sources included:

- **Ethnographic place names** – Waterman (1920); Hilbert et al. (2001).
- **Historic built environment (locations of buildings, trails, roads, bridges, and railroads)** – historic aerial photographs (Snohomish County, University of Washington, and public libraries), historic BLM GLO maps, historic USGS quadrangle maps.
- **Historic built environment determined eligible for the NRHP** – DAHP's WISAARD database, HPIs completed during survey efforts for the project.
- **Proximity to cemeteries and archaeological sites** – DAHP's WISAARD database, historic BLM GLO maps, historic USGS quadrangle maps.
- **Aquatic features** – LiDAR imagery from the Puget Sound LiDAR Consortium, historic BLM GLO maps, historic USGS quadrangle maps, field observations.
- **Landforms** – LiDAR imagery from the Puget Sound LiDAR Consortium, field observations.

This initial step involved a desktop analysis to identify potential survey areas, which was further verified through drive-by reconnaissance and pedestrian surveys, as described in the previous section.

The second step was determining the archaeological sensitivity of each survey area by reviewing the same data sources and conducting field reconnaissance. This process assessed the presence of landscape features (such as streams, slopes, and terraces) and built environment resources (such as historic bridges, culverts, and fire hydrants) that heightened archaeological sensitivity but were not fully captured in the initial analysis. Descriptions of the survey areas and the desktop analysis that determined the archaeological sensitivity for each area are provided in Attachment D.

The integration of desktop research and field reconnaissance findings helped refine survey area boundaries and guide the intensity of survey efforts, ensuring that the results were analyzed and compared to archaeological expectations (Section 8). Subsurface investigations were carried out with intensities determined by the DAHP predictive model and additional high risk areas provided in the CRSIP. The intensity of the sampling was further influenced by field conditions, such as the presence of buried infrastructure, hardscape, or rights of entry.

Subsurface surveying followed the sampling strategy below:

- For **high and very high risk**, transect widths ranged from 5 meters to 15 meters with holes placed from 5 meters to 15 meters apart.
- For **moderate risk**, transect widths ranged from 20 meters to 30 meters with holes placed from 20 meters to 40 meters apart.
- For **low and moderately low risk**, transect widths ranged from 40 meters to 80 meters with holes placed from 30 meters to 40 meters apart.

Having high-intensity surveys only in the **high and very high risk** areas would create sampling bias. To address this bias, 10% of the **moderate** and **low to moderately low risk** areas had transect widths ranging from 5 meters to 15 meters. The areas that were surveyed at a higher intensity than the risk zone identified were selected due to lack of buried utilities, impenetrable

surfaces, steep slopes, or standing water within the survey area that would hinder the subsurface survey.

Each shovel probe (SP) was a minimum of 40 centimeters in diameter and was excavated to approximately 5-10 centimeters into sterile intact glacially derived parent material or up to 1 meter below grade where possible (indicated as “plan” in the SP and auger core (AC) descriptions in Attachment G). At the bottom of selected SPs, a 3-inch-diameter or a 4-inch diameter auger probe was used to extend the depth of the probe to examine the sediment profile up to approximately 2.5 meters in depth. Initially, all SPs were augered unless the sediment was too dense or rocky. However, to streamline the process as many of the SPs contained sediments that were not practical for augering, only SPs where imported fill or disturbed sediments were encountered 80 centimeters below the surface and 50% of SPs with intact sediments were augered. When water filled the SPs or ACs during excavation, the actual depth was modified. SPs or ACs were also terminated before reaching 5 centimeters into sterile intact glacial material or 1 meter if large cobbles or boulders, large roots, or extremely dense sediment were encountered.

All archaeologically excavated materials were screened through ¼-inch wire mesh hardware cloth. Global positioning system coordinates were collected for each SP and AC and were incorporated into the results maps in Attachment G. Sediment types and colors were documented using the Munsell Soil Color Chart for each SP and AC. If sediment change was observed during excavation, the depth of transition and information on whether the transition was abrupt, clear, or gradual was documented. A brief statement of stratigraphic interpretation was compiled for all geographical areas where general stratigraphic trends were identified. Each SP and AC was photographed.

Subsurface survey fieldwork for the project is ongoing; this report presents results from field investigations conducted through June 2025.

6.2.2.3 Archaeological Monitoring of Geotechnical Boreholes

Archaeological investigation of the APE included monitoring of geotechnical boreholes conducted in support of project design. In 2023, a cultural resources assessment, monitoring, and inadvertent discovery plan was developed to coincide with the geotechnical investigation.

To most effectively use the geotechnical work to help understand the archaeological environment for the project, the archaeological team conducted extensive background research to identify areas of increased probability throughout the project corridor. Certain areas were designated as high-probability based on an analysis of geological data, records of known archaeological sites, prior archaeological investigations, the predictive model developed by DAHP, ethnographic place-name locations, and historical archives, maps, and documents. By layering these data streams, 42 borehole locations were identified for archaeological monitoring. As the project design evolved, certain borehole locations were excluded from the plan, resulting in a total of 21 borehole locations that were ultimately monitored.

6.2.3 Historic Built Environment Resource Investigations

The cultural resources team surveyed and inventoried built environment resources in the APE that will be 50 years of age or older at the start of project construction (i.e., built in 1980 or earlier). A total of 704 individual buildings and structures were evaluated in the field from the

public right-of-way and recorded. When properties were not visible from the public right-of-way, Sound Transit requested right of entry (ROE).

Archival research, including accessing Snohomish County records, resulted in the compilation of maps and a database identifying built environment resources by build date within the APE. To identify known historic properties within the APE, information was collected on the developmental history of the area and its built environment resources using repositories and resources identified in Section 6.1. The resulting database was compared with WISAARD to determine which resources had current and up-to-date HPIs on file with DAHP. Per DAHP Cultural Resources Reporting Guidelines (2025), the cultural resources team resurveyed and updated documentation for historic-period resources (defined for this project as those dating to 1980 or earlier) with evaluations older than 10 years. All surveyed and inventoried resources were recorded on individual HPI forms, unless they were secondary structures such as a garage, shed, gas station canopy, or other building or structure not typically evaluated separately from the main resource on the property. Based on discussion with DAHP, properties with multiple resources that were planned and designed as part of a cohesive complex (e.g., mobile home parks and large apartment complexes) were recorded and evaluated on a single form. Cemeteries as a whole and individual burials are considered archaeological resources per DAHP's Cultural Resources Reporting Guidelines (2025) and are recorded on Archaeological Site Inventory Forms; buildings, structures, objects and landscape designs dating to 1980 or earlier that stand within cemeteries are considered by DAHP to be built environment resources; these resources were surveyed and inventoried by the built environment resources team and recorded on HPI forms. The survey and inventory were conducted by field survey teams who meet the Secretary of the Interior's Professional Qualification Standards for architectural history. A parcel-by-parcel pedestrian survey was completed to verify the accuracy of mapped resources identified during archival research and ensure comprehensive coverage of the APE. Fieldwork and archival research were closely coordinated to ensure consistency between mapped data and field observations. Teams used electronic tablets and digital cameras to collect and verify data in real time, generating field notes that documented architectural style, construction materials, visible modifications, physical integrity, and potential to contribute to a historic district.

Information gathered during field survey and archival research was used to prepare HPIs, which are recorded in WISAARD under project number 2021-11-07529. These inventories contain a physical description of each resource along with a statement of significance informed by research on the history of the project area, the history of the neighborhood, and the history of the individual property on which the resource stands. An NRHP eligibility recommendation for each recorded resource is also provided on these HPIs.

Section 106 requires the identification of historic properties listed or eligible for listing in the NRHP that are in the APE. Architectural historians completed the identification of historic properties by evaluating the surveyed properties in the APE in accordance with NRHP evaluation criteria and made eligibility recommendations for each built environment resource surveyed. To be eligible for listing in the NRHP, a built environment resource must meet one of four criteria for significance and possess sufficient integrity to express its significance (NPS 1995):

- Criterion A: Under Criterion A, properties can be determined eligible for listing in the NRHP if they are associated with events that have made a significant contribution to the broad patterns of our history.

- Criterion B: Under Criterion B, properties can be determined eligible for listing in the NRHP if they are associated with the lives of persons significant in our past (i.e., persons whose activities are demonstrably important within a local, state, or national context).
- Criterion C: Under Criterion C, properties can be determined eligible for listing in the NRHP if they embody the distinctive characteristics of a type, period, or method of construction, represent the works of a master, or possess high artistic values, or represent a significant and distinguishable entity whose components may lack individual distinction (i.e., are part of a district). Discrete features, a particular building for example, may best be documented under this criterion, though collections of resources may also have significance under Criterion C for architecture or engineering association.
- Criterion D: Under Criterion D, properties may be eligible for the NRHP if they have yielded, or may be likely to yield, information important in prehistory or history. To be eligible under Criterion D, the property must have, or have had, information to contribute to our understanding of human history and that information must be considered “important” (NPS 1997). Most commonly applied to archaeological sites, buildings, structures, and objects may be eligible under Criterion D if they are the principal source of information.

The built environment within the APE has experienced extensive changes with substantial residential development and commercial infill in the past four decades. Many buildings within the APE have experienced varying levels of alteration throughout recent years or have been entirely demolished, reducing overall integrity across the area. The potential for historic districts was evaluated as part of the survey and inventory process. One potential historic district was identified (Section 9.2.3.1). However, most groups of buildings with a significant concentration, linkage, or continuity of resource types within the APE had loss of integrity and could no longer convey the sense of a historic environment.

The results of survey and inventory, paired with additional archival research (including the historic context document presented in Attachment C), resulted in the cultural resources team’s initial recommendations regarding each surveyed resource’s eligibility for listing in the NRHP. The cultural resources team’s eligibility recommendations were shared with Sound Transit for review and comment. Sound Transit then consulted on NRHP eligibility under the terms of the MOU with the SHPO as described in Section 5, and the SHPO provided eligibility determinations for recorded resources. These eligibility determinations were included in FTA’s correspondence initiating Section 106, and the SHPO provided concurrence in their letter dated October 15, 2025 (see Section 5 and Attachment E).

7 ARCHAEOLOGICAL RECORDS SEARCH

A records search was conducted using DAHP’s WISAARD system to identify known archaeological sites as well as previously completed cultural resources studies within the background research area. The search results are described in Section 7.1 and 7.2.

7.1 Recorded Archaeological Sites

As shown in Table 7-1, there are 18 previously identified archaeological sites within the background research area for the EVLE Project, which contains the APE. Two of these archaeological resources are within the APE and are discussed below. Neither site had previously received a formal determination of NRHP eligibility. The remaining 16 archaeological

sites are located outside the APE, but within a distance of 1 mile. Their location in the APE vicinity was used to understand additional resource types that may be encountered during archaeological investigations for the project.

7.1.1 Site 45SN85

Site 45SN85 contains a precontact isolate projectile point that is within the APE. The basalt point is described as crudely made in a leaf shape. It was collected and remanded to the Snohomish County Historical Museum (Mattson 1980). Additional information about the site is provided in Section 9.

7.1.2 Site 45SN531

Seattle–Everett Interurban Lake Ballinger Segment is a historic railroad site within the APE. It is in south Snohomish County, just north of its boundary with King County, on glacial outwash ridges to the west of Lake Ballinger. The site is recorded as containing two portions of the Seattle–Everett Interurban Electric Railway grade within the APE (Shantry et al. 2014; Schneider et al. 2020). Upon completion of the extension and reroutes, the Seattle–Everett Interurban operated through the APE from 1910 to 1939. This segment of the railroad extends northeast from Mathay Ballinger Park to 76th Avenue West in Edmonds (Shantry et al. 2014; Schneider et al. 2020). As part of the archaeological survey for this project, the previously recorded site boundaries for site 45SN531 were combined and merged into a single, expanded site boundary consistent with the archaeological site inventory form completed for the project (Bush 2025a). Additional information about the expanded site boundary is provided in Section 9.

Table 7-1 Previously Recorded Archaeological Sites Within the Background Research Area

Site Number	Site Type	Brief Description	NRHP Eligibility Determination	Segment(s)	Within APE?
45SN85	Precontact Isolate	Precontact basalt isolate point.	Unevaluated	EVT	Yes
45SN531	Historic Railroad Properties	Seattle–Everett Interurban Railway and Trail.	Unevaluated	ALD and MAR	Yes
45SN88	Precontact Lithic Isolate	Precontact lithic isolate recorded in 1980.	Unevaluated	EVT	No
45SN629	Precontact Lithic Isolate	Edge-altered basalt cobble recorded in 2014.	Unevaluated	EVT	No
45SN397	Historic Debris Scatter	<i>Everett Pulp and Paper Mill Site</i> debris scatter.	Unevaluated	EVT and BI	No
45SN309	Precontact Shell Midden, Precontact Camp, Precontact Lithic Material	Precontact shell midden and camp with lithic material, fire-cracked rock, burnt earth lens, charcoal, and spalls.	Unevaluated	EVT	No

Site Number	Site Type	Brief Description	NRHP Eligibility Determination	Segment(s)	Within APE?
45SN41	Precontact Shell Midden	Precontact shell midden with lithic material, fire-cracked rock, charcoal, and fish bones.	Unevaluated	BI	No
45SN598	Precontact Lithic Material	<i>Marshland Lithic Scatter.</i>	Unevaluated	BI	No
45SN84	Precontact Isolate	<i>Braaten</i> is the site of a lithic isolate that is kept within Randolph P. Braaten's collection.	Unevaluated	EGN	No
45SN595	Historic Military Properties	<i>Paine Field Family Housing.</i> A historic military housing development ca. 1944-1956.	Determined not eligible	AIR	No
45SN939	Historic Property	<i>Steele Residence.</i> Paine Field Addition residential structure ca.1951.	Determined not eligible	AIR	No
45SN937	Historic Midden	<i>Emander Landfill.</i>	Unknown – report not available	MAR	No
45SN377	Precontact Isolate	Small number of lithic flakes. The number of flakes is too small to be considered a lithic scatter.	Unevaluated	ALD	No
45SN559	Historic Logging Property/Historic Culturally Modified Trees	<i>Gorman Property Notched Tree Stumps.</i> Site consists of two notched stumps, possibly related to springboard logging.	Unevaluated	ALD	No
45SN609	Historic Structure (unknown)	<i>Scriber Creek Park</i> site consists of historic structural components and a scatter of domestic items.	Determined not eligible	ALD	No
45SN564	Historic Windowpane Glass Isolate	Historic windowpane isolate separated from other nearby historic sites.	Unevaluated	ALD	No
45SN553	Historic Structure	Historic concrete building foundation.	Unevaluated	ALD	No
45SN552	Historic Structure	Historic building foundation and partial rooms.	Unevaluated	ALD	No

7.2 Previous Archaeological Studies

To develop a more robust understanding of the rich cultural history (both precontact and historical period) a review of archaeological reports and associated literature regarding cultural resources studies was completed within the background research area. As of February 2025, there were 90 reports on file with DAHP from previous cultural resource surveys that are within the background research area. They are listed in Attachment H along with annotations for those that included subsurface investigations such as SPs, machine tests, or monitoring. Of the 90 reports, 23 are within the APE for the EVLE Project. These previous surveys did not identify cultural resources within the APE.

7.3 Recorded Cemeteries

As shown in Table 7-2, five recorded cemeteries are within the background research area. See the CRSIP for more information. One of these, Evergreen Cemetery, is within the APE and is discussed below. Although Evergreen Cemetery did not have a previous formal determination of eligibility for listing in the NRHP, it was included in the historic built environment survey conducted for this project, with results in Section 9.2.2.8. The locations of these cemeteries in the vicinity of the APE were used to inform expectations regarding additional resource types that may be encountered during archaeological investigations for the project.

7.3.1 Site 45SN492

Evergreen Cemetery is an active cemetery established in 1898 that covers approximately 67 acres and is partially within the APE. Many of the burials have been moved from other converted cemetery lands or recovered from archaeological projects. The cemetery has a decorative stone entrance in an English style that was built in 1903 (DAHP 2006).

Table 7-2 Previously Recorded Cemeteries Within the Background Research Area

Site Number	Site Name	NRHP Eligibility Determination	Segment(s)	Within APE?
45SN492	Evergreen Cemetery	Unevaluated	EVT	Yes
45SN542	Floral Hills Cemetery	Unevaluated	ALD, ASH	No
45SN491	Cypress Lawn Memorial Park	Unevaluated	EGN, BI	No
45SN490	Everett City Cemetery	Unevaluated	BI, EVT	No
45SN555	Trinity Episcopal Church Columbarium	Unevaluated	EVT	No

8 ARCHAEOLOGICAL EXPECTATIONS

The APE and the glacial outwash plain it crosses have seen relatively little archaeological survey or investigation, with only a handful of precontact archaeological sites recorded in or adjacent to the APE. There are only four previously recorded precontact archaeological sites in or near the APE, with fewer than two dozen across the entire outwash plain, extending from the

Snohomish River in the east to the saltwater shoreline in the west. Additional sites have been recorded to the east of the Snohomish River as the landform rises and interfaces with the foothills. The sites recorded in or adjacent to the APE are primarily small lithic scatters or isolates. Although there are numerous cultural resource reports across the outwash plain, as of February 2025, only 23 pertain to areas within or adjacent to the APE (see details provided in Attachment H). Overall, very little is known about precontact land use and settlement within the APE and surrounding outwash plain.

Given the local geology and landscape within the APE, the areas with the highest potential for precontact use and preservation of archaeological sites are those near present and past bogs, marshes, lakes, and streams, as well as on-level terraces above water sources and at prominent landscape features. Extensive land alterations due to land reclamation, urbanization, farming, and transportation have affected the entire APE (see United States Army Corps of Engineers (USACE) et al. [1991] for a detailed discussion). These historic modifications, along with Late-Holocene sediment deposition, have often disturbed or buried former land surfaces that may have been occupied by early immigrants or Native Americans. Based on the information presented in Section 4, substantial development has occurred in this ancient glacial outwash plain during the historic and modern periods. Historic archaeological resources related to urbanization, farming, and transportation may be found throughout the depositional sequences, often directly under or within fill layers representing use during the historic period. Review of historic maps and photographs identified areas of specific land use, including agriculture, residential, infrastructure, and urban development. While these areas show increased potential for intact historic sites, they also reduce the likelihood of encountering intact precontact sites. Identifying specific locations that are less modified can be challenging when relying solely on maps or LiDAR, but when combined with historic photographs, ethnographic data, and in-field assessments, archaeological expectations can be refined.

Sections 8.1 and 8.2 examine the geologic, geomorphic, and cultural behaviors presented in Section 4 and focus on the background research area to help better understand archaeological expectations.

8.1 Precontact and Ethnographic Archaeology

The geomorphology and landscape of an area have profound impacts on the decisions people make and how they make a living. Knowledge of specific resource acquisition areas—whether food, raw materials, water, or defensible areas for village locations—and the most efficient and safe routes between these areas were used to maximize productivity. Similar to the shopping malls and walkable downtowns of today, people in the past would prioritize travel routes with access to a wide variety of resources. Fresh water was vital not only for drinking and cooking; navigable waterways were the main inland travel routes for the peoples of the Puget Lowland, which makes waterways one of the key factors used when modeling the probability of encountering archaeological sites. Thus, how and when the geology of an area has changed through time is essential information for assessing the potential of encountering archaeological material, as landforms provide context for past human behavior.

Geomorphology also impacts how and where archaeological sites are preserved. Archaeological sites are more likely to be preserved if buried by a low-energy depositional event soon after abandonment, such as a lake or stream slowly depositing sediment and organic material in an overbank (flood) event or slowly through sediment settling out of the water column; archaeological sites can also be preserved by small landslides, colluvium, ashfall from volcanos, and pyroclastic flows. The intersection of areas of higher preservation potential and

avored resource acquisition locations, travel routes, and village sites have the highest potential for hosting archaeological deposits. However, archaeological sites may be preserved without these specific conditions, so there is always some potential of encountering a site.

The APE is on an eroding plateau of late glacial materials, mainly advance outwash and till, with some variations in topography due to glacial deposition and erosion from glacial and recent streams, the latter of which would have been important to people in an otherwise uniform landscape. While the advance outwash was deposited on a level plain, glacial retreat left north-south trending striations on the plateau and blocks of ice that left depressions. These depressions formed kettle lakes (including Martha, Stickney, and Silver), bogs, and wetlands due to the poor drainage qualities of the till. All would have been prime resource acquisition areas.

The coastal areas to the north and west of the APE, the Snohomish River valley to the east, and the Sammamish River valley and near Lake Washington to the south would have been resource-rich areas known to and inhabited by people living in the region. Any travel corridors between these locations or from them to the interior of the plateau, such as trails or navigable creeks, would have been known and utilized. As many of the creeks on the west, north, and east boundaries are short due to the steepness and height of the plateau, south-draining creeks extended from Lake Washington or the Sammamish River to almost the northern extent of the plateau and would have made excellent travel corridors on foot or by canoe. One of these, Swamp Creek, intersects the APE at three locations.

Glacial processes would have alternately scoured the landscape and deposited tens to hundreds of meters of material above any archaeological material deposited before the Pleistocene within much of the APE. Therefore, it is more likely to encounter archaeological sites above Fraser glaciation deposits and within more recent alluvium and other Holocene deposits, as they have not been buried or removed by glacial forces.

Given the local geology and landscape within the APE, high risk areas for preserving archaeological sites are typically found near present and past bogs, marshes, lakes, and older depositional areas along streams or the older relict surfaces that may have been adjacent to aquatic features in the past. These areas may also contain multiple features, such as small creeks or prominent landscape features, which further increase the likelihood of finding cultural resources. Swamp Creek, an ethnographic place name of significance to local Tribes, is also considered a key corridor of interest for potential archaeological sites. This corridor has been substantially altered by immigrant human activity, particularly stream course modifications, making it more challenging to model past stable landscape features that may house archaeological resources.

Moderate risk areas for archaeological resources are those located farther from the primary landscape features identified in high-probability zones. These areas may contain only one of the features, such as a single creek or a solitary prominent landscape feature, rather than a combination of multiple resource-rich elements. While these areas still hold some potential for archaeological deposits, their likelihood of containing significant resources is lower compared to areas closer to key environmental features.

Areas classified as moderately low to low risk for archaeological resources are those situated at considerable distances from aquatic features like bogs, marshes, lakes, and depositional areas along streams. These areas lack environmental indicators, such as level terraces or proximity to water sources, which would suggest the presence of cultural resources. Given their distance

from resource-rich environments, these areas are less likely to contain archaeological deposits or sites, resulting in minimal potential for discovering cultural resources.

8.2 Historical-Period Archaeology

Archaeological probability and sensitivity in areas that have been urban in the historical period to the present is based on historic records, including parcel records, historic maps, and the information these impart to us regarding depositional activity. With this information, places where material artifacts are more likely to be found can be identified, and combined with information about the current built environment, expectations for where important archaeological data can be found can be refined. Places where there is a higher probability of encountering archaeological material in urban settings include:

- **Open spaces** – Areas within the APE that do not include structures. These spaces may once have contained structures or have been used for other purposes that can be identified during archaeological survey, such as agricultural use, refuse collection or burning, land clearing practices, landscaping, remains of outdoor toilets, abandoned wells, or foundations.
- **Outbuildings** – Buildings that are not directly related to a residential or commercial structure. These might include outdoor toilets, sheds, or other structures not identified during built environment survey.
- **Known/inferred activity areas** – Areas that show evidence of landscaping or have been identified on historic maps (e.g., a blacksmith building identified on a Sanborn map) could contain evidence of these activities in the form of tools, buried refuse, burn piles, faunal material from butchering, etc.
- **Within building footprints** – Foundations or footings of former buildings may contain some archaeological material, but this is usually material pushed into place during demolition or removal of the building and may not constitute an intact deposit. These materials can still impart information that enhances our understanding of past land use.

The APE lies mainly along modern transportation corridors, many of which were laid over historic transportation corridors, along with residential, commercial, and industrial development concurrent with these routes. Changes in land use may have resulted in addition or removal of fill, demolition of old structures, and deposits that speak to past land use. Structural remains, and refuse scatters and deposits of residential, commercial, or industrial nature may be present.

9 FIELD INVESTIGATION RESULTS

This section presents the results of the archaeological and built environment investigations for the project through June 2025. As described in the CRSIP in Attachment C, additional field investigations are to be conducted as the project advances to support the Final EIS, final design, and construction.

The identification and evaluation of archaeological resources presented in this section was based predominantly on elements introduced in previous sections that served to develop a detailed context of the APE for the EVLE Project. Results of the archaeological investigations are presented in Section 9.1.

The results of the built environment resources survey are described in Section 9.2. A list of all surveyed historic built environment resources is provided in Attachment A. Photographs of all built environment resources are provided in Attachment B. As discussed in Section 5, the SHPO has concurred with the determinations of NRHP eligibility.

9.1 Archaeological Field Survey

As of August 2024, the pedestrian survey was completed for all accessible public rights-of-way within the APE. The subsurface survey was completed in June 2025. Archaeological monitoring of geotechnical boring activities continues in support of project design.

Geotechnical investigations were performed to support the preliminary design of the EVLE Project. Geotechnical borings began in January 2024 and are anticipated to continue through 2027.

Archaeological monitoring of the geotechnical boreholes for the EVLE Project generally confirmed presumptions of the geological and morphological profile. Glacial till and glacial outwash were the most common sediments encountered in the bores, while Holocene alluvium from the Snohomish River was encountered in the Everett Station Segment in downtown Everett above glacial outwash. All of the bores had imported fills and/or disturbed local sediments for the first several feet. No refuse or cultural resources have been encountered during geotechnical monitoring.

The following sections provide a detailed summary of the results of archaeological investigations conducted within the APE, including pedestrian surveys, subsurface investigations, and geotechnical boring monitoring. Consistent with the methods outlined in Section 6, high-probability areas were identified within the APE and organized into archaeological survey areas that were then assessed for archaeological sensitivity. Survey areas were labeled with unique IDs where each ID consists of the segment acronym, followed by "SA" (denoting "Survey Area"), and a unique area number assigned sequentially from south to north within each segment. For example, ALD-SA-1 represents the first survey area in the West Alderwood (ALD) Segment. Pedestrian surveys, SPs, and monitoring of geotechnical borings were conducted to assess the presence of cultural resources across the APE.

Descriptions of each survey area, including results of the desktop analysis and sensitivity assessment, are provided in Attachment D. Figures depicting the locations of all survey areas, SPs, and geotechnical boreholes for each segment are included in Attachment G.

The methods used to conduct these surveys are detailed in Section 6, with key abbreviations such as "ROE" for right of entry explained as needed. No previously unrecorded archaeological resources were identified within the APE, and no historic properties eligible for the NRHP were encountered during the subsurface survey or geotechnical monitoring.

9.1.1 Archaeological Investigation Results

This section is organized to first present the results of the pedestrian survey, followed by a summary of the subsurface survey, including SP descriptions provided in centimeters (cm) and sediment profiles. Geotechnical boring monitoring results are also provided, along with a summary of any findings related to potential cultural resources. Detailed matrix, SP, and geotechnical borehole descriptions, along with maps showing the field survey results, are provided in Attachment G.

Additionally, an overview of any previously identified archaeological sites within the APE is included, offering context for the significance of these sites in relation to the project. Archaeological site inventory forms were completed for newly identified archaeological resources within the APE (Table 9-1). In addition, the boundaries of the pre-recorded components of archaeological site 45SN531, which were limited to the Seattle–Everett Interurban Railway, were substantially expanded and incorporated a 1.4 mile stretch of the Everett–Snohomish Interurban Railway. The updated site boundary reflects a more comprehensive understanding of the resource’s extent and condition both within and adjacent to the APE. The Seattle–Everett Interurban Railway extends from the West Alderwood Segment to the Everett Station Segment. The Everett–Snohomish Interurban Railway extends from the Everett Station Segment, north of the Evergreen Cemetery, and continues east toward the Snohomish River. Approximately 12.5 miles of the Seattle–Everett Interurban Railway alignment is within this updated site boundary, but only 4.5 miles fall within the APE. Of the roughly 1.4 miles of the Everett–Snohomish Interurban Railway alignment included in the site boundary, only 0.1 mile falls within the APE (Figure 9-1).

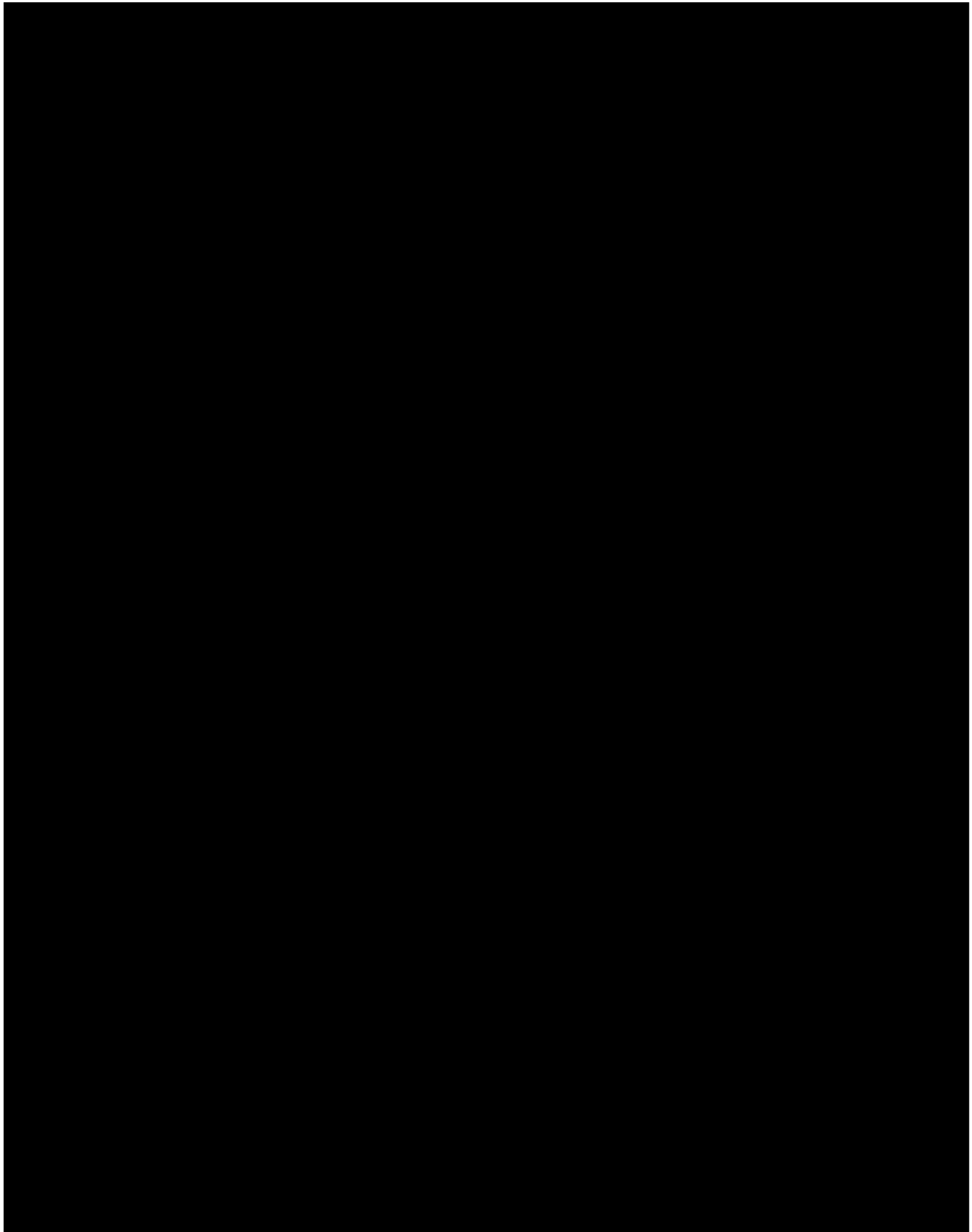
Sound Transit conducted pedestrian survey along roughly 10 miles of the Seattle–Everett Interurban Railway and 1.1 miles of the Everett–Snohomish Interurban Railway, following the historic railway alignments as closely as possible. Inaccessible areas—such as those intersected by I-5 or other major roadways—were not surveyed due to access. Some portions of the former railway corridor were obscured or removed.

The following discussions for each segment in which the Interurban Railway falls within the APE—including where it runs adjacent to or parallel with the APE—include a summary of the portion of the railway within that segment. Two sections of the railway that do not fall within the APE are summarized separately in Section 9.1.2: the Silver Lake section and the Everett–Snohomish link, which extends from the Seattle–Everett link in Everett, north of the Evergreen Cemetery to the Snohomish River.

Table 9-1 Identified Archaeological Sites Within and Adjacent to the APE

Site Number	Site Type	Brief Description	NRHP Eligibility Determination	Segment(s)
45SN531	Historic Railroad Properties	Seattle-Everett Interurban Railway and Trail. Everett-Snohomish Interurban Railway	Not eligible	ALD, ASH, MAR, EGN, BI, EVT
45SN959	Historic Objects	1969 United States penny and a 1956 Northwestern Glass Co. bottle fragment	Not eligible	BI
45SN960	Historic Isolate	1963 Northwestern Glass Co. bottle base fragment	Not eligible	BI
45SN961	Historic Isolate	1950 Dad’s root beer bottle	Not eligible	EVT
45SN85	Precontact Isolate	Precontact basalt isolate point.	Not eligible	EVT

**Figure 9-1 Seattle-Everett and Everett-Snohomish Interurban Railway Within
and Near the APE (Redacted)**



9.1.1.1 West Alderwood Segment

The West Alderwood Segment is approximately 2 miles long and includes three Build Alternatives. This segment has a range of developed and undeveloped areas that include a portion of the Swamp Creek area with known Tribal importance and elevated archaeological potential. The majority of the West Alderwood Segment alternatives fall within “Low to Moderately Low Risk” areas identified by the DAHP predictive model. Few “Moderate Risk” areas are distributed to the northwest of Alderwood Mall Boulevard, while the only “High and Very High Risk” areas extend approximately 80 meters south from the boundary of the West Alderwood and Ash Way Segments (GeoEngineers 2009).

Eight survey areas were identified in this segment through a review of the resources in Section 6.1, with the survey areas and sampling strategy determined according to the methodology outlined in Section 6.2. Archaeological work conducted in this segment included pedestrian survey in rights-of-way and some private parcels where ROE was granted, 34 SPs for subsurface investigations and one geotechnical bore that was monitored by an archaeologist. A summary of these investigations, including any notable findings and observed isolated and/or temporally non-diagnostic cultural materials, is provided below. Figures showing the locations of the survey areas, SPs, and geotechnical boreholes for the West Alderwood Segment are provided in Attachment G.

The previously recorded archaeological site within this segment (45SN531) has had its site boundary expanded, but no previously unrecorded archaeological resources were identified.

Pedestrian Survey

ERCI staff performed a pedestrian survey for the West Alderwood Segment on June 18 and 19, 2024. Most of the rights-of-way in this segment contain asphalt roads, concrete sidewalks, asphalt parking lots, and buried utility lines with thin ornamental plant beds between the infrastructure.

On the southeast side of Beech Road between its intersections with 184th Street SW and Alderwood Mall Parkway, two upright wood posts and five wood beams on the ground surface were encountered between the road and the Interurban Trail where there is a connector path between the trail and the sidewalk. These were not formally recorded as they were temporally non-diagnostic and had no clear association with any activity or use.

Subsurface Survey

In the West Alderwood Segment 49 SPs were excavated. General SP descriptions are provided below, and more detailed descriptions and maps are included in Attachment G. Survey Areas ALD-SA-1, ALD-SA-4, ALD-SA-6, and ALD-SA-7 were unsuitable for subsurface survey. Part of Survey Areas ALD-SA-2 and ALD-SA-3 are within Snohomish County Public Utility District (SnoPUD) parcels, which were not included in the subsurface survey conducted through June 2025.

Of the 49 SPs, refuse was encountered in 27 SPs within only imported fills and disturbed local sediments. A modern Shasta soda can, made between 1982–1990 was encountered in SP 13 (Logopedia 2025c); all other refuse was nondiagnostic. The refuse is likely related to grading and construction of roads. No historic properties were encountered in the West Alderwood Segment.

Survey Area ALD-SA-3 was initially identified as “Low to Moderately Low Risk” in the DAHP predictive model (GeoEngineers 2009), which was created in 2009 and therefore did not incorporate archaeological site 45SN531 (Seattle–Everett Interurban Lake Ballinger Segment) in its analysis. However, the presence of site 45SN531 has elevated the area's risk classification to **high and very high risk**, influencing the survey intensity used for the subsurface investigation. Due to buried utilities and an intersecting driveway, SPs could not be placed in the southern portion or the center of the area. Six SPs were excavated in Survey Area ALD-SA-3; in this area, the sediments encountered included imported fill, disturbed local sediments, and an intact glacial till. Of the six SPs, 33% contained imported fill over intact glacial till, 33% disturbed local sediments over intact glacial till, 17% contained imported fill over disturbed local sediments, and 17% contained imported fill over disturbed local sediments overlying intact glacial till. This set of profiles is consistent with the expected sediments of the area, which were urban land and glacial till (Minard 1983; Soil Survey Staff 2022). In this area, the imported fill and sediment disturbance appears to be from road and infrastructure construction and the one SP that had no intact sediment was in the vicinity of SPs with both. With mostly near surface disturbance in this area, it is still a high risk area as intact sediments were encountered.

Survey Area ALD-SA-5 was identified as “Moderately Low Risk” in the DAHP predictive model (GeoEngineers 2009). Due to the presence of buried utilities, the areas available for subsurface surveys were limited. As a result, the SPs were placed in closer proximity to one another to achieve a standard sampling density. Desktop analysis of the resources outlined in Section 6.1 identified no variables in the vicinity of this survey area that would elevate the risk level for survey intensity; therefore, it was surveyed at the **low and moderately low risk** intensity. Four SPs were excavated in Survey Area ALD-SA-5; in this area, the sediments encountered included imported fill, disturbed local sediments, and an intact glacial till. Of the four SPs, 50% contained a profile of imported fill over disturbed local sediments, while 25% contained imported fill above disturbed local sediments overlying intact glacial till, and the final 25% contained disturbed local sediments over intact glacial till. This set of profiles is consistent with the expected sediments for the area, which were urban land and glacial till (Minard 1983; Soil Survey Staff 2022). In this area, the imported fill and sediment disturbance appears to be from road and infrastructure construction. It is likely that for the SPs where no intact sediment was encountered, there is intact sediment below the disturbed sediments as per the other two SPs. With mostly near surface disturbance in this area, it is still a moderately low risk area as intact sediments were encountered.

Survey Area ALD-SA-8 was identified as “Moderately Low Risk” in the northeastern portion and “Moderate Risk” in the southwestern portion, according to the DAHP predictive model (GeoEngineers 2009). However, the presence of Swamp Creek, identified as an ethnographic place name and located directly north of the survey area, elevates the risk to high in the northeastern portion. Additionally, the proximity of the Interurban Trail running parallel to the survey area increases the survey area's overall risk classification to high. Though the subsurface survey intensity for the survey area was **high and very high risk**, due to buried utilities in the northeastern, center, and southwestern portions of the survey area, SPs could not be placed there. Thirty-nine SPs were excavated in Survey Area ALD-SA-8; in this area, the sediments encountered included imported fill, disturbed local sediments, and an intact glacial till. Of the 39 SPs, 36% contained disturbed local sediments over intact glacial till, 30% contained imported fill over intact glacial till, 13% contained only imported fill (concrete at base), 10% contained imported fill over disturbed local sediments, 7% contained only disturbed local sediments, 2% contained imported fill over disturbed local sediments overlying intact glacial till, and 2% contained only intact glacial till. This set of profiles is consistent with the expected

sediments of the area, which were urban land and glacial till (Minard 1983; Soil Survey Staff 2022). In this area, the imported fill and sediment disturbance appears to be from road, infrastructure, and Interurban railroad and trail construction. The SPs with deep imported fill and sediment disturbance are concentrated to the northern portion of area, decreasing the risk for that portion. However, for the rest of the area, only near surface disturbance was encountered, increasing the risk of encountering intact archaeological resources.

No previously unrecorded archaeological resources were encountered during the subsurface survey within the West Alderwood Segment.

Geotechnical Boring Monitoring

One geotechnical borehole (A58) has been monitored in the West Alderwood Segment. General borehole descriptions are provided below, and more detailed descriptions are included in Attachment G.

Borehole A58 is in the cloverleaf of the SR 525 and I-5 interchange, so there is likely significant ground disturbance in this area. This borehole was drilled twice, as the first attempt encountered a utility line at 20 feet and had to be terminated. The sediments encountered in the bore matched this expectation, with disturbed local sediments to a depth of about 20 feet above intact glacial till, characterized by unsorted, densely compacted clasts to the base of the bore at 120 feet. Borehole A58 is in an area identified as “Low Risk” according to DAHP’s predictive model (GeoEngineers 2009), which is supported by the significant ground disturbance encountered in this bore.

No previously unrecorded archaeological resources were encountered during geotechnical monitoring within the West Alderwood Segment.

Archaeological Sites

45SN531 – Interurban Railway (Seattle to Everett Link)

One previously recorded archaeological site, described in Section 7.1.2, has been identified within the West Alderwood Segment. Archaeological site 45SN531, the Seattle–Everett Interurban Lake Ballinger Segment, is a linear historic railroad site with multiple previously recorded sections along its length. The section within the West Alderwood Segment corresponds to one of the two previously recorded areas located within the APE. The site boundary has since been expanded to include all portions of the resource located within and adjacent to the APE and spans multiple segments. The evaluation of the entire site is provided below in Section 9.1.2.

This section of the Interurban Trail and the historic railway alignment is between and parallel to both Alderwood Mall Boulevard and I-5. Survey began at the south end of the APE, and ended between Beech Road and I-5, where the historic railway alignment crosses I-5 (Figure 9-2 through Figure 9-5). Grass, small trees, bushes, above and below ground utilities, road signs, fencing, and retaining walls are located along the paved trail.

This section of the historic railway alignment and trail is in a heavily modified area, with two major roadways on either side and a chain-link fence separating the trail from I-5. Two substations are located along the historic railway alignment. Based on Snohomish County aerial photographs, the northern substation appears to have been constructed between approximately 1947 and 1955, and the southern substation between approximately 1965 and 1969 (Snohomish County Public Works [SCPW] 1947–1984). These substations postdate the

operation of the Interurban Railway and would not have provided electrical power to the line. Their construction, however, would have disturbed or removed any remaining physical evidence of the Interurban Railway in those locations. The cut and grade from the Interurban Railway are visible along this section of the historic railway alignment, giving the appearance of small rolling hills along the paved Interurban Trail. However, on either end of the Alderwood Mall Boulevard bridge the cut and grade is no longer visible.

One area along the historic railway alignment, where the trail curves, may have been the location of an Interurban station. This area was inspected; however, no evidence of a station was observed (Figure 9-6). ERCI recorded one old-looking power pole near the recorded segment of site 45SN531 (Figure 9-7). The power pole had wires attached to it and appeared to still be in use. The power pole was much shorter than nearby modern power poles and had a diameter of 84 cm.

Figure 9-2 View Northeast, Looking Up Interurban Trail From South End of APE



Figure 9-3 View Southwest, Towards the Intersection of Alderwood Mall Boulevard and 40th Avenue W



Figure 9-4 View Northeast, Prerecorded Segment of Site 45SN531 and Intersection of Alderwood Mall Boulevard and 33rd Avenue



Figure 9-5 View Southwest, End Point of Historic Railway Alignment in West Alderwood Segment



Figure 9-6 View Southwest, Possible Interurban Station Location, Bend in Modern Interurban Trail



Figure 9-7 View Northeast, Old Power Pole Near Prerecorded Section of Site 45SN531



9.1.1.2 Ash Way Segment

The Ash Way Segment is approximately 3.2 miles long and includes two Build Alternatives. This segment has a range of developed and undeveloped areas that include a portion of the Swamp Creek area with known Tribal importance and elevated archaeological potential. Additionally, in this segment there is a tributary of Swamp Creek, Ash Way Creek. The majority of the Ash Way Segment alternatives have been identified as “Moderate Risk” and “Low to Moderately Low Risk” according to the DAHP predictive model. The only area of “High and Very High Risk” extends approximately 80 meters north from the boundary of the West Alderwood and Ash Way Segments (GeoEngineers 2009).

Twenty-six survey areas were identified in this segment through a review of the resources in Section 6.1, with the survey areas and sampling strategy determined according to the methodology outlined in Section 6.2. Archaeological work conducted in this segment included pedestrian survey in rights-of-way and some private parcels where ROE was granted, 49 SPs for subsurface investigations, and one geotechnical bore that was monitored by an archaeologist. A summary of these investigations, including any notable findings and observed isolated and/or temporally non-diagnostic cultural materials, is provided below. Figures showing the locations of the survey areas, SPs, and geotechnical boreholes for the Ash Way Segment are provided in Attachment G.

The previously recorded archaeological site within this segment (45SN531) has had its site boundary expanded, but no previously unrecorded archaeological resources were identified.

Pedestrian Survey

ERCI staff performed a pedestrian survey for the Ash Way Segment on June 18 and 19, 2024, and August 13, 2024. Much of the rights-of-way are on small, residential streets and include the street, occasionally a sidewalk, often buried utilities and drainage ditches with culverts below driveways, and either non-native grass lawns or ornamental plant beds. Additionally, there is a mix of residential and commercial areas, and the right-of-way contains more asphalt and sidewalk with narrow ornamental plant beds between the road and the sidewalk.

An unofficial trail with widely-spaced beams was encountered west of 154th Place Southwest in ASH-SA-16 (Figure 9-8 and Figure 9-9). The trail is 60 meters long and parallel to I-5 and the Interurban Trail. There are eight beams evenly spaced 26 feet apart that all roughly measure 320 by 18 by 9 centimeters, and they are partially buried. At the end of the trail there are no visible beams, and vegetation becomes dense. To further determine the nature of the beams and trail, the area was revisited during the subsurface survey in February 2025. It was determined that the beams are part of a modified creek bed that drains out of a culvert below I-5, then runs parallel to it (Figure 9-10).

Figure 9-8 View Northeast, Beams on Unofficial Trail in Survey Area ASH-SA-16



Figure 9-9 View Northwest, Close-Up of One of the Beams on the Unofficial Trail in Survey Area ASH-SA-16



Figure 9-10 View Northwest, Modified Creek Bed with Beams in Survey Area ASH-SA-16



A springboard notched stump was encountered in ASH-SA-18 (Figure 9-11). The springboard notched stump was not evaluated for the NRHP; the stump is isolated and deteriorating.

Figure 9-11 View West by Southwest, Springboard Notched Stump in Survey Area ASH-SA-18



No previously unrecorded archaeological resources were encountered during the pedestrian survey within the Ash Way Segment.

Subsurface Survey

In the Ash Way Segment 83 SPs were excavated. General SP descriptions are provided below, and more detailed descriptions and maps are included in Attachment G. Survey Areas ASH-SA-9, ASH-SA-10, and ASH-SA-17 were unsuitable for subsurface survey. Survey Areas ASH-SA-1 to 8, ASH-SA-12 to 15, part of ASH-SA-18, ASH-SA-19, ASH-SA-21 to 23, and ASH-SA-25 are within unincorporated Snohomish County or SnoPUD parcels, which were not included in the subsurface survey conducted through June 2025. Of the 83 SPs, refuse was encountered in 12 SPs within only imported fills and disturbed local sediments. A modern Thomas Kemper Hefeweizen amber glass beer bottle, made after 1980 was encountered in SP 282.1 (Chuckanut Brewery 2025; Wikipedia 2024); all other refuse was nondiagnostic. The refuse is likely related to grading and construction of roads. No historic properties were encountered in the Ash Way Segment.

Survey Area ASH-SA-11 was identified as “Low Risk” in the DAHP predictive model (GeoEngineers 2009). Due to the presence of buried utilities and slopes, the areas available for subsurface survey were somewhat limited. Where subsurface survey was possible in this survey area, the **low and moderately low risk** intensity was used. Desktop analysis of the resources outlined in Section 6.1 identified no variables in the vicinity of this survey area that would elevate the risk level for survey intensity. Twelve SPs were excavated in Survey Area ASH-SA-11; in this area, the sediments encountered included disturbed local sediments and

intact glacial till. Of the 12 SPs, 50% contained a profile of disturbed local sediments over intact glacial till, 42% contained a profile of only disturbed local sediments, and 8% contained a profile of only intact glacial till. This set of profiles is consistent with the expected sediments for the area, which were urban land and glacial till (Minard 1983; Soil Survey Staff 2022). In this area, the sediment disturbance appears to be from road and infrastructure construction. It is likely that for the SPs where no intact sediment was encountered, there is intact sediment below the disturbed sediments as per the other SPs. With mostly near surface disturbance in this area, it is still a low risk area as intact sediments were encountered.

Survey Area ASH-SA-16 was identified as “High Risk” in the DAHP predictive model as it is adjacent to the Interurban Trail (GeoEngineers 2009). Due to a modified creek and a steep slope up to I-5, SPs could not be dug on the northwest side of the survey area; in the remaining area, the **high and very high risk** intensity was used. Sixteen SPs were excavated in Survey Area ASH-SA-16; in this area, the sediments encountered included disturbed local sediments and intact glacial till. Of the 16 SPs, 86% contained a profile of disturbed local sediments over intact glacial till and 14% contained a profile of only disturbed local sediments. This set of profiles is consistent with the expected sediments for the area, which were urban land and glacial till (Minard 1983; Soil Survey Staff 2022). In this area, the sediment disturbance appears to be from the trail and modification of the creek. It is likely that for the SPs where no intact sediment was encountered, there is intact sediment below the disturbed sediments as per the other SPs. With mostly near surface disturbance in this area, it is still a high risk area as intact sediments were encountered.

Survey Area ASH-SA-18 was identified as “Moderate to Low Risk” in the DAHP predictive model; the **moderate risk** intensity was used as that was the predominant risk level in the survey area (GeoEngineers 2009). SPs were not dug in the southern and northern portions due to dense vegetation or the eastern side as it was cut off by a retaining wall for I-5. Desktop analysis of the resources outlined in Section 6.1 identified no variables in the vicinity of this survey area that would elevate the risk level for survey intensity. Seven SPs were excavated in Survey Area ASH-SA-18; in this area, the sediments encountered included disturbed local sediments and intact glacial till. Of the seven SPs, all of them contained a profile of disturbed local sediments over intact glacial till. This profile is consistent with the expected sediments for the area, which were urban land and glacial till (Minard 1983; Soil Survey Staff 2022). In this area, the sediment disturbance appears to be from the construction of the I-5 retaining wall and residential buildings. With mostly near surface disturbance in this area, it is still a moderate to low risk area as intact sediments were encountered.

Survey Area ASH-SA-24 was identified as “High Risk” in the DAHP predictive model due to the Interurban Trail (GeoEngineers 2009). Based on this classification, the survey was conducted at a **high and very high risk** intensity. Two culverts and a steep slope required some SPs to be clustered and others spread out in the northern portion of the survey area. Twenty-seven SPs were excavated in Survey Area ASH-SA-24; in this area, the sediments encountered included imported fill, disturbed local sediments, intact glacial till, and intact glacial outwash. Of the 27 SPs, 56% contained a profile of disturbed local sediments over intact glacial till, 15% contained a profile of only disturbed local sediments, 11% contained a profile of imported fill over intact glacial till, 11% contained a profile of imported fill over disturbed local sediments overlying intact glacial till, and 7% contained a profile of disturbed local sediments over intact glacial till overlying intact glacial outwash. This set of profiles is not consistent with the expected sediments for the area, which were urban land and intact glacial till (Minard 1985a; Soil Survey Staff 2022). However, on the Minard (1985a) surface geology map, the area is just over 300 meters from a mapped advance outwash unit. In this area, the disturbed local sediment appears

to be from trail and infrastructure construction. It is likely that for the SPs where no intact sediment was encountered, there is intact sediments below per the other SPs. With only near surface disturbance in this area, it is still a high risk area as intact sediments were encountered.

Survey Area ASH-SA-26 was identified as “Moderate Risk” in the DAHP predictive model (GeoEngineers 2009). Desktop analysis of the resources outlined in Section 6.1 identified no variables in the vicinity of this survey area that would elevate the risk level for survey intensity. Therefore, the survey was conducted at a **moderate risk** intensity. Twenty-two SPs were excavated in Survey Area ASH-SA-26; in this area, the sediments encountered included imported fill, disturbed local sediments, intact glacial till, and intact glacial outwash. Of the 22 SPs 77% contained a profile of disturbed local sediments over intact glacial till, 9% contained a profile of only intact glacial till, 9% contained a profile of disturbed local sediments over intact glacial till overlying intact glacial outwash, and 5% contained a profile of imported fill over disturbed local sediments overlying intact glacial till. Other than one occurrence of intact glacial outwash in an auger hole, this set of profiles is consistent with the expected sediments for the area, which were urban land and intact glacial till (Minard 1985a, 1985b; Soil Survey Staff 2022). The Minard (1985a) map depicts glacial outwash as close as a quarter of a mile to this survey area, which is below the glacial till in this area. In this area, the disturbed local sediments appear to be from trail and infrastructure construction and logging. With mostly near surface disturbance in this area, it is still a moderate risk area as intact sediments were encountered.

No previously unrecorded archaeological resources were encountered during the subsurface survey within the Ash Way Segment.

Geotechnical Boring Monitoring

A single geotechnical borehole (A59) was completed in the Ash Way Segment. General borehole descriptions are provided below, and more detailed descriptions are included in Attachment G.

Borehole A59 is in the cloverleaf of the SR 525 and I-5 interchange, so there is likely significant ground disturbance in this area. The sediments encountered in the bore matched this expectation, with disturbed local sediments and imported fill to 15 feet above unsorted, densely compacted intact glacial till to the base of the bore at 60 feet. Borehole A59 is in an area identified as “High Risk” according to DAHP’s predictive model (GeoEngineers 2009), though the significant ground disturbance caused by road construction has decreased the probability of encountering intact archaeological deposits.

No previously unrecorded archaeological resources were encountered during geotechnical monitoring within the Ash Way Segment.

Archaeological Sites

45SN531 – Interurban Railway (Seattle to Everett Link)

One previously recorded archaeological site, described in Section 7.1.2, has been identified within the Ash Way Segment. Archaeological site 45SN531, the Seattle–Everett Interurban Lake Ballinger Segment, is a linear historic railroad site with multiple previously recorded sections along its length. The section within the Ash Way Segment corresponds to one of the two previously recorded areas located within the APE. This section of archaeological site 45SN531 is a continuation of the same previously recorded section in the Mariner Segment that is described in Section 9.1.1.3. The site boundary has since been expanded to include all portions

of the resource located within and adjacent to the APE and spans multiple segments. The evaluation of the entire site is provided below in Section 9.1.2.

This section of the Interurban Trail and historic railway alignment is parallel to the east side of I-5. It was split into two parts as I-5 and 164th Street SW bisect the historic railway alignment and would have disturbed or removed evidence of the Interurban Railway. The first section of the pedestrian survey began at the Interurban Trailhead on Butternut Road and ended roughly a quarter of a mile south of 164th Street SW (Figure 9-12 and Figure 9-13). The second section of the pedestrian survey began at the Interurban Trailhead at 160th Street SW, and ended approximately 400 feet northwest of 13828 Meadow Road where the historic railway alignment crosses I-5 (Figure 9-14).

Grass, small trees, deteriorated stumps, bushes, above ground utilities, signs, retaining walls, and fencing from I-5 and private residences are located along the Interurban Trail. To the west of the trail is I-5, and there is barbed wire fencing and chain link fencing separating I-5 from the trail. To the east of the trail are private single-family homes, generally with a wood fence for privacy. In this section of the trail the paved surface is level, although off to the side of the pavement there are stretches of flat areas, and the cut and grade from the Interurban Railway are visible, giving the appearance of small rolling hills.

During the pedestrian survey, one deteriorated piece of milled lumber covered by grass was encountered that was parallel to and adjacent to the Interurban Trail; the deteriorated piece of lumber measured approximately 197 by 33 by 10 cm (Figure 9-15). On the surface near the Interurban Trail, a complete Heinz 57 colorless glass jar for baby food was encountered (Figure 9-16). Heinz began producing baby food in the 1930s due to the Great Depression (Kraft Heinz, Inc. 2025). There is not enough information available on the Heinz 57 jar for it to be considered a cultural resource.

Figure 9-12 View South, Inaccessible Area of the Historic Railway Alignment at the Interurban Trailhead at Butternut Road



Figure 9-13 View North, Interurban Trail and Historic Railway Alignment, Sign for I-5 Exit 183 to Left



Figure 9-14 View South, Interurban Trail, End Point of Historic Railway Alignment for Ash Way



Figure 9-15 View North, Deteriorated Piece of Milled Lumber Covered by Grass



Figure 9-16 Plan View, Heinz 57 Lid of Complete Colorless Glass Jar



9.1.1.3 Mariner Segment

The Mariner Segment is approximately 1.2 miles long and includes two Build Alternatives. This segment is a stretch of residentially developed areas along Airport Road. Swamp Creek, oriented roughly northeast to southwest through the APE, confluences with Lake Stickney about a half mile south of the APE. As defined by the DAHP predictive model, almost the entire Mariner Segment has been identified as “Moderate Risk” and “Low to Moderately Low Risk” for archaeological resources. There is a small, isolated area of “High Risk” in between the Airport Road and E Gibson Road intersection and the Airport Road and Admiralty Way intersection (GeoEngineers 2009). This “High Risk” area is within the vicinity of Swamp Creek.

Four survey areas were identified in this segment through a review of the resources in Section 6.1, with the survey areas and sampling strategy intensity determined according to the methodology outlined in Section 6.2. Archaeological work conducted in this segment included a pedestrian survey in rights-of-way and some private parcels where ROE was granted and four geotechnical bores that were monitored by an archaeologist. Subsurface survey in the Mariner Segment was not completed as of June 2025. A summary of the investigations completed, including any notable findings and observed isolated and/or temporally non-diagnostic cultural materials, is provided below. Figures showing the locations of the survey areas and geotechnical boreholes for the Mariner Segment are provided in Attachment G.

The previously recorded archaeological site within this segment (45SN531) has had its site boundary expanded, but no previously unrecorded archaeological resources were identified.

Pedestrian Survey

ERCI staff performed a pedestrian survey for the Mariner Segment on June 18, 2024, and August 13, 2024. This segment is within a commercial district with wide roads, sidewalks, and parking lots with mostly narrow ornamental plant beds between the impenetrable surfaces and

some buried utilities. There is also a residential area with a mix of apartment complexes and single-family homes. This area consists of wide rights-of-way with sidewalks, buried utilities, and a mix of non-native grass lawns and forested areas on both sides of the road.

No previously unrecorded archaeological resources were encountered during the pedestrian survey within the Mariner Segment.

Subsurface Survey

The subsurface survey within the Mariner Segment was not completed as of June 2025. Subsurface survey completed prior to the Final EIS will be reported in that document.

Geotechnical Boring Monitoring

Three geotechnical boreholes (A42, L9, and R48) fell within the segment and were archaeologically monitored.

At all three boreholes, the surrounding area has been modified with the construction of roads, infrastructure, businesses, and residences, so there is likely some ground disturbance from these activities. The sediments encountered in the bores matched these expectations, with disturbed local sediments to a maximum depth of 15 feet above the unsorted, densely compacted intact glacial till to the base of Borehole R48 at 30 feet; sorted, sandy silt to silty sand intact advance outwash was encountered below the till in Boreholes A42 and L9 to the base of the bores at 120 feet and 150 feet, respectively. All three bores are in areas of “Low Risk” as identified in the DAHP predictive model (GeoEngineers 2009).

No previously unrecorded archaeological resources were encountered during the geotechnical monitoring within the Mariner Segment

Archaeological Sites

45SN531 – Interurban Railway (Seattle to Everett Link)

One previously recorded archaeological site, described in Section 7.1.2, has been identified within the Mariner Segment. Archaeological site 45SN531, the Seattle–Everett Interurban Lake Ballinger Segment, is a linear historic railroad site with multiple previously recorded sections along its length. The section within the Mariner Segment corresponds to one of the two previously recorded areas located within the APE. This section of archaeological site 45SN531 is a continuation of the same section in the Ash Way Segment that is described in Section 9.1.1.2. The site boundary has since been expanded to include all sections of the resource located within and adjacent to the APE and spans multiple segments. The evaluation of the entire site is provided below in Section 9.1.2.

Between 128th Street/I-5 on-ramp and the Mariner Park-and-Ride, the historic railway alignment is covered in 5 to 8-foot-tall Himalayan blackberries and a grass lawn (Figure 9-17). South of the Mariner Park-and-Ride is SnoPUD property with a gate and no trespassing signs.

Figure 9-17 View Southwest, Historic Railway Alignment North of Mariner Park-and-Ride



9.1.1.4 SR 99/Airport Road Segment

The SR 99/Airport Road Segment is approximately 1.2 miles long and includes two Build Alternatives. This segment is a mixed commercial and residential area. In the vicinity of the intersection of Airport Road and 112th Street SW there is an unnamed stream flowing through the APE, mostly oriented northwest to southeast. As defined by the DAHP predictive model, most of the SR 99/Airport Road Segment alternatives are identified as “Low to Moderately Low Risk” with some “Moderate and High Risk” along the northwest edge of the APE between the Airport Road and SR 99 intersection and the Airport Road and Holly Drive intersection (GeoEngineers 2009).

Ten survey areas were identified in this segment through a review of the resources in Section 6.1, with the survey areas and sampling strategy intensity determined according to the methodology outlined in Section 6.2. Archaeological work conducted in this segment included pedestrian survey in rights-of-way and some private parcels where ROE was granted, and 49 SPs for subsurface investigations. There were no geotechnical boreholes in the SR 99/Airport Road Segment that were recommended for archaeological monitoring. A summary of these investigations, including any notable findings and observed isolated and/or temporally non-diagnostic cultural materials, is provided below. Figures showing the locations of the survey areas, SPs, and geotechnical boreholes for the SR 99/Airport Road Segment are provided in Attachment G.

No previously recorded or unrecorded archaeological resources were identified within this segment.

Pedestrian Survey

ERCI staff performed a pedestrian survey for the SR 99/Airport Road Segment on June 18, 2024, and August 13, 2024. This segment is mainly commercial, with some single-family homes and apartment buildings interspersed. Airport Road is wide and has sidewalks and buried utilities on both sides. Between the sidewalk and the edge of the right-of-way is generally grass lawn, trees, or Himalayan blackberry bushes, though there are some parking lots and driveways.

No previously unrecorded archaeological resources were encountered during the pedestrian survey within the SR 99/Airport Road Segment.

Subsurface Survey

In the SR 99/Airport Road Segment 49 SPs were excavated. General SP descriptions are provided below, and more detailed descriptions and maps are included in Attachment G. Survey Area AIR-SA-3 was unsuitable for subsurface survey. Survey Areas AIR-SA-1, AIR-SA-2, and AIR-SA-6 are within unincorporated Snohomish County and were not included in the subsurface survey conducted through June 2025. Of the 49 SPs, refuse was encountered in 11 SPs within only imported fills and disturbed local sediments. A United States penny made in 2005 was encountered in SP 167.1; all other refuse was nondiagnostic. The refuse is likely related to grading and construction of roads. No historic properties were encountered in the SR 99/Airport Road Segment.

Survey Area AIR-SA-4 was identified as “Low and Moderate Risk” in the DAHP predictive model (GeoEngineers 2009). Desktop analysis of the resources outlined in Section 6.1 identified no variables in the vicinity of this survey area that would elevate the risk level for survey intensity. However, per the methods outlined in Section 6.2.2.2, it was surveyed at the **high and very high risk** intensity to mitigate bias. Near the north end of the survey area there was a slope and boulder fill that prevented subsurface survey. Nine SPs were excavated in AIR-SA-4; in this area, the sediments encountered included imported fill, disturbed local sediments, and intact glacial till. Of the nine SPs, 45% contained a profile of disturbed local sediments over intact glacial till, 22% contained imported fill over intact glacial till, 22% contained disturbed local sediment over intact glacial till, and 11% contained only disturbed local sediments. This set of profiles is consistent with the expected sediments for the area, which were urban land and glacial till (Minard 1982; Soil Survey Staff 2022). In this area, the imported fill and sediment disturbance appears to be from road and infrastructure construction. It is likely that for the SP where no intact sediment was encountered, there is intact sediment below the disturbed sediments as per the other SPs. With mostly near surface disturbance in this area, it is still a low and moderate risk area as intact sediments were encountered.

Survey Area AIR-SA-5 was identified as “Moderate Risk” in the DAHP predictive model (GeoEngineers 2009). The east half of Survey Area AIR-SA-5 was unsuitable for digging due to utilities and a boulder retaining wall, otherwise the **moderate risk** intensity was used in the survey area. Desktop analysis of the resources outlined in Section 6.1 identified no variables in the vicinity of this survey area that would elevate the risk level for survey intensity. Two SPs were excavated in Survey Area AIR-SA-5; in this area, only imported fill was encountered. This profile is consistent with urban land described by Soil Survey Staff (2022), though the expected intact glacial till was not encountered (Minard 1982; Soil Survey Staff 2022). The west half of the

survey area includes a steep ravine, and the road is at least 20 feet above the lowest point of the ravine. It is likely the area was filled in order to construct the road over the ravine. There is likely intact glacial till below the imported fill. The depth of the disturbance in this area decreases the risk of encountering intact archaeological resources.

Survey Area AIR-SA-7 was identified as “Low Risk” in the DAHP predictive model (GeoEngineers 2009). Due to the infilling of a ravine for Airport Road, half of the right-of-way has about 20 feet of fill. The **low to moderately low risk** intensity was used in the survey area. Desktop analysis of the resources outlined in Section 6.1 identified no variables in the vicinity of this survey area that would elevate the risk level for survey intensity. SPs were excavated in the infill area along Airport Road as the rest of the survey area was a slope down from Airport Road, wetland, dense vegetation, or had unclear recent refuse from an encampment. Five SPs were excavated in Survey Area AIR-SA-7; in this area, only imported fill was encountered. This profile is consistent with urban land described by Soil Survey Staff (2022), though the expected intact glacial till was not encountered (Minard 1982; Soil Survey Staff 2022). It is likely the area was filled in order to construct the road over the ravine. There is likely intact glacial till below the imported fill. The depth of the disturbance in this area decreases the risk of encountering intact archaeological resources.

Survey Area AIR-SA-8 was identified as both “Moderate and Low Risk” in the DAHP predictive model, although the area is predominately a “Low Risk” (GeoEngineers 2009). However, there is a terrace in the southern portion of the survey area that elevated the area's risk classification to high. SPs along the terrace edge were surveyed at the **high and very high risk** intensity, while the **moderate risk** intensity was used for the rest of the survey area. Sixteen SPs were excavated; in this area the sediments encountered included imported fill, disturbed local sediments, and intact glacial till. Of the 16 SPs, 75% contained a profile of disturbed local sediments over intact glacial till, 13% contained a profile of imported fill over intact glacial till, 6% contained a profile of only disturbed local sediments, and 6% contained a profile of imported fill over disturbed local sediments. This set of profiles is consistent with the expected sediments for the area, which are urban land and intact glacial till (Minard 1982; Soil Survey Staff 2022). In this area, the imported fill and sediment disturbance appears to be from road and infrastructure construction. It is likely that for the SPs where no intact sediment was encountered, there is intact sediment below the disturbed sediments as per the other 13 SPs. With mostly near surface disturbance in this area, it is still a low and moderate risk area as intact sediments were encountered.

Survey Area AIR-SA-9 was identified as both “Moderate and Low Risk” in the DAHP predictive model (GeoEngineers 2009). Based on this classification, the survey was conducted at the **low and moderately low risk** and the **moderate risk** intensities. Desktop analysis of the resources outlined in Section 6.1 identified no variables in the vicinity of this survey area that would elevate the risk level for survey intensity. Fourteen SPs were excavated in Survey Area AIR-SA-9; in this area, the sediments encountered included imported fill, disturbed local sediments, and intact glacial till. Of the 14 SPs, 86% contained a profile of disturbed local sediments over intact glacial till, 7% contained a profile of only imported fill, and 7% contained a profile of only disturbed local sediments. This set of profiles is consistent with the expected sediments for the area, which were urban land and glacial till (Minard 1982; Soil Survey Staff 2022). In this area, the imported fill and sediment disturbance appears to be from road and infrastructure construction. It is likely that for the SPs where no intact sediment was encountered, there is intact sediment below the disturbed sediments as per the other 12 SPs. With mostly near surface disturbance in this area, it is still a low and moderate risk area as intact sediments were encountered.

Survey Area AIR-SA-10 was identified as “Low Risk” in the DAHP predictive model (GeoEngineers 2009). Based on this classification, the survey was conducted at the **low and moderately low risk** intensity. Desktop analysis of the resources outlined in Section 6.1 identified no variables in the vicinity of this survey area that would elevate the risk level for survey intensity. Three SPs were excavated in Survey Area AIR-SA-10; in this area, the sediments encountered included disturbed local sediments and intact glacial till. All three SPs contained a profile of disturbed local sediment over intact glacial till. This set of profiles is consistent with the expected sediments for the area, which are urban land and intact glacial till (Minard 1982; Soil Survey Staff 2022). In this area, the imported fill and sediment disturbance appears to be from road and infrastructure construction. With only near surface disturbance in this area, it is still a low risk area as intact sediments were encountered.

No previously unrecorded archaeological resources were encountered during the subsurface survey within the SR 99/Airport Road Segment.

Geotechnical Boring Monitoring

No geotechnical boreholes were monitored in the SR 99/Airport Road Segment.

Archaeological Sites

There are no previously identified archaeological sites within the SR 99/Airport Road Segment, and no new sites were identified during archaeological investigations.

9.1.1.5 SW Everett Industrial Center Segment

The SW Everett Industrial Center Segment is approximately 1.7 miles long and includes three Build Alternatives. This segment is a commercial area adjacent to Paine Field. As identified by the DAHP predictive model, most of the SW Everett Industrial Center Segment alternatives are within “Moderate Risk” and “Low to Moderately Low Risk,” with a small “High Risk” area near the alignment segment boundary between the SW Everett Industrial Center and SR 526/Evergreen Segments (GeoEngineers 2009).

Seven survey areas were identified in this segment through a review of the resources in Section 6.1, with the survey areas and sampling strategy intensity determined according to the methodology outlined in Section 6.2. Archaeological work conducted in this segment included pedestrian survey in rights-of-way and some private parcels where ROE was granted, three SPs for subsurface investigations, and one geotechnical bore that was monitored by an archaeologist. A summary of these investigations, including any notable findings and observed isolated and/or temporally non-diagnostic cultural materials, is provided below. Figures showing the locations of the survey areas, SPs, and geotechnical boreholes for the SW Everett Industrial Center Segment are provided in Attachment G.

No previously recorded or unrecorded archaeological resources were identified within this segment.

Pedestrian Survey

ERCI staff performed a pedestrian survey for the SW Everett Industrial Center Segment on June 19, 2024. This segment is almost entirely within a commercial area adjacent to Paine Field. The rights-of-ways are wide, with sidewalks and buried utilities on both sides. Between the sidewalk and the edge of the right-of-way is mainly grass lawn, trees, or Himalayan blackberry and occasionally a parking lot.

No previously unrecorded archaeological resources were encountered during the pedestrian survey within the SW Everett Industrial Center Segment.

Subsurface Survey

In the SW Everett Industrial Center Segment three SPs were excavated. General SP descriptions are provided below, and more detailed descriptions and maps are included in Attachment G. Survey Areas SWI-SA-3 and SWI-SA-6 were unsuitable for subsurface survey. Survey Areas SWI-SA-2, SWI-SA-4, SWI-SA-5, and SWI-SA-7 are within unincorporated Snohomish County and were not included in the subsurface survey conducted through June 2025.

Of the three SPs, nondiagnostic refuse was encountered in one SP within only disturbed local sediments. The refuse, a section of landscape fabric, was likely related to road and infrastructure construction. No historic properties were encountered in the SW Everett Industrial Center Segment.

Survey Area SWI-SA-1 was identified as “Low Risk” in the DAHP predictive model (GeoEngineers 2009). Based on this classification, the survey was conducted at the **low and moderately low risk** intensity. Desktop analysis of the resources outlined in Section 6.1 identified no variables in the vicinity of this survey area that would elevate the risk level for survey intensity. Three SPs were excavated in Survey Area SWI-SA-1; in this area, the sediments encountered included imported fill and disturbed local sediments. Of the three SPs, two contained only disturbed local sediment and one contained only imported fill. This set of profiles is somewhat consistent with the expected sediments for the area, which were urban land and glacial till (Minard 1983; Soil Survey Staff 2022). In this area, the sediment disturbance appears to be from road and infrastructure construction. It is likely that for the SPs where no intact sediment was encountered, there is intact sediment below the disturbed sediments as per the SPs dug in Survey Area AIR-SA-10, which is adjacent to Survey Area SWI-SA-1. The depth of the disturbance in this area decreases the risk of encountering intact archaeological resources.

No previously unrecorded archaeological resources were encountered during the subsurface survey within the SW Everett Industrial Center Segment.

Geotechnical Boring Monitoring

A single geotechnical borehole (L11) was completed in the SW Everett Industrial Center Segment. However, due to communication issues that have since been resolved it was not archaeologically monitored. As with all geotechnical boreholes that were not monitored by an archaeologist, the inadvertent discovery plan was used by the technical team.

No previously unrecorded archaeological resources were encountered during geotechnical monitoring within the SW Everett Industrial Center Segment.

Archaeological Sites

There are no previously identified archaeological sites within the SW Everett Industrial Center Segment, and no new sites were identified during archaeological investigations.

9.1.1.6 SR 526/Evergreen Segment

The SR 526/Evergreen Segment is approximately 2.3 miles long and includes three Build Alternatives. This segment is primarily residential, with a commercial area centered around Evergreen Way. SR 526 runs east to west in this part of the APE. Within this segment are Merrill & Ring Creek and Swamp Creek, two of the prominent creeks within the APE and likely travel corridors and resource acquisition areas. As identified by the DAHP predictive model, the SR 526/Evergreen Segment alternatives fall within all categories of risk. The western half of the SR 526/Evergreen Segment is within “Moderate Risk” and “High to Very High Risk.” The eastern half of the segment, beginning just south of 82nd Place Southwest, is within “Moderate Risk” and “Low to Moderately Low Risk” (GeoEngineers 2009). The “High and Very High Risk” in the western half of the segment are located near Merrill & Ring Creek and Swamp Creek.

Eighteen survey areas were identified in this segment through a review of the resources in Section 6.1, with the survey areas and sampling strategy intensity determined according to the methodology outlined in Section 6.2. Archaeological work conducted in this segment included pedestrian survey in rights-of-way and some private parcels where ROE was granted, 39 SPs for subsurface investigations and three geotechnical bores that were monitored by an archaeologist. A summary of these investigations, including any notable findings and observed isolated and/or temporally non-diagnostic cultural materials, is provided below. Figures showing the locations of the survey areas, SPs, and geotechnical boreholes for the SR 526/Evergreen Segment are provided in Attachment G.

With the exception of the previously unrecorded extent of archaeological site 45SN531, the Seattle–Everett Interurban Railway, no additional archaeological resources were identified within this segment.

Pedestrian Survey

ERCI staff performed a pedestrian survey for the SR 526/Evergreen Segment on June 19 and 20, 2024, and August 13, 2024. This segment is mostly residential with mixed single-family homes and multi-family residences. The rights-of-way are wide, with sidewalks and buried utilities on both sides. In the commercial area there is often a narrow grass lawn or ornamental plant bed between the sidewalk and parking lots, though in some areas the sidewalk is adjacent to the parking lots. In the residential areas, W and E Casino Roads have a sidewalk and then either grass lawn or trees between the sidewalk and the edge of the right-of-way. The smaller residential roads rarely have sidewalks and often have gravel between the road edge and lawns or ornamental plant beds at the edge of the right-of-way and have buried utilities on one or both sides of the road.

No previously unrecorded archaeological resources were encountered during the pedestrian survey within the SR 526/Evergreen Segment.

Subsurface Survey

In the SR 526/Evergreen Segment 39 SPs were excavated. General SP descriptions are provided below, and more detailed descriptions and maps are included in Attachment G. Survey Area EGN-SA-17 is within SnoPUD parcels and was not included in the subsurface survey conducted through June 2025. Survey Areas EGN-SA-1, EGN-SA-2, EGN-SA-3, EGN-SA-5, EGN-SA-6, EGN-SA-8, EGN-SA-10, EGN-SA-11, EGN-SA-12, and EGN-SA-14 were unsuitable for subsurface survey.

Of the 39 SPs, refuse was encountered in 21 SPs within only imported fills and disturbed local sediments. A corroded Howdy Cola bottle cap was encountered in disturbed local sediments related to road fill in SP 140. Howdy Soda was founded in 1929 and ceased production sometime later in the twentieth century; however, Orca Beverages revived the brand in 2010 (Five Star Soda 2025). Since the date of manufacture is indeterminant, the bottle cap was found in disturbed sediments that were brought to the location to build a road, and there was no historic refuse in the SP or the SPs in the vicinity, it is not considered a historic archaeological site. A plastic automotive parts tag made by ACDelco after 1995, based on the logo, was encountered in SP 136.1 in disturbed local sediments (Wikipedia 2025). A United States penny made in 1998 was found in imported fill in SP 257.1, and a United States quarter made in 1995 was found in disturbed local sediments in SP 143.1. All other refuse in the SR 526/Evergreen Segment was nondiagnostic. The refuse is likely related to grading and construction of roads. No historic properties were recorded in the SR 526/Evergreen Segment.

During the subsurface survey, Survey Area EGN-SA-1 was being actively excavated by the City of Everett for utility work. ERCI was allowed to inspect the walls of the open excavations; imported fill, disturbed local sediments, and what appeared to be intact glacial till were observed. This profile is consistent with the expected sediments, urban land above intact glacial till (Minard 1982; Soil Survey Staff 2022). In this area, the imported fill and sediment disturbance appears to be from road and infrastructure construction. 1947 aerial photographs from Snohomish County Public Works show a small orchard and a possible residential building in the area (SCPW 1947–1984). By 1955, the orchard's layout appeared less defined in the aerial photographs, with the area subsequently replaced by an apartment complex and paved parking lot. No evidence of the orchard was observed within the exposed profile. With only near surface disturbance in this area, there is a higher risk of encountering intact archaeological resources.

Survey Area EGN-SA-4 was identified as “High Risk” in the DAHP predictive model (GeoEngineers 2009) due to Merrill & Ring Creek. This **high and very high intensity** was used for the subsurface investigation; however, due to buried utilities and a steep slope in the northern and southernmost portions of the area, SPs could not be dug in those areas. Eleven SPs were excavated in Survey Area EGN-SA-4; in this area, the sediments encountered included imported fill, disturbed local sediments, and an intact glacial till. Of the 11 SPs, 73% contained only disturbed local sediments, 18% contained disturbed local sediments over intact glacial till, and 9% contained disturbed local sediments over imported fill. This set of profiles is consistent with the expected sediments for the area, which were urban land and intact glacial till (Minard 1982; Soil Survey Staff 2022). In this area, the imported fill and sediment disturbance appears to be from road and infrastructure construction. The imported fill and disturbed sediment were encountered near the surface, but also up to 2 meters below it. The depth of the disturbance in this area decreases the risk of encountering intact archaeological resources.

Survey Area EGN-SA-7 was identified as “Low Risk” in the DAHP predictive model (GeoEngineers 2009). Based on this classification, the survey was conducted at the **low and moderately low risk** intensity. Desktop analysis of the resources outlined in Section 6.1 identified no variables in the vicinity of this survey area that would elevate the risk level for survey intensity. Three SPs were excavated in Survey Area EGN-SA-7; in this area, sediments encountered included imported fill, disturbed local sediments, and intact glacial till. One SP contained disturbed local sediments over intact glacial till, one contained only disturbed local sediments, and one contained only imported fill. This set of profiles is consistent with the expected sediments for the area, which were urban land and intact glacial till (Minard 1982, 1985b; Soil Survey Staff 2022). In this area, the imported fill and sediment disturbance appears to be from road and infrastructure construction and was encountered up to 90 centimeters

below the surface. The depth of disturbance in this area decreases the risk of encountering intact archaeological resources.

Survey Area EGN-SA-9 had also been excavated for utility work; however, the trenches had been filled with imported fill and the backfill piles were on private property. According to the DAHP predictive model (GeoEngineers 2009), this survey area is within a “Moderate Risk.” Adjacent to the survey area is the General Telephone Company facility (DAHP ID: 729274), which has been determined eligible for the NRHP through the historic built environment survey for this project. Archaeological deposits associated with this telecommunication building, its equipment, accompanying outbuildings, or related refuse deposits could be present below the right-of-way along E Casino Road and Holly Drive.

Survey Area EGN-SA-13 was identified as a “Moderately Low Risk” in the DAHP predictive model (GeoEngineers 2009). Based on this classification, the survey was conducted at the **low and moderately low risk** intensity. Desktop analysis of the resources outlined in Section 6.1 identified no variables in the vicinity of this survey area that would elevate the risk level for survey intensity. Due to buried utilities in the northeastern portion of the area, the SPs were clustered 15 meters apart in the southern portion. Two SPs were excavated in Survey Area EGN-SA-13; in this area, sediments encountered included disturbed local sediments and intact glacial till. Both of the SPs contained disturbed local sediment over intact glacial till. This profile is consistent with the expected sediments for the area, which were urban land and intact glacial till (Minard 1985b; Soil Survey Staff 2022). The imported fill and sediment disturbance appears to be from road and infrastructure construction. With only near surface disturbance in this area, it is still moderate to low risk as intact sediments were encountered.

Survey Area EGN-SA-15 was identified as “Low Risk” in the DAHP predictive model (GeoEngineers 2009); however, per the methods outlined in Section 6.2.2.2, it was surveyed at the **high risk** intensity to mitigate bias. Four SPs were excavated in Survey Area EGN-SA-15; in this area, sediments encountered included imported fill, disturbed local sediments, and intact glacial till. Of the four SPs, 67% contained disturbed local sediments over intact glacial till and 33% contained only disturbed local sediments. This set of profiles is consistent with the expected sediments for the area, which were urban land and intact glacial till (Minard 1985b; Soil Survey Staff 2022). The imported fill and sediment disturbance appears to be from road and infrastructure construction. With only near surface disturbance in this area, it is still low risk as intact sediments were encountered.

Survey Area EGN-SA-16 was identified as “Moderate and High Risk” in the DAHP predictive model (GeoEngineers 2009). Based on this classification, the survey was conducted at the **moderate risk** and the **high and very high risk** intensities. However, buried utilities near the Interurban Trail prevented subsurface survey in that area. Thirteen SPs were excavated in Survey Area EGN-SA-16; in this area, the sediments encountered included imported fill, disturbed local sediments, and intact glacial till. Of the 13 SPs, 77% contained imported fill over intact glacial till, 15% contained imported fill over disturbed local sediments overlying intact glacial till, and 8% contained imported fill over disturbed local sediments. This set of profiles is consistent with the expected sediments for the area, which were urban land and intact glacial till (Minard 1985b; Soil Survey Staff 2022). The imported fill and sediment disturbance appears to be from road and infrastructure construction. With mostly near surface disturbance in this area, it is still moderate and high risk as intact sediments were encountered.

Survey Area EGN-SA-18 was identified as “Moderately Low Risk” in the DAHP predictive model (GeoEngineers 2009), though due to its proximity to a small, unnamed creek the sampling strategy was raised to **moderate risk**. However, due to dense vegetation and a steep slope,

most of the area was not accessible for subsurface surveys. Six SPs were excavated in Survey Area EGN-SA-18; in this area, the sediments encountered included imported fill, disturbed local sediments, and intact glacial till. Of the six SPs, 66% contained disturbed local sediments over intact glacial till, 17% contained only intact glacial till, and 17% contained imported fill above intact glacial till. This set of profiles is consistent with the expected sediments for the area that was accessible for survey, which were urban land and intact glacial till (Minard 1985b; Soil Survey Staff 2022). The imported fill and sediment disturbance appears to be from residential development, though as the land is currently undeveloped, it could be from previous land use. The depth of disturbance was up to 130 centimeters below the surface, but in most SPs the depth of disturbance was near the surface; therefore, this area is still moderate risk as intact sediments were encountered.

No previously unrecorded archaeological resources were encountered during the subsurface survey within the SR 526/Evergreen Segment.

Geotechnical Boring Monitoring

Three geotechnical boreholes (R62, A50, and R28A) were monitored within the SR 526/Evergreen Segment. General borehole descriptions are provided below, and more detailed descriptions are included in Attachment G.

At all three boreholes, the surrounding area has been modified with the construction of roads, infrastructure, and residences, so there is likely some ground disturbance in this area. The sediments encountered in the bores matched this expectation. In Borehole R28A disturbed local sediments were encountered to 1 foot, with unsorted, densely compact intact glacial till below to the base of the bore at 60 feet. In Borehole R62, only disturbed glacial till was encountered to the depth of the borehole at 30 feet. In Borehole A50, imported fill was encountered to 3 feet, with intact glacial till below to the base of the bore at 100 feet. These developments have modified the surrounding landscape, decreasing the probability of encountering intact archaeological deposits. Borehole R62 is within a “Low Risk” area identified by the DAHP predictive model (GeoEngineers 2009), which is supported by the significant ground disturbance encountered in the bores. Borehole R28A is in a “High Risk” area identified by the DAHP predictive model (GeoEngineers 2009), though the significant ground disturbance caused by road and infrastructure construction has decreased the probability of encountering intact archaeological deposits. Borehole A50 is in a “Moderate Risk” area identified by the DAHP predictive model (GeoEngineers 2009), though the substantial ground disturbance caused by road construction has decreased the probability of encountering intact archaeological deposits.

No previously unrecorded archaeological resources were encountered during geotechnical monitoring within the SR 526/Evergreen Segment.

Archaeological Sites

No previously recorded archaeological sites were identified within the SR 526/Evergreen Segment; however, archaeological investigations documented a previously unrecorded extent of site 45SN531, the Seattle–Everett Interurban Railway, within this segment of the APE (see Section 9.1.2.3).

45SN531 – Interurban Railway (Seattle to Everett Link)

Archaeological site 45SN531, the Seattle–Everett Interurban Railway, is a previously recorded linear historic railroad site. Its extent with the SR 526/Evergreen Segment was not included in earlier site documentation. The updated site boundary now incorporates this previously

unrecorded portion of the railway within and adjacent to the SR 526/Evergreen Segment of the APE. Within this segment, the Interurban Trail follows the historic railway alignment as a paved walking path with a cut grade until it almost reaches SR 526, where the trail and alignment transitions to a steep slope down to the east (Figure 9-18). SR 526 cuts through the historic railway alignment, likely removing most visible traces of the Interurban Railway within its corridor. The evaluation of the entire site is provided below in Section 9.1.2.3.

On the south side of SR 526, the historic railway alignment crosses 84th Street SE and follows a steep east-west slope, where the walkable corridor is narrow due to the terrain. South of 84th Street SE the historic railway alignment returns to the paved walking path of the Interurban Trail.

Figure 9-18 View North, Interurban Trail and Historic Railway Alignment in the SR 526/Evergreen Segment



9.1.1.7 Broadway/I-5 Segment

The Broadway/I-5 Segment is approximately 2.3 miles long and includes two Build Alternatives. This segment is all residential and primarily along the west side of I-5. I-5 is oriented north to south in the segment. There is one unnamed creek in the south end of the segment. As identified by the DAHP predictive model, most of the Broadway/I-5 Segment alternatives fall within “Moderate Risk” and “Moderately Low to Low Risk.” Both alternatives pass through a small area of “High to Very High Risk” between Monroe Avenue and Melvin Avenue (GeoEngineers 2009).

Thirty-four survey areas were identified in this segment through a review of the resources in Section 6.1, with the survey areas and sampling strategy intensity determined according to the methodology outlined in Section 6.2. Archaeological work conducted in this segment included pedestrian survey in rights-of-way and some private parcels where ROE was granted, 48 SPs

for subsurface investigations and two geotechnical bores that were monitored by an archaeologist. A summary of these investigations, including any notable findings and observed isolated and/or temporally non-diagnostic cultural materials, is provided below. Figures showing the locations of the survey areas, SPs, and geotechnical boreholes for the Broadway/I-5 Segment are provided in Attachment G.

Three previously unrecorded archaeological resources were identified within this segment during subsurface investigations and are described below.

Pedestrian Survey

ERCI staff performed a pedestrian survey for the Broadway/I-5 Segment on June 19, 2024, and August 13, 2024. Much of this segment is in a residential neighborhood, with a small commercial area at the southern end of the segment. Most of the streets are narrow with no sidewalks and buried utility lines, though there is often gravel between the edge of the road and the grass lawns and ornamental plant beds of the resident's yards.

No previously unrecorded archaeological resources were encountered during the pedestrian survey within the Broadway/I-5 Segment.

Subsurface Survey

In the Broadway/I-5 Segment 48 SPs were excavated. General SP descriptions are provided below, and more detailed descriptions and maps are included in Attachment G. Survey Area BI-SA-28 is within SnoPUD parcels and was not included in the subsurface survey conducted through June 2025. Survey Areas BI-SA-1, BI-SA-2, BI-SA-4, BI-SA-8, BI-SA-9, BI-SA-10, BI-SA-11, BI-SA-13, BI-SA-16, BI-SA-19, BI-SA-20, BI-SA-21, BI-SA-22, BI-SA-24, BI-SA-29, BI-SA-30, BI-SA-31, and BI-SA-33 were unsuitable for subsurface survey.

Of the 48 SPs, refuse was encountered in 36 SPs within only imported fills and disturbed local sediments. Historic refuse was encountered in two SPs. SP 89.1 contained a 1969 United States penny and a Northwestern Glass Co. amber glass bottle base made in 1956 based on date code (Lockhart et al. 2018). There was also a Shasta Twist aluminum can from 1996–2011 (Logopedia 2025c) in the same disturbed local sediment deposit. SP 107.1 had a Northwestern Glass Co. amber glass bottle base fragment with a 1963 date code in disturbed local sediments (Lockhart et al. 2018). Two archaeological isolate site forms were prepared for the refuse encountered in these two SPs (see discussion of Survey Areas BI-SA-15 and BA-SA-25 below).

Modern refuse was encountered in four SPs, including a United States penny made in 1993 in SP 94.1, a Slim Jim plastic wrapper fragment made from 2007-present in SP 100.1 (Logopedia 2025d), fragments of a Mountain Dew bottle including the plastic cap, green glass fragments, and paper label fragments made from 1980–2023 in SP 104.1 (Logopedia 2025b); and a plastic Corn Nuts wrapper with a 2003 sell by date in SP 320. All other refuse in the Broadway/I-5 Segment was nondiagnostic.

Survey Area BI-SA-3 was identified as “Moderately Low Risk” in the DAHP predictive model (GeoEngineers 2009). Based on this classification, the survey was conducted at the **low to moderately low risk** intensity. Desktop analysis of the resources outlined in Section 6.1 identified no variables in the vicinity of this survey area that would elevate the risk level for survey intensity. Two SPs were excavated in Survey Area BI-SA-3; in this area, the sediments encountered included imported fill, disturbed local sediments, and intact glacial till. Both SPs contained imported fill over disturbed local sediments overlying intact glacial till. This profile is consistent with the expected sediments for the area, which were urban land and glacial till

(Minard 1985b; Soil Survey Staff 2022). In this area, the disturbed local sediment appears to be from road and infrastructure construction. With only near surface disturbance in this area, there is still a moderate risk of encountering intact archaeological resources as intact sediments were encountered.

Survey Area BI-SA-5 was identified as “Moderate and Low Risk” in the DAHP predictive model (GeoEngineers 2009). Based on this classification, the survey was conducted at the **low to moderately low risk** and **moderate risk** intensities. The northern end of the survey area was not surveyed due to dense vegetation and infill for a road. Desktop analysis of the resources outlined in Section 6.1 identified no variables in the vicinity of this survey area that would elevate the risk level for survey intensity. Eight SPs were excavated in Survey Area BI-SA-5; in this area, the sediments encountered included imported fill, disturbed local sediments, intact glacial till, and intact glacial outwash. Of the eight SPs, 37.5% contained only disturbed local sediments, 25% contained imported fill over disturbed local sediments, 12.5% contained only imported fill, 12.5% contained disturbed local sediments over intact glacial till, and 12.5% contained disturbed local sediments over intact glacial outwash. These profiles are somewhat consistent with the expected sediments for the area, which were urban land and glacial till (Minard 1985b; Soil Survey Staff 2022). The survey area does not include a mapped unit of glacial outwash; however, on the Minard (1985b) surface geology map, the survey area is less than 300 meters from a mapped advance outwash unit. In this area, the imported fill and disturbed local sediment appears to be from construction of a retaining wall for I-5, construction of the overpass for 75th Street SE, and buried utilities. It is likely that for the SPs where no intact sediment was encountered, there is intact sediments below per the other SPs. The deep sediment disturbance decreased the risk of encountering intact archaeological resources.

Survey Area BI-SA-6 was identified as “Low Risk” in the DAHP predictive model (GeoEngineers 2009). Based on this classification, the survey was conducted at the **low risk** intensity. Desktop analysis of the resources outlined in Section 6.1 identified no variables in the vicinity of this survey area that would elevate the risk level for survey intensity. Two SPs were excavated in Survey Area BI-SA-6; in this area, the sediments encountered included disturbed local sediments up to 1 meter below the surface and intact glacial advance outwash. One of the SPs contained disturbed local sediment over intact glacial advance outwash, while the other contained only disturbed local sediment. This set of profiles is not consistent with the expected sediments for the area, which were urban land and intact glacial till. However, on the Minard (1985b) surface geology map, the area is less than 300 meters from a mapped advance outwash unit (Minard 1985b; Soil Survey Staff 2022). In this area, the disturbed local sediment appears to be from road and infrastructure construction. It is likely that for the SP where no intact sediment was encountered, there is intact sediments below per the other SP. The deep sediment disturbance decreases the risk of encountering intact archaeological resources.

Survey Area BI-SA-7 was identified as “Low Risk” in the DAHP predictive model (GeoEngineers 2009). Based on this classification, the survey was conducted at the **low to moderately low risk** intensity. Desktop analysis of the resources outlined in Section 6.1 identified no variables in the vicinity of this survey area that would elevate the risk level for survey intensity. Three SPs were excavated in Survey Area BI-SA-7; in this area, the sediments encountered included imported fill, disturbed local sediments, and intact glacial till. Of the three SPs, 67% contained imported fill over intact glacial till, while the other 33% contained imported fill over disturbed local sediments overlying intact glacial till. This set of profiles is consistent with the expected sediments for the area, which were urban land over intact glacial till (Minard 1985b; Soil Survey Staff 2022). In this area, the imported fill and sediment disturbance appears to be from road

construction. With only near surface disturbance in this area, there is still a low risk of encountering intact archaeological resources as intact sediments were encountered.

Survey Area BI-SA-12 was identified as “Moderate Risk” in the DAHP predictive model (GeoEngineers 2009). Based on this classification, the survey was conducted at the **moderate risk** intensity. Desktop analysis of the resources outlined in Section 6.1 identified no variables in the vicinity of this survey area that would elevate the risk level for survey intensity. Two SPs were excavated in Survey Area BI-SA-12; in this area, the sediments encountered included disturbed local sediments over intact glacial till. Both of the SPs contained disturbed local sediments over intact glacial till. This profile is consistent with the expected sediments for the area, which were urban land over intact glacial till (Minard 1985b; Soil Survey Staff 2022). In this area, the imported fill and sediment disturbance appears to be from road construction. With only near surface disturbance in this area, there is still moderate risk of encountering intact archaeological resources as intact sediments were encountered.

Survey Area BI-SA-14 was identified as a “Low Risk” in the DAHP predictive model (GeoEngineers 2009). Desktop analysis of the resources outlined in Section 6.1 identified no variables in the vicinity of this survey area that would elevate the risk level for survey intensity. However, per the methods outlined in Section 6.2.2.2, it was surveyed at the **high to very high risk** intensity to mitigate bias. Four SPs were excavated in Survey Area BI-SA-14; in this area, the sediments encountered included imported fill, disturbed local sediments, intact glacial till, and intact glacial advance outwash. Of the four SPs, 25% contained imported fill over disturbed local sediments overlying intact glacial till, 25% contained disturbed local sediments over intact glacial till overlying intact glacial advance outwash, 25% contained disturbed local sediments over intact glacial till, and 25% contained imported fill over intact glacial till. This set of profiles is consistent with the expected sediments for the area, which were urban land and intact glacial till, with a mapped intact glacial advance outwash in the vicinity of the area (Minard 1985b; Soil Survey Staff 2022). In this area, the imported fill and sediment disturbance appears to be from road construction. With only near surface disturbance in this area, there is still a low risk of encountering intact archaeological resources as intact sediments were encountered.

Survey Area BI-SA-15 was identified as “Low Risk” in the DAHP predictive model (GeoEngineers 2009). Based on this classification, the survey was conducted at the **low to moderately low risk** intensity. Desktop analysis of the resources outlined in Section 6.1 identified no variables in the vicinity of this survey area that would elevate the risk level for survey intensity. However, due to buried utilities at the north end and in the southern portion, the SPs were clustered 5 to 20 meters apart. Seven SPs were excavated in Survey Area BI-SA-15; in this area, the sediments encountered included imported fill, disturbed local sediments, and intact glacial till. Of the seven SPs, 71% contained disturbed local sediments over intact glacial till, while 29% contained imported fill over disturbed local sediments overlying intact glacial till. This set of profiles is consistent with the expected sediments for the area, which were urban land and intact glacial till (Minard 1985b; Soil Survey Staff 2022). In this area, the imported fill and sediment disturbance appears to be from road construction. A historic isolate was identified in SP 107.1, and an archaeological site inventory form (45SN960) was completed. The isolate was determined not eligible for the NRHP. Additional details are provided below in the Archaeological Sites section. With only near surface disturbance in this area, there is still a low risk of encountering intact archaeological resources as intact sediments were encountered.

Survey Area BI-SA-17 was identified as “Moderately Low Risk” in the DAHP predictive model (GeoEngineers 2009) but was elevated to moderate risk due to the presence of two resources identified on the 1957 Sanborn Map: a gas station and an auto repair center. As such, the sampling intensity for this survey area was set to **moderate risk**. Two SPs were excavated in

Survey Area BI-SA-17; in this area, the sediments encountered included imported fill, intact glacial till, and intact glacial advance outwash. One of the SPs contained imported fill over intact glacial till, while the other contained imported fill over intact glacial till overlying intact glacial advance outwash. This set of profiles is not consistent with the expected sediments for the area, which were urban land and intact glacial till. However, on the Minard (1985b) surface geology map, the area is in the vicinity of a mapped advance outwash unit (Minard 1985b; Soil Survey Staff 2022). In this area, the imported fill appears to be from road and residential construction. With only near surface disturbance in this area, there is still a low risk of encountering intact archaeological resources as intact sediments were encountered.

Survey Area BI-SA-18 was identified as “Moderately Low Risk” in the DAHP predictive model (GeoEngineers 2009). Based on this classification, the survey was conducted at the **low to moderately low risk** intensity. Desktop analysis of the resources outlined in Section 6.1 identified no variables in the vicinity of this survey area that would elevate the risk level for survey intensity. Three SPs were excavated in Survey Area BI-SA-18; in this area, the sediments encountered included imported fill, disturbed local sediments, and intact glacial advance outwash. One of the SPs contained imported fill over disturbed local sediments, one contained only imported fill, and one contained imported fill over disturbed local sediments overlying intact glacial advance outwash. This set of profiles is not consistent with the expected sediments for the area, which were urban land and intact glacial till. However, on the Minard (1985b) surface geology map, the area is in the vicinity of a mapped advance outwash unit (Minard 1985b; Soil Survey Staff 2022). In this area, the imported fill and disturbed local sediments appear to be from road and infrastructure construction. It is likely that for the two SPs where no intact sediment was encountered, there are intact sediments below per the other SP. The deep sediment disturbance decreases the risk of encountering intact archaeological resources.

Survey Area BI-SA-23 was identified as “Moderately Low Risk” in the DAHP predictive model (GeoEngineers 2009). Based on this classification, the survey was conducted at the **low to moderately low risk** intensity. Desktop analysis of the resources outlined in Section 6.1 identified no variables in the vicinity of this survey area that would elevate the risk level for survey intensity. Two SPs were excavated in Survey Area BI-SA-23; in this area, the sediments encountered included disturbed local sediments and intact glacial advance outwash. One of the SPs contained disturbed local sediments over intact glacial advance outwash, while the other contained only disturbed local sediments to 100 cm below the surface. This set of profiles is not consistent with the expected sediments for the area, which were urban land and intact glacial till. However, on the Minard (1985b) surface geology map, the area is in the vicinity of a mapped advance outwash unit (Minard 1985b; Soil Survey Staff 2022). In this area, the disturbed local sediments appear to be from road and residential construction. It is likely that for the SP where no intact sediment was encountered, there are intact sediments below per the other SP. The deep sediment disturbance decreases the risk of encountering intact archaeological resources.

Survey Area BI-SA-25 was identified as “Low to Moderately Low Risk” in the DAHP predictive model (GeoEngineers 2009); however, due to its proximity to a ravine it was surveyed at the **moderate risk** intensity. Three SPs were excavated in Survey Area BI-SA-25; in this area, the sediments encountered included imported fill, disturbed local sediments, and intact glacial till. One of the SPs contained disturbed local sediments over intact glacial till, one contained only disturbed local sediments, and one contained imported fill over disturbed local sediments. This set of profiles is mostly consistent with the expected sediments for the area, which were urban land, intact glacial till, and intact glacial advance outwash. While the advance outwash was not encountered, it is likely overlain by the glacial till (Minard 1985b; Soil Survey Staff 2022). In this

area, the imported fill and disturbed local sediments appear to be from road construction. Historic objects were identified in SP 89.1, and an archaeological site inventory form (45SN959) was completed. The historic objects were determined not eligible for the NRHP. Additional details are provided below in the Archaeological Sites section. It is probable that for the SPs where no intact sediment was encountered, there are intact sediments below per the other SP. The deep sediment disturbance decreases the risk of encountering intact archaeological resources.

Survey Area BI-SA-26 was identified as “Moderately Low Risk” in the DAHP predictive model (GeoEngineers 2009). Desktop analysis of the resources outlined in Section 6.1 identified no variables in the vicinity of this survey area that would elevate the risk level for survey intensity. However, per the methods outlined in Section 6.2.2.2, it was surveyed at the **high and very high risk** intensity to mitigate bias. Three SPs were excavated in Survey Area BI-SA-26; in this area, the sediments encountered included imported fill, disturbed local sediments, intact glacial till, and intact glacial advance outwash. One of the SPs contained disturbed local sediments over intact glacial till, one contained only disturbed local sediments, and one contained imported fill over disturbed local sediments overlying intact glacial advance outwash. This set of profiles is consistent with the expected sediments for the area, which were urban land, intact glacial till, and intact glacial advance outwash (Minard 1985b; Soil Survey Staff 2022). In this area, the imported fill and disturbed local sediments appear to be from road construction. It is probable that for the SPs where no intact sediment was encountered, there are intact sediments below per the other SP. The deep sediment disturbance decreases the risk of encountering intact archaeological resources.

Survey Area BI-SA-27 was identified as “Moderately Low Risk” in the DAHP predictive model (GeoEngineers 2009); however, due to its proximity to a ravine and an unnamed creek, it was surveyed at the **moderate risk** intensity. Four SPs were excavated in Survey Area BI-SA-27; in this area, the sediments encountered included imported fill and disturbed local sediments. Of the four SPs, 75% contained imported fill over disturbed local sediments, while 25% contained only disturbed local sediments. This set of profiles is consistent with the expected sediments for the area, which were urban land, intact glacial till, and intact glacial advance outwash (Minard 1985b; Soil Survey Staff 2022). In this area, the imported fill and disturbed local sediments appear to be from road and residential construction. The deep sediment disturbance decreased the risk of encountering intact archaeological resources.

Survey Area BI-SA-32 was identified as “Moderately Low Risk” in the DAHP predictive model (GeoEngineers 2009). However, the proximity of the former Seattle–Everett Interurban railway corridor, located approximately 50 meters from the survey area, and an adjacent residential building (DAHP ID: 732297) determined eligible for the NRHP elevated the survey intensity to **moderate risk**. Three SPs were excavated in Survey Area BI-SA-32; in this area, the sediments encountered included disturbed local sediments and intact glacial till. All three of the SPs contained disturbed local sediments over intact glacial till. This profile is consistent with the expected sediments for the area, which were urban land and intact glacial till (Minard 1985b; Soil Survey Staff 2022). In this area, the imported fill and disturbed local sediments appear to be from road and residential construction. With only near surface disturbance in this area, there is still a moderate risk of encountering intact archaeological resources as intact sediments were encountered.

Geotechnical Boring Monitoring

Two geotechnical boreholes (R35 and R39A) have been monitored within the Broadway/I-5 Segment. General borehole descriptions are provided below, and more detailed descriptions are included in Attachment G.

At both boreholes, the surrounding area has been modified with the construction of roads, infrastructure, residences, and an assisted living facility at Borehole R35, so there is likely some ground disturbance in this area. The sediments encountered in the bores matched these expectations. In Borehole R35, imported road gravel fill extended to a depth of 7 feet, overlying unsorted, densely compact intact glacial till and sorted, silty sand intact glacial advance outwash, which continued to the base of the bore at 30 feet. In Borehole R39A, disturbed local sediments were present to about 7.5 feet, above unsorted, densely compact intact glacial till that extended to the base of the bore at 20 feet. Borehole R35 is within an area of “Moderate Risk” identified by the DAHP predictive model (GeoEngineers 2009), though the significant ground disturbance caused by road and infrastructure construction has decreased the probability of encountering intact archaeological deposits. Borehole R39A is in a “Low Risk” area identified by the DAHP predictive model (GeoEngineers 2009), which is supported by the significant ground disturbance encountered in the bores.

No previously unrecorded archaeological resources were encountered during geotechnical monitoring within the Broadway/I-5 Segment

Archaeological Sites

No previously identified archaeological sites are located within the Broadway/I-5 Segment; however, archaeological investigations documented three archaeological sites within this portion of the APE, including a previously unrecorded extent of site 45SN531, the Seattle–Everett Interurban Railway (see Section 9.1.2.3).

45SN959 – Historic Objects

SP 89.1 in Survey Area BI-SA-25 uncovered a 1969 United States penny, a 1956 Northwestern Glass Co. bottle fragment, a Shasta Twist aluminum can, and other undatable items (Fandom 2025; Lockhart et al. 2018; Pinkman 2025a).

Significance and Integrity

The historic objects do not meet the criteria for NRHP eligibility under Criteria A, B, C, or D. The site lacks integrity, as it does not retain key aspects like location, materials, or association, and there is no connection to a significant event or person. Sound Transit recommended the site not eligible for listing in the NRHP on June 13, 2025, and the site was determined not eligible by the SHPO on July 22, 2025.

45SN960 – Historic Isolate

SP 107.1 in Survey Area BI-SA-15 south of Jackson Avenue uncovered a 1963 Northwestern Glass Co. bottle base fragment, embossed with "W" and "25" (Lockhart 2018), along with nondiagnostic glass and plastic fragments, pink flagging tape, and asphalt fragments (Pinkman 2025b).

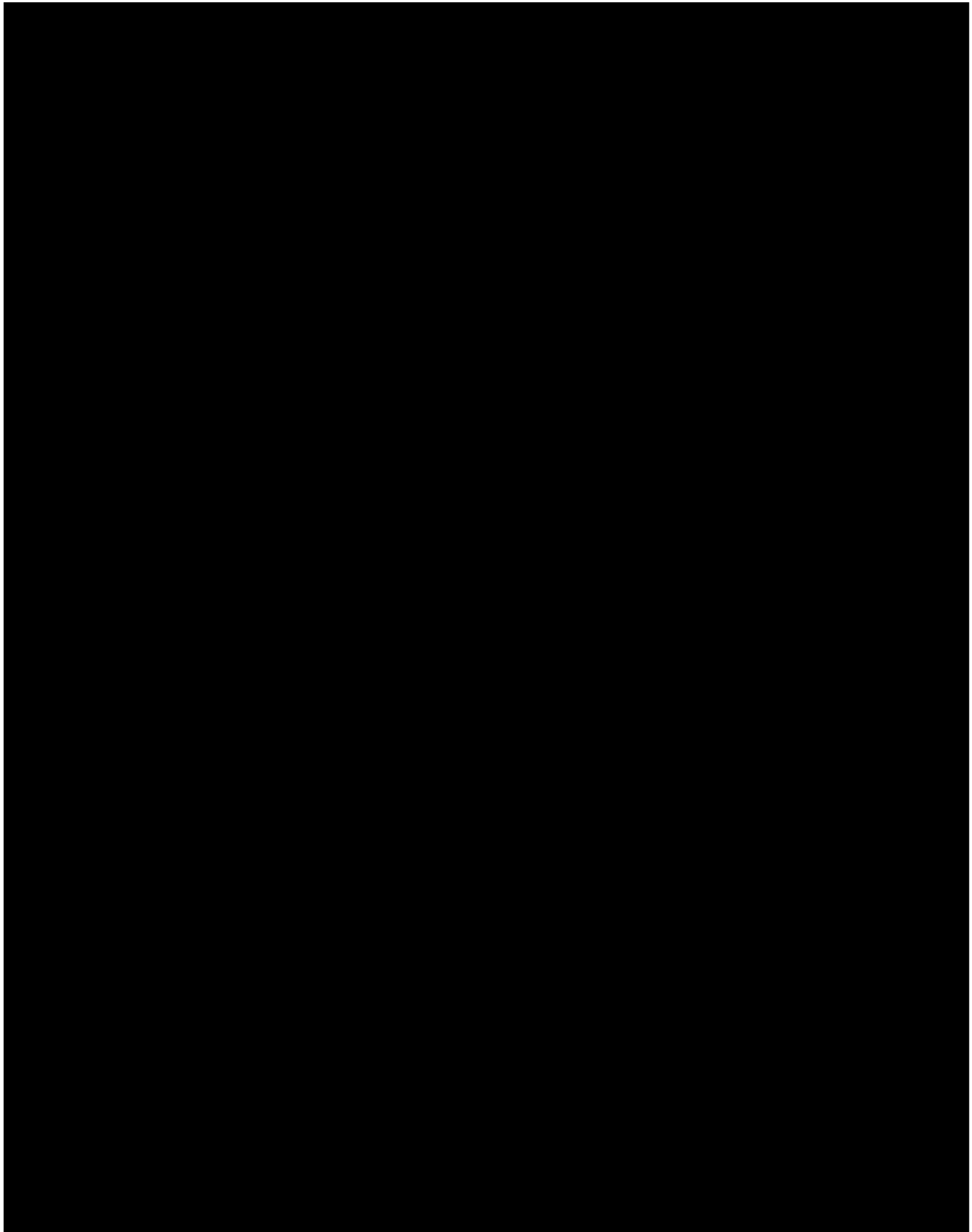
Significance and Integrity

The isolate is not associated with significant historical events or persons and does not meet NRHP criteria for eligibility under A, B, C, or D. The site lacks integrity, as it does not retain key aspects such as location or association, and the objects may be from roadside debris or residential use. Sound Transit recommended the site not eligible for listing in the NRHP on June 13, 2025, and the site was determined not eligible by the SHPO on July 22, 2025.

45SN531 – Interurban Railway (Seattle to Everett Link)

Archaeological site 45SN531, the Seattle–Everett Interurban Railway, is a previously recorded linear historic railroad site. Its extent within the Broadway/I-5 Segment was not included in earlier site documentation. The updated site boundary now incorporates this previously unrecorded portion of the railway within and adjacent to the Broadway/I-5 Segment of the APE (Figure 9-19). The evaluation of the entire site is provided below in Section 9.1.2.

**Figure 9-19 Seattle-Everett and Everett-Snohomish Interurban Railway
(Broadway/I-5 Segment Sections) (Redacted)**



Wetmore Avenue to Kossuth Avenue

From Wetmore Avenue the historic railway alignment is a paved walking path section of the Interurban Trail. The Pinehurst Substation is just south of Wetmore Avenue. The trail south of Wetmore Avenue has a wide corridor with grass on the margins; approximately the first 100 meters is cut into a very small hill, then levels out. There is a boulder along the Interurban Trail and historic railway alignment named the “Interurban Trail Boulder.” This boulder was inspected although there is nothing to suggest it was associated with the Interurban Railway (Figure 9-20).

There is a built-up grade about 40 meters south of the Interurban Trail Boulder that is about 100 meters long, and 1 to 2 meters tall. This built-up grade flattens out before Beverly Boulevard; south of Beverly Boulevard it is a cut grade.

Figure 9-20 View Northeast, Interurban Trail Boulder



Commercial Avenue

Between 5607 Commercial Avenue and Madison Street, the historic railway alignment follows Commercial Avenue, though it is likely on the east side of the road where there is a SnoPUD power line corridor, not the center of the road (Figure 9-21). This is a residential area with significant modifications that have obscured the historic railway alignment. Commercial Avenue is generally on an east-facing slope, though towards Madison Street the slope is gentler. Between Madison Street and Wetmore Avenue the historic railway alignment follows a paved walking path on the northwest side of Commercial Avenue.

Figure 9-21 View Southeast, Commercial Avenue Southeast of the Intersection of Commercial Avenue and Lowell Road



Alta Drive to Commercial Avenue

The historic railway alignment follows Alta Drive, a residential road, to 52nd Street SE, where it again becomes a paved walking path and then a gravel road through a grass field to a substation on the north side of Lowell Road (Figure 9-22). The ground is relatively level, if there was a grade on Alta Drive it has been obscured by road and infrastructure construction. The substation has significant infrastructure around it as Lowell Road is much higher than the grass field.

Between Lowell Road and Commercial Avenue is a short section of paved walking path where the historic railway alignment was. It is relatively level, with a somewhat wide corridor that was about 15 to 40 feet on either side of the pavement.

Along the stretch of trail between Wetmore Avenue and Beverly Boulevard, a ferrous metal rod with a disk attached was encountered, as well as a concrete foundation covered by grass (Figure 9-23 and Figure 9-24). The rod was protruding from the ground with 131 cm above the surface, and the disk had a 16 cm diameter. The concrete foundation was rectangular with an iron band in the center of it, and measured 178 by 136 by 14 cm. This metal rod and concrete foundation cannot be definitively dated to older than 50 years. Therefore, they were not considered a cultural resource.

Figure 9-22 View Northwest, Interurban Trail and Historic Railway Alignment, Towards 52nd Street SE



Figure 9-23 View North, Metal Rod With Disk Attached



Figure 9-24 View South, Concrete Foundation Covered by Grass

9.1.1.8 Everett Station Segment

The Everett Station Segment is approximately 2 miles long and includes three Build Alternatives. This segment is mostly commercial and primarily on the west side of I-5. The south end of the segment is more of a residential area. I-5 is oriented north to south in the segment. As identified by the DAHP predictive model, the Everett Station Segment alternatives fall within all categories of risk. The entire southern half of the Everett Station Segment, starting at the alignment segment boundary and ending near 41st Street, falls within “Moderate Risk” and “Moderately Low to Low Risk” for archaeological resources. The area between 41st Street and 37th Street is in “High to Very High Risk.” North of 37th Street, the remainder of the Everett Station Segment is mostly within “Moderate Risk” and “Moderately Low to Low Risk,” with a small area of “High to Very High Risk” near 33rd Street and Paine Avenue (GeoEngineers 2009).

Eleven survey areas were identified in this segment through a review of the resources in Section 6.1, with the survey areas and sampling strategy intensity determined according to the methodology outlined in Section 6.2. Archaeological work conducted in this segment included pedestrian survey in rights-of-way and some private parcels where ROE was granted, 46 SPs for subsurface investigations and five geotechnical bores that were monitored by an archaeologist. A summary of these investigations, including any notable findings and observed isolated and/or temporally non-diagnostic cultural materials, is provided below. Figures showing the locations of the survey areas, SPs, and geotechnical boreholes for the Everett Station Segment are provided in Attachment G.

One previously recorded archaeological resource was identified within this segment; two previously unrecorded archaeological resources were identified within this segment during archaeological investigations and are described below.

Pedestrian Survey

ERCI staff performed a pedestrian survey for the Everett Station Segment on June 19, 2024, and August 13, 2024. The southern portion of this segment is in a residential neighborhood and is adjacent to the Evergreen Cemetery. In this portion the roads are narrow with no sidewalks and buried utility lines, though there is often gravel between the edge of the road and the grass lawns and ornamental plant beds of the resident's yards. The northern portion of this segment is in the commercial area of downtown Everett, where Broadway and Hewitt Avenue are broad roads with sidewalks and buried utilities on both sides of the road while the other streets are narrower and only some have sidewalks. The right-of-way in this portion consists of asphalt, a sidewalk or gravel road edge, occasionally an ornamental plant bed between the sidewalk and road or the sidewalk and adjacent parking lots of the businesses.

No previously unrecorded archaeological resources were encountered during the pedestrian survey within the Everett Station Segment.

Subsurface Survey

In the Everett Station Segment 46 SPs were excavated. General SP descriptions are provided below, and more detailed descriptions and maps are included in Attachment G. Survey Areas EVT-SA-1 through EVT-SA-4 and EVT-SA-6 through EVT-SA-10 were unsuitable for subsurface survey.

Of the 46 SPs, refuse was encountered in 35 SPs within only imported fills and disturbed local sediments. Historic refuse was encountered in one SP. SP 67 contained a complete amber glass bottle made by the Owens-Illinois Glass Co. with a Dad's Root Beer label found in disturbed local sediments. Based on the maker's mark and date code on the base of the bottle, it was made in 1950 (Lockhart and Hoenig 2018). An archaeological site form has been prepared for the isolate (see discussion of Survey Area EVT-SA-5 below).

Modern refuse was encountered in one SP, including a plastic Fritos bag fragment from 1991–2004 in disturbed local sediments in SP 80.1 (Logopedia 2025a). All other refuse in the Everett Station Segment was nondiagnostic.

Survey Area EVT-SA-5 was identified as “Low to High Risk” in the DAHP predictive model (GeoEngineers 2009); however, the presence of the Evergreen Cemetery (DAHP ID: 735131), determined eligible for the NRHP through the historic built environment survey for this project, prompted the elevation of the survey area sampling intensity to **high and very high risk**. Due to steep slopes and buried utilities, SPs were not dug in two sections of the northern portion of the area. Forty-two SPs were excavated in Survey Area EVT-SA-5; in this area, the sediments encountered included imported fill, disturbed local sediments, intact glacial till, and intact glacial advance outwash. Of the 42 SPs, 48% contained disturbed local sediments over intact glacial advance outwash, 14% contained only disturbed local sediments, 12% contained disturbed local sediments over intact glacial till, 7% contained only intact glacial advance outwash, 7% contained disturbed local sediments over intact glacial till overlying intact glacial advance outwash, 5% contained imported fill over disturbed local sediments overlying intact advance outwash, 5% contained only imported fill, and 2% contained imported fill over disturbed local sediments overlying intact glacial till. This set of profiles is consistent with the expected sediments for the area, which were urban land, intact glacial outwash, and intact glacial till (Minard 1985b; Soil Survey Staff 2022). In this area, the imported fill and disturbed local sediments appear to be from road and infrastructure construction. It is probable that for the SPs where no intact sediment was encountered, there is intact sediment below the imported fill per

the surrounding SPs. A historic isolate was identified in SP 67, and an archaeological site inventory form (45SN961) has been completed. The isolate was determined not eligible for the NRHP (for further discussion see the Archaeological Sites section). With only near surface disturbance in this area, there is still a moderate and high risk of encountering intact archaeological resources as intact sediments were encountered.

Survey Area EVT-SA-11 was identified as “High Risk” in the DAHP predictive model (GeoEngineers 2009). Based on this classification, the survey was conducted at a **high and very high risk** intensity. Five SPs were excavated in Survey Area EVT-SA-11; in this area, the sediments encountered included imported fill, disturbed local sediments, and intact alluvium. Of the five SPs, 80% contained only imported fill, while 20% contained imported fill over disturbed local sediments overlying intact alluvium. This set of profiles is partially consistent with the expected sediments for the area, which were urban land and intact glacial advance outwash. However, there are mapped units of intact alluvium in the vicinity (Minard 1985b; Soil Survey Staff 2022). In this area, the deep imported fill appears to be from road and infrastructure construction. It is probable that for the SPs where no intact sediment was encountered, there is intact sediment below the imported fill per the one SP. The deep sediment disturbance decreases the risk of encountering intact archaeological resources.

Geotechnical Boring Monitoring

Four geotechnical boreholes (A35A, A38, A44A, and A45A) were monitored within the Everett Station Segment. General borehole descriptions are provided below, and more detailed descriptions are included in Attachment G.

Much of the area surrounding the five boreholes has been modified with the construction of roads, infrastructure, residences, and businesses, so there is likely some ground disturbance in this area. The sediments encountered in the bores matched these expectations, though the profiles varied. Borehole A35A had disturbed local sediments to about 2 feet above sorted, sandy silt to sand intact advance outwash to the base of the bore at 100 feet; Borehole A38 had unsorted, imported pit run fill to about 5 feet above very silty intact alluvium, with unsorted, densely compacted intact glacial till and dark gray sandy silt to silty sand advance outwash below to the base of the bore at 100 feet; Borehole A44A had disturbed local sediments above unsorted, densely compact intact glacial till with interbedded sand, silty sand, and sandy silt intact glacial advance outwash below to the base of the bore at 100 feet; and Borehole A45A had imported fill over disturbed local sediments to about 2 feet, interbedded silt and sandy silt intact alluvium, and interbedded coarse sand and sandy silt intact glacial advance outwash to the base of the bore at 100 feet. Boreholes A44A and A45A are within a “Low Risk” area identified by the DAHP predictive model (GeoEngineers 2009), which is supported by the significant ground disturbance encountered in the bores. Borehole A38 is within a “Moderate Risk” area and A35A is within a “High Risk” area identified by the DAHP predictive model (GeoEngineers 2009), though the significant ground disturbance caused by road and infrastructure construction has decreases the probability of encountering intact archaeological deposits.

No previously unrecorded archaeological resources were encountered during geotechnical monitoring within the Everett Station Segment.

Archaeological Sites

One previously recorded archaeological site is located within the Everett Station Segment; however, archaeological investigations document two additional archaeological sites within this

portion of the APE, including a previously unrecorded extent of site 45SN531, the Seattle–Everett Interurban Railway (see Section 9.1.2.3).

45SN85 – Precontact Isolate

One archaeological site has been previously identified within the Everett Station Segment. Archaeological site 45SN85 contains a precontact isolate projectile point that is within the APE. It was collected and remanded to the Snohomish County Historical Museum (Bush 2025b; Mattson 1980).

Archaeological site 45SN85 was not encountered during the pedestrian survey. The 1980 site form notes that the isolate was stored at the Snohomish County Historical Society Museum. The isolate does not meet NRHP criteria for significance under A, B, C, or D, as it lacks association with significant events or persons, distinctive characteristics, artistic value, or potential to yield important information. Additionally, the site lacks integrity, as it does not retain key aspects such as location, design, and association. Sound Transit recommended the site not eligible for listing in the NRHP on June 13, 2025, and the site was determined not eligible on July 22, 2025. Therefore, the project does not have the potential to adversely affect this site.

45SN961 – Historic Isolate

SP 67 in Survey Area EVT-SA-5 contained a 1950 Dad's root beer bottle, along with undatable glass and asphalt fragments. The bottle is embossed with a 1950 year code and an Oakland factory code (Lockhart and Hoenig 2018; Pinkman 2025c).

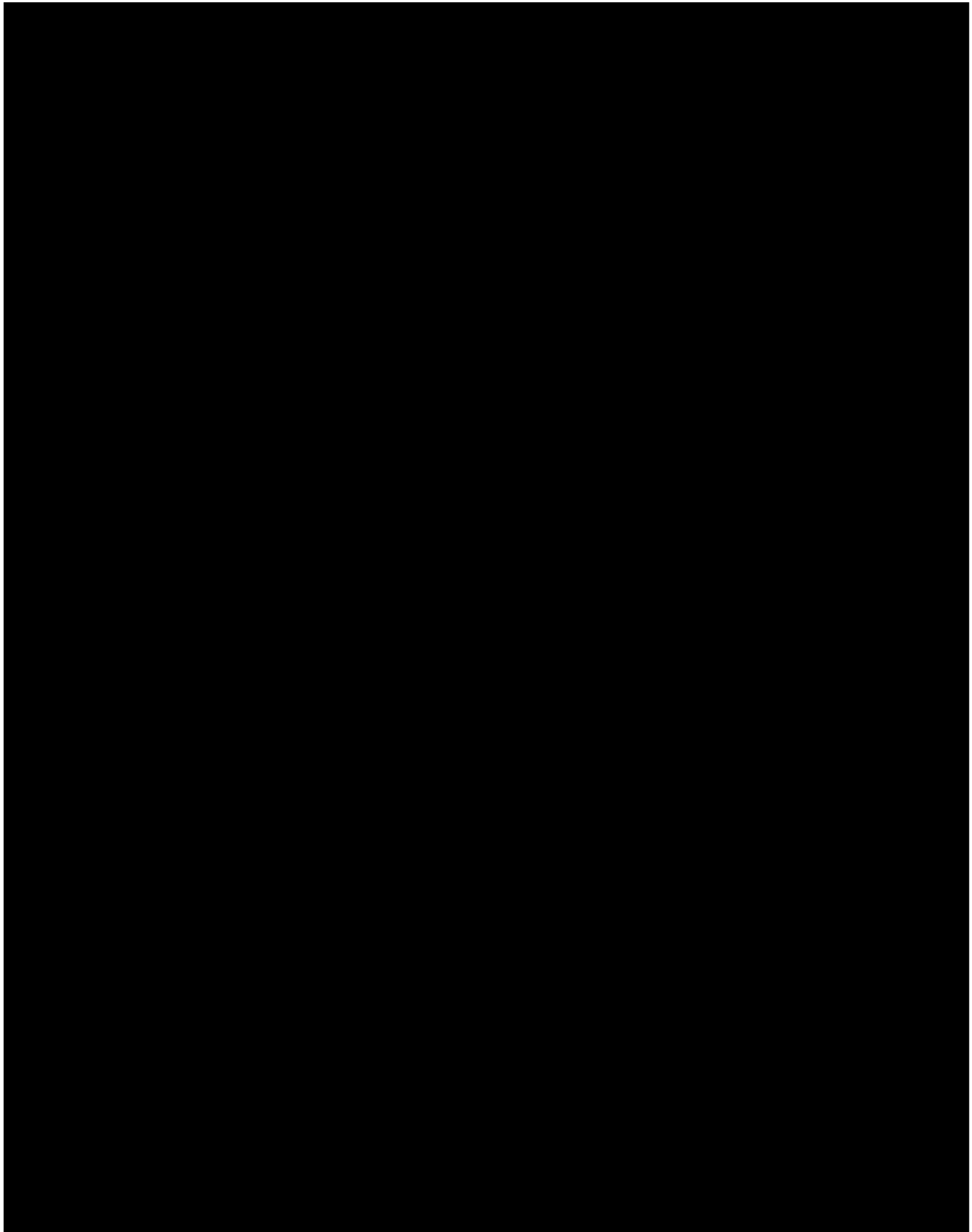
Significance and Integrity

The isolate is not associated with significant events or persons and lacks distinctive characteristics or the potential to yield important information. It does not retain key aspects of integrity, as it may be from roadside debris or a visitor. Sound Transit recommended the site not eligible for listing in the NRHP on June 13, 2025, and the site was determined not eligible by the SHPO on July 22, 2025.

45SN531 – Interurban Railway (Seattle to Everett Link)

Archaeological site 45SN531, the Seattle–Everett Interurban Railway, is a previously recorded linear historic railroad site. Its extent within the Everett Station Segment was not included in earlier site documentation. The updated site boundary now incorporates this previously unrecorded portion of the railway within and adjacent to the Everett Station Segment of the APE (Figure 9-25). The evaluation of the entire site is provided below in Section 9.1.2.

Figure 9-25 Seattle-Everett and Everett-Snohomish Interurban Railway (Everett Station Segment Sections) (Redacted)



44th Street SE to Alta Drive

From 44th Street SE to Alta Drive, the historic railway alignment has been turned into a paved walking path section of the Interurban Trail. It is forested, with a narrow trail corridor (1 to 20 feet on either side of the pavement) due to dense vegetation and a steep east-facing slope for most of this section (Figure 9-26). The historic railway alignment would have been cut-and-fill due to the slope, so that infrastructure remains.

Figure 9-26 View South, Interurban Trail and Historic Railway Alignment Northeast of the Intersection of Colby Avenue and Beaumont Drive



Downtown Everett to 44th Street SE

The historic railway alignment starts at Pacific Avenue and Colby Avenue with the original station building at 1515 Pacific Avenue (Figure 9-27). The historic railway alignment follows Colby Avenue south; this is a mixed commercial and residential area that has been significantly modified. Colby Avenue is a five-lane road with parking lanes and sidewalks on both sides, which has removed evidence of the historic rail line (Figure 9-28).

At the intersection of Pacific Avenue and Colby Avenue, where the historic railway alignment begins, Colby Avenue is on a north-south ridge, with the ground gently sloping down to the east and west. Around 35th Street the east slope becomes steeper. Around 37th Street the ground levels out to being relatively level to the west and east of Colby Avenue, though around 39th Street it transitions to a medium-grade slope down to the east, then levels out again. There is a gentle slope up to the south from 40th to 41st Street, then an east-facing slope. At 43rd Street SE, the historic railway alignment takes a slight turn to the east and leaves Colby Avenue though SnoPUD property (which was not accessed due to no trespassing signs) to 44th Street.

Near the southwest corner of the intersection of Colby Avenue and 43rd Street, a deteriorated springboard notched stump with at least one notch was encountered (Figure 9-29). This stump cannot be definitively dated to older than 50 years and is deteriorated. Therefore, it is not considered a protected cultural resource.

Figure 9-27 View West Southwest, 1515 Pacific Avenue East and North Elevations



Figure 9-28 View South, Colby Avenue Near the Intersection of Colby Avenue and 36th Street



Figure 9-29 View Southeast, Deteriorated Notched Stump



9.1.1.9 OMF North Site Alternatives

OMF Site F

OMF Site F is approximately 59 acres and is a mixed commercial and residential area. Swamp Creek flows parallel to the site along its southeastern boundary before turning southward to its confluence with Lake Stickney. As identified by the DAHP predictive model, the entire alternative falls within “Low to Moderately Low Risk,” with few sporadic “Moderate Risk” along SR 99 (GeoEngineers 2009).

Four survey areas were identified in this site alternative through a review of the resources in Section 6.1, with the survey areas and sampling strategy intensity determined according to the methodology outlined in Section 6.2. Archaeological work conducted in this segment included pedestrian survey in rights-of-way and some private parcels where ROE was granted. There were no geotechnical boreholes in OMF Site F that were recommended for archaeological monitoring, and as of June 2025 no subsurface surveys had been conducted. A summary of these investigations, including any notable findings and observed isolated and/or temporally non-diagnostic cultural materials, is provided below. Figures showing the locations of the survey areas for OMF Site F are provided in Attachment G.

No previously recorded or unrecorded archaeological resources were identified within this OMF Site.

Pedestrian Survey

ERCI staff performed a pedestrian survey for OMF Site F on June 18, 2024. The site is in a mostly residential area with some businesses. Generally, the rights-of-way have a sidewalk, though there are areas where there is none. There are some grass lawn areas between the asphalt and the edge of the right-of-way, though in some areas there are drainage ditches, gravel, buried utilities, or fences.

No previously unrecorded archaeological resources were encountered during the pedestrian survey within OMF Site F.

Subsurface Survey

The subsurface survey within OMF Site F was not completed as of June 2025. Subsurface survey completed prior to the Final EIS will be reported in that document.

Geotechnical Boring Monitoring

No geotechnical boreholes were monitored within OMF Site F.

Archaeological Sites

There are no previously identified archaeological sites within OMF Site F, and no sites were identified during archaeological investigations.

OMF Site E

OMF Site E is approximately 52 acres and is a mixed commercial and residential area adjacent to Paine Field. The entire alternative falls within “Moderate Risk” and “Low to Moderately Low Risk” as identified by the DAHP predictive model (GeoEngineers 2009).

Nine survey areas were identified in this site alternative through a review of the resources in Section 6.1, with the survey areas and sampling strategy intensity determined according to the methodology outlined in Section 6.2. Archaeological work conducted in this segment included pedestrian survey in rights-of-way and some private parcels where ROE was granted and 23 SPs for subsurface investigations. There were no geotechnical boreholes in OMF Site E that were recommended for archaeological monitoring. A summary of these investigations, including any notable findings and observed isolated and/or temporally non-diagnostic cultural materials, is provided below. Figures showing the locations of the survey areas, SPs, and geotechnical boreholes for OMF Site E are provided in Attachment G.

No previously recorded or unrecorded archaeological resources were identified within this OMF site.

Pedestrian Survey

ERCI staff performed a pedestrian survey for OMF Site E on June 19, 2024. The site is in a mixed residential and commercial area with only 21st Place W containing a sidewalk on the east side of the road. Otherwise, all roadsides are comprised of gravel, buried utility lines, grass lawns, ornamental plant beds, and wooded areas interspersed between buildings.

No previously unrecorded archaeological resources were encountered during the pedestrian survey within OMF Site E

Subsurface Survey

In OMF Site E 23 SPs were excavated. General SP descriptions are provided below, and more detailed descriptions and maps are included in Attachment G. Survey Areas OMF Site E-SA-1 and OMF Site E-SA-7 were unsuitable for subsurface survey. Survey Area OMF Site E-SA-9 is within unincorporated Snohomish County and was not included in the subsurface survey conducted through June 2025.

Of the 23 SPs, nondiagnostic refuse was encountered in seven SPs within only imported fills and disturbed local sediments. The refuse is likely related to grading and construction of roads. No historic properties were encountered in OMF Site E.

Survey Area OMF Site E-SA-2 was identified as “Low and Moderate Risk” in the DAHP predictive model (GeoEngineers 2009), though the **moderate risk** intensity was used as most of the survey area is moderate risk. Desktop analysis of the resources outlined in Section 6.1 identified no variables in the vicinity of this survey area that would elevate the risk level for survey intensity. Two SPs were excavated in Survey Area OMF Site E-SA-2; in this area, the sediments encountered included disturbed local sediment and intact glacial till. Both SPs contained disturbed local sediment over intact glacial till. This profile is consistent with the expected sediments for the area, which were urban land and glacial till (Minard 1982; Soil Survey Staff 2022). In this area, the disturbed local sediment appears to be from road and infrastructure construction. With only near surface disturbance in this area, there is still a low to moderate risk of encountering intact archaeological resources as intact sediments were encountered.

Survey Area OMF Site E-SA-3 was identified as “Low and Moderate Risk” in the DAHP predictive model (GeoEngineers 2009), though the **moderate risk** intensity was used as most of the survey area is moderate risk. Desktop analysis of the resources outlined in Section 6.1 identified no variables in the vicinity of this survey area that would elevate the risk level for survey intensity. Two SPs were excavated in Survey Area OMF Site E-SA-3; in this area, the

sediments encountered included disturbed local sediment and intact glacial till. One SP contained disturbed local sediment over intact glacial till and one contained only intact glacial till. This profile is consistent with the expected sediments for the area, which were urban land and glacial till (Minard 1982; Soil Survey Staff 2022). In this area, the disturbed local sediment appears to be from road and infrastructure construction. With only near surface disturbance in this area, there is still a low to moderate risk of encountering intact archaeological resources as intact sediments were encountered.

Survey Area OMF Site E-SA-4 was identified as “Low Risk” in the DAHP predictive model (GeoEngineers 2009). Based on this classification, the survey was conducted at the **low to moderately low risk** intensity. Desktop analysis of the resources outlined in Section 6.1 identified no variables in the vicinity of this survey area that would elevate the risk level for survey intensity. Three SPs were excavated in Survey Area OMF Site E-SA-4; in this area, the sediments encountered included only disturbed local sediment. This profile is partially consistent with the expected sediments for the area, which were urban land and glacial till (Minard 1982; Soil Survey Staff 2022). In this area, the disturbed local sediment appears to be from road and infrastructure construction. Groundwater was encountered at a relatively shallow depth in two of the SPs; it is likely that if these were able to be dug deeper intact sediments would have been encountered. The deep sediment disturbance decreases the risk of encountering intact archaeological resources.

Survey Area OMF Site E-SA-5 was identified as “Low and Moderate Risk” in the DAHP predictive model (GeoEngineers 2009), though the **moderate risk** intensity was used as most of the survey area is moderate risk. Desktop analysis of the resources outlined in Section 6.1 identified no variables in the vicinity of this survey area that would elevate the risk level for survey intensity. Three SPs were excavated in Survey Area OMF Site E-SA-5; in this area, the sediments encountered included imported fill, disturbed local sediment, and intact glacial till. Of the three SPs, one contained disturbed local sediment over imported fill overlying intact glacial till, one contained imported fill over intact glacial till, and one contained disturbed local sediment over intact glacial till. This profile is consistent with the expected sediments for the area, which were urban land and glacial till (Minard 1982; Soil Survey Staff 2022). In this area, the disturbed local sediment appears to be from road and infrastructure construction. Groundwater was encountered at a relatively shallow depth in two of the SPs; it is likely that if these were able to be dug deeper intact sediments would have been encountered. With only near surface disturbance in this area, there is still a low to moderate risk of encountering intact archaeological resources as intact sediments were encountered.

Survey Area OMF Site E-SA-6 was identified as “Low and Moderate Risk” in the DAHP predictive model (GeoEngineers 2009), though the **moderate risk** intensity was used as most of the survey area is moderate risk. However, a roadside drainage ditch, a wetland, and buried utilities prevented SPs from being placed in several areas. Desktop analysis of the resources outlined in Section 6.1 identified no variables in the vicinity of this survey area that would elevate the risk level for survey intensity. Three SPs were excavated in Survey Area OMF Site E-SA-6; in this area, the sediments encountered included imported fill, disturbed local sediment, and intact glacial till. Of the three SPs, 33.3% contained imported fill over disturbed local sediment overlying intact glacial till, 33.3% contained only disturbed local sediment, and 33.3% contained disturbed local sediment over intact glacial till. This profile is consistent with the expected sediments for the area, which were urban land and glacial till (Minard 1982; Soil Survey Staff 2022). In this area, the disturbed local sediment appears to be from road and infrastructure construction. With mostly near surface disturbance in this area, there is still a Low

to moderate risk of encountering intact archaeological resources as intact sediments were encountered.

Survey Area OMF Site E-SA-8 was identified as “Low and Moderate Risk” in the DAHP predictive model (GeoEngineers 2009). Desktop analysis of the resources outlined in Section 6.1 identified no variables in the vicinity of this survey area that would elevate the risk level for survey intensity. However, per the methods outlined in Section 6.2.2.2, it was surveyed at the **high and very high risk** intensity to mitigate bias. Buried utilities prevented SPs from being dug on the west side of 23rd Avenue W and in several other areas. Ten SPs were excavated in Survey Area OMF Site E-SA-8; in this area, the sediments encountered included imported fill, disturbed local sediment, and intact glacial till. Of the 10 SPs, 50% contained disturbed local sediment over intact glacial till, 30% contained only disturbed local sediments, and 20% contained imported fill over disturbed local sediment overlying intact glacial till. This profile is consistent with the expected sediments for the area, which were urban land and glacial till (Minard 1982; Soil Survey Staff 2022). In this area, the disturbed local sediment appears to be from road and infrastructure construction. With mostly near-surface disturbance in this area, there is still a low to moderate risk of encountering intact archaeological resources as intact sediments were encountered.

No previously unrecorded archaeological resources were encountered during the subsurface survey within OMF Site E.

Geotechnical Boring Monitoring

No geotechnical boreholes were monitored within OMF Site E.

Archaeological Sites

There are no previously identified archaeological sites within OMF Site E, and no sites were identified during archaeological investigations.

OMF Site B

OMF Site B is approximately 65 acres and is primarily industrial, with a commercial area centered around Evergreen Way. SR 526 runs east to west in this part of the APE. Within OMF Site B is Merrill & Ring Creek, which is a prominent creek within the APE and likely travel corridor and resource acquisition area. The entire alternative falls within “Moderate Risk” and “High to Very High Risk” as identified by the DAHP predictive model (GeoEngineers 2009). The “High and Very High Risk” areas are located near Merrill & Ring Creek.

Three survey areas were identified in this site alternative through a review of the resources in Section 6.1, with the survey areas and sampling strategy intensity determined according to the methodology outlined in Section 6.2. Archaeological work conducted in this segment included pedestrian survey in rights-of-way and some private parcels where ROE was granted and three geotechnical bores that were monitored by an archaeologist. There were no archaeological survey areas suitable for subsurface surveying. A summary of these investigations, including any notable findings and observed isolated and/or temporally non-diagnostic cultural materials, is provided below. Figures showing the locations of the survey areas, SPs, and geotechnical boreholes for OMF Site B are provided in Attachment G.

No previously unrecorded archaeological resources were identified within this OMF site.

Pedestrian Survey

ERCI staff performed a pedestrian survey for OMF Site B on June 19, 2024. The site is in a mixed commercial and industrial area. The roads are wide with sidewalks and buried utilities on both sides and parking lots, grass lawns, and forested areas at the edge of the rights-of-way.

No previously unrecorded archaeological resources were encountered during the pedestrian survey within OMF Site B.

Subsurface Survey

Survey Areas OMF Site B-SA-1 through 3 were unsuitable for subsurface survey. Figures showing the location of the survey areas are included in Attachment G.

Geotechnical Boring Monitoring

Three geotechnical boreholes (O5, O8, and O11A) were scheduled to be monitored within OMF Site B. Borehole O5 was not drilled as ROE was declined. General borehole descriptions are provided below, and more detailed descriptions are included in Attachment G.

At Borehole O8, the surrounding area has been significantly modified with the construction of roads, infrastructure, a SnoPUD facility, and a retention pond to the east. At Borehole O11A, the surrounding area has been modified by the construction of roads, infrastructure, and commercial facilities. Thus, there is likely some ground disturbance in this area, and the sediments encountered in the bores matched these expectations. Both bores had disturbed local sediments to a maximum of 15 feet below surface above unsorted, densely compacted intact glacial till to the depths of the bores, at 80 feet for Borehole O8 and 30 feet for Borehole O11A. Borehole O11A is within a “Moderate Risk” area and Borehole O8 is within a “High Risk” area as identified by the DAHP predictive model (GeoEngineers 2009), though the significant ground disturbance caused by road and infrastructure construction has decreased the probability of encountering intact archaeological deposits.

No previously unrecorded archaeological resources were encountered during geotechnical monitoring within OMF Site B.

Archaeological Sites

There are no previously identified archaeological sites within OMF Site B, and no sites were identified during archaeological investigations.

9.1.2 Additional Interurban Railway (Site 45SN531) Sections and Comprehensive Site Evaluation

This section presents the archaeological investigations of additional segments of the Interurban Railway (site 45SN531) that are outside of the APE but are located near or adjacent to it. Specifically, it summarizes the investigations conducted for the Silver Lake section and the Everett–Snohomish link of the Interurban Railway. It also includes a comprehensive evaluation of archaeological site 45SN531, incorporating the expanded site boundary as described in previous sections (Bush 2025a).

9.1.2.1 Silver Lake Section of the Interurban Railway (Site 45SN531)

100th Place SE to 128th Street SW

At 100th Place SE the historic railway alignment transitions back to a paved walking path section of the Interurban Trail, it has a wide corridor with grassy margins and is relatively flat. The Silverlake Substation is about 15 meters from the corridor, and the area around it has been substantially modified (Figure 9-30).

The trail is built up to get to 112th Street SE by its overpass for I-5 (Figure 9-31); it is likely the historic rail line was still level in this area and was removed for the construction of the overpass. South of 112th Street SE the trail and alignment continue relatively level with a wide grassy corridor. There is a slightly raised grade for about 60 meters heading north of mile marker 6.

There is another raised grade for about 50 meters from the north of the substation, east of 121st Place SE. South of this substation the trail and alignment are a cut grade that extends north of the fire station then levels out. The Interurban line was cut into a hill, and there was a wide corridor on either side that was above the trail and covered in grass (Figure 9-32). Just north of 128th Street, the trail and alignment are a slight cut grade. The historic railway alignment has been removed from the 128th Street interchange with I-5 to the start of the Mariner Segment.

Figure 9-30 Seattle-Everett and Everett-Snohomish Interurban Railway (Silver Lake Section) (Redacted)

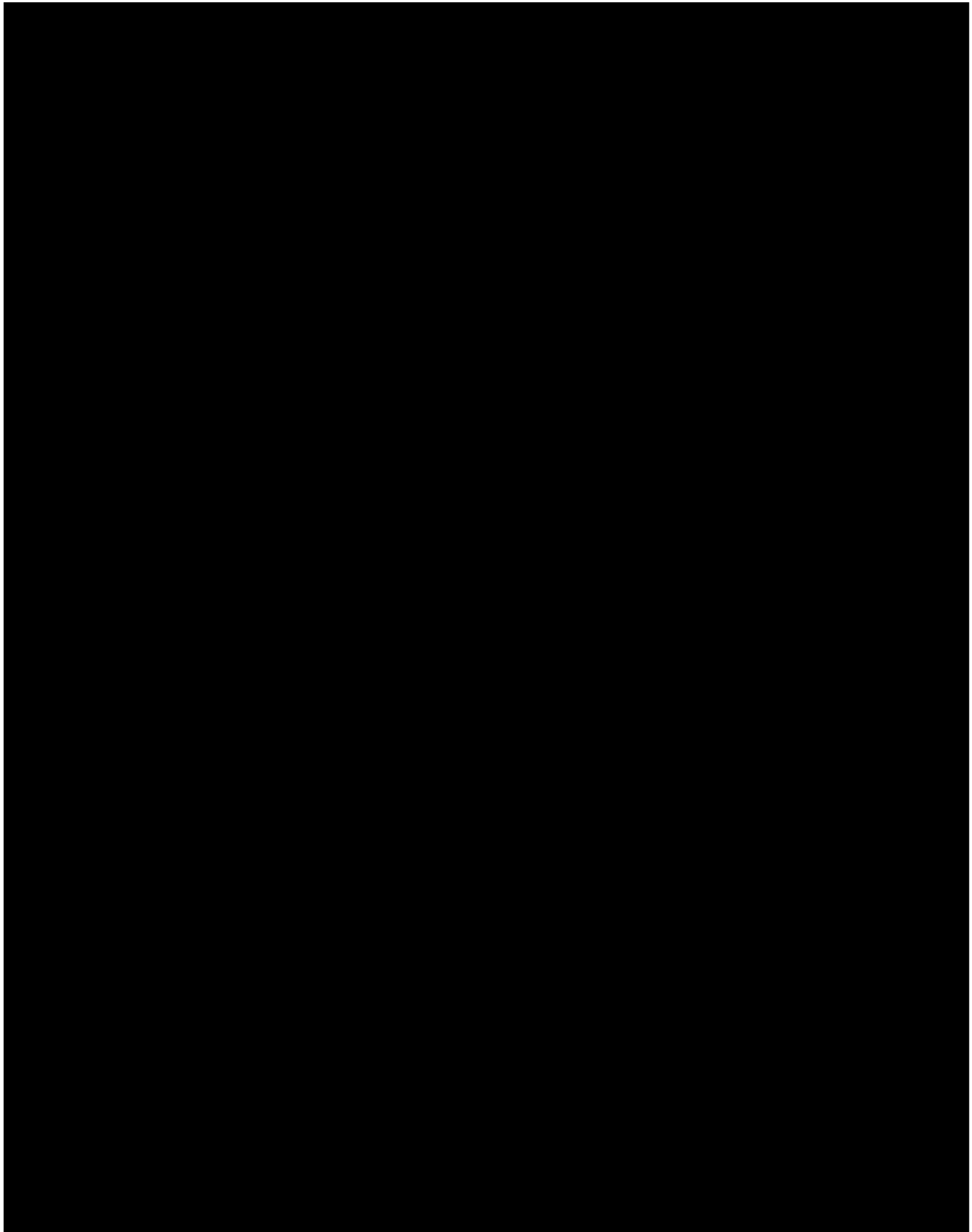
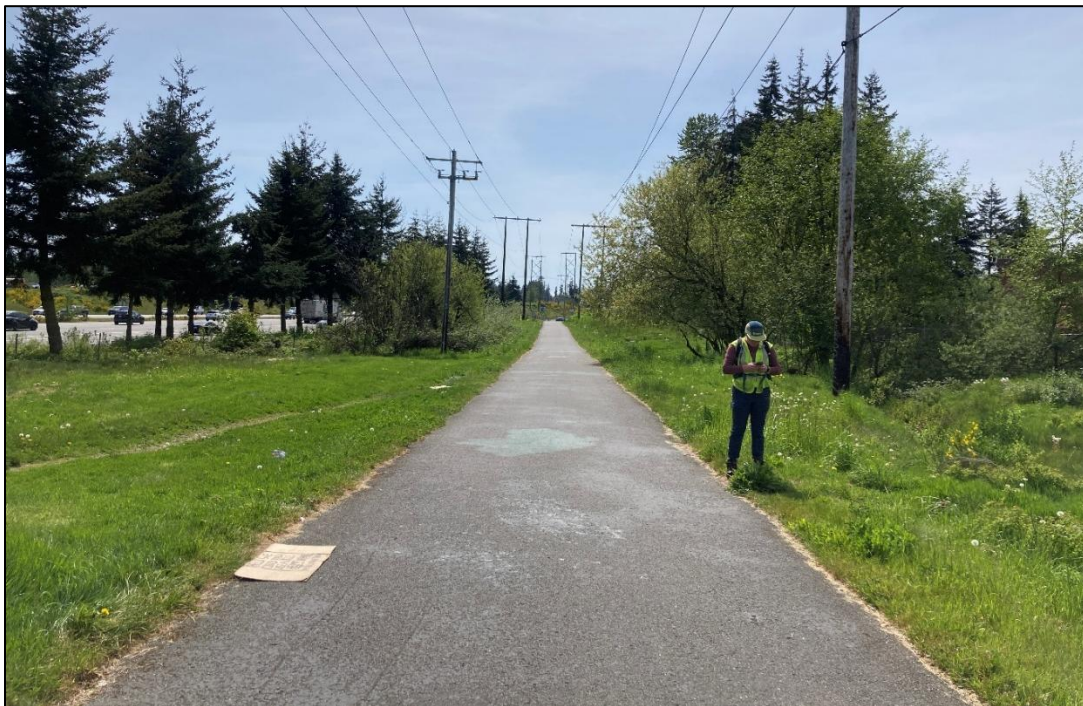


Figure 9-31 View North, Interurban Trail and Historic Railway Alignment Leading to 112th Street SE.



Figure 9-32 View Southwest, Interurban Trail and Historic Railway Alignment Between I-5 and 12425 Meridian Avenue.



W Mall Drive to 100th Place SE

South of the SR 526/Evergreen Segment the historic railway alignment is now a paved walking path section of the Interurban Trail on a steep east-west slope with a narrow walkable corridor (due to steep slope) (Figure 9-33). About a quarter mile south of 84th Street SE along the trail and alignment is an area with exposed quarry spalls likely related to the rail line (Figure 9-34). The area with quarry spalls was about 5 meters by 2 meters. The trail is level until W Mall Drive.

The trail converges with W Mall Drive and ceases to be a separate paved walking path of the Interurban Trail as it follows W Mall Drive south. The area has been modified and is mostly residential, then becomes commercial. South of SR 99 the historic railway alignment goes through the west side of the Everett Mall, which has been significantly modified. South of the mall the historic railway alignment goes through a retention pond that is fenced off, then through a gated private road, none of which ERCI could access.

Figure 9-33 View South, Interurban Trail and Historic Railway Alignment Southeast of 84th Street SE



Figure 9-34 View North, Exposed Quarry Spalls, and Cut and Fill Section of Historic Railway Alignment



9.1.2.2 Everett-Snohomish Link of the Interurban Railway (Site 45SN531)

The historic railway alignment of the Everett-Snohomish Interurban Railway is not part of the Interurban Trail. The Lowell neighborhood has been extensively modified into a residential area filled with single family homes and associated infrastructure as well as sidewalks and ornamental gardens lining the streets.

The historic railway alignment begins at the intersection of 41st Street and Colby Avenue and goes east along 41st Street towards I-5 (Figure 9-35). The grade of 41st Street adjacent to the historic railway alignment is relatively level, then closer to I-5 the road turns into an overpass (I-5 and Broadway are under the overpass). The historic railway alignment crosses what would become Broadway and I-5, and evidence of the railway would have been disturbed or removed.

On the east side of I-5, the alignment resumes at Cascade View and continues south on S 3rd Avenue (Figure 9-36). This area is relatively level with gentle slopes. At the south end of Lowell Park, the landscape gently slopes east towards the river, then the alignment turns southeast in the direction of Snohomish River. There used to be a trestle beginning near the south end of Lowell Park that carried passengers southwest over the Snohomish River that no longer exists.

Across the existing railroad tracks, there is a dike bisecting the swamp adjacent to the Snohomish River that the trestle would have been in (Figure 9-37). ERCI walked this dike to look out to the swamp. There was no evidence of the Everett-Snohomish Interurban Railway encountered.

Figure 9-35 View Northeast, Intersection of 41st Street and Colby Avenue



Figure 9-36 View South, S 3rd Avenue at the Intersection of S 3rd Avenue and 44th Street SE



Figure 9-37 View Northeast, Swamp Area Where Trestle Would Have Been

9.1.2.3 Interurban Railway (Site 45SN531) Evaluation

Site 45SN531 includes the historic alignments of both the Everett–Snohomish and Seattle–Everett Interurban Railways. The Everett–Snohomish Interurban Railway, constructed in 1903, originally operated between the Northern Pacific Railroad Depot in Snohomish and the community of Lowell. It was later expanded west along 41st Street in Everett to connect to the Seattle–Everett Interurban Railway following its completion in 1910. The Seattle–Everett Interurban Railway extended from present-day Westlake Center in Seattle to Everett, running parallel to what later became SR 99. The Everett–Snohomish Interurban Railway ceased operation in 1921 after flood damage destroyed the river trestle, while the Seattle–Everett Interurban Railway continued until its closure in 1939. These interurban alignments provided a key electric rail connection between communities in the area (Bush 2025a).

Following the closure of rail operations, portions of the corridor were repurposed for power transmission by SnoPUD and redeveloped as the Interurban Trail beginning in the 1990s. The pedestrian and archival survey identified no evidence of the original railway infrastructure. Much of the historic alignment has been replaced by modern infrastructure such as roads, parking lots, and buildings, or realigned to avoid major freeways and private property. No physical elements associated with its historical use as a railroad, such as rails, ties, or trestles, remain intact.

The site retains integrity only in location, as the general alignment of the interurban railways has not been moved from its historic corridor. It has lost integrity of design, setting, materials, workmanship, feeling, and association due to the removal and alteration of historic features and extensive redevelopment along the corridor.

An updated site form and evaluation of the expanded site boundary were completed, stating that the site is not associated with events that have made a significant contribution to broad patterns of history (Criterion A) and is not associated with a significant individual (Criterion B). Additionally, it does not embody distinctive characteristics of a type, period, or method of construction, represent the work of a master, possess high artistic value, or constitute a significant and distinguishable entity whose components lack individual distinction (Criterion C). Furthermore, the site does not have the potential to yield important information about prehistory or history (Criterion D). This site has lost integrity and has an inability to convey its historic significance. Therefore, the site does not meet any criteria for the NRHP.

Based on this assessment, Sound Transit recommended the site not eligible for listing in the NRHP under any criteria on June 13, 2025. The site was determined not eligible by the SHPO on July 22, 2025. Therefore, the project does not have the potential to adversely affect this site.

9.2 Historic Built Environment Resource Survey Results

To identify potential historic properties within the APE, a historic built environment resources field survey was conducted for 707 resources between 2022 and 2025. HPI forms for each built environment resource are available on WISAARD, project number 2021-11-07529. The historic built environment resource survey identified 671 resources as not eligible for listing in the NRHP, one resource that was previously determined eligible for the NRHP, 26 resources that have been determined eligible for listing in the NRHP, and one historic district that has been determined eligible with 10 contributing resources.

Because of the large number of built environment resources within the APE, copies of HPI forms are not included as an attachment to this report. Rather, readers are advised to review the built environment resources as recorded in WISAARD.⁴ A detailed historic context covering geographic and thematic patterns of development within the APE is presented in Attachment C.

The Everett Depot for the Milwaukee Road/Chicago, Milwaukee, St. Paul & Pacific Railroad, which stands at 3201 McDougall Avenue in the Everett Station Segment, is the one resource within the APE that was previously determined eligible for the NRHP. No other NRHP-listed or previously determined eligible resources exist within the APE. Likewise, no other WHR, Washington Heritage Barn Register, Snohomish County Register of Historic Places, or Everett Register of Historic Places (ERHP)-listed built environment resources exist within the APE.

For all segments, resources determined eligible for listing in the NRHP are summarized in tables within the following sections, and photographs of each built environment resource are included in Attachment B.

9.2.1 Historic Utilities

As described in the Utilities Technical Report in Draft EIS Appendix G.16, the APE includes several utilities, including natural gas, electrical power, water, sanitary sewer, stormwater drainage, and communications systems. Many of these utilities were constructed in or before

⁴ The website and instructions on how to use the database are available at <https://dahp.wa.gov/find-a-historic-place>. The project number is 2021-11-07529, and WISAARD identification numbers for each built environment resource are provided in the overview tables in Sections 9.2.2 and 9.2.3 and in Attachment A.

1980. Because of the large number of these resources, they have not been identified and documented as part of the Draft EIS. However, prior to final design, after the Sound Transit Board selects the project to be built, utilities meeting the minimum age criteria within the APE effects will be identified, recorded, and evaluated for potential adverse effects in consultation with the SHPO and other consulting parties. Sound Transit anticipates addressing these resources within the APE in the anticipated Section 106 Programmatic Agreement for the project as needed.

9.2.2 Alignment and Station Alternatives

9.2.2.1 West Alderwood Segment

The West Alderwood Segment includes the area between approximately 44th Avenue West and SR 525 in the Alderwood neighborhood. The built environment in this segment is generally characterized by low-rise industrial and commercial buildings. The West Alderwood Segment does not contain any NRHP-listed resources or resources that have been previously determined eligible for listing. Table 9-2 lists the three resources that were determined eligible for listing in the NRHP out of 19 built environment resources surveyed during field investigations for this project. Sound Transit recommended the resources as eligible for listing in the NRHP on June 13, 2025, and the resources were determined eligible by the SHPO on July 22, 2025. Figure 9-38 through Figure 9-40 show the location of the built environment resources surveyed within this segment, and photographs are provided in Attachment B.

Table 9-2 Historic Properties in the West Alderwood Segment

Survey Number	DAHP ID Number	Resource Name	Address	Construction Date	NRHP Eligibility Status
001	731494	Pacific First Federal Savings and Loan	3220 188th Street SW	1980	Eligible
005	731496	Pioneer First Federal Savings and Loan Association	4111 Alderwood Mall Boulevard	1979	Eligible
018	729222	Ken Schoenfeld Furniture	19909 40th Avenue W	1974	Eligible

Figure 9-38 NRHP Eligibility Status – West Alderwood Segment (1 of 3)

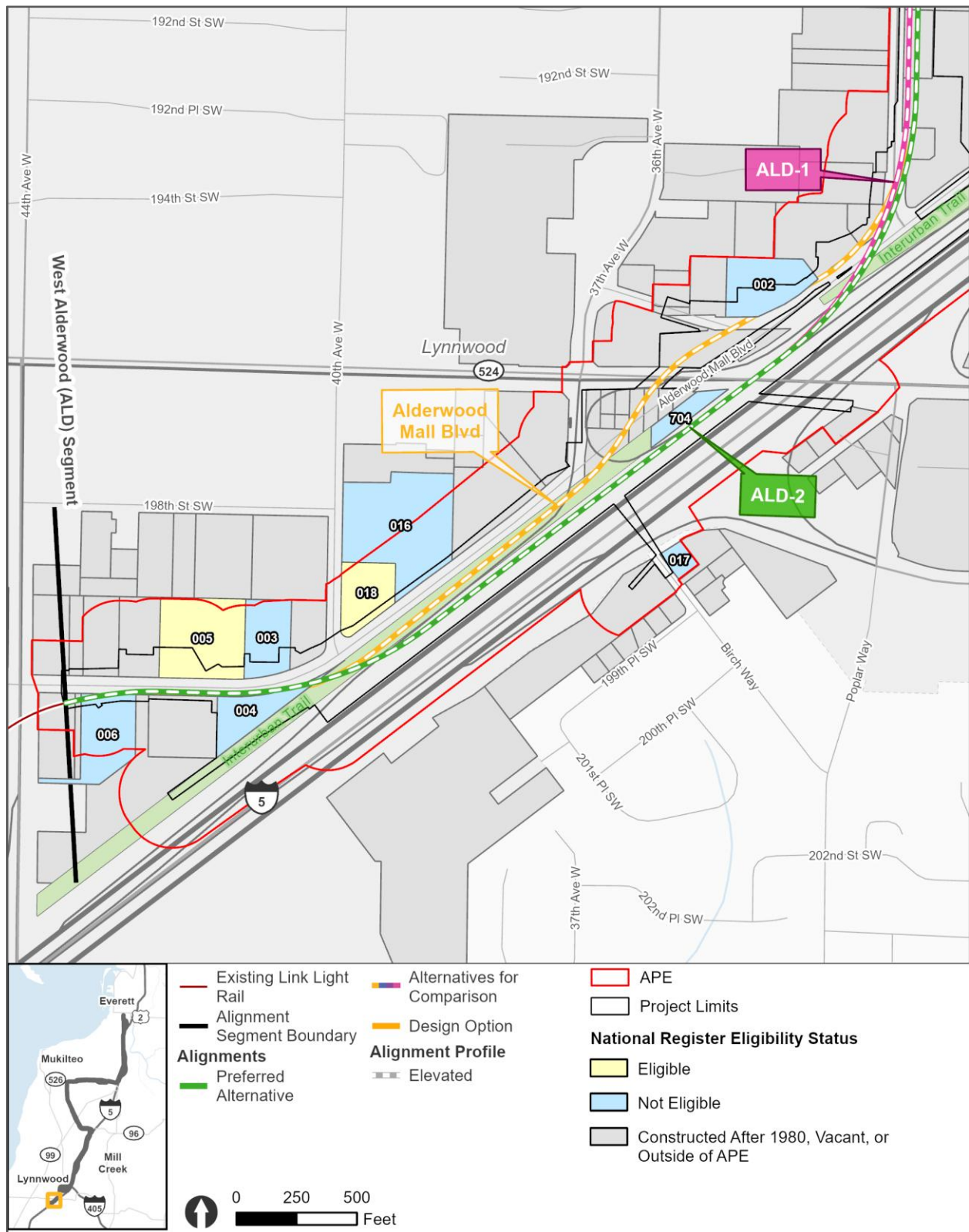


Figure 9-39 NRHP Eligibility Status – West Alderwood Segment (2 of 3)

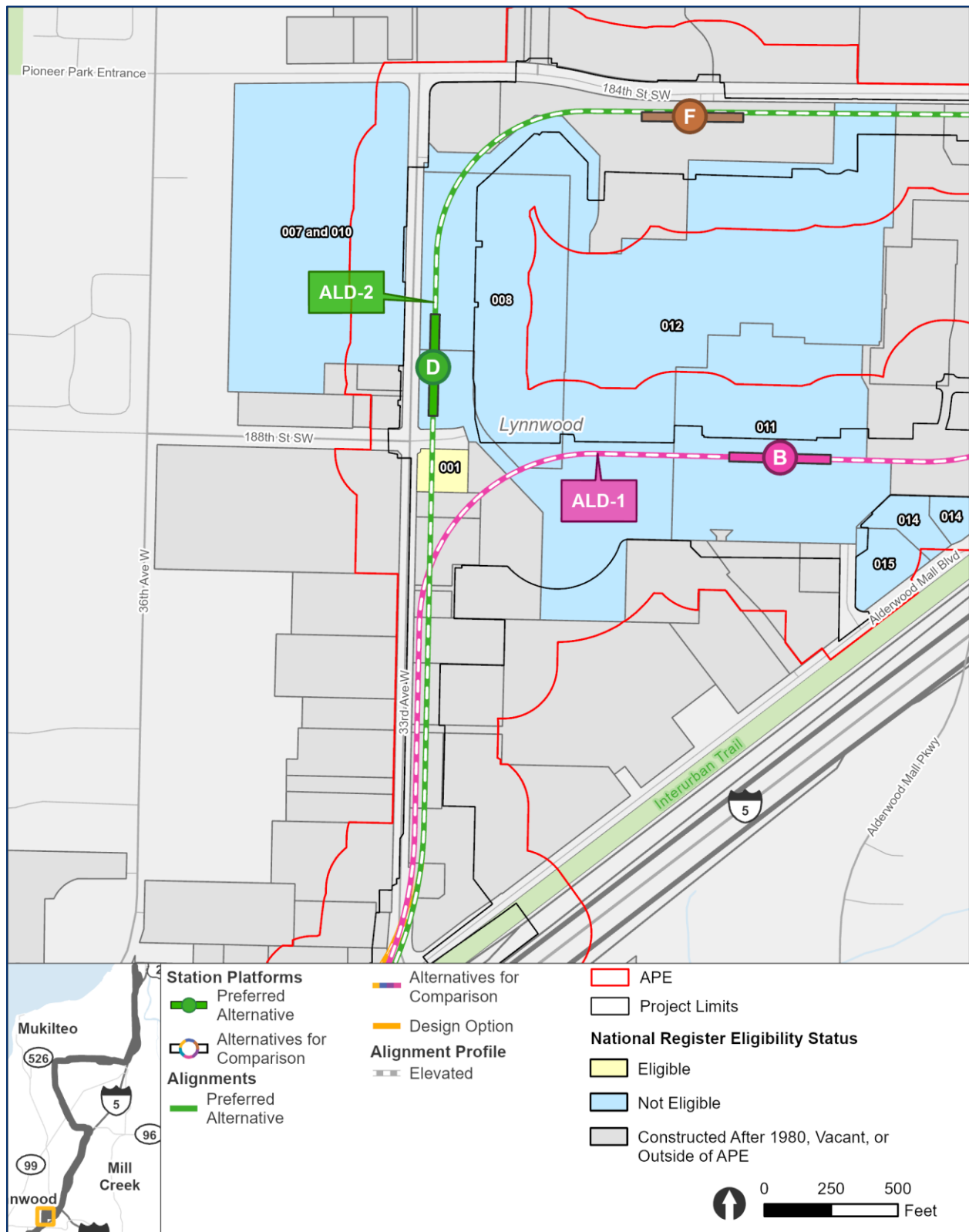
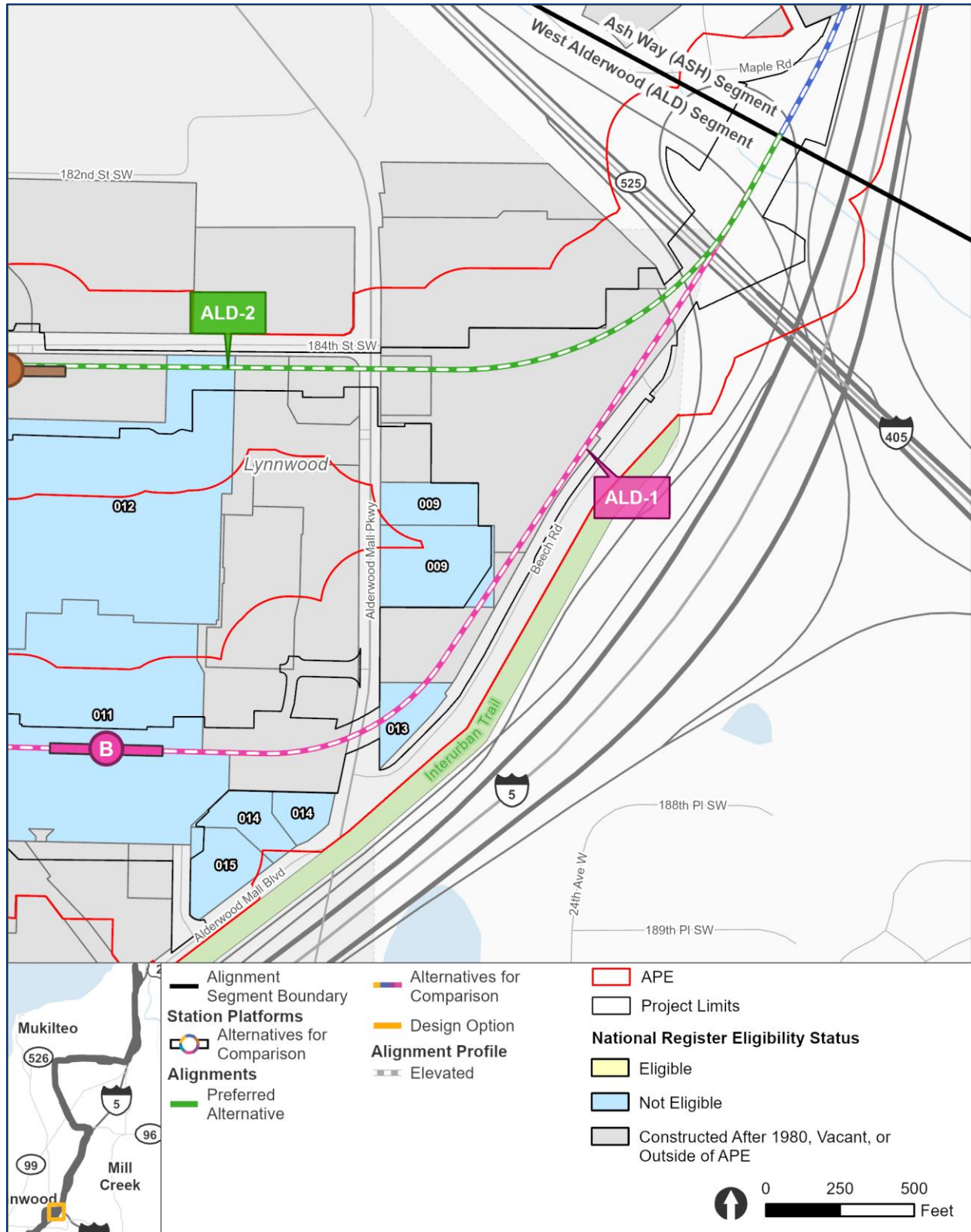


Figure 9-40 NRHP Eligibility Status – West Alderwood Segment (3 of 3)



9.2.2.2 Ash Way Segment

The Ash Way Segment includes the area between approximately SR 525 and 134th Street Southwest in the Martha Lake neighborhood. The built environment in this segment is generally characterized by residential and commercial buildings. The Ash Way Segment does not contain any NRHP-listed resources or resources that have been previously determined eligible for listing. Out of the 68 built environment resources surveyed during field investigations in this segment, one resource – a house located at 1204 Darben Place, built in 1967 (DAHP ID: 263079; Survey Number: 024) – was determined eligible for listing in the NRHP. Sound Transit recommended the resource as eligible for listing in the NRHP on June 13, 2025, and the resource was determined eligible by the SHPO on July 22, 2025. Figure 9-41 through Figure 9-45 show the built environment resources surveyed within this segment, and photographs are provided in Attachment B.

Figure 9-41 NRHP Eligibility Status – Ash Way Segment (1 of 5)

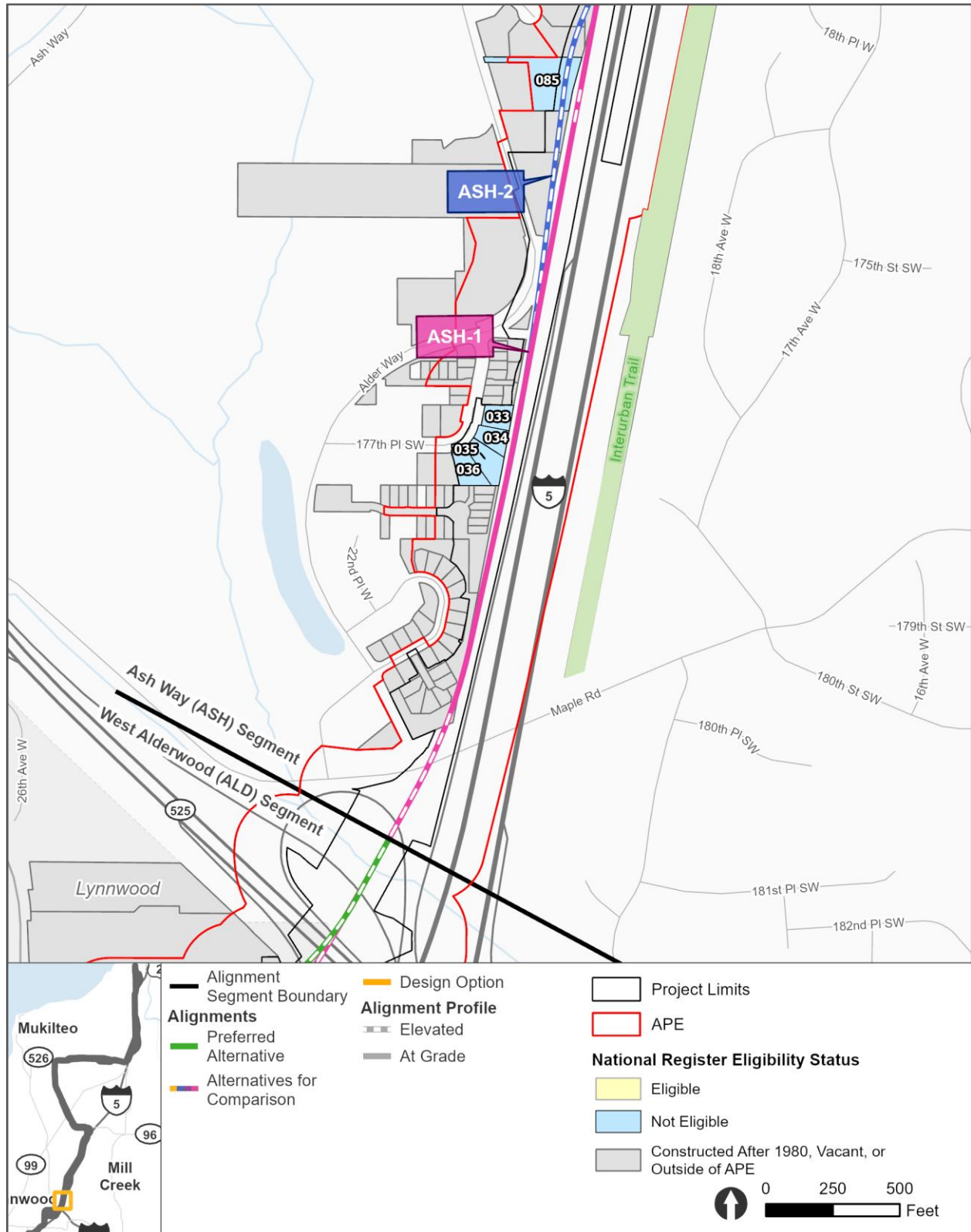


Figure 9-42 NRHP Eligibility Status – Ash Way Segment (2 of 5)

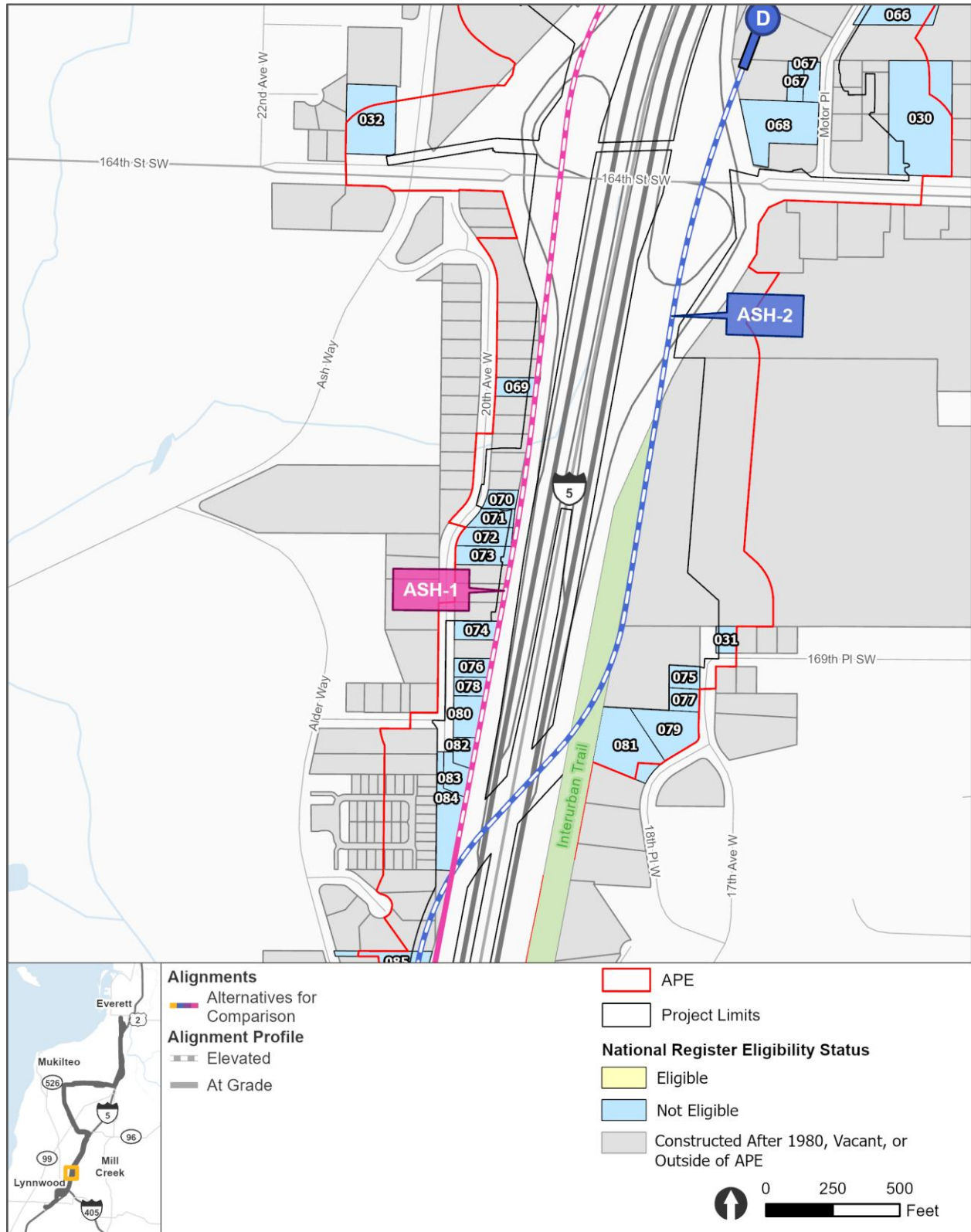


Figure 9-43 NRHP Eligibility Status – Ash Way Segment (3 of 5)



Figure 9-44 NRHP Eligibility Status – Ash Way Segment (4 of 5)

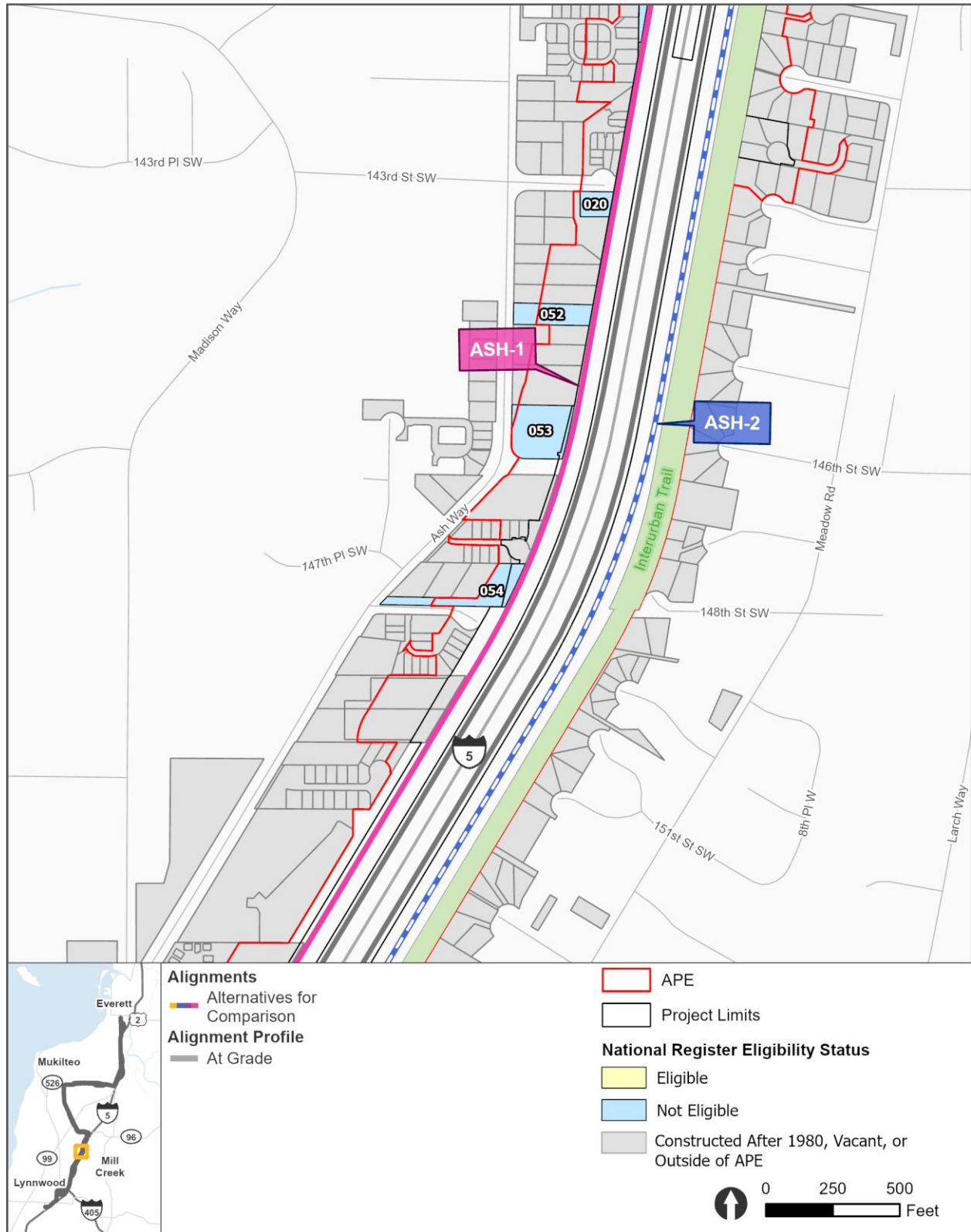
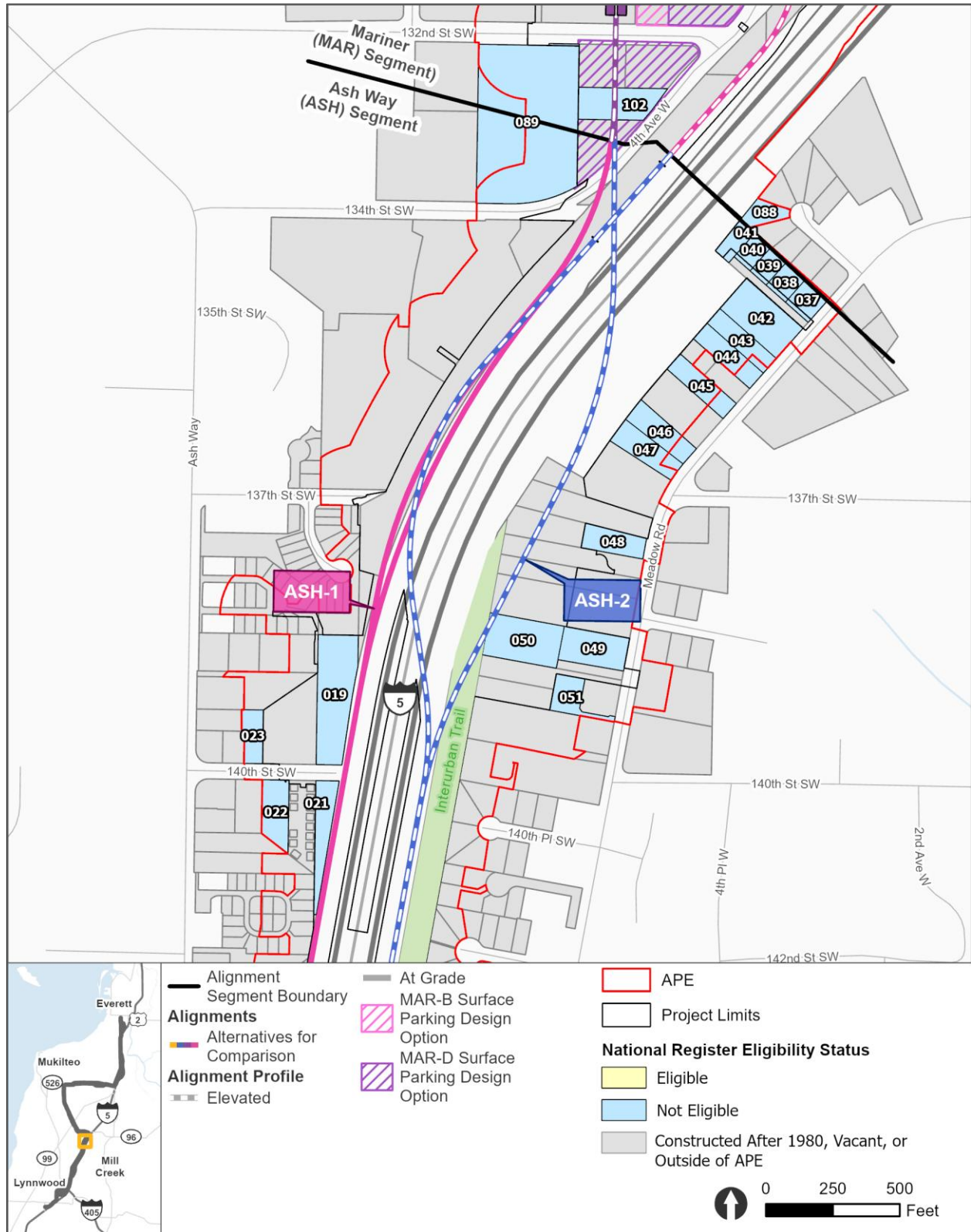


Figure 9-45 NRHP Eligibility Status – Ash Way Segment (5 of 5)



9.2.2.3 Mariner Segment

The Mariner Segment includes the area between approximately 134th Street Southwest and 19th Place West in the Lake Stickney and Silver Lake neighborhoods. The built environment in this segment is generally characterized by low-rise industrial and commercial buildings and residences. The Mariner Segment does not contain any NRHP-listed resources or resources that have been previously determined eligible for listing. Out of the 17 built environment resources surveyed during field investigations in this segment, one resource—a Western Six Motel located at 224 128th Street SW, built in 1978 (DAHP ID: 729272; Survey Number: 086)—was determined eligible for listing in the NRHP. Sound Transit recommended the resource as eligible for listing in the NRHP on June 13, 2025, and the resource was determined eligible by the SHPO on July 22, 2025. Figure 9-46 and Figure 9-47 show the location of the built environment resources surveyed within this segment, and photographs are provided in Attachment B.

Figure 9-46 NRHP Eligibility Status – Mariner Segment (1 of 2)

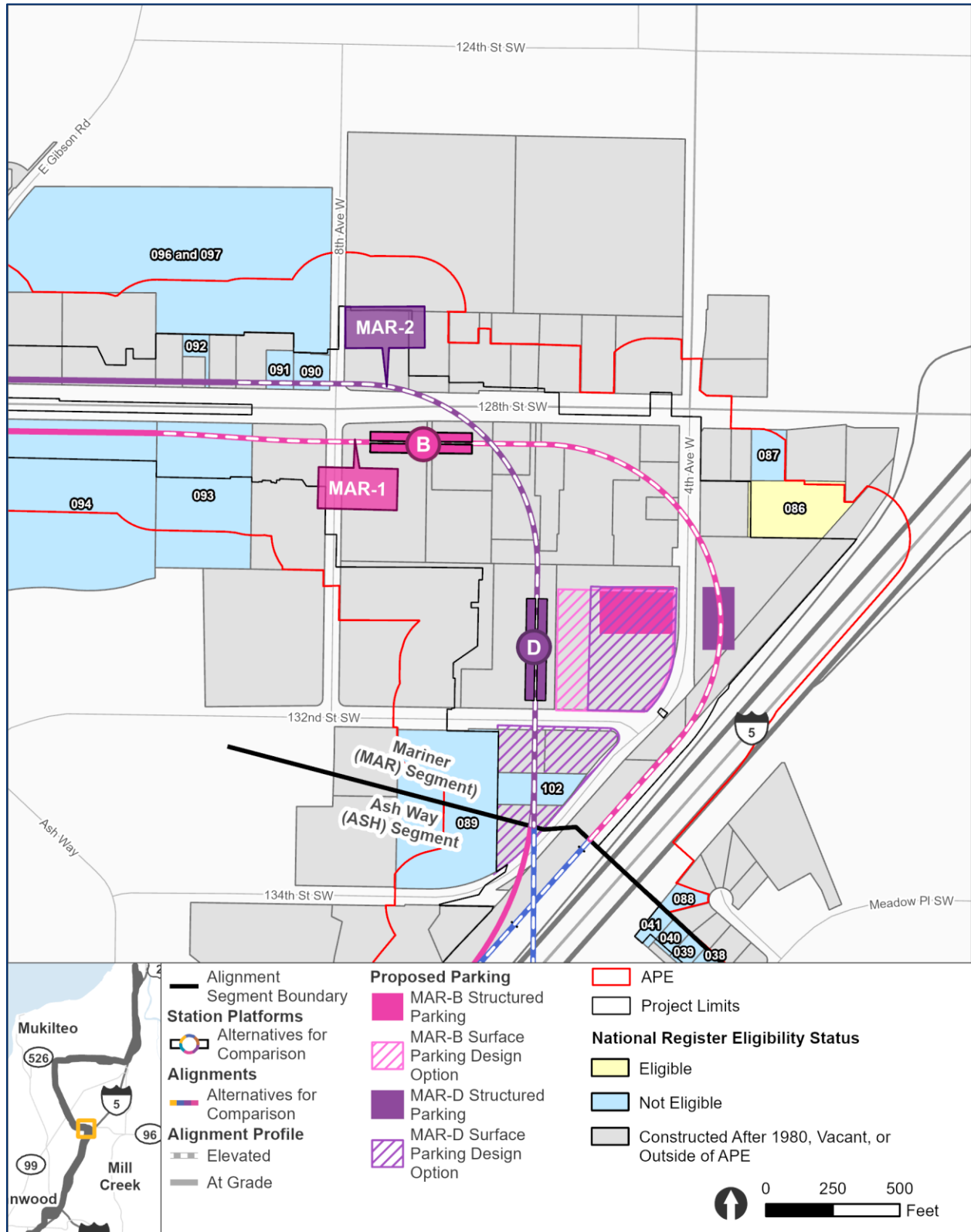
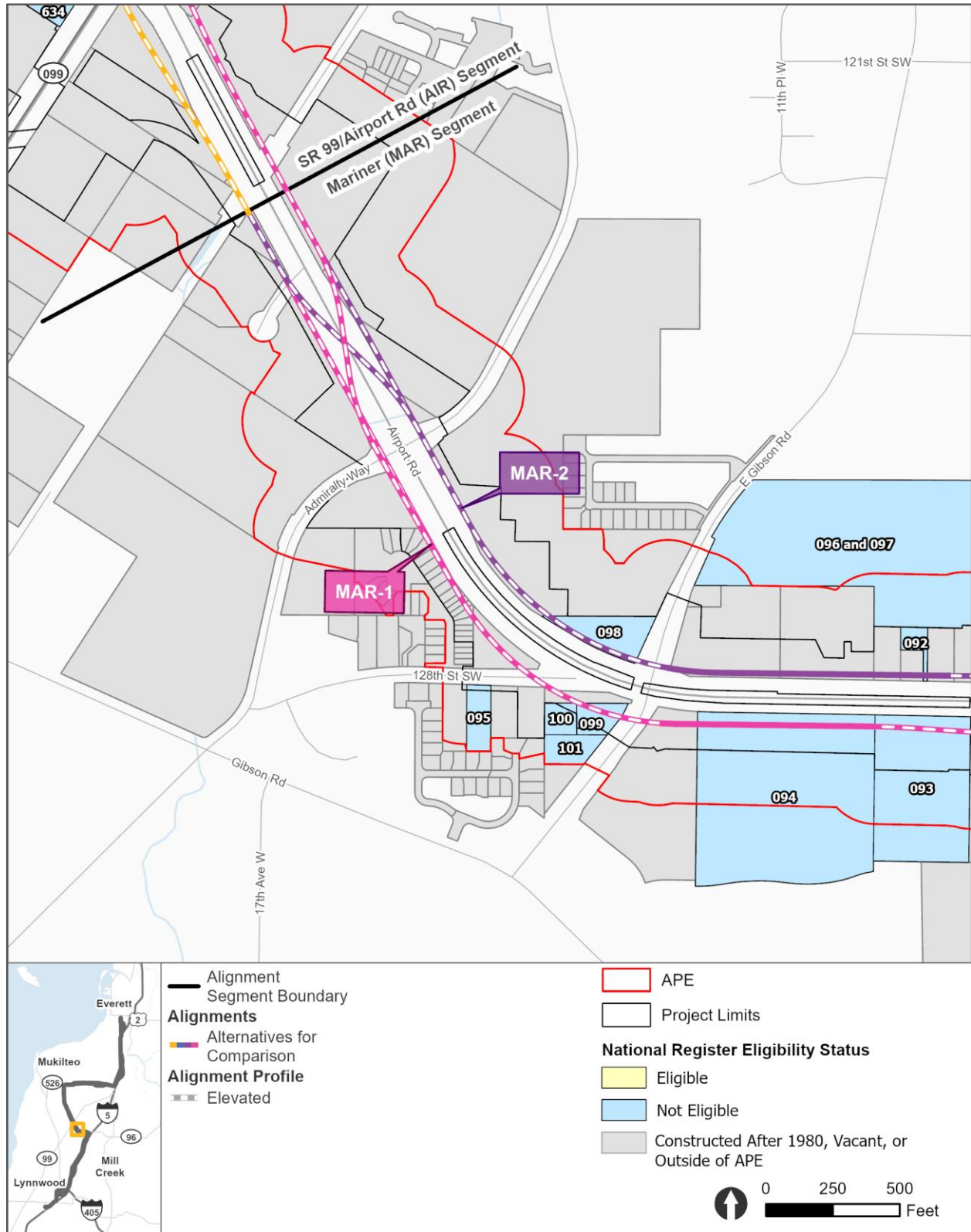


Figure 9-47 NRHP Eligibility Status – Mariner Segment (2 of 2)



9.2.2.4 SR 99/Airport Road Segment

The SR 99/Airport Road Segment includes the area between approximately 19th Place West and 106th Street Southwest in the Lake Stickney, Holly, and Paine Field and Boeing neighborhoods. The built environment in this segment is generally characterized by low-rise industrial and commercial buildings, warehouses, and few residential buildings. The SR 99/Airport Road Segment does not contain any NRHP-listed resources or resources that have been previously determined eligible for listing. Out of the 35 built environment resources surveyed during field investigations in this segment, one resource—a service station located at 2210 112th Street SW, built in 1968 (DAHP ID: 733885; Survey Number: 105)—was determined eligible for listing in the NRHP. Sound Transit recommended the resource as eligible for listing in the NRHP on June 13, 2025, and the resource was determined eligible by the SHPO on July 22, 2025. Figure 9-48 and Figure 9-49 show the location of the built environment resources surveyed within this segment, and photographs are provided in Attachment B.

Figure 9-48 NRHP Eligibility Status – SR 99/Airport Rd Segment (1 of 2)

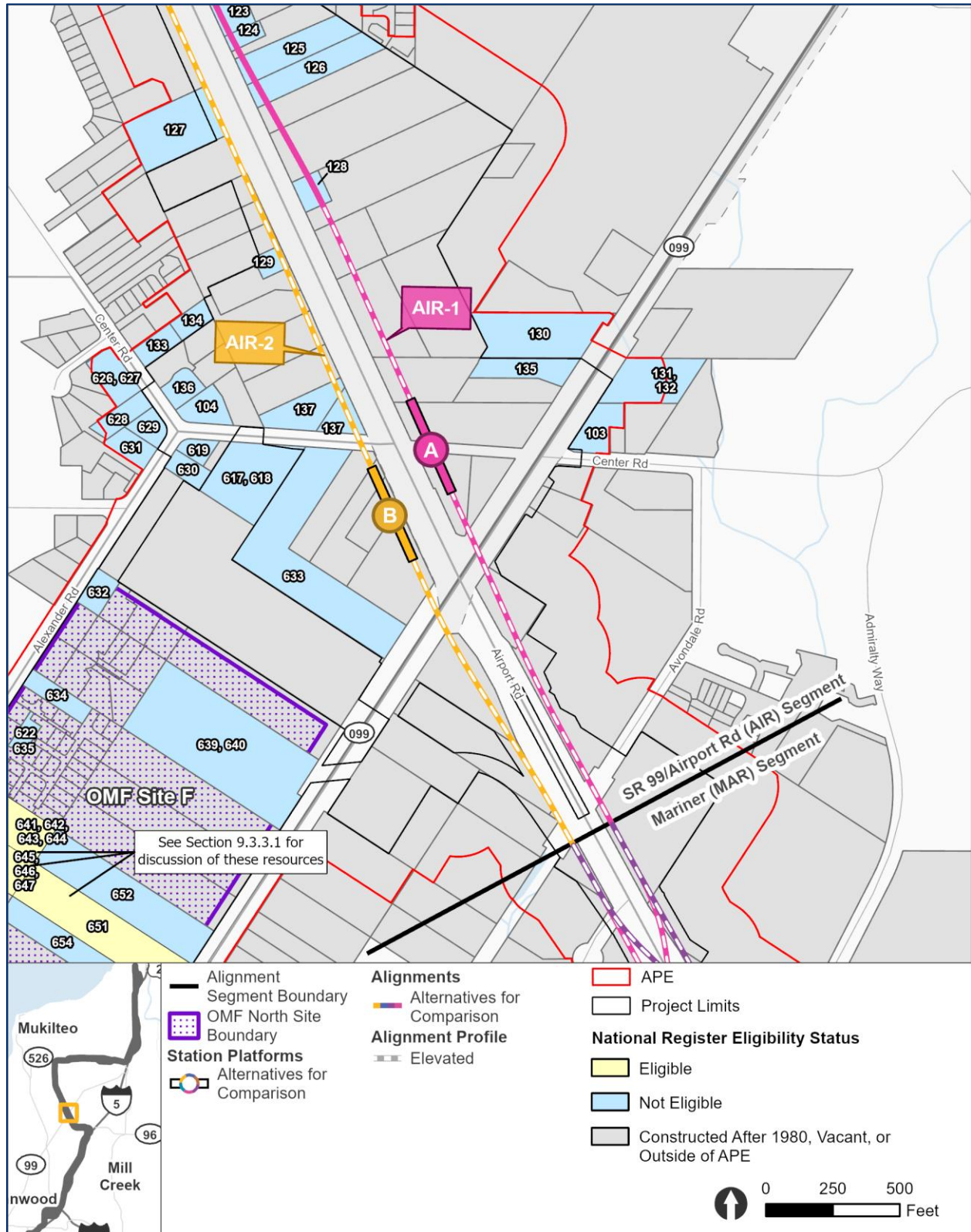
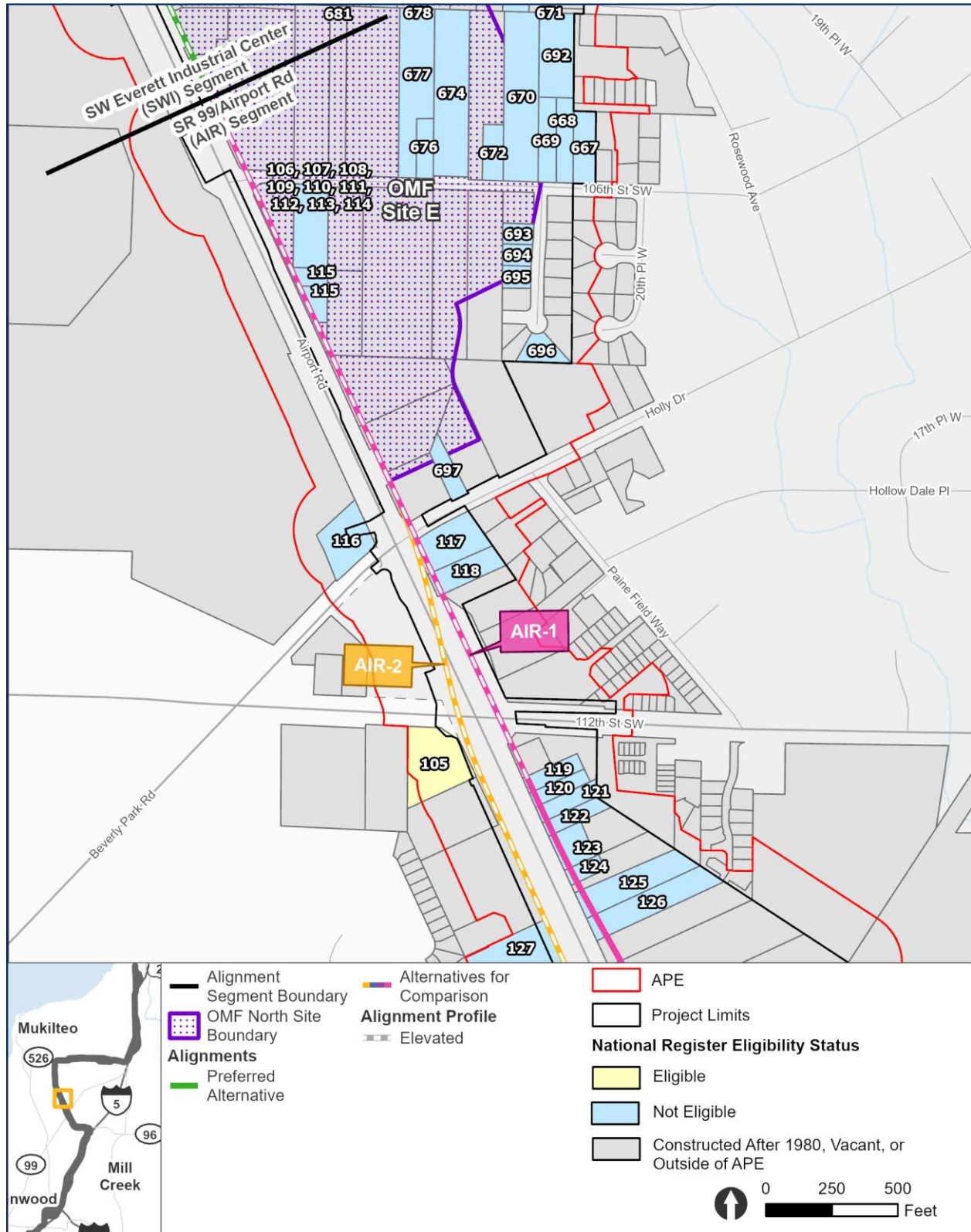


Figure 9-49 NRHP Eligibility Status – SR 99/Airport Rd Segment (2 of 2)

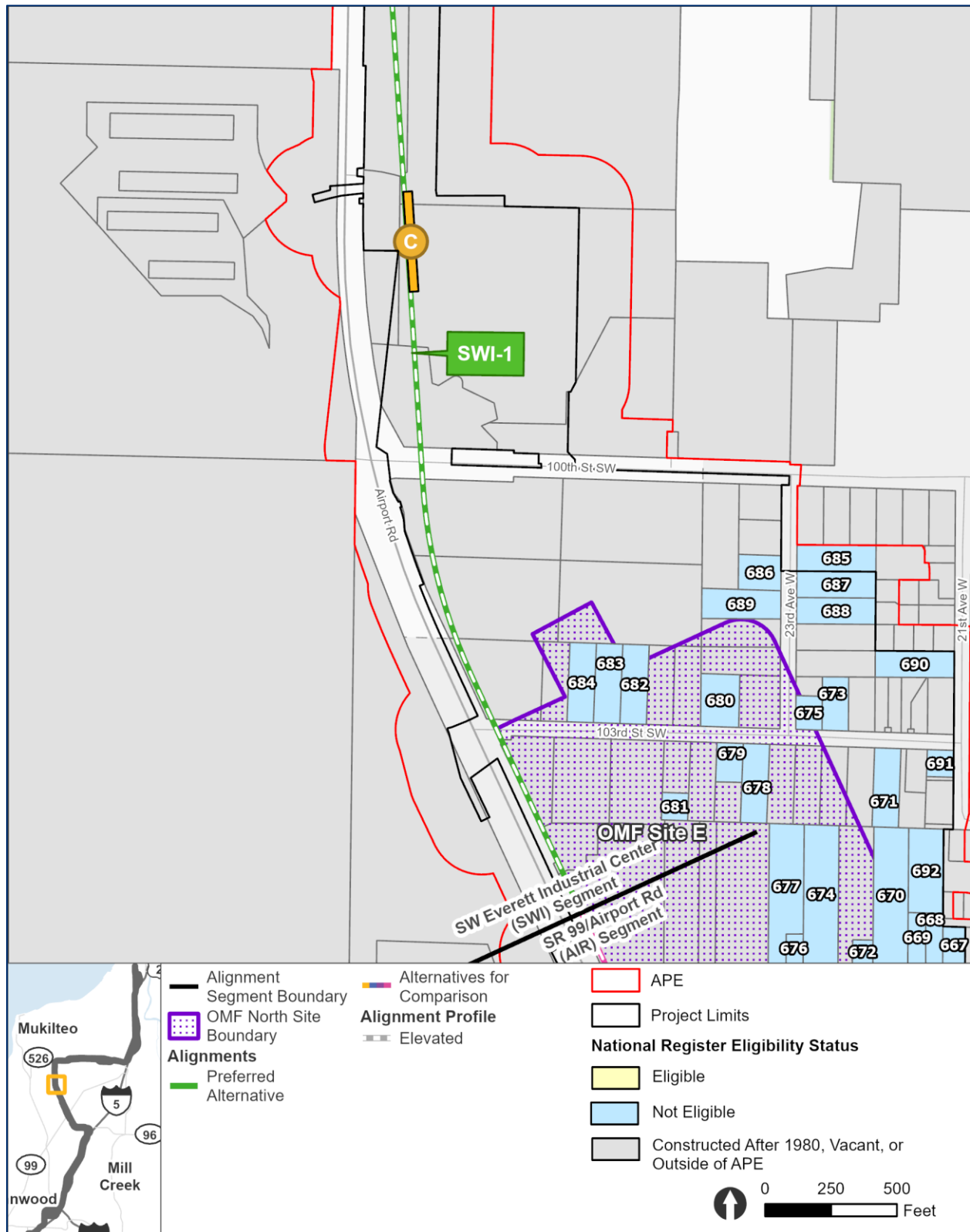


9.2.2.5 SW Everett Industrial Center Segment

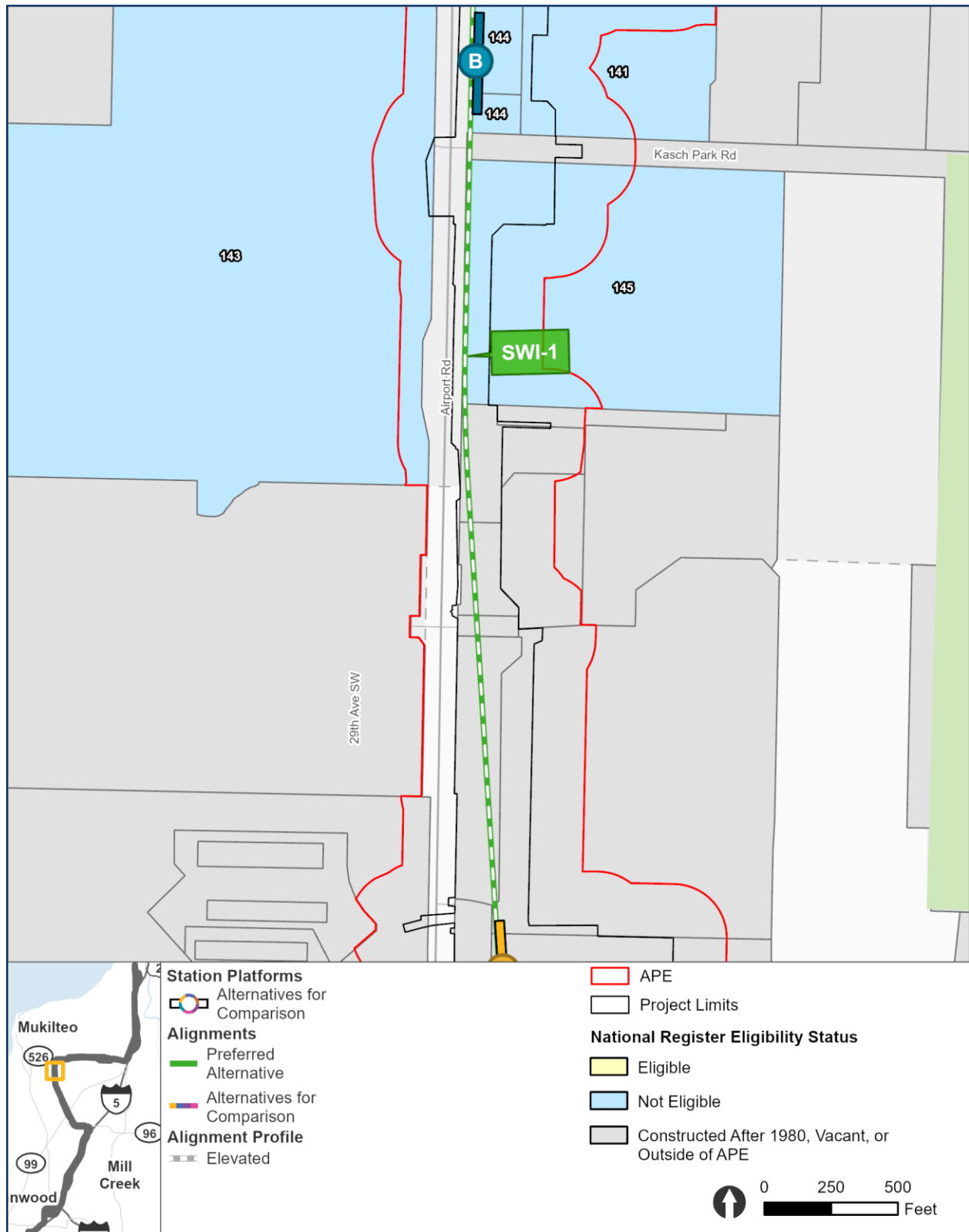
The SW Everett Industrial Center Segment includes the area between approximately 106th Street Southwest and Seaway Boulevard in the Holly, Westmont, and Paine Field and Boeing neighborhoods. The built environment in this segment is generally characterized by low-rise industrial and commercial buildings and warehouses. The SW Everett Industrial Center Segment does not contain any NRHP-listed resources or resources that have been previously determined eligible for listing. Out of the eight built environment resources surveyed during field investigations in this segment, one resource—the General Telephone Company facility located at 2403 W Casino Road, built in 1967 (DAHP ID: 271845; Survey Number: 139)—was determined eligible for listing in the NRHP. Sound Transit recommended the resource as eligible for listing in the NRHP on June 13, 2025, and the resource was determined eligible by the SHPO on July 22, 2025. Figure 9-50 through Figure 9-52⁵ show the location of the built environment resources surveyed within this segment, and photographs are provided in Attachment B.

⁵ The parcel shown in Figure 9-52 as an eligible resource contains the General Telephone Company facility (Survey Number 139), which was determined eligible for the NRHP, and a detached carport (Survey Number 140), which was determined not eligible.

**Figure 9-50 NRHP Eligibility Status – SW Everett Industrial Center Segment
(1 of 3)**



**Figure 9-51 NRHP Eligibility Status – SW Everett Industrial Center Segment
(2 of 3)**



**Figure 9-52 NRHP Eligibility Status – SW Everett Industrial Center Segment
(3 of 3)**



NOTE: The General Telephone Company facility (Survey Number 139) was determined eligible for the NRHP, and a detached carport on the same parcel (Survey Number 140) was determined not eligible.

9.2.2.6 SR 526/Evergreen Segment

The SR 526/Evergreen Segment includes the area between approximately Seaway Boulevard and Puget Drive in the Westmont, Cascade View, Evergreen, and Pinehurst–Beverly Park neighborhoods. The built environment in this segment is generally characterized by low-rise industrial and commercial buildings, warehouses, and residences. The SR 526/Evergreen Segment does not contain any NRHP-listed resources or resources that have been previously determined eligible for listing. Table 9-3 lists four built environment resources that were determined eligible for listing in the NRHP out of 144 resources surveyed during field investigations for this project. Sound Transit recommended the resources as eligible for listing in the NRHP on June 13, 2025, and the resources were determined eligible by the SHPO on July 22, 2025. Figure 9-53 through Figure 9-56 show the location of the built environment resources surveyed within this segment, and photographs are provided in Attachment B.

Table 9-3 Historic Properties in the SR 526/Evergreen Segment

Survey Number	DAHP ID Number	Resource Name	Address	Construction Date	NRHP Eligibility Status
161	729274	General Telephone Company	426 E Casino Road	1970	Eligible
215	225537	House	1322 Ballew Avenue	1952	Eligible
233	265243	House	8102 W Glen Drive	1968	Eligible
285	733490	Bank Building	8500 Evergreen Way	1976	Eligible

Figure 9-53 NRHP Eligibility Status – SR 526/Evergreen Segment (1 of 4)

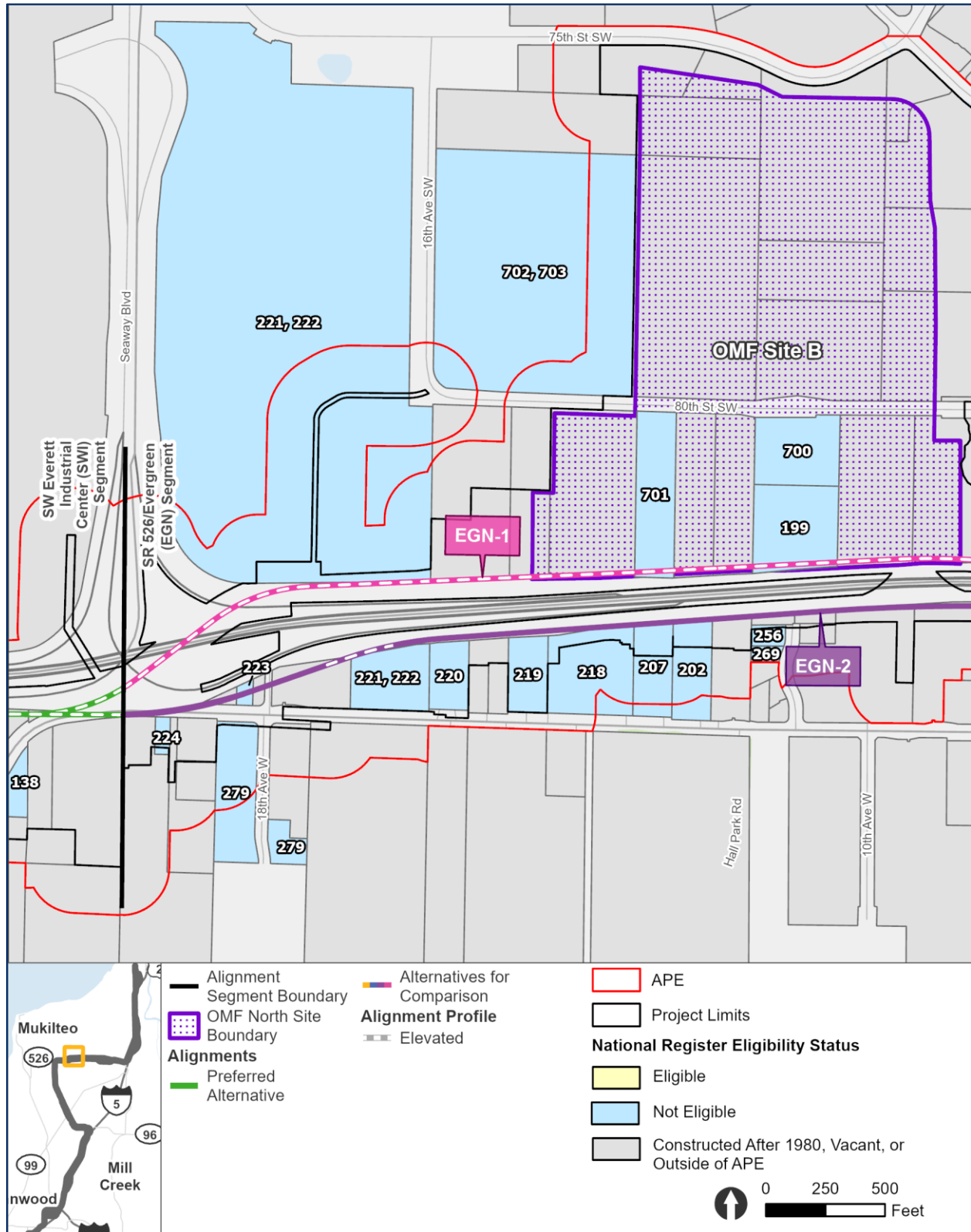


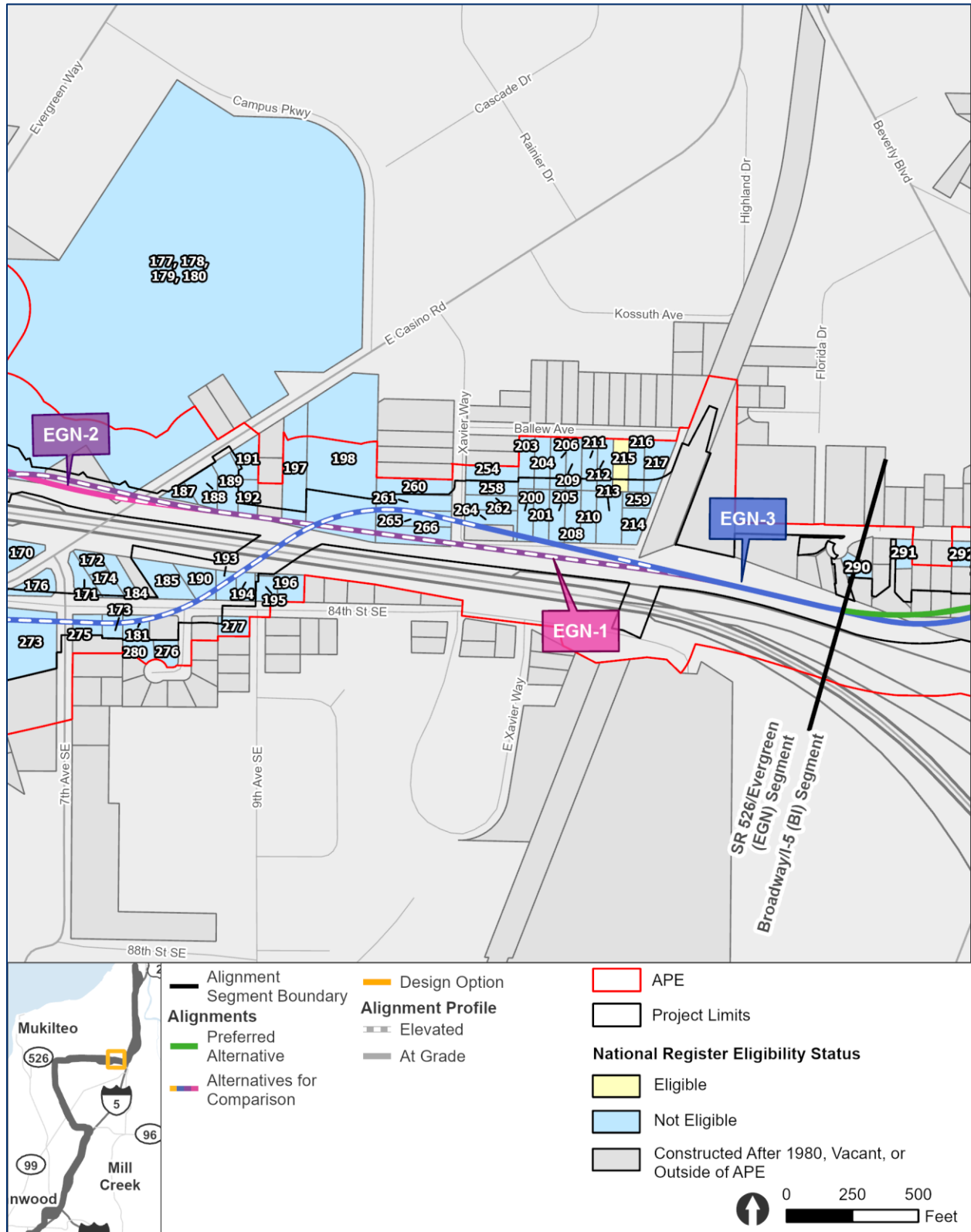
Figure 9-54 NRHP Eligibility Status – SR 526/Evergreen Segment (2 of 4)



Figure 9-55 NRHP Eligibility Status – SR 526/Evergreen Segment (3 of 4)



Figure 9-56 NRHP Eligibility Status – SR 526/Evergreen Segment (4 of 4)



9.2.2.7 Broadway/I-5 Segment

The Broadway/I-5 Segment includes the area between approximately Puget Drive and 52nd Street Southeast in the Pinehurst–Beverly Park, Glacier View, and Lowell neighborhoods. The built environment in this segment is generally characterized by residences, low-rise industrial and commercial buildings, and warehouses. The Broadway/I-5 Segment does not contain any NRHP-listed resources or resources that have been previously determined eligible for listing. Table 9-4 lists six built environment resources that were determined eligible for listing in the NRHP out of 219 resources surveyed during field investigations for this project. Sound Transit recommended the resources as eligible for listing in the NRHP on June 13, 2025, and the resources were determined eligible by the SHPO on July 22, 2025. Figure 9-57 through Figure 9-59 show the location of the built environment resources surveyed within this segment, and photographs are provided in Attachment B.

Table 9-4 Historic Properties in the Broadway/I-5 Segment

Survey Number	DAHP ID Number	Resource Name	Address	Construction Date	NRHP Eligibility Status
300	212483	House	2118 Jefferson Place	1958	Eligible
371	270405	Lexington Arms Apartments	2508 Lexington Avenue	1969	Eligible
424	732297	House	5529 Commercial Avenue	1960	Eligible
426	216959	House	5531 S 3rd Avenue	1925	Eligible
472	732994	House	7404 McDougall Avenue	1971	Eligible
498	733008	House	8105 Spokane Drive	1970	Eligible

Figure 9-57 NRHP Eligibility Status – Broadway/I-5 Segment (1 of 3)

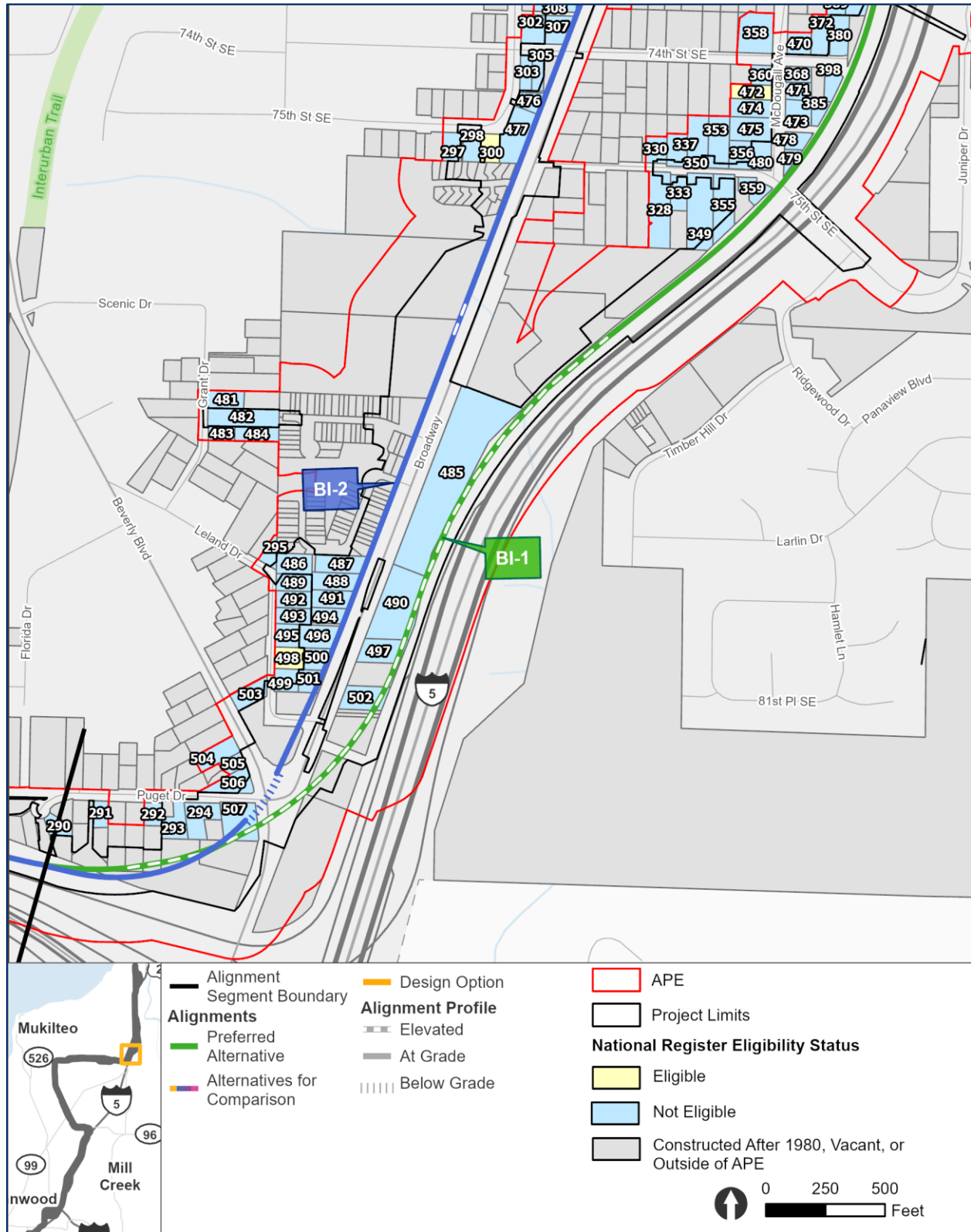


Figure 9-58 NRHP Eligibility Status – Broadway/I-5 Segment (2 of 3)

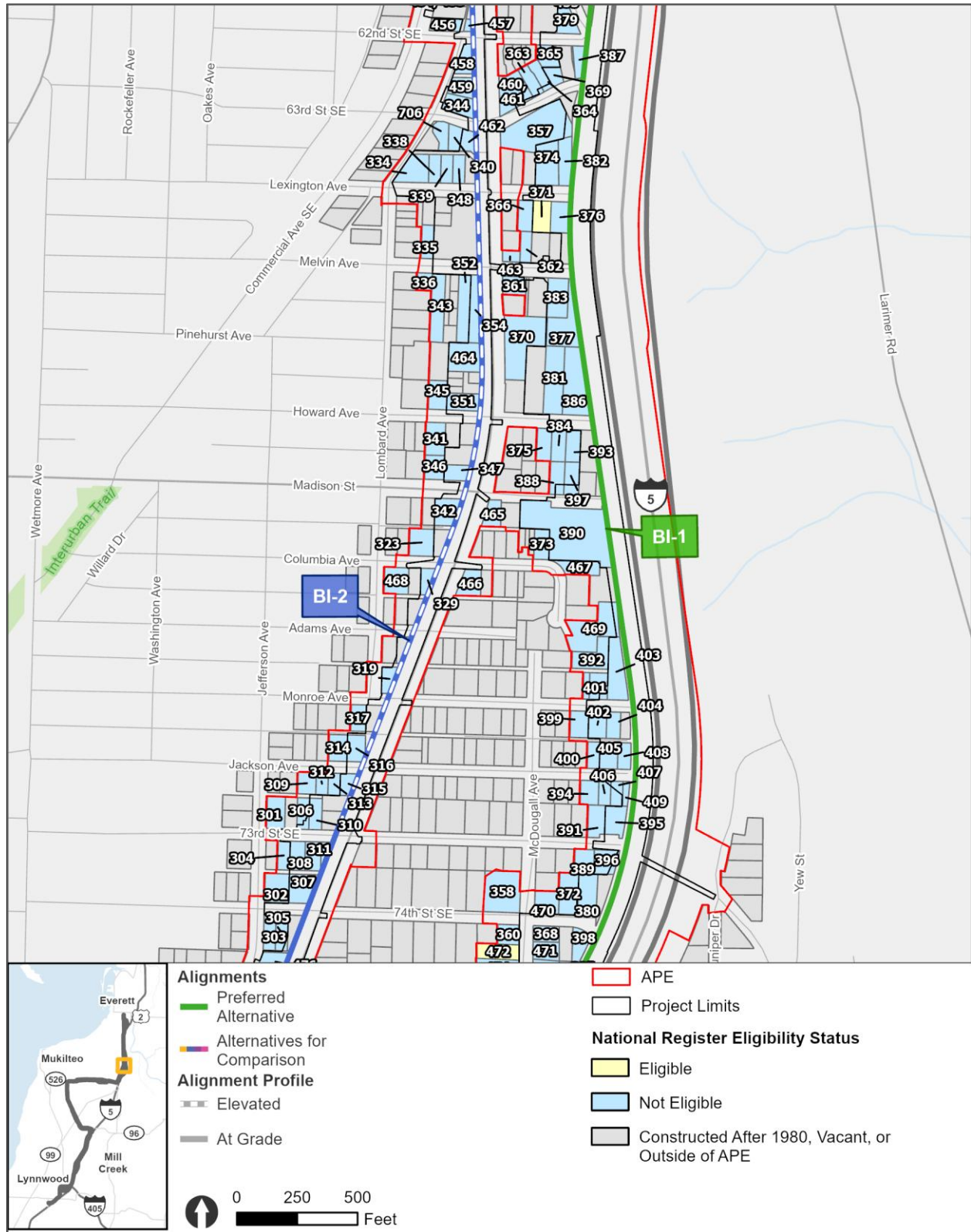
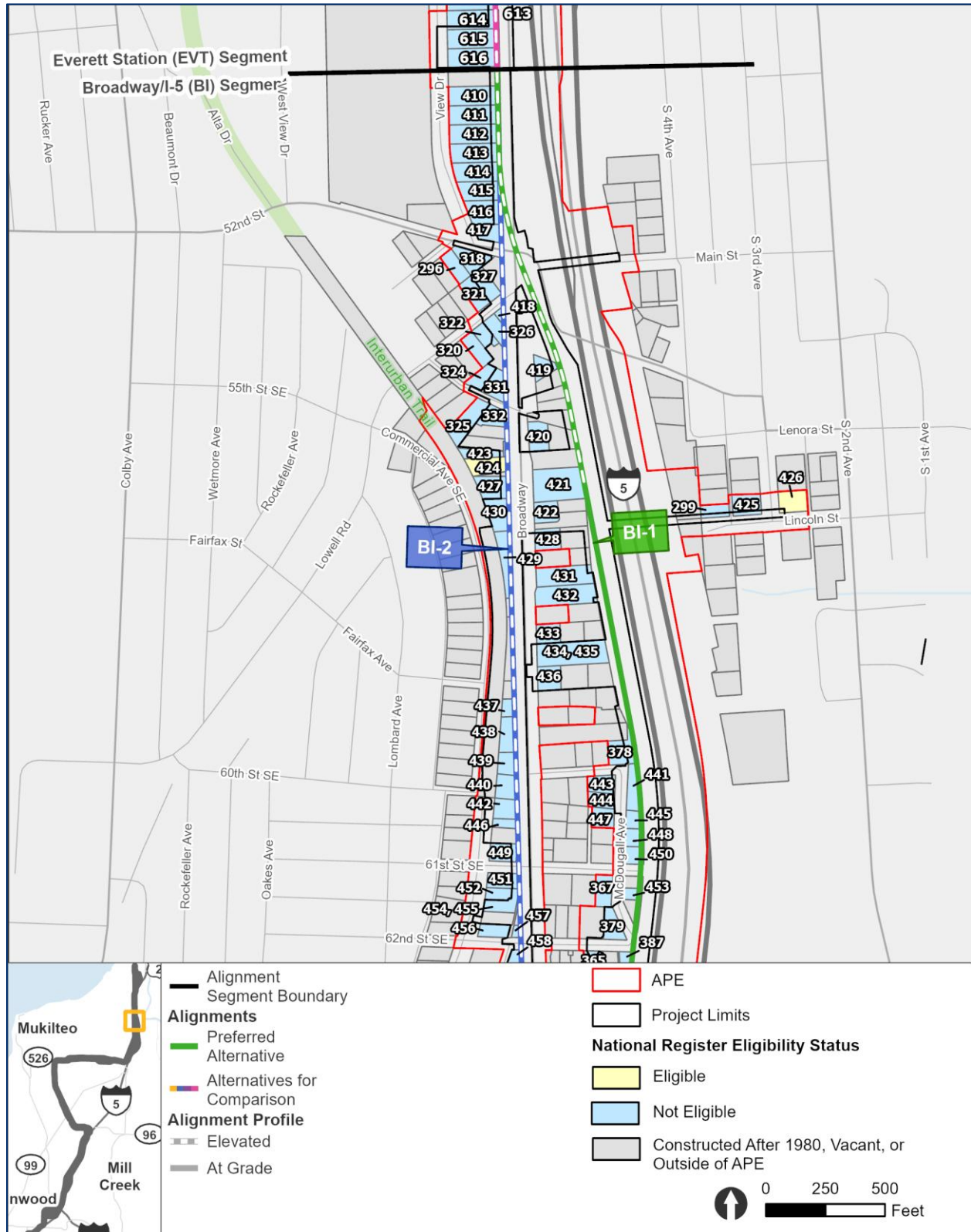


Figure 9-59 NRHP Eligibility Status – Broadway/I-5 Segment (3 of 3)



9.2.2.8 Everett Station Segment

The Everett Station Segment includes the area between approximately 52nd Street Southeast and Hewitt Avenue in the Glacier View, Lowell, and Port Gardner neighborhoods. The built environment in this segment is generally characterized by low-rise industrial and commercial buildings, warehouses, and residences. Table 9-5 lists the seven built environment resources that were determined eligible for listing in the NRHP out of 109 resources surveyed during field investigations for this project. Sound Transit recommended the resources as eligible for listing in the NRHP on June 13, 2025, and the resources were determined eligible by the SHPO on July 22, 2025. The segment also contains one previously determined NRHP-eligible resource, the Everett Depot for the Milwaukee Road/Chicago, Milwaukee, St. Paul & Pacific Railroad, at 3201 McDougall Avenue. Figure 9-60 through Figure 9-62 show the location of the built environment resources surveyed within this segment, and photographs are provided in Attachment B.

Table 9-5 Historic Properties in the Everett Station Segment

Survey Number	DAHP ID Number	Resource Name	Address	Construction Date	NRHP Eligibility Status
533	729197	House	2316 47th Street SE	1970	Eligible
540	270521	Warehouse	3008 McDougall Avenue	1946	Eligible
556	270547	Milwaukee Road - Everett Depot	3201 McDougall Avenue	1910	Eligible
559	270770	Callahan Plumbing and Heating	3211 Broadway	1955	Eligible
562	241881	House	3224 Broadway	1910	Eligible
568	49236	Everett Bottling Works	3231 Broadway	1921	Eligible
581	49273	Washington Stove Works	3402 Smith Avenue	1904	Eligible
598	735131	Evergreen Cemetery	4504 Broadway	1898	Eligible

Figure 9-60 NRHP Eligibility Status – Everett Station Segment (1 of 3)

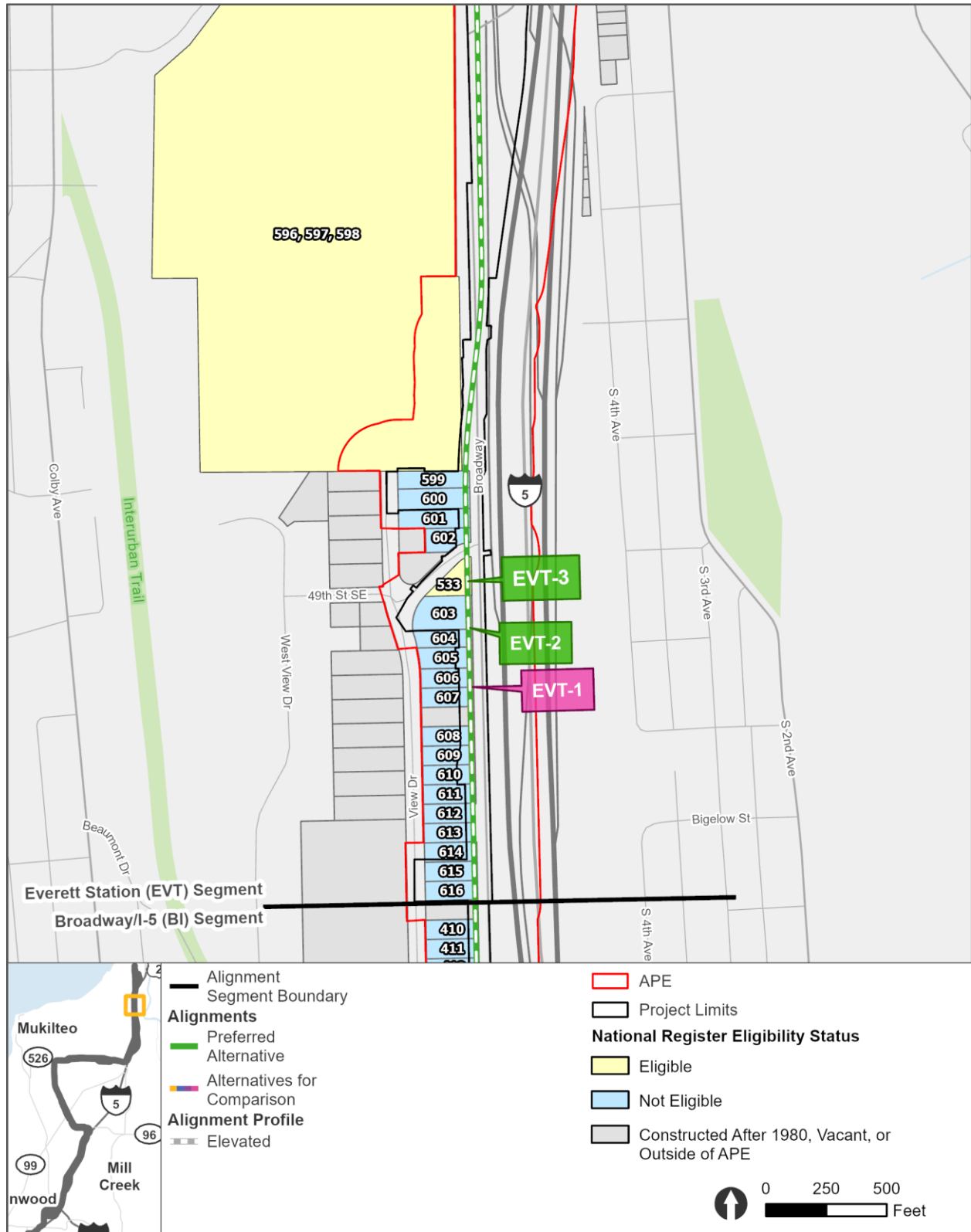


Figure 9-61 NRHP Eligibility Status – Everett Station Segment (2 of 3)

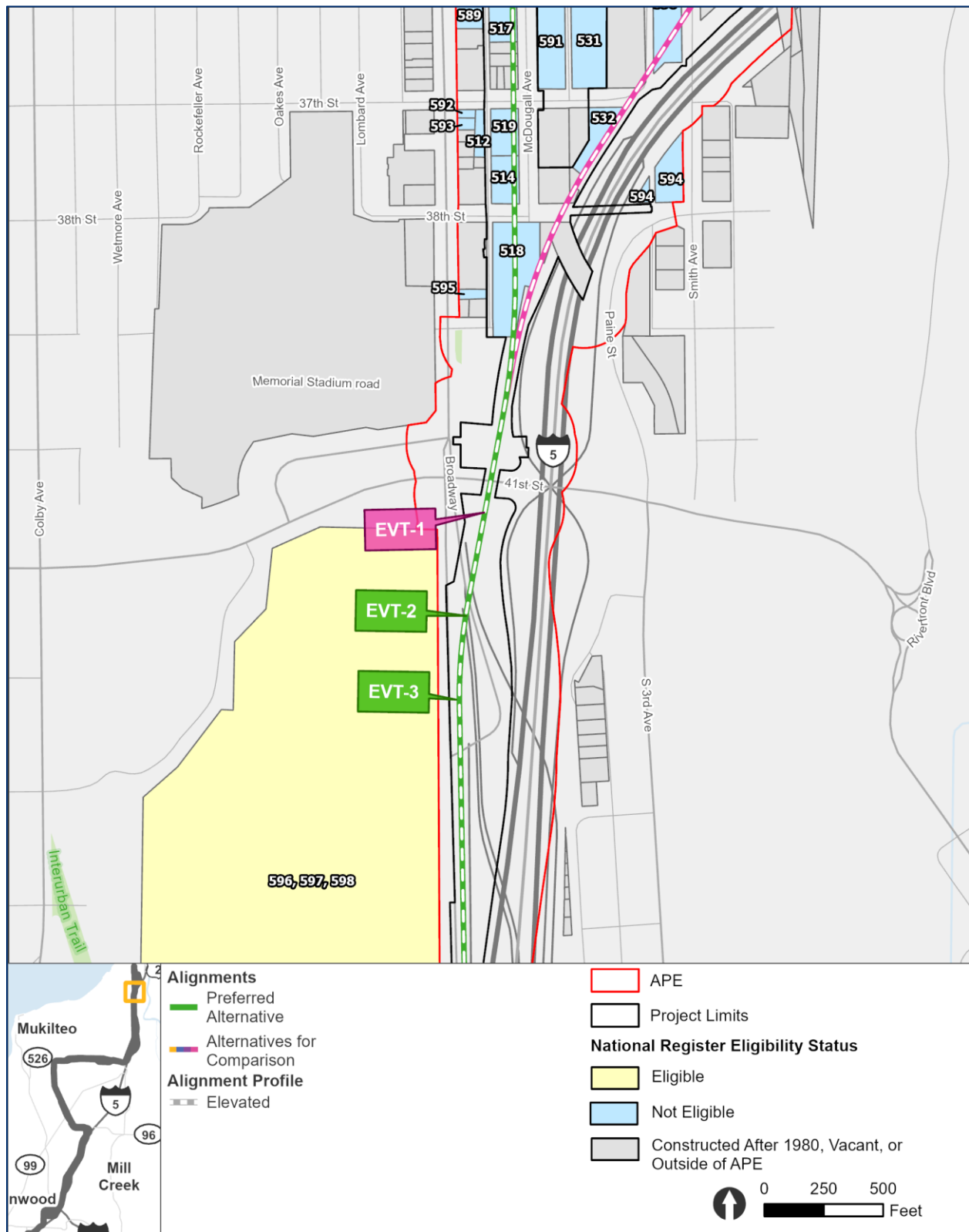
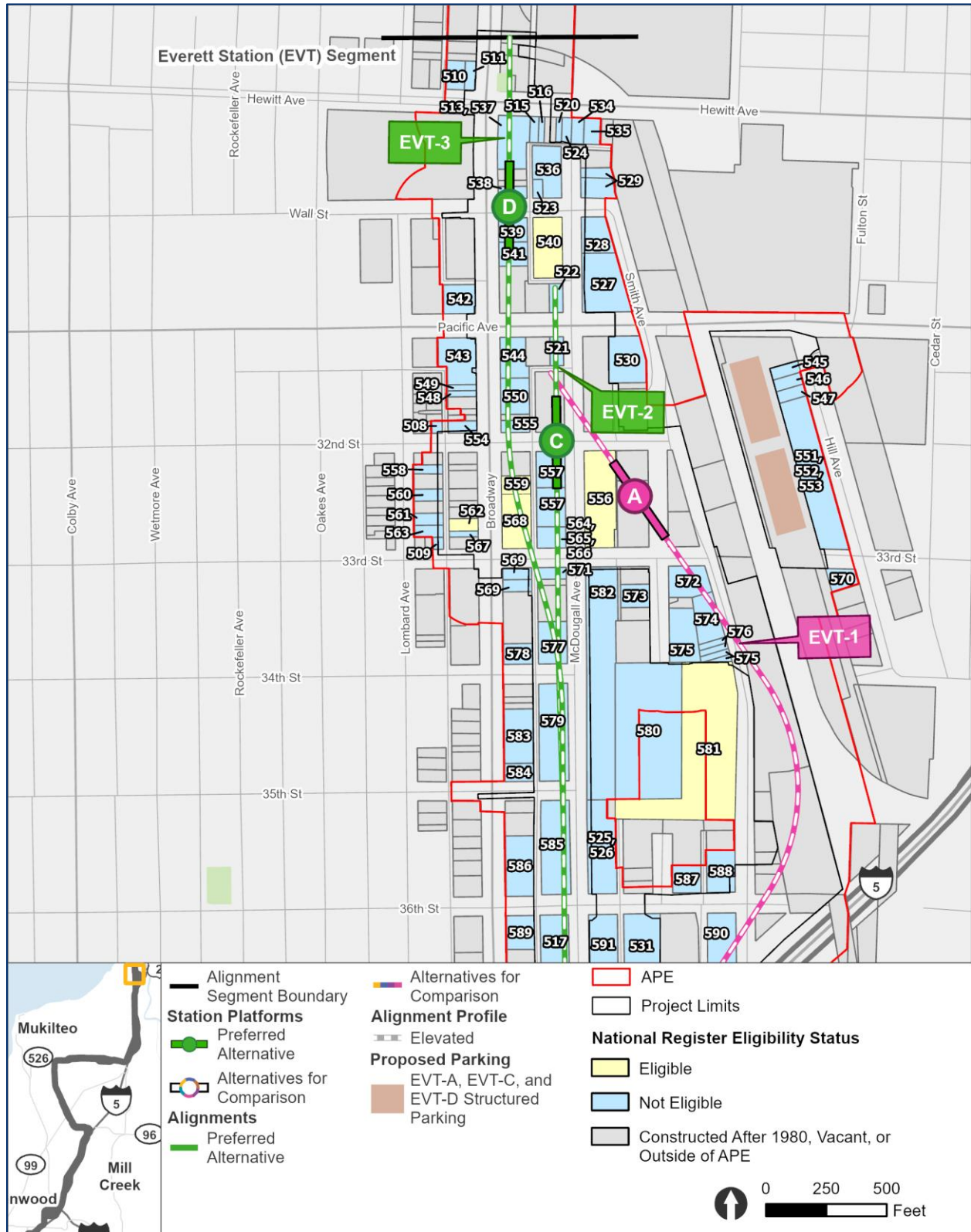


Figure 9-62 NRHP Eligibility Status – Everett Station Segment (3 of 3)



9.2.3 OMF North Site Alternatives

9.2.3.1 OMF Site F

OMF Site F includes the area between approximately 126th Place Southwest and Center Road in the Lake Stickney and Silver Lake neighborhoods. The built environment in this segment is generally characterized by low-rise industrial and commercial buildings, warehouses, and residences. OMF Site F does not contain any NRHP-listed resources or resources that have been previously determined eligible for listing. Table 9-6 lists one resource that was determined eligible for the NRHP and 10 resources that were determined to be contributing resources in an eligible historic district, out of 51 resources surveyed during field investigations for this project. Sound Transit recommended the resources as eligible for listing in the NRHP on June 13, 2025, and the resources were determined eligible by the SHPO on July 22, 2025.

The eligible historic district consists of 10 single-family houses and duplexes at 12217, 12221, and 12227 Alexander Road that were built as temporary housing during World War II and were relocated to this site from the University of Washington in 1958. These buildings reflect a larger trend of relocating and repurposing World War II temporary housing for post-war housing needs in areas of intense growth throughout the region. This potential historic district is defined as Snohomish County tax parcels 00538000002101, 00538000002102, and 00538000002200, exclusive of the southeast 100 feet of the latter two parcels.

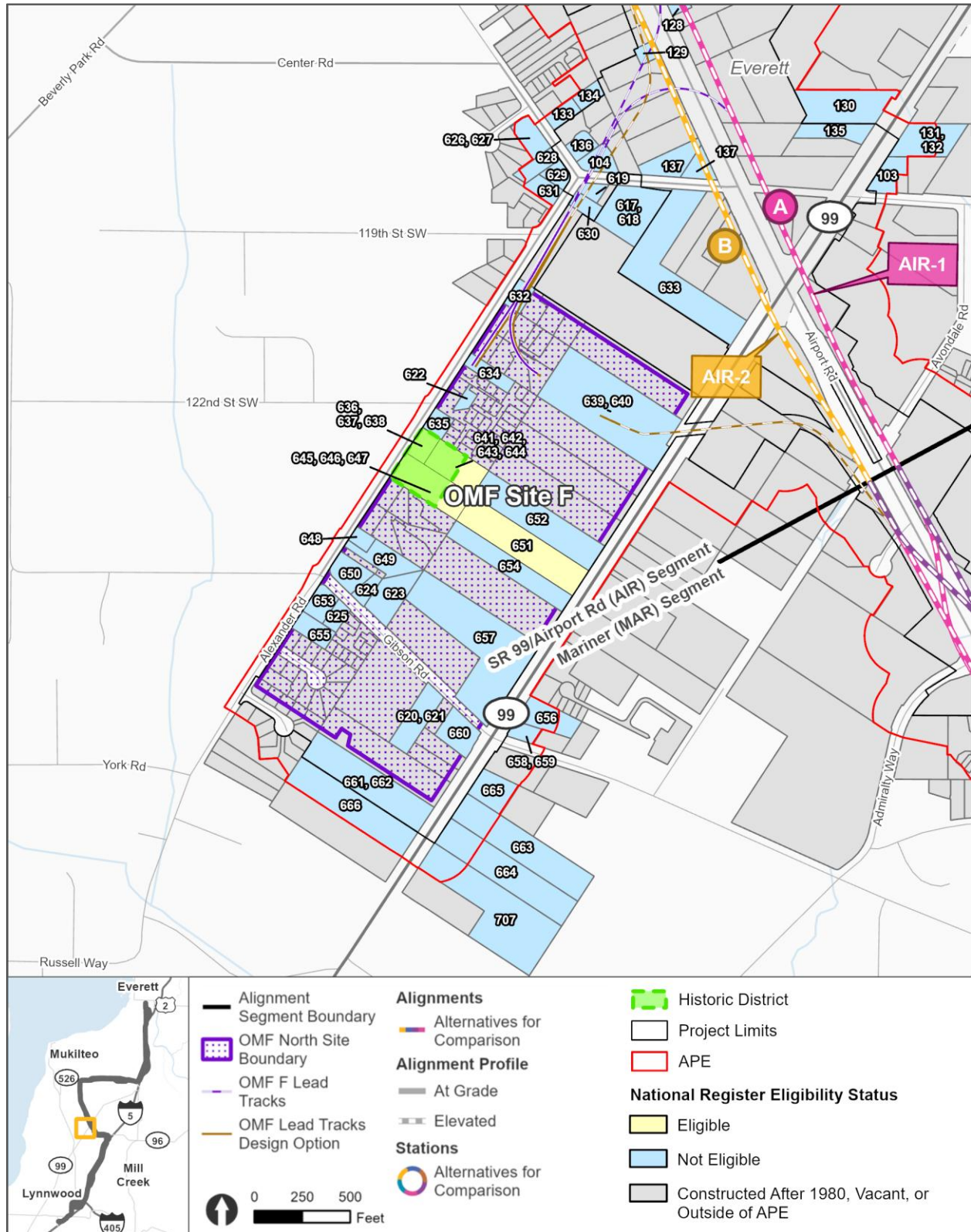
Figure 9-63 shows the built environment resources surveyed within this area, and photographs are provided in Attachment B.

Table 9-6 Historic Properties in OMF Site F

Survey Number	DAHP ID Number	Resource Name	Address	Construction Date	NRHP Eligibility Status
636	732816	House – Building A	12217 Alexander Road	1941	Contributing resource to an eligible historic district
637	732817	House – Building B	12217 Alexander Road	1941	Contributing resource to an eligible historic district
638	732818	House – Building C	12217 Alexander Road	1941	Contributing resource to an eligible historic district
641	256798	Duplex – Building 1	12221 Alexander Road	1945	Contributing resource to an eligible historic district
642	734929	Duplex – Building 2	12221 Alexander Road	1941	Contributing resource to an eligible historic district
643	734932	Duplex – Building 3	12221 Alexander Road	1941	Contributing resource to an eligible historic district
644	734933	Duplex – Building 4	12221 Alexander Road	1941	Contributing resource to an eligible historic district

Survey Number	DAHP ID Number	Resource Name	Address	Construction Date	NRHP Eligibility Status
645	732816	Duplex – Building A	12227 Alexander Road	1941	Contributing resource to an eligible historic district
646	732817	Duplex – Building B	12227 Alexander Road	1941	Contributing resource to an eligible historic district
647	732818	Duplex – Building C	12227 Alexander Road	1941	Contributing resource to an eligible historic district
651	732744	Empire Industrial Park – Building C	12414 Highway 99	1969	Eligible

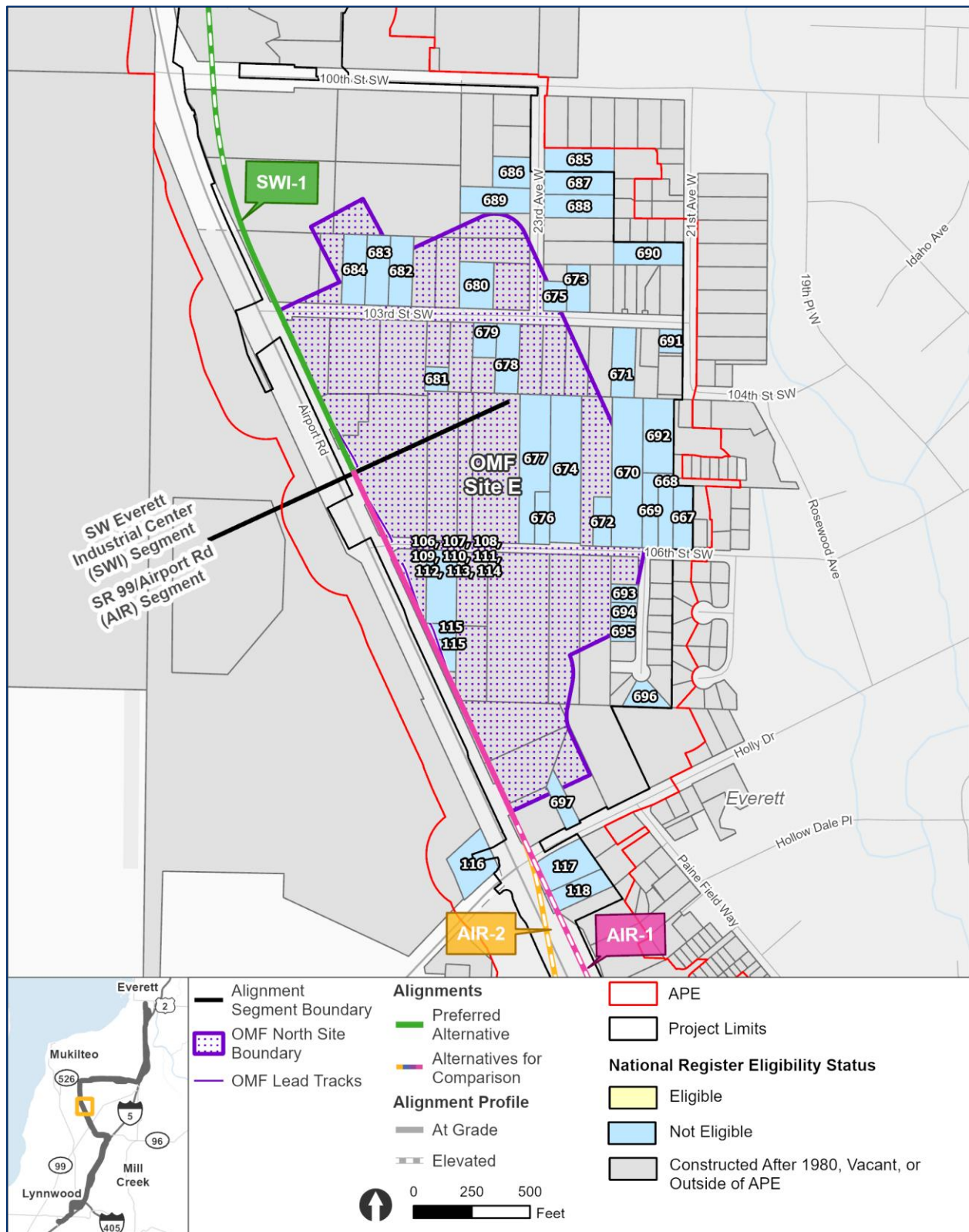
Figure 9-63 NRHP Eligibility Status – OMF Site F



9.2.3.2 OMF Site E

OMF Site E includes the area between approximately Holly Drive and 100th Street Southwest in the Holly neighborhood. The built environment in this segment is generally characterized by residences, low-rise industrial and commercial buildings, and warehouses. OMF Site E does not contain any NRHP-listed resources or resources that have been previously determined eligible for listing. Additionally, out of the 31 built environment resources surveyed during field investigations in this OMF site, there were no resources determined eligible for listing on the NRHP. Figure 9-64 shows the built environment resources surveyed within this area, and photographs are provided in Attachment B.

Figure 9-64 NRHP Eligibility Status – OMF Site E

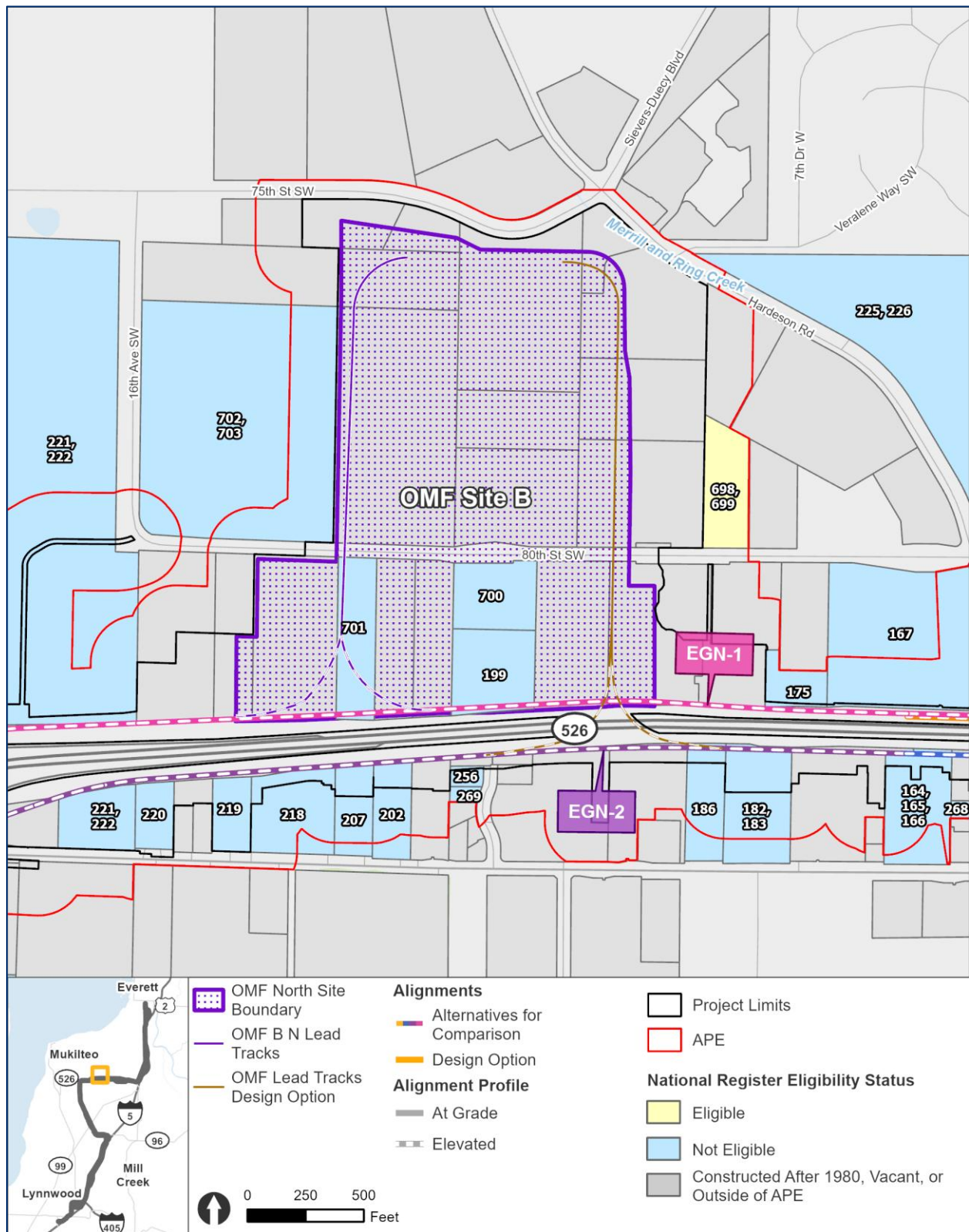


9.2.3.3 OMF Site B

OMF Site B includes the area between approximately SR 526 and 75th Street Southwest in the Paine Field and Boeing neighborhood. The built environment in this segment is generally characterized by low-rise industrial and commercial buildings and warehouses. OMF Site B does not contain any NRHP-listed resources or resources that have been previously determined eligible for listing. Out of the six built environment resources surveyed during field investigations around this site alternative, one resource—the Will Construction Company Building 1 located at 805 80th Street SW, built in 1973 (DAHP ID: 733673; Survey Number: 698)—was determined eligible for listing in the NRHP. Sound Transit recommended the resource as eligible for listing in the NRHP on June 13, 2025, and the resource was determined eligible by the SHPO on July 22, 2025. Figure 9-65⁶ shows the built environment resources surveyed within this area, and photographs are provided in Attachment B.

⁶ The parcel shown in Figure 9-65 as an eligible resource contains the Will Construction Company building 1 (Survey Number 698), determined eligible for the NRHP, and a building 2 (Survey Number 699), determined not eligible.

Figure 9-65 NRHP Eligibility Status – OMF Site B



NOTE: The Will Construction Company building 1 (Survey Number 698) was determined eligible for the NRHP, and building 2 (Survey Number 699) located on the same parcel was determined not eligible.

10 APPLICATION OF CRITERIA OF ADVERSE EFFECT

As an undertaking, the EVLE Project is anticipated to adversely affect historic properties. This section discusses potential effects to historic properties within the APE as a result of this undertaking. In cases where historic resources or districts exceed the APE boundary, effects to historic properties are still considered on the entire resource or district.

Under Section 106 and 36 CFR 800.5, an undertaking would have an adverse effect if it would alter, directly or indirectly, any of the characteristics of a historic property that qualify it for inclusion in the NRHP. These characteristics include the integrity of the property's location, design, setting, materials, workmanship, feeling, or association. All qualifying characteristics of a historic property shall be considered, including those that may have been identified after the original evaluation of the property's NRHP eligibility. Adverse effects on historic properties may include, but are not limited to, the following:

- Physical destruction of or damage to all or part of a property.
- Alteration of a property, including restoration, rehabilitation, repair, maintenance, stabilization, hazardous material remediation, and provision of handicapped access, that is not consistent with the Secretary of the Interior's Standards for the Treatment of Historic Properties (36 CFR Part 68) and applicable guidelines.
- Removal of a property from its historic location.
- Change of the character of a property's use or of physical features within the property's setting that contributes to its historic significance.
- Introduction of visual, atmospheric, or audible elements that diminish the integrity of a property's significant historic features.
- Neglect of a property which causes its deterioration, except where such neglect and deterioration are recognized qualities of a property of religious and cultural significance to an indigenous Tribe or Native Hawaiian organization.
- Transfer, lease, or sale of a property out of federal ownership or control without adequate and legally enforceable restrictions or conditions to ensure long-term preservation of the property's historic significance.

To determine the effects on historic properties within the APE, the following information was considered:

- The location of project elements and proximity to historic properties.
- Potential partial or complete acquisition and/or demolition of historic properties.
- Construction methods and location.
- Potential for vibration (short- or long-term) that could damage historic properties.
- Potential for settlement that could damage historic properties.
- Potential changes to the visual setting that adversely affect the historic setting.

Technical reports prepared as part of the Draft EIS informed these analyses. These studies include, but are not limited to, Draft EIS Appendix G.8 (Noise and Vibration Technical Report), Draft EIS Appendix G.6 (Visual and Aesthetic Resources Technical Report), and Draft EIS Appendix G.1 (Transportation Technical Report). These reports provide details about

anticipated noise and vibration and visual impacts from both construction and operation of the project. Sound Transit evaluates light rail noise and vibration impacts for transit projects according to the FTA's *Transit Noise and Vibration Impact Assessment Manual* (FTA 2018).

10.1 Overview of Potential Permanent (Operational) Effects

Potential permanent operational effects to historic properties can include, but are not limited to:

- Partial and full demolition of existing resources.
- The introduction of physical structures that would diminish the setting or accessibility of historic built environment properties, such as:
 - Elevated guideways.
 - Stations.
 - Tunnels.
 - Overhead catenary systems.
 - Traction power substations.
 - Hi-rail access and maintenance roads.
 - Tunnel vents.
 - Stormwater facilities.
 - Utilities relocation.
 - Construction of staging, stockpiling, and storage areas.
- Other impacts, including train noise, lighting and glare from passing trains and stations, or vibration from passing trains, if those impacts compromise the physical integrity or accessibility of existing structures.

Draft EIS Appendix G.6 (Visual and Aesthetic Resources Technical Report) describes the type and extent of visual impacts associated with the project elements. It also includes visual simulations from key viewpoints. Table 10-1 provides an overview of visual characteristics of the EVLE Project components.

Table 10-1 Visual Characteristics of EVLE Project Components

Project Component	Visual Characteristics and Notes
Elevated Guideways and Structures	Elevated guideways and their column structures are often the most visible project elements to sensitive viewers. The bottom parts of elevated guideways and hi-rail access ⁷ would range in heights from approximately 15 to 70 feet. Noise barriers near sensitive receivers would layer an additional vertical structure adjacent to the guideway. Elevated hi-rail access ramps would be required to reach and maintain elevated guideways. In some locations, elevated guideways (and their associated overhead catenary system ⁸) could intrude on views of

⁷ Access points for hi-rail vehicles that perform maintenance and inspection on the track, guideway, and overhead catenary system.

⁸ A network of overhead wires that supplies electric power.

Project Component	Visual Characteristics and Notes
	notable features along the corridor, although they might not block these views altogether. Elevated stations (and guideways to a lesser extent) could create shadows that could have impacts. However, stations and associated structures such as elevators, escalators, and walkways would be designed to have architectural elements or features and would add visual interest to the nearby area.
Stations	Depending on the size, bulk, and whether they would be elevated, retained cut, or at-grade, stations could block or intrude on views along the corridor. Elevated stations would be more visible than stations in retained cuts or at-grade and would include features such as elevators, escalators, and stairs.
Overhead Catenary System	The overhead catenary system (wires and poles) can be a very visible component from close viewing distances and become less visible as viewing distances increase. Although catenary systems would not necessarily block views, the associated wires and support structures can degrade views at closer ranges.
Lighting and Glare Associated with Stations	Project-related lighting at stations could contribute to light impacts, increase the level of ambient light nearby, and increase skyglow, which could impact nighttime views of stars in the sky. Design-related measures such as shielding and altering light direction at stations would be used to reduce potential impacts. Glare impacts from the Build Alternatives would be unlikely. “Glare” is defined as “a harsh uncomfortably bright light” (Merriam-Webster 2024). Given this definition, potential reflection from stations might be seen under certain conditions and at certain times of the day but would not be likely to produce harsh, uncomfortable bright light that would create a safety issue.
Lighting Associated with Trains	Lights from the interior of light rail trains and train headlights would be seen at night in some locations as the light rail passes viewers, although some noise barriers on elevated structures near sensitive viewers would block views of interior train lights and/or train headlights, particularly when looking upward at trains traveling above viewers on elevated guideways. Briefly seeing light associated with passing light rail trains would not be expected to create visual disturbances, given the existing level of traffic on streets at night on most streets near the Build Alternatives. Some sensitive viewers living in residences that would be adjacent to elevated structures might find passing nighttime light rail visually distracting.
Building Removal	Removal of existing buildings can improve or detract from visual settings, depending on building condition, style, scale, and color. Areas where buildings would be removed would contain project-related elements and/or be revegetated to better blend in with nearby areas.
Vegetation Removal	Removal of vegetation can create new views or, conversely, expose unsightly views, such as industrial areas below sensitive viewers that are currently blocked by vegetation. When possible, Sound Transit would preserve existing vegetation and would replant vegetation, replace trees, and screen facilities to minimize effects of vegetation removal as much as feasible.

Project Component	Visual Characteristics and Notes
Retaining Walls	Retaining walls often replace portions of more natural seeming hillsides with hard materials, such as concrete, that might require surface design treatments to reduce impacts. Where appropriate, retaining walls would be treated with surface design enhancements.
Sound Walls	Sound walls or noise barriers could be installed near sensitive noise receivers. They are built of solid materials and placed adjacent to or attached to the light rail guideway. When these measures are not effective, sound walls might be constructed along property lines, sometimes replacing existing fences. The proposed locations of sound walls are shown in Draft EIS Appendix G.8 (Noise and Vibration Technical Report). Similar to retaining walls, sound walls would also be considered for potential surface design treatments.
Retained Cut	A retained cut for light rail would only be visible from nearby areas. Fencing and/or walls along the top of the retained cut would be the most visible elements of this feature and would be appropriately designed to fit in with the adjacent properties.
Traction Power Substations	The traction power substations (TPSS) would be in enclosed buildings, about 20 feet by 60 feet in size, with an additional 10 to 20 feet of clear area required on each side of the facility. The TPSS facilities would be screened from public view with a wall or fence for safety and access purposes. The exterior walls or fences would be landscaped in accordance with the landscape regulations of the jurisdictions where the facilities would be located.

10.2 Overview of Temporary Construction-Related Effects

Temporary construction-related effects to historic properties can be caused by several factors, including, but not limited to, restricted access, increased truck traffic along haul routes, glare, noise, vibration, and temporary changes to setting. Together, these factors can lead to reduced commercial activity, and reduced investment in historic resources. Typically, these effects would not be considered adverse unless they result in the diminishment of characteristics that contribute to a historic property's NRHP eligibility.

Activities related to building the EVLE Project would have temporary visual impacts. Draft EIS Chapter 2 provides an overview of potential construction activities and timing. The project would have an extended multiple year construction period. The greatest potential for construction impacts would occur during civil construction.

The following major civil construction activities could result in a potential adverse effect, depending on proximity to the resource and how the resource is accessed:

- Partial and full demolition of existing resources (buildings, pavement) and debris removal.
- Remediation of existing contamination at construction sites.
- Building temporary vehicular, bicycle, and pedestrian detour routes.
- Protective works (such as underpinning) for buildings that would not be demolished.
- Clearing and vegetation removal.
- Fill and excavation.

- Utility extension, relocations, or disruptions.
- Drainage system relocations and new connections, including stormwater vaults.
- Construction staging area use.
- Guideway structure construction.
- Delivery of materials and equipment.
- Removal and hauling of excavation spoils and other construction debris.
- Station construction, including elevated stations and retained-cut stations.
- Crossover track, tail track, and other special trackwork construction, including at-grade, elevated, and underground trackwork structures.
- Bridge construction.
- Slope stabilization (such as retaining wall) construction.
- Ground treatment and improvement (such as stone columns, jet grounding, and ground freezing).
- Pile-driving and shaft drilling.
- Roadway reconstruction.

10.2.1 Potential Vibration-Related Effects

Construction-related vibration would potentially affect built environment historic properties. As described in the Noise and Vibration Technical Report in Draft EIS Appendix G.8, the primary concern from vibration as a result of construction activities is the potential for damage to nearby structures. Because the construction means and methods for this project are not available at this time and there are several alternatives, the construction vibration analysis focused on determining the distance beyond which the damage risk criteria and annoyance criteria would not be exceeded.

There are no state, county, or municipal vibration regulations; therefore, FTA's recommended criteria on vibration levels were applied to identify potential vibration effects during construction. The construction vibration criteria were developed to avoid potential damage risk to buildings, including historic buildings, which might be particularly susceptible to construction damage, depending on their structural design and siding.

The highest vibration-generating construction activity that could occur would be pile driving. Specific construction vibration mitigation measures will be developed during the design phase of the project when more detailed construction information is available. Section 11.2.3 provides more detail on minimizing construction noise and vibration.

10.2.2 Haul Routes, Construction Staging, and Traffic

To construct the EVLE Project, Sound Transit would primarily use identified truck routes and freight corridors (see the Transportation Technical Report in Draft EIS Appendix G.1). These routes would be used for construction vehicle access to and from the construction and construction staging areas. Some oversized construction vehicles may need to use designated alternative routes.

Certain construction areas would not be served by these major truck routes, so additional streets would be required to access construction areas. These streets would be limited to arterials or larger whenever possible but would sometimes need to include local streets to access construction areas not adjacent to the arterial street system.

For the EVLE Project, construction traffic management plans, including haul routes, would be prepared in consultation with the authorities having jurisdiction during the project's final design and construction phases.

10.3 Build Alternatives

This section discusses the potential effects under Section 106 of project construction and operation on historic properties associated with the EVLE Project. Measures to reduce noise, vibration, and/or visual effects are discussed in Section 11.

10.3.1 Effects to Archaeological Resources

As discussed in the previous sections, no archaeological sites within the APE are eligible for or listed in the NRHP. Therefore, the project does not have the potential to adversely affect documented archaeological resources.

10.3.2 Effects to Historic Built Environment Resources

The following sections describe the EVLE Project's potential effects to the built environment historic properties identified in Section 9 of this report. The properties are described by name and address, and the DAHP identification number is included in parentheses. Figures illustrating project activities that are anticipated to result in an adverse effect to historic built environment resources are provided in Attachment J. For this project, property-specific adverse effects are characterized as follows:

- Property demolition – Property would be acquired and demolished.
- Partial property acquisition – Part of the property acquired for the project would not necessitate demolition of the historic property but would diminish one or more aspects of the property's integrity. Not all partial property acquisitions would result in an adverse effect, particularly when a partial acquisition would only take a small, undeveloped portion of the parcel, or a small portion of surface parking, and would not compromise access or use, or diminish the resource's integrity.
- Permanent proximity effects – Proximity to the project and/or visual intrusion would cause permanent diminishment of setting, feeling, and/or other aspects of integrity. These effects are more likely to be adverse when they occur in neighborhoods with a cohesive building type, such as residential neighborhoods. They are less likely to be adverse in industrial or transportation-dominant areas because the introduction of a new transportation feature would be unlikely to diminish the integrity of setting.
- Construction disruption – A property in direct proximity (typically within one parcel) would be affected by reduced access, extensive noise, and/or vibration over an extended duration, diminishing one or more aspect of integrity. Construction in proximity of a historic property would not necessarily diminish integrity or result in an adverse effect.

FTA has identified impacts to NRHP-eligible properties, and effects determinations have been made for adverse effects to historic properties that would be impacted by all Build Alternatives within a segment. These include adverse effects to 4111 Alderwood Mall Boulevard (DAHP ID: 729232) in the West Alderwood Segment and 2316 47th Street SE (DAHP ID: 729197) in the Everett Station Segment). Descriptions of these effects are included in the following sections. All other potential effects findings are preliminary, and FTA will continue to consult on effects to historic properties under Section 106 following publication of the Draft EIS and Sound Transit Board identification of a preferred alternative for all segments of the project. To resolve adverse effects, FTA and Sound Transit, in consultation with the SHPO, affected Tribes, and other interested parties, will prepare and execute a Section 106 Programmatic Agreement, as discussed in Section 11.2.

10.3.2.1 West Alderwood Segment

As summarized in Table 10-2, all alternatives in the West Alderwood Segment would adversely affect at least one built environment historic property. There are no NRHP-eligible historic districts in this segment.

Alternative ALD-1B

Alternative ALD-1B would require partial acquisition of the Pioneer First Federal Savings and Loan Association property at 4111 Alderwood Mall Boulevard (DAHP ID: 729232), and landscaping and hardscaping that contributes to the eligibility of this property would be removed or permanently altered due to the partial relocation of Alderwood Mall Boulevard, resulting in an adverse effect.

Two other historic properties in this segment would not be affected by this alternative. While plans call for acquisition of parcels adjacent to the Pacific First Federal Savings and Loan building at 3220 188th Street SW (DAHP ID: 729216), the building itself would not be altered, and the work proposed for adjacent parcels would take place behind the building, leaving the main facades easily visible from the public right-of-way. Likewise, the Ken Schoenfeld Furniture building at 19909 40th Avenue W (DAHP ID: 729222) is sufficiently far from construction and operation of the project (approximately 85 feet) that it would not alter or diminish any aspect of integrity.

Alternative ALD-1B with Alderwood Mall Boulevard Design Option

The application of criteria of adverse effect to historic properties for Alternative ALD-1B with the Alderwood Mall Boulevard Design Option is the same as for Alternative ALD-1B, except the distance between construction and operation of the project and the property is approximately 15 feet.

Alternative ALD-2D

Alternative ALD-2D would require demolition of the Pacific First Federal Savings and Loan building at 3220 188th Street SW (DAHP ID: 729216), resulting in an adverse effect.

Alternative ALD-2D would require partial acquisition of the Pioneer First Federal Savings and Loan Association property at 4111 Alderwood Mall Boulevard (DAHP ID: 729232), and landscaping and hardscaping that contributes to the eligibility of this property would be removed or permanently altered due to the partial relocation of Alderwood Mall Boulevard, resulting in an adverse effect.

The Ken Schoenfeld Furniture building at 19909 40th Avenue W (DAHP ID: 729222) is sufficiently far from construction and operation of the project (approximately 15 feet) that it would not alter or diminish any aspect of integrity.

Alternative ALD-2D with Alderwood Mall Boulevard Design Option

The application of criteria of adverse effect to historic properties for Alternative ALD-2D with the Alderwood Mall Boulevard Design Option is the same as for Alternative ALD-2D, with no exceptions.

Alternative ALD-2F

Alternative ALD-2F would require demolition of the Pacific First Federal Savings and Loan building at 3220 188th Street SW (DAHP ID: 729216), resulting in an adverse effect.

Alternative ALD-2F would require partial acquisition of the Pioneer First Federal Savings and Loan Association property at 4111 Alderwood Mall Boulevard (DAHP ID: 731499), and landscaping and hardscaping that contributes to the eligibility of this property would be removed or permanently altered due to the partial relocation of Alderwood Mall Boulevard, resulting in an adverse effect.

The Ken Schoenfeld Furniture building at 19909 40th Avenue W (DAHP ID: 729222) is sufficiently far from construction and operation of the project (approximately 15 feet) that it would not alter or diminish any aspect of integrity.

ALD-2F with Alderwood Mall Boulevard Design Option

The application of criteria of adverse effect to historic properties for Alternative ALD-2F with the Alderwood Mall Boulevard Design Option is the same as for Alternative ALD-2F, with no exceptions.

Table 10-2 Potential Effects to Built Environment Historic Properties – West Alderwood Segment

Survey Number	DAHP ID Number	Resource Name	Address	Date Built	NRHP Eligibility Status	ALD-1B	ALD-1B With Alderwood Mall Boulevard Design Option	ALD-2D	ALD-2D With Alderwood Mall Boulevard Design Option	ALD-2F	ALD-2F With Alderwood Mall Boulevard Design Option
001	731494	Pacific First Federal Savings and Loan	3220 188th Street SW	1980	Eligible	Not adversely affected	Not adversely affected	Adversely affected: property demolition	Adversely affected: property demolition	Adversely affected: property demolition	Adversely affected: property demolition
005	731496	Pioneer First Federal Savings and Loan Association ^a	4111 Alderwood Mall Boulevard	1979	Eligible	Adversely affected: partial property acquisition	Adversely affected: partial property acquisition	Adversely affected: partial property acquisition	Adversely affected: partial property acquisition	Adversely affected: partial property acquisition	Adversely affected: partial property acquisition
018	729222	Ken Schoenfeld Furniture	19909 40th Avenue W	1974	Eligible	Not adversely affected	Not adversely affected	Not adversely affected	Not adversely affected	Not adversely affected	Not adversely affected

NOTE:
a) FTA has made an adverse effect determination for this resource (see description of consultation in Section 5). All other potential effects shown in this table are preliminary.

10.3.2.2 Ash Way Segment

As summarized in Table 10-3, none of the alternatives in the Ash Way Segment would adversely affect built environment historic properties. Any effects would be associated with proximity to the new guideway, but those effects are not anticipated to be adverse. There are no NRHP-eligible historic districts in this segment.

Alternative ASH-1A

The house at 1204 Darben Place (DAHP ID: 263079) would not be adversely affected as a result of the project. It is sufficiently far from construction and operation of the project (approximately 10 feet) that it would not alter or diminish any aspect of integrity.

Alternative ASH-2D

The house at 1204 Darben Place (DAHP ID: 263079) would not be adversely affected as a result of the project. It is sufficiently far from construction and operation of the project (approximately 550 feet) that it would not alter or diminish any aspect of integrity.

Table 10-3 Potential Effects to Built Environment Historic Properties – Ash Way Segment

Survey Number	DAHP ID Number	Resource Name	Address	Date Built	NRHP Eligibility Status	ASH-1A	ASH-2D
024	263079	House	1204 Darben Place	1967	Eligible	Not adversely affected	Not adversely affected

10.3.2.3 Mariner Segment

As summarized in Table 10-4, none of the alternatives in the Mariner Segment would adversely affect built environment historic properties. Any effects would be associated with proximity to the new guideway, but those effects are not anticipated to be adverse. There are no NRHP-eligible historic districts in this segment.

Alternative MAR-1B

The Western Six Motel at 224 128th Street SW (DAHP ID: 729272) would not be adversely affected as a result of the project. It is sufficiently far from construction and operation of the project (approximately 25 feet) that it would not alter or diminish any aspect of integrity.

Alternative MAR-1B with Surface Parking Design Option

The application of criteria of adverse effect to historic properties for Alternative MAR-1B with Surface Parking Design Option is the same as for Alternative MAR-1B, with no exceptions.

Alternative MAR-2D

The Western Six Motel at 224 128th Street SW (DAHP ID: 729272) would not be adversely affected as a result of the project. It is sufficiently far from construction and operation of the project (approximately 25 feet) that it would not alter or diminish any aspect of integrity.

Alternative MAR-2D with Surface Parking Design Option

The application of criteria of adverse effect to historic properties for Alternative MAR-2D with Surface Parking Design Option is the same as for Alternative MAR-2D, except the distance between construction and operation of the project and the property is approximately 200 feet.

Table 10-4 Potential Effects to Built Environment Historic Properties – Mariner Segment

Survey Number	DAHP ID Number	Resource Name	Address	Date Built	NRHP Eligibility Status	MAR-1B	MAR-1B With Surface Parking Design Option	MAR-2D	MAR-2D With Surface Parking Design Option
086	729272	Western Six Motel	224 128th Street SW	1978	Eligible	Not adversely affected	Not adversely affected	Not adversely affected	Not adversely affected

10.3.2.4 SR 99/Airport Road Segment

As summarized in Table 10-5, none of the alternatives in the SR 99/Airport Road Segment would adversely affect built environment historic properties. Any effects would be associated with proximity to the new guideway, but those effects are not anticipated to be adverse. There are no NRHP-eligible historic districts in this segment.

Alternative AIR-1A

The service station at 2210 112th Street SW (DAHP ID: 733885) would not be adversely affected as a result of the project. It is sufficiently far from construction and operation of the project (approximately 175 feet) that it would not alter or diminish any aspect of integrity.

Alternative AIR-2B

The service station at 2210 112th Street SW (DAHP ID: 733885) would not be adversely affected as a result of the project. It is sufficiently far from construction and operation of the project (approximately 75 feet) that it would not alter or diminish any aspect of integrity.

Table 10-5 Potential Effects to Built Environment Historic Properties – SR 99/Airport Road Segment

Survey Number	DAHP ID Number	Resource Name	Address	Date Built	NRHP Eligibility Status	AIR-1A	AIR-2B
105	733885	Service Station	2210 112th Street SW	1968	Eligible	Not adversely affected	Not adversely affected

10.3.2.5 SW Everett Industrial Center Segment

As summarized in Table 10-6, none of the alternatives in the SW Everett Industrial Center Segment would adversely affect built environment historic properties. Any effects would be associated with proximity to the new guideway, but those effects are not anticipated to be adverse. There are no NRHP-eligible historic districts in this segment.

Alternative SWI-1A

The General Telephone Company building at 2403 W Casino Road (DAHP ID: 271845) would not be adversely affected as a result of the project. Although a portion of the property would be acquired and the guideway would be constructed on that land, the guideway would be built behind the building, and construction and operation of the project would not alter or diminish any aspect of integrity.

Alternative SWI-1A with Lower Design Option

The application of criteria of adverse effect to historic properties for Alternative SWI-1A with Lower Design Option is the same as for Alternative SWI-1A, with no exceptions.

Alternative SWI-1B

The General Telephone Company building at 2403 W Casino Road (DAHP ID: 271845) would not be adversely affected as a result of the project. Although a portion of the property would be acquired and the guideway would be constructed on that land, the guideway would be built behind the building, and construction and operation of the project would not alter or diminish any aspect of integrity.

Alternative SWI-1C

The General Telephone Company building at 2403 W Casino Road (DAHP ID: 271845) would not be adversely affected as a result of the project. Although a portion of the property would be acquired and the guideway would be constructed on that land, the guideway would be built behind the building, and construction and operation of the project would not alter or diminish any aspect of integrity.

Table 10-6 Potential Effects to Built Environment Historic Properties – SW Everett Industrial Center Segment

Survey Number	DAHP ID Number	Resource Name	Address	Date Built	NRHP Eligibility Status	SWI-1A	SWI-1A With Lower Design Option	SWI-1B	SWI-1C
139	271845	General Telephone Company facility	2403 W Casino Road	1967	Eligible	Not adversely affected	Not adversely affected	Not adversely affected	Not adversely affected

10.3.2.6 SR 526/Evergreen Segment

As summarized in Table 10-7, three of the alternatives in the SR 526/Evergreen Segment (Alternative EGN-1A, EGN-3E, and EGN-3E with North Side of SR 526 Design Option) would adversely affect built environment historic properties. Alternatives EGN-2B and EGN-2B with North Side of SR 526 Design Option would not adversely affect any built environment historic properties. Any effects would be associated with proximity to the new guideway, but those effects are not anticipated to be adverse. There are no NRHP-eligible historic districts in this segment.

Alternative EGN-1A

The house at 8102 W Glen Drive (DAHP ID: 265243) would be demolished under this alternative, resulting in an adverse effect to this resource.

The other historic properties in the APE are sufficiently far from the construction and operation of the project that it would not alter or diminish any aspect of integrity: the General Telephone Company building at 426 E Casino Road (DAHP ID: 729274) is approximately 330 feet away, the bank at 8500 Evergreen Way (DAHP ID: 733490) is approximately 250 feet away, and the house at 1322 Ballew Avenue (DAHP ID: 225537) is approximately 80 feet away.

Alternative EGN-2B

The historic properties in the APE would not be adversely affected as a result of the project with Alternative EGN-2B. They are sufficiently far from construction and operation of the project that it would not alter or diminish any aspect of integrity: the house at 8102 W Glen Drive (DAHP ID: 265243) is approximately 280 feet away, the General Telephone Company building at 426 E Casino Road (DAHP ID: 729274) is approximately 200 feet away, the bank at 8500 Evergreen Way (DAHP ID: 733490) is approximately 30 feet away, and the house at 1322 Ballew Avenue (DAHP ID: 225537) is approximately 80 feet away.

Alternative EGN-2B with North Side of SR 526 Design Option

The historic properties in the APE would not be adversely affected as a result of the project with Alternative EGN-2B with North Side of SR 526 Design Option. They are sufficiently far from construction and operation of the project that it would not alter or diminish any aspect of integrity: the house at 8102 W Glen Drive (DAHP ID: 265243) is approximately 240 feet away, the General Telephone Company building at 426 E Casino Road (DAHP ID: 729274) is approximately 200 feet away, the bank at 8500 Evergreen Way (DAHP ID: 733490) is approximately 30 feet away, and the house at 1322 Ballew Avenue (DAHP ID: 225537) is approximately 80 feet away.

Alternative EGN-3E

With Alternative EGN-3E, partial property acquisition would be required from the General Telephone Company property at 426 E Casino Road (DAHP ID: 729274), and the station would be constructed directly in front of the building's main façade, causing loss of integrity of setting for this resource and resulting in an adverse effect.

Property adjacent to the bank at 8500 Evergreen Way (DAHP ID: 733490) would be acquired under this alternative, and buildings on those adjacent properties would be demolished to accommodate the guideway and a drainage pond. This construction would be behind the bank building, no alterations would take place to the bank building itself, and views of the street-

facing elevations would remain unobstructed, so the bank property would not be adversely affected.

The house at 8102 W Glen Drive (DAHP ID: 265243) and the house at 1322 Ballew Avenue (DAHP ID: 225537) are sufficiently far from construction and operation of the project that it would not alter or diminish any aspect of integrity (approximately 300 feet and 80 feet, respectively).

Alternative EGN-3E with North Side of SR 526 Design Option

Partial property acquisition would be required from the General Telephone Company property at 426 E Casino Road (DAHP ID: 729274) under this alternative, and the station would be constructed directly in front of the building's main façade, causing loss of integrity of setting for this resource and resulting in an adverse effect.

The house at 8102 W Glen Drive (DAHP ID: 265243) is approximately 150 feet from the project, the bank at 8500 Evergreen Way (DAHP ID: 733490) is approximately 30 feet away, and the house at 1322 Ballew Avenue (DAHP ID: 225537) is approximately 80 feet away, which is sufficiently far from construction and operation of the project that it would not alter or diminish any aspect of integrity.

Table 10-7 Potential Effects to Built Environment Historic Properties – SR 526/Evergreen Segment

Survey Number	DAHP ID Number	Resource Name	Address	Date Built	NRHP Eligibility Status	EGN-1A	EGN-2B	EGN-2B With North Side of SR 526 Design Option	EGN-3E	EGN-3E With North Side of SR 526 Design Option
161	729274	General Telephone Company	426 E Casino Road	1970	Eligible	Not adversely affected	Not adversely affected	Not adversely affected	Adversely affected: partial property acquisition	Adversely affected: partial property acquisition
215	225537	House	1322 Ballew Avenue	1952	Eligible	Not adversely affected	Not adversely affected	Not adversely affected	Not adversely affected	Not adversely affected
233	265243	House	8102 W Glen Drive	1968	Eligible	Adversely affected: property demolition	Not adversely affected	Not adversely affected	Not adversely affected	Not adversely affected
285	733490	Bank Building	8500 Evergreen Way	1976	Eligible	Not adversely affected	Not adversely affected	Not adversely affected	Not adversely affected	Not adversely affected

10.3.2.7 Broadway/I-5 Segment

As summarized in Table 10-8, both alternatives in the Broadway/I-5 Segment would adversely affect built environment historic properties. There are no NRHP-eligible historic districts in this segment.

Alternative BI-1

The Lexington Arms Apartments at 2508 Lexington Avenue (DAHP ID: 270405) would be demolished under this alternative, resulting in an adverse effect.

The houses at 2118 Jefferson Place (DAHP ID: 212483), 5529 Commercial Avenue (DAHP ID: 732297), 7404 McDougall Avenue (DAHP ID: 732994, and 8105 Spokane Drive (DAHP ID: 733008), are sufficiently far from construction and operation of the project (approximately 250, 150, 60, and 210 feet away, respectively) that it would not alter or diminish any aspect of integrity. The house at 5531 S 3rd Avenue (DAHP ID: 216959) is within the project limits but the construction activity in that area, constructing an overhead transmission wire, would not alter or diminish any aspect of integrity.

Alternative BI-2

All properties adjacent to the house at 2118 Jefferson Place (DAHP ID: 212483) would be acquired and the existing buildings on those properties would be demolished in order to construct the guideway. The demolition of adjacent buildings would cause loss of integrity of setting for 2118 Jefferson Place and would result in an adverse effect.

The house at 5529 Commercial Avenue (DAHP ID: 732297) would be adversely affected as the result of a partial property acquisition and construction of the guideway across the rear of the property, which would obstruct the view from the house.

The Lexington Arms Apartments at 2508 Lexington Avenue (DAHP ID: 270405), and the houses at 5531 S 3rd Avenue (DAHP ID: 216959), 7404 McDougall Avenue (DAHP ID: 732994), and 8105 Spokane Drive (DAHP ID: 733008), are sufficiently far from construction and operation of the project (approximately 200, 840, 710, and 20 feet, respectively) that it would not alter or diminish any aspect of integrity.

Table 10-8 Potential Effects to Built Environment Historic Properties – Broadway/I-5 Segment

Survey Number	DAHP ID Number	Resource Name	Address	Date Built	NRHP Eligibility Status	BI-1	BI-2
300	212483	House	2118 Jefferson Place	1958	Eligible	Not adversely affected	Adversely affected: permanent proximity effects
371	270405	Lexington Arms Apartments	2508 Lexington Avenue	1969	Eligible	Adversely affected: property demolition	Not adversely affected
424	732297	House	5529 Commercial Avenue	1960	Eligible	Not adversely affected	Adversely affected: partial property acquisition, permanent proximity effects
426	216959	House	5531 S 3rd Avenue	1925	Eligible	Not adversely affected	Not adversely affected
472	732994	House	7404 McDougall Avenue	1971	Eligible	Not adversely affected	Not adversely affected
498	733008	House	8105 Spokane Drive	1970	Eligible	Not adversely affected	Not adversely affected

10.3.2.8 Everett Station Segment

As summarized in Table 10-9, all three alternatives in the Everett Station Segment would adversely affect at least one built environment historic properties. There are no NRHP-eligible historic districts in this segment.

Alternative EVT-1A

The house at 2316 47th Street SE (DAHP ID: 729197) would be demolished under this alternative, resulting in an adverse effect.

Partial acquisition of the parcel containing the Milwaukee Road Everett Depot at 3201 McDougall Avenue (DAHP ID: 270547) would leave the depot itself unaltered, but the station would be constructed immediately adjacent to this resource, causing loss of integrity of setting and resulting in an adverse effect.

Under Alternative EVT-1A, the guideway would be adjacent to the southeast corner of Evergreen Cemetery at 4504 Broadway (DAHP ID: 735131) and continue to the north on the east side of Broadway. A small portion of this property would be acquired, but this would not result in any changes to character-defining features of the cemetery, and construction and operation of the project would not alter or diminish any aspect of integrity for this resource.

Parcels adjacent to the north side of Washington Stove Works at 3402 Smith Avenue (DAHP ID: 49273) would be acquired, and buildings on these parcels would be demolished. The guideway would be built on the east side of Smith Avenue, and well into the parcel to the north of the Washington Stove Works property, so construction and operation of the project would avoid altering or diminishing any aspect of integrity.

The warehouse at 3008 McDougall Avenue (DAHP ID: 270521) is approximately 230 feet from the project, Callahan Plumbing and Heating at 3211 Broadway (DAHP ID: 270770) is approximately 120 feet away, the house at 3224 Broadway (DAHP ID: 241881) is approximately 320 feet away, and the Everett Bottling Works building at 3231 Broadway (DAHP ID: 49236) is approximately 80 feet away, which is sufficiently far from construction and operation of the project that it would not alter or diminish any aspect of integrity.

Alternative EVT-2C

The house at 2316 47th Street SE (DAHP ID: 729197), Callahan Plumbing and Heating at 3211 Broadway (DAHP ID: 270770), and the Everett Bottling Works building at 3231 Broadway (DAHP ID: 49236) are all proposed for demolition under this alternative, resulting in adverse effects to these resources.

Partial property acquisition from the Milwaukee Road Everett Depot property at 3201 McDougall Avenue (DAHP ID: 270547) would leave the depot itself unaltered, but the light rail station would be directly across the street, causing loss of integrity of setting and resulting in an adverse effect.

Under Alternative EVT-2C, the guideway would be adjacent to the southeast corner of Evergreen Cemetery at 4504 Broadway (DAHP ID: 735131) and continue to the north on the east side of Broadway. A small portion of this property would be acquired, but this would not result in any changes to character-defining features of the cemetery, and construction and operation of the project would not alter or diminish any aspect of integrity for this resource.

The warehouse at 3008 McDougall Avenue (DAHP ID: 270521) is approximately 120 feet from the project, the house at 3224 Broadway (DAHP ID: 241881) is approximately 30 feet away, and Washington Stove Works at 3402 Smith Avenue (DAHP ID: 49273) is approximately 385 feet away, which is sufficiently far from construction and operation of the project that it would not alter or diminish any aspect of integrity.

Alternative EVT-3D

The house at 2316 47th Street SE (DAHP ID: 729197), the warehouse at 3008 McDougall Avenue (DAHP ID: 270521), Callahan Plumbing and Heating at 3211 Broadway (DAHP ID: 270770), and the Everett Bottling Works building at 3231 Broadway (DAHP ID: 49236) would all be demolished under this alternative, resulting in adverse effects to these resources.

Under Alternative EVT-3D, the guideway would be adjacent to the southeast corner of Evergreen Cemetery at 4504 Broadway (DAHP ID: 735131) and continue to the north on the east side of Broadway. A small portion of this property would be acquired, but this would not result in any changes to character-defining features of the cemetery, and construction and operation of the project would not alter or diminish any aspect of integrity for this resource.

The house at 3224 Broadway (DAHP ID: 241881) is approximately 25 feet from the project, and Washington Stove Works at 3402 Smith Avenue (DAHP ID: 49273) is approximately 380 feet away, which is sufficiently far from construction and operation of the project that it would not alter or diminish any aspect of integrity. Milwaukee Road Everett Depot at 3201 McDougall Avenue (DAHP ID: 270547) is just outside the construction area of the project and any construction or operation would not alter or diminish any aspect of integrity.

Table 10-9 Potential Effects to Built Environment Historic Properties – Everett Station Segment

Survey Number	DAHP ID Number	Resource Name	Address	Date Built	NRHP Eligibility Status	EVT-1A	EVT-2C	EVT-3D
533	729197	House ^a	2316 47th Street SE	1970	Eligible	Adversely affected: property demolition	Adversely affected: property demolition	Adversely affected: property demolition
540	270521	Warehouse	3008 McDougall Avenue	1946	Eligible	Not adversely affected	Not adversely affected	Adversely affected: property demolition
556	270547	Milwaukee Road - Everett Depot	3201 McDougall Avenue	1910	Eligible	Adversely affected: partial property acquisition, permanent proximity effects	Adversely affected: partial property acquisition, permanent proximity effects	Not adversely affected
559	270770	Callahan Plumbing and Heating, buildings 1 and 2	3211 Broadway	1955	Eligible	Not adversely affected	Adversely affected: property demolition	Adversely affected: property demolition
562	241881	House	3224 Broadway	1910	Eligible	Not adversely affected	Not adversely affected	Not adversely affected
568	49236	Everett Bottling Works	3231 Broadway	1921	Eligible	Not adversely affected	Adversely affected: property demolition	Adversely affected: property demolition
581	49273	Washington Stove Works	3402 Smith Avenue	1904	Eligible	Not adversely affected	Not adversely affected	Not adversely affected
598	735131	Evergreen Cemetery	4504 Broadway	1898	Eligible	Not adversely affected	Not adversely affected	Not adversely affected

NOTE:

- a) FTA has made an adverse effect determination for this resource (see description of consultation in Section 5). All other potential effects shown in this table are preliminary.

10.3.3 OMF North Site Alternatives

10.3.3.1 OMF Site F

As summarized in Table 10-10, both OMF Site F alternatives would adversely affect one resource that is individually eligible for the NRHP and an NRHP-eligible historic district with 10 contributing resources.

OMF Site F

All but one of the built environment historic properties in this OMF North site alternative are contributing resources in a NRHP-eligible historic district, and all of these buildings would be demolished, resulting in adverse effects to these resources and the historic district. These buildings are houses and duplexes at 12217, 12221, and 1227 Alexander Road (DAHP ID: 732816, 732817, 732818, 256798, 734929, 734932, 734933, 256483, 734934, and 734936).

One additional historic property that is not part of the historic district, Empire Industrial Park Building C at 12414 Highway 99 (DAHP ID: 732744), would also be demolished, which would result in an adverse effect to this resource.

OMF Site F with Lead Tracks to West Side of Airport Road

The application of criteria of adverse effect to historic properties for OMF Site F with Lead Tracks to West Side of Airport Road is the same as for OMF Site F, with no exceptions.

Table 10-10 Potential Effects to Built Environment Historic Properties – OMF Site F

Survey Number	DAHP ID Number	Resource Name	Address	Date Built	NRHP Eligibility Status	OMF Site F	OMF Site F With Lead Tracks to West Side of Airport Road
636	732816	House – Building A	12217 Alexander Road	1941	Contributing resource to an eligible historic district	Adversely affected: property demolition	Adversely affected: property demolition
637	732817	House – Building B	12217 Alexander Road	1941	Contributing resource to an eligible historic district	Adversely affected: property demolition	Adversely affected: property demolition
638	732818	House – Building C	12217 Alexander Road	1941	Contributing resource to an eligible historic district	Adversely affected: property demolition	Adversely affected: property demolition
641	256798	Duplex – Building 1	12221 Alexander Road	1945	Contributing resource to an eligible historic district	Adversely affected: property demolition	Adversely affected: property demolition
642	734929	Duplex – Building 2	12221 Alexander Road	1941	Contributing resource to an eligible historic district	Adversely affected: property demolition	Adversely affected: property demolition
643	734932	Duplex – Building 3	12221 Alexander Road	1941	Contributing resource to an eligible historic district	Adversely affected: property demolition	Adversely affected: property demolition
644	734933	Duplex – Building 4	12221 Alexander Road	1941	Contributing resource to an eligible historic district	Adversely affected: property demolition	Adversely affected: property demolition
645	256483	Duplex – Building 1	12227 Alexander Road	1941	Contributing resource to an eligible historic district	Adversely affected: property demolition	Adversely affected: property demolition
646	734934	Duplex – Building 2	12227 Alexander Road	1941	Contributing resource to an eligible historic district	Adversely affected: property demolition	Adversely affected: property demolition
647	734936	Duplex – Building 3	12227 Alexander Road	1941	Contributing resource to an eligible historic district	Adversely affected: property demolition	Adversely affected: property demolition
651	732744	Empire Industrial Park – Building C	12414 Highway 99	1969	Eligible	Adversely affected: property demolition	Adversely affected: property demolition

10.3.3.2 OMF Site E

OMF Site E contains no built environment historic properties; therefore, no historic properties would be affected by this alternative. There are no NRHP-eligible historic districts in this site alternative.

10.3.3.3 OMF Site B

As summarized in Table 10-11, neither OMF Site B alternative would adversely affect built environment historic properties. Any effects would be associated with proximity to the new facility, but those effects are not anticipated to be adverse. There are no NRHP-eligible historic districts in this site alternative.

OMF Site B

The Will Construction Company Warehouse and Office Building 1 at 805 80th Street SW (DAHP ID: 733673) is approximately 300 feet from the project which is sufficiently far from construction and operation of the project that it would not alter or diminish any aspect of integrity.

OMF Site B with Lead Tracks to South Side of SR 526

The application of criteria of adverse effect to historic properties for OMF Site B with Lead Tracks to South Side of SR 526 is the same as for OMF Site B, with no exceptions.

Table 10-11 Potential Effects to Built Environment Historic Properties – OMF Site B

Survey Number	DAHP ID Number	Resource Name	Address	Date Built	NRHP Eligibility Status	OMF Site B	OMF Site B With Lead Tracks to South Side of SR 526
698	733673	Will Construction Company, Building 1	805 80th Street SW	1973	Eligible	Not adversely affected	Not adversely affected

10.3.4 Potential Design Refinements

As mentioned in Section 1.2, Sound Transit is considering potential design refinements in each alignment segment. Potential changes in impacts to historic properties resulting from the potential design refinements are described in Table 10-12.

Table 10-12 Potential Change in Impacts to Historic Properties

Potential Design Refinement	Applicable Alternatives	Potential Changes to Impacts
Shift Station EGN-E to the west side of SR 99 and shift guideway closer to E Casino Road to reduce property impacts.	EGN-3E	Would prevent the displacement of a historic property (General Telephone Company).

10.4 No Build Alternative

The No Build Alternative would have no light rail-related effects on historic properties in the area. Archaeological resources may be identified through other construction activities as the area continues to expand and develop. Similarly, the number of built environment historic properties could decrease with increased development and through neglect.

11 SUMMARY AND RECOMMENDATIONS

11.1 Summary

The EVLE Project proposes a 16-mile elevated and at-grade light rail guideway, adding six new stations and one provisional station to the existing network, to expand Link light rail transit service northward from the Lynnwood City Center Station to the Everett Station area in Snohomish County. The project also includes new transit parking facilities at the Mariner and the Everett Stations and a new OMF along the alignment in Snohomish County.

Section 106 of the NHPA requires federal agencies to take into account the effects of their undertakings on historic properties. The agency must consult with the SHPO, affected Tribes, and other consulting parties to seek ways to avoid, minimize, or mitigate adverse effects. Historic properties are defined as any district, site, building, structure, or object, listed in or eligible for listing in the NRHP. Under the NHPA, a property possesses significance if it meets the NRHP criteria listed in 36 CFR 60.4 and retains sufficient integrity to convey that significance.

The cultural resources investigations for this project employed a multi-faceted approach including background archival research, pedestrian and subsurface surveys, geotechnical borehole monitoring, and an extensive built environment survey. The pedestrian survey was conducted along the right-of-way throughout the APE. The subsurface survey areas were created based on accessibility, while the intensity of the survey within those areas was determined using predictive modeling, known site locations, ethnographic data, and historic map review. Archaeological monitoring accompanied geotechnical drilling, with locations selected based on predictive modeling, known site locations, and ethnographic data. The built environment survey documented 704 individual buildings and structures built in or before 1980, evaluating their historic significance and eligibility for listing on the NRHP.

Archaeological resources might be encountered during construction of all alternatives for the project. Archaeological expectations within the project APE are informed by the local glacial outwash plain geology and limited previous archaeological investigations. Only a few precontact archaeological sites have been recorded near the APE, primarily small lithic scatters. Areas near present and past water sources, such as bogs, marshes, lakes, and streams, as well as level terraces adjacent to these features, were identified as having the highest potential for archaeological resources. Historic land use and development have profoundly altered the landscape, complicating identification of intact archaeological deposits. Survey results indicate that all subsurface investigations encountered sediments consistent with regional geology, with no discovery of previously undocumented archaeological resources eligible for the NRHP. Previously recorded archaeological sites, including the expanded boundaries of site 45SN531, were determined not eligible due to insufficient integrity.

Of the built environment resources surveyed, one was previously determined eligible for the NRHP, 26 were determined individually eligible for NRHP listing, and one historic district with 10 contributing resources was also determined eligible. These findings are expected to inform project planning to avoid, minimize, or mitigate any impacts to eligible historic properties.

As an undertaking, the EVLE Project is anticipated to adversely affect built environment historic properties.

11.2 Resolution of Adverse Effects

Sound Transit is committed to complying with all applicable federal, state, and local environmental regulations, following best management practices, and designing the EVLE Project in a way that avoids or minimizes adverse impacts. As a result, avoidance and minimization measures are reflected in the design of Build Alternatives. The following sections present avoidance and minimization measures and identify additional potential mitigation measures that would be feasible and further reduce or eliminate adverse effects.

To resolve potential adverse effects, FTA and Sound Transit, in consultation with the SHPO, affected Tribes, and other interested parties, will prepare and execute a Section 106 Programmatic Agreement. A draft of this agreement is included in Attachment I. Consultation on this agreement will continue throughout the remainder of the environmental review process and will be executed prior to FTA's issuance of a Record of Decision. The agreement would include appropriate mitigation measures to resolve the adverse effects to the eligible resources. Examples of mitigation measures include, but are not limited to, preparing additional documentation or interpretation for the resources, designing/installing an interpretive/educational display or exhibit, or preparing an NRHP nomination. As needed, the PA would also include stipulations for phased archaeological investigations as the project progresses and access to previously unsurveyed areas is obtained, and for conducting identification, evaluation, consultation, and effects analysis for any archaeological resources that are discovered during these activities. An archaeological resource monitoring and treatment plan and unanticipated discovery plan would be prepared to guide archaeological monitoring work before and during construction.

11.2.1 Avoidance and Minimization of Adverse Effects

Measures would be incorporated into the project to avoid potential adverse effects, when appropriate, consistent with 36 CFR 800.5(b). General avoidance and minimization efforts could include the following:

- Seismically or structurally upgrade buildings that might be subject to structural impacts.
- Take precautions that historic properties are protected from vibrations, excavations, and damage from heavy equipment.
- Protect facades of affected historic buildings from an accumulation of excessive dirt and dust during construction, and/or clean them in an appropriate manner at the conclusion of construction. Sound Transit would consult with the SHPO before implementing any protection or cleaning methods.
- Control fugitive dust using measures listed in the Air Quality Technical Report in Draft EIS Appendix G.7.

- Maintain access to historic properties to the extent possible.
- Restrict construction haul routes to existing, heavily used public rights-of-way and avoid historic districts when practicable.

11.2.2 Minimization of Visual Effects

Specific measures to minimize visual effects during construction include the implementation of design guidelines. As discussed in the Visual and Aesthetic Resources Technical Report in Draft EIS Appendix G.6, the following design guidelines would be incorporated where practical:

- Sound Transit would develop specific design criteria for the EVLE Project that guide project design through a balanced set of systemwide elements and contextual elements, such as a consistent architectural theme for elevated elements and stations, consistent signage, and a systemwide art program. Interdisciplinary teams would develop these criteria with input from local communities and jurisdictional partners and integrate these criteria with existing plans, including plans for redevelopment.
- Sound Transit would coordinate with jurisdictional partners and adjacent communities through design review to promote visual unity in station areas.
- Sound Transit would surplus the remainder of the parcels not needed after construction, which could potentially be redeveloped consistent with Sound Transit's Transit Oriented Development Policies and jurisdictional partners' plans.
- When possible, Sound Transit would preserve existing vegetation.
- Sound Transit would plant appropriate vegetation within and adjoining the project right-of-way, or where required by the authority having jurisdiction (including potentially outside of the project right-of-way), to replace existing street trees and other visually important vegetation removed for the project, or to provide screening for sensitive visual environments and/or sensitive viewers. New plantings would be consistent with Sound Transit operations and maintenance requirements and jurisdictional requirements.
- Sound Transit would design exterior lighting at stations, tail tracks, and hi-rail access to minimize height and use source shielding to avoid lighting bulbs that would be directly visible from residential areas, streets, and highways above allowable levels. Shielding would also limit spillover light and glare in residential areas.
- During construction, Sound Transit would provide visual screening along some areas where construction activities would be seen by nearby sensitive viewers. Visual screening would include construction of a fence or visual barrier to screen ground-level views into construction areas where practical. Nighttime construction lighting would be shielded and directed downward to avoid light spillover onto adjacent sensitive uses.

11.2.3 Minimization of Noise and Vibration Effects

The Noise and Vibration Technical Report in Draft EIS Appendix G.8 provides a description of means to reduce and monitor potential noise and vibration effects during construction. Key noise and vibration minimization strategies are summarized below.

Construction activities would be carried out in compliance with Sound Transit specifications and all applicable local noise regulations. Construction noise is exempt from the WAC noise limits,

except at residential land uses during nighttime hours (10 p.m. to 7 a.m.). If construction is performed during nighttime hours, the contractor must meet the WAC noise level requirements or obtain a noise variance from the governing jurisdiction. Specific construction noise and vibration mitigation measures will be developed during the design phase of the project when more detailed construction information is available. The following mitigation measures would be applied as needed to minimize temporary construction noise and vibration impacts:

- Avoiding nighttime construction in residential neighborhoods.
- Locating stationary construction equipment as far as possible from noise-sensitive sites.
- Constructing noise barriers, such as temporary walls or piles of excavated material, between noisy activities and noise-sensitive receivers.
- Routing construction-related truck traffic to roadways that would cause the least disturbance to residents.
- Using alternative construction methods to minimize the use of impact and vibratory equipment (e.g., pile-drivers and compactors).

The primary means of mitigating noise from construction activities is to require the contractors to prepare a detailed Noise Control Plan. A noise control engineer or acoustician would work with the contractor to prepare a Noise Control Plan in conjunction with the contractor's specific equipment and methods of construction. Key elements of a Noise Control Plan include:

- Contractor's specific equipment types.
- Schedule and methods of construction.
- Maximum noise limits for each piece of equipment with certification testing.
- Prohibitions on certain types of equipment and processes during the nighttime hours without local agency coordination and approved variances.
- Identification of specific sensitive sites where near construction sites.
- Methods for projecting construction noise levels.
- Implementation of noise control measures where appropriate.
- Methods for responding to community complaints.

12 REFERENCES

- Adamson, Thelma
1969 [1934] *Folk-Tales of the Coast Salish*. Memoirs of the American Folk-lore Society, 27. G.E. Stechert, New York.
- AFSC (American Friends Service Committee)
1970 *Uncommon Controversy: Fishing Rights of the Muckleshoot, Puyallup, and Nisqually Indians*. University of Washington Press, Seattle.
- Alexander, Alex G.
n.d. Getchell Ranch. Washington Heritage Register. On file at the Washington State Department of Archaeology and Historic Preservation, Olympia, Washington.
- Allen, Edwin J., Jr.
1976 Intergroup Ties and Exogamy among the Northern Coast Salish. *Northwest Anthropological Research Notes* 10:161–172.
- Allen, Zachary, and Anna Robinson-Mathes
2023 *Washington Archaeological Site Inventory Form (45SN397)*. On file at the Washington State Department of Archaeology and Historic Preservation, Olympia.
- Ames, Kenneth M.
1995 Chiefly Power on the Northwest Coast. In *Foundations of Social Inequality*, edited by T. Douglas Price and Gary M. Feinman, pp. 155–187. Plenum Press, New York.
2003 The Northwest Coast. *Evolutionary Archaeology* 12:19–33.
2005a Intensification of Food Production on the Northwest Coast and Elsewhere. In *Keeping it Living: Traditions of Plant Use and Cultivation on the Northwest Coast of North America*, edited by Douglas Deur and Nancy J. Turner, pp. 67–100. University of Washington Press, Seattle.
2005b Tempo and Scale in the Evolution of Social Complexity in Western North America: Four Case Studies. In *North American Archaeology*, edited by Timothy R. Pauketat and Diana DiPaolo Loren, pp. 46–78. Blackwell Publishing, Oxford.
- Ames, Kenneth M., and H.D.G. Maschner
1999 *Peoples of the Northwest Coast: Their Archaeology and Prehistory*. Thames & Hudson, New York.
- Amoss, Pamela T.
1977a The Power of Secrecy among the Coast Salish. In *The Anthropology of Power: Ethnographic Studies from Asia, Oceania, and the New World*, edited by Raymond D. Fogelson and Richard N. Adams, pp. 131–140. Academic Press, New York.
1977b Strategies of Reorientation: The Contribution of Contemporary Winter Dancing to Coast Salish Identity and Solidarity. *Arctic Anthropology* 14:77–83.
1978 *Coast Salish Spirit Dancing: The Survival of an Ancestral Religion*. University of Washington Press, Seattle.
1981 Coast Salish Elders. In *Other Ways of Growing Old: Anthropological Perspectives*, edited by Pamela T. Amoss and Steven Harrell, pp. 227–248. Stanford University Press, Stanford, California.

- Anundsen, Karl, S.E.B. Abella, E.B. Leopold, M. Stuiver, and S. Turner
1994 Late-glacial and early Holocene sea-level fluctuations in the central Puget Lowland, Washington, inferred from lake sediments. *Quaternary Research* 42:149–161.
- Arsenian, Victoriah
2019 Our Story: History and Remembering of ATNI. Electronic document, <https://atnitribes.org/about/our-story/>. Accessed January 2, 2023.
- Avey, Mike G.
1991 *Fluted Point Occurrences in Washington State. Fort Steilacoom Community College, Washington*. On file at the Washington State Department of Archaeology and Historic Preservation, Olympia.
- Baker, R. Todd, and Nancy E-K McReynolds
2014 *Cultural Resource Survey, Proposed Telecommunications Tower Site, Site Name: Paine Field—New Building. Everett, Snohomish County, Washington*. Terracon. Project No. 81147033. Submitted to Verizon Wireless. On file at the Washington State Department of Archaeology and Historic Preservation, Olympia.
- Baldwin, Garth and Keith Solmo
2014 Cultural Resources Review for Cultural Resources Review for the T-Mobile Mill Creek Town Center Cellular Project, Mill Creek, Snohomish County, Washington. Drayton Archaeology. Submitted to Adapt Engineering, Inc. On file at the Washington State Department of Archaeology and Historic Preservation, Olympia.
- Batdorf, Carol
1980 *The Feast is Rich*. Whatcom County Museum, Bellingham, Washington.
- Beck, C. and Jones, G.T.,
2012 Clovis and western stemmed again: Reply to Fiedel and Morrow. *American Antiquity*, 77(2), pp.386-397.
- 2010 Clovis and Western Stemmed: Population Migration and the Meeting of Two Technologies in the Intermountain West. *American Antiquity* 75(1):81–116. Becker, Anisa, and Sarah McDaniel
- 2013 *Cultural Resources Inventory Report—Boeing Everett Facility, Former Gun Club Area C and Pond D, Everett, Snohomish County, Washington*. URS. Project No. 33764006. Submitted to Boeing Commercial Airplanes. On file at the Washington State Department of Archaeology and Historic Preservation, Olympia.
- Berger, Margaret
2016 *Cultural Resources Assessment for the 196th Street SW (SR 524) Improvement Project, Lynnwood, Snohomish County, WA*. Cultural Research Consultants Inc. Project No. 1601B-2. Submitted to David Evans and Associates. On file at the Washington State Department of Archaeology and Historic Preservation, Olympia.
- 2017 *Cultural Resources Assessment for the Lake Stickney Parkway Project, Lynnwood, Snohomish County, Washington*. Cultural Research Consultants Inc. Project No. 1710F-1. Submitted to Prospect Development LLC. On file at the Washington State Department of Archaeology and Historic Preservation, Olympia.
- Bertrand, Steve K.
2019 *Modern Everett*. Classic Day Publishing, Seattle, Washington.

- Belcher, William R.
1986 Coast Salish Social Organization and Economic Redistribution. *Northwest Anthropological Research Notes* 20:203–211.
- Bierwert, Crisca
1990 *Lushootseed Texts: An Introduction to Puget Salish Narrative Aesthetics*. Smithsonian Press, Washington D.C.
1993 *New Voices in Native American Literary Criticism*. Smithsonian Institution Press, Washington, D.C.
1999 *Brushed by Cedar, Living by the River: Coast Salish Figures of Power*. University of Arizona Press, Tucson.
- Blecha, Peter
2009 Dover, Harriette Shelton Williams (1904–1991). Electronic document, <https://www.historylink.org/File/9079>. Accessed October 17, 2022.
- Blukis Onat, Astrida R., and Jan Hollenbeck
1981 *Inventory of Native American Religious Use, Practices, Localities and Resources. Study Area on the Mt. Baker-Snoqualmie National Forest, Washington State*. Mt. Baker-Snoqualmie National Forest, Seattle, Washington.
- Blukis Onat, Astrida R., Lee A. Bennett, and Jan L. Hollenbeck
1980 *Cultural Resource Overview and Sample Survey of the Skagit Wild and Scenic River: Study Area on the Mt. Baker-Snoqualmie National Forest, Washington State*. 3 volumes with appendices. Institute of Cooperative Research. Submitted to Mt. Baker–Snoqualmie National Forest, Mountlake Terrace, Washington (Contract #53-05M6-9-0050N). On file at Washington State Department of Archaeology and Historic Preservation, Olympia.
1980 *Cultural Resources Survey—Skagit River Levees and Channel Improvement Project Below Mount Vernon, Washington*. On file at Washington State Department of Archaeology and Historic Preservation, Olympia.
- Borden, Charles E.
1950 Notes on the Prehistory of the Southern Northwest Coast. *British Columbia Historical Quarterly* 14:241–246.
1951 Facts and Problems of Northwest Coast Prehistory. *Anthropology in British Columbia* 2:35–37.
1960 DjRi3, an Early Site in the Fraser Canyon, British Columbia. *National Museum of Canada Contributions to Anthropology*, Bulletin 162. National Museums of Canada, Ottawa.
1962 West Coast Crossties with Alaska. In *Prehistoric Cultural Relations between the Arctic and Temperate Zones of North America*, edited by J. M. Campbell, pp. 9–19. Arctic Institute of North America, Technical Paper 11. Arctic Institute of North America, Montreal.
1968 Prehistory of the Lower Mainland. In *Lower Fraser Valley: Evolution of a Cultural Landscape*, edited by A.H. Siemens, pp. 9–26. British Columbia Geographical Series 9. Tantalus Research, Vancouver.
1975 Origins and Development of Early Northwest Coast Culture to about 3000 B.C. *National Museum of Man Mercury Series*, Archaeological Survey of Canada Paper No. 45. National Museum of Man, Ottawa.
- Booth, Derek B., and Barry Goldstein
1994 Patterns and Processes of Landscape Development by the Puget Lobe Ice Sheet. *Washington Division of Geology and Earth Resources* 80:207-218.

- Booth, Derek B., Ralph A. Haugerud, and Kathy Goetz Troost
2003 *The Geology of Puget Lowland Rivers*. In *Restoration of Puget Sound Rivers*, edited by David R. Montgomery, Susan Bolton, Derek B. Booth, and Leslie Wall, pp. 4–45. University of Washington Press, Seattle.
- Borth, Holly
2018 Everett Main Post Office. Historic Property Inventory Form, Property ID 270916. On file at the Washington State Department of Archaeology and Historic Preservation, Olympia, Washington.
2021 Daulph Delicatessen. Historic Property Inventory Form, Property ID 18268. On file at the Washington State Department of Archaeology and Historic Preservation, Olympia, Washington.
- Boyd, Robert T.
1994 Smallpox in the Pacific Northwest. *BC Studies* 101:5–40.
1998 *The Coming of Spirit and Pestilence, Introduced Diseases and Population Decline among Northwest Coast Indians, 1774–1874*. University of Washington Press, Seattle.
1999 *Indians, Fire, and the Land in the Pacific Northwest*. Oregon State University Press, Corvallis.
- Boyle, Susan, and Sonja Molchany
2014 *Mid-Century Everett: A Context Statement Post-War Residential Development, Modern-era Design, and the Claremont Neighborhood*. Prepared for the City of Everett, by BOLA Architecture and Planning, Seattle, Washington. On file with the Washington State Department of Archaeology and Historic Preservation.
- Brannan, Nicole F., and Sunshine R. Clark Schmid
2009 *A Cultural Resources Survey for the Maple Valley-Snohomish Joint Use Fiber, Snohomish and King Counties, Washington*. Bonneville Power Administration. Submitted to Bonneville Power Administration and Puget Sound Energy. On file at the Washington State Department of Archaeology and Historic Preservation, Olympia.
- Brooks, Allyson
2021 *National Register of Historic Places Nomination Form (45SN00566)*. On file at the Washington State Department of Archaeology and Historic Preservation, Olympia.
- Broom, Judith M.
1990 *Lynnwood: The Land, The People, The City*. Peanut Butter Publishing, Seattle Washington.
- Bruseth, Nels
1926 *Indian Stories and Legends of the Stillaguamish and Allied Tribes*. Publisher not identified, Arlington, Washington.
- Bryan, Alan Lyle
1963 *An Archaeological Survey of the Northern Puget Sound*. Occasional Papers of the Idaho State University Museum No. 11. Idaho State Museum, Pocatello.
- Bundy, Barbara E
2006 *Cultural Resources Survey, Washington State Department of Transportation, 1-5 124th St. Bicycle/Pedestrian Overcrossing Phase 2, Snohomish County, Washington*. Washington State Department of Transportation. Report No. 06-04. On file at the Washington State Department of Archaeology and Historic Preservation, Olympia.

2009 *Interstate 405 Corridor Survey: Phase III, I-405, SR 520 to I-5 Improvement Project*. Anchor QEA LLC. Report no. 1353740. Submitted to Washington State Department of Transportation. On file at the Washington State Department of Archaeology and Historic Preservation, Olympia.

Bureau of Land Management (BLM)

1859 General Land Office Plat Map for T29N, R04E. Electronic document, <https://glorerecords.blm.gov/>. Accessed May 08, 2025.

1860a General Land Office Plat Map for T27N, R04E. Electronic document, <https://glorerecords.blm.gov/>. Accessed May 08, 2025.

1860b General Land Office Plat Map for T28N, R04E. Electronic document, <https://glorerecords.blm.gov/>. Accessed May 08, 2025.

1869 General Land Office Plat Map for T29N, R05E. Electronic document, <https://glorerecords.blm.gov/>. Accessed May 08, 2025.

1871 General Land Office Plat Map for T28N, R05E. Electronic document, <https://glorerecords.blm.gov/>. Accessed May 08, 2025.

1874 General Land Office Plat Map for T27N, R05E. Electronic document, <https://glorerecords.blm.gov/>. Accessed May 08, 2025.

Burley, David V.

1980 *Marpole: Anthropological Reconstruction of a Prehistoric Northwest Coast Culture Type*. Publication No. 8. Simon Fraser University, Department of Archaeology, Burnaby, British Columbia.

Bush, Kelly

2025a *Washington Archaeological Site Inventory Form (45SN531)*. On file at the Washington State Department of Archaeology and Historic Preservation, Olympia.

2025b *Washington Archaeological Site Inventory Form (45SN85)*. On file at the Washington State Department of Archaeology and Historic Preservation, Olympia.

Bush, Kelly R., Robert H. Gargett, Kate A. Shantry, Laura M. Syvertson, Susan C. Larsen, Sarah Johnson Humphries, and Alyson Rollins 2024 Final Archaeological Summary Report for the city of Oak Harbor Clean Water Facility Project 45IS298, Island County Washington Volume 1. In process 2025.

Butler, B.R.

1961 The Old Cordilleran Culture in the Pacific Northwest. Occasional Papers of the Idaho State College Museum 5. Idaho State College, Pocatello.

Butler, Virginia, and Sarah Campbell

2004 Resource Intensification and Resource Depression in the Pacific Northwest of North America: A Zooarchaeological Review. *Journal of World Prehistory* 18:327–405.

Calbick, John

2019 Panic of 1893 and Its Aftermath. 1 Oct. Electronic document, <https://www.historylink.org/file/20874>. Accessed August 30, 2022.

Cameron, David A., Charles P. LeWarne, M. Allen May, Jack C. O'Donnell, and Lawrence E. O'Donnell

2005 *Snohomish County: An Illustrated History*. Kelcema Books LLC, Index, Washington.

Campbell, Renae, Michael Daniels, and Matt Goodwin

2014 *Archaeological Survey for Proposed SN4921 Paine Field South Telecommunications Facility, Everett, Washington*. WillametteCRA Report Number 14-23-8. Submitted to Adapt Engineering. On file at the Washington State Department of Archaeology and Historic Preservation, Olympia.

Campbell, Sarah K.

1991 *Postcolumbian Culture History in the Northern Columbian Plateau A.D. 1500–1900*. Taylor & Francis, New York.

Carlson, David

2022 *Cultural Resources Assessment for the Silver Lake Water and Sewer District 10th Drive SE Water and Sewer Main Improvements Project, Snohomish County, Washington*. Cultural Resource Consultants Technical Memo 2201B-1. Submitted to Kimley-Horn. On file at the Washington State Department of Archaeology and Historic Preservation, Olympia.

Carlson, Roy L.

1960 Chronology and Culture Change in the San Juan Islands, Washington. *American Antiquity* 25:562–586.

1990 *Cultural Antecedents*. In *Northwest Coast*, edited by Wayne Suttles, pp. 60–69. Handbook of North American Indians, Vol. 7. Smithsonian Institution, Washington, D.C.

Carlson, Roy L., and Luke R. Dalla Bona (editors)

1996 *Early Human Occupation in British Columbia*. University of British Columbia Press, Vancouver.

Carlson, Roy L., and P.M. Hobler

1993 The Pender Canal Excavations and the Development of Coast Salish Culture. *BC Studies* 99:25–52.

Chambers, Jennifer

2012 State of Washington Archaeological Site Inventory Form Addendum (45SN531). On file at Washington State Department of Archaeology and Historic Preservation, Olympia.

Chatters, James C., Jason B. Cooper, Philippe D. LeTourneau, and Lara C. Rooke

2011 *Understanding Olcott: Data Recovery at Sites 45SN28 and 45SN303, Snohomish County, Washington*. AMEC Earth and Environmental. Submitted to Granite Falls Alternate Route Project, Snohomish County Department of Public Works, Everett, Washington. On file at Washington State Department of Archaeology and Historic Preservation, Olympia.

Chatters, James C., James W. Brown, Steven Hackenberger, Patrick McCutcheon, and Jonathan Alder

2017 Calcined Bone as a Reliable Medium for Radiocarbon Dating: A Test Using Paired North American Samples. *American Antiquity* 82(3):593–608.

Chidley, Michael

2008a *Request for Determination of Effects Concurrence I5—196th St. (SR524) Interchange Project, Snohomish County, Washington*. Washington State Department of Transportation. Report No. 1352118. Submitted to Department of Archaeology and Historic Preservation. On file at the Washington State Department of Archaeology and Historic Preservation, Olympia.

2008b *Cultural Resources Assessment, T-Mobile® Silver Lake Terrace/SNOPUD/Stewart Telecommunication Cell Tower Site, Snohomish County, Washington*. Technical Short Report 08-01 Submitted to Environmental Assessment Specialists, Inc. On file at the Washington State Department of Archaeology and Historic Preservation, Olympia.

Chronicles & Design

1986 Van Valey House. Historic Property Inventory Form, Property ID 35887. On file at the Washington State Department of Archaeology and Historic Preservation, Olympia, Washington.

Chuckanut Brewery

2025 Our Story. Electronic document, <https://www.chuckanutbrewery.com/pages/our-story>. Accessed April 18, 2025.

City of Everett

2023a Everett Register. Electronic document, <https://everettwa.gov/575/Everett-Register>. Accessed April 2023.

2023b Historic Overlay Zones. Electronic document, <https://everettwa.gov/578/Historic-Overlay-Zones>. Accessed April 2023.

2023c Everett Municipal Code Chapter 19.28 Historic Resources. <https://everett.municipal.codes/EMC/19.28>. Accessed July 2023.

2025 Everett Washington Address Records–3030 Colby Ave. Electronic database, <https://lfportal.everettwa.gov/WebLink/CustomSearch.aspx?SearchName=AddressSearch&id=1&dbid=0>. Accessed May 6, 2025.

City of Lynnwood

2021a Discover Lynnwood. Online mapping system. <http://discoverlynnwood.com/>. Accessed April 2021.

2021b Lynnwood, Washington Heritage Plan. City of Lynnwood and Lynnwood History and Heritage Board. Electronic document, https://www.lynnwoodwa.gov/files/sharedassets/public/boards-and-commissions/history-and-heritage-board/supporting-documents/heritage-plan_final.pdf. Accessed April 2021.

2023 Lynnwood Municipal Code Chapter 21.80 Historic Preservation, <https://lynnwood.municipal.codes/LMC/21.80>. Accessed July 2023.

Clague, John J

1980 Late Quaternary Geology and Geochronology of British Columbia, Part I: Radiocarbon Dates. *Geological Survey of Canada Paper* 80–13. Energy, Mines and Resources Canada, Ottawa.

1983 Glacio-isostatic effects of the Cordilleran ice sheet, British Columbia, Canada. In *Shorelines and Isostasy*, edited by D.E. Smith and A.G. Dawson, pp. 321–343. Academic Press, London.

Collins, June McCormick

1950 Growth Class Distinctions and Political Authority Among the Skagit Indians During the Contact Period. *American Anthropologist* 52:331–342.

1952 A Mythological Attitude toward Animals among Salish-Speaking Indians. *Journal of American Folklore* 65:353–359.

1974a The Influence of White Contact on Class Distinctions and Political Authority Among the Indians of Northern Puget Sound. In *Coast Salish and Western Washington Indians*, Volume II, edited by D.A. Horr, pp. 89–204. Garland, New York.

- 1974b [1946] A Study of Religious Change among the Skagit Indians of Western Washington. In *Coast Salish and Western Washington Indians*, Volume IV, edited by D.A. Horr, pp. 619–675. Garland, New York.
- Colón, Justin B., and Katherine F. Wilson
2021 *Swift Bus Rapid Transit Orange Line Supplemental Cultural Resources Assessment*. Environmental Science Associates. Submitted to Community Transit. On file at the Washington State Department of Archaeology and Historic Preservation, Olympia.
- Coman, Edwin T. and Helen M. Gibbs
1978 [1949] *Time, Tide and Timber: A Century of Pope & Talbot*. Stanford University Press, Stanford, California.
- Cottrell-Crawford, Penelope and Adam Alsobrook
2024 Cultural Resource Survey for the Forest Park Pickleball Project, Everett, Washington. Willamette Cultural Resources Associates, LTD. Submitted to City of Everett. On file at the Washington State Department of Archaeology and Historic Preservation, Olympia.
- Croes, Dale R.
1995 *The Hoko River Archaeological Site Complex: The Wet/Dry Site (45CA213), 3,000–1,700 B.P.* Washington State University Press, Pullman.
- Croes, D.R., S. Williams, L. Ross, M. Collard, C. Dennler, and B. Vargo
2008 The Projectile Point Sequences in the Puget Sound Region. In *Projectile Point Sequences in Northwestern North America*, edited by R. Carlsen and M. Magne, pp. 105–130. Simon Fraser University Archaeology Press, Burnaby.
- Crowser, Hart
2002 *Cultural Resources Clearance Survey Interstate 5 Ash Way Park and Ride HOV Direct Access Snohomish County, Washington*. Northwest Archaeological Associates Inc. Report No. 2002-12. Submitted to Washington State Department of Transportation. On file at the Washington State Department of Archaeology and Historic Preservation, Olympia.
- Cunningham, Curt
2011-2012 The Historic Pacific Highway in Washington, Early Roads to Everett 1864 – 1909. Electronic document, <https://www.pacific-hwy.net/broadcut.htm>. Accessed February 12, 2024.
- Curtis, Edward S.
1913 The Salishan tribes of the coast. *The North American Indian* (1907–1930) Volume 9, Plimpton Press, Norwood, Massachusetts.
- Dampf, Steven, and Jennifer Gilpin
2008 *Cultural Resources Assessment for the 44th Avenue West Interurban Trail and Trail Bridge Project, Snohomish County, Washington*. Historical Research Associates Inc. Submitted to ABKJ. On file at the Washington State Department of Archaeology and Historic Preservation, Olympia.
- Daugherty, R.D., and R. Fryxell
1967 *Archaeological, geochronological, and ecological investigations of the Ozette Village Site Complex on the Northwest Coast of Washington*. Manuscript on file, Department of Anthropology, Washington State University, Pullman.

Dellert, Jenny, and Justin Butler

2010 *Cultural Resources Assessment for the Gorman Hotel & Storage/Retail Project, Snohomish County, Washington*. Historical Research Associates Inc. Report No. NWS-2007-892. Submitted to Cunningham Real Estate Services. On file at the Washington State Department of Archaeology and Historic Preservation, Olympia.

Dellert, Jenny, Angus Tierney, and Anthony Cagle

2012 *State of Washington Archaeological Site Inventory Form (45SN609)*. On file at Washington State Department of Archaeology and Historic Preservation, Olympia, Washington.

Demuth, Kimberly and Carmi Weingrod

1998 Sumner Iron Works. Request for Determination of Eligibility, Property ID 17934. On file at the Washington State Department of Archaeology and Historic Preservation, Olympia, Washington.

Department of Archaeology and Historic Preservation (DAHP)

n.d. *Cemetery Report. Everett City Cemetery, Old Greenwood Cemetery, Greenwood Cemetery*. On file at the Washington State Department of Archaeology and Historic Preservation, Olympia.

1980 *Washington Archaeological Site Inventory Form (45SN008)*. On file at the Washington State Department of Archaeology and Historic Preservation, Olympia.

1992 *Washington Archaeological Site Inventory Form (45SN309)*. On file at the Washington State Department of Archaeology and Historic Preservation, Olympia.

1993 *Cemetery Report: Cypress Lawn Memorial Park*. On file at the Washington State Department of Archaeology and Historic Preservation, Olympia.

2001 *National Register of Historic Places Nomination Form (45SN00355)*. On file at the Washington State Department of Archaeology and Historic Preservation, Olympia.

2006 *Cemetery Report: Evergreen Cemetery*. On file at the Washington State Department of Archaeology and Historic Preservation, Olympia.

2009a *Cemetery Report. Floral Hills Cemetery*. On file at the Washington State Department of Archaeology and Historic Preservation, Olympia.

2009b *Cemetery Report. Trinity Episcopal Church Columbarium*. On file at the Washington State Department of Archaeology and Historic Preservation, Olympia.

2010 *National Register of Historic Places Nomination Form (45DT00231)*. On file at the Washington State Department of Archaeology and Historic Preservation, Olympia.

2023a Washington Heritage Register. <https://dahp.wa.gov/historic-registers/washington-heritage-register>. Accessed July 2023.

2023b Washington Heritage Barn Register. <https://dahp.wa.gov/historic-registers/heritage-barn-register>. Accessed July 2023.

2023c Washington Heritage Barn Register Program Application Process. <https://dahp.wa.gov/sites/default/files/HeritageBarnRegisterOverview.pdf>. Accessed July 2023.

2024 Mitigation Ideas. <https://dahp.wa.gov/project-review/mitigation-ideas>. Accessed August 2024.

2025 *Washington State Standards for Cultural Resources Reporting*. Updated August 5, 2025. Washington State Department of Archaeology and Historic Preservation, Olympia.

Deppen, J., Stephanie Jolivette, Peter Lape, Tom Minichillo, Molly Odell, Laura Phillips, and Brandon Reynon.

2014. Report on Excavations at 45-KI-843 (qebqebaXad, the Manzanita Beach Site), Maury Island, King County, Washington. Submitted to the Department of Archaeology and Historic Preservation in fulfillment of permit 2010-29.

Dewhirst, John

1976 Coast Salish Summer Festivals: Rituals for Upgrading Social Identity. *Anthropologica* 28:231–275.

Dilgard, David

1978 Swalwell Cottage. National Register of Historic Places Inventory – Nomination Form. On file at the Washington State Department of Archaeology and Historic Preservation, Olympia, Washington.

1979 Marion Building, Hotel Marion, Tontine Saloon. National Register of Historic Places Inventory – Nomination Form. On file at the Washington State Department of Archaeology and Historic Preservation, Olympia, Washington.

1989a Everett City Hall. National Register of Historic Places Registration Form. On file at the Washington State Department of Archaeology and Historic Preservation, Olympia, Washington.

1989b Everett Fire Station No. 2. National Register of Historic Places Registration Form. On file at the Washington State Department of Archaeology and Historic Preservation, Olympia, Washington.

1989c Floral Hall. National Register of Historic Places Registration Form. On file at the Washington State Department of Archaeology and Historic Preservation, Olympia, Washington.

1989d Everett Public Library. National Register of Historic Places Registration Form. On file at the Washington State Department of Archaeology and Historic Preservation, Olympia, Washington.

Donald, Leland

2003 The Northwest Coast as a Study Area: Natural, Prehistoric, and Ethnographic Issues, In *Emerging from the Mist: Studies in Northwest Coast Culture History*, edited by R. G. Matson, Gary Coupland, and Quentin Mackie, pp. 289–327, UBC Press, Vancouver, British Columbia.

Dougherty, Phil

2008 Interstate 5 is completed from Everett to Seattle on February 3, 1965. 24 March. Electronic document, <https://www.historylink.org/file/8548>. Accessed October 10, 2023.

2010 Interstate 2 is completed in Washington on May 14, 1969. 4 April. Electronic document, <https://www.historylink.org/File/9393>. Accessed October 14, 2022.

Dover, Harriette Shelton, and Darleen Fitzpatrick

2013 *Tulalip, from My Heart: An Autobiographical Account of a Reservation Community*. University of Washington Press, Seattle.

DWH

1986 Longfellow School, 3715 Oakes, Everett. Historic Property Inventory Form, Property ID 18394. On file at the Washington State Department of Archaeology and Historic Preservation, Olympia, Washington.

Dugas, Amy

2002 *Heritage Resources Investigation for SR 527 164th Street SE Widening and Culvert Replacement, Snohomish County, Washington*. Northwest Archaeological Associates, Inc. Submitted to Washington State Department of Transportation. On file at the Washington State Department of Archaeology and Historic Preservation, Olympia.

Duncan, Mary Ann

1977 *A Report of Archaeological Investigation within Camano Island State Park*. Office of Public Archaeology, Reconnaissance Report No. 14, University of Washington, Seattle.

Earley, Amber

2006. *Cultural Resource Assessment for the I-405/I-5 Swamp Creek Fish Passage Barrier Project, Snohomish County, Washington*. Northwest Archaeological Associates Inc. Submitted to Washington State Department of Transportation. On file at the Washington State Department of Archaeology and Historic Preservation, Olympia.

Earley, Amber, and Kate Shantry

2014 Cultural Resources Assessment for the Poplar Way Extension Bridge Project Snohomish County, Washington. SWCA Environmental Consultants. Report No. 14-371. Submitted to Perteet Inc. On file at the Washington State Department of Archaeology and Historic Preservation, Olympia.

Easterbrook, Donald J.

1962 Pleistocene geology of the northern part of the Puget lowland, Washington. PhD dissertation, University of Washington, Seattle.

1963 Late Pleistocene Glacial Events and Relative Sea Level Changes in the Northern Puget Lowland, Washington. *Geological Society of America Bulletin* 74:1465–1484.

1968 Pleistocene Stratigraphy of Island County. Washington. *Washington Division of Water Resources Bulletin* 25:1–34.

1969 Pleistocene Chronology at the Puget Lowland and San Juan Islands, Washington. *Geological Society of America Bulletin* 80:2273–2286.

1971 *Geology and geomorphology of western Whatcom County*. Western Washington University, Bellingham.

1976 Geologic map of western Whatcom County, Washington. U.S. Geological Survey Miscellaneous Investigations Series Map I-854-B. U.S. Geological Survey, Reston, Virginia.

1986 Stratigraphy and chronology of quaternary deposits of the Puget Lowland and Olympic Mountains of Washington and the Cascade Mountains of Washington and Oregon. *Quaternary Science Reviews* 5:145–159.

Eells, Myron, and George P. Castile

1985 *The Indians of Puget Sound: The Notebooks of Myron Eells*. University of Washington Press, Seattle.

Elder, J. Tait and Corey Lentz

2024 Area of Potential Effects Addendum and Cultural Assessment for the Scriber Creek Trail Improvements Project, Lynnwood, WA. Parametrix. Submitted to Lynnwood Parks, Recreation & Cultural Arts Department. On file at the Washington State Department of Archaeology and Historic Preservation, Olympia.

- Elmendorf, William W.
1971 Coast Salish Status Ranking and Intergroup Ties. *Southwestern Journal of Anthropological Research* Vol. 27:353–380.
- Erlandson, Jon M., Mark A. Tveskov, and R. Scott Byram
1998 The Development of Maritime Adaptations on the Southern Northwest Coast of North America. *Arctic Anthropology* 35(1):6–22.
- Everett Public Library
2009 Evergreen Cemetery Guide. Electronic document, <https://www.epls.org/DocumentCenter/View/230/Evergreen-Cemetery-Guide>. Accessed October 10, 2023.
- Fandom.
2025 Shasta. Electronic document, <https://logos.fandom.com/wiki/Shasta>. Accessed April 21, 2025.
- Ficken, Robert E.
2007 *Washington State: The Inaugural Decade, 1889-1899*. Washington State University Press, Pullman, Washington.
- Five Star Soda
2025 Howdy: Lemon Lime. Electronic document, <https://fivestarsoda.com/tag/howdy-soda/>. Accessed April 18, 2025.
- Flood, Chuck
2013 *Images of America: Washington's Highway 99*. Arcadia Publishing, Charleston, South Carolina.
- Fladmark, Knut R.
1975 *Paleoecological Model for Northwest Coast Prehistory*. National Museum of Man, Mercury Series No 43. National Museum of Man, Ottawa.
1982 An Introduction to the Prehistory of British Columbia. *Canadian Journal of Archaeology* 6:95–156.
- Franklin, Jerry F., and C.T. Dyrness
1988 *Natural Vegetation of Oregon and Washington*. Oregon State University Press, Corvallis.
- Furesz, Sonja Sokol
2010 Hewitt Avenue Historic District. National Register of Historic Places Registration Form. On file at the Washington State Department of Archaeology and Historic Preservation, Olympia, Washington.
- Gaeng, Betty Lou
2018 Looking Back: The birth and evolution of Highway 99 in south Snohomish County, part 2. 27 May. *MyEdmondsNews*, Edmonds, Washington. Electronic document, <https://myedmondsnews.com/2018/05/looking-back-the-birth-and-evolution-of-highway-99-in-south-snohomish-county-part-2/>. Accessed October 14, 2022.
- Gardner, Jessica
2021 *Cultural Resources Assessment for the Paine Field Distribution Center Project, Everett, Snohomish County, Washington*. Cultural Resource Consultants. Submitted to Capstone

- Partners. On file at the Washington State Department of Archaeology and Historic Preservation, Olympia.
- 2022a E. E. & H. Commercial Building. Historic Property Inventory Form, Property ID 729100. On file at the Washington State Department of Archaeology and Historic Preservation, Olympia, Washington.
- 2022b Henry Broderick Inc. Office – Lynnwood. Historic Property Inventory Form, Property ID 269946. On file at the Washington State Department of Archaeology and Historic Preservation, Olympia, Washington.
- 2022c Denny's Restaurant – Lynnwood. Historic Property Inventory Form, Property ID 729101. On file at the Washington State Department of Archaeology and Historic Preservation, Olympia, Washington.
- 2022d Historic Property Evaluation for Kimberly-Clark Warehouse Demolition Everett, Snohomish County, Washington. Cultural Resource Consultants. Submitted to Port of Everett. On file at the Washington State Department of Archaeology and Historic Preservation, Olympia.
- 2022e Cultural Resources Assessment for the 42nd Ave West Improvements Segment 1 – Alderwood Mall Boulevard to 196th Street SW Project, Lynnwood, Snohomish County, Washington. Cultural Resource Consultants. Submitted to Landau Associates. On file at the Washington State Department of Archaeology and Historic Preservation, Olympia.
- GeoEngineers, Inc.
- 2009 Statewide Archaeological Predictive Model. Submitted to Department of Archaeology and Historic Preservation. DAHP.wa.gov
- Gerrish, Tim, and Matthew Wetherbee
- 2018 *Cultural Resources Assessment for the Harbour Reach Drive Extension Project, Mukilteo, Snohomish County, Washington*. Stell Project No. 1586. Submitted to Confluence Environmental Company and Lochner. On file at the Washington State Department of Archaeology and Historic Preservation, Olympia.
- Gilbert, M.T.P., Jenkins, D.L., Gotherstrom, A., Naveran, N., Sanchez, J.J., Hofreiter, M., Thomsen, P.F., Binladen, J., Higham, T.F., Yohe, R.M. and Parr, R.,
- 2008 DNA from pre-Clovis human coprolites in Oregon, North America. *Science*, 320(5877), pp.786-789.
- Gillespie, Anne
- 2009 *A Historical Resources Assessment of the Hall Lake East Project, Lynnwood, Snohomish County, Washington*. Historical Research Associates, Inc. Submitted to Frank Gillen. On file at the Washington State Department of Archaeology and Historic Preservation, Olympia.
- Gilpin, Jennifer
- 2009 State of Washington Archaeological Site Inventory Form (45SN531). On file at Washington State Department of Archaeology and Historic Preservation, Olympia.
- 2010 *State of Washington Archaeological Site Inventory Form (45SN559)*. On file at Washington State Department of Archaeology and Historic Preservation, Olympia.
- Goodwin, Matt, and Breanne Taylor
- 2014 *Archaeological Survey for Proposed SN4952 Lynnwood 188th & 44th Telecommunications Facility, Lynnwood, Washington. Technical Memorandum*. Willamette CRA Report Number 14-23-47. Submitted to Adapt Engineering. On file at the Washington State Department of Archaeology and Historic Preservation, Olympia.

Google Earth

2008 Historical Imagery, 47° 58'36" N 122° 12'32W. U.S. Geological Survey. Electronic document, <http://www.earth.google.com>. Accessed May 6, 2025.

Granite Falls Historical Society and League of Snohomish County Heritage Associations [LOSCHO]

2023 Snohomish County First 100 Years. Electronic map, <https://loscho.maps.arcgis.com/apps/PublicInformation/index.html?appid=d88679dd9d04410f806546b0d7f776f2>. Accessed October 10, 2023.

Greengo, Robert E.

1966 Archaeological Excavations at the Marymoor Site (45KI9).: A Report to the National Park Service Region Four, Order Invoice Voucher 34-703 and 34-64-554 (Sammamish Flood Control Project). Department of Anthropology, University of Washington, Seattle.

1983 Prehistoric Places on the Southern Northwest Coast. Thomas Burke Memorial Washington state Museum Research Report Number 4, University of Washington, Seattle.

Greengo, R.E., and R. Houston

1970 Excavations at the Marymoor Site. Reports in Archaeology No 4, Department of Anthropology, University of Washington, Seattle.

Grier, Colin, Patrick Dolan, Kelly Derr, and Eric McLay

2009 Assessing Sea Level Changes in the Southern Gulf Islands of British Columbia Using Archaeological Data from Coastal Spit Locations. *Canadian Journal of Archaeology* 33:254–280.

Guilmet, George M., Robert T. Boyd, David L. Whited, and Nile Thompson

1991 The Legacy of Introduced Disease: The Southern Coast Salish. *American Indian Culture and Research Journal* 15(4):1–32.

Gunn, Kenny

2016 Olympic Water Tank. Historic Property Inventory Form, Property ID 706528. On file at the Washington State Department of Archaeology and Historic Preservation, Olympia, Washington.

Gunther, Erna

1928 A Further Analysis of the First Salmon Ceremony. *University of Washington publications in anthropology*, Volume 2, No. 5. University of Washington Press, Seattle.

1945 *Ethnobotany of Western Washington*. University of Washington Press, Seattle.

1950 The Indian Background of Washington History. *Pacific Northwest Quarterly* 41(3):189–202.

Haerberlin, Hermann

1924 Mythology of Puget Sound. *Journal of American Folk-Lore* 37:137–438.

Haerberlin, Hermann, and Erna Gunther

1930 Indians of Puget Sound. *University of Washington Publications in Anthropology* Volume 4, No. 1. University of Washington Press, Seattle.

Hale, James

1991 *Cultural Resource Reconnaissance Report for East Baker Lake Hiking Trail Extension, CR05-91-20*. Report on file at the Mt. Baker-Snoqualmie National Forest, Mt. Baker Ranger District, Sedro Woolley, Washington.

Ham, Leonard Charles

1982 Seasonality, Shell Midden Layers, and Coast Salish Subsistence Activities at the Crescent Beach Site, DgRr 1. PhD dissertation, Department of Anthropology, University of British Columbia, Vancouver.

Haney, Faith, and Jenny Dellert

2013 *Final Report Archaeological Inventory of the North Seattle Piging Facility, Lynnwood, Snohomish County, Washington*. Historical Research Associates Inc. Submitted to Williams Gas Pipeline. On file at the Washington State Department of Archaeology and Historic Preservation, Olympia.

Hansen, Kenneth C

1981 Samish. In *Inventory of Native American Religious Use, Practices, Localities and Resources: Study Area on the Mt. Baker-Snoqualmie National Forest, Washington State*, edited by Astrida R. Blukis Onat and Jan L. Hollenbeck, pp. 181–212. Report prepared for Mt. Baker-Snoqualmie National Forest, Seattle, Washington. Institute of Cooperative Research, P.O. Box 20275, Broadway Station, Seattle, Washington 98102

Harmon, Alexandra

1998 *Indians in the Making: Ethnic Relations and Indian Identities in the Puget Sound*. University of California Press, Berkeley.

Harris, Cole

1994 Voices of Disaster: Smallpox around the Strait of Georgia in 1782. *Ethnohistory* 41:591–626.

Hartmann, Glenn D

2008a *Cultural Resources Assessment for the Swift Bus Rapid Transit Project, Technical Memo 0711A-3, Snohomish County, Washington*. Cultural Resource Consultants Inc. Submitted to Dan Dawson OTAK. On file at the Washington State Department of Archaeology and Historic Preservation, Olympia.

2008b *Cultural Resources Assessment for the Lynnwood Cell Tower Project, Lynnwood, Snohomish County, Washington*. Cultural Resource Consultants Inc. Report No. 0809H-1. Submitted to Adapt Engineering. On file at the Washington State Department of Archaeology and Historic Preservation, Olympia.

Hayes, Derek

1999 *Historical Atlas of the Pacific Northwest: Maps of Exploration and Discovery*. Sasquatch Books, Seattle.

Healy, Don and Liz

ca. 2010s Evolution of the Transportation System Serving the Martha Lake Area. Electronic document, <https://marthalakehistorysaz.com/index.php/evolution-of-the-transportation-system-serving-the-martha-lake-area/>. Accessed February 12, 2024.

Hearne, Carol, and Jan L. Hollenbeck

1996 *Cultural Resource Inventory Strategy Mt. Baker- Snoqualmie National Forest*. Prepared by Mt. Baker–Snoqualmie National Forest. On file at Washington State Department of Archaeology and Historic Preservation, Olympia.

Hebda, R.J. (editor)

2000 Burns Bog Ecosystem Review: Synthesis Report for Burns Bog, Fraser River Delta, South-Western British Columbia. Canada. Environmental Assessment Office, Victoria, British Columbia.

Hebda, R.J., and R.W. Mathewes

1984 Holocene History of Cedar and Native Indian Cultures of the North American Pacific Coast. *Science* 225:711–713.

Hennessey, Jessica, and Kurt Perkins

2017 *Cultural Resources Survey for Snohomish PUD/ Beverly Park Project in Snohomish County, Washington*. Bonneville Power Administration. Report No. WA 2015 082. On file at the Washington State Department of Archaeology and Historic Preservation, Olympia.

Heusser, Calvin J

1983 Vegetational History of the Northwestern U.S. Including Alaska. In *Late Quaternary Environments of the United States. Vol. 1: The Late Pleistocene*, edited by H.E. Wright Jr., pp. 239–258. University of Minnesota Press, Minneapolis.

Hilbert, Vi, J. Miller, and Zalmai Zahir (editors)

2001 *Puget Sound Geography*. Original manuscript from T.T. Waterman [1921]; edited with additional material from Vi Hilbert, Jay Miller, and Zalmai Zahir. Lushootseed Press, Federal Way, Washington.

Hillery, Francesca

2014 Tulalip Board member elected to ATNI Executive Council. 7 Oct. Tulalip News. Electronic document, <https://www.tulalipnews.com/wp/2014/10/07/tulalip-board-member-elected-to-atni-executive-council/>. Accessed October 22, 2022.

HistoricMapWorks

2022 Browse Maps. Map database, <https://historicmapworks.com/Browse/Maps/>. Accessed October 26, 2022.

Historic Everett

2022 Home. Electronic document, <https://historiceverett.org/>. Accessed October 26, 2022. 2024 Lych Gate. Electronic document, <https://historiceverett.org/walkingtour/Evergreen.html?story=LychGate>. Accessed August 9, 2024.

Hollenbeck, Jan L.

1987 *A Cultural Resource Overview: Prehistory, Ethnography and History. Mt. Baker–Snoqualmie National Forest*. Prepared for the United States Department of Agriculture, Forest Service, Pacific Northwest Region, Portland, Oregon.

Holliday, Vance T.

1992 *Soils in Archaeology*. Smithsonian Institution Press, Washington, D.C.

Holschuh, Dana L.

2014 *Archaeological Survey of the Marth Lake North (SN4915) Telecommunications Facility Project Area, Snohomish County, Washington*. Archaeological Services LLC. Report No. 14078. Submitted to Adapt Engineering. On file at the Washington State Department of Archaeology and Historic Preservation, Olympia.

Holter, Russell

2017 Historic Property Inventory Form, Property ID 248298. On file at the Washington State Department of Archaeology and Historic Preservation, Olympia, Washington.

Homan, Amy, and Kurt Perkins

2016 *Cultural Resources Survey for 2016 Snohomish District Priority Wood Pole Replacement Project, Snohomish County, Washington*. Bonneville Power Administration. Report No. WA 2016 015. On file at the Washington State Department of Archaeology and Historic Preservation, Olympia.

Houser, Michael

2021 Culmback Building. Historic Property Inventory Form, Property ID 18063. On file at the Washington State Department of Archaeology and Historic Preservation, Olympia, Washington.

Hovezak, Mark J.

2006 *Archaeological Evaluation of Two Historic Period Grave Markers at 15329 2nd Avenue W., Lynnwood, Snohomish County, Washington*. Rosario Archaeology. Submitted to Ken Reoh. On file at the Washington State Department of Archaeology and Historic Preservation, Olympia.

Howay, F.W.

1918 The Dog's Hair Blankets of the Coast Salish. *Pacific Northwest Quarterly* 9(2):83–92.

Hoyt, Bryan, and Paula Johnson

2011 *Washington Archaeological Site Inventory Form (45SN595)*. On file at the Washington State Department of Archaeology and Historic Preservation, Olympia.

Hoyt, Bryan, Katherine F. Wilson, and Chris Lockwood

2011 *Cultural Resources Assessment of the Snohomish County Airport Manufacturing Facility Project, Snohomish County, Washington*. Paragon Research Associates. Submitted to Capstone Partners LLC. On file at the Washington State Department of Archaeology and Historic Preservation, Olympia.

Hushour, Jennifer, and Melanie Diedrich

2014 *Cultural Resources Assessment for the Thrasher's Corner to Hall Lake 115kV Reconductor, Snohomish County, Washington*. Tierra Archaeological Report No. 2014-106. Submitted to Wetland Resources, Inc. On file at the Washington State Department of Archaeology and Historic Preservation, Olympia.

Hutchings Richard M., and S.K. Campbell

2005 The Importance of Deltaic Wetland Resources: A Perspective from the Nooksack River Delta, Washington State. *Journal of Wetland Archaeology* 5:17–34.

Iversen, Dave

2011 *Washington Archaeological Site Inventory Form (45SN598)*. On file at the Washington State Department of Archaeology and Historic Preservation, Olympia.

Iversen, Dave, Sarah Stringer-Bowsher, Shannon Davis, Jennifer Krintz, Nicholas Smith, and Alicia Sawyer

2012 *Cultural Resources Field Inventory for 15 Action Areas within the Puget Sound Nearshore Ecosystem Restoration Projects (PSNERP) Area, NW Washington*. ASM Affiliates, Inc. Submitted to U.S. Fish and Wildlife Service. On file at the Washington State Department of Archaeology and Historic Preservation, Olympia.

Jeffcott, Percival R

1995 [1949] *Nooksack Tales and Trails*. Reprinted. Sincyrly Ours Publishing, Bellingham, Washington. *Sedro-Wooley Courier-Times*, Ferndale, Washington.

Johnson, Jack

2020 *Results of Archaeological Monitoring for the Kimberly-Clark Everett Interim Action*. Pertee. Submitted to Aspect Consulting, LLC. On file at the Washington State Department of Archaeology and Historic Preservation, Olympia.

Johnson, Paula

2000 *Letter to Molly Adolfson Regarding Proposed California Street Overpass, Everett*. Paragon Research Associates. Submitted to Adolfson Associates, Inc. On file at the Washington State Department of Archaeology and Historic Preservation, Olympia.

Jorgensen, Joseph G

1969 *Salish Language and Culture, a Statistical Analysis of Internal Relationships, History and Evolution*. *Language Science Monographs* No. 3. Indiana University, Bloomington.

Juell, Kenneth E.

2003a *A Heritage Resources Assessment of the 41st Street Overcrossing and Railroad Track Removal and Upgrade Projects, Everett, Washington*. Northwest Archaeological Associates Inc. Report No. WA03-69. Submitted to The City of Everett Public Works Department. On file at the Washington State Department of Archaeology and Historic Preservation, Olympia.

2003b *Cultural Resources Assessment for the City of Everett's Water Transmission Pipeline Replacement Project – Phases 6 and 7*. NWAA Report Number: WA03-43. Submitted to MWH Americas, Inc. On file at the Washington State Department of Archaeology and Historic Preservation, Olympia.

2006 *Archaeological Site Assessment of Sound Transit's Sounder: Everett-to-Seattle Commuter Rail System, King and Snohomish Counties, Washington*. Northwest Archaeological Associates, Inc. Submitted to Herrera Environmental Consultants and Sound Transit.

Kelly, Lawrence C.

1975 *The Indian Reorganization Act: The Dream and the Reality*. *Pacific Historical Review* 44, no. 3.

Kelly, Katherine M.

2013 *Cultural Resources Assessment for the 36th/35th Avenue West Corridor Improvement Project, Snohomish County, Washington*. CRC Technical Memo #1209H-4. Submitted to David Evans and Associates, Inc. On file at the Washington State Department of Archaeology and Historic Preservation, Olympia.

Kelly, Katherine M., and Glenn D. Hartmann

2013 *Cultural Resources Assessment for the Ash Way Park & Ride Renovation, Lynnwood, Snohomish County, Washington*. Cultural Research Consultants Inc. Project No. 1301H-1.

Submitted to OTAK. On file at the Washington State Department of Archaeology and Historic Preservation, Olympia. On file at the Washington State Department of Archaeology and Historic Preservation, Olympia.

Kelsey, Harvey M., Brian Sherrod, Samuel Y. Johnson, and Shawn V. Dadisman
2004 Land-level changes from a late Holocene earthquake in the northern Puget Lowland, Washington. *Geology* 32:469–472.

Kenady, S.M., Wilson, M.C., Schalk, R.F. and Mierendorf, R.R.,
2011 Late Pleistocene butchered Bison antiquus from ayer Pond, orcas island, pacific northwest: age confirmation and taphonomy. *Quaternary International*, 233(2), pp.130-141.

Kenmotsu, Nancy A.
2008 *Cultural Resources Inventory Taxilane Kilo-South and Adjacent Property, Paine Field, Snohomish County, Washington*. Geo-Marine, Inc. Miscellaneous Reports of Investigations Number 427. Submitted to HNTB Corporation. On file at the Washington State Department of Archaeology and Historic Preservation, Olympia.

Kew, John Edward Michael
1972 Coast Salish Ceremonial Life: Status and Identity in a Modern Village. PhD dissertation, Department of Anthropology, University of Washington, Seattle.
1990 Central and Southern Coast Salish Ceremonies Since 1900. In *Northwest Coast*, edited by Wayne Suttles, pp. 476–480. Handbook of North American Indians, Vol. 7. Smithsonian Institution, Washington, DC.

Kidd, Robert Stuart
1964 A Synthesis of Western Washington Prehistory from the Perspective of Three Occupation Sites. Unpublished Master's Thesis, Department of Anthropology, University of Washington, Seattle.

Kiers, Roger A.
2014 *Appendix G: Luminescence Dating of Fire-modified Rock from 45SN417, Granite Falls, Snohomish County, Washington*. In *Final Report of Archaeological Investigations for the Woodhaven Site (45SN417), Granite Falls, Snohomish County, Washington*. Report prepared for Woodhaven Estates, LLC, by Garth Baldwin and Jennifer Chambers, pp. 224-228. On file at Washington State Department of Archaeology and Historic Preservation, Olympia.

King, Arden Ross
1950 Cattle Point, a Stratified Site in the Southern Northwest Coast Region. *Society for American Archaeology Memoirs* No. 7. Society for American Archaeology, Menasha, Wisconsin.

Kirk, R. and Daugherty, R.D.
2007 *Archaeology in Washington*. University of Washington Press.

Kopperl, Robert E., Amanda K. Taylor, Christian J. Miss, Kenneth M. Ames, and Charles M. Hodges
2015 The Bear Creek Site (45KI839), a Late Pleistocene–Holocene Transition Occupation in the Puget Sound Lowland, King County, Washington. *PaleoAmerica* 1:116–120.

Kopperl, Robert E. (editor)

2016 *Results of Data Recovery at the Bear Creek Site (45K1839) King County, Washington*. SWCA Environmental Consultants, Seattle. Submitted to City of Redmond and David Evans and Associates. On file at the Washington State Department of Archaeology and Historic Preservation, Olympia.

Kopperl, Robert, Charles Hodges, Christian Miss, Johonna Shea, and Alicia Spooner

2016 *Archaeology of King County, Washington: A Context Statement for Native American Archaeological Resources*. SWCA Environmental Consultants, Seattle. Submitted to the King County, Washington, Historic Preservation Program. On file at Washington State Department of Archaeology and Historic Preservation, Olympia.

Kraft Heinz, Inc.

2025 The Heinz Story. Electronic document, <https://www.heinz.com/en-IE/our-story>. Accessed May 1, 2025.

Kretzler, Ian

2022 *Cultural Resources Assessment for the Bhend Property Project, Everett, Snohomish County, Washington*. Cultural Resource Consultants Technical Memo 2104K-1. Submitted to Soundview Consultants, LLC. On file at the Washington State Department of Archaeology and Historic Preservation, Olympia.

Lambert, Brent

1979 Pioneer Block. National Register of Historic Places Inventory – Nomination Form. On file at the Washington State Department of Archaeology and Historic Preservation, Olympia, Washington.

1985 Hartley, Roland & Nina, House. National Register of Historic Places Inventory – Nomination Form. On file at the Washington State Department of Archaeology and Historic Preservation, Olympia, Washington.

Landreau, Christopher, and Joel Geffen

2003 *A Section 106 Archaeological Review and Inventory at the Proposed Paine Field Telecommunications Facility, Snohomish County, Washington*. Reiss-Landreau Research. Submitted to Geo-Trans Inc. On file at the Washington State Department of Archaeology and Historic Preservation, Olympia.

Larson, L.L., and D.E. Lewarch

1995 The Archaeology of West Point, Seattle, Washington: 4,000 Years of Hunter-fisher-gatherer Land Use in Southern Puget Sound. Report on file, DAHP, Olympia WA.
Lasmanis, Raymond. 1991. The Geology of Washington. Rocks and Minerals 66:262–277.

LeTourneau, Philippe D., and Margaret A. Nelson

2004 *Results of Archaeological Field Investigations at Proposed Wetland Mitigation Sites for SR 524 Improvements, Snohomish County, Washington*. BOAS Project No. 200306.07. Submitted to Snohomish County Department of Public Works. On file at the Washington State Department of Archaeology and Historic Preservation, Olympia.

Lane, Robert and Barbara Lane

1977 *Indians and Indian Fisheries of the Skagit River System*. Report prepared for the Skagit River System Cooperative, 11426 Moorage Way, La Conner, WA 98257-0368. A copy of the manuscript is on file at ERCI in Mount Vernon, Washington.

Lenz, Brett R., Jim McNett, and Marcia Montgomery

2011 *Cultural Resource Assessment for the Broadway Bridge Replacement Project, Everett, Washington*. Columbia Geotechnical Associates Inc. Submitted to Pertteet Everett Washington. On file at the Washington State Department of Archaeology and Historic Preservation, Olympia.

Little, Marie, Kevin K. Stadler, and the Alderwood Manor Heritage Association

2006 *Images of America: Alderwood Manor*. Arcadia Publishing, Charleston, South Carolina.

Lockwood, Chris

2016 Archaeological site update form, 45-KI-9 (Marymoor Site). Electronic document on file with the DAHP.

Lockhart, Bill, and Russ Hoenig

2015 The Bewildering Array of Owens-Illinois Glass Co. Logos and Codes. Electronic document, <https://sha.org/bottle/pdf/files/OwensIllinois2015.pdf>. Accessed April 22, 2025.

2018 Owens-Illinois Glass Co. – Part 2 The Bewildering Array of Owens-Illinois Glass Co. Logos and Codes. Electronic document, <https://sha.org/bottle/pdf/files/OwensIllinois2018Part2.pdf>. Accessed April 18, 2025.

Lockhart, Bill, Beau Schriever, Bill Lindsey, and Carol Serr

2018 Northwestern Glass Co. Electronic document, <https://sha.org/bottle/pdf/files/NorthwesternGlass.pdf>. Accessed April 18, 2025.

Lockwood, Chris, and Chanda R. Schneider

2020 *Lynnwood City Center Transit Station BRT and Roadway Improvements Project, Snohomish County, Washington Cultural Resources Assessment*. ESA Report No. D201600948.00. Submitted to Sound Transit. On file at the Washington State Department of Archaeology and Historic Preservation, Olympia

2022 *Lynnwood 196th Street SE and 36th Avenue W Addendum, Lynnwood City Center Transit Station BRT and Roadway Improvements Project Cultural Resources Assessment and Inadvertent Discovery Plan*. Submitted to Sound Transit. On file at the Washington State Department of Archaeology and Historic Preservation, Olympia.

Logopedia

2025a Fritos. Electronic document, <https://logos.fandom.com/wiki/Fritos>. Accessed April 18, 2025.

2025b Mountain Dew. Electronic document, https://logos.fandom.com/wiki/Mountain_Dew. Accessed April 18, 2025.

2025c Shasta. Electronic document, <https://logos.fandom.com/wiki/Shasta>. Accessed April 18, 2025.

2025d Slim Jim. Electronic document, https://logos.fandom.com/wiki/Slim_Jim. Accessed April 18, 2025.

Lynnwood–Alderwood Manor Heritage Association

2022 Home. Electronic document, <https://www.alderwood.org/>. Accessed October 26, 2022.

Mack, C.A., James C. Chatters, and Anna M. Prentiss

2010 *Archaeological Data Recovery at the Beech Creek Site (45LE415), Gifford Pinchot National Forest, Washington*. United States Department of Agriculture, Forest Service, Pacific Northwest Region, Heritage Program, Gifford Pinchot National Forest. On file at Washington State Department of Archaeology and Historic Preservation, Olympia.

Mansfield, Emily

1993 Balance and Harmony: Peacemaking in Coast Salish Tribes of the Pacific Northwest. *Meditation Quarterly* 10(4):339–353.

Mastrangelo, Liz, and Dana Holschuh

2014 *Archaeological Survey of the Everett 52nd & Broadway (SN4936) Telecommunications Facility Project Area, Snohomish County, Washington*. Archaeological Services LLC. Submitted to Adapt Engineering. On file at the Washington State Department of Archaeology and Historic Preservation, Olympia.

Matson, Megan A.

2024 Cultural Resources Assessment for the DR Horton Ashton Park, residential development, (TPNs: 00374700000700, 00374700000601, 00374700000603), Lynnwood, Snohomish County, Washington. Drayton Archaeology. Submitted to D.R. Horton. On file at the Washington State Department of Archaeology and Historic Preservation, Olympia.

Matson, R.G. (editor)

1976 The Glenrose Cannery Site. *Mercury Series, National Museum of Man, Archaeological Survey of Canada* Paper No. 52. National Museums of Canada, Ottawa.

2010 The Crescent Beach Site and the Place of the Locarno Beach Phase. Laboratory of Archaeology, University of British Columbia. Electronic document, <http://anth.sites.olt.ubc.ca/files/2013/05/FrontMatter.pdf>. Accessed July 22, 2016.

Matson, R.G., and Gary Coupland

2009 *The Prehistory of the Northwest Coast*. Academic Press, San Diego.

Matson, R.G., Gary Coupland, and Quentin Mackie (editors)

2003 *Emerging from the Mist: Studies in Northwest Coast Culture History*. Pacific Rim Archaeology. UBC Press, Vancouver and Toronto.

Mattson, J. L.

1971 A Contribution to Skagit Prehistory. Unpublished Master's thesis, Department of Anthropology, Washington State University. Pullman.

1980 *Washington Archaeological Site Inventory Form (45SN85)*. On file at the Washington State Department of Archaeology and Historic Preservation, Olympia.

1989 Puget Sound prehistory: postglacial adaptations in the Puget Sound basin with archaeological implications for a solution to the "Cascade Problem." Ph.D. dissertation, University of North Carolina, Chapel Hill. U.M.I. Dissertation Information Service, Ann Arbor, Michigan.

Mayo, Paul and Robin McClintock

2005 I-5 Everett HOV Project Water Quality Site #1 Cultural Resource Investigation. Atkinson-CH2M HILL. Submitted to WSDOT. On file at the Washington State Department of Archaeology and Historic Preservation, Olympia.

McClintock, Robin

2006 *I-5 Everett HOV Project Water Quality Site #1 Cultural Resource Investigation*. CH2M HILL. Submitted to Washington State Department of Transportation. On file at the Washington State Department of Archaeology and Historic Preservation, Olympia.

McClintock, Robin, and Erik Peters

2014 *Archaeological Investigation of the Paine Field Wetland ERR Enhancement & Detention Project*. CH2MHILL. Submitted to Snohomish County. On file at the Washington State Department of Archaeology and Historic Preservation, Olympia.

McDonald, Lucile S.

1990 *Making History: The People Who Shaped the San Juan Islands*. Harbor Press, Friday Harbor, Washington.

McLaren, Duncan, Daryl Fedje, Murray B. Hay, Quentin Mackie, Ian J. Walker, Dan H. Shugard, Jordan B.R. Eamerd, Olav B. Liane, and Christina Neudorf

2014 A post-glacial sea level hinge on the central Pacific coast of Canada. *Quaternary Science Reviews* 97:148–169.

McLaren, Duncan, Daryl Fedje, Angela Dyck, Quentin Mackie, Alisha Gauvreau, and Jenny Cohen

2018 Terminal Pleistocene epoch human footprints from the Pacific coast of Canada. *PLoS ONE* 13(3):e0193522.

McWilliams, Tyler

2022 *Cultural Resources Inventory for the Scannell Industrial Project, City of Everett, Snohomish County, Washington*. WestLand Engineering & Environmental Services, Inc. Submitted to Scannell Properties. On file at the Washington State Department of Archaeology and Historic Preservation, Olympia.

McWilliams, Tyler A., and Sarah M.H. Steinkraus

2019 *Cultural Resources Survey for the State Route 96 North Creek Fish Passage Project, Snohomish County, Washington*. Stell Project No. 103003. Submitted to Washington State Department of Transportation. On file at the Washington State Department of Archaeology and Historic Preservation, Olympia.

Meltzer, D.J.

2004 Peopling of North America. In *The Quaternary Period in the United States*, edited by A.R. Gillespie, S.C. Porter, and B.F. Atwater, pp. 505–563. Developments in Quaternary Science. Elsevier, Seattle, Washington.

Meltzer, D.J., and R.C. Dunnell

1987 Fluted Points from the Pacific Northwest. *Current Research in the Pleistocene* 4:64-67.

Meston, Jan

2013 Historic Property Inventory Form, Property ID 672801. On file at the Washington State Department of Archaeology and Historic Preservation, Olympia, Washington.

Middleton, Sherri M.

2018 *Cultural Resources Assessment for the Stormwater Decant Facility Project, Mukilteo, Snohomish County, Washington*. Tierra Archaeological Report No. 2018-114. Submitted to PACE Engineers. On file at the Washington State Department of Archaeology and Historic Preservation, Olympia.

Mierendorf, Robert R., Franklin F. Foit, Jr., and Darby C. Stapp

2018 Holocene Geochronology and Archaeology at Cascade Pass, Northern Cascade Range, Washington. *Journal of Northwest Anthropology* Memoir 16. Northwest Anthropology LLC, Richland, Washington.

Miller, Bruce G.

- 1993 The Press, the Boldt Decision, and Indian–White Relations. *American Indian Culture and Research Journal* 17(2):75–97.
- 1995 Folk Law and Contemporary Coast Salish Tribal Code. *American Indian Culture and Research Journal* 19(3):141–164.
- 1997 The “Really Real” Border and the Divided Salish Community. *BC Studies* No. 112:63–79.
- 1998 *The Great Race of 1941: A Coast Salish Public Relations Coup*. *The Pacific Northwest Quarterly* 89(3):127–135.
- 1998 *The Great Race of 1941: A Coast Salish Public Relations Coup*. *The Pacific Northwest Quarterly* 89(3):127–135.
- 2001 *The Problem of Justice: Tradition and Law in the Coast Salish World*. University of Nebraska Press, Lincoln.

Miller, Bruce G., and Daniel L. Boxberger

- 1994 Creating Chiefdoms: The Puget Sound Case. *Ethnohistory* 41:267–293.

Minard, J.P.

- 1982 *Distribution and description of geologic units in the Mukilteo quadrangle, Washington*. U.S. Geological Survey Miscellaneous Field Studies Map MF-1438. Department of the Interior United States Geological Survey, Reston, Virginia.
- 1983 *Geologic map of the Edmonds East and part of the Edmonds West quadrangles, Washington*. U.S. Geological Survey Miscellaneous Field Studies Map MF-1541. Department of the Interior United States Geological Survey, Reston, Virginia.
- 1985a *Geologic map of the Bothell quadrangle, Snohomish and King Counties, Washington*. U.S. Geological Survey Miscellaneous Field Studies Map MF-1747. Department of the Interior United States Geological Survey, Reston, Virginia.
- 1985b *Geologic map of the Everett 7.5 minute quadrangle, Snohomish County, Washington*. U.S. Geological Survey Miscellaneous Field Studies Map MF-1748. Department of the Interior United States Geological Survey, Reston, Virginia.

Miss, Christian J., and Sarah K. Campbell

- 1991 Prehistoric Cultural Resources of Snohomish County, Washington. Prepared for the Washington State Office of Archaeology and Historic Preservation, Contract No. 2-90-710-18. NWAA, Inc., Seattle. On file at Washington State Department of Archaeology and Historic Preservation, Olympia.

Mitchell, Donald H.

- 1971 Archaeology of the Gulf of Georgia Area, a Natural Region and its Culture Types. *Syesis* 4:1–228.
- 1990 *Prehistory of the Coasts of Southern British Columbia and Northern Washington*. In *Northwest Coast*, edited by W. Suttles, pp. 340–358. Handbook of North American Indians. vol. 7, W.C. Sturtevant, general editor. Smithsonian Institution, Washington, D.C.

Molchany, Sonja

- 2014 *Mid-Century Everett: A Context Statement for Post-War Residential Development, Modern-era Design, and the Claremont Neighborhood*. BOLA Architecture & Planning. Submitted to City of Everett. On file at the Washington State Department of Archaeology and Historic Preservation, Olympia.

Monroe, Mary

- n.d. Wickers Building. Washington Heritage Register. On file at the Washington State Department of Archaeology and Historic Preservation, Olympia, Washington.

2003 *National Register of Historic Places Nomination Form (45SN000367)*. On file at the Washington State Department of Archaeology and Historic Preservation, Olympia.

Mooney, Kathleen A.

1976 Urban and Reserve Coast Salish Employment: A Test of Two Approaches to the Indian's Niche. *Southwestern Journal of Anthropological Research* 32:390–410.

Morgan, Vera E., editor

1999 Cascadia: The SR-101 Sequim Bypass Archaeological Project: Mid-to Late-Holocene Occupations on the Northern Olympic Peninsula, Clallam County, Washington. Eastern Washington University Reports in Archaeology and History 100-108. Archaeological and Historic Services. Eastern Washington University, Cheney, WA.

Moss, Madonna

1986 Native American Religious use in the Pacific Northwest: A Case Study from the Mt. Baker–Snoqualmie National Forest. *Northwest Anthropological Research Notes* 20:191–201.

Moss, Madonna L., Dorothy M. Peteet, and Cathy Whitlock

2007 Mid-Holocene culture and climate on the Northwest Coast of North America. In *Climate change and cultural dynamics: a global perspective on mid-Holocene transitions*, edited by David G. Anderson, Kirk A. Maasch, and Daniel H. Sandweiss, pp. 491–530. Academic Press, London.

National Parks Service (NPS)

1997 National Parks Service Bulletin 15: How to Apply the National Register Criteria for Evaluation. Electronic document, https://www.nps.gov/subjects/nationalregister/upload/NRB-15_web508.pdf. Accessed June 12, 2024.

Nelson, Charles M.

1990 Prehistory of the Puget Sound Region. In *Northwest Coast*, edited by Wayne Suttles, pp. 481–484. Handbook of North American Indians, Vol. 7, William C. Sturtevant, general editor. Smithsonian Institution, Washington, D.C.

Nelson, Margaret A., and Astrida R. Blukis Onat

2003 *Final Cultural Resources Assessment of the SR 524 (196th St. SW/Filbert Road) Road Improvement Project, Snohomish County, Washington*. BOAS Research Report 20004.19. Submitted to Snohomish County Department of Public Works. On file at the Washington State Department of Archaeology and Historic Preservation, Olympia.

Newcomb, R.C.

1952 Ground-Water Resources of Snohomish County Washington. Geological Survey Water-Supply Paper 1135. United States Department of the Interior Geological Survey, Reston, Virginia.

Northwestern University Libraries

1912a “Mat House—Skokomish,” by Edward S. Curtis. Electronic document, <http://curtis.library.northwestern.edu/curtis/viewPage.cgi?showp=1&size=2&id=nai.09.port.00000010.p&volume=9>. Accessed June 12, 2019.

1912b “Puget Sound Baskets,” by Edward S. Curtis. Electronic document, http://curtis.library.northwestern.edu/plates_curtis/cp09/cp09017r.jpg. Accessed June 12, 2019.

1912b “Goat-hair Blanket—Cowichan,” by Edward S. Curtis. Electronic document, http://curtis.library.northwestern.edu/plates_curtis/ct09/ct09036r.jpg. Accessed June 12, 2019.

Obermayr, Erich

1991 *Washington Archaeological Site Inventory Form (45SN41)*. On file at the Washington State Department of Archaeology and Historic Preservation, Olympia.

O'Donnell, Lawrence E.

1993 *Everett Past and Present: A Centennial History of Everett, Washington*. K&H Printers. Everett, Washington.

O'Donnell, Lawrence E., Jack O'Donnell, Ellen Hiatt, Lisa Lefeber, and Port of Everett

2010 *The Evolution of a Vibrant Everett Waterfront: A Story of Sawdust, Salmon, and Speedboats*. Port of Everett, Washington.

Oldham, Kit

2022. Washington is admitted as the 42nd state to the United States of America on November 11, 1889. Electronic document, <https://www.historylink.org/file/5210>.

Parvey, Michele, and Brandy Rinck

2017 *Cultural Resources Assessment for the Lake Stickney Park Project, Phase 1, Snohomish County, Washington*. SWCA Environmental Consultant Report No. 16-583. Submitted to J.A. Brennan Associates. On file at the Washington State Department of Archaeology and Historic Preservation, Olympia.

Parvey, Michele, and Jennifer Hushour.

2021 *Cultural Resources Inventory for the Scriber Creek Trail Improvements Project, Lynnwood, Snohomish County, Washington*. Tierra Archaeological Report No. 2021-036. Submitted to Parametrix. On file at the Washington State Department of Archaeology and Historic Preservation, Olympia.

Peterson, Emily

2023 *Washington Archaeological Site Inventory Form (45SN531)*. On file at the Washington State Department of Archaeology and Historic Preservation, Olympia.

Pettis, Emily, Amy Squitieri, Christina Slattery, Christine Long, Patti Kuhn, Debra McClane, and Sarah Groesbeck

2012 *A Model for Identifying and Evaluating the Historic Significance of Post-World War II Housing* (2012). National Academies of Sciences, Engineering, and Medicine and The National Academies Press, Washington, DC. Electronic document, <https://doi.org/10.17226/22709>.

Pineyerd, Dave

2013a *Sprint Project*. Downtown Everett. Historic Preservation Northwest for Adapt Engineering, Inc. Report No. SE03XC527. On file at the Washington State Department of Archaeology and Historic Preservation, Olympia.

2013b Shim's Shoe Shop. Historic Property Inventory Form, Property ID 18062. On file at the Washington State Department of Archaeology and Historic Preservation, Olympia, Washington.

Pinkman, Rachel

- 2025a *Washington Archaeological Site Inventory Form (45SN959)*. On file at the Washington State Department of Archaeology and Historic Preservation, Olympia.
- 2025b *Washington Archaeological Site Inventory Form (45SN960)*. On file at the Washington State Department of Archaeology and Historic Preservation, Olympia.
- 2025c *Washington Archaeological Site Inventory Form (45SN961)*. On file at the Washington State Department of Archaeology and Historic Preservation, Olympia.

Piper, Jessie, and Brandy Rinck

- 2014 *Cultural Resources Assessment for the S1209 Swamp Creek Interceptor Extension Project, Paine Field—Lake Stickney, Snohomish County, Washington*. SWCA Environmental Consultants. Project No. 14-1. Submitted to Alderwood Water and Wastewater District. On file at the Washington State Department of Archaeology and Historic Preservation, Olympia.

Piper, Jessie, Rinck, Brandy, and Kate Shantray

- 2012 *Cultural Resources Assessment for Boeing North Tower Project, Snohomish County, Washington*. SWCA/Northwest Archaeological Associates Report Number 24234. Submitted to ZGF Architects LLP. On file at the Washington State Department of Archaeology and Historic Preservation, Olympia.

Pojar, Jim, and Andy MacKinnon

- 1994 *Plants of the Pacific Northwest Coast*. Lone Pine, Vancouver, British Columbia.

Potter, Elizabeth Walton

- 1975a United States Post Office and Customs House. National Register of Historic Places Inventory – Nomination Form. On file at the Washington State Department of Archaeology and Historic Preservation, Olympia, Washington.
- 1975b Swalwell Block and Adjoining Commercial Buildings. National Register of Historic places Inventory – Nomination Form. On file at the Washington State Department of Archaeology and Historic Preservation, Olympia, Washington.
- 1975c Rucker House. National Register of Historic Places Inventory – Nomination Form. On file at the Washington State Department of Archaeology and Historic Preservation, Olympia, Washington.
- 1975d Monte Cristo Hotel. National Register of Historic Places Inventory – Nomination Form. On file at the Washington State Department of Archaeology and Historic Preservation, Olympia, Washington.
- 1975e Knights of Columbus Community Center and War Memorial Building. National Register of Historic Places Inventory – Nomination Form. On file at the Washington State Department of Archaeology and Historic Preservation, Olympia, Washington.
- 1975f Everett Theatre. National Register of Historic Places Inventory – Nomination Form. On file at the Washington State Department of Archaeology and Historic Preservation, Olympia, Washington.
- 1975g Snohomish County Courthouse. National Register of Historic Places Inventory – Nomination Form. On file at the Washington State Department of Archaeology and Historic Preservation, Olympia, Washington.
- 1976 McCabe Building. National Register of Historic places Inventory – Nomination Form. On file at the Washington State Department of Archaeology and Historic Preservation, Olympia, Washington.

- Porter, Stephen C., and Terry W. Swanson
1998 Radiocarbon age constraints on rates of advance and retreat of the Puget Lobe of the Cordilleran ice sheet during the last glaciation. *Quaternary Research* 50:205–213.
- Pratt, Heather Lynn
1992 The Charles culture of the Gulf of Georgia: a re-evaluation of the culture and its three sub-phases. Master's thesis, Department of Anthropology, University of British Columbia.
- Prentiss, Anna Marie, and Ian Kuijt
2012 *People of the Middle Fraser Canyon: An Archaeological History*. University of British Columbia Press, Vancouver.
- Prentiss, William C., and Ian Kuijt (editors)
2004 *Complex Hunter-Gatherer Evolution and Organization of Prehistoric Communities on the Plateau of Northwestern North America*. University of Utah Press, Salt Lake City.
- Purchas, Samuel
1906 [1625] Hakluytus Posthumus or Purchas His Pilgrimes: Contayning a History of the World in Sea Voyages and Lande Tavells by Englishmen and others. Volume XIV. University of Glasgow Press, Glasgow, Scotland. Electronic document, <https://archive.org/details/hakluytusposthu15purcgoog>. Accessed November 5, 2017.
- Quinn, Thomas P., and James P. Losee.
2021 Diverse and changing use of the Salish Sea by Pacific salmon, trout, and char. *Canadian Journal of Fisheries and Aquatic Sciences*. 79(6): 1003-1021.
- Ravetz, Kristin
1988 Rucker Hill Historic District. National Register of Historic Places Registration Form. On file at the Washington State Department of Archaeology and Historic Preservation, Olympia, Washington.
1996 Everett High School. National Register of Historic Places Registration Form. On file at the Washington State Department of Archaeology and Historic Preservation, Olympia, Washington.
2005 Sound Casket Company Building. Historic Property Inventory Form, Property ID 17978. On file at the Washington State Department of Archaeology and Historic Preservation, Olympia, Washington.
- Redding, Robert, and Bill Yenne
1983 *Boeing: Planemaker to the World*. ThunderBay Press, San Diego, California.
- Redfield, Karen E., and Gail Chism
2014 *150 Years of Lowell History*. Snohomish Publishing Company, Inc., Snohomish, Washington.
- Riddle, Margaret
2006a Citizen deputies beat 41 IWW members at Everett's Beverly Park on October 30, 1916. 13 Aug. Electronic document, <https://www.historylink.org/File/7887>. Accessed August 30, 2022.
2006b Snohomish County — Thumbnail History. 9 Aug. Electronic document, <https://www.historylink.org/file/7877>. Accessed August 30, 2022.
2007 Mukilteo—Thumbnail History. Electronic document, <https://www.historylink.org/file/8422>. Accessed October 26, 2022.

- 2008a Everett Neighborhoods: Lowell — Thumbnail History. Electronic document, <https://www.historylink.org/file/8570>. Accessed October 26, 2022.
- 2008b Tulalip Tribes. Electronic document, <https://www.historylink.org/file/8852>. Accessed October 26, 2022.
- Riley, Carroll L.
1974 [1953]. Ethnological Field Investigation and Analysis of Historical Material Relative to Group Distribution and Utilization of Natural Resources Among Puget Sound Indians. In *Coast Salish and Western Washington Indians, Volume 2*, edited by David Agee Horr, pp. 27–88. Garland, New York.
- Rinck, Brandy, and Brian Boggs
2010 *Archaeological Assessment of the Smuggler's Gulch stormwater LID Project*. NWAA Report Number WA10-086. Submitted to City of Mukilteo. On file at the Washington State Department of Archaeology and Historic Preservation, Olympia.
- Robbins, Jeff, and Paula Johnson
1999 *Proposed Regional Express Lynnwood Project Cultural Resource Assessment*. Paragon Research Associates. Submitted to Adolfson Associates Inc. On file at the Washington State Department of Archaeology and Historic Preservation, Olympia.
- Robbins, William G.
2019 Oregon Donation Land Act. Electronic document, https://oregonencyclopedia.org/articles/oregon_donation_land_act/#.WflrQduZNTZ. Accessed February 24, 2020.
- Robinson, Joan M.
1999 *An Archaeological Survey of the Washington State Department of Transportation's SR 525/SR 99: Manor Way Wetland Mitigation Site Project, Snohomish County, Washington*. Archaeological and Historical Services DOT99-10. Submitted to Washington State Department of Transportation. On file at the Washington State Department of Archaeology and Historic Preservation, Olympia.
- Robinson, Joan M. and Harvey S. Rice
2004 A Cultural Resource Survey for Potential Historical Properties at Olympus Terrace Sewer District's Big Gulch Project, Mukilteo, Washington. Robinson Cultural Resources Services. Submitted to Tetra Tech/KCM, Inc. On file at the Washington State Department of Archaeology and Historic Preservation, Olympia.
- Roberts, Natalie
1975 A History of the Swinomish Indian Tribal Community. Ph.D. dissertation, Department of Anthropology, University of Washington, Seattle.
- Roedel, Kurt W., Leonard A. Forsman, Julie Koler, Dennis E. Lewarch, and Lynn L. Larson
2004 *Everett HOV Cultural Resources Assessment, Interstate 5 HOV, SR 526 to SR 2 Vicinity, Snohomish County, Washington, Technical Report*. Larson Anthropological Archaeological Services Limited. Report No. 2003-07. Submitted to Washington State Department of Transportation. On file at the Washington State Department of Archaeology and Historic Preservation, Olympia.
- Rooke, Lara C.
2002 *Letter Report Concerning: Procedures and results of a cultural resources survey of Cingular Wireless Tower Site WA-810-01 (Northend) in King County, Washington*.

Cascadia Archaeology. Submitted to Vertex Engineering Services, Inc. On file at the Washington State Department of Archaeology and Historic Preservation, Olympia.

Rosenau, Vicki

2013 Historic Property Inventory Form, Property ID 672801. On file at the Washington State Department of Archaeology and Historic Preservation, Olympia, Washington.

Ryan, Cheri, and Kevin K. Stadler

2010 *Images of Rail: Seattle–Everett Interurban Railway*. Arcadia Publishing, Charleston, South Carolina.

Sackett, Russell

2014 *Architectural Survey and Evaluation: Naval Station Everett*. Naval Facilities Engineering Command. Submitted to the Naval Station Everett. On file at the Washington State Department of Archaeology and Historic Preservation, Olympia.

Sampson, Chief Martin J.

1972 *Indians of Skagit County*. Skagit County Historical Society, La Conner, Washington.

Schalk, Randall F. and Margaret A. Nelson

2010 The Archaeology of the Cama Beach Shell Midden (45IS2) Camano Island, Washington. On file with the Washington State Department of Archaeology and Historic Preservation, Olympia.

Sanborn Map Company

1914 Sanborn Fire Insurance Map from Everett, Snohomish County, Washington. Map. Image 60, page 65. Electronic document, https://www.loc.gov/resource/g4284em.g4284em_g091791914/?sp=65&st=image&r=0.157,0.93,0.38,0.227,0. Accessed May 6, 2025.

1957 Republished Sanborn Fire Insurance Map from Everett, Snohomish County, Washington. Volume 2. Map. Image 58, page 60. Electronic document, https://www.loc.gov/resource/g4284em.g4284em_g09179195701/?sp=58&st=image&r=-0.062,0.696,0.836,0.499,0. Accessed May 6, 2025.

Schneider, Chanda R., Christopher Yamamoto, Alta Cunningham, Tom Ostrander, and Katherine F. Wilson

2020 *Swift Bus Rapid Transit Orange Line Cultural Resources Assessment*. Environmental Science Associates. Report No. D180625.00. Submitted to Community Transit. On file at the Washington State Department of Archaeology and Historic Preservation, Olympia.

Schultze, C.

2013 State of Washington Archaeological Site Inventory Form (45SN531). On file at Washington State Department of Archaeology and Historic Preservation, Olympia.

Schultze, Carol, and Sylvia Tarman

2013 *Cultural Resources Inventory of the Lynnwood Trail Connections Project – Interurban Trail, 54th to 52nd Ave West, City of Lynnwood, King County, Washington*. Historical Research Associates, Inc. Submitted to SvR Design. On file at the Washington State Department of Archaeology and Historic Preservation, Olympia.

Scott, Emily R., and Jason B. Cooper

2013 *Cultural Resources Assessment for the North Road Improvement Project, Snohomish County, Washington*. AMEC Environment & Infrastructure, Inc. Submitted to Perteet, Inc.

On file at the Washington State Department of Archaeology and Historic Preservation, Olympia.

Scott, Emily R., Michelle Hannum, Michelle A. Sadlier, and Jennifer M. Ferris
2019 *Cultural Resources Services for the Ash Way Roadway Improvement Project*. Cardno. Report No. E319200703. Submitted to Snohomish County Washington. On file at the Washington State Department of Archaeology and Historic Preservation, Olympia.

Scott, Megan, Paul Zimmer, and Adam Frugé
2023 Port Gardner Storage Facility (PGSF) and West Marine View Drive (WMVD) Conveyance, Everett, Snohomish County, Washington – Cultural Resources Assessment. ESA. Submitted to City of Everett. On file at the Washington State Department of Archaeology and Historic Preservation, Olympia.

Seattle Municipal Archives

2022 Digital Archives. Database, <https://www.seattle.gov/cityarchives/search-collections/digital-archives>. Accessed October 26, 2022.

Seattle Times

1920 Big Money in Poultry. 14 October. Advertisement. Seattle, Washington. Access provided through NewsBank, Inc.

Shantry, Kate, and Charles M. Hodges

2007 *Cultural Resources Assessment for the Everett Riverfront Master Plan and Redevelopment Project*. Northwest Archaeological Associates Inc. Report No. 07-006. Submitted to The City of Everett Public Works Department. On file at the Washington State Department of Archaeology and Historic Preservation, Olympia.

Shantry, Kate, Chris Yamamoto, and Eric Delander

2014 *State of Washington Archaeological Site Form (45SN531)*. On file at Washington State Department of Archaeology and Historic Preservation, Olympia.

Sharley, Ann

2012 Puget Sound Pulp and Timber Company Main Office, Soundview Pulp Company Main Office, Scott Paper Company Main. Historic Property Report, Property ID 667716. On file at the Washington State Department of Archaeology and Historic Preservation, Olympia, Washington.

Sharpe, James, Robin McClintock, and Julie Wilt

2011 *City of Snohomish Everett Conveyance Project. Historic, Cultural, and Archaeological Resources Report*. CH2MHILL. Submitted to City of Snohomish. On file at the Washington State Department of Archaeology and Historic Preservation, Olympia.

Sherrod, Brian L., Robert C. Bucknam, and Estella B. Leopold

2000 Holocene Relative Sea Level Changes along the Seattle Fault at Restoration Point, Washington. *Quaternary Research* 54(3): 384-393.

Shong, Michael

2003 Monitoring Results for the Everett Water Pipeline Replacement No. 2 and 3 (Phase 5), Township 29 North, Range 5 East, Sections 26 and 28. Northwest Archaeological Associates, Inc. Submitted to the City of Everett Public Works Department. On file at the Washington State Department of Archaeology and Historic Preservation, Olympia.

Shong, Michael, and Kenneth E. Juell

2002 *Cultural Resources Inventory for the City of Everett's Water Transmission Pipeline Replacement Project – Phase 5*. NWAA Report Number: WA02-28. Submitted to The City of Everett Public Works Department. On file at the Washington State Department of Archaeology and Historic Preservation, Olympia.

Sidney Shiach, William (editor)

1906 *An Illustrated History of Skagit and Snohomish Counties, Their People, Their Commerce and Their Resources, Vol. II*. Interstate Publishing Company. Chicago, Illinois.

Silverman, Shari Maria

2012 State of Washington Archaeological Site Inventory Form (45SN531). On file at Washington State Department of Archaeology and Historic Preservation, Olympia.

Silverman, Shari Maria, and Jenny Dellert

2010 *Cultural Resources Assessment for the Hall Lake East Project, Snohomish County, Washington*. Historical Research Associates, Inc. Submitted to Mr. Frank Gillen. On file at the Washington State Department of Archaeology and Historic Preservation, Olympia.

Smith, Marian

1941 The Coast Salish of Puget Sound. *American Anthropologist* 43:197–211.

1950 The Nooksack, the Chilliwack, and the Middle Fraser. *Pacific Northwest Quarterly* 41:330–341.

1956 The Cultural Development of the Northwest Coast. *Southwestern Journal of Anthropological Research* 12:272–294.

Smith, Harlan I.

1900 Archaeological Investigations on the North Pacific Coast in 1899. *American Anthropologist* 3:563–567.

1907 Archaeology of the Gulf of Georgia and Puget Sound. *American Museum of Natural History Memoir* 4, Part 6, pp. 301–441. American Museum of Natural History, New York.

Smith, Harlan I., and Gerald Fowkes

1901 Cairns of B.C. and Washington. *American Museum of Natural History Memoir* 4, Part 2, pp. 55–755. American Museum of Natural History, New York.

Snohomish County

2023 County Code: Chapter 30.32D Historic and Archaeological Resources.

<https://snohomish.county.codes/SCC/30.32D>. Accessed July 2023.

Snohomish County Historic Preservation Commission

2023 Snohomish County Register of Historic Places. <https://www.snocohistoric.com/historic-sites>. Accessed April 2023.

Snohomish County Assessor

2012 Historic Property Inventory Form, Property ID 248355. On file at the Washington State Department of Archaeology and Historic Preservation, Olympia, Washington.

2025 Property Account Summary, tax parcel 00645171801700. On file at Snohomish County Assessor, Everett, Washington.

Snohomish County Official Records Search

1896 J. S. Sines Acre Tracts Plat Map.

1900 Evergreen Cemetery 1st Addition Plat Map.

1917 Alderwood Manor Plat Map.
 1918 Alderwood Manor No. 3 Plat Map.
 1922 Alderwood Manor No. 11 Plat Map.
 1923a Beverly Acreage Tracts Plat Map.
 1923b Laurel Heights Plat Map.
 1925 Beverly Homesites Div. 1 Plat Map.
 1927 Lowell View Tracts Plat Map.
 1939 Evergreen Cemetery 8th Addition Plat Map.
 1943 Beverly Garden Tracts Plat Map.
 1944 Beverly Viewlands Div. 1 Plat Map.
 1947 View Acres Plat Map.
 1949 Alderwood Manor No. 22 Plat Map.
 1951 Alderwood Manor No. 23 Plat Map.
 1952 Alderwood Manor No. 25 Plat Map.
 1954 Beverly Viewlands Div. 2 Plat Map.
 1955 Cascade Mountain View Tracts Plat Map.
 1963 Camelot Vista Plat Map.
 1965a Dankenbring Addition Plat Map.
 1965b Spoelstra Addition Plat Maps.
 1976 Puget Business Park Plat Map.
 1978 Puget Business Park Lots 2-4 Plat Map.
 2022 Snohomish County Recording, a Division of the Auditor's Office.
<https://www.snoco.org/recordedddocuments>. Accessed October 26, 2022.

Snohomish County Public Works [SCPW]

1947–1984 *Snohomish County Aerial Photographs, various sections within Township 27–29 North, Range 4–5 East*. On file with Snohomish County Public Works Customer Service Center, Everett, Washington.

Snyder, Sally

- 1954 Aboriginal Saltwater Fisheries: Swinomish, Lower Skagit, Kikialus, and Samish Tribes of Indians. Master's thesis, Department of Sociology and Anthropology, University of Windsor, Ontario.
- 1980 Aboriginal Settlements in the Skagit Drainage System. In *Cultural Resource Overview and Sample Survey of the Skagit Wild and Scenic River Study Area on the Mt. Baker–Snoqualmie National Forest, Washington State*, Volume 2, by Astrida R. Blukis Onat, Lee A. Bennett, and Jan L. Hollenbeck, pp. 19–39. Prepared for the Mt. Baker–Snoqualmie National Forest by the Institute of Cooperative Research. On file at the Washington State Department of Archaeology and Historic Preservation, Olympia.
- 1981 Swinomish, Upper Skagit and Sauk-Suiattle. In *Inventory of Native American Religious Use, Practices, Localities and Resources: Study Area on the Mt. Baker–Snoqualmie National Forest, Washington State*, edited by Astrida R. Blukis Onat and Jan L. Hollenbeck, pp. 213–308. Report prepared for Mt. Baker–Snoqualmie National Forest, Seattle, Washington. Institute of Cooperative Research, P.O. Box 20275, Broadway Station, Seattle, Washington 98102.

Spier, Leslie

- 1935 *The Prophet Dance of the Northwest and its Derivatives: The Source of the Ghost Dance*. George Banta, Menasha, Wisconsin.
- 1936 *Tribal Distribution in Washington*. General Series in Anthropology 3. George Banta, Menasha, Wisconsin.

- Stauss, Joseph H.
2002 *The Jamestown S’Klallam Story: Rebuilding a Northwest Coast Indian Tribe*. Jamestown S’Klallam, Sequim, Washington.
- Stein, Alan J.
2019 Boeing Bust (1969-1971). 16 Dec. Electronic document, <https://www.historylink.org/file/20923>. Accessed October 14, 2022.
- Stenholm, N.A.
1991 State of Washington Archaeological Site Inventory Form (45SN85). On file at Washington State Department of Archaeology and Historic Preservation, Olympia.
- Soil Survey Staff, Natural Resources Conservation Service, United States Department of Agriculture
2022 Web Soil Survey—Snohomish County Area, Washington. Electronic document, <http://websoilsurvey.nrcs.usda.gov>. Accessed December 6, 2022.
- Sound Transit
2025 Everett Link Extension Cultural Resources Survey and Inventory Plan (CRSIP).
- Stein, Alan J.
2019 Boeing Bust (1969-1971). Electronic document, <https://www.historylink.org/file/20923>. Accessed October 17, 2023.
- Stein, Julie K.
1984 Interpreting the Stratigraphy of Northwest Coast Shell Middens. *Tebiwa* 2:26–34.
2000 *Exploring Coast Salish Prehistory: The Archaeology of San Juan Island*. Burke Museum of Natural History and Culture, University of Washington Press, Seattle.
- Steinkraus, Sarah M.
2016 *Cultural Resources Assessment for the Harbour Pointe Boulevard Southwest Widening Project, Mukilteo, Snohomish County, Washington*. Tierra Archaeological Report No. 2016-070. Submitted to Tuttle Engineering. On file at the Washington State Department of Archaeology and Historic Preservation, Olympia.
2017 *Historic Property Report for the Longfellow Building and Annex at 3715 Oakes Avenue in Everett, Washington*. Tierra Right of Way, a Land Services Company. Report No. 2016-062. Submitted to Brent Planning Solutions, LLC. On file at the Washington State Department of Archaeology and Historic Preservation, Olympia.
- Stenholm, N.A.
1991 *Washington Archaeological Site Inventory Form (45SN84)*. On file at the Washington State Department of Archaeology and Historic Preservation, Olympia.
- Stevenson, Shanna B.
1977 *National Register of Historic Places Inventory- Nomination form for 45DT169, New Market: [Stehtsamish] (prehistoric) / Tumwater Historic District*. On file, Department of Archaeology and Historic Preservation, Olympia.
1986 *Olympia, Tumwater, and Lacey a Pictorial History (Revised)*. The Donning Company Publishers, Virginia Beach, VA.
- Stewart, Hilary
1973 *Artifacts of the Northwest Coast Indians*. Hancock House, Surrey, British Columbia.
1977 *Indian Fishing: Early Methods on the Northwest Coast*. Douglas & McIntyre, Vancouver.

- 1979 *Looking at Indian Art of the Northwest Coast*. Douglas & McIntyre, Vancouver.
- 1984 *Cedar: Tree of Life to the Northwest Coast Indians*. University of Washington Press, Seattle.
- 1996 *Stone, Bone, Antler & Shell: Artifacts of the Northwest Coast*. 2nd ed. Douglas & McIntyre, Vancouver.

Stipe, Frank

- 2014 *A Cultural Resources Survey for the SEA Nelsons Corner – New Build*. Tetra Tech. Submitted to Verizon Wireless. On file at the Washington State Department of Archaeology and Historic Preservation, Olympia.

Stone, Robert P.

- 2001 *A Cultural Resources Investigation of the Proposed Larch Way – Poplar Way Intersection Improvement Project, Snohomish County, Washington*. BOAS Research Report No. 20004.08. Submitted to Snohomish County Department of Public Works. On file at the Washington State Department of Archaeology and Historic Preservation, Olympia.

Street Railway Review

- 1904 Everett–Snohomish Interurban Line. Vol. XIV, p.79-80. Kenfield Publishing Company, Chicago Illinois. Electronic document, <https://archive.org/details/streetrailwayrev14amer/>. Accessed August 30, 2022.

Sullivan, Marilyn B.

- 1992 The Commerce Building. National Register of Historic Places Registration Form. On file at the Washington State Department of Archaeology and Historic Preservation, Olympia, Washington.

Suttles, Wayne

- 1957 The Plateau Prophet Dance Among the Coast Salish. *Southwestern Journal of Anthropology* 13(4):352–396.
- 1958 Private Knowledge, Morality, and Social Classes among the Coast Salish. *American Anthropologist* 60:497–507.
- 1960 Affinal Ties, Subsistence, and Prestige among the Coast Salish. *American Anthropologist* 62:296–305.
- 1974 [1951] Coast Salish and Western Washington Indians I: Economic Life of the Coast Salish of Haro and Rosario Straits. [PhD dissertation, Department of Anthropology, University of Washington, Seattle.] Garland, New York.
- 1987 *Coast Salish Essays*. University of Washington Press, Seattle.
- 1990a Central Coast Salish. In *Northwest Coast*, edited by Wayne Suttles, pp. 453–475. Handbook of North American Indians, Volume 7. Smithsonian Institution, Washington, D.C.
- 1990b *Northwest Coast*. Handbook of North American Indians. No.7. Smithsonian Institution, Washington, D.C.

Suttles, Wayne, and Barbara Lane

- 1990 Southern Coast Salish. In *Northwest Coast*, edited by Wayne Suttles, pp. 485–502. Handbook of North American Indians, Vol. 7. Smithsonian Institution, Washington, DC.

Taylor, Herbert C., Jr.

- 1953 Anthropological Investigation of the Medicine Creek Tribes Relative to Tribal Identity and Aboriginal Possession of Lands. In *Coast Salish and Western Washington Indians Volume 2*, pp. 401–474. Garland, New York.

1984 *Mollusks, Western Washington Indians, and the Steven's Treaties of 1854–1856*. George Banta, Menasha, Wisconsin.

Taylor, Amanda K., Stephanie A.E. Jolivet, and Julie K. Stein
2009 *The San Juan Islands Archaeological Project, 2008*. On file at Washington State Department of Archaeology and Historic Preservation, Olympia, Washington.

Taylor, Amanda K., Julie K. Stein, Stephanie A.E. Jolivet
2011 Big Sites, Small Sites, and Coastal Settlement Patterns in the San Juan Islands, Washington, USA. *Journal of Island and Coastal Archaeology* 6:287–313.

Thompson, Gail, Ann Gillespie, and Gretchen Kaehler
2007 *Archaeological and Historical Resources Assessment for the Edmonds School District No. 15 Conversion of Land and Water Conservation Fund Use from Existing Lynnwood High School to a New High School Site, Snohomish County, Washington*. Historical Research Associates, Inc. Submitted to Perkins Coie LLP. On file at the Washington State Department of Archaeology and Historic Preservation, Olympia.

Thorson, Robert M.
1980 Ice-sheet Glaciation of the Puget Lowland, Washington, During the Vashon Stage (late Pleistocene). *Quaternary Research* 13:303–312.
1989 Glacio-isostatic Response of the Puget Sound Area, Washington. *Geological Society of America Bulletin* 101:1163–1174.

Tollefson, Kenneth D.
1989 Political Organization of the Duwamish. *Ethnology* 28:135–50.
1992 The Political Survival of Landless Puget Sound Indians. *American Indian Quarterly* 16: 213–35.

Tollefson, Kenneth, Martin Abbott, and Eugene Wiggins
1996 Tribal Estates: A Comparative and Case Study. *Ethnology* 35:321–38.

Trautman, Pam
2014a Milwaukee Road – Everett Depot, 3201 McDougall, Everett. Historic Property Report, Property ID 270547. On file at the Washington State Department of Archaeology and Historic Preservation, Olympia, Washington.
2014b 3332 Cedar St, Everett. Historic Property Report, Property ID 271055. On file at the Washington State Department of Archaeology and Historic Preservation, Olympia, Washington.

Tremaine, D.G.
1975 Indian and Pioneer Settlement of the Nooksack Lowland, Washington to 1890. Occasional Paper #4, Center for Pacific Studies, Western Washington State College, Bellingham.

Tulalip Tribes
2024 Frequently Asked Questions. Electronic document, <https://www.tulaliptribes-nsn.gov/WhoWeAre>. Accessed June 3, 2024.

Turner, Nancy J.
1995 *Food Plants of Coastal First Peoples*. Royal British Columbia Museum Handbook. Victoria, British Columbia.

Tweddell, Collin Ellidge

1974 [1953] A Historical and Ethnological Study of the Snohomish Indian People: A Report Covering Their Aboriginal and Continued Existence and Their Effective Occupation of a Definable Territory. In *Coast Salish and Western Washington Indians, Volume 2*, edited by David Agee Horr, pp. 475–694. Garland, New York.

Udem, Cyrena, Shong, Michael, and Brandy Rinck

2014 *Results of Cultural Resources Monitoring at the Kimberly-Clark Worldwide Site Upland Area, Everett, Washington*. SWCA Project No. 24976. Submitted to Aspect Consulting, LLC. On file at the Washington State Department of Archaeology and Historic Preservation, Olympia

United States

1859 Treaty between the United States and the Dwámish, Suquámish, and other allied and subordinate Tribes of Indians in Washington Territory. Concluded at Point Elliott, Washington Territory, January 22, 1855, ratified by the Senate, March 8, 1859. Proclaimed by the President of the United States, April 11, 1859. *United States Statutes at Large, Treaties, and Proclamations of the United States of America* XII:927.

United States Army Corps of Engineers and David Evans & Associated Inc.

1991 *Commencement Bay Cumulative Impact Study: Historic Review of Special Aquatic Sites*. Document Prepared for the USACE, Seattle, WA. Digital File on record with USACE.

United States Bureau of Indian Affairs

1993 Summary under the Criteria and Evidence for Proposed Finding for Federal Acknowledgment of the Snoqualmie Indian Tribe: Prepared in response to a petition submitted to the Secretary of the Interior for Federal acknowledgment that this group exists as an Indian tribe. United States Department of the Interior, Office of Federal Acknowledgment SNQ-V001-D004. United States Bureau of Indian Affairs, Washington, D.C.

United States Court of Claims

1933 The Duwamish, Lummi, Whidbey Island, Skagit, upper Skagit, Swinomish, Kikiallus, Snohomish, Snoqualmie, Stillaguamish, Suquamish, Samish, Puyallup, Squaxin, Skokomish, upper Chehalis, Muckleshoot, Nooksack, Chinook and San Juan Islands tribes of Indians, claimants, vs. the United States of America, defendant. No. F-275. Argus Press, Seattle.

United States Department of the Interior, National Park Service

1986 How to Evaluate and Nominate Designed Historic Landscapes. National Register Bulletin 18. Electronic document, <https://www.nps.gov/subjects/nationalregister/upload/NRB18-Complete.pdf>.

1998 Guidelines for Evaluating and Documenting Traditional Cultural Properties. National Register Bulletin 38. Electronic document, <https://www.nps.gov/subjects/nationalregister/upload/NRB38-Completenessweb.pdf>.

2000 Guidelines for Evaluating and Registering Archeological Properties. National Register Bulletin 36. Electronic document, <https://www.nps.gov/subjects/nationalregister/upload/NRB36-Complete.pdf>.

United States Geologic Survey (USGS)

1953a *Everett Quadrangle, Washington – Snohomish County, 7.5 Minute Series*. Photo revised 1968. Department of the Interior United States Geological Survey.

- 1953b *Mukilteo Quadrangle, Washington, 7.5 Minute Series*. Photo revised 1968. Department of the Interior United States Geological Survey.
- 1953c *Bothell Quadrangle, Washington, 7.5 Minute Series*. Photo revised 1968. Department of the Interior United States Geological Survey.
- 1953d *Edmonds East Quadrangle, Washington, 7.5 Minute Series*. Photo revised 1968 and 1973. Department of the Interior United States Geological Survey.

University of Washington Libraries Digital Collections

2022 Digital Collections. Online database,

https://content.lib.washington.edu/?_gl=1*chwwzt*_ga*MTgzMjgwNDkyNi4xNjU4MTkwMzE2*_ga_63X2ZQHK8P*MTY3ODgyNzQ0OS4xOC4xLjE2Nzg4Mjc1NDMuMC4wLjA.

Accessed October 26, 2022.

University of Washington Libraries Special Collections

1892 Plat of Everett, Snohomish County, Washington. Image. Identifier uwm21, G4284.E8 G46.

Accessed through Washington State University Digital Collections, with a note to credit University of Washington Special Collections. Electronic document,

<https://content.libraries.wsu.edu/digital/collection/maps/id/145/rec/1>. Accessed October 11, 2023.

1893 Birdseye view of Everett, Washington 1893. Image. Identifier uwm16, G4284.E9 A3.

Access provided through Washington State University Libraries Digital Collections, with a note to credit University of Washington Special Collections. Electronic document,

<https://content.libraries.wsu.edu/digital/collection/maps/id/143/>. Accessed October 26, 2022.

Vandermeer, James H.

1984 Carnegie Libraries of Washington State. National Register of Historic Places Inventory – Nomination Form. On file at the Washington State Department of Archaeology and Historic Preservation, Olympia, Washington.

Washington State Department of Archaeology and Historic Preservation

2023 Washington Information System for Architectural and Archaeological Records Data (WISAARD), wisaard.dahp.wa.gov. Accessed April 2023.

Washington State Highway Commissions.

1977 *Environmental Impact Statement: SR 525 Swamp Creek Interchange to SR 99, Snohomish County Washington*. U.S. Department of Transportation Federal Highway Administration and Washington State Department of Highways. Washington State Department of Highways, Olympia.

Waterman, T.T.

1920 *Puget Sound Geography*. Microform of manuscript on file, Suzzallo Library, Microfilm A3435. University of Washington, Seattle.

Waterman, T.T., Hilbert, Vi, J. Miller, and Zalmi Zahir (editors)

2001 *Puget Sound Geography*. Original manuscript from T.T. Waterman [1921]; edited with additional material from Vi Hilbert, Jay Miller, and Zalmi Zahir. Lushootseed Press, Federal Way, Washington.

Waters, Michael R., Thomas W. Stafford Jr., H. Gregory McDonald, Carl Gustafson, Morten Rasmussen, Enrico Cappellini, Jesper V. Olsen, Damian Szklarczyk, Lars Juhl Jensen, M. Thomas P. Gilbert, and Eske Willerslev

2011 Pre-Clovis Mastodon Hunting 13,800 Years Ago at the Manis Site, Washington. *Science* 334(6054):351–353.

Wegmann, Karl W., Delwayne R. Bohnenstiehl, Jeffery D. Bowman, Jeffery A. Homburg, Jason D. Windigstad, and Derek Berry

2012 Assessing Coastal Landscape Change for Archaeological Purposes: Integrating Shallow Geophysics, Historical Archives and Geomorphology at Port Angeles, Washington, USA. *Archaeological Prospection* 19:229–252.

Wessen, Gary C.

1969 A Report of Archaeological Testing at the DuPont Southwest Site (45PI72), Pierce County Washington, Western Heritage, Olympia.

1985 Archaeological site survey in coastal and near-coastal areas of Western Washington, in Archaeological Inventory and Predictive Modelling in the Pacific Northwest, Studies in Cultural Resource Management no. 6, United States Department of Agriculture, Pacific Northwest Region, Portland

1988a *An Ethnographic Overview of the Native Peoples of the San Juan Region*. On file at Washington State Department of Archaeology and Historic Preservation, Olympia.

1988b *Prehistoric Cultural Resources of Island County, Washington*. On file with Washington State Department of Archaeology and Historic Preservation, Olympia.

1989 *A Report of Archaeological testing at the Dupont Southwest Site (45-PI-72), Pierce County, Washington*. Western Heritage, Olympia, Washington. Submitted to Weyerhaeuser Real Estate Company Land Management Division Tacoma, Washington. On file at the Washington State Department of Archaeology and Historic Preservation, Olympia.

White, William S.

2013 *National Register of Historic Places Nomination Form (45CA523)*. On file at the Washington State Department of Archaeology and Historic Preservation, Olympia.

Whitfield, William M.

1926 *History of Snohomish County Washington, Vol. I*. Pioneer Historical Publishing Company. Chicago, Illinois and Seattle, Washington.

Wikipedia

2024 Thomas Kemper. Electronic document, https://en.wikipedia.org/wiki/Thomas_Kemper. Accessed April 18, 2025.

2025 ACDelco. Electronic document, <https://en.wikipedia.org/wiki/ACDelco>. Accessed April 18, 2025.

Wilma, David

2000 Wheeler–Howard Act (Indian Reorganization Act) shifts U.S. policy toward Native American right to self-determination on June 18, 1934. Electronic document, <https://www.historylink.org/File/2599>. Accessed October 22, 2022.

2003 Puget Mill Co. sells Port Gamble mills to McCormick Lumber Co. on October 16, 1925. 15 Aug. Electronic document, <https://www.historylink.org/File/5511>. Accessed October 23, 2022.

2007 Lynnwood – Thumbnail History. Electronic document, <https://www.historylink.org/file/8200>. Accessed August 23, 2022.

Wing, Warren W.

1988 *To Seattle by Trolley: The Story of the Seattle-Everett Interurban and the "Trolley That Went to Sea."* Pacific Fast Mail Box 57, Edmonds, Washington.

Wray, Jacilee (editor)

2002 *Native Peoples of the Olympic Peninsula: Who We Are*. University of Oklahoma Press, Norman.

2012 *From the Hands of a Weaver: Olympic Peninsula Basketry through Time*. University of Oklahoma Press, Norman.

Wyatt, Barbara

2009 The Components of a Historic Context: A National Register White Paper. Electronic document, https://dahp.wa.gov/sites/default/files/White_paper_on_historic_context_4-09.pdf. Accessed June 12, 2024.

Yount, J.C., J.P. Minard, and G.R. Dembroff

1993 Geologic map of surficial deposits in the Seattle 30' by 60' quadrangle, Washington. United States Geological Survey, Reston, Virginia.



Everett Link Extension

ATTACHMENT A

Table of Built Environment Resources

Table A-1 Historic Built Environment Resources Surveyed

Survey Number	DAHP ID Number	Parcel Number	Date Built	Resource Name	Address	NRHP Eligibility	Segment/OMF Site
001	729216	00372600100900	1980	Pacific First Federal Savings and Loan	3220 188th St SW	Eligible	ALD
002	729217	00372600201801	1960, 1977	Alderwood Manor Community Church	3403 Alderwood Mall Blvd	Not eligible	ALD
704	738582	27042200100100	1952	Alderwood Manor Substation	3660 196th St SW	Not eligible	ALD
003	729220	00372600701902	1972	Carriage House Furniture	4029 Alderwood Mall Blvd	Not eligible	ALD
004	729221	00372600702104	1973	Standard Service Tire	4030 Alderwood Mall Blvd	Not eligible	ALD
005	729232	00372600701903	1979	Pioneer First Federal and Loan Association	4111 Alderwood Mall Blvd	Eligible	ALD
006	729233	00372600702106	1976	Landmark Motor Inn	4300 Alderwood Mall Blvd	Not eligible	ALD
007	731494	27041500101000	1980	Alderwood Mall Plaza	18530 33rd Ave W	Not eligible	ALD
008	729224	00695200000300	1979	JCPenney	18601 33rd Ave W	Not eligible	ALD
009	731499	00372800401303, 00372800401501	1980	Toys R Us	18601 Alderwood Mall Pkwy	Not eligible	ALD
010	731493	27041500101000	1980	Alderwood Mall Plaza	18700 33rd Ave W	Not eligible	ALD
011	731498	00695200000200	1979	Bon Marché	18700 Alderwood Mall Pkwy	Not eligible	ALD
012	733389	00695200000401	1979	Alderwood Mall	18736 33rd Ave W	Not eligible	ALD
013	731496	00372800401302	1979	Old National Bank	18801 Alderwood Mall Pkwy	Not eligible	ALD
014	731495	00695200001200, 00695200001100	1980	Strip Commercial	18811 28th Ave W	Not eligible	ALD
015	733391	00695200001300	1980	Commercial Building	18833 28th Ave W	Not eligible	ALD
016	729223	00372600701008	1977	Best Products	19801 40th Ave W	Not eligible	ALD
017	262383	00372601000305	1966	House	19803 Birch Way	Not eligible	ALD

Survey Number	DAHP ID Number	Parcel Number	Date Built	Resource Name	Address	NRHP Eligibility	Segment/OMF Site
018	729222	00372600701105	1974	Ken Schoenfeld Furniture	19909 40th Ave W	Eligible	ALD
019	731521	00374700006100	1969	Mobile Home	827 140th St SW	Not eligible	ASH
020	731534	00374600002002	1973	House	910 143rd St SW	Not eligible	ASH
021	230629	00374700006600	1967	House	920 140th St SW	Not eligible	ASH
022	230095	00374700006701	1967	House	924 140th St SW	Not eligible	ASH
023	230436	00374700005901	1968	House	927 140th St SW	Not eligible	ASH
024	263079	00373701001503	1967	House	1204 Darben Pl	Eligible	ASH
025	263080	00373701001504	1967	House	1206 Darben Pl	Not eligible	ASH
026	263081	00373701001505	1967	House	1210 Darben Pl	Not eligible	ASH
027	236886	00476100000600	1968	House	1211 Darben Pl	Not eligible	ASH
028	236875	00476100000700	1968	House	1215 Darben Pl	Not eligible	ASH
029	219591	00476100000800	1968	House	1216 Darben Pl	Not eligible	ASH
030	269982	00373700800900	1968	Shepherd of the Lake Lutheran Church	1415 164th St SW	Not eligible	ASH
031	262716	00406800000500	1968	House	1627 169th Pl SW	Not eligible	ASH
032	720607	27040200301900	1957	House	2027 164th St SW	Not eligible	ASH
033	263132	00416800000600	1969	House	2104 177th Pl SW	Not eligible	ASH
034	263133	00416800000700	1968	House	2108 177th Pl SW	Not eligible	ASH
035	263134	00416800000800	1967	House	2112 177th Pl SW	Not eligible	ASH
036	261908	00416800000900	1967	House	2120 177th Pl SW	Not eligible	ASH
037	734020	00374900001001	1977	House	13416 Meadow Rd	Not eligible	ASH
038	734022	00374900001000	1977	House	13418 Meadow Rd	Not eligible	ASH
039	734023	00374900001004	1977	House	13422 Meadow Rd	Not eligible	ASH
040	734024	00374900001003	1977	House	13424 Meadow Rd	Not eligible	ASH
041	733397	00374900001002	1977	House	13426 Meadow Rd	Not eligible	ASH
042	243268	00374900000900	1952	House	13430 Meadow Rd	Not eligible	ASH
043	244492	00374900000801	1959	House	13432 Meadow Rd	Not eligible	ASH

Survey Number	DAHP ID Number	Parcel Number	Date Built	Resource Name	Address	NRHP Eligibility	Segment/OMF Site
044	248587	00374900000802	1959	House	13510 Meadow Rd	Not eligible	ASH
045	244414	00374900000701	1965	House	13522 Meadow Rd	Not eligible	ASH
046	261275	00374900000502	1965	House	13608 Meadow Rd	Not eligible	ASH
047	260814	00374900000501	1966	House	13616 Meadow Rd	Not eligible	ASH
048	733398	00374900000303	1977	House	13704 Meadow Rd	Not eligible	ASH
049	733399	00375000001301	1976	House	13820 Meadow Rd	Not eligible	ASH
050	731533	00375000001300	1976	House	13828 Meadow Rd	Not eligible	ASH
051	231276	00375000001204	1963	House	13902 Meadow Rd	Not eligible	ASH
052	230854	00374600002302	1966	House	14421 Ash Way	Not eligible	ASH
053	218801	00374600002600	1950	House	14525 Ash Way	Not eligible	ASH
054	731550	00374600003300	1978	Duplex	14731 Ash Way	Not eligible	ASH
055	261453	00373701001508	1968	House	15616 Meadow Rd	Not eligible	ASH
056	221481	00373701001604	1968	House	15618 Meadow Rd	Not eligible	ASH
057	236329	00373701001507	1969	House	15620 Meadow Rd	Not eligible	ASH
058	240202	00373701002404	1940	House	16004 Motor PI	Not eligible	ASH
059	210012	00373701002403	1935	House	16008 Motor PI	Not eligible	ASH
705	738654	00373701002500	1962	Martha Lake Substation	16014 Motor PI	Not eligible	ASH
060	232386	00373701002600	1945	House	16026 Motor PI	Not eligible	ASH
061	239525	00373700800301	1958	House	16029 Motor PI	Not eligible	ASH
062	266404	00373701002700	1941	House	16104 Motor PI	Not eligible	ASH
063	222531	00373701002800	1951	House	16112 Motor PI	Not eligible	ASH
064	733401	00373700801400	1979	House	16117 Motor PI	Not eligible	ASH
065	239526	00373701002901	1930	House	16124 Motor PI	Not eligible	ASH
066	733427	00373700801401	1968	Fourplex	16125 Motor PI	Not eligible	ASH
067	222257	00373701003200, 00373701003300	1964	House	16224 Motor PI	Not eligible	ASH
068	269992	00373700900100	1968	Martha Lake Community Clubhouse	16300 Motor PI	Not eligible	ASH

Survey Number	DAHP ID Number	Parcel Number	Date Built	Resource Name	Address	NRHP Eligibility	Segment/OMF Site
069	214343	00400300001100	1970	House	16611 20th Ave W	Not eligible	ASH
070	219761	00400300001700	1968	House	16717 20th Ave W	Not eligible	ASH
071	236797	00400300001800	1966	House	16725 20th Ave W	Not eligible	ASH
072	233498	00400300001900	1965	House	16805 20th Ave W	Not eligible	ASH
073	234550	00400300002000	1966	House	16813 20th Ave W	Not eligible	ASH
074	237249	00400300002400	1968	House	16907 20th Ave W	Not eligible	ASH
075	237429	27041100101000	1967	House	16910 17th Ave W	Not eligible	ASH
076	236762	00400300002600	1968	House	16921 20th Ave W	Not eligible	ASH
077	237404	27041100100900	1966	House	16926 17th Ave W	Not eligible	ASH
078	236763	00400300002700	1968	House	16927 20th Ave W	Not eligible	ASH
079	223034	00536300002500	1968	House	17006 18th PI W	Not eligible	ASH
080	239090	00400300002900	1968	House	17007 20th Ave W	Not eligible	ASH
081	216423	00536300002600	1968	House	17014 18th PI W	Not eligible	ASH
082	219301	00400300003000	1968	House	17015 20th Ave W	Not eligible	ASH
083	237255	00400300003100	1968	House	17025 20th Ave W	Not eligible	ASH
084	729225	00400300003200	1979	Mobile Home	17031 20th Ave W	Not eligible	ASH
085	729284	00372800600900	1978	House	17227 Alder Way	Not eligible	ASH
086	729272	00646800000101	1978	Western Six Motel	224 128th St SW	Eligible	MAR
087	735733	00646800000102	1979	Dairy Queen	230 128th St SW	Not eligible	MAR
088	733430	00623200000800	1972	House	328 134th PI SW	Not eligible	MAR
089	729276	00646800000600	1976	McKesson & Robbins Drug Company	710 132nd St SW	Not eligible	MAR
090	244970	00373800500302	1957	House	811 128th St SW	Not eligible	MAR
091	270458	00373800500301	1956	Commercial Building	821 128th St SW	Not eligible	MAR
092	241786	00373800500403	1959	House	915 128th St SW	Not eligible	MAR
093	729294	00709401020600	1980	Bunkhouse Condominiums	921 130th St SW	Not eligible	MAR
094	729295	00670300000303	1980	Shenendoah Ranch Apartments	1007 130th St SW	Not eligible	MAR

Survey Number	DAHP ID Number	Parcel Number	Date Built	Resource Name	Address	NRHP Eligibility	Segment/OMF Site
095	215131	00373800600905	1952	House	1412 128th St SW	Not eligible	MAR
096	732656	00373800500303	1978	Village Green Mobile Home Park Community Center	12605 E Gibson Rd	Not eligible	MAR
097	732469	00373800500303	1978	Village Green Mobile Home Park	12605 E Gibson Rd	Not eligible	MAR
098	256981	00373800600901	1940	House	12724 E Gibson Rd	Not eligible	MAR
099	729285	00373800601005	1978	House	12804 E Gibson Rd	Not eligible	MAR
100	731645	00373800601004	1978	House	12810 E Gibson Rd	Not eligible	MAR
101	733429	00373800601003	1978	House	12816 E Gibson Rd	Not eligible	MAR
102	729226	00646800000700	1978	Warehouse	13214 4th Ave W	Not eligible	MAR
103	733432	00442900203301	1980	Restaurant	1629 Center Rd	Not eligible	AIR
104	221279	00538000000901	1963	Triplex	2115 Center Rd	Not eligible	AIR
105	733885	00537900006600	1968	Service station	2210 112th St SW	Eligible	AIR
106	732190	28042300200800	1936	House, Building 1	2406 106th St SW	Not eligible	AIR
107	732386	28042300200800	1952	House, Building 2	2406 106th St SW	Not eligible	AIR
108	732388	28042300200800	1936	House, Building 3	2406 106th St SW	Not eligible	AIR
109	732389	28042300200800	1946	House, Building 4	2406 106th St SW	Not eligible	AIR
110	732390	28042300200800	1946	Duplex, Building 5	2406 106th St SW	Not eligible	AIR
111	732391	28042300200800	1946	House, Building 6	2406 106th St SW	Not eligible	AIR
112	732392	28042300200800	1946	Duplex, Building 7	2406 106th St SW	Not eligible	AIR
113	732393	28042300200800	1946	Duplex, Building 8	2406 106th St SW	Not eligible	AIR
114	732192	28042300200800	1946	Duplex, Building 9	2406 106th St SW	Not eligible	AIR
115	256987	28042300201100, 28042300201000	1951	House	10705 Airport Rd	Not eligible	AIR
116	732363	28042300300200	1955	Paine Field Substation	11002 Beverly Park Rd	Not eligible	AIR
117	256597	00537900000801	1952	House	11011 Airport Rd	Not eligible	AIR
118	265715	00537900000802	1959	House	11015 Airport Rd	Not eligible	AIR
119	256532	00537900004705	1954	House	11225 Airport Rd	Not eligible	AIR
120	256581	00537900004704	1954	House	11229 Airport Rd	Not eligible	AIR

Survey Number	DAHP ID Number	Parcel Number	Date Built	Resource Name	Address	NRHP Eligibility	Segment/OMF Site
121	256293	00537900004701	1952	House	11303 Airport Rd	Not eligible	AIR
122	731653	00537900004802	1979	Manufactured home	11305 Airport Rd	Not eligible	AIR
123	271881	00537900004803	1964	Fourplex	11307 Airport Rd	Not eligible	AIR
124	256989	00537900004901	1959	House	11327 Airport Rd	Not eligible	AIR
125	271859	00537900004902	1965	Duplex	11401 Airport Rd	Not eligible	AIR
126	256403	00537900005001	1949	House	11415 Airport Rd	Not eligible	AIR
127	731655	00537900006200	1974	Jehovah's Witnesses South Unit Congregation	11422 Airport Rd	Not eligible	AIR
128	271832	00537900005202	1965	Triplex	11517 Airport Rd	Not eligible	AIR
129	731658	00537900005901	1945	House	11608 Airport Rd	Not eligible	AIR
130	733452	00442900402202	1954	Gas station	11704 Highway 99	Not eligible	AIR
131	227489	00442900203201	1945	Sure Would Motors, Building 1	11715 Highway 99	Not eligible	AIR
132	733467	00442900203201	1978	Warehouse, Building 2	11715 Highway 99	Not eligible	AIR
133	256864	00538000000702	1964	Triplex	11715 Center Rd	Not eligible	AIR
134	271884	00538000000703	1965	Triplex	11717 Center Rd	Not eligible	AIR
135	271876	00442900402302	1947	Fairmount Motor Service	11720 Highway 99	Not eligible	AIR
136	210774	00538000000801	1955	House	11727 Center Rd	Not eligible	AIR
137	732362	00442900402304, 00537900005600	1976	Commercial building	11732 Airport Rd	Not eligible	AIR
138	731697	28041400200300	1979	Precision Automatic Inc.	2120 W Casino Rd	Not eligible	SWI
139	271845	28041400201300	1967	General Telephone Company facility	2403 W Casino Rd	Eligible	SWI
140	734499	28041400201300	1967	General Telephone Company, carport	2403 W Casino Rd	Not eligible	SWI
141	733480	28041400204100	1971	General Telephone Company	2610 W Casino Rd	Not eligible	SWI
142	731691	28041400201600	1980	Paine Field Business Park, Buildings 1 - 4	2615 W Casino Rd	Not eligible	SWI
143	732394	28041500100100	1980	Storage Tank	3003 W Casino Rd	Not eligible	SWI

Survey Number	DAHP ID Number	Parcel Number	Date Built	Resource Name	Address	NRHP Eligibility	Segment/OMF Site
144	731681	28041400202400, 28041400203200	1970	Flight Line Inn	8729 Airport Rd	Not eligible	SWI
145	733499	28041400203100	1978	Sno-Isle Vocational Skills Center Building	8925 Airport Rd	Not eligible	SWI
146	729266	28041200401100	1964	Temple Baptist Church	1 W Casino Rd	Not eligible	EGN
147	729267	28041200401300	1955	House	5 E Casino Rd	Not eligible	EGN
148	730774	28041200401400	1977	Warehouse	15 E Casino Rd	Not eligible	EGN
149	731719	00393500002412	1974	House	16 82nd PI SW	Not eligible	EGN
150	729268	00393500003101	1979	Fireside West Apartments	17 W Casino Rd	Not eligible	EGN
151	731718	00701000001100	1980	House	103 79th PI SE	Not eligible	EGN
152	731236	00393500003002	1977	Bothnia Townhouses	103 W Casino Rd	Not eligible	EGN
153	731717	00393500002402	1977	House	104 82nd PI SW	Not eligible	EGN
154	733479	00701000001000	1980	House	105 79th PI SE	Not eligible	EGN
155	735702	00701000000900	1980	House	107 79th PI SE	Not eligible	EGN
156	729269	00393500003007	1979	Canelina Apartments	107 W Casino Rd	Not eligible	EGN
157	733471	00701000001600	1980	House	108 79th PI SE	Not eligible	EGN
158	731716	00393500002406	1977	House	116 82nd PI SW	Not eligible	EGN
159	729271	28041300100200	1978	Commercial Building	206 E Casino Rd	Not eligible	EGN
160	729273	28050700302200	1976	Dunn Lumber	425 E Casino Rd	Not eligible	EGN
161	729274	28051800202300	1970	General Telephone Company	426 E Casino Rd	Eligible	EGN
162	271183	28051800202200	1964	Wonder Bread Thrift Store	430 E Casino Rd	Not eligible	EGN
163	270791	28051800202100	1917	Apartment Building	520 E Casino Rd	Not eligible	EGN
164	270701	28041200301900	1940	Mukilteo School District, laundry and storage building	525 W Casino Rd	Not eligible	EGN
165	732511	28041200301900	1960	Mukilteo School District, shop and storage building	525 W Casino Rd	Not eligible	EGN
166	733544	28041200301900	1974	Boys and Girls Club of Snohomish County South Everett	525 W Casino Rd	Not eligible	EGN

Survey Number	DAHP ID Number	Parcel Number	Date Built	Resource Name	Address	NRHP Eligibility	Segment/OMF Site
167	732415	28041200303600	1980	Warehouse	530 80th St SW	Not eligible	EGN
168	246907	28050700307100	1947	House	607 E Casino Rd	Not eligible	EGN
169	216839	28050700302500	1936	House	615 E Casino Rd	Not eligible	EGN
170	246908	28050700302600	1934	House	629 E Casino Rd	Not eligible	EGN
171	732629	28050700303500	1979	House	707 84th St SE	Not eligible	EGN
172	247051	28050700303600	1960	House	709 84th St SE	Not eligible	EGN
173	729680	28051800200700	1963	House	710 84th St SE	Not eligible	EGN
174	729685	28050700300900	1978	House	711 84th St SE	Not eligible	EGN
175	99189	28041200305600	1974	Warehouse, Building A	720 80th St SW	Not eligible	EGN
176	224621	28050700303400	1945	House	720 E Casino Rd	Not eligible	EGN
177	733481	28050700301100	1960	Cascade High School, foreign language building	801 E Casino Rd	Not eligible	EGN
178	733588	28050700301100	1960	Cascade High School, science building	801 E Casino Rd	Not eligible	EGN
179	733589	28050700301100	1967	Cascade High School, shop building	801 E Casino Rd	Not eligible	EGN
180	733587	28050700301100	1960	Cascade High School, vocational building	801 E Casino Rd	Not eligible	EGN
181	729277	00583300001200	1977	House	804 84th St SE	Not eligible	EGN
182	732510	28041200301000	1978	Bible Baptist Church of Everett, classroom	805 W Casino Rd	Not eligible	EGN
183	731239	28041200301000	1979	Bible Baptist Church of Everett, garage	805 W Casino Rd	Not eligible	EGN
184	244455	28050700303700	1934	House	809 84th St SE	Not eligible	EGN
185	245510	28050700303800	1965	House	819 84th St SE	Not eligible	EGN
186	247964	28041200300600, 28041200300601	1978	Duplex	821 W Casino Rd	Not eligible	EGN
187	224697	28050700304100	1951	House	824 E Casino Rd	Not eligible	EGN
188	729292	28050700305700	1977	House	830 E Casino Rd	Not eligible	EGN

Survey Number	DAHP ID Number	Parcel Number	Date Built	Resource Name	Address	NRHP Eligibility	Segment/OMF Site
189	245273	28050700304200	1956	House	904 E Casino Rd	Not eligible	EGN
190	220651	28050700304000	1938	House	913 84th St SE	Not eligible	EGN
191	242658	28050700305500	1922	House	914 E Casino Rd	Not eligible	EGN
192	246909	28050700304500	1965	House	916 E Casino Rd	Not eligible	EGN
193	244701	28050700304400	1958	House	917 84th St SE	Not eligible	EGN
194	243781	28050700304600	1956	House	919 84th St SE	Not eligible	EGN
195	247076	28050700305000	1959	Duplex	925 84th St SE	Not eligible	EGN
196	210393	28050700305100	1960	House	931 84th St SE	Not eligible	EGN
197	220463	28050700304800	1963	House	1010 E Casino Rd	Not eligible	EGN
198	270440	28050700305200	1969	Cascade View Presbyterian Church	1030 E Casino Rd	Not eligible	EGN
199	731707	28041200300300	1971	Pepsi-Cola Facility	1118 80th St SW	Not eligible	EGN
200	245891	00394100301700	1962	House	1221 Pinkerton Ave	Not eligible	EGN
201	246200	00394100301800	1961	House	1225 Pinkerton Ave	Not eligible	EGN
202	731706	00392200001801	1978	Apartment Complex	1225 W Casino Rd	Not eligible	EGN
203	711718	00394100300900	1954	House	1228 Ballew Ave	Not eligible	EGN
204	224533	00394100300800	1946	House	1230 Ballew Ave	Not eligible	EGN
205	246428	00394100301900	1955	House	1301 Pinkerton Ave	Not eligible	EGN
206	224606	00394100300700	1951	House	1304 Ballew Ave	Not eligible	EGN
207	731705	00392200001901	1979	The Bon Estates, Buildings A - C	1305 W Casino Rd	Not eligible	EGN
208	220467	00394100302000	1955	House	1307 Pinkerton Ave	Not eligible	EGN
209	245380	00394100300600	1951	House	1308 Ballew Ave	Not eligible	EGN
210	244996	00394100302100	1955	House	1309 Pinkerton Ave	Not eligible	EGN
211	224194	00394100300500	1947	House	1310 Ballew Ave	Not eligible	EGN
212	225535	00394100300400	1952	House	1312 Ballew Ave	Not eligible	EGN
213	244295	00394100302200	1961	House	1315 Pinkerton Ave	Not eligible	EGN
214	245594	00394100302302	1964	House	1319 Pinkerton Ave	Not eligible	EGN

Survey Number	DAHP ID Number	Parcel Number	Date Built	Resource Name	Address	NRHP Eligibility	Segment/OMF Site
215	225537	00394100300300	1952	House	1322 Ballew Ave	Eligible	EGN
216	224072	00394100300200	1947	House	1328 Ballew Ave	Not eligible	EGN
217	225541	00394100300100	1955	House	1404 Ballew Ave	Not eligible	EGN
218	731704	01099900000100	1980	Park Villas	1415 W Casino Rd	Not eligible	EGN
219	731703	00690000202800	1979	Par Four Plaza Condominiums	1421 W Casino Rd	Not eligible	EGN
220	731702	00698000500600	1979	Park Hill Manor, Buildings A - E	1515 W Casino Rd	Not eligible	EGN
221	731701	00392200000300	1980	Snohomish PUD, Building 1	1802 75th St SW	Not eligible	EGN
222	734364	00392200000300	1980	Snohomish PUD, Building 2, Operations Administration	1802 75th St SW	Not eligible	EGN
223	227498	00392200002903	1914	House	1811 W Casino Rd	Not eligible	EGN
224	731700	00392200003202	1979	Apartment Building	1916 W Casino Rd	Not eligible	EGN
225	733493	28041200303200	1978	Westridge Estates mobile home park	7701 Hardeson Rd	Not eligible	EGN
226	733559	28041200303200	1978	Westridge Estates, community building	7701 Hardeson Rd	Not eligible	EGN
227	242416	00598700001600	1932	House	7932 Beverly Ln	Not eligible	EGN
228	248833	00598700001500	1945	House	8008 Beverly Ln	Not eligible	EGN
229	247947	00598700001300	1945	House	8020 Beverly Ln	Not eligible	EGN
230	246212	00440800004200	1967	House	8023 W Glen Dr	Not eligible	EGN
231	220606	00440800001400	1969	House	8024 W Glen Dr	Not eligible	EGN
232	246373	00440800001300	1968	House	8028 W Glen Dr	Not eligible	EGN
233	265243	00440800001200	1968	House	8102 W Glen Dr	Eligible	EGN
234	731712	00393500002301	1977	House	8103 Upper Ridge Rd	Not eligible	EGN
235	245977	00440800004100	1967	House	8103 W Glen Dr	Not eligible	EGN
236	225272	00393500002200	1951	House	8104 Upper Ridge Rd	Not eligible	EGN
237	734028	00440800003900	1974	House	8108 E Glen Dr	Not eligible	EGN
238	733550	00440800000501	1976	House	8109 E Glen Dr	Not eligible	EGN
239	225040	00440800004000	1963	House	8110 E Glen Dr	Not eligible	EGN

Survey Number	DAHP ID Number	Parcel Number	Date Built	Resource Name	Address	NRHP Eligibility	Segment/OMF Site
240	734027	00393500002203	1976	House	8110 Upper Ridge Rd	Not eligible	EGN
241	733552	00440800000600	1976	House	8111 E Glen Dr	Not eligible	EGN
242	214734	00393500002300	1968	House	8111 Upper Ridge Rd	Not eligible	EGN
243	243222	00598700001003	1945	House	8114 Beverly Ln	Not eligible	EGN
244	731711	00440800000700	1977	House	8117 E Glen Dr	Not eligible	EGN
245	731710	00393500002302	1977	House	8117 Upper Ridge Rd	Not eligible	EGN
246	244279	00440800001101	1962	House	8120 W Glen Dr	Not eligible	EGN
247	264928	00440800000900	1962	House	8125 E Glen Dr	Not eligible	EGN
248	244285	00440800001000	1967	House	8126 W Glen Dr	Not eligible	EGN
249	220230	00598700000803	1954	House	8130 Beverly Ln	Not eligible	EGN
250	733557	28050700307500	1966	Commercial building	8130 Evergreen Way	Not eligible	EGN
251	244566	00598700000701	1947	House	8204 Beverly Ln	Not eligible	EGN
252	729298	28041200302800	1940	House	8219 5th Ave W	Not eligible	EGN
253	245495	00393500002701	1964	House	8220 Upper Ridge Rd	Not eligible	EGN
254	220653	00394100301200	1946	House	8221 Xavier Way	Not eligible	EGN
255	729299	00937800000200	1938	House, Unit D	8224 5th Ave W	Not eligible	EGN
256	731687	280412003017 00	1980	Erwin Estates	8225 11th Dr W	Not eligible	EGN
257	241755	00393500002801	1944	House	8225 Upper Ridge Rd	Not eligible	EGN
258	243220	00394100301300	1946	House	8227 Xavier Way	Not eligible	EGN
259	247767	00394100302301	1978	House	8228 Pinkerton Ave	Not eligible	EGN
260	242934	00394100501200	1954	House	8228 Xavier Way	Not eligible	EGN
261	247768	00394100501300	1954	House	8230 Xavier Way	Not eligible	EGN
262	241707	00394100301400	1955	House	8231 Xavier Way	Not eligible	EGN
263	241478	00393500002702	1962	House	8232 Upper Ridge Rd	Not eligible	EGN
264	243390	00394100301500	1954	House	8301 Xavier Way	Not eligible	EGN
265	220251	00394100501400	1954	House	8302 Xavier Way	Not eligible	EGN
266	248536	00394100501500	1954	House	8304 Xavier Way	Not eligible	EGN

Survey Number	DAHP ID Number	Parcel Number	Date Built	Resource Name	Address	NRHP Eligibility	Segment/OMF Site
267	220513	00393500002804	1963	House	8305 Upper Ridge Rd	Not eligible	EGN
268	224743	28041200302000	1964	House	8306 5th Ave W	Not eligible	EGN
269	733551	00431000000101	1978	Fourplex	8306 11th Dr W	Not eligible	EGN
270	245137	00393500002705	1962	House	8308 Upper Ridge Rd	Not eligible	EGN
271	243465	00393500002704	1963	House	8316 Upper Ridge Rd	Not eligible	EGN
272	729300	28051800207200	1972	Texaco	8401 Evergreen Way	Not eligible	EGN
273	271034	28051800201700	1960	Grace Lutheran Church	8401 Holly Dr	Not eligible	EGN
274	729301	28041300101500	1967	Exxon	8402 Evergreen Way	Not eligible	EGN
275	270238	28051800200500	1957	A & D Market	8405 7th Ave SE	Not eligible	EGN
276	246709	00583300001000	1968	House	8406 8th PI SE	Not eligible	EGN
277	248010	00402500000100	1955	House	8406 9th Ave SE	Not eligible	EGN
278	225576	28051800201800	1937	House	8407 Holly Dr	Not eligible	EGN
279	731686	00705401110200	1980	Cascade Village Park Condominiums	8408 18th Ave W	Not eligible	EGN
280	733546	00583300000900	1971	House	8408 8th PI SE	Not eligible	EGN
281	733543	28041300103700	1974	Black Angus Restaurant	8413 Evergreen Way	Not eligible	EGN
282	224243	28051800201600	1937	House	8419 Holly Dr	Not eligible	EGN
283	733492	00660000002000	1978	House	8422 6th Ave SE	Not eligible	EGN
284	212499	28051800201400	1955	House	8425 Holly Dr	Not eligible	EGN
285	733490	28041300100100	1976	Bank Building	8500 Evergreen Way	Eligible	EGN
286	733488	00660000000100	1978	House	8501 6th Ave SE	Not eligible	EGN
287	244043	28051800202700	1942	House	8503 Holly Dr	Not eligible	EGN
288	733542	00660000000200	1978	House	8505 6th Ave SE	Not eligible	EGN
289	729302	28041300100800	1975	Fred Meyer	8530 Evergreen Way	Not eligible	EGN
290	247181	00393900600701	1946	House	1614 Puget Dr	Not eligible	BI
291	242020	00393900600900	1911	House	1630 Puget Dr	Not eligible	BI
292	216954	00393900601201	1925	House	1714 Puget Dr	Not eligible	BI

Survey Number	DAHP ID Number	Parcel Number	Date Built	Resource Name	Address	NRHP Eligibility	Segment/OMF Site
293	248279	00393900601300	1957	Everett Montessori School	1730 Puget Dr	Not eligible	BI
294	732319	00393900601701	1978	Little Way Montessori School	1804 Puget Dr	Not eligible	BI
295	217407	00393900301403	1941	House	1817 Leland Dr	Not eligible	BI
296	225359	00500600000900	1953	House	2012 Firland Pl	Not eligible	BI
297	214792	00512300000500	1955	House	2104 Jefferson Pl	Not eligible	BI
298	217187	00512300000300	1957	House	2112 Jefferson Pl	Not eligible	BI
299	225367	00500303300600	1925	House	2117 Lincoln St	Not eligible	BI
300	212483	00512300000202	1958	House	2118 Jefferson Pl	Eligible	BI
301	225267	00545203301700	1936	House	2201 73rd St	Not eligible	BI
302	243358	00545204201700	1937	House	2201 74th St SE	Not eligible	BI
303	243408	00545204301500	1936	House	2202 74th St SE	Not eligible	BI
304	732868	00545204201300	1968	House	2204 73rd St SE	Not eligible	BI
305	244087	00545204301300	1925	House	2206 74th St SE	Not eligible	BI
306	243744	00545203302200	1969	House	2207 73rd St SE	Not eligible	BI
307	224600	00545204202100	1946	House	2207 74th St SE	Not eligible	BI
308	732870	00545204201000	1976	Duplex	2210 73rd St SE	Not eligible	BI
309	735659	00545003300900	1954	House	2216 Jackson Ave	Not eligible	BI
310	732872	00545203302400	1977	Duplex	2217 73rd St SE	Not eligible	BI
311	241586	00545204200800, 00545304200001	1944	House	2218 73rd St SE	Not eligible	BI
312	224880	00545003300700	1937	House	2218 Jackson Ave	Not eligible	BI
313	225372	00545003300500	1937	House	2220 Jackson Ave	Not eligible	BI
314	214803	00545003002700	1920	House	2225 Jackson Ave	Not eligible	BI
315	225513	00545003300100	1940	House	2226 Jackson Ave	Not eligible	BI
316	217468	00545003003000	1920	House	2229 Jackson Ave	Not eligible	BI
317	212466	00545003000100	1937	House	2232 Monroe Ave	Not eligible	BI
318	729177	00500600000800	1929	House	2308 52nd St SE	Not eligible	BI

Survey Number	DAHP ID Number	Parcel Number	Date Built	Resource Name	Address	NRHP Eligibility	Segment/OMF Site
319	224664	00545002402300	1902	House	2309 Monroe Ave	Not eligible	BI
320	212783	00500600002400	1924	House	2310 Lowell Rd	Not eligible	BI
321	212251	00500600001800	1921	House	2311 Lowell Rd	Not eligible	BI
322	225715	00500600002301	1921	House	2312 Lowell Rd	Not eligible	BI
323	241805	00545001602700	1948	House	2315 Columbia Ave	Not eligible	BI
324	212071	00500600003600	1926	House	2315 Gale Pl	Not eligible	BI
325	224139	00500600003100	1929	House	2316 Gale Pl	Not eligible	BI
326	225720	00500600002200	1922	House	2316 Lowell Rd	Not eligible	BI
327	212229	00500600001900	1921	House	2317 Lowell Rd	Not eligible	BI
328	243230	28050800204300	1951	House	2318 75th St SE	Not eligible	BI
329	217413	00545002301300	1927	House	2318 Columbia Ave	Not eligible	BI
330	243066	00398700301300	1939	House	2319 75th St SE	Not eligible	BI
331	224766	00500600003400	1926	House	2319 Gale Pl	Not eligible	BI
332	224142	00500600003202	1926	House	2320 Gale Pl	Not eligible	BI
333	243000	28050800205500	1950	House	2322 75th St SE	Not eligible	BI
334	243366	00544801302400	1922	House	2323 Lexington Ave	Not eligible	BI
335	226230	00544701501402	1946	House	2323 Melvin Ave	Not eligible	BI
706	241945	544801301200	1958	House	2324 63rd St SE	Not eligible	BI
336	217381	00544701401401	1954	House	2326 Melvin Ave	Not eligible	BI
337	243068	00398700301401	1936	House	2327 75th St SE	Not eligible	BI
338	217640	00544801302600	1924	House	2327 Lexington Ave	Not eligible	BI
339	247432	00544801302700	1920	House	2329 Lexington Ave	Not eligible	BI
340	225383	00544801301100	1928	House	2330 63rd St SE	Not eligible	BI
341	244094	00544701301300	1917	House	2330 Howard Ave	Not eligible	BI
342	732316	00545001601000	1974	House	2330 Madison Ave	Not eligible	BI
343	224211	00544701401300	1920	House	2330 Melvin Ave	Not eligible	BI
344	271121	00544801201602	1968	Apartment Building	2331 63rd St SE	Not eligible	BI

Survey Number	DAHP ID Number	Parcel Number	Date Built	Resource Name	Address	NRHP Eligibility	Segment/OMF Site
345	244075	00544701401800	1949	House	2331 Howard Ave	Not eligible	BI
346	732889	00544701301301	1976	Duplex	2331 Madison Ave	Not eligible	BI
347	732315	00544701301101	1978	Apartment Building	2333 Madison St	Not eligible	BI
348	244788	00544801302800	1951	House	2401 Lexington Ave	Not eligible	BI
349	245325	28050800204100	1959	House	2404 75th St SE	Not eligible	BI
350	244092	00398700301500	1941	House	2405 75th St SE	Not eligible	BI
351	732314	00544701401902	1975	Apartment Building	2405 Howard Ave	Not eligible	BI
352	242824	00544701401201	1925	House	2406 Melvin Ave	Not eligible	BI
353	243914	00398700301600	1940	House	2409 75th St SE	Not eligible	BI
354	248534	00544701401100	1922	House	2410 Melvin Ave	Not eligible	BI
355	241729	28050800204900	1944	House	2416 75th St SE	Not eligible	BI
356	243908	00398700301701	1965	House	2417 75th St SE	Not eligible	BI
357	732313	00699600100700	1979	Apartment Building	2418 Euclid Ave	Not eligible	BI
358	735660	00398700200100	1940	House	2421 74th St	Not eligible	BI
359	243334	28050800206100	1944	House	2424 75th St SE	Not eligible	BI
360	735661	00398700300103	1969	House	2426 74th St	Not eligible	BI
361	217456	00544701400901	1940	House	2426 Melvin Ave	Not eligible	BI
362	241525	00544701500802	1927	House	2429 Melvin Ave	Not eligible	BI
363	266096	00544801202300	1958	Duplex	2501 Euclid Ave	Not eligible	BI
364	732937	00544801202400	1979	Fourplex	2503 Euclid Ave	Not eligible	BI
365	264933	00544801202502	1956	House	2504 62nd St SE	Not eligible	BI
366	243581	00544701500804	1946	House	2504 Lexington Ave	Not eligible	BI
367	267973	00544801100100	1930	House	2506 61st St SE	Not eligible	BI
368	732922	00398700400202	1975	House	2506 74th St SE	Not eligible	BI
369	732925	00544801202501	1968	Duplex	2507 Euclid Ave	Not eligible	BI
370	271133	01146700000300	1969	Apartment Building	2507 Howard Ave	Not eligible	BI
371	270405	00544701500801	1969	Lexington Arms Apartments	2508 Lexington Ave	Eligible	BI

Survey Number	DAHP ID Number	Parcel Number	Date Built	Resource Name	Address	NRHP Eligibility	Segment/OMF Site
372	265207	00398700100203	1965	House	2509 74th St SE	Not eligible	BI
373	247459	28050800200300	1954	House	2509 Columbia Ave	Not eligible	BI
374	732308	00544801300300	1977 and 1978	Apartment Complex	2509 Lexington Ave	Not eligible	BI
375	247460	00544701300701	1959	House	2510 Howard Ave	Not eligible	BI
376	210383	00544701500702	1954	House	2510 Lexington Ave	Not eligible	BI
377	242985	00544701400603	1964	House	2510 Melvin Ave	Not eligible	BI
378	732306	28050500203000	1955	House	2511 60th St SE	Not eligible	BI
379	242575	00544801102600	1925	House	2511 62nd St SE	Not eligible	BI
380	265208	00398700100202	1965	House	2511 74th St SE	Not eligible	BI
381	270530	00544701402400	1968	Apartment Complex	2511 Howard Ave	Not eligible	BI
382	247463	00544801300200	1954	House	2511 Lexington Ave	Not eligible	BI
383	224101	00544701400700	1914	House	2514 Melvin Ave	Not eligible	BI
384	244668	00544701300604	1960	House	2516 Howard Ave	Not eligible	BI
385	214687	00398700400300	1925	House	2517 74th PI SE	Not eligible	BI
386	270747	00544701402500	1968	Apartment Building	2517 Howard Ave	Not eligible	BI
387	264930	00544801202700	1949	House	2518 62nd St SE	Not eligible	BI
388	732939	00544701300602	1960	House	2519 Madison St	Not eligible	BI
389	246550	00545304600301	1963	House	2520 73rd St SE	Not eligible	BI
390	732302	28050800200100	1955	Apartment Building	2520 Madison St	Not eligible	BI
391	245400	00596100000200	1963	House	2521 73rd St SE	Not eligible	BI
392	244005	00545103801100	1941	House	2521 Monroe Ave	Not eligible	BI
393	700819	00544701300603	1960	House	2522 Howard Ave	Not eligible	BI
394	247472	00545104001200	1967	Duplex	2522 Jackson Ave	Not eligible	BI
395	212643	00596100000100	1964	House	2523 73rd St SE	Not eligible	BI
396	242947	00545304600200	1958	House	2524 73rd St SE	Not eligible	BI
397	732300	00544701300601	1961	Duplex	2525 Madison St	Not eligible	BI

Survey Number	DAHP ID Number	Parcel Number	Date Built	Resource Name	Address	NRHP Eligibility	Segment/OMF Site
398	247479	00398700400100	1936	House	2526 74th St SE	Not eligible	BI
399	732940	00545103901400	1976	Duplex	2528 Monroe Ave	Not eligible	BI
400	246599	00545103903000	1946	House	2529 Jackson Ave	Not eligible	BI
401	247997	00545103803000	1942	House	2531 Monroe Ave	Not eligible	BI
402	243295	00545103901100	1955	House	2532 Monroe Ave	Not eligible	BI
403	732299	00545103800800	1977	Duplex	2535 Monroe Ave	Not eligible	BI
404	264974	00545103900800	1963	House	2536 Monroe Ave	Not eligible	BI
405	243865	00545103903200	1942	House	2601 Jackson Ave	Not eligible	BI
406	243398	00545104001000	1948	House	2604 Jackson Ave	Not eligible	BI
407	220548	00545104000800	1954	House	2608 Jackson Ave	Not eligible	BI
408	243201	00545103903500	1948	House	2609 Jackson Ave	Not eligible	BI
409	114075	00545104000600	1965	House	2610 Jackson Ave	Not eligible	BI
410	225761	00605700002200	1955	House	5021 View Dr	Not eligible	BI
411	223959	00605700002300	1968	House	5025 View Dr	Not eligible	BI
412	225763	00605700002400	1953	House	5105 View Dr	Not eligible	BI
413	729252	00605700002500	1978	House	5107 View Dr	Not eligible	BI
414	216800	00605700002600	1952	House	5109 View Dr	Not eligible	BI
415	217337	00605700002700	1954	House	5115 View Dr	Not eligible	BI
416	225628	00605700002800	1954	House	5117 View Dr	Not eligible	BI
417	729256	29053200301900	1979	House	5119 View Dr	Not eligible	BI
418	729254	00500600002100	1932	House	5302 Broadway	Not eligible	BI
419	729253	00500600004001	1932	House	5401 Broadway	Not eligible	BI
420	226128	00500600004501	1932	House	5431 Broadway	Not eligible	BI
421	729230	28050500200300	1926	House	5515 Broadway	Not eligible	BI
422	729229	28050500206300	1976	House	5525 Broadway	Not eligible	BI
423	732298	28050500204400	1975	House	5525 Commercial Ave	Not eligible	BI
424	732297	28050500200700	1960	House	5529 Commercial Ave	Eligible	BI

Survey Number	DAHP ID Number	Parcel Number	Date Built	Resource Name	Address	NRHP Eligibility	Segment/OMF Site
425	225851	00500303300400	1938	House	5530 S 3rd Ave	Not eligible	BI
426	216959	00500303200600	1925	House	5531 S 3rd Ave	Eligible	BI
427	243517	28050500200200	1955	House	5607 Commercial Ave	Not eligible	BI
428	243307	28050500201300	1935	House	5609 Broadway	Not eligible	BI
429	731030	28050500202100	1916	House	5610 Broadway	Not eligible	BI
430	120752	28050500202300	1931	House	5611 Commercial Ave	Not eligible	BI
431	216819	28050500200900	1953	House	5631 Broadway	Not eligible	BI
432	225255	28050500201100	1967	House	5703 Broadway	Not eligible	BI
433	217303	28050500205700	1964	House	5729 Broadway	Not eligible	BI
434	224169	28050500202600	1946	House, Building 1	5801 Broadway	Not eligible	BI
435	732695	28050500202600	1955	House, Building 2	5801 Broadway	Not eligible	BI
436	225777	28050500202200	1940	House	5803 Broadway	Not eligible	BI
437	732293	28050500202800	1970	House	5904 Broadway	Not eligible	BI
438	224401	28050500201900	1941	House	5910 Broadway	Not eligible	BI
439	245289	28050500203900	1947	House	5912 Broadway	Not eligible	BI
440	217201	28050500203800	1948	House	5932 Broadway	Not eligible	BI
441	212580	28050500203400	1949	House	6001 McDougall Ave	Not eligible	BI
442	217288	00544900800100	1953	Duplex	6002 Broadway	Not eligible	BI
443	224958	28050500201600	1955	House	6002 McDougall Ave	Not eligible	BI
444	265134	28050500201700	1963	House	6004 McDougall Ave	Not eligible	BI
445	732282	00544801000100	1978	Duplex	6005 McDougall Ave	Not eligible	BI
446	214718	00544900800400	1962	Duplex	6007 and 6011 Commercial Ave	Not eligible	BI
447	212170	00544800900900	1922	House	6008 McDougall Ave	Not eligible	BI
448	224204	00544801000200	1940	House	6011 McDougall Ave	Not eligible	BI
449	217357	00544900800800	1956	House	6024 Broadway	Not eligible	BI
450	212663	00544801000300	1942	House	6029 McDougall Ave	Not eligible	BI

Survey Number	DAHP ID Number	Parcel Number	Date Built	Resource Name	Address	NRHP Eligibility	Segment/OMF Site
451	212459	00544901100900	1930	House	6101 Commercial Ave	Not eligible	BI
452	210233	00544901101100	1956	House	6105 Commercial Ave	Not eligible	BI
453	265387	00544801204100	1965	House	6105 McDougall Ave	Not eligible	BI
454	248820	00544901101300	1947	Duplex	6109 Commercial Ave	Not eligible	BI
455	733875	00544901101300	1940	Duplex	6116 and 6118 Broadway	Not eligible	BI
456	246293	00544901101701	1930	House	6119 Commercial Ave	Not eligible	BI
457	212718	00544801101901	1956	House	6126 Broadway	Not eligible	BI
458	267946	00544801200500	1956	House	6202 Broadway	Not eligible	BI
459	212540	00544801201601	1965	House	6214 Broadway	Not eligible	BI
460	270901	00544801202000	1941	Ole's Grocery, Building 1	6221 Broadway	Not eligible	BI
461	735742	00544801202000	1963	Commercial building, Building 2	6221 Broadway	Not eligible	BI
462	270240	00544801300900	1968	Apartment	6302 Broadway	Not eligible	BI
463	244687	00544701500902	1944	House	6433 Broadway	Not eligible	BI
464	732275	00544701401903	1977	Apartment building	6616 Broadway	Not eligible	BI
465	226170	00545001600400	1941	House	6801 Broadway	Not eligible	BI
466	270346	00545002300700	1946	Commercial building	6901 Broadway	Not eligible	BI
467	247728	00580300001200	1955	House	6901 Columbia Ave	Not eligible	BI
468	225474	00545002301900	1922	House	6901 Lombard St	Not eligible	BI
469	220238	00580300000702	1950	House	6929 Columbia Ct	Not eligible	BI
470	264909	00398700100302	1964	House	7313 McDougall Ave	Not eligible	BI
471	732993	00398700400201	1976	House	7403 McDougall Ave	Not eligible	BI
472	732994	00398700300101	1971	House	7404 McDougall Ave	Eligible	BI
473	224457	00398700400200	1946	House	7405 McDougall Ave	Not eligible	BI
474	243038	00398700300102	1941	House	7408 McDougall Ave	Not eligible	BI
475	243217	00398700301702	1942	House	7410 McDougall Ave	Not eligible	BI
476	244839	00512300000100	1957	House	7417 Jefferson Pl	Not eligible	BI

Survey Number	DAHP ID Number	Parcel Number	Date Built	Resource Name	Address	NRHP Eligibility	Segment/OMF Site
477	270340	00512300000201	1953	Maynard Construction Company	7424 Broadway	Not eligible	BI
478	220389	00398700600302	1934	House	7425 McDougall Ave	Not eligible	BI
479	248828	00398700600301	1934	House	7431 McDougall Ave	Not eligible	BI
480	242655	00398700301800	1930	House	7432 McDougall Ave	Not eligible	BI
481	225802	00393900301000	1940	House	7805 Grant Dr	Not eligible	BI
482	224759	00393900301100	1927	House	7807 Grant Dr	Not eligible	BI
483	247760	00393900301201	1922	House	7811 Grant Dr	Not eligible	BI
484	264910	00393900301203	1922	House, Unit B	7811 Grant Dr, Unit B	Not eligible	BI
485	729228	28050800302300	1979	Ben Holt Industries Incorporated Mini Storage	7909 Broadway	Not eligible	BI
486	212626	28050800300800	1955	House	7921 Spokane Dr	Not eligible	BI
487	212425	00435000000401	1964	House	8004 Broadway	Not eligible	BI
488	212396	00435000000300	1964	House	8008 Broadway	Not eligible	BI
489	244850	28050800300600	1954	House	8009 Spokane Dr	Not eligible	BI
490	270909	28050800302500	1965	Commercial building	8015 Broadway	Not eligible	BI
491	245625	00435000000200	1963	Deaconess Children's Home	8016 Broadway	Not eligible	BI
492	245455	28050800300500	1954	House	8017 Spokane Dr	Not eligible	BI
493	245082	28050800300700	1954	House	8027 Spokane Dr	Not eligible	BI
494	212635	00435000000100	1963	House	8028 Broadway	Not eligible	BI
495	245030	28050800301000	1961	House	8031 Spokane Dr	Not eligible	BI
496	246235	28050800300900	1968	House	8104 Broadway	Not eligible	BI
497	729227	28050800303000	1964	House	8105 Broadway	Not eligible	BI
498	733008	28050800304300	1970	House	8105 Spokane Dr	Eligible	BI
499	733009	28050800304400	1975	House	8111 Spokane Dr	Not eligible	BI
500	225575	28050800300300	1940	House	8116 Broadway	Not eligible	BI
501	732272	28050800300400	1975	House	8122 Broadway	Not eligible	BI
502	224739	28050800303200	1958	House	8127 Broadway	Not eligible	BI

Survey Number	DAHP ID Number	Parcel Number	Date Built	Resource Name	Address	NRHP Eligibility	Segment/OMF Site
503	248487	00393900401200	1914	House	8207 Beverly Blvd	Not eligible	BI
504	244719	00393900501701	1945	House	8216 Beverly Blvd	Not eligible	BI
505	733563	00393900501604	1936	House	8218 Beverly Blvd	Not eligible	BI
506	271213	00393900501500	1912	Jewelers Choice	8220 Beverly Blvd	Not eligible	BI
507	270912	00393900601700	1916	Everett Battery Company	8300 Beverly Blvd	Not eligible	BI
508	248665	00439074100902	1910	Commercial building	2009 32nd St	Not eligible	EVT
509	225357	00439076301501	1910	House	2009 33rd St	Not eligible	EVT
510	735633	00439166301401	1924	Broadway Clothing Company	2011 Hewitt Ave	Not eligible	EVT
511	665503	00439166301402	1900	O. H. Gunhus Hardware	2019 Hewitt Ave	Not eligible	EVT
512	271170	00576002200001	1948	Commercial building	2110 37th St	Not eligible	EVT
513	18307	00439168800100	1905	Frye and Bruhn Building	2110 Hewitt Ave	Not eligible	EVT
514	270235	00576002200002	1961	Seven-Up Bottling Company	2111 38th St	Not eligible	EVT
515	18308	00439168802200	1905	Everett Produce	2112 Hewitt Ave	Not eligible	EVT
516	18309	00439168802100	1903	Commercial building	2114 Hewitt Ave	Not eligible	EVT
517	271198	00576000900006	1961	Commercial building	2116 36th St	Not eligible	EVT
518	733533	00576002300005	1960	Tiz Door Manufacturing and Sales	2118 38th St	Not eligible	EVT
519	270504	00576002200006	1969	Graybar Electric Company Inc	2120 37th St	Not eligible	EVT
520	18310	00439168801801	1903	Commercial building	2120 Hewitt Ave	Not eligible	EVT
521	732645	00439074202100	1975	Warehouse	2120 Pacific Ave	Not eligible	EVT
522	732644	00439071201900	1977	Commercial building	2121 Pacific Ave	Not eligible	EVT
523	732643	00439068800901	1979	Larson Trailer Equipment Company	2129 Wall St	Not eligible	EVT
524	270365	00439168801802	1935	Commercial building	2130 Hewitt Ave	Not eligible	EVT
525	733594	00602700700402	1964	Commercial building	2201 36th St	Not eligible	EVT
526	733600	00602700700402	1971	Warehouse, Building 2	2201 36th St	Not eligible	EVT
527	270675	00439071100700	1921	Everett Industrial Supply	2201 Pacific Ave	Not eligible	EVT
528	733625	00439071100100	1921	Pacific Produce & Fruit Company	2202 Wall St	Not eligible	EVT

Survey Number	DAHP ID Number	Parcel Number	Date Built	Resource Name	Address	NRHP Eligibility	Segment/OMF Site
529	270339	00439068900500, 00437868900400	1900	Agnew Hardware	2205 Wall St	Not eligible	EVT
530	270786	00439074300102	1915	Industrial complex	2212 Pacific Ave	Not eligible	EVT
531	270241	00576001000001	1944	Attwell Inc.	2216 36th St	Not eligible	EVT
532	732642	00576002000001	1973	Commercial building	2222 37th St	Not eligible	EVT
533	729197	00605700000601	1970	House	2316 47th St SE	Eligible	EVT
534	270564	00437868901900	1935	H. O. Sieffert Company	2400 Hewitt Ave	Not eligible	EVT
535	735639	00437868901600	1935	H. O. Sieffert Company	2910 McDougall Ave	Not eligible	EVT
536	270712	00439168801200	1961	Everett Wholesale Paper Company	2914 McDougall Ave	Not eligible	EVT
537	270741	00439168800100	1936	Commercial building	2917 Broadway	Not eligible	EVT
538	732641	00439068800700	1900	Larson Trailer Equipment Company	2937 Broadway	Not eligible	EVT
539	271166	00439071200100	1967	China Doll Restaurant	3001 Broadway	Not eligible	EVT
540	270521	00439071202100	1946	Warehouse	3008 McDougall Ave	Eligible	EVT
541	270958	00439071200500	1957	Westinghouse Electric & Supply Company	3011 Broadway	Not eligible	EVT
542	271193	00439071301600	1956	Travelodge	3030 Broadway	Not eligible	EVT
543	271098	00439074101900	1905	Benjamin F. Wasson House	3102 Broadway	Not eligible	EVT
544	270512	00439074200100	1964	Standard Oil Company	3105 Broadway	Not eligible	EVT
545	271044	00439074600600	1910	Commercial building	3110 Hill Ave	Not eligible	EVT
546	271196	00439074600800	1905	Warehouse	3114 Hill Ave	Not eligible	EVT
547	733678	00439074601200	1905	Warehouse	3116 Hill Ave	Not eligible	EVT
548	248538	00439074101800	1908	House	3118 Broadway	Not eligible	EVT
549	248423	00439074101700	1908	House	3120 Broadway	Not eligible	EVT
550	270375	00439074200200	1957	Bud's Café	3121 Broadway	Not eligible	EVT
551	733677	00439074601000	1910	Everett Steel, building 1	3126 Hill Ave	Not eligible	EVT
552	733900	00439074601000	1930	Everett Steel, building 2	3126 Hill Ave	Not eligible	EVT

Survey Number	DAHP ID Number	Parcel Number	Date Built	Resource Name	Address	NRHP Eligibility	Segment/OMF Site
553	733901	00439074601000	1973	Everett Steel, building 3	3126 Hill Ave	Not eligible	EVT
554	49254	00439074101100	1906	Avondale Apartments	3130 Broadway	Not eligible	EVT
555	271093	00439074200900	1950	Restaurant	3133 Broadway	Not eligible	EVT
556	270547	00439076100101	1910	Milwaukee Road - Everett Depot	3201 McDougall Ave	Eligible	EVT
557	270597	00439076202900, 00439076202000, 00439076202900	1955	W. W. Wells Millwork	3202 McDougall Ave	Not eligible	EVT
558	248780	00439076300300	1960	Garage	3205 Lombard Ave	Not eligible	EVT
559	270770	00439076200500	1955	Callahan Plumbing and Heating, Buildings 1 and 2	3211 Broadway	Eligible	EVT
560	270867	00439076300700	1918	Montefiore Congregation Synagogue	3215 Lombard Ave	Not eligible	EVT
561	226020	00439076301100	1910	House	3223 Lombard Ave	Not eligible	EVT
562	241881	00439076302000	1910	House	3224 Broadway	Eligible	EVT
563	217022	00439076301300	1910	House	3225 Lombard Ave	Not eligible	EVT
564	732824	00439076201700	1921	House, Building 1	3228 McDougall Ave	Not eligible	EVT
565	732825	00439076201700	1921	Garage, Building 2	3228 McDougall Ave	Not eligible	EVT
566	732826	00439076201700	1962	Venne Beauchamp Inc. Office & Warehouse	3228 McDougall Ave	Not eligible	EVT
567	733617	00439076301900	1923	House	3228 Broadway	Not eligible	EVT
568	49236	00439076200800	1921	Everett Bottling Works	3231 Broadway	Eligible	EVT
569	271117	00439079600100, 00439079600300	1966	West Coast Telco Credit Union	3301 Broadway	Not eligible	EVT
570	270417	00439080100100	1904	Newland Construction Company	3302 Hill Ave	Not eligible	EVT
571	732639	00439079603100	1972	Sather Manufacturing Company	3302 McDougall Ave	Not eligible	EVT
572	270293	00439079802100	1960	Bay Distributing Company	3302 Smith Ave	Not eligible	EVT
573	735640	00439079702600	1955	Newland Construction Company	3310 Paine Ave	Not eligible	EVT
574	270386	00439079801500	1953	Commercial building	3320 Smith Ave	Not eligible	EVT

Survey Number	DAHP ID Number	Parcel Number	Date Built	Resource Name	Address	NRHP Eligibility	Segment/OMF Site
575	732638	00439079800200, 00439079801201, 00439079801400	1906	Warehouse	3327 Paine Ave	Not eligible	EVT
576	732637	00439079801300	1953	White Star Transfer Company	3328 Smith Ave	Not eligible	EVT
577	270631	00439079601700	1950	Sather Manufacturing Company	3330 McDougall Ave	Not eligible	EVT
578	733604	01175500000100	1930	Kurtz Food Products Company	3331 Broadway	Not eligible	EVT
579	270214	00437381701700	1951	West Coast Telephone Company	3402 McDougall Ave	Not eligible	EVT
580	735642	29052900200400	1956	Everett Substation	3402 Paine Ave	Not eligible	EVT
581	49273	29052900200600	1910	Washington Stove Works	3402 Smith Ave	Eligible	EVT
582	733612	00439079700101	1974	Crown Distributors	3409 McDougall Ave	Not eligible	EVT
583	733610	00437381700500	1978	Commercial building	3425 Broadway	Not eligible	EVT
584	271173	00437381701400	1963	Puget Press Multiple Inc.	3431 Broadway	Not eligible	EVT
585	271207	00437385803000	1963	West Coast Telephone Company	3516 McDougall Ave	Not eligible	EVT
586	270409	00437385800700	1964	Mister Kwik Car Wash	3523 Broadway	Not eligible	EVT
587	735657	00576000600004	1967	Bus storage	3531 Paine Ave	Not eligible	EVT
588	732631	00576000600003	1964	Commercial building	3532 Smith Ave	Not eligible	EVT
589	732625	00437387900102	1979	Automobile service garage	3601 Broadway	Not eligible	EVT
590	270561	00576001100001	1969	Warehouse	3614 Smith Ave	Not eligible	EVT
591	733609	00576001000002	1965	Clark Distributing Company	3615 McDougall Ave	Not eligible	EVT
592	224122	00437392600100	1930	House	3701 Broadway	Not eligible	EVT
593	224128	00437392600200	1930	House	3705 Broadway	Not eligible	EVT
594	270454	00576002000004	1968	City Heating & Sheet Metal	3732 Smith Ave	Not eligible	EVT
595	248471	00576002300009	1926	House	3827 Broadway	Not eligible	EVT
596	270388	00620900000002, 00620900000003	1956 and 1962	Evergreen Cemetery - Administration Office	4504 Broadway	Not eligible	EVT
597	729243	00620900000001	1962	Evergreen Cemetery - Garden Mausoleum	4504 Broadway	Not eligible	EVT

Survey Number	DAHP ID Number	Parcel Number	Date Built	Resource Name	Address	NRHP Eligibility	Segment/OMF Site
598	735131	00620200000000, 00620300000000, 00620200000001, 00620600000000, 00530900000000, 00620500000000, 00620700000000, 00620800000001	1903	Evergreen Cemetery	4504 Broadway	Eligible	EVT
599	214737	00605700000101	1952	House	4601 View Dr	Not eligible	EVT
600	214821	00605700000102	1952	House	4611 View Dr	Not eligible	EVT
601	729255	00605700000300	1969	House	4621 View Dr	Not eligible	EVT
602	246358	00605700000402	1967	House	4632 Broadway	Not eligible	EVT
603	225235	00605700000600	1954	House	4701 View Dr	Not eligible	EVT
604	226203	00605700000701	1959	House	4727 View Dr	Not eligible	EVT
605	225097	00605700000702	1954	House	4729 View Dr	Not eligible	EVT
606	225273	00605700000900	1952	House	4801 View Dr	Not eligible	EVT
607	225190	00605700001000	1952	House	4811 View Dr	Not eligible	EVT
608	212620	00605700001200	1959	House	4821 View Dr	Not eligible	EVT
609	225202	00605700001300	1955	House	4831 View Dr	Not eligible	EVT
610	217267	00605700001400	1953	House	4905 View Dr	Not eligible	EVT
611	223985	00605700001500	1956	House	4911 View Dr	Not eligible	EVT
612	225606	00605700001600	1963	House	4919 View Dr	Not eligible	EVT
613	217251	00605700001700	1959	House	4925 View Dr	Not eligible	EVT
614	224846	00605700001800	1959	House	4931 View Dr	Not eligible	EVT
615	212389	00605700001900	1953	House	5003 View Dr	Not eligible	EVT
616	225608	00605700002000	1956	House	5009 View Dr	Not eligible	EVT
617	733667	00960000800200	1960	Avondale Mobile Home Park	2020 Center Rd	Not eligible	OMF Site F
618	733669	00960000800100	1960	Avondale Mobile Home Park, laundry room building	2020 Center Rd	Not eligible	OMF Site F

Survey Number	DAHP ID Number	Parcel Number	Date Built	Resource Name	Address	NRHP Eligibility	Segment/OMF Site
619	221259	00538000001103	1960	House	2120 Center Rd	Not eligible	OMF Site F
620	732658	00380900400105	1974	Commercial Building, Building 1	2328 Gibson Rd	Not eligible	OMF Site F
621	732823	00380900400105	1940	Warehouse, Building 2	2328 Gibson Rd	Not eligible	OMF Site F
622	268729	00538000001805	1950	House	2329 122nd St SW	Not eligible	OMF Site F
623	256742	00538000002600	1960	House	2427 Gibson Rd	Not eligible	OMF Site F
624	256472	00538000002702	1959	House	2431 Gibson Rd	Not eligible	OMF Site F
625	256308	00538000002801	1958	House	2502 Gibson Rd	Not eligible	OMF Site F
626	735134	00538000014102	1953	Duplex	11720 Center Rd	Not eligible	OMF Site F
627	256925	00538000014102	1953	Duplex	11726 Center Rd	Not eligible	OMF Site F
628	256424	00538000014001	1952	House	11802 Center Rd	Not eligible	OMF Site F
629	210805	00538000014002	1953	House	11810 Center Rd	Not eligible	OMF Site F
630	256545	00538000001101	1959	House	11817 Alexander Rd	Not eligible	OMF Site F
631	256321	00538000013904	1952	House	11820 Alexander Rd	Not eligible	OMF Site F
632	732814	00538000001501	1949	House	12003 Alexander Rd	Not eligible	OMF Site F
633	733660	00380900300201	1980	Mr. Van Guard Mini Storage	12020 Highway 99	Not eligible	OMF Site F
634	256580	00538000001802	1963	House	12101 Alexander Rd	Not eligible	OMF Site F
635	256395	00538000002001	1962	House	12201 Alexander Rd	Not eligible	OMF Site F
636	732816	00538000002101	1941	House, Building A	12217 Alexander Rd	Contributing resource to an eligible historic district	OMF Site F
637	732817	00538000002101	1941	House, Building B	12217 Alexander Rd	Contributing resource to an eligible historic district	OMF Site F
638	732818	00538000002101	1941	House, Building C	12217 Alexander Rd	Contributing resource to an eligible historic district	OMF Site F

Survey Number	DAHP ID Number	Parcel Number	Date Built	Resource Name	Address	NRHP Eligibility	Segment/OMF Site
639	732819	00380900300900	1979	Business, Warehouse, Building 1	12218 Highway 99	Not eligible	OMF Site F
640	732820	00380900300900	1979	Warehouse, Building 1	12218 Highway 99	Not eligible	OMF Site F
641	256798	00538000002102	1945	Duplex, Building 1	12221 Alexander Rd	Contributing resource to an eligible historic district	OMF Site F
642	734929	00538000002102	1941	Duplex, Building 2	12221 Alexander Rd	Contributing resource to an eligible historic district	OMF Site F
643	734932	00538000002102	1941	Duplex, Building 3	12221 Alexander Rd	Contributing resource to an eligible historic district	OMF Site F
644	734933	00538000002102	1941	Duplex, Building 4	12221 Alexander Rd	Contributing resource to an eligible historic district	OMF Site F
645	256483	00538000002200	1941	Duplex, Building 1	12227 Alexander Rd	Contributing resource to an eligible historic district	OMF Site F
646	734934	00538000002200	1941	Duplex, Building 2	12227 Alexander Rd	Contributing resource to an eligible historic district	OMF Site F
647	734936	00538000002200	1941	Duplex, Building 3	12227 Alexander Rd	Contributing resource to an eligible historic district	OMF Site F
648	256685	00538000002504	1950	House	12329 Alexander Rd	Not eligible	OMF Site F
649	256479	00538000002502	1969	House	12401 Alexander Rd	Not eligible	OMF Site F

Survey Number	DAHP ID Number	Parcel Number	Date Built	Resource Name	Address	NRHP Eligibility	Segment/OMF Site
650	221230	00538000002701	1950	House	12413 Alexander Rd	Not eligible	OMF Site F
651	732744	00380900301500	1969	Empire Industrial Park, Building C	12414 Highway 99	Eligible	OMF Site F
652	732745	00380900301500	1977	Empire Industrial Park, Building D	12414 Highway 99	Not eligible	OMF Site F
653	732746	00538000002803	1975	House	12423 Alexander Rd	Not eligible	OMF Site F
654	732748	00380900301602	1980	Empire Industrial Park, Building B	12428 Highway 99	Not eligible	OMF Site F
655	256535	00538000002802	1954	House	12503 Alexander Rd	Not eligible	OMF Site F
656	271851	00380900102605	1947	Produce Stand	12619 Highway 99	Not eligible	OMF Site F
657	732821	00380900301800	1972	Commercial building	12620 Highway 99	Not eligible	OMF Site F
658	733657	00380900102607	1947	Commercial building, Building 1	12631 Highway 99	Not eligible	OMF Site F
659	734031	00380900102607	1950	Garage, Building 2	12631 Highway 99	Not eligible	OMF Site F
660	271834	00380900400102	1940	Commercial building	12702 Highway 99	Not eligible	OMF Site F
661	733656	00380900400400	1975	Warehouse, Building 1	12800 Highway 99	Not eligible	OMF Site F
662	734038	00380900400400	1975	Prefabricated building, Building 2	12800 Highway 99	Not eligible	OMF Site F
663	733655	00380900201700	1976	Warehouse	12803 Highway 99	Not eligible	OMF Site F
664	733654	00380900201600	1979	Warehouse	12807 Highway 99	Not eligible	OMF Site F
665	271895	00380900201805	1967	Commercial building	12815 Highway 99	Not eligible	OMF Site F
666	265768	00380900400500	1951	House	12822 Highway 99	Not eligible	OMF Site F
707	738838	00960002102300	1968	Chinook Mobile Home Park	12829 Highway 99	Not eligible	OMF Site F
667	221258	00535400002002	1962	House	2103 106th St SW	Not eligible	OMF Site E
668	256813	00535400001703	1943	House	2113 106th St SW	Not eligible	OMF Site E
669	256982	00535400001702	1942	House	2115 106th St SW	Not eligible	OMF Site E
670	256983	00535400001600	1930	House	2121 106th St SW	Not eligible	OMF Site E
671	256486	00538200001500	1960	House	2130 103rd St SW	Not eligible	OMF Site E
672	256471	00535400001501	1934	House	2211 106th St SW	Not eligible	OMF Site E
673	732760	00538200005800	1970	Mobile Home	2219 103rd St SW	Not eligible	OMF Site E
674	256503	00535400001400	1921	House	2219 106th St SW	Not eligible	OMF Site E

Survey Number	DAHP ID Number	Parcel Number	Date Built	Resource Name	Address	NRHP Eligibility	Segment/OMF Site
675	256587	00538200005902	1961	House	2225 103rd St SW	Not eligible	OMF Site E
676	256522	00535400001301	1930	House	2231 106th St SW	Not eligible	OMF Site E
677	256984	00535400001300	1969	House	2233 106th St SW	Not eligible	OMF Site E
678	256476	00538200002000	1966	House	2320 103rd St SW	Not eligible	OMF Site E
679	256750	00538200002102	1962	Duplex	2324 103rd St SW	Not eligible	OMF Site E
680	256970	00538200003500	1957	House	2325 103rd St SW	Not eligible	OMF Site E
681	732765	00538200002301	1967	Fourplex	2408 103rd St SW	Not eligible	OMF Site E
682	271872	00538200003200	1950	House	2427 103rd St SW	Not eligible	OMF Site E
683	271901	00538200003100	1967	Apartment building	2505 103rd St SW	Not eligible	OMF Site E
684	256484	00538200003000	1968	House	2511 103rd St SW	Not eligible	OMF Site E
685	733623	00538200006400	1978	House	10029 23rd Ave W	Not eligible	OMF Site E
686	256665	00538200004000	1957	House	10104 23rd Ave W	Not eligible	OMF Site E
687	732767	00538200006300	1978	House	10105 23rd Ave W	Not eligible	OMF Site E
688	732768	00538200006200	1978	House	10115 23rd Ave W	Not eligible	OMF Site E
689	256924	00538200003900	1960	House	10116 23rd Ave W	Not eligible	OMF Site E
690	256322	00538200005300	1968	House	10204 21st Ave W	Not eligible	OMF Site E
691	268723	00538200001303	1950	House	10302 21st Ave W	Not eligible	OMF Site E
692	732769	00535400001701	1979	House	10332 21st Ave W	Not eligible	OMF Site E
693	256412	00530300000702	1920	House	10614 21st PI W	Not eligible	OMF Site E
694	256850	00530300000701	1920	House	10620 21st PI W	Not eligible	OMF Site E
695	256852	00530300000600	1950	House	10628 21st PI W	Not eligible	OMF Site E
696	215616	00530300000402	1950	House	10726 21st PI W	Not eligible	OMF Site E
697	256702	00537900000601	1965	Duplex	10916 Holly Dr	Not eligible	OMF Site E
698	733673	00412300001000, 00412300000900	1973	Will Construction Company, Building 1	805 80th St SW	Eligible	OMF Site B
699	734957	00412300001000, 00412300000900	1976	Will Construction Company, Building 2	805 80th St SW	Not eligible	OMF Site B
700	733674	28041200304600	1974	Warehouse	1122 80th St SW	Not eligible	OMF Site B

Survey Number	DAHP ID Number	Parcel Number	Date Built	Resource Name	Address	NRHP Eligibility	Segment/OMF Site
701	732646	00392200001902	1980	Norsol Inc.	1304 80th St SW	Not eligible	OMF Site B
702	733672	00392200000700	1974	Achilles USA, Building 1	1407 80th St SW	Not eligible	OMF Site B
703	734954	00392200000700	1974	Achilles USA, Building 2	1407 80th St SW	Not eligible	OMF Site B