



Everett Link Extension

ATTACHMENT C

Cultural Resources Survey and Inventory Plan

*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.*



Everett Link Extension

Cultural Resources Survey and Inventory Plan

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Table of Contents

1	INTRODUCTION.....	1
1.1	Phased Investigations	3
1.1.1	Phase 1 – Support for the Draft EIS	3
1.1.2	Phase 2 – Support for the Final EIS	4
1.1.3	Phase 3 – Support for Final Design	5
1.1.4	Phase 4 – Support During Construction.....	5
2	PROJECT DESCRIPTION	6
2.1	West Alderwood Segment.....	6
2.2	Ash Way Segment	6
2.3	Mariner Segment	6
2.4	SR 99/Airport Road Segment.....	7
2.5	SW Everett Industrial Center Segment.....	7
2.6	SR 526/Evergreen Segment	7
2.7	Broadway/I-5 Segment.....	7
2.8	Everett Station Segment	7
2.9	OMF North Site Alternatives.....	7
3	REGULATORY SETTING	9
3.1	Area of Potential Effects.....	10
4	NATURAL AND CULTURAL CONTEXT.....	14
4.1	Geologic Context	14
4.1.1	Deep Subsurface Conditions within the APE	15
4.1.2	Geoarchaeological Considerations	17
4.2	Precontact Period	18
4.3	First Peoples and Exploration	18
4.3.1	Coast Salish Social Life	19
4.3.2	Fish and Fishing	19
4.3.3	Gathering and Processing	20
4.3.4	Hunting.....	21
4.3.5	Material Culture	21
4.3.6	Ethnographic Placenames.....	21
4.4	Historic Period	24
4.4.1	Early Years (1863–1890).....	24
4.4.2	Treaty of Point Elliot	26

4.4.3	Booms and Busts (1891–1915)	26
4.4.4	Conflict and Prosperity (1916–1928)	28
4.4.5	Great Depression and World War II (1929–1945).....	29
4.4.6	Post-WWII Development (1946–1969)	31
4.4.7	Boeing Bust and Recovery Years (1970–1980).....	32
5	PREVIOUS CULTURAL RESOURCES STUDIES AND EXISTING DATA	34
5.1	Previous Cultural Resources Studies Within the APE	34
5.2	Cultural Resources Within the APE.....	36
5.2.1	Archaeological Sites	36
5.2.2	NRHP/WHR and Local Register Listed or Determined Eligible Built Environment Resources	37
5.2.3	Cemeteries or Burials	37
5.3	Cultural Resources Within 1 Mile of the APE	37
5.3.1	Archaeological Sites	37
5.3.2	NRHP/WHR and Local Register Eligible or Listed Built Environment Resources	40
5.3.3	Cemeteries or Burials	40
5.4	Historic Photograph and Map Review	40
5.4.1	West Alderwood Segment	41
5.4.2	Ash Way Segment.....	41
5.4.3	Mariner Segment.....	42
5.4.4	SR 99/Airport Road Segment	42
5.4.5	SW Everett Industrial Center Segment	43
5.4.6	SR 526/Evergreen Segment.....	43
5.4.7	Broadway/I-5 Segment	43
5.4.8	Everett Station Segment.....	44
5.4.9	OMF North Site Alternatives	45
6	ARCHAEOLOGICAL MODELING AND RISK ASSESSMENT	47
6.1	DAHP Predictive Model.....	47
6.2	Additional High Risk Areas.....	49
6.2.1	The Interurban Trail	49
6.2.2	Swamp Creek.....	49
6.2.3	Evergreen Funeral Home and Cemetery	49
7	SEGMENT SUMMARIES AND ARCHAEOLOGICAL EXPECTATIONS	51
7.1	West Alderwood Segment.....	51
7.2	Ash Way Segment	52
7.3	Mariner Segment	54

7.4	SR 99/Airport Road Segment.....	55
7.5	SW Everett Industrial Center Segment.....	56
7.6	SR 526/Evergreen Segment	56
7.7	Broadway/I-5 Segment.....	57
7.8	Everett Station Segment	58
7.9	OMF North Site Alternatives.....	59
7.9.1	OMF Site F.....	59
7.9.2	OMF Site E.....	60
7.9.3	OMF Site B.....	61
8	FIELD INVESTIGATION METHODS	62
8.1	Archaeological Field Investigations	63
8.1.1	Pedestrian and Reconnaissance Survey	63
8.1.2	Shovel Probes and Hand Augers.....	63
8.1.3	Excavator Machine Tests	64
8.1.4	Geoarchaeological Cores	64
8.1.5	Sonic Cores.....	64
8.1.6	Additional Techniques	64
8.2	Built Environment Survey and Documentation	64
9	RECOMMENDATIONS OF ELIGIBILITY	66
9.1	National Register of Historic Places	66
9.2	Washington State Heritage Register	67
9.3	Washington State Heritage Barn Register.....	67
9.4	Snohomish County Register of Historic Places	67
9.5	Everett Register of Historic Places.....	68
9.6	Lynnwood Register of Historic Landmarks	69
10	REPORTING AND RECOMMENDATIONS.....	70
10.1	Archaeological Investigation Recommendations and Reporting	70
10.2	Architectural Survey Documentation and Reporting	80
11	REFERENCES.....	81

Figures

Figure 1-1	Draft EIS Alternatives.....	2
Figure 3-1	EVLE APE on Aerial Photograph	11
Figure 3-2	EVLE APE on USGS Quadrangle Map	12

Figure 3-3	EVLE APE on LiDAR Map	13
Figure 4-1	EVLE APE on General Land Office Plats	25
Figure 4-2	Birds Eye View of Everett Washington, 1893	27
Figure 6-1	EVLE APE on DAHP Predictive Model Showing Risk Areas	48
Figure 6-2	Additional Areas to Survey as High Risk within the APE	50
Figure 10-1	Archaeological Survey Intensity Recommendations for the Right-of-Way Within the APE – West Alderwood Segment.....	72
Figure 10-2	Archaeological Survey Intensity Recommendations for the Right-of-Way Within the APE – Ash Way Segment	73
Figure 10-3	Archaeological Survey Intensity Recommendations for the Right-of-Way Within the APE – Mariner Segment	74
Figure 10-4	Archaeological Survey Intensity Recommendations for the Right-of-Way Within the APE – SR 99/Airport Road Segment and OMF Sites F and E	75
Figure 10-5	Archaeological Survey Intensity Recommendations for the Right-of-Way Within the APE – SW Everett Industrial Center Segment and OMF Site E.....	76
Figure 10-6	Archaeological Survey Intensity Recommendations for the Right-of-Way Within the APE – SR 526/Evergreen Segment and OMF Site B	77
Figure 10-7	Archaeological Survey Intensity Recommendations for the Right-of-Way Within the APE – Broadway/I-5 Segment.....	78
Figure 10-8	Archaeological Survey Intensity Recommendations for the Right-of-Way Within the APE – Everett Station Segment	79

Tables

Table 4-1	Geological Conditions within the APE	16
Table 4-2	Recorded Ethnographic Placenames Near the APE	22
Table 5-1	Cultural Resource Survey Reports Within the APE	34
Table 5-2	Archaeological Sites within APE	37
Table 5-3	Archaeological Sites Within 1 Mile of the APE	37
Table 10-1	Recommended Archaeological Survey Intensity by Percent of the Right-of-Way Within the APE.....	70

Appendices

Appendix A	Inadvertent Discovery Plan
Appendix B	Detailed Historic Period Above Ground Resource Survey Maps
Appendix C	Historic Map and Aerial Photograph Review
Appendix D	Historic Context
Appendix E	Previous Cultural Resource Investigations

Appendix F	Detailed Aerial and LiDAR Segment Maps
Appendix G	Memorandum of Understanding Between Sound Transit and the Washington State Department of Archaeology and Historic Preservation

Acronyms and Abbreviations

APE	Area of Potential Effects
CFR	Code of Federal Regulations
DAHP	Department of Archaeology and Historic Preservation
EIS	Environmental Impact Statement
ERCI	Equinox Research & Consulting International Inc.
EVLE	Everett Link Extension
FTA	Federal Transit Administration
GIS	Geographic Information System
GLO	General Land Office (Bureau of Land Management)
HPI	Historic Property Inventory
I-5	Interstate 5
IDP	Inadvertent Discovery Plan
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
SHPO	State Historic Preservation Officer
SR	State Route
St.	Saint
SP	Shovel Probe
U.S.	United States
USACE	United States Army Corps of Engineers
USGS	United States Geological Service
WHR	Washington Heritage Register
WISAARD	Washington Information System for Architectural and Archaeological Records Database
WSDOT	Washington State Department of Transportation

1 INTRODUCTION

The conceptual engineering and environmental review in support of the proposed Everett Link Extension (EVLE) Project (the project) are currently underway. The project is a 16-mile extension of the existing light rail system, stretching from the Lynnwood City Center Link light rail station to Everett Station through Lynnwood, Snohomish County and Everett, Washington. Also included as part of the project is a light rail operations and maintenance facility (OMF North) along the route. The alternatives to be evaluated in an Environmental Impact Statement (EIS) were identified by the Sound Transit Board in June 2023 and are illustrated in Figure 1-1.

This Cultural Resources Survey and Inventory Plan includes background and archival research, context, and fieldwork methods for cultural resource investigations for the project.

Archaeological investigations will occur throughout the Area of Potential Effects (APE), defined in Section 3.1, where ground disturbance is anticipated, on both private and public property, within the cities of Everett and Lynwood, Snohomish County, and the Washington State Department of Transportation (WSDOT) right-of-way. Architectural history fieldwork will be conducted throughout the APE. The results of the cultural resource investigations described in this plan will be presented in a cultural resources technical report and will be used to inform the alternatives analysis for historic and archaeological resources in the Draft EIS.

Currently, the project is not formally subject to compliance with federal regulations because no federal money, land, or approvals have been obtained for the project. However, the Federal Transit Administration (FTA) is anticipated to become the lead agency under the National Environmental Policy Act (NEPA). As such, Sound Transit anticipates conducting cultural resources consultation and analysis consistent with Section 106 of the National Historic Preservation Act (NHPA) and its implementing regulations in 36 Code of Federal Regulations (CFR) Part 800.¹ Resources investigated will include districts, sites, buildings, structures, objects, and landscapes important in American history, the precontact period, architecture, archaeology, engineering, and culture. These resources are protected by statutes and regulations at the federal, state, and local government levels. See additional discussion in Section 3.

In support of this Cultural Resources Survey and Inventory Plan, additional information can be found in Appendices A through F:

- **Appendix A – Inadvertent Discovery Plan (IDP):** This appendix contains procedures to follow in the event of unanticipated discovery of cultural resources or human remains.
- **Appendix B – Detailed Historic Period Above Ground Resource Survey Maps:** This appendix identifies the location of tax parcels included in the historic period above ground resource survey.
- **Appendix C – Historic Map and Aerial Photograph Review:** This appendix contains tables and georeferenced historical maps that cover the APE. These maps are discussed in Section 5.4.
- **Appendix D – Historic Context:** This appendix includes historic context.
- **Appendix E – Previous Cultural Resource Investigations:** This appendix contains tables for previous cultural resource reports and historic period built environment resources.
- **Appendix F – Detailed Aerial and LiDAR Segment Maps:** This appendix contains aerial imagery and LiDAR maps for each alignment segment and the OMF sites.

¹ Initiation of the Section 106 consultation process will begin when FTA issues its formal Notice of Intent (NOI) for the project, currently anticipated to be summer 2025. Please see Section 3 for additional cultural resources consultation and review discussion.

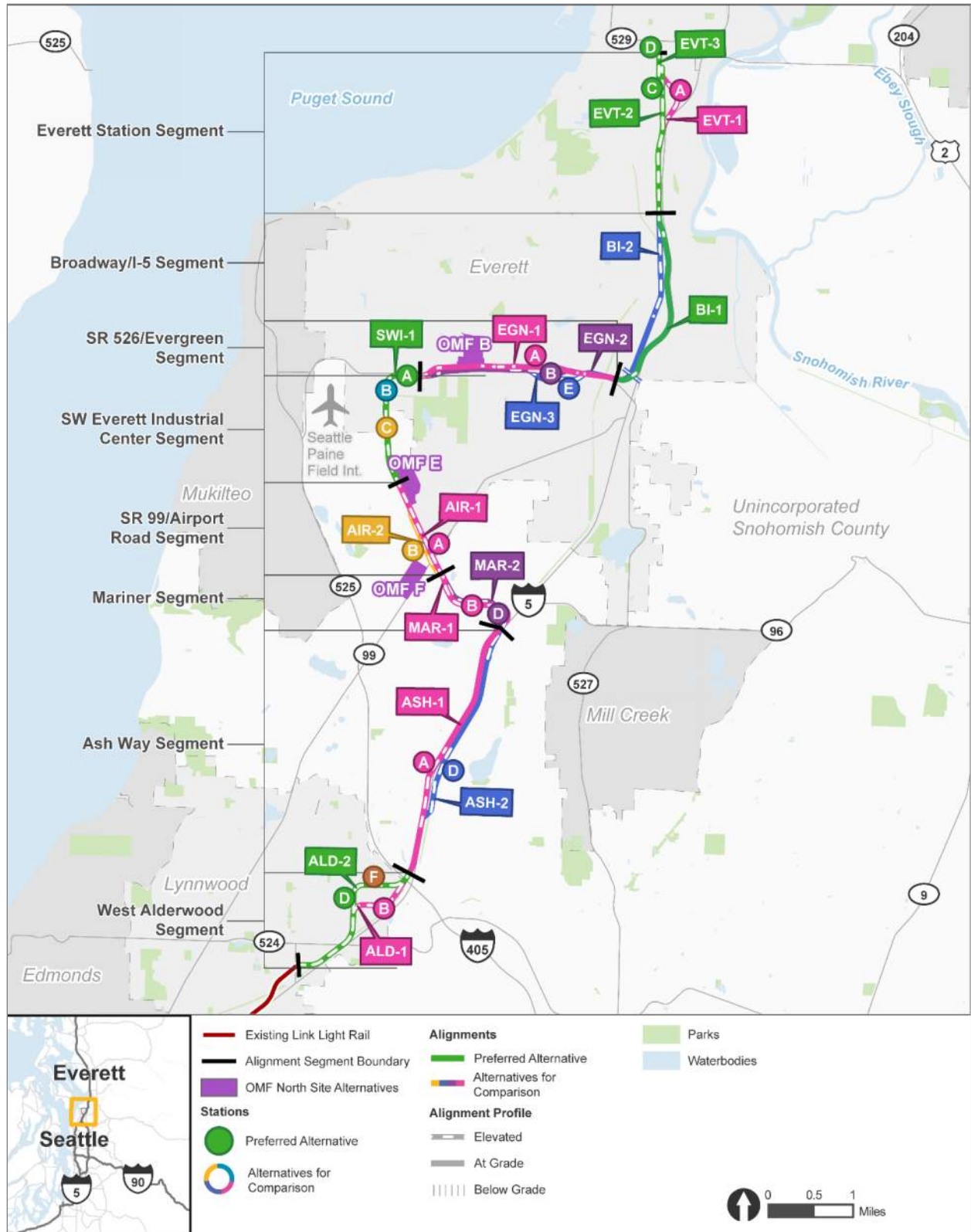


Figure 1-1 Draft EIS Alternatives

The objective of the investigations outlined in this plan is to identify previously undocumented cultural resources within the APE as well as the probability of encountering additional resources during future phases of the project including construction. Understanding the location of known cultural resources and the probability of discovering cultural resources during construction aids FTA and Sound Transit to work to resolve potential adverse effects before project construction begins.

1.1 Phased Investigations

The size and urban nature of the project present many unusual challenges for archaeological and built environment survey, including property access and accessibility to archaeological deposits in a highly developed environment. This plan is intended to be comprehensive but flexible enough to adapt with developing project conditions. The data from each phase will inform the succeeding phase. The approach described in this section describes:

- Phase 1 – Support for the Draft EIS
- Phase 2 – Support for the Final EIS
- Phase 3 – Support for Final Design
- Phase 4 – Support during Construction

Phase 1 investigations are presented in detail in Section 1.1.1, while the subsequent phases are treated more generally because of uncertainty related to the current stage of planning. Archaeological and built environment survey for Phases 2 through 4 will be conducted in coordination with FTA, the State Historic Preservation Officer (SHPO), affected Tribes, and additional consulting parties.

1.1.1 Phase 1 – Support for the Draft EIS

1.1.1.1 Archaeological Survey

Phase 1 will focus on efforts that can be accomplished to support the Draft EIS. As described in Section 3, Sound Transit and SHPO have agreed that the procedures outlined in Section 106 of the NHPA will be used to guide Sound Transit's cultural resources review process prior to FTA initiating Section 106 consultation.

Because access to properties will be limited to those where right-of-entry is granted, there is minimal opportunity to conduct archaeological surveys. The following efforts are proposed during this phase:

- Extensive background research will be carried out on the existing conditions of the archaeology of the APE. This research will inform field work.
- Archaeological monitoring of geotechnical borings conducted in support of project design. Of the 325 borings proposed in support of preliminary engineering, 42 bores are recommended to be monitored by an archaeologist because they are located in areas of moderate to high archaeological probability as determined by the state predictive model. Archaeological

monitoring of the geotechnical work may identify buried archaeological deposits or cultural landforms that can be investigated during later phases of the project.

- Pedestrian survey on the publicly accessible areas of the project APE will be carried out to ground truth the sensitivity and probability areas identified in the probability models (see Section 6) and identify places that require subsurface surveys but are not flagged in the models.
- Subsurface survey which may include but is not limited to:
 - Shovel probes and hand augering,
 - Excavator machine testing, and
 - Geoarchaeological investigations if access to property becomes available.

1.1.1.2 Built Environment Survey

The majority of the built environment survey work will take place during this phase. Background research will be conducted to identify previously-recorded resources in the project vicinity as well as create a preliminary list of properties containing built environment resources that will need to be surveyed and evaluated. Survey work will begin at the southern end of the project, moving north. Proposed OMF North locations will then be surveyed. All field surveying for the built environment will be conducted within the public right-of-way. Properties with resources that require site access in order to record and evaluate built environment resources will be identified so that property access can be requested, as needed.

1.1.2 Phase 2 – Support for the Final EIS

1.1.2.1 Archaeological Survey

This phase includes development of the Final EIS and additional work focused on the Preferred Alternative. Although the final decision on the project to be built will not have been made and property acquisition will not yet have started, Sound Transit will conduct:

- Pedestrian surveys,
- Near-surface surveys, and/or
- Geoarchaeological investigations if access to property becomes available.

The Final EIS will likely include commitments for future cultural resources work that will be necessary in support of final design and construction. These commitments could include a Memorandum of Agreement (MOA) or a Programmatic Agreement (PA), or guidance documents such as testing or data recovery plans, archaeological monitoring plans, and/or an Inadvertent Discovery Plan.

1.1.2.2 Built Environment Survey

During Phase 2, properties that require site access may be recorded and evaluated, along with any additional resources that need to be surveyed due to APE revisions for the Final EIS. An MOA or PA will likely be drafted to resolve adverse effects and included in the published Final

EIS. This agreement, developed in consultation among FTA, Sound Transit, SHPO, Tribes, and consulting parties, will be executed prior to issuance of the FTA Record of Decision (ROD).

1.1.3 Phase 3 – Support for Final Design

1.1.3.1 Archaeological Survey

Following the Final EIS and ROD, Phase 3 may include additional, more intensive subsurface survey in support of final design of the alternative selected to build. Such investigations will likely focus on areas of high to moderate probability within vertical and horizontal extent of anticipated ground disturbance. Sound Transit anticipates working with FTA, SHPO, affected Tribes, and additional consulting parties (as appropriate) to develop a plan that will outline preconstruction investigation strategies including specific methods of investigation.

1.1.3.2 Built Environment Support

Stipulations in the MOA or PA related to design advancement may be implemented in this phase, if applicable.

1.1.4 Phase 4 – Support During Construction

1.1.4.1 Archaeological Support

Archaeological support during construction will likely include a combination of archaeological survey in areas of high to moderate sensitivity and archaeological monitoring. Sound Transit anticipates coordinating this work with FTA in consultation with SHPO, affected Tribes, and additional consulting parties as appropriate.

1.1.4.2 Built Environment Support

Mitigation for adverse effects to historic resources may in some cases continue during this phase. This mitigation will be implemented in accordance with the MOA or PA.

2 PROJECT DESCRIPTION

The project would operate on a 16-mile elevated and at-grade guideway and would add six stations to the light rail network, along with one provisional (unfunded) station. The project would also include new transit parking facilities at two locations in the corridor—a new 550-space parking facility at Mariner, and a new 1,000-space parking facility at the Everett Station area. The alternatives under consideration are shown in Figure 1-1 and are described in the following sections by geographic segment: West Alderwood (ALD), Ash Way (ASH), Mariner (MAR), State Route (SR) 99/Airport Road (AIR), SW Everett Industrial Center (SWI), SR 526/Evergreen (EGN), Broadway/I-5 (BI), and Everett Station (EVT), as well as OMF North. Alignment alternatives in each segment are identified with numbers (e.g., ALD-1). Station alternatives in each segment are identified with letters (e.g., ALD-B). 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).

Conceptual design-level plans will be developed for the project alternatives under consideration. The area needed for the light rail guideway, stations, OMF North, and accompanying facilities, such as park-and-ride facilities, will be defined. In addition to the project alternatives described, the Environmental Impact Statement will also evaluate the No Build Alternative.

2.1 West Alderwood Segment

There are three Build Alternatives in the West Alderwood Segment. Alternative ALD-2D (preferred alternative) would run west of I-5, turning north in the vicinity of 33rd Avenue W, turning east near 184th Street SW with an elevated station in the vicinity of 188th Street W and 33rd Avenue W. Alternative ALD-2F would be on the same alignment as ALD-2D but have a station in the vicinity of 184th Street W and 33rd Ave W. The third alternative, Alternative ALD-1B, would run west of I-5, turning north in the vicinity of 33rd Avenue W, turning east near Alderwood Mall with an elevated station south of the mall.

2.2 Ash Way Segment

There are two Build Alternatives in the Ash Way Segment. Alternative ASH-1A would run on the west side of I-5 with an elevated station in the vicinity of Ash Way Park-and-Ride. Alternative ASH-2D would cross to the east side of I-5 north of the SR 405 interchange, with an elevated station near 164th Street SW in the vicinity of Motor Place and continue to the west side of I-5 in the vicinity of 134th Street SW. There is no preferred alternative identified for the Ash Way Segment.

2.3 Mariner Segment

There are two Build Alternatives in the Mariner Segment. Alternative MAR-1B would run on the west side of I-5 and turn west near 128th Street SW with an elevated station in the vicinity of 8th Avenue W; the guideway continues in the vicinity of 128th Street SW/Airport Road. Alternative MAR-2D would run on the west side of I-5, east of 8th Avenue W with an elevated station in the vicinity of the Mariner Park-and-Ride; the guideway continues in the vicinity of 128th Street SW/Airport Road. There is no preferred alternative identified for the Mariner Segment.

2.4 SR 99/Airport Road Segment

There are two Build Alternatives in the SR 99/Airport Road Segment. Alternative AIR-1A would run generally on the east side of Airport Road with an elevated station near the intersection with SR 99. Alternative AIR-2B would run generally on the west side of Airport Road, crossing to the east side of Airport Road north of 112th Street SW, with an elevated station near Airport Road and SR 99. There is no preferred alternative identified for the SR 99/Airport Road Segment.

2.5 SW Everett Industrial Center Segment

In the SW Everett Industrial Center Segment there are three station alternatives on the same alignment, making three Build Alternatives. Alignment SWI-1 would run near Airport Road, curving east generally south of SR 526. Alternative SWI-1A (preferred alternative) would have an elevated station south of SR 526 near W Casino Road and west of Seaway Boulevard. Alternative SWI-1B would have an elevated station near Kasch Park Road and W Casino Road. Alternative SWI-1C would have an elevated station near 94th Street SW.

2.6 SR 526/Evergreen Segment

There are three Build Alternatives in the SR 526 Evergreen Segment. Alternative EGN-1A would run generally on the north side of SR 526 with a station west of Evergreen Way. Alternative EGN-2B would run generally on the south side of SR 526 with an elevated station west of Evergreen Way. Alternative EGN-3E would run generally on the south side of SR 526, transitioning to the south side of W Casino Road with an elevated station east of Evergreen Way. There is no preferred alternative identified for the SR 526/Evergreen Segment.

2.7 Broadway/I-5 Segment

There are two Build Alternatives in the Broadway/I-5 Segment. There are no stations in this segment. Alternative BI-1 (preferred alternative) would run on the west side of I-5 from SR 526 to approximately 52nd Street SE. Alternative BI-2 would run parallel to Broadway from SR 526 to approximately 52nd Street SE.

2.8 Everett Station Segment

There are three Build Alternatives in the Everett Station Segment. Alternative EVT-2C (preferred alternative) would run west of I-5 and turn north in the vicinity of McDougall Avenue with an elevated station near 32nd Street. Alternative EVT-3D (preferred alternative) would run west of I-5 and turn north in the vicinity of McDougall Avenue with an elevated station in the vicinity of Pacific Avenue and Hewitt Avenue. Alternative EVT-1A would run west of I-5 with a station near the existing Everett Station.

2.9 OMF North Site Alternatives

There are three site alternatives for OMF North. OMF Site F would be located in unincorporated Snohomish County generally southwest of Airport Road and northwest of SR 99/Evergreen Way. OMF Site E would be located in the city of Everett and unincorporated Snohomish County generally between 100th Street SW and Holly Drive, east of Airport Road. OMF Site B would be

located in the city of Everett generally between SR 526 and 75th Street SW, east of 16th Avenue W. There is no preferred alternative for the OMF North site.

3 REGULATORY SETTING

The 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.

Currently, the project is not formally subject to compliance with federal regulations because no federal money, land, or approvals have been obtained for the project. However, FTA is anticipated to become the lead agency under the National Environmental Policy Act (NEPA). As such, Sound Transit anticipates conducting cultural resources consultation and analysis consistent with Section 106 of the NHPA and its implementing regulations 36 Code of Federal Regulations (CFR) Part 800.

Section 106 requires that federal agencies account for the effects of their undertakings on historic properties. A historic property is typically aged 50 years or older and is defined in 36 CFR 800.16(l)(1) as follows:

... any prehistoric or historic district, site, building, structure, or object included in, or eligible for inclusion in, the National Register of Historic Places maintained by the Secretary of the Interior. This term includes artifacts, records, and remains that are related to and located within such properties. The term includes properties of traditional religious and cultural importance to an Indian Tribe or Native Hawaiian organization and that meet the National Register criteria.

Regulations at 36 CFR Part 800 require the federal agency involved in the undertaking to identify the APE, conduct an inventory of historic properties that may be located within the APE, determine whether any of the historic properties identified are eligible for listing in the National Register of Historic Places (NRHP), and determine whether NRHP-eligible properties will be affected by the undertaking. An APE is defined in 36 CFR 800.16(d) as follows:

... the geographic area or areas within which an undertaking may directly or indirectly cause alterations in the character or use of historic properties, if any such properties exist. The APE is influenced by the scale and nature of an undertaking and may be different for different kinds of effects caused by the undertaking ...

Sound Transit has developed a formal agreement with the SHPO that has been reviewed by Tribes that FTA anticipates consulting on this project. This agreement, included in Appendix G, will guide the consultation process following Section 106 and FTA Standard Operating Procedures on Section 106 (SOP No. 21). Sound Transit anticipates using this agreement to coordinate with SHPO and Tribes on the anticipated APE and NRHP eligibility of resources within the APE. Sound Transit does not anticipate using this agreement to coordinate formally on project effects to resources within the APE. As such, Sound Transit does not anticipate using this agreement to conduct archaeological investigations that may otherwise require a formal Archaeological Site Alteration Permit.

The project must also comply with the Washington State Environmental Policy Act (SEPA). Sound Transit is the lead agency for SEPA compliance. The project is subject to other Washington state laws that address the protection of archaeological sites and Native American burials. For example, the Archaeological Sites and Resources Protection Act (Revised Code of Washington [RCW] 27.53), prohibits disturbance of known precontact and historic archaeological sites on public or private lands. The Indian Graves and Records Act (RCW

27.44) prohibits disturbance of Native American graves and provides that inadvertent disturbance through construction or other activity requires reinterment under supervision of the appropriate Tribes. County and city codes related to cultural resources include:

- City of Everett Historic Resource Ordinance (Everett Municipal Code 19.28)
- City of Lynnwood Historic Preservation Ordinance (Lynnwood Municipal Code 21.80)
- Snohomish County Code Chapter 30.32D Historic and Archaeological Resources

3.1 Area of Potential Effects

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 APE for the project (see Figure 3-1 through Figure 3-3) 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 parcels, the APE extends 200 feet into the shared interest parcel boundary.

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 the elevated guideway where ground disturbance 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 will be disturbed in constructing the project up to the depth of sterile soils based on soil types, geologic setting, age of landforms, and modern disturbance.

Anticipated effects under Section 106 include direct effects (e.g., ground disturbance or building demolition) as well as indirect effects, such as visual effects. Some resource types may be more sensitive to indirect effects than others.

The project corridor and APE are displayed on a series of basemaps below (Figure 3-1 to Figure 3-3). A series of segment specific maps with the APE and alternatives are displayed in Appendices C and F.

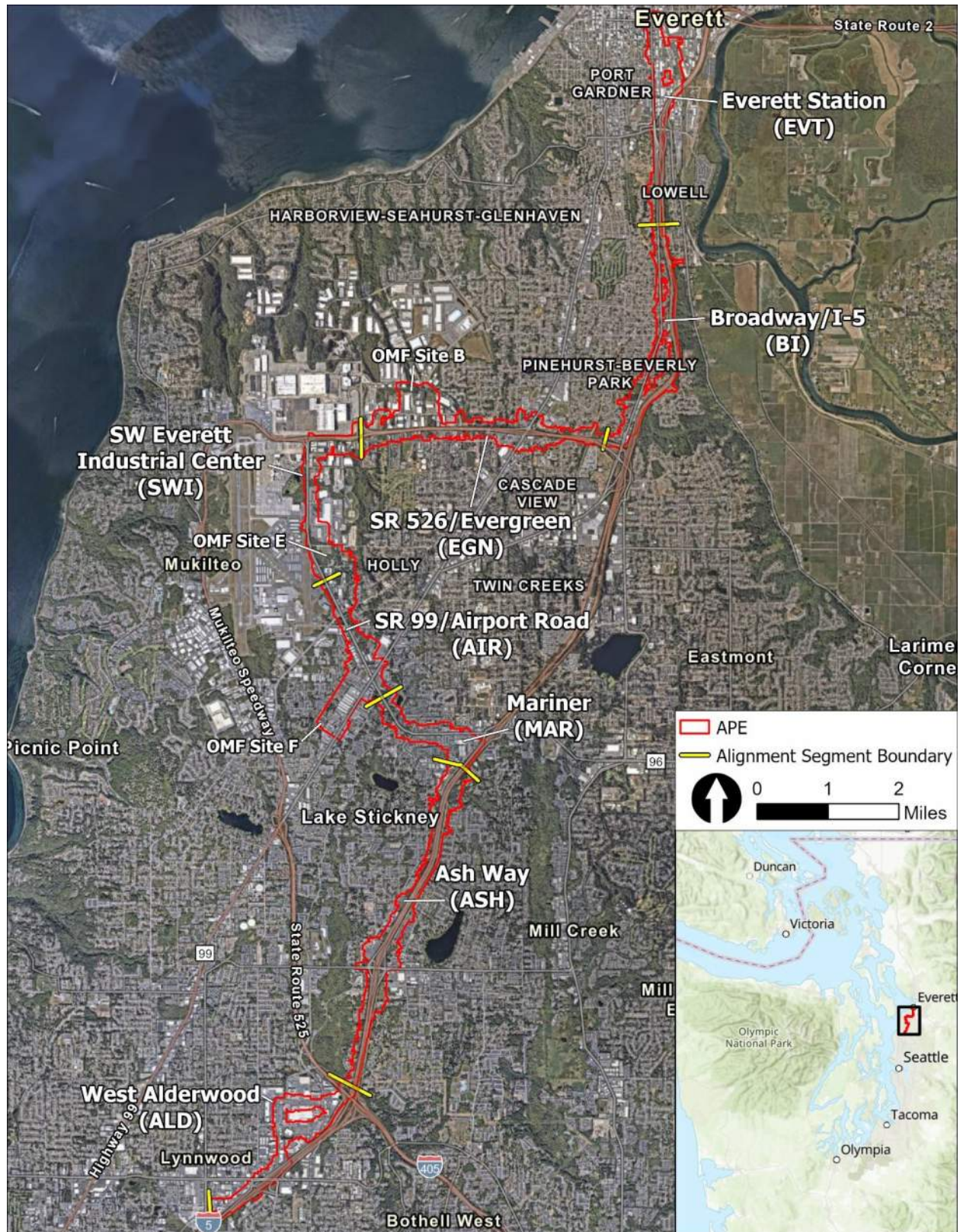


Figure 3-1 EVLE APE on Aerial Photograph

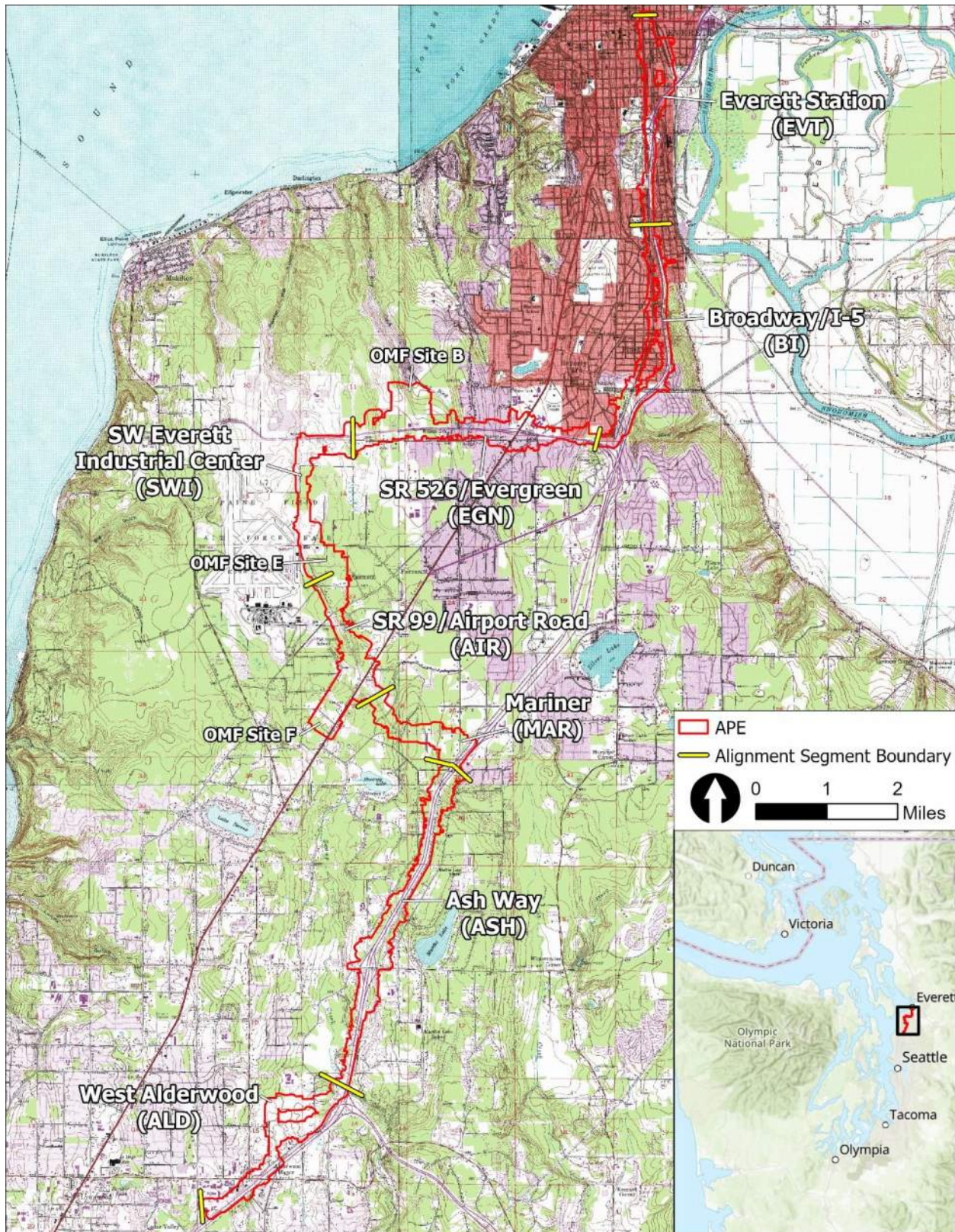


Figure 3-2 EVLE APE on USGS Quadrangle Map

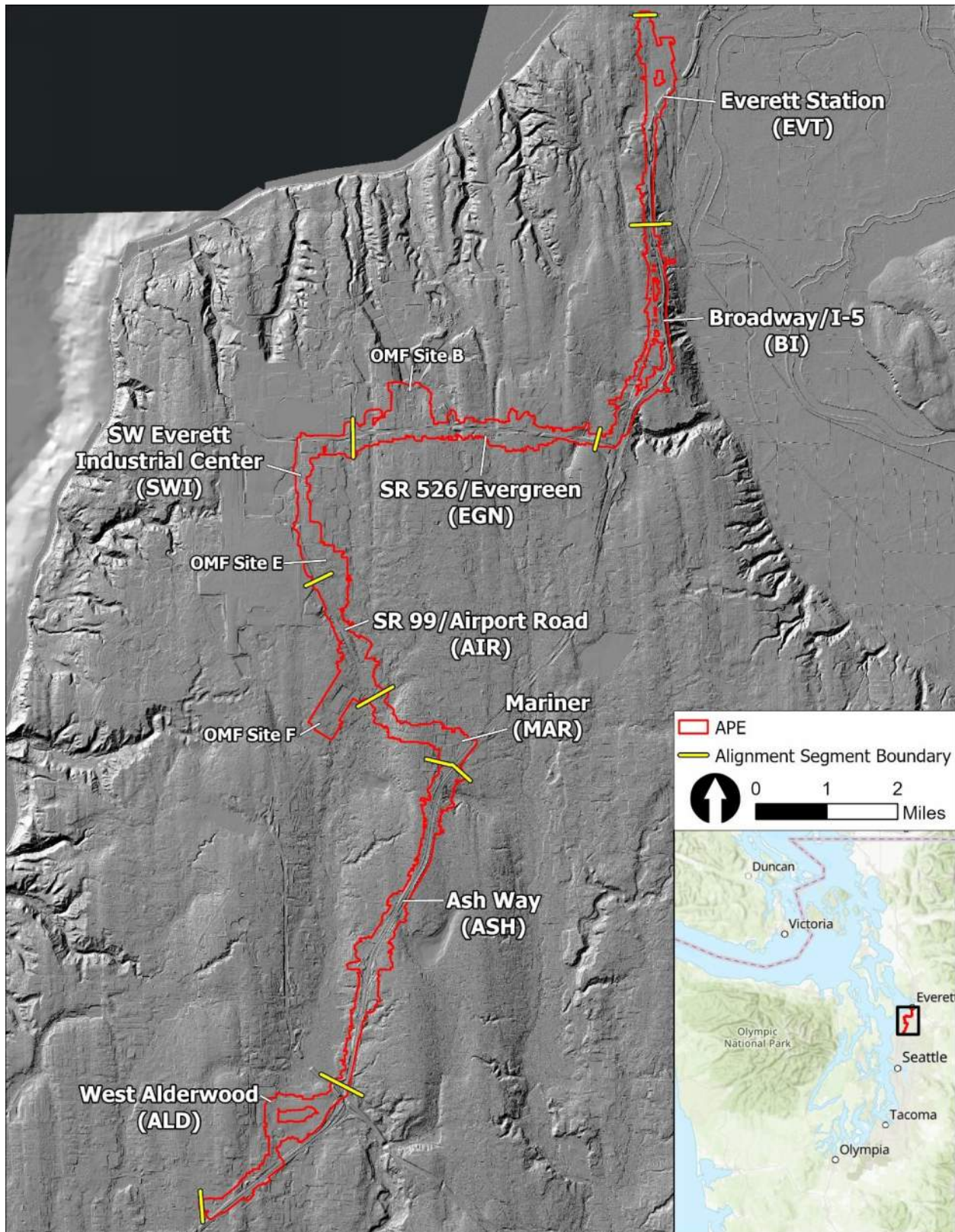


Figure 3-3 EVLE APE on LiDAR Map

4 NATURAL 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 (NHPA 1966, as amended), Criteria for Evaluation, and in guidance provided in National Register Bulletin 15 (National Park Service [NPS] 1995), How to Apply the National Register Criteria for Evaluation.

4.1 Geologic Context

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 (Ma); uplift of the modern Cascade Range did not begin until approximately 6 Ma (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 1994). As the ice sheet advanced, proglacial streams deposited well-sorted sand and gravel (advance outwash) in beds up to 100 meters (m) 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 m 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.

4.1.1 Deep Subsurface Conditions within the APE

The APE lies 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).

Geological and soil units are used in assessing the natural environment and archaeological expectations within the APE. 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.

Table 4-1 Geological Conditions within the APE

Alignment Segment or OMF Site	Geology	Soils (Soil Survey Staff 2022)
ALD	-Vashon till -Peat (Holocene) (Minard 1983)	-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) (Minard 1983, 1985a, 1985b)	-Alderwood gravelly sandy loam -Alderwood-Urban land complex -Mukilteo Muck -Urban land
MAR	-Vashon till (Minard 1982, 1985b)	-Alderwood gravelly sandy loam -Alderwood-Urban land complex -Everett very gravelly sandy loam -McKenna gravelly silt loam -Terric Medisaprists -Water
AIR	-Vashon Till (Minard 1982)	-Alderwood-Urban land complex -Mukilteo Muck -Water
SWI	-Vashon Till (Minard 1982)	-Alderwood-Urban land complex -Mukilteo Muck -Urban land
EGN	-Vashon till -Vashon advance outwash (Minard 1985a, b)	-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) (Minard 1985b)	-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) (Minard 1985b)	-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 (Minard 1982)	-Alderwood-Urban land complex -Water

Alignment Segment or OMF Site	Geology	Soils (Soil Survey Staff 2022)
OMF Site E	-Vashon till (Minard 1982)	-Alderwood-Urban land complex -Mukilteo Muck -Urban land
OMF Site B	-Vashon till -Vashon advance outwash (Minard 1985)	-Alderwood gravelly sandy loam -Alderwood-Urban land complex

4.1.2 Geoarchaeological Considerations

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 favored 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 may always some potential for 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, the areas with the highest potential for hosting and preserving archaeological sites are those near and around present and past bogs, marshes, and lakes, and any depositional areas along streams. Other high-probability areas include those along small creeks, on level areas on terraces above water sources, and at any prominent landscape features. However, immigrant human occupation of the APE has caused considerable changes to the landscape, especially stream courses, which could make it more difficult to model past geologic features.

4.2 Precontact Period

Archaeological evidence of human presence in the Pacific Northwest is at least 14,000 years old, evidenced by finds of impressions of human feet discovered preserved in paleosol beach sand that date to 13,200 years ago (McLaren et al 2018) and Clovis and other early postglacial cultural traditions (Ames and Maschner 1999; Kopperl 2016; Kopperl et al. 2016). European and Asian explorers first entered the region in the late sixteenth century, with general immigration beginning in the early nineteenth century and increasing after the Donation Land Claim Act of 1850 and Homestead Act of 1862. At the time of contact with Europeans, Salishan-speaking people occupied vast tracts in the Columbia and Fraser River basins, the inland waters of the Salish Sea, the Puget Lowland, the Cascade Range, and the Pacific Coast.

The APE and the glacial outwash plain that it crosses has had relatively little archaeological survey or investigation of any kind. It has been in private ownership since the early historic period so there has been little triggering of federal law that would require cultural resource surveys. There are only four previously recorded precontact archaeological sites recorded in or adjacent to the APE, with less than two dozen across the entire landform from the Snohomish River in the east to the saltwater shoreline in the west. There are additional archaeological sites recorded east of the Snohomish River as the landform starts to gain elevation and interface with the foothills. The sites recorded in or adjacent to the APE are small lithic scatters or isolates, with nothing to date that looks like a larger processing or habitation site like we find in the foothills.

Although there are dozens of cultural resource reports across the APE's outwash plain, there are less than two dozen (22) within or adjacent to the APE. Overall, we know very little about the precontact land use and settlement within the APE and the surrounding outwash plain.

4.3 First Peoples and Exploration

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 bias 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 (1981), 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).

4.3.1 Coast Salish Social Life

Traditionally, villages were organized along the salt water 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).

4.3.2 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 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 and processing of catch and travelling between these site types would be likely in or adjacent to the project area where there are tributaries of the Snohomish and the small creeks that head west to the sound.

4.3.3 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 edibles 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 berry 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 Northwest Coast people are again a positive force in the land, facing up to governments, industry and the business world – and themselves. Many are grasping the tools of education to enable them to compete...and many are focusing on the old art forms. 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.

4.3.4 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, 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.

4.3.5 Material Culture

In addition to the archaeological collections and oral histories, much of what we know 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.

4.3.6 Ethnographic Placenames

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	sluluwił	Canoe perforations
A spot on the riverbank opposite the town of Everett	tL'o'hwaL	A cold spring	ł'uxʷał	A cold place
A promontory opposite the town of Lowell, produced by a sharp turn in the river	Tctsladi	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

Location	Waterman (1920)		Waterman et al. (2001)	
	Waterman's Orthography	Waterman's Translation/ Description	Modern Lushootseed Orthography	Modern Lushootseed Translation
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
A spot near what is now the central part of the waterfront in Everett	Hudsl'i'gwEd	Middle or center place	ʔadsligʷəd	Your soul side
A place on the shoreline west of Everett. HwEtL means "broken."	HuxuktLlaʒal	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	č'əqʷilc	Dirty edge/rocks
Mukilteo	BEkLti'o; Beka'ltiʷ	Good camping ground	bəkʷəłtiu	Good camping ground
A place south of Mukilteo	HLEqtci	Going one way	xʷłəq'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.	Stt!a'iyEb	Black rock cod	Not Included	Not Included
A flat place on the shore north of Edmonds	B l soʒo'lʒal	Full of cattails	bəsuʔulal	A place that has cattails
A small creek. Women say stsbal instead of the other term.	s!baL	The supernatural power which makes one able to be a sucking doctor	sbał	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	yayəxələʔali	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

Collectively, the scholarly works of Haeberlin and Gunther (1930), Twedell (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 "bəkʷəltiu" for Mukilteo as "good camping ground," Twedell (1974) proposes that "bəkʷəlteo" 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.

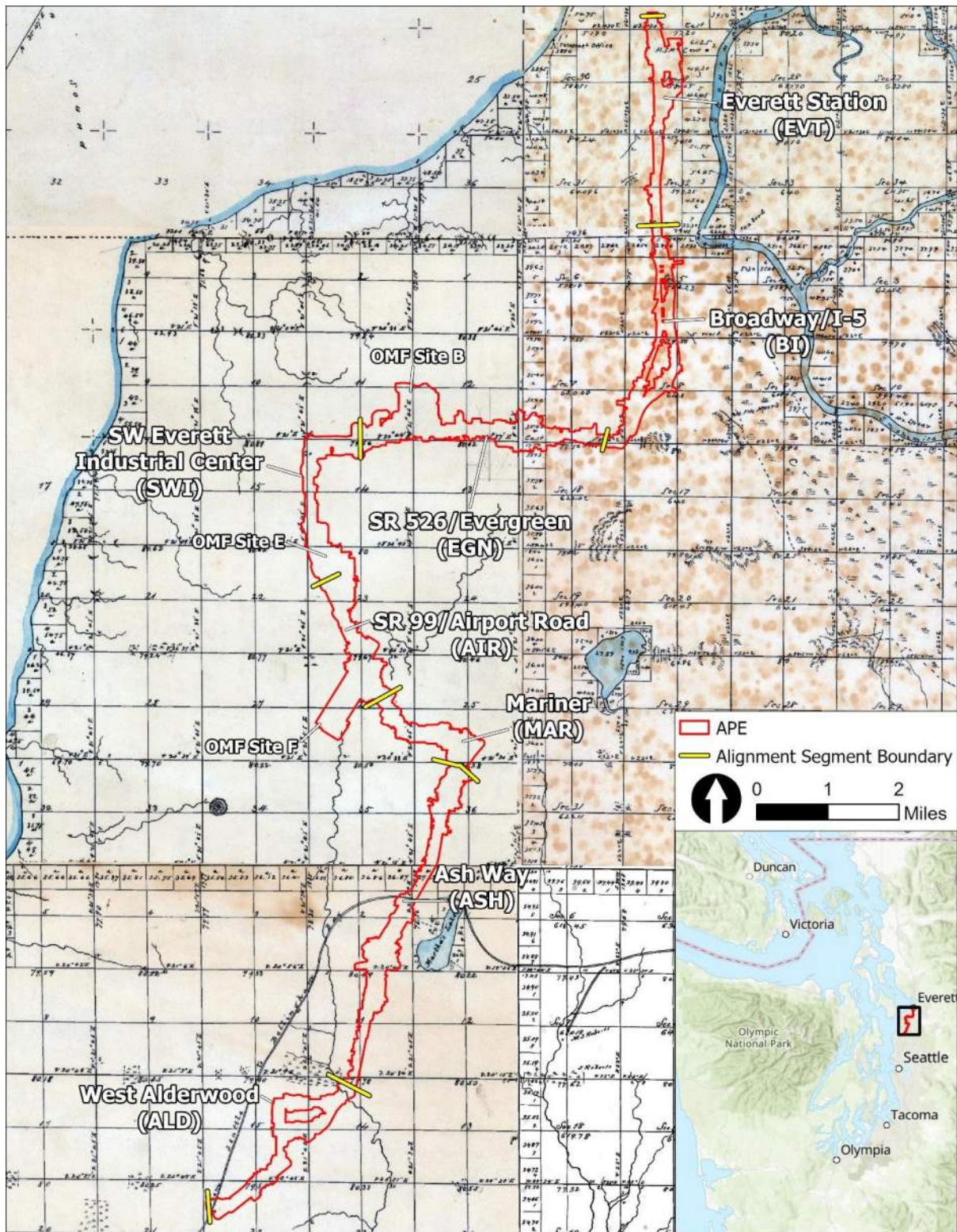
4.4 Historic Period

4.4.1 Early Years (1863–1890)

The territorial legislature passed an act in 1861 to officially organize Snohomish County, with Mukilteo as the county seat (Riddle 2007c). 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).

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 as he built up the town surrounding his business (Cameron et al. 2005:65; Riddle 2008b). Everett Improvement Company (Everett Improvement) was founded in 1890 by Henry Hewitt, Jr., 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 2002: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 General Land Office plat map.



Source: Bureau of Land Management (1859, 1860a, 1869, 1871)

Figure 4-1 EVLE APE on General Land Office Plats²

² More detailed General Land Office survey plats are included in Appendix C.

4.4.2 Treaty of Point Elliot

Tulalip is the Anglicized word for *dxʷilap*, the Snohomish name for Tulalip Bay, meaning “the long bay; the bay shaped like a purse, long with a narrow opening; a bay going far inland because of its shape.” 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 given a 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 U.S. 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 U.S. 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 Tribes that signed the treaty have found ways to survive and form strong community bonds (Dover and Fitzpatrick 2013).

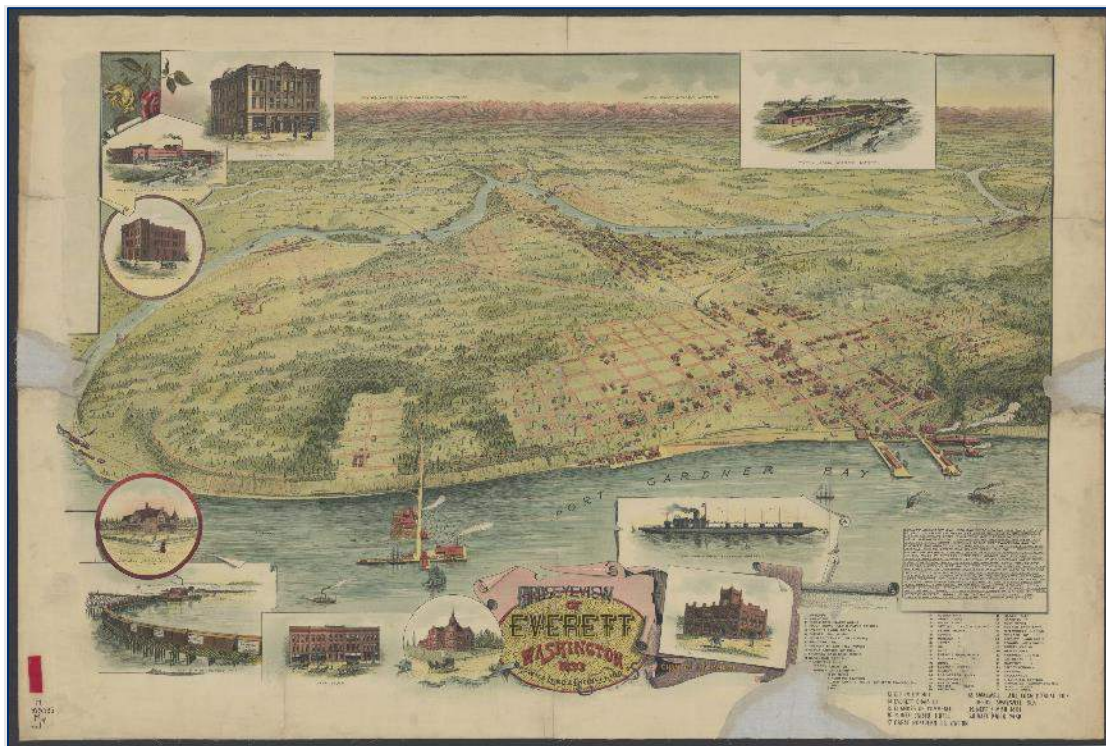
Affected Tribes included in consultation were signatories to the Treaty of Point Elliot and still have usual and accustomed territory in and around the APE. In the last 20 to 30 years the signatory Tribes have gained substantial economic and political strength and have used that strength to share and assert their cultural rights in the region.

4.4.3 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 north 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).

However, the “Panic of 1893” commenced, an economic catastrophe to the New York Stock Exchange that lasted for four years. Local ramifications lasted for several years, including bank closures, business and railroad bankruptcy, and unemployment (Calbick 2019; Cameron et al. 2005:118). Between the start of the Panic of 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 Panic of 1893 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).



Source: University of Washington Libraries Special Collections, WAS0296.

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

In 1901, Washington state opened the Tulalip Indian Boarding School. The school housed 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 to their school in an effort to suppress indigenous culture, and 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 and Ruth did not (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. Well named, the line connected Everett and Snohomish by passing through the town of Lowell (*The Street Railway Review* 1904:79–80). Later, on May 2, 1910, the Seattle–Everett Interurban electrically powered its first rail car. 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 link had to be borrowed to make the opening day of the Seattle–Everett link 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 rail (Ryan and Stadler 2010:27). The Everett–Snohomish rail 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).

4.4.4 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 (Merrill & Ring), to name only 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 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).

4.4.5 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 U.S. 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).

4.4.6 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, 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 regions 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, Tulalips had already started leasing land on Tulalip Bay in 1939 (Riddle 2008a). 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 2008a). 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. 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 included constructing 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).

4.4.7 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 PREVIOUS CULTURAL RESOURCES STUDIES AND EXISTING DATA

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, Washington Heritage Register (WHR), or other state or local registers within 1 mile of the APE. The team reviewed the following resources:

- Site forms and reports of previous archaeology on file at the Washington Department of Archaeology and Historic Preservation (DAHP).
- Other archaeology reports and related documents on file at Equinox Research & Consulting International (ERCI) offices in Mount Vernon.
- Published information on the precontact, traditional Native American, and historic land use in and around the APE.
- The County Assessor's records.
- General Land Office, Sanborn fire insurance, Metzger and Kroll, and other historic maps.

See the references column in the following tables, as well as the site summaries in Sections 5.1 through 5.3 for more information about these resources.

5.1 Previous Cultural Resources Studies Within the APE

There are 20 reports on file with DAHP from previous cultural resource surveys within the APE; they are listed in Table 5-1, along with annotations for those that included subsurface investigation such as shovel probes (SP), machine tests (MT), or monitoring. There are 60 reports on file with DAHP from previous cultural resource surveys that are within 1 mile from the APE; they are listed in Appendix E, along with annotations for those that included subsurface investigation, such as shovel probes (SP), machine tests (MT), or monitoring.

Table 5-1 Cultural Resource Survey Reports Within the APE

Segment or OMF Site	NADB	Reference	Title	Findings
ALD	1688196	Berger (2016)	Cultural Resources Assessment for the 196th Street SW (SR 524) Improvement Project, Lynnwood, Snohomish County, WA.	No subsurface survey. No cultural resources.
ALD	1351904	Peterson (2023)	Cultural Resources Assessment for the 44 th Avenue West Interurban Trail and Trail Bridge Project, Snohomish County, Washington.	8 SPs. No cultural resources.

Segment or OMF Site	NADB	Reference	Title	Findings
ALD	1696726	Lockwood and Schneider (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.	No subsurface surveys. No cultural resources.
ALD	1686029	Earley and Shantry (2014)	Cultural Resources Assessment for the Poplar Way Extension Bridge Project Snohomish County, Washington.	9 SPs. No cultural resources.
ALD	1352118	Chidley (2008a)	Request for Determination of Effects Concurrence I5—196th St. (SR524) Interchange Project, Snohomish County, Washington.	4 SPs. No cultural resources.
ALD	1348786	Earley (2006)	Cultural Resource Assessment for the I-405/I-5 Swamp Creek Fish Passage Barrier Project, Snohomish County, Washington.	3 SPs. No cultural resources.
ALD/ASH	1353740	Bundy (2009)	Interstate 405 Corridor Survey: Phase III, I-405, SR 520 to I-5 Improvement Project.	No subsurface survey. No cultural resources.
ASH	1343337	Crowser (2002)	Cultural Resources Clearance Survey Interstate 5 Ash Way Park and Ride HOV Direct Access Snohomish County, Washington.	No subsurface survey. No cultural resources.
ASH	1683941	Kelly and Hartmann (2013)	Cultural Resources Assessment for the Ash Way Park & Ride Renovation, Lynnwood, Snohomish County, Washington.	No subsurface survey. No cultural resources.
ASH	1693364	Scott et al. (2019)	Cultural Resources Services for the Ash Way Roadway Improvement Project.	6 SPs. No cultural resources.
ASH/MAR	1694447	Schneider et al. (2020)	Swift Bus Rapid Transit Orange Line Cultural Resources Assessment.	10 SPs. No cultural resources.
AIR/EGN	1351380	Hartmann (2008a)	Cultural Resources Assessment for the Swift Bus Rapid Transit Project, Technical Memo 0711A-3, Snohomish County, Washington.	No subsurface surveys. No cultural resources.
SWI/OMF Site E	1685986	McClintock and Peters (2014)	Archaeological Investigation of the Paine Field Wetland ERR Enhancement & Detention Project.	5 SPs. No cultural resources.
SWI/OMF Site E	1685120	Baker and McReynolds (2014)	Cultural Resource Survey, Proposed Telecommunications Tower Site, Site Name: Paine Field—New Building. Everett, Snohomish County, Washington.	5 SPs. No cultural resources.

Segment or OMF Site	NADB	Reference	Title	Findings
BI	1343550	Roedel et al. (2004)	Everett HOV Cultural Resources Assessment, Interstate 5 HOV, SR 526 to SR 2 Vicinity, Snohomish County, Washington, Technical Report.	48 SPs. No cultural resources.
BI	1688973	Hennessey and Perkins (2017)	Cultural Resources Survey for Snohomish PUD/ Beverly Park Project in Snohomish County, Washington.	No subsurface surveys. No cultural resources.
BI	1688317	Homan and Perkins (2016)	Cultural Resources Survey for 2016 Snohomish District Priority Wood Pole Replacement Project, Snohomish County, Washington.	No subsurface surveys. No cultural resources.
BI	1352370	Brannan and Schmidt (2009)	A Cultural Resources Survey for the Maple Valley–Snohomish Joint Use Fiber, Snohomish and King Counties, Washington.	No subsurface surveys. No cultural resources.
EVT	1348189	Juell (2006)	Archaeological Site Assessment of Sound Transit's Sounder: Everett-to-Seattle Commuter Rail System, King and Snohomish Counties, Washington.	No subsurface surveys. No cultural resources.
EVT	1682948	Lenz et al. (2012)	Cultural Resource Assessment for the Broadway Bridge Replacement Project, Everett, Washington.	3 SPs. No cultural resources.

5.2 Cultural Resources Within the APE

5.2.1 Archaeological Sites

Records of two archaeological sites inside the APE are on file at DAHP. A short description of the site is provided below and summarized in Table 5-2.

45SN85—a precontact isolate projectile point 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).

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. Peterson (2023) recorded the site as containing a portion of the Seattle–Everett Interurban Electric Railway grade. 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 Ave West in Edmonds (Peterson 2023).

Table 5-2 Archaeological Sites within APE

Smithsonian ID	Period	Summary	Reference	NRHP Status	Distance from APE
45SN85	Precontact	Precontact Isolate	Mattson 1980	Unevaluated	Within
45SN531	Historic	Historic Railroad properties	Peterson 2023	Unevaluated	Within

5.2.2 NRHP/WHR and Local Register Listed or Determined Eligible Built Environment Resources

The Everett Depot for the Milwaukee Road/Chicago, Milwaukee, St. Paul & Pacific Railroad, which stands at 3201 McDougall Avenue in the Everett Station segment of the APE has been determined eligible for the NRHP. No other NRHP-listed or 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.

5.2.3 Cemeteries or Burials

There is one record of a cemetery inside the APE on file with DAHP. A short description is provided below.

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).

5.3 Cultural Resources Within 1 Mile of the APE

5.3.1 Archaeological Sites

Records of 14 archaeological sites within one mile of the APE are on file at DAHP. A short description of the sites is provided below and summarized in Table 5-3.

Table 5-3 Archaeological Sites Within 1 Mile of the APE

Smithsonian ID	Summary	Reference	NRHP Status	Distance from APE
45SN88	Precontact Lithic Isolate	DAHP 1980	Unevaluated	██████
45SN629	Precontact Lithic Isolate	Udem et al. (2014)	Unevaluated	██████
45SN397	Historic Debris Scatter	Allen and Robinson-Mathes (2023)	Unevaluated	██████

Smithsonian ID	Summary	Reference	NRHP Status	Distance from APE
45SN309	Precontact Shell Midden, Precontact Camp, Precontact Lithic Material	DAHP 1992	Unevaluated	████████
45SN41	Precontact Shell Midden	Obermayr 1991	Unevaluated	████████
45SN598	Precontact Lithic Material	Iversen 2011	Unevaluated	████████
45SN84	Precontact Isolate	Mattson 1980 and Stenholm 1991	Unevaluated	████████
45SN595	Historic Military Properties	Hoyt and Johnson 2011	Determined not eligible	████████
45SN377	Precontact Isolate	LeTourneau and Nelson 2004	Unevaluated	████████
45SN559	Historic Logging Property/Historic Culturally Modified Trees	Gilpin 2010	Unevaluated	████████
45SN609	Historic Structure (unknown)	Dellert et al. 2012	Determined not eligible	████████
45SN564	Historic Windowpane Glass Isolate	Silverman and Dellert 2010	Unevaluated	████████
45SN553	Historic Structure	Silverman and Dellert 2010	Unevaluated	████████
45SN552	Historic Structure	Silverman and Dellert 2010	Unevaluated	████████

45SN88 – a precontact lithic isolate that was found ██████████ from the APE. This isolate was recorded in 1980 and there is little information provided by DAHP (DAHP 1980).

45SN629 – a precontact lithic isolate that is ██████████ from the APE ██████████. This lithic was recorded in 2014 as an edge-altered basalt cobble (Udem et al. 2014).

45SN397—*Everett Pulp and Paper Mill Site* is a historic debris scatter that began accumulating in 1892, about ██████████ from the APE. The site consisted of debris piles covered in tall grass and brambles. There are scattered flats of concrete, as well as concrete brick fragments across the site. The mill changed hands several times throughout its history until its eventual closure and demolition in 1972 (Allen and Robinson-Mathes 2023).

45SN309 – recorded in 1992, this site was classified as a precontact shell midden and camp with lithic material. There is little information provided by DAHP except for the presence of fire-cracked rock (FCR), burnt earth lens, charcoal, and spalls (DAHP 1992).

45SN41—a precontact shell midden about ██████████ from the APE, ██████████

██████████. It contains mussel and clam shells, as well as FMR, charcoal, and fish bones (Obermayr 1991).

45SN598—*Marshland Lithic Scatter* comprises several precontact lithic materials that are ██████████ from the APE. Two artifacts were recovered from the surface of the site: a quartz primary flake and ground stone made from volcanic material. The ground stone shows evidence of thermal alteration. Two subsurface shovel probes yielded no additional cultural materials (Iversen 2011).

45SN84—*Braaten* is the site of a lithic isolate that is ██████████ from the APE. The whereabouts of the object are unknown, as the location Randolph P. Braaten's collection is unknown. Only sketches of the isolate and its supposed origin are known (Mattson 1980; Stenholm 1991).

45SN595—*Paine Field Family Housing* was a historic military housing development from ca. 1944 to ca. 1956, about ██████████ from the APE. It has been associated with the Capehart Housing Act; however, due to the degraded state of the site resulting from its demolition in 2009, it has not been recommended as eligible for the NRHP or WHR (Hoyt and Johnson 2011).

45SN377 – a small number of lithic flakes from the reduction of stone for making tools was found ██████████ from the APE. The number of flakes was too small to be considered a lithic scatter and was thus considered an isolate in an area of low activity; however, further investigations were recommended (LeTourneau and Nelson 2004).

45SN559—*Gorman Property Notched Tree Stumps* is in a glacial outwash zone that is ██████████ from the APE. The site consists of two notched tree stumps approximately 70 meters apart, separated by a linear wetland. The stumps are moderately to highly decayed and are most likely cedar. The notches are possibly related to springboard logging or “practice” cuts, as the cuts are relatively close to the modern ground surface (Gilpin 2010).

45SN609—*Scriber Creek Park site* is in the Cedar Valley area of Lynnwood, about ██████████ from the APE. It consists of historic foundation wall segments of aggregate concrete and an asphalt or concrete floor covered in a deteriorated red carpet. A pathway leads from the foundation to concrete steps, an intersecting rock-lined wall, and a copper pipe handrail. There was also a scatter of domestic items, including window glass fragments, composite roof shingle fragments, a Red Eagles gas can, a men's shoe sole, a colorless glass bottle, a red rubber fragment, and a Royal Crystal glass top (Dellert et al. 2012).

45SN564 – a historic isolate that was not associated with the other two sites (45SN553 and 45SN552) due to its location and separation by a waterbody. It consisted of historic windowpane glass and was approximately ██████████ from the APE (Silverman and Dellert 2010).

45SN553 –the site consists of a concrete building foundation, but the condition is poor and unrecognizable. At the time of the survey, the site was recommended as not eligible for the NRHP (Silverman and Dellert 2010).

45SN552 – the site consists of a building that still has its foundation and partial rooms with walls. The condition of the building is poor and unrecognizable. At the time of the survey, the site was recommended as not eligible for the NRHP (Silverman and Dellert 2010).

5.3.2 NRHP/WHR and Local Register Eligible or Listed Built Environment Resources

Many resources within 1 mile of the APE are listed on the NRHP, WHR, or local registers (see Appendix E). No Snohomish County Register of Historic Places resources exist within 1 mile of the APE (Snohomish County Historic Preservation Commission 2023). Resources within 1 mile of the APE include the following:

- NRHP: 16 individual resources and two historic districts
- WHR: 22 individual resources and two historic districts (all NRHP-listed resources and districts are automatically included in the WHR)
- Everett Register of Historic Places: 26 individual resources and one historic district (four of these resources are also individually listed in the NRHP)

5.3.3 Cemeteries or Burials

There are four records of cemeteries within 1 mile of the APE on file with DAHP. A short description is provided below.

45SN491—*Cypress Lawn Memorial Park* is an active cemetery established in 1934 on approximately 32 acres, less than 0.1 mile from the APE (DAHP 1993).

45SN490 – *Everett City Cemetery*, also known as *Old Greenwood Cemetery* or *Greenwood Cemetery* is an inactive cemetery that was officially established in 1894 adjacent to the Everett Golf and Country Club. In an effort to establish an official city cemetery, the Evergreen cemetery on Evergreen Way was established in 1898 and all 216 burials were moved to the new location. Only three of the burials were identified and the rest remained unknown. It is believed that many of Everett's first pioneers and founders were buried there. The area known as Old Greenwood Cemetery, covering approximately 6 acres, had been used as a cemetery since early pioneer times and citizens continued to use the area after 1898 as a temporary burial site. It was also used as a resting place for persons with no next of kin, indigent, drunks and Native Americans. In the 1950s, to make way for a mini-mall the burials with kin were moved to the Evergreen Cemetery while the unclaimed remains were left behind. Their markers were bulldozed over, and the mall was built on top of the Old Greenwood Cemetery (DAHP n.d.).

45SN542 – *Floral Hills Cemetery*, also known as *Greenland Cemetery*, is an active cemetery on approximately 47 acres in Lynnwood. Officially established in 1958, it was maintained and operated by Olympic Bank under the name of *Greenland Cemetery*. In the mid-1970s, the bank went bankrupt, and the Uniservice Corporation took control and renamed the cemetery *Floral Hills*. As of 2009, it is estimated that there are over 20,000 interments (DAHP 2009a).

45SN555 – *Trinity Episcopal Church Columbarium* is located adjacent to the Trinity Episcopal Church Sanctuary. A columbarium is a religious structure that is designated for public storage of funerary urns. No other information is available for this inventory listing (DAHP 2009b).

5.4 Historic Photograph and Map Review

As part of the background research for each segment, historic maps, plats, and aerial

photographs that included the APE were reviewed. Analysis of the historic maps, plats, and aerial photographs is included below by alignment segment and OMF site alternative. The purpose of the analysis is to discuss how historical information on the different areas was yielded from these resources. Maps and tables are included in Appendix C.

A number of archives and repositories were consulted with to collect historic photograph and maps for this project, including: University of Washington Digital Collections, Snohomish County Auditor Official Records Search, Lynnwood–Alderwood Manor Heritage Association, Granite Falls Historical Society’s online resources and their ESRI map website of Snohomish County’s First 100 Years (partnered with the League of Snohomish County Heritage Associations [LOSCHO]) (Granite Falls Historical Society and LOSCHO 2023), Everett Public Library’s online resources and their Northwest Room, Seattle Public Library and their digitized collection of *The Seattle Times* and *Seattle Post-Intelligencer* (accessed with account with Seattle Public Library), Seattle Municipal Archives Digital Collections, Washington Information System for Architectural and Archaeological Records Data (WISAARD), Library of Congress, HistoricMapWorks, and Historic Everett.

5.4.1 West Alderwood Segment

The oldest map found for the West Alderwood Segment is a Bureau of Land Management (BLM) map for Township 27N Range 4E from 1860 (BLM 1860a). A 1917 plat map for Alderwood Manor illustrates the early development of the Alderwood Manor area and shows the demonstration farm (Snohomish County Auditor 2023a). A plat map for Alderwood Manor No. 3 illustrates the development of the area slightly north of the demonstration farm (Snohomish County Auditor 2023b); the area shown on the 1918 plat map was eventually used for construction of the I-5 and SR 525 junction. Three years after the platting, a *Seattle Times* advertisement for the demonstration farm and the poultry business championed by Alderwood Manor reveals that by 1920, 350 homes had been built on 5-acre parcels in Alderwood Manor (*Seattle Times* October 14, 1920). Two Metsker maps, one for 1927 and 1934, show the residential development spurred on by Alderwood Manor and the Puget Mill Company (Metsker 1927a, 1934). A 1980 plat map for Alderwood Mall illustrates the commercial development that came to characterize the area (Snohomish County Auditor 2023c). Lastly, a series of historic aerial photographs were obtained via request from Snohomish County Public Works for Township 27N Range 4E Sections 15, 21, and 22; historic aerial photographs for Township 27N Range 4E Section 14 illustrate both the West Alderwood and Ash Way Segments. These historic aerial photographs offer insight into the residential and commercial development of this area from 1947-1984 (Appendix C).

5.4.2 Ash Way Segment

The oldest map found for the Ash Way Segment is a BLM map for Township 27N Range 4E from 1860 (BLM 1860a). A 1918 plat map for Alderwood Manor No. 3 illustrates the early development of Alderwood Manor north of the demonstration farm (Snohomish County Auditor 2023b). A 1920 plat map for Alderwood Manor No. 10 served as the first platted residential space directly around Martha Lake (Snohomish County Auditor 2023d). Another 1920 plat map for Alderwood Manor No. 7 offers insight into the development of the roadways along the western part of the segment (Snohomish County Auditor 2023e). The Ash Way Segment is partially visible on two Metsker maps, one for 1927 and 1934, which show the residential development spurred on by Alderwood Manor in the area over a period of time (Metsker 1927a, 1934). The late 1940s through the mid-1960s brought substantial residential development to the

Ash Way Segment, as demonstrated on plat maps for Alderwood Manor No. 22 (1949), Alderwood Manor No. 23 (1951), Alderwood Manor No. 25 (1952), Camelot Vista (1963), Dankenbring Addition (1965) and Olympic Ridge (1965) (Snohomish County Auditor 2023f, 2023g, 2023h, 2023i, 2023j, 2023k). Lastly, a series of historic aerial photographs were obtained via request from Snohomish County Public Works for Township 27N Range 4E Sections 1, 2, and 11 and Township 28N Range 4E Section 36; historic aerial photographs for Township 27N Range 4E Section 14 illustrate both the West Alderwood and Ash Way Segments. These historic aerial photographs offer insight into the substantial residential development in the area from 1947-1984 (Appendix C).

5.4.3 Mariner Segment

The oldest maps found for the Mariner Segment are two BLM maps, one for Township 27N Range 4E from 1860 and the other for Township 28N Range 4E from 1860 (BLM 1860a, 1860b). Another 1920 plat map for Alderwood Manor No. 7 offers insight into the development of the roadways along the southwestern edge of the Mariner Segment in the Lake Stickney area (Snohomish County Auditor 2023e). The 1922 plat map for Alderwood Manor No. 11 and the 1952 Alderwood Manor No. 25 plat map, demonstrate the extensive residential development resulting from the Puget Mill Company's Alderwood Manor plan (Snohomish County Auditor 2023h, 2023i). The Kroll map for 1960 showing the Mariner Segment reveals the area's proximity to the developing Paine Field (Kroll 1960). Two additional plat maps, one for 1976 and 1978, demonstrate the commercial development of the Puget Business Park (Snohomish County Auditor 2023m, 2023n). Lastly, a series of historic aerial photographs were obtained via request from Snohomish County Public Works for Township 28N Range 4E Sections 25 and 35; historic aerial photographs for Township 28N Range 4E Section 26 illustrate both the Mariner and SR 99/Airport Road Segments. These historic aerial photographs offer insight into the residential and commercial development in the area from 1947-1984 (Appendix C).

5.4.4 SR 99/Airport Road Segment

The oldest maps found for the SR 99/Airport Road Segment are two BLM maps, one for Township 27N Range 4E from 1860 and the other for Township 28N Range 4E from 1860 (BLM 1860a, 1860b). The 1922 plat map for Alderwood Manor No. 11 demonstrates the extensive residential development resulting from the Puget Mill Company's Alderwood Manor plan (Snohomish County Auditor 2023h). Plat map for Fairmount (1926), Avondale (1928), Olivia Park Number 1 (1930), and Olivia Park Number 2 (1931) shows the beginning stages of residential development occurring in the area that was not associated with Alderwood Manor development (Snohomish County Auditor 2023o, 2023p, 2023q, 2023r). A series of five plats were filed from 1947 until 1954 immediately adjacent to and were named after Paine Field, each addition differentiated by a number (Snohomish County Auditor 2023s, 2023t, 2023u, 2023v, 2023w).

The Avondale Number 2 (1957) plat also showcases residential development in the area that was not associated with Alderwood Manor development (Snohomish County Auditor 2023x). The Kroll map for 1960 showing the SR 99/Airport Road Segment reveals the area's proximity to the developing Paine Field (Kroll 1960). A plat map for the Nelbet (1963) plat shows the continued residential development along 106th Street that leads to an entrance to Paine Field (Snohomish County Auditor 2023y). A series of historic aerial photographs were obtained via request from Snohomish County Public Works for Township 28N Range 4E Sections 23 and 24; historic aerial photographs for Township 28N Range 4E Sections 22 and 26 illustrate both the

SR 99/Airport Road and SW Everett Industrial Center Segments. These historic aerial photographs offer insight into the mostly commercial development in the area from 1947-1984 (Appendix C).

5.4.5 SW Everett Industrial Center Segment

The oldest map found for the SW Everett Industrial Center Segment is a BLM map for Township 28N Range 4E from 1860 (BLM 1860b). The (1921) Beverly Berry Tracts Division 2 and later the (1950) Intercity Garden Tracts reveal the corners of residential growth that were able to develop within the increasingly commercial area (Snohomish County Assessor 2023z, 2023aa). The Kroll map for 1960 showing the SW Everett Industrial Center Segment reveals the area's proximity to the developing Paine Field (Kroll 1960). A photo taken 1968 reveals the extensive commercial development occurring near the north part of the SW Everett Industrial Center Segment and Paine Field at the Boeing facility, which has constructed 200 million cubic feet of building space only two years prior (University of Washington Special Collections 1968). Lastly, a series of historic aerial photographs were obtained via request Snohomish County Public Works for Township 28N Range 4E Sections 10, and 15. Historic aerial photographs for Township 28N Range 4E Sections 11 and 14 illustrate both the SW Everett Industrial Center and SR 526/Evergreen Segments; historic aerial photographs for Township 28N Range 4E Section 22 illustrates both the SW Everett Industrial Center and SR 99/Airport Road Segments and showcase the development of Paine Field over the years. These historic aerial photographs offer insight into the mostly commercial and residential development in the area from 1947-1984 (Appendix C).

5.4.6 SR 526/Evergreen Segment

The oldest map found for the SR 526/Evergreen Segment is a BLM map for Township 28N Range 4E from 1860 (BLM 1860b). A number of residential plat maps were developed in this area from 1920-1965, including: Beverly Garden Tract Division No 1 (1920), Beverly Acreage Tracts (1923), Beverly Homesites (1925), Beverly Garden Tract Division No. 1 replat (1934), Beverly Garden Tract Division No. 1 replat (1943), Tosland Half Acre Garden Tracts (1943), Beverly Viewlands Division 1 (1944), Beverly Viewlands Division 2 (1954), Cascade Mountain View Tracts (1955), Evergreen Glen (1959) and Spoelstra Addition (1965) (Snohomish County Auditor 2023ab, 2023ac, 2023ad, 2023ae, 2023af, 2023ag, 2023ah, 2023ai, 2023aj, 2023ak, 2023al). The Kroll map for 1960 showing the SR 526/Evergreen Segment reveals the area's development as a suburb of Paine Field (Kroll 1960). Finally, a series of historic aerial photographs were obtained via request from Snohomish County Public Works for Township 28N Range 4E Sections 7, 12, 13, and 18; historic aerial photographs for Township 28N Range 4E Sections 11 illustrate both the SR 526/Evergreen and SW Everett Industrial Segments. These historic aerial photographs offer insight into the mostly residential development in the area from 1947-1984 (Appendix C).

5.4.7 Broadway/I-5 Segment

The oldest maps found for the Broadway I-5 (BI) segment of the project are BLM maps for Township 29N Range 5E from 1869 and Township 28N Range 5E from 1871 (BLM 1860b, 1871). Plat maps for Lang's First Addition to Everett (1894), Pinehurst (1909), Pinehurst Division A (1909), and Beverly Park (1909) reveal the earliest residential developments in the area (Snohomish County Auditor 2023am, 2023an, 2023ao, 2023ap). Plat maps for Laurel Heights (1923) and Lowell View Tracts (1927) reveal how residential areas developed on the hill

outside Lowell (Snohomish County Auditor 2023aq, 2023ar). Other plat maps, including Buena Vista Home Tracts (1924), Beverly Hills Division 1 (1925), and Beverly Hills Division 2 (1925), reveal the pattern of residential development occurring near the Interurban line, which made several stops in the Broadway/I-5 Segment while it was in operation (Snohomish County Auditor 2023as, 2023at, 2023au). The 1947 plat map for View Acres shows other residential development near the Evergreen Cemetery (Snohomish County Auditor 2023av).

The overview map for Sanborn fire insurance maps republished in 1957 shows the development in the southern part of Everett; this edition of the Sanborn fire insurance maps is the first to reveal area information for this far south in Everett (Sanborn 1957a). A series of Sanborn fire insurance maps republished in 1957 demonstrate the residential development specifically of the then unincorporated areas of Laurel Heights, Pinehurst, and Beverly Park (Sanborn 1957b, 1957c, 1957d). Finally, a series of historic aerial photographs were obtained via request from Snohomish County Public Works for Township 28N Range 4E Sections 5 and 8. These historic aerial photographs offer insight into the mostly residential development in the area from 1947-1984 (Appendix C).

5.4.8 Everett Station Segment

The oldest map found for the Everett Station Segment is a BLM map for Township 29N Range 5E from 1869 (BLM 1869). There are two plat maps published in 1891 and 1892 that show the progression of residential development from the west by Possession Sound toward the Snohomish River and the early industrial center of Lowell. The 1891 plat map of Everett (Snohomish County Auditor 2023aw) demonstrates the early residential development along streets near downtown Everett, including McDougall Avenue, Broadway, Colby Avenue, and Rucker Avenue. In comparison, the 1892 plat map of Everett (University of Washington 1892) shows the area owned by the Everett Land Company east of the 1891 plat map, demonstrating how the area developed around the railroad lines. The 1892 map also includes small historic images and maps around the plat map itself, such as a small picture of Puget Sound Pulp and Paper Company Mill in neighboring Lowell.

There is also an 1893 Birds Eye View historic image of Everett, Washington (University of Washington Libraries Special Collections 1893a). The 1893 Birds Eye View of Everett, Washington, produced by Browns Land & Engineering Company, is a historic image map showing the early development of the Port Gardner Peninsula, including the street grid system that aligns with the 1892 plat map, the downstream town of Lowell, and the railroad tracks that connected it all. Northern portions of the peninsula remained heavily forested, while southern portions of the map show early development. The historic image map also includes small historic images around the perimeter, including notable buildings of the time such as the Everett National Bank Hewitt Building and Puget Sound Pulp and Paper Company. An 1896 plat map for J.S. Sines Acre Tracts reveals the early residential development taking place around Everett at the turn of the century (Snohomish County Auditor 2023ax).

A series of 10 plat maps filed from 1900 until 1965 showcase the development of the Evergreen Cemetery in the Everett Station Segment. The First Addition to the Everett Cemetery (1900) served the community for eight years before three additional plats were filed and the cemetery was expanded to continue serving the needs of the community (Snohomish County Auditor 2023ay, 2023az, 2023ba, 2023bb). The Fifth Addition (1914), Sixth Addition (1922), and Seventh Addition (1925) expanded the cemetery to half of its current size (Snohomish County Auditor 2023bc, 2023bd, 2023be). The remaining three additions, Eighth Addition (1939), Ninth

Addition (1965), and Tenth Addition (1965), brought the cemetery to a maximum size of 100-acres (Everett Public Library 2009; Snohomish County Auditor 2023bf, 2023bg, 2023gh). All expansions to the Evergreen Cemetery can also be seen on the 1975 Metsker Map mentioned below.

Sanborn fire insurance key maps for 1893, 1902, 1914, 1914-1950, and 1957 [1914] do an excellent job at showcasing the development of downtown Everett over time (Sanborn 1893a, 1902a, 1914a, 1914-1950a, 1957e). A series of Sanborn fire insurance maps for 1893 show the early development of streets around Broadway, near the railroad (Sanborn 1893b, 1893c, 1893d). By 1902, Sanborn fire insurance maps revealed similar developmental changes to Broadway and the surrounding streets in addition to a map revealing the Great Northern Railway's line as it fed into the underground tunnel near Oakes Avenue and Hewitt Avenue (Sanborn 1902b, 1902c, 1902d). Sanborn fire insurance maps for 1914 revealed more commercial development in the streets nearest to the rail lines (Sanborn 1914b, 1914c, 1914d); other 1914 Sanborn fire insurance maps also revealed a growth in residential development expanding southeast from Everett toward neighboring Lowell (Sanborn 1914e, 1914f, 1914g, 1914h). The series of Sanborn fire insurance maps published in 1914 and revised through 1950 reveal similar observations along the railroad and for streets around Broadway, especially regarding the spread of development in a southeast direction (Sanborn 1914-1950b, 1914-1950c, 1914-1950d, 1914-1950e, 1914-1950f, 1914-1950g, 1914-1950h, 1914-1950i). Lastly, the 1914 Sanborn fire insurance maps that were republished in 1957 revealed substantially more commercial development along the three streets closest to the railroad, including Smith Avenue, Paine Avenue, and McDougall Avenue: McDougall Avenue notably had buildings for the Chicago, Milwaukee, and St. Paul Railroad and for the City of Everett (Sanborn 1957f, 1957g). Other Sanborn fire insurance maps republished in 1957 reveal additional residential development, in addition to the construction of churches, parking lots, and senior care facilities (Sanborn 1957h, 1957i, 1957j, 1957k, 1957l).

Two Metsker maps, one for 1960 and one for 1975, reveal the changes in the Everett Station Segment near Lowell as a result of I-5 construction, completed in 1965 (Dougherty 2008; Metsker 1960e, 1975e). Its completion resulted in further residential development concentrated on the I-5 corridor, with gradual infilling between US 99 (now SR 99) and I-5 radiating outward along major roadways. Finally, a series of historic aerial photographs were obtained via request from Snohomish County Public Works for Township 29N Range 5E Section 29 and 32. These historic aerial photographs offer insight into the mostly commercial development in the area from 1947-1984 (Appendix C).

5.4.9 OMF North Site Alternatives

OMF Site F is adjacent to the SR 99/Airport Road Segment. Thus, the historic photographs and maps discussed in Section 5.4.4 also reveal information for OMF Site F. The historic maps for the Airport Road Segment show the residential development in this neighborhood during the late 19th and early 20th century. See Section 5.4.4 for more details.

OMF Site E is adjacent to the SR 99/Airport Road and SW Everett Industrial Center Segments. Thus, the historic photographs and maps discussed in Sections 5.4.4 and 5.4.5 also reveal information for OMF Site E. In addition to the changes in residential development shown in the Airport Road Segment historic photographs and maps, the SW Everett Industrial Center Segment historic photographs and maps show industrial development and the influence of Paine Field and Boeing.

OMF Site B is adjacent to the SR 526/Evergreen Segment. Thus, the historic photographs and maps discussed in Section 5.4.6 also reveal information for OMF Site B. One of the distinctions in the SR 526/Evergreen Segment and OMF Site B is that this area has the first subdivisions of Paine Field. For additional discussion, see Section 5.4.6.

6 ARCHAEOLOGICAL MODELING AND RISK ASSESSMENT

Systematic and probabilistic models to help quantify the risk of encountering buried subsurface archaeological deposits have been fine-tuned over the last three decades. As a tool to help people in the cultural resource management industry prepare increasingly quantifiable and reproducible sampling designs, DAHP has provided a statewide geospatial model for archaeologists and project proponents. This model uses data sourced primarily from modern environmental data. All historical and archaeological data digitized for the model was collected in 2009 or earlier, meaning that any sites added to the record in the past 14 years have not been included in the model. The model's environmental variables are elevation, slope, aspect, distance to water, soils, geology, and landforms. All of this is to help archaeologists prepare sampling designs to increase the likelihood of encountering buried cultural resources during field surveys in the planning phase and not during construction.

This model uses rankings of the likelihood of encountering archaeological sites on the landscape. Low, Moderately Low, Moderate, High, and Very High Risk zones are identified. For this sampling design, the data has been grouped into three risk zones: Low and Moderately Low comprise one risk zone; Moderate is its own risk zone; and High and Very High were combined into the third risk zone.

The following sections describe the DAHP's predictive model in detail, followed by the results of applying the model for the project's alignment segments and OMF sites.

6.1 DAHP Predictive Model

In 2009, DAHP developed a statewide "predictive" model combining environmental and archaeological data along with historical data from BLM General Land Office (GLO) maps to highlight areas of risk for encountering cultural resources. The variables used for DAHP's model depended on the statewide availability and quality of data. The DAHP predictability model variables include elevation, slope (percent), aspect, distance to water, geology, soils, landforms, and previously recorded archaeological sites. Figure 6-1 shows the results of the state's predictive model for the APE.

The state's model centers around environmental data available statewide in 2009, incorporating historical elements from digitized GLO maps and known archaeological sites. It is important to highlight that the model, created in 2009, does not incorporate numerous archaeological discoveries made since then, and the environmental data utilized was solely contemporary.

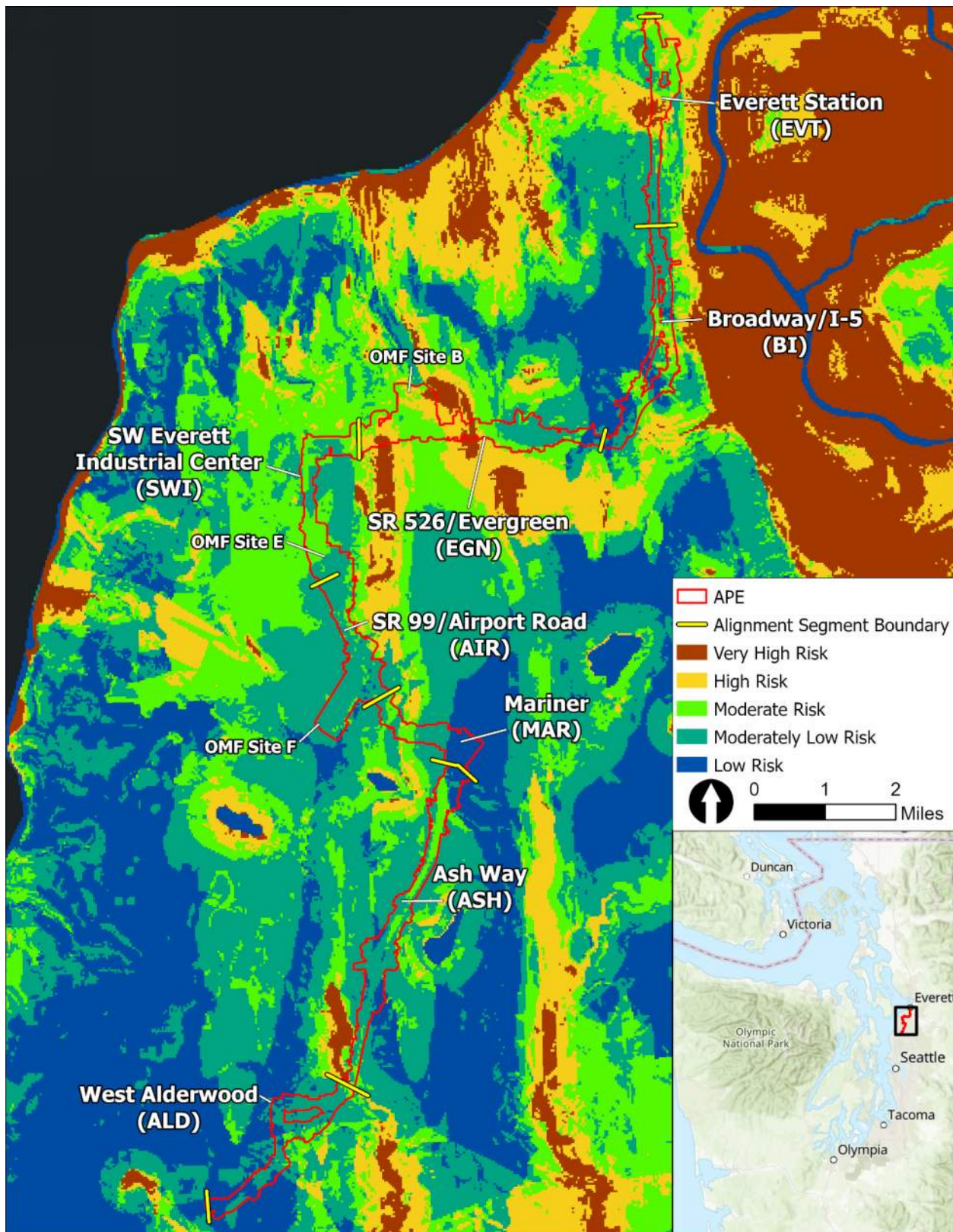


Figure 6-1 EVLE APE on DAHP Predictive Model Showing Risk Areas

6.2 Additional High Risk Areas

There are six areas that are recommended to be surveyed as High Risk that are not identified by the DAHP model (see Figure 6-2). These six areas were not identified by the DAHP model because the model was constructed based on recent environmental data and recorded archaeological sites up to 2009. Descriptions of each of these areas and reasons for including them in the survey area are provided below.

6.2.1 The Interurban Trail

The Interurban Trail is a known historic archaeological site (45SN531) that was first recorded in 2009 (Peterson 2023). Since 2009 more surveys have taken place, which has increased the number of recorded cultural materials along the trail. As these surveys took place during or after 2009, they were not recorded within the DAHP model and thus the model does not identify these sites as High Risk. Previously unrecorded portions of the trail are known within the APE (identified as Interurban Trail (c) on Figure 6-2) and will likely be recorded as an extension of 45SN531, the trinomial for the trail where it has been previously recorded (identified as Interurban Trail (a) and (b) on Figure 6-2). Altogether, three areas are suggested as High Risk: two documented as archaeological sites after 2009, and one that remains unrecorded.

6.2.2 Swamp Creek

The Swamp Creek area holds a cultural value within several local Tribes. However, it is worth noting that the DAHP model only partially highlights Swamp Creek. The omission of the northern region above Lake Stickney can be attributed to its relatively lesser prominence in contemporary environmental data, which may not fully reflect the historical and cultural importance of this area to native communities.

Despite not being identified as a cultural resource by the DAHP model, Swamp Creek remains an important cultural landmark in the eyes of numerous Tribes. Its cultural value is deeply rooted in the collective heritage and traditions of these communities (R. Young, personal communication, 2021).

Two areas have been highlighted for expanded areas of High Risk: Swamp Creek site “a” crosses the West Alderwood Segment just south of the boundary between the West Alderwood and Ash Way Segments. Swamp Creek site “b” crosses over the SR 99/Airport Road and Mariner Segment Boundary. These locations are shown in Figure 6-2 below.

6.2.3 Evergreen Funeral Home and Cemetery

The Evergreen Funeral Home and Cemetery is an active cemetery that was established in 1898 and covers approximately 67 acres (DAHP 2006). This cemetery has been recorded by DHAP as site number 45SN492 and is partially within the APE in the Everett Station Segment where the alignment follows Broadway (Figure 6-2). Many of the burials in the cemetery have been moved from other converted cemetery lands or recovered from archaeological projects. The DAHP's 2009 model included archaeological sites but omitted cemeteries from its analysis.

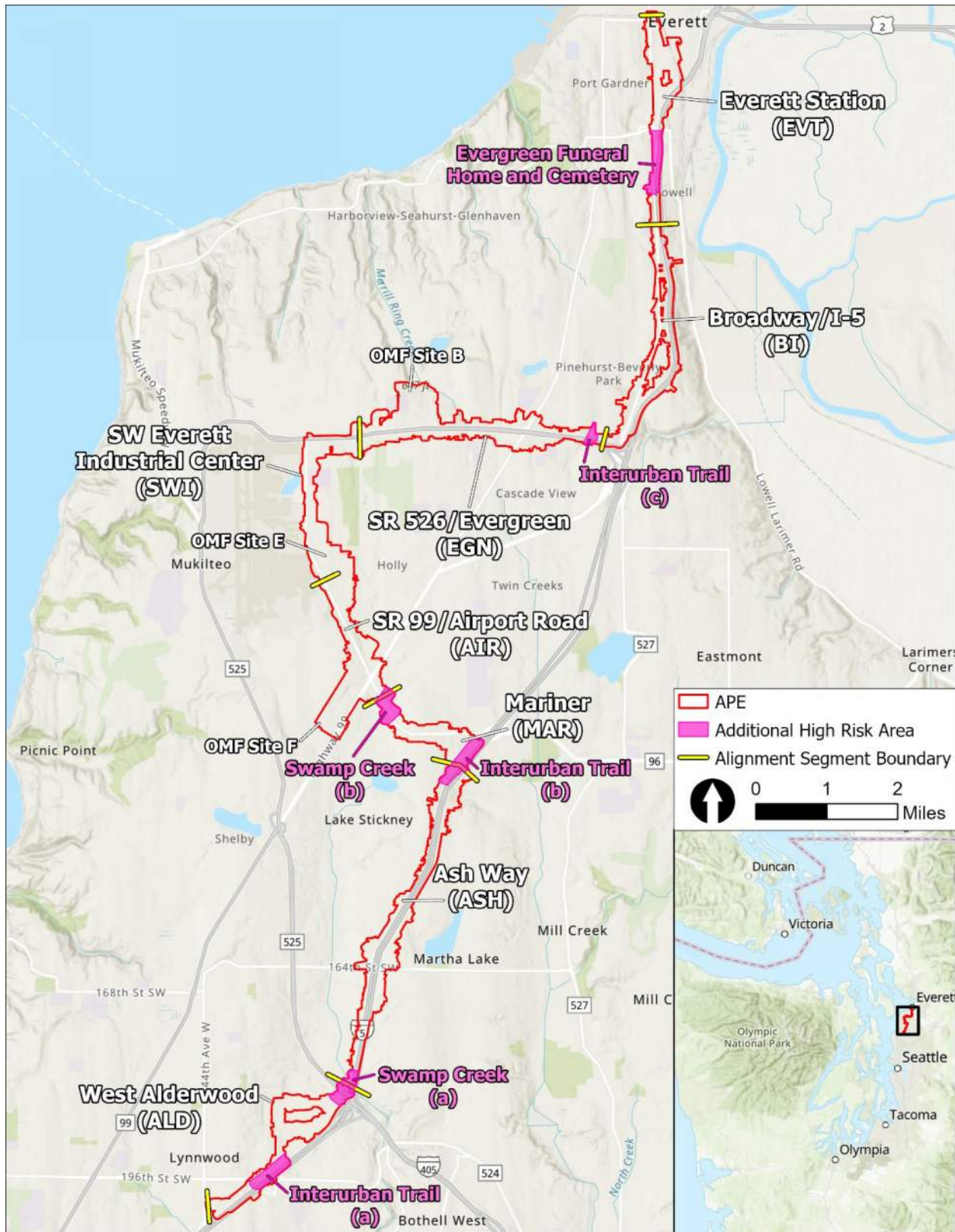


Figure 6-2 Additional Areas to Survey as High Risk within the APE

7 SEGMENT SUMMARIES AND ARCHAEOLOGICAL EXPECTATIONS

This section provides summaries of the data presented above and expectations for discovery of precontact and historic archaeological sites. The discussions are specific to each of the alignment segments and OMF sites. In addition to the probability mapping available in WISAARD, historic maps and aerial photographs were examined, and ethnographic data and archaeological sites recorded since 2009 were examined to develop the approach to each segment and OMF site.

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 and around present and past bogs, marshes, and lakes, along with any areas along streams. Other high-probability areas include those along small creeks, on-level terraces above water sources, and at any prominent landscape features.

Extensive land alterations due to land reclamation, urbanization, farming, and transportation have variously affected the entire APE (see USACE et al. [1991] for a detailed discussion). Historic land modification and Late-Holocene sediment deposition often disturb or bury former land surfaces that may have been occupied by early immigrants or Native Americans. Based on the information presented in Sections 4 through 6, this glacial outwash plain has seen substantial development during the historic and modern period. Historic archaeological resources related to urbanization, farming, and transportation could be found throughout the depositional sequences directly under or in fill representing use during the historic period. Review of historic maps and photographs showed some specific areas of historic land use, including agriculture and residential, infrastructure, and other urban development. These areas have increased potential for intact historic sites but also reduce the chances of encountering intact precontact sites. Identifying specific locations that are less modified can be difficult if only examining maps or LiDAR. When used in combination with historic photographs, ethnographic data, and in-field assessments, archaeological expectations can be honed.

7.1 West Alderwood Segment

The APE within the West Alderwood Segment begins at the intersection of 200th Street SW and 44th Avenue W and ends just north of the I-5 and SR 525 intersection (Figure 3-1 and Appendix F). This segment is on a landform that consists of glacially deposited sediment, including till and outwash. The landform has been modified over time but especially through historical and modern development including agriculture, residential, and commercial uses—notably Alderwood Mall, which covers a large area of the segment. Based on DAHP's predictive model (Figure 6-1) and an assessment of background data, this segment has a variable risk for encountering archaeological materials, generally split between Low and Moderately Low Risk. In the northern portion are some areas of High and Very High Risk near Swamp Creek, where it intersects the APE just south of the West Alderwood and Ash Way Segment boundaries. There has been less cultural modification in this portion of Swamp Creek as the landscape has undergone less extensive urbanization. Swamp Creek's cultural value is deeply ingrained in numerous Tribal communities' heritage and traditions (Sections 6.2.2 and 10). The presence of the historic archaeological site 45SN531 contributes to the Very High Risk for this segment of the APE; the site is a portion of the Interurban Trail (Table 5-2), which the I-5 corridor runs parallel to. Although DAHP has not identified all the West Alderwood Segment portions of the trail as a cultural resource, the risk of encountering archaeological materials is high (Sections

6.2.1 and 10). The Interurban Trail, formerly the Seattle-Everett Interurban Electric Railway, is culturally valuable due to its historical role in connecting communities and fostering economic development during the early to mid-twentieth century. Its impact on local economies, community interactions, and the collective memory of residents contributes to its cultural importance (Sections 4.4 and 5). There have been seven previous cultural resource surveys in this segment, covering approximately 25% of the area (Table 5-1 and Appendix E).

Historical maps and photographs covering this segment of the APE provide an opportunity to better understand the location and changes to resources that have occurred through time and will help focus additional analysis as the project design is refined.

The 1860 GLO map shows Swamp Creek intersecting this segment of the APE and I-5 just south of the West Alderwood and Ash Way Segment boundary (BLM 1860a). Wetlands associated with Swamp Creek are visible north of the segment and east of the Old Military Road (Section 4.4.1). The Old Military Road from Seattle to Bellingham Bay intersects this segment of the APE in its southernmost area by 44th Avenue West. The Old Military Road continued north on the west side of this segment and intersected Swamp Creek west of the Ash Way Segment. The 1953 USGS Quadrangle shows wetland areas southeast of the Alderwood Mall Parkway and I-5 intersection (USGS 1953d). However, the map does not depict the Interurban Railway's right-of-way within this segment of the APE, which is likely due to infrastructure development and the disturbance of surface and near-surface materials. The Interurban Railway's right-of-way picks up on the east side of I-5 near the boundary between the West Alderwood and Ash Way Segments. The 1953 USGS Quadrangle map also highlights a tributary of Scriber Creek originating in the southern area of this segment, flowing down to meet Scriber Creek. Scriber Creek converges with Swamp Creek southeast of the segment (USGS 1953d, Section 5.4.1, and Appendix C).

A 1947 aerial photograph reveals the Interurban Trail's location and early development of Beech Road, 196th Street SW, Poplar Way (now 33rd Avenue W), and Ash Way. By 1955, increased urban development was evident in this segment, with orchards on Beech Road, Poplar Way, and Birch Road, which were later removed by the construction of I-5. Aerial photographs from 1965 show the construction of I-5 and a substantial increase in urban development, simultaneous with the modification of the Interurban Railway's right-of-way by the I-5 corridor. Logging and leveling the land around Alderwood Mall are apparent in the 1969 aerial photographs, while the 1974 aerial photographs show road development in the Alderwood Mall vicinity. Urban development had visibly intensified in the southern part of this segment in the 1978 aerial photographs. By 1984, buildings were present within the Alderwood Mall vicinity (Section 5.4.1 and Appendix C). Although development and filling events can disturb cultural deposits, intact archaeological deposits are frequently found in urban settings.

Background research yielded no Sanborn fire insurance maps for this segment of the APE.

7.2 Ash Way Segment

The APE within the Ash Way Segment begins just north of the I-5 and SR 525 intersection and ends between 132nd and 134th Street SW near I-5 (Figure 3-1 and Appendix F). This segment is on a landform that consists of glacially deposited sediment, including till and outwash. The landform has been modified over time but especially through historical and modern development including agriculture, residential, and commercial uses. Based on DAHP's predictive model (Figure 6-1) and an assessment of background data, this segment has a

variable risk for encountering archaeological materials generally split between Moderately Low and Moderate Risk. Swamp Creek intersects the APE in this segment near the West Alderwood and Ash Way Segment boundary. There has been less cultural modification in this portion of Swamp Creek as the landscape has undergone less extensive urbanization. Swamp Creek's cultural value is deeply ingrained in numerous Tribal communities' heritage and traditions (Sections 6.2.2 and 10). The presence of the historic archaeological site 45SN531 contributes to the Very High Risk for this segment of the APE; the site is a portion of the Interurban Trail (Table 5-2), which the I-5 corridor runs parallel to. Although DAHP has not identified all the Ash Way Segment portions of the trail as a cultural resource, the risk of encountering archaeological materials is high (Sections 6.2.1 and 10). The Interurban Trail, formerly the Seattle-Everett Interurban Electric Railway, is culturally valuable due to its historical role in connecting communities and fostering economic development during the early to mid-twentieth century. Its impact on local economies, community interactions, and the collective memory of residents contributes to its cultural importance (Sections 4.4 and 5). Six previous cultural resource surveys have been conducted within this segment of the APE, encompassing less than 25% of the total area (Table 5-1 and Appendix E).

Historical maps and photographs covering this segment of the APE provide an opportunity to better understand the location and changes to resources that have occurred through time and will help focus additional analysis as the project design is refined.

The 1860 GLO map outlines the Old Military Road from Seattle to Bellingham Bay, intersecting this segment of the APE west of Martha Lake (Section 4.4.1). Swamp Creek is indicated west of this segment on the 1860 GLO map, with associated wetlands and tributaries (BLM 1860a). While the 1953 USGS Quadrangle map shows associated wetlands, other tributaries to Swamp Creek are not depicted in this map (USGS 1953d). The 1953 USGS Quadrangle map depicts Swamp Creek intersecting this segment at the southern end where the West Alderwood and Ash Way Segments converge. Additionally, the map reveals the Interurban Railway's right-of-way as a power line corridor with I-5 running parallel and crossing over the Interurban Railway's right-of-way throughout this segment of the APE (USGS 1953c and 1953d, Section 5.4.2, and Appendix C).

In a 1947 aerial photograph, the Interurban Railway's right-of-way is evident throughout this segment of the APE, accompanied by early developments like Federal Way (now SR 525), Martha Lake Road (now 164th Street SW), Alder Way, Ash Way, and Motor Place. In 1947 the northern portion of the segment was entirely forested, except for the Interurban Railway's right-of-way. Notable changes can be seen in 1955 and 1965 aerial photographs, where Ash Way Road extends north, parallel to the Interurban Railway's right-of-way, with side streets developing on the east side stretching towards the trail. In a 1965 aerial photograph, residential development along Ash Way Road and the construction of I-5 are observed, indicating a substantial impact on the Interurban Railway's right-of-way. Aerial photographs from 1978 and 1984 show a notable increase in commercial development and road infrastructure in the northern part of this segment in relation to the completion of I-5, while Swamp Creek's location in the south exhibits a preserved natural landscape with limited development (Section 5.4.2, and Appendix C). Although development and filling events can disturb cultural deposits, intact archaeological deposits are frequently found in urban settings.

Background research yielded no Sanborn fire insurance maps for this segment of the APE.

7.3 Mariner Segment

The APE within the Mariner Segment begins between 132nd and 134th Street SW near I-5 and ends just south of SR 99 on Airport Road (Figure 3-1 and Appendix F). This segment is on a landform that consists of glacially deposited sediment, including till and outwash. The landform has been modified over time but especially through historical and modern development including agriculture, residential, and commercial uses. Based on DAHP's predictive model (Figure 6-1) and an assessment of background data, this segment has a variable risk for encountering archaeological materials generally split between Low and Moderate Risk. One area of increased risk is in the northern portion of the segment, where Swamp Creek passes through it to join with Lake Stickney just southwest of the segment. Swamp Creek's cultural value is deeply ingrained in numerous Tribal communities' heritage and traditions (Sections 6.2.2 and 10). The presence of the historic archaeological site 45SN531 contributes to the Very High Risk for this segment of the APE; the site is a portion of the Interurban Trail (Table 5-2), which the I-5 corridor runs parallel to. Although DAHP has not identified all the Mariner Segment portions of the trail as a cultural resource, the risk of encountering archaeological materials is high (Sections 6.2.1 and 10). The Interurban Trail, formerly the Seattle-Everett Interurban Electric Railway, is culturally valuable due to its historical role in connecting communities and fostering economic development during the early to mid-twentieth century. Its impact on local economies, community interactions, and the collective memory of residents contributes to its cultural importance (Sections 4.4 and 5). One previous cultural resource survey has been conducted within this segment of the APE, encompassing less than 25% of the total area (Table 5-1 and Appendix E).

Historical maps and photographs covering this segment of the APE provide an opportunity to better understand the location and changes to resources that have occurred through time and will help focus additional analysis as the project design is refined.

A 1947 aerial photograph exhibits early roads within this segment of the APE, such as Admiralty Way, Gibson Road, Post Road (now 128th Street SW), and Emander Road (now 4th Avenue W). Notably, the Interurban Railway's right-of-way is captured in the 1947 aerial photograph following a northeast–southwest route alongside present-day I-5. The railway was abandoned in 1939, and in 1947 it had become a power line corridor; as shown in the 1953 USGS Quadrangle map (USGS 1953a, 1953b, Sections 4.4 and 5, and Appendix C).

A 1947 aerial photograph portrays a landscape characterized by minimal logging, sparse residential developments along roads, and few agricultural plots in the central and southern portions of the segment. The analysis of aerial photographs from 1947 to 1978 shows the intersection of Swamp Creek with the APE, just south of the Mariner and SR 99/Airport Road Segment boundary. The period between 1955 and 1965 witnessed the development of I-5, impacting the Interurban Trail, especially where 128th Street SW converges with the interstate. A 1969 aerial photograph shows substantial development on the east side of I-5, with a drive-in movie theater and residential communities. By 1974, Airport Road extended south of the SR 99 intersection, connecting with 128th Street SW and continuing to I-5. The landscape was transformed in the 1984 aerial photographs, marked by a surge in the development of commercial buildings, logging, and expanded highway infrastructure in this segment's central and southern portions (Section 5.4.3 and Appendix C). Although development and filling events can disturb cultural deposits, intact archaeological deposits are frequently found in urban settings.

Background research yielded no Sanborn fire insurance maps for this segment of the APE.

7.4 SR 99/Airport Road Segment

The APE within the SR 99/Airport Road Segment begins south of SR 99 on Airport Road and ends on Airport Road between 103rd and 106th Street SW (Figure 3-1 and Appendix F). This segment is on a landform that consists of glacially deposited sediment, including till and outwash. The landform has been modified over time but especially through historical and modern development including agriculture, residential, and commercial uses. Based on DAHP's predictive model (Figure 6-1) and an assessment of background data, the APE in this segment is predominantly Moderately Low Risk for encountering archaeological materials. An increase in risk is located just northeast outside of the APE in this segment. This rise in risk is due to Swamp Creek and its impact on the predictive model. As Swamp Creek is adjacent to the southeast boundary of this segment, it is reasonable to expect an increased risk of encountering cultural resources. Swamp Creek's cultural value is deeply ingrained in numerous Tribal communities' heritage and traditions (Sections 6.2.2 and 10). According to the WISAARD database, there are no recorded precontact or historic archaeological sites within the SR 99/Airport Road Segment of the APE (Section 5). This segment has undergone only one previous cultural resource survey, covering less than 25% of the area (Table 5-1 and Appendix E).

Historical maps and photographs covering this segment of the APE provide an opportunity to better understand the location and changes to resources that have occurred through time and will help focus additional analysis as the project design is refined.

The 1860 GLO map shows a waterway that starts in Township 29 North, Range 5 East, Section 13 and runs southwest to end in Township 29 North, Range 5 East, Sections 23 and 26 due east of this segment (BLM 1860b and Appendix C). It is unclear what waterway this was intended to represent, as both Swamp Creek and North Creek run north to south on either side of this diagonal unnamed waterway, as shown in the LiDAR maps in Appendix F. Another waterway is shown as starting at the southeastern boundary of OMF Site F and flows south. While the GLO map does not depict Lake Stickney's location, it is probable that this waterway that flows south corresponds to Swamp Creek, as its position on the GLO map aligns more accurately with the present-day Swamp Creek course (BLM 1860b and Appendices C and F).

A 1947 aerial photograph shows a heavily forested area with limited residential development along early roads such as Airport SE Road (now Airport Road), 106th Street, Airport Access (now 112th Street SW), Edmonds Road (now Holly Drive), Beverly Park Road, and State Highway No. 1 (now SR 99). A 1955 aerial photograph shows that logging was evident before increased residential and commercial development. By 1965, an aerial photograph depicts further residential development, including housing communities, likely due to expansions at the Paine Field Air Force Base and Boeing Production Facility. A 1974 aerial photograph shows the expansion of Airport Road south of the SR 99 intersection. The 1984 aerial photograph shows a substantial increase in logging and urban development in the southern area of the segment, while the northern area exhibits comparatively less development. The land east of the segment also witnessed logging and urban growth during this period (Section 5.4.4 and Appendix C). Although development and filling events can disturb cultural deposits, intact archaeological deposits are frequently found in urban settings.

Background research yielded no Sanborn fire insurance maps for this segment of the APE.

7.5 SW Everett Industrial Center Segment

The APE within the SW Everett Industrial Center Segment is near the Boeing Production Facility and Paine Field Air Force Base. The segment begins on Airport Road between 103rd and 106th Street SW and ends just west of the SR 526 and Seaway Boulevard intersection (Figure 3-1 and Appendix F). The segment is on a landform that consists of glacially deposited sediment, including till and outwash. The landform has been modified over time but especially through historical and modern development including agriculture, residential, and commercial uses. Based on DAHP's predictive model (Figure 6-1) and an assessment of background data, the APE in this segment has a variable risk for encountering archaeological materials, generally split between Moderately Low and Moderate Risk. According to the WISAARD database, there are no recorded precontact or historic archaeological sites within this segment of the APE (Section 5). This segment has undergone only three previous cultural resource surveys, covering less than 25% of the area (Table 5-1 and Appendix E).

Historical maps and photographs covering this segment of the APE provide an opportunity to better understand the location and changes to resources that have occurred through time and will help focus additional analysis as the project design is refined.

The boundaries of both Paine Field Air Force Base and the Fairmont neighborhood are shown in the 1953 USGS Quadrangle maps (USGS 1953b and Appendix C). These historical maps also depict wetlands to the east of the APE in this segment associated with Swamp Creek. Swamp Creek's cultural value is deeply ingrained in numerous Tribal communities' heritage and traditions (Sections 6.2.2 and 10).

In 1947, an aerial photograph shows a landscape with minimal development, with only the Beverly Park Mukilteo Road (now Casino Road) in the northern area of this segment and the Airport E (now 100th Street SW) and Airport SE Roads (now Airport Road) in the southern area of the segment. A 1947 aerial photograph also shows the Air Force runways and taxi lanes to the southwest of the segment, showing the early presence of aviation infrastructure. A transformative period unfolded between 1965 and 1969, evidenced in the aerial photographs showing the dramatic expansion of the Boeing Production Facility to the north of the segment boundary. This period witnessed a notable shift in the landscape, with the emergence and growth of industrial infrastructure, particularly in the northern reaches of the segment (Section 5.4.5 and Appendix C). Although development and filling events can disturb cultural deposits, intact archaeological deposits are frequently found in urban settings.

Background research yielded no Sanborn fire insurance maps for this segment of the APE.

7.6 SR 526/Evergreen Segment

The APE within the SR 526/Evergreen Segment begins just west of the SR 526 and Seaway Boulevard intersection and ends just north of the Cypress Lawn Cemetery (Figure 3-1 and Appendix F). This segment is on a landform that consists of glacially deposited sediment, including till and outwash. The landform has been modified over time but especially through historical and modern development including agriculture, residential, and commercial uses. Based on DAHP's predictive model (Figure 6-1) and an assessment of background data, this segment has a variable risk for encountering archaeological materials, generally split between Moderately Low Risk and Very High Risk. The areas of Moderately Low Risk are on the east end of the segment near Evergreen Way and E Casino Road. The Very High Risk area follows

Merrill and Ring Creek and surrounds the Swamp Creek headwaters just south of W Casino Road by the Walter E. Hall Golf Course and Park. Swamp Creek's cultural value is deeply ingrained in numerous Tribal communities' heritage and traditions (Sections 6.2.2 and 10). According to the WISAARD database, there are no recorded precontact or historic archaeological sites within this segment of the APE (Section 5). However, the presence of Swamp Creek and the Interurban Trail may signal the existence of other cultural resources in the vicinity. Although DAHP has not identified all the SR 526/Evergreen Segment portions of the Interurban Trail as a cultural resource, the risk of encountering archaeological materials is high where the trail intersects the APE in the east (Sections 6.2.1 and 10). The Interurban Trail, formerly the Seattle-Everett Interurban Electric Railway, is culturally valuable due to its historical role in connecting communities and fostering economic development during the early to mid-twentieth century. Its impact on local economies, community interactions, and the collective memory of residents contributes to its cultural importance (Sections 4.4 and 5). This segment has undergone only one previous cultural resource survey, covering less than 25% of the area (Table 5-1 and Appendix E).

Historical maps and photographs covering this segment of the APE provide an opportunity to better understand the location and changes to resources that have occurred through time and will help focus additional analysis as the project design is refined.

The 1953 USGS Quadrangle map depicts the Interurban Railway's right-of-way as a power line corridor near the boundary between the SR 526/Evergreen and Broadway/I-5 Segments of the APE. Additionally, the 1953 USGS Quadrangle shows the presence of wetlands near the headwaters of Swamp Creek (USGS 1953a and 1953b, Section 5.4.6, and Appendix C).

The development of transportation routes is evident in a 1947 aerial photograph, where the main east-west road was Beverly Park Mukilteo Road (now Casino Road) before the construction of SR 526/Boeing Freeway. Aerial photographs from 1965 show the development of roads extending north and south from Casino Road, shaping the local highway infrastructure. Between 1947 and 1969, urban development predominantly occurred on the east side of the segment, encompassing both the northern and southern areas of Casino Road. The urban development in the west side of the segment was notably influenced by the completion of SR 526/Boeing Freeway, as shown in 1965 and 1969 aerial photographs. Aerial photographs from 1984 show the completion of the Boeing Production Facility buildings, which was a pivotal moment for this area as it triggered an increase in urban development north of SR 526/Boeing Freeway (Section 5.4.6 and Appendix C). Although development and filling events can disturb cultural deposits, intact archaeological deposits are frequently found in urban settings.

Background research yielded no Sanborn fire insurance maps for this segment of the APE.

7.7 Broadway/I-5 Segment

The APE within the Broadway/I-5 Segment begins just north of the Cypress Lawn Cemetery and ends near the Lowell Elementary School, west of the Snohomish River (Figure 3-1 and Appendix F). This segment is on a landform that consists of glacially deposited sediment, including till and outwash. The landform has been modified over time but especially through historical and modern development including agriculture, residential, and commercial uses. Based on DAHP's predictive model (Figure 6-1) and an assessment of background data, the APE in this segment has a variable risk for encountering archaeological materials, generally split between Low Risk and Moderate Risk. According to the WISAARD database, no recorded

precontact or historic archaeological sites exist within this segment (Section 5). However, the APE runs south to north along the top of an outwash plain edge just west of the Snohomish River, and the lowlands to the east that are outside of the APE encompass recorded archaeological sites. The presence of archaeological sites proximate to the APE may signal the existence of other cultural resources. No Tribal place names were encountered on historical ethnographic placename maps that were examined (Section 4.3.6). This segment has undergone only four previous cultural resource surveys, covering less than 25% of the area (Table 5-1 and Appendix E).

Historical maps and photographs covering this segment of the APE provide an opportunity to better understand the location and changes to resources that have occurred through time and will help focus additional analysis as the project design is refined.

Aerial photographs from 1947 show Broadway Cut Off Road (now Broadway) as the main road running north-south in this segment. The historical aerial photographs from 1955 through 1984 and the 1953 USGS Quadrangle map show the development of the residential districts and the infrastructure associated with the construction of I-5 and its subsequent expansions (USGS 1953a). The 1957 Sanborn fire insurance map provides information about the development of the residential districts and the associated infrastructure (Sanborn 1957a, 1957b, 1957c, 1957d). The 1953 USGS Quadrangle map also delineates the historical districts of Lowell and Pinehurst (USGS 1953a), and the 1957 Sanborn fire insurance map shows their changed limits and the Laurel Heights district boundaries (Sanborn 1957a, 1957b, 1957c, 1957d, Section 5.4.7, and Appendix C).

Recent and historical ground disturbance within the east–west power line corridor crossing over I-5 at 75th Street SE are shown in the aerial photographs from 1947 to 1984 and the 1953 USGS Quadrangle map (USGS 1953a). Logging for the corridor and regular maintenance have disrupted the near-surface deposits in the area. An aerial photograph from 1969 shows the Valley View development on the east side of I-5 near the power line corridor with subsequent aerial photographs showing its expansion (Section 5.4.7 and Appendix C). Although development and filling events can disturb cultural deposits, intact archaeological deposits are frequently found in urban settings.

7.8 Everett Station Segment

The APE within the Everett Station Segment begins near Lowell Elementary School and ends at Hewitt Avenue in downtown Everett, west of the Snohomish River (Figure 3-1 and Appendix F). This segment is located on a landform that consists of glacially deposited sediment including till and outwash. The landform has been modified through time but especially through historical and modern era development including agriculture, residential, commercial, and even industrial uses. Based on the DAHP predictive model (Figure 6-1) and an assessment of background data, the northern end of this segment ranges from Moderate to Very High Risk of encountering cultural resources, and the southern half shows as Low Risk. The presence of the recorded archaeological sites 45SN85 (precontact isolate) and 45SN492 (Evergreen Funeral Home and Cemetery) contribute to the Very High Risk shown in the DAHP predictive model (Table 5-2). No Tribal place names were encountered on historical ethnographic placename maps that were examined for this segment (Section 4.3.6). This segment has undergone only two previous cultural resource surveys, covering less than 25% of the area (Table 5-1 and Appendix E).

Historical maps covering this segment of the APE provide an opportunity to better understand

the location of and changes to resources that have occurred through time and will help focus additional analysis as project design is refined.

Buildings that house common object producing industries, such as blacksmiths or brewhouses, are shown on the Sanborn fire insurance maps within this segment of the APE. The 1902 map identifies 3131 Broadway as a hay and feed storage building and stable and 2110 Hewitt Avenue as a horseshoeing business, complemented by blacksmith shops at 2108 and 2107 Hewitt Avenue (Sanborn 1902d). The 1914 map shows a beer-bottling company and brew house belonging to the Everett Brewing Company south of 33rd Street between Smith and Paine Avenues (Sanborn 1914d). Maps from 1914 through 1950 and 1957 show 3231 Broadway as a bottling works (Sanborn 1914-1950c, 1957g). The 1957 map illustrates multiple woodworking buildings along Hewitt Avenue, McDougall Avenue, and Smith Avenue near the railroad (Sanborn 1957g, 1957h). The buildings outlined above are a sampling of clustered buildings representing twentieth-century industries and their related products (Section 5.4.8 and Appendix C). The presence of these buildings in the past may increase the likelihood of encountering buried historical deposits beneath the present-day structures.

The 1953 USGS Quadrangle map delineates the locations of the historical railroad lines in the northern portion of the segment that are no longer visible on contemporary maps (USGS 1953a and Appendix C). The Sanborn fire insurance maps provide locational information for train stations and the businesses that developed around them. Rail corridors, however, also can be high risk for archaeological deposits from both intentional and unintentional discard from the moving train (Appendix C).

Aerial photographs from 1947 through 1984 show the original location of the railroad, also seen on the 1953 USGS Quadrangle map (USGS 1953a). Additionally, these aerial photographs provide insight into the development of important landmarks and resources within the APE, such as the Evergreen Cemetery (Sections 5 and 6.2.3) and the Everett Depot for the Milwaukee Road/Chicago, Milwaukee, St. Paul & Pacific Railroad located at 3201 McDougall Avenue, which has been determined eligible for the NRHP (Section 5.2.2, Appendix B, and Table E-2). In a 1947 aerial photograph, the Evergreen Cemetery was much smaller, with the north, south, and west sections of the cemetery consisting of few trees and open fields before being subsumed by the cemetery's expanding plots. In subsequent aerial photographs, the development of the modern cemetery boundary and plan can be seen (Appendix C). The aerial photographs also show the change in the Everett Depot's footprint, which coupled with review of the Sanborn fire insurance maps for this area, shows a change in use and building function (Appendix C). The changes in this segment's industrial and societal development captured in the historical aerial photographs reflect urban growth and the city's adaptation to economic, social, and infrastructural demands over time. Although development and filling events can disturb cultural deposits, intact archaeological deposits are frequently found in urban settings.

7.9 OMF North Site Alternatives

7.9.1 OMF Site F

The APE for OMF Site F is southwest of the alignment in the SR 99/Airport Road Segment (Figure 3-1 and Appendix F). This portion of the APE is on a landform that consists of glacially deposited sediment, including till and outwash. The landform has been modified through time but especially through historical and modern development including agriculture, residential, and commercial uses. Based on DAHP's predictive model (Figure 6-1) and an assessment of

background data, the risk of encountering archaeological materials is Moderately Low for this portion of the APE. Nevertheless, Swamp Creek is near the eastern boundary of the site, and its cultural value is deeply ingrained in numerous Tribal communities' heritage and traditions (Sections 6.2.2 and 10). According to the WISAARD database, no precontact or historic archaeological sites have been recorded within this portion of the APE (Section 5). However, no previous cultural resource surveys have been conducted in this area (Table 5-1 and Appendix E).

Historical maps and photographs covering this site provide an opportunity to better understand the location and changes to resources that have occurred through time and will help focus additional analysis as the project design is refined.

The 1860 GLO map shows a waterway, likely to be Swamp Creek, that appears in the southeast corner of the site and flows south through an area that is shown as Lake Stickney in later maps (BLM 1860b). On the 1953 USGS Quadrangle map, Lake Stickney appears to the southeast of this site, but, notably, Swamp Creek is absent north of the lake. Instead, the 1953 USGS Quadrangle map shows Lake Stickney as the headwaters of Swamp Creek (USGS 1953b and Appendix C).

A 1947 aerial photograph portrays a landscape with minimal urban development with Alexander Road, Airport SE Road (now Airport Road), State Highway No. 1 (SR 99), and Gibson Road. Structures at that time were concentrated along Airport Southeast Road and State Highway No. 1. From 1955 to 1965, a notable surge in development took place across the entire site. Aerial photographs from 1965 to 1984 document a continuous trend in urbanization, characterized by logging and the construction of residential and commercial buildings (Section 5.4.9 and Appendix C). Although development and filling events can disturb cultural deposits, intact archaeological deposits are frequently found in urban settings.

Background research yielded no Sanborn fire insurance maps for this portion of the APE.

7.9.2 OMF Site E

The APE for OMF Site E is northeast of the alignment in the SR 99/Airport Road and SW Everett Industrial Center Segments (Figure 3-1 and Appendix F). This portion of the APE is on a landform that consists of glacially deposited sediment, including till and outwash. The landform has been modified over time but especially through historical and modern development including agriculture, residential, and commercial uses. Based on the DAHP predictability model (Figure 6-1) and an assessment of background data, this portion of the APE is predominantly classified as Moderately Low and Moderate Risk for encountering cultural resources. Notably, a small portion on the eastern periphery is designated as High Risk due to the proximity of waterbodies. According to the WISAARD database, no recorded precontact or historic archaeological sites exist within this site (Section 5). This portion of the APE has undergone only two previous cultural resource surveys, covering less than 25% of the area (Table 5-1 and Appendix E).

Historical maps and photographs covering this site provide an opportunity to better understand the location and changes to resources that have occurred through time and will help focus additional analysis as the project design is refined.

A 1947 aerial photograph reflects minimal development, with some residential structures along

106th Street and a solitary building on Airport E Road (now 100th Street SW). The 1953 USGS Quadrangle map delineates the boundaries of the Paine Field Air Force Base, extending into the northwest portion of the site (USGS 1953b). In a 1955 aerial photograph, a transformative phase begins to take shape, marking the emergence of roads such as 23rd Avenue W, 21st Avenue W, 104th Street SW, and Rosewood Avenue. The subsequent 1965 aerial photographs reveal the development of buildings along these roads. Between 1955 and 1965, the west side of Airport Road witnessed an increase in Paine Field Air Force Base infrastructure construction, as structures are shown along the airstrips and taxi lanes. The 1969 and 1974 aerial photographs show a subtle rise in urban development in the surrounding area (Section 5.4.9 and Appendix C). Although development and filling events can disturb cultural deposits, intact archaeological deposits are frequently found in urban settings.

Background research yielded no Sanborn fire insurance maps for this portion of the APE.

7.9.3 OMF Site B

The APE for OMF Site B is north of the alignment in the SR 526/Evergreen Segment and east of the Boeing Production Facility properties (Figure 3-1 and Appendix F). This portion of the APE is on a landform that consists of glacially deposited sediment, including till and outwash. The landform has been modified over time but especially through historical and modern development including agriculture, residential, commercial, and industrial uses. Based on DAHP's predictive model (Figure 6-1) and an assessment of background data, this portion of the APE exhibits the widest range of risk of encountering cultural resources—from Moderately Low to Very High. While most of this area is classed as Moderate Risk, a substantial area in the northeast corner where Merrill and Ring Creek intersects the APE demonstrates a pronounced concentration of High and Very High Risk. Despite the absence of documented cultural resources in this area, DAHP has designated this area as High Risk due to the presence of waterbodies and environmental indicators that suggest a favorable environment for human use in the past. According to the WISAARD database, no recorded precontact or historic archaeological sites exist within this portion of the APE (Section 5). However, no previous cultural resource surveys have been conducted in this area (Table 5-1 and Appendix E).

Historical maps and photographs covering this site provide an opportunity to better understand the location and changes to resources that have occurred through time and will help focus additional analysis as the project design is refined.

OMF Site B appears untouched and unaltered in 1947 and 1955 aerial photographs. On the 1953 USGS Quadrangle map, Merrill and Ring Creek is shown in the northeastern part of the site, near its current position (USGS 1953a). 1969 aerial photographs show a notable shift with the initiation of extensive logging and introduction of infrastructure, including the establishment of 75th Street SW along the northern boundary of the site and 80th Street SW traversing the site from east to west. Later aerial photographs show developments such as the construction of Pacific Topsoil's Warehouse in 1973 and Achilles USA Inc. buildings along 80th Street SW in 1974. 1984 aerial photographs further document the site's urbanization, showing additional buildings along 75th Street SW that were erected post-1980 (Section 5.4.9 and Appendix C). Although development and filling events can disturb cultural deposits, intact archaeological deposits are frequently found in urban settings.

Background research yielded no Sanborn fire insurance maps for this portion of the APE.

8 FIELD INVESTIGATION METHODS

This plan includes details on cultural resources work planned in support of Draft EIS development (Phase 1). The methodology described may also be applied to future work in support of the Final EIS and specific Section 106 requirements after a preferred Build Alternative is selected and design advances (Phases 2 through 4). If additional survey plans are required, affected Tribes and SHPO would be afforded the opportunity to review those and provide comments.

An Inadvertent Discovery Plan (IDP) has been prepared to provide a protocol should archaeological resources or human remains be encountered during project activities (Appendix A).

The rest of this section describes the array of archaeological field methods to be used in field investigations. The location and/or number of shovel probes, auger cores, and archaeological borings may change during the field investigation process if hazardous conditions or safety concerns are identified, or access to a property is denied.

The field decision about what sampling intensity (transect widths and frequency of hole placement) will be made based on the following factors:

- Shape of the property with permeable surface (survey area)
- Access to all portions of the property (e.g., is the property covered in 12-foot-tall blackberries)
- Risks to the archaeologists in the field (e.g., dogs or other hazards)

These same factors would be used when determining the specific sampling intensity and transect width in all zones.

Pedestrian survey will be conducted within the APE in areas where access is granted and survey is feasible. Subsurface survey will be conducted as well, as access allows. In general, subsurface survey will follow the sampling strategy below:

- For the High and Very High Risk Zone, transect widths will range from 5 meters to 15 meters with holes placed from 5 meters to 15 meters apart.
- For the Moderate Risk Zone, transect widths will range from 20 meters to 30 meters with holes placed from 20 meters to 40 meters apart.
- For the Low and Moderately Low Risk Zone, transect widths will range 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 Zone would create sampling bias. To assess this bias, 10% of the Moderate and Low to Moderately Low Risk Zones will have transect widths ranging from 5 meters to 15 meters.

8.1 Archaeological Field Investigations

Archaeological field investigations will begin with a pre-field identification of areas within the ground disturbance area that are accessible for investigation. This review will result in identifying appropriate locations for subsequent subsurface investigation. Sound Transit does not anticipate conducting investigations within known archaeological site boundaries during Phase 1 – Support for the Draft EIS as described in Section 1.1.1 above.

8.1.1 Pedestrian and Reconnaissance Survey

The pedestrian survey will begin with a reconnaissance survey. At least three archaeologists will drive the length of the APE to perform an initial reconnaissance and identify locations suitable for surface and subsurface investigations during each phase of field work as described in Section 1.1. This reconnaissance fieldwork will include visual inspection, detailed notes, photographs, and GPS points of relevant features or environmental factors. They will also identify areas that are not good candidates for subsurface investigations.

Following the initial reconnaissance survey, a pedestrian survey will be conducted throughout the APE. Pedestrian survey will focus on inspection of areas where soils are exposed and the surface may be intact and not heavily modified by development activities.

8.1.2 Shovel Probes and Hand Augers

Subsurface survey sampling methods are designed to identify buried archaeological sites that are medium sized (20 meters across or larger). Shovel probes and hand augers are useful subsurface investigation methods for assessing the presence of archaeological materials in the upper 3-6 feet of a landform. As such, these hand investigation methods will be employed where surface geology is not dominated by thick fill. Shovel probes and hand augers may be excavated in locations where other investigation techniques are unsuitable or may be used in conjunction with other investigation methods. ERCI will use a combination of the following sampling methods: clustering, judgmental, and systematic where possible. Field investigations will be reassessed during each phase of field investigations and may also be modified based on project circumstances.

Each SP will be a minimum of 40 centimeters in diameter and will be excavated to approximately 20 centimeters into sterile intact glacially derived parent material up to 1 meter below grade where possible. At the bottom of selected SPs, a 3.5-inch-diameter auger probe may be used to extend the depth of the probe to sample sediments up to approximately 2.5 meters in depth. In the event water infiltrates and fills the SPs or ACs during excavation, the actual depth of the testing may be modified. If glacially derived parent material (e.g., intact glacial till or outwash) is identified, the excavation will be terminated.

All archaeologically excavated materials will be screened through ¼-inch wire mesh hardware cloth. Global positioning system coordinates will be collected for each SP and AC and incorporated into a map layer to be included in the final technical report. Sediment types and colors will be documented using the Munsell Soil Color Chart for each SP and AC. If sediment change is observed during excavation, the depth of transition and information on whether the transition is abrupt or gradual will be documented. A brief statement of stratigraphic interpretation will be compiled for all geographical areas where general stratigraphic trends are identified. Each SP and AC will be photographed.

If archaeological features or isolates are observed, they will be photographed and documented pursuant to the DAHP Cultural Resources Reporting Guidelines (2023a). Any artifacts encountered will be photographed with a scale, sketched, and then returned to the location of their find. Upon completion, all excavations resulting from field investigations will be backfilled.

8.1.3 Excavator Machine Tests

In those areas with fill material, open machine trench tests using a backhoe or excavator may be employed to examine the intact native sediments below. A sample of the buried and intact native sediments may be screened in each test hole. Archaeologists will monitor the machine work, describe the matrices, record soils where possible, and evaluate the probability of encountering buried archaeological deposits. In-field modifications to the sampling plan may occur based on field observations. The goal of the machine work is to examine any buried and intact sediment for archaeological materials and assess the probability or risk of encountering archaeological materials.

8.1.4 Geoarchaeological Cores

For those locations where shovel probes, hand augers, nor machine testing is practical, additional machine coring may be employed. This coring is guided by archaeologists for the purpose of identifying sites or high risk sediments. Higher risk sediments or buried surfaces may then be flagged for additional subsurface investigation either by machine or sonic cores. This technique can also help to identify areas where no additional archaeological survey work is needed. In some cases, no possibility of culture rich sediment is reasonable, and those areas do not need additional investigation.

8.1.5 Sonic Cores

In areas where fill material reaches deeper than is reachable by hand or machine on the surface, it may be necessary to use sonic coring to reach high risk and undisturbed sediments beneath the fill and get a large enough observable profile to evaluate any features of matrices. Sonic cores provide a higher volume of sediment and a larger sediment profile to examine.

8.1.6 Additional Techniques

If findings from the previously listed methods indicate a need for further investigation or further information, techniques such as vegetation or landform mapping, and ground-penetrating radar (GPR) may be used.

8.2 Built Environment Survey and Documentation

The cultural resources team will conduct a buildings and structures survey and inventory for the project, identifying and documenting historic-period buildings, structures, and objects within the APE. Archival research, including accessing Snohomish County records, will result in the compilation of maps and a database identifying architectural resources by date built within the APE. Survey and inventory will be conducted only for architectural resources that stand within the APE and will be 50 years old or older at the initial start of construction for the project (i.e., built in 1980 or earlier). The resulting database will be compared with WISAARD to determine

which resources have current and up-to-date Historic Property Inventories (HPIs) on file with DAHP. As per DAHP Cultural Resources Reporting Guidelines (2023a), the cultural resources team will resurvey and update documentation for historic-period resources with existing HPIs that were prepared 10 or more years ago. During consultation, the project proponent, lead agency, and consulting parties may also review existing HPIs that were prepared between five and 10 years ago for resources within the APE. If HPIs were completed within the previous five years for resources within the APE, the HPIs are considered up to date and no further research or documentation is required. All buildings included in the survey and inventory will be recorded on individual forms, unless they are secondary structures such as a garage, shed, gas station canopy, or other building or structure that would not typically be evaluated separately from the main building on the property. Based on discussion with DAHP, properties with multiple buildings that were planned and designed as part of a cohesive complex (i.e., mobile home parks and large apartment complexes) will be recorded and evaluated on a single form).

Cemeteries are considered archaeological resources per DAHP's Cultural Resources Reporting Guidelines (2023a) and are recorded on Archaeological Site Inventory Forms rather than HPI forms. However, if the cemetery includes architectural resources constructed in 1980 or earlier, the cultural resources team will survey those resources. In oversized parcels that extend more than 200 feet from the anticipated area of ground disturbance, the cultural resources team will limit its survey to resources touching or within the 200-foot distance from the project limits, unless the oversized parcel is most appropriately considered as a single site or complex, in which case, the survey will include additional architectural resources or if warranted by potential effects.

Survey and inventory will be conducted by field survey teams who meet the Secretary of the Interior's qualification for architectural history. Field teams will document all historic-period resources in the project database that date to 1980 or earlier and have not been documented in WISAARD within the last 10 years, or excluded from survey, as described above. Teams will use electronic tablets and digital cameras, generating field notes documenting architectural style, materials, workmanship, modifications, and condition, supplemented by digital photographs. They will record any additional details relevant to the assessment of integrity and eligibility.

The results of survey and inventory, paired with additional archival research (including the historic context document presented in Appendix D), will result in the cultural resources team's initial recommendations regarding each surveyed resource's eligibility for listing in the NRHP. To be eligible for listing in the NRHP, a resource must meet one of four criteria for significance (NRHP criteria A, B, C, or D) and possess sufficient integrity to convey its significance (NPS 1995). The cultural resources team's eligibility recommendations will be shared with the project proponent for review and comment, and then shared with the lead agency, which will, in consultation with SHPO, determine the NRHP eligibility of surveyed resources.

9 RECOMMENDATIONS OF ELIGIBILITY

For the consultants to recommend and the lead agency to determine the eligibility of cultural resources and historic properties for listing in the NRHP, an evaluation of identified built environment cultural resources will be conducted based on the NRHP criteria at 36 CFR 60.4. The findings of the evaluation will be reported in the Draft EIS and technical report. Each cultural or built environment resource description will contain a section that evaluates the specific qualities, integrity, and criteria that make a resource eligible, or not, for listing in the NRHP either individually or as contributing to a potential NRHP-eligible historic district. Resources will also be evaluated for WHR, the Washington State Heritage Barn Register, Snohomish County Register of Historic Places, and the Everett Register of Historic Places eligibility. Eligibility recommendations for the NRHP will be included on HPI forms; state and local register evaluations will be included in the technical report and are advisory only.

Sound Transit anticipates consulting with SHPO per the agreement discussed in Section 3 regarding NRHP eligibility of built environment resources and archaeological resources (as appropriate).

9.1 National Register of Historic Places

Evaluation methods outlined at 36 CFR 800(c)(1) will be used to apply NRHP eligibility criteria to identified historic resources. To be considered a “historic property” (eligible for listing in the NRHP), a property must be at least 50 years of age (or meet the NRHP “Criteria Considerations” categories) and meet one or more of the NRHP criteria for evaluation (at 36 CFR 60.4), listed below. The quality of significance in American history, architecture, archaeology, engineering, and culture is present in districts, sites, buildings, structures, and objects that possess integrity of location, design, setting, materials, workmanship, feeling, or association, and satisfy one or more of the following criteria:

- Associated with events that have made a significant contribution to the broad patterns of our history (Criterion A)
- Associated with the lives of persons significant in our past (Criterion B)
- Embody the distinctive characteristics of a type, period, or method of construction, or that represent the work of a master, or that possess high artistic values, or that represent a significant and distinguishable entity whose components may lack individual distinction (Criterion C)
- Have yielded or may be likely to yield, information important in prehistory or history (Criterion D)

Recommendations will be included for each NRHP-listed or -eligible property indicating No Effect, No Adverse Effect, or Adverse Effect. Depending on the results of the survey, appropriate mitigation measures will be proposed for affected properties. Details regarding these recommendations and discovery of sites during survey are outlined in Appendix A.

FTA will determine NRHP eligibility for each property. Sound Transit and FTA will then submit inventory forms to the SHPO with a request for concurrence with FTA’s determinations on NRHP eligibility.

For archaeological sites, integrity of location, materials, and association are generally most crucial. To address important research topics, archaeological deposits usually must be in their original location, retain depositional integrity, contain adequate quantities and types of materials in suitable condition to address important research topics, and have a clear association. Associations may be defined at different social scales (e.g., an activity area, a household, or institution) and across various temporal spans (e.g., brief or longer term).

NRHP evaluations for archaeological resources will be preliminary, as sites will likely require additional investigations for formal evaluations.

9.2 Washington State Heritage Register

The WHR was established in 1971 as a state-level alternative for the NRHP and includes districts, sites, buildings, structures, and objects that have been identified as significant at the local or state level for their history, architecture, engineering, or archaeological significance. Guidelines for WHR listing are broad; in order to qualify for WHR listing, owner consent must be provided; the resource must be at least 50 years old or demonstrate exceptional significance; it should retain important character-defining features from its period of construction; and it should have documented historic significance at the local, state or national level. Resources that are listed on the NRHP are automatically added to the WHR (DAHP 2023b).

Because this register broadly follows NRHP eligibility guidelines for resources that are significant at a local and state level and specific guidelines do not exist for WHR eligibility, NRHP guidelines will be used for WHR eligibility evaluation.

9.3 Washington State Heritage Barn Register

The Washington State Heritage Barn Register was established under the Heritage Barn Preservation Initiative and is governed by RCW 27.34.400, 27.34.410, and 27.34.020 and administered by the Heritage Barn Advisory Committee. Heritage barns are defined as large agricultural outbuildings over 50 years old used to house animals, crops, or farm equipment and have been determined by DAHP to be eligible for listing in the WHR, the NRHP or have been listed on a local historic register and approved by the Advisory Council on Historic Preservation. These resources may include other outbuildings on the same property as a heritage barn and must be historically associated with the working life of the farm or ranch (DAHP 2023c, 2023d).

Resources are considered eligible for the Washington Heritage Barn Register if the same resource is recommended eligible for the NRHP, WHR, or a local register; no additional evaluation will be necessary.

9.4 Snohomish County Register of Historic Places

The Snohomish County Register of Historic Places is governed by Snohomish County Code Chapter 30.32D Historic and Archaeological Resources and administered by a historic preservation commission. The historic preservation commission may designate a resource on the county register if it is at least 50 years old or is at least 40 years old and of exceptional significance; the resource is significant and represents an important association with the history, architecture, archaeology, engineering, or cultural heritage of the county; and the resource

retains integrity of location, design, materials, and/or workmanship. In addition, the resource must meet at least one of the following criteria:

- The resource is associated with events that made an important contribution to national, state, or local history;
- The resource embodies architectural characteristics of a distinctive and defined type, period, style, or method of design or construction, as documented in professional architectural and historic preservation publications, or represents a significant and distinguishable entity whose components may lack individual distinction;
- The resource is an outstanding work of a recognized designer, builder, or architect whose work has been documented in professional publications as having made a substantial contribution to the artistic and aesthetic values of the community;
- The resource exemplifies or reflects elements of Snohomish County's cultural, social, economic, political, aesthetic, engineering, or architectural history;
- The resource is associated with the life of a person of documented importance in national, state, or local history;
- The resource yields or is likely to yield important archaeological information related to history or prehistory;
- The resource contains a building or structure removed from its original location but which has significant and documented architectural value, or which is the only surviving building or structure associated with an historic person or event;
- The resource is a birthplace or grave of an historical figure of documented importance which is the only surviving building, structure, or site associated with that person;
- The resource is a cemetery which derives its primary significance from age, design features, or association with historic events or cultural patterns;
- The resource contains a building that has been reconstructed in an historically accurate manner on the original site; or
- The resource is an example of folk architecture and design that is creative and unique, but which does not fit into formal architectural or historical categories (Snohomish County 2023, Snohomish County Historic Preservation Commission 2023).

9.5 Everett Register of Historic Places

The Everett Register of Historic Places is governed by Everett Municipal Code Chapter 19.28 and administered by a historical commission. Buildings, structures, and sites may be considered eligible for inclusion in the register if it is significantly associated with the history, architecture, archaeology, engineering, or cultural heritage of the community; has integrity; is at least 50 years old or has exceptional significance; and falls into at least one of the following categories:

- The resource embodies the distinctive architectural characteristics of a type, period, style, or method of design or construction, or represents a significant and distinguishable entity whose components may lack individual distinction;
- The resource is associated with events that have made a significant contribution to the broad patterns of national, state, or local history;
- The resource is an outstanding work of a designer, builder, or architect who has made a substantial contribution to the art;
- Exemplifies or reflects special elements of the city's cultural, special, economic, political, aesthetic, engineering, or architectural history;
- Is associated with the lives of persons significant in national, state, or local history;
- Has yielded or may be likely to yield important archaeological information;
- Is a building or structure removed from its original location, but is significant primarily for architectural value, or is the only surviving structure associated with an historic person or event;
- Is a cemetery which derives its primary significance from age, from distinctive design features, or from association with historic events or cultural patterns;
- Is a reconstructed building constructed in an historically accurate manner on the original site;
- Is a creative and unique example of old architecture and design created by persons not formally trained in the architectural or design professions, and which does not fit into formal architectural or historical categories (City of Everett 2023a, 2023c).

9.6 Lynnwood Register of Historic Landmarks

The City of Lynnwood has developed general guidelines for the Lynnwood Register of Historic Landmarks under Lynnwood Municipal Code Chapter 21.80, and a historical commission has been created, but the City does not currently maintain a register.

10 REPORTING AND RECOMMENDATIONS

10.1 Archaeological Investigation Recommendations and Reporting

The APE is recommended to be surveyed according to the risk associated in the DAHP predictive model as discussed in Section 6 and the sampling intensity described in Section 7.9.1. As described in Section 1.1, the survey to support the Draft EIS development (Phase 1) will occur only in publicly accessible areas and areas where right-of-entry is granted.³ Given that, Figure 10-1 through Figure 10-8 highlight the risk zones within the right-of-way in the APE, and Table 10-1 presents the recommended survey intensity by percent of the right-of-way in the APE. The six additional High Risk areas discussed in Section 6.2 are anticipated to be subject to a high risk survey and are reflected in the percentages in Table 10-1. Hand shovel and auger sampling will be informed by the initial pedestrian survey and will be completed where feasible. It may not be possible to reach the intensity of subsurface survey shown in Table 10-1. Sound Transit will use the information available to inform the EIS analysis.

Table 10-1 Recommended Archaeological Survey Intensity by Percent of the Right-of-Way Within the APE

Alignment Segment/OMF Site	Very High and High	Moderate	Moderately Low and Low
ALD	44%	6%	50%
ASH	5%	35%	60%
MAR	44%	24%	32%
AIR/OMF Sites F and E	2%	10%	88%
SWI/OMF Site E	0%	61%	39%
EGN/OMF Site B	32%	34%	34%
BI	5%	27%	68%
EVT	37%	38%	25%

The High and Very High Risk zones are primarily due to proximity of Swamp Creek and its headwaters, the coastal drainages, wetlands, and other waterbodies or proximity to archaeological sites including the Interurban Trail and Evergreen Cemetery (see Section 6.2 and Section 7 for more information).

Following the completion of the surface and subsurface surveys, the cultural resources consultant will prepare a technical discipline report presenting the findings and recommendations for any identified archaeological resources. A description and findings, including representative photographs and a sketch map set for each subsurface survey, will be included in the report, along with a brief stratigraphic interpretation for each work area. The report will include a Geographic Information System (GIS) map of all locations included in the archaeological survey. The technical discipline reports will follow the guidelines set forth in DAHP's Washington State Standards for Cultural Resource Reporting (2023a).

³ Additional survey may occur as the project progresses and access to previously inaccessible properties is granted.

Archaeological site inventory forms, including updates to existing forms, will be completed for every archaeological site or isolate encountered during field survey.

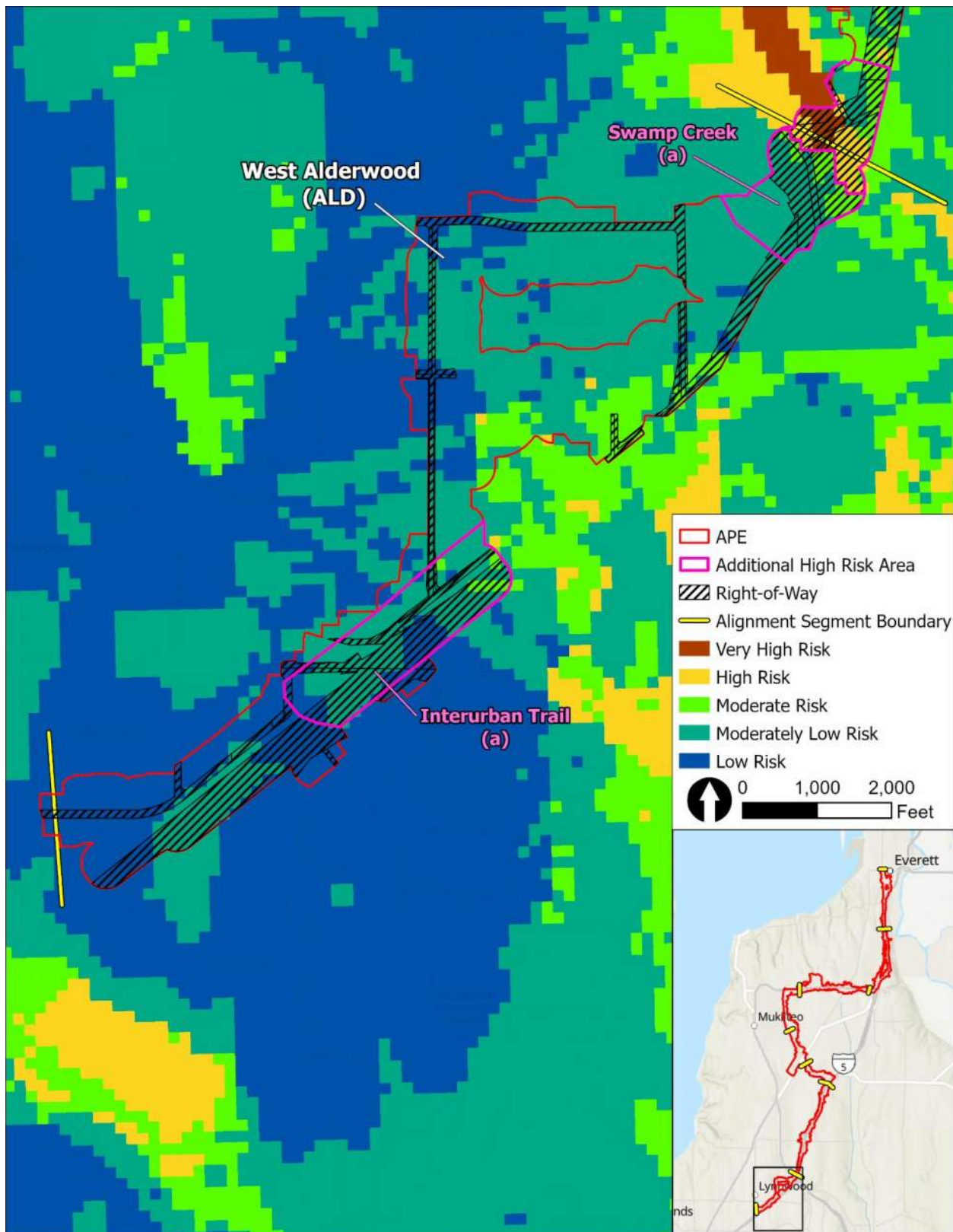


Figure 10-1 Archaeological Survey Intensity Recommendations for the Right-of-Way Within the APE – West Alderwood Segment

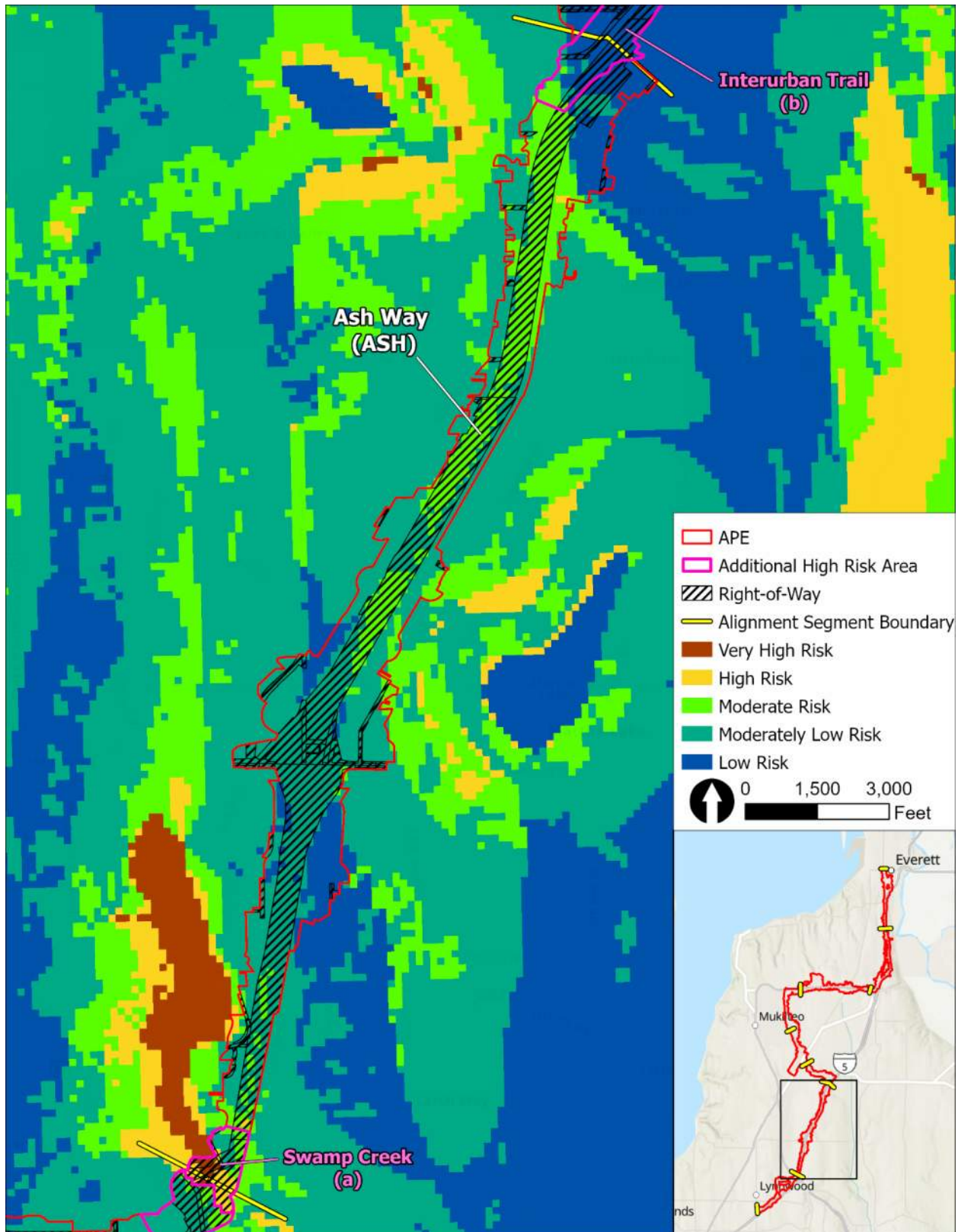


Figure 10-2 Archaeological Survey Intensity Recommendations for the Right-of-Way Within the APE – Ash Way Segment

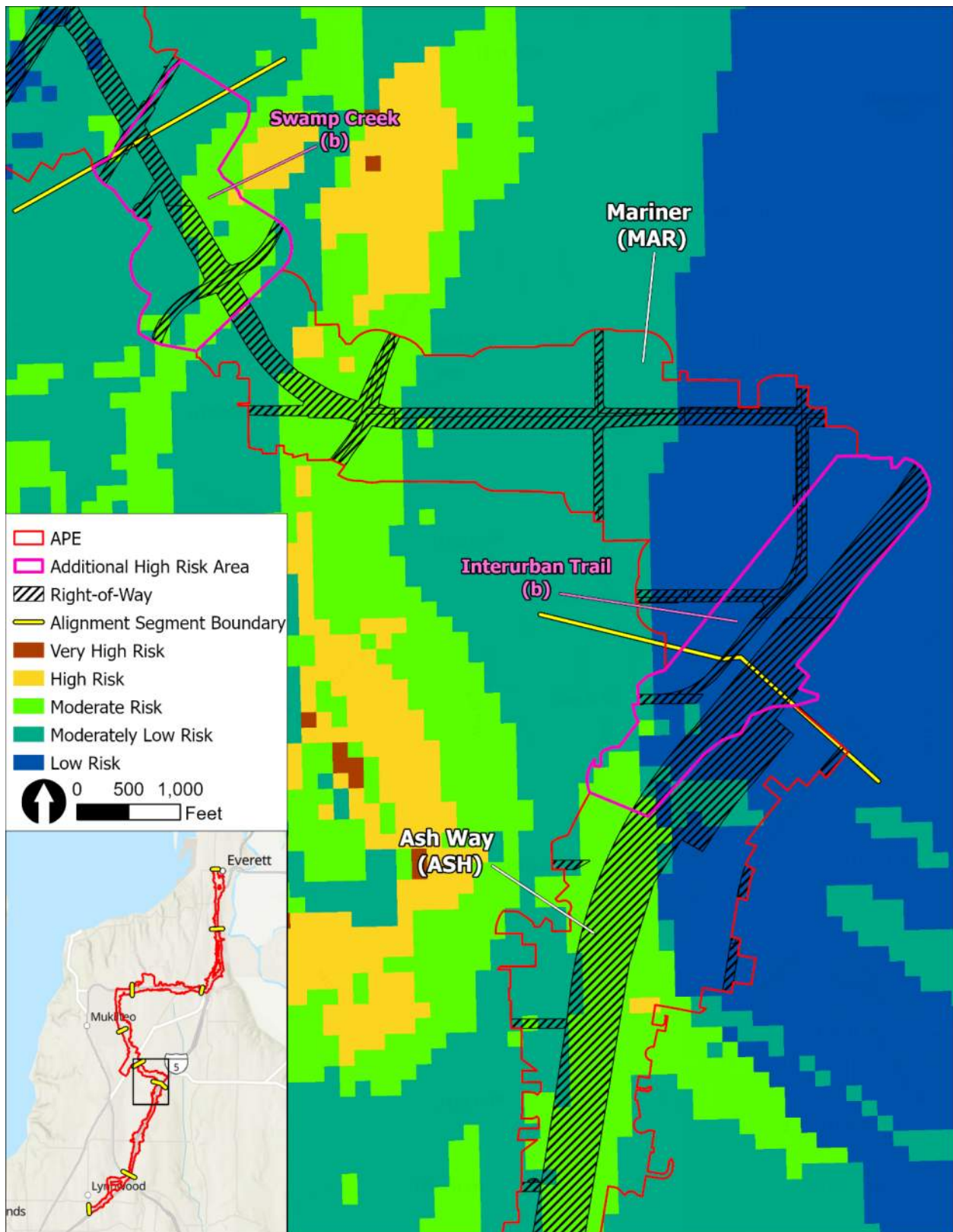


Figure 10-3 Archaeological Survey Intensity Recommendations for the Right-of-Way Within the APE – Mariner Segment

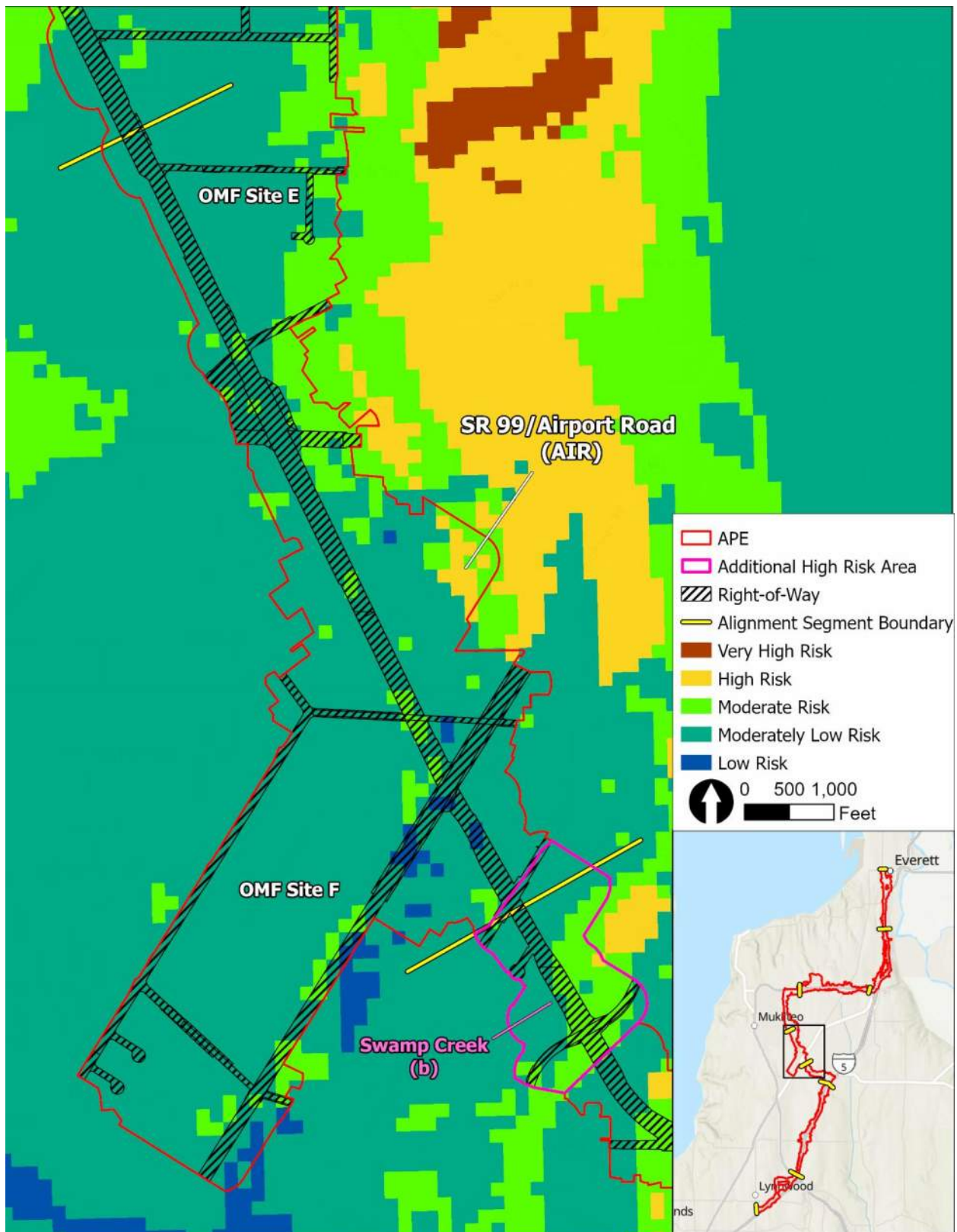


Figure 10-4 Archaeological Survey Intensity Recommendations for the Right-of-Way Within the APE – SR 99/Airport Road Segment and OMF Sites F and E

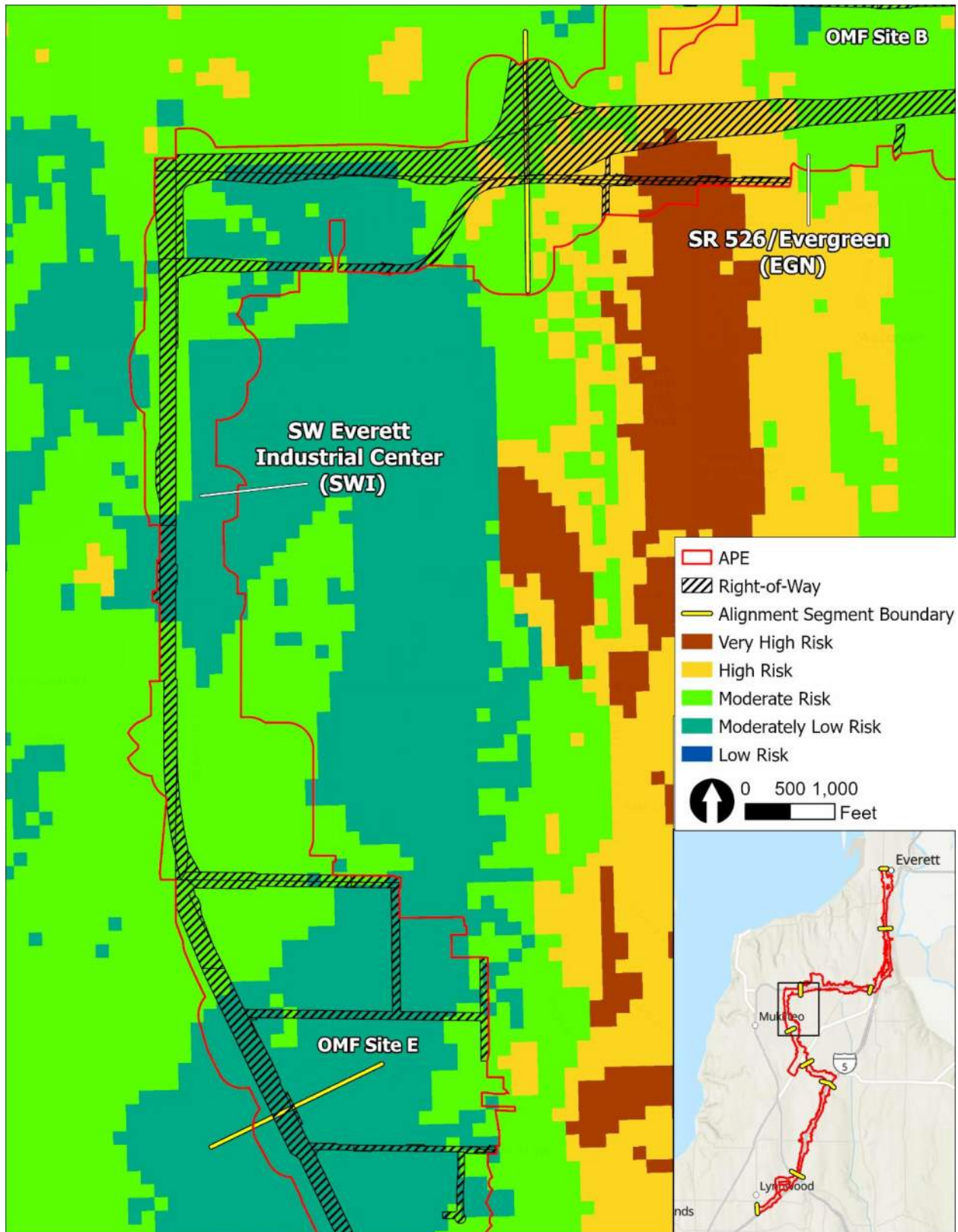


Figure 10-5 Archaeological Survey Intensity Recommendations for the Right-of-Way Within the APE – SW Everett Industrial Center Segment and OMF Site E

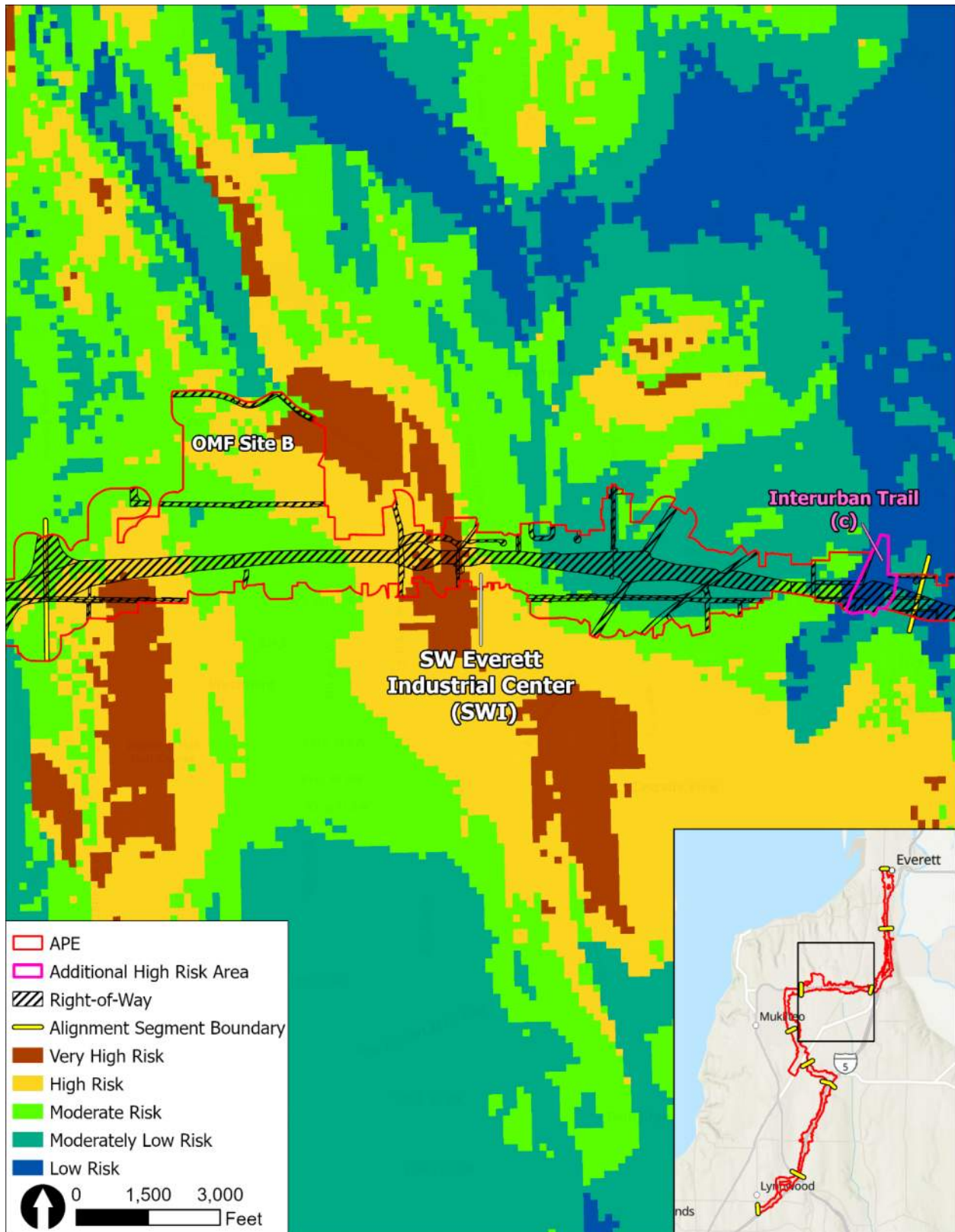


Figure 10-6 Archaeological Survey Intensity Recommendations for the Right-of-Way Within the APE – SR 526/Evergreen Segment and OMF Site B

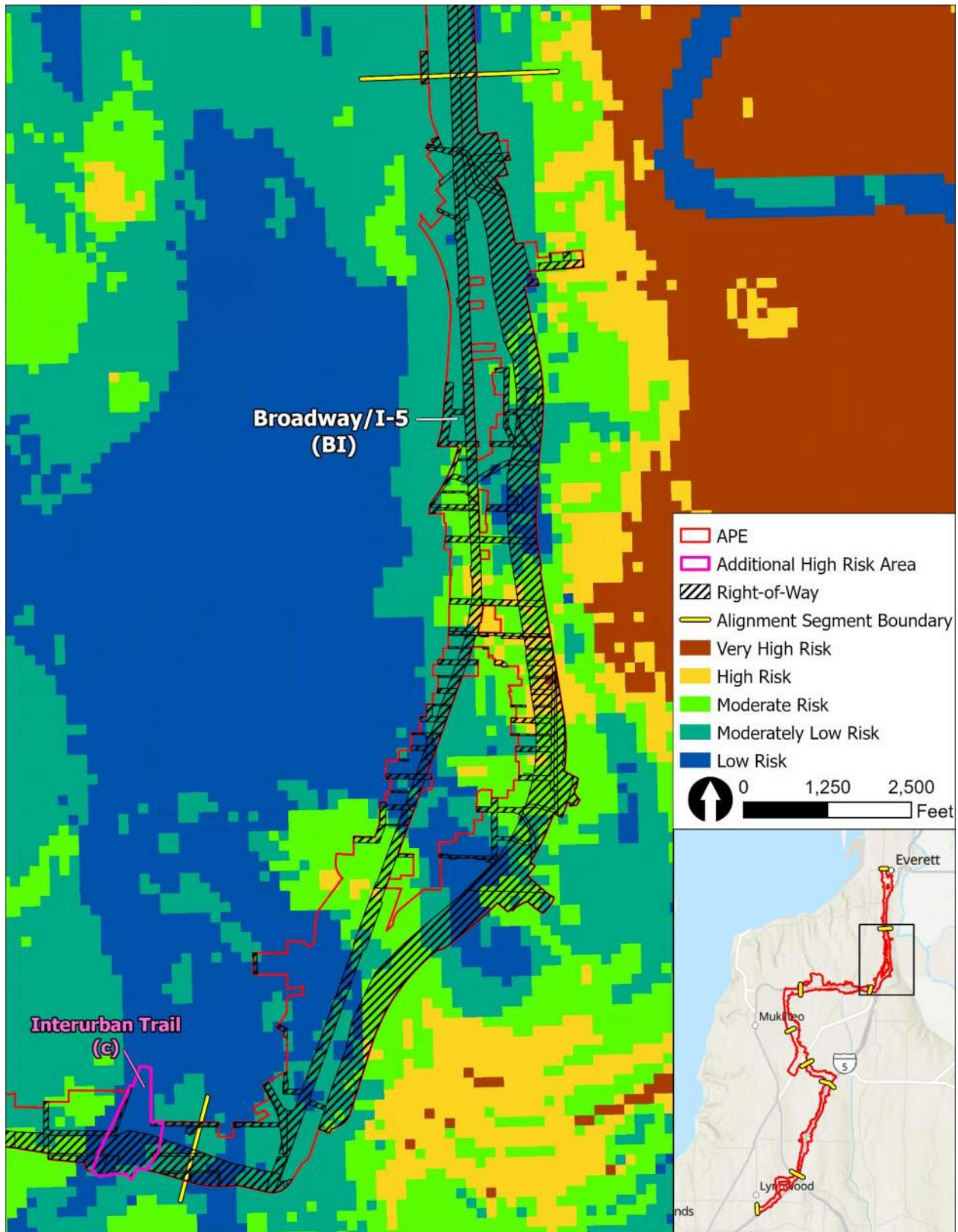


Figure 10-7 Archaeological Survey Intensity Recommendations for the Right-of-Way Within the APE – Broadway/I-5 Segment

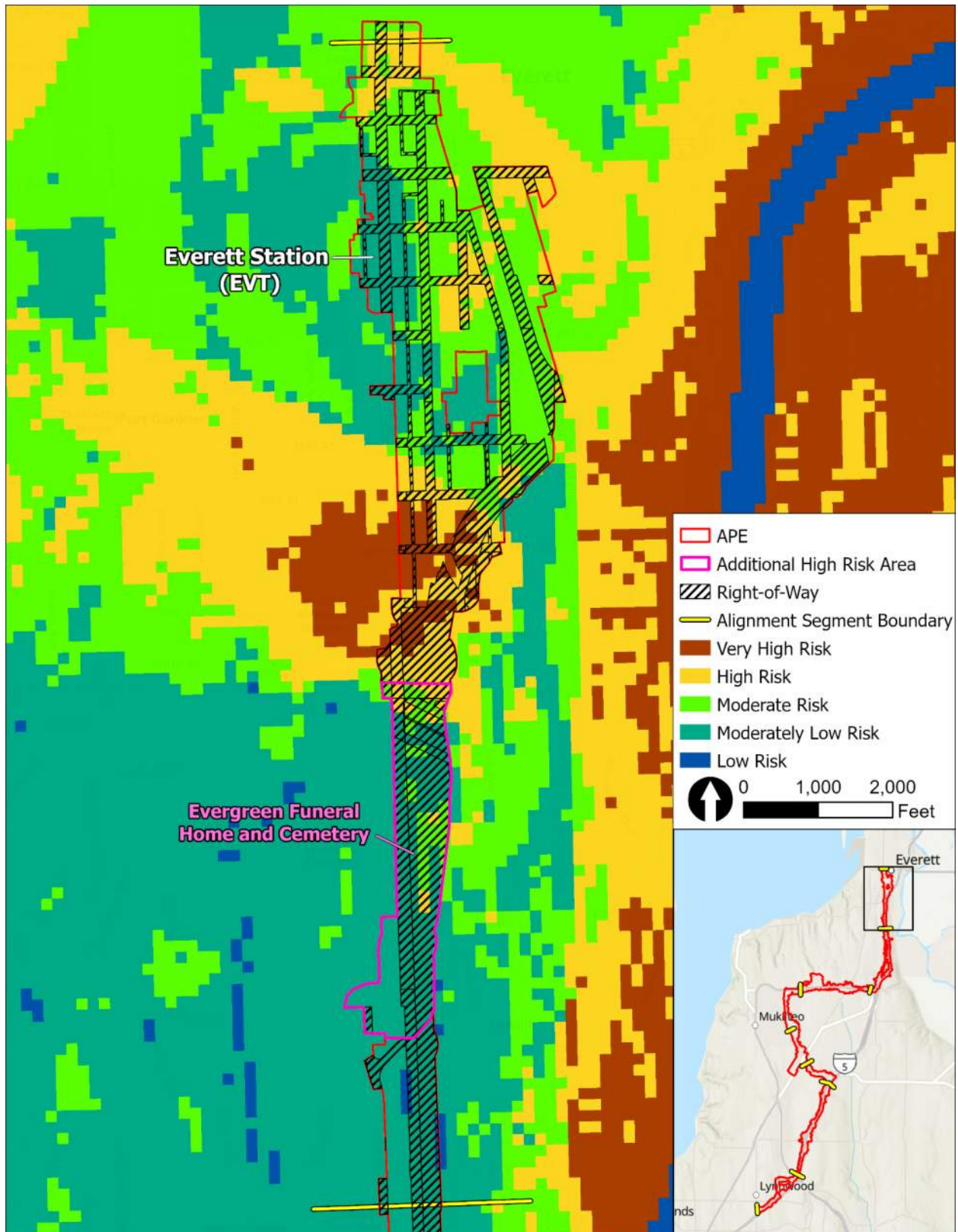


Figure 10-8 Archaeological Survey Intensity Recommendations for the Right-of-Way Within the APE – Everett Station Segment

10.2 Architectural Survey Documentation and Reporting

Following the completion of field research and analysis from the public right-of-way or where right-of-entry has been granted, the cultural resources team will document findings and recommendations for all surveyed resources in a cultural resources technical report.⁴ The report will include physical descriptions, photographs, significance statements, and NRHP eligibility recommendations for all surveyed architectural resources.

To evaluate each resource for NRHP eligibility, the cultural resources team will use survey results, archival research, and historic contexts for the region, including the historic context document prepared by the team and presented in Appendix D. Surveyors will also consider existing documentation for any properties that have been previously recorded in WISAARD. Along with the technical report, the cultural resources team will document its survey results in the EIS, and in HPIs in DAHP's WISAARD database. The cultural resources team's eligibility recommendations are advisory only. The cultural resources team's reporting and HPIs will be shared with the project proponent for review and comment, and then shared with the lead agency, which will, in consultation with SHPO, determine which surveyed resources are eligible for listing in the NRHP.

The cultural resources team will provide additional recommendations in the technical report for WHR, Washington Heritage Barn Register, Snohomish County Register of Historic Places, and Everett Register of Historic Places, where applicable. Recommendations for state and local listing are advisory and will not be included in HPIs.

⁴ Additional survey may occur as the project progresses and access to previously inaccessible properties is granted.

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- Page 118 | Cultural Resources Survey and Inventory Plan January 2025

- Page 122 | Cultural Resources Survey and Inventory Plan January 2025

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Everett Link Extension

APPENDIX A

Inadvertent Discovery Plan

Everett Link Extension

Inadvertent Discovery Plan for Cultural Resources Survey and Inventory Plan

May 2024

Table of Contents

1	Introduction.....	1
1.1	Project Description	1
1.2	Regulatory Environment	1
2	Archaeological Resources	2
2.1	On-Site Staff Responsibilities	3
2.2	Project Manager Responsibilities	3
3	Human Remains.....	5
3.1	On-Site Staff Responsibilities	6
3.2	Project Manager Responsibilities	6
4	Construction Team Training, Communication, and Reporting	7
4.1	Preconstruction Meeting	7
4.2	Construction Crew Member Orientation.....	8
4.3	Ongoing Communication	8
4.4	Reporting of Inadvertent Discoveries	8
5	Archaeological Resources and Collection Curation	9
6	Contact Information	10

Figures

Figure 1:	Standard Inadvertent Discovery Process for Archaeological Resources on Sound Transit Projects	2
Figure 2:	Process for Discovery of Possible Human Remains	5

Appendices

Appendix A: On-Site Inadvertent Discovery Guide

Inadvertent Discovery Plan for Cultural Resources Survey and Inventory Plan

Everett Link Extension

May 2024

1 Introduction

This Inadvertent Discovery Plan (IDP) has been developed by Sound Transit for use during ground-disturbing activities for the Everett Link Extension (EVLE) Project. An archaeological survey is proposed to take place throughout the EVLE area of potential effect (APE) within areas of anticipated ground disturbance and will include up to 2,000 shovel probes. This IDP outlines the procedures to be implemented if archaeological resources or human remains are encountered during ground-disturbing activities describes the protocols to be followed by Everett Link Extension personnel if archaeological resources are discovered during ground-disturbing activities.

1.1 Project Description

The Project, located in Lynnwood, Everett, and Snohomish County, Washington, will involve cultural survey along the 16-mile EVLE APE, stretching from the Lynnwood City Center Link light rail station to the Everett Station.

1.2 Regulatory Environment

The Project is subject to multiple Washington State regulations which govern treatment and impacts to cultural resources. These regulations include:

- The Washington State Environmental Policy Act (SEPA)
- Revised Code of Washington (RCW) 27.53 and 68.50.645
- Washington Administrative Code 25-48

This IDP describes procedures that will be followed if archaeological resources or human remains are encountered during cultural resources survey, in compliance with applicable state and federal laws.

2 Archaeological Resources

On-site staff will follow the procedures described below and illustrated in the flowchart on Figure 1 - Standard Inadvertent Discovery Process for Archaeological Resources. The contact phone tree and examples of archaeological resources are provided in Appendix A - On-Site Inadvertent Discovery Guide.

An archaeological resource could be prehistoric or historic. When in doubt, assume the material is an archaeological resource.

Examples of prehistoric archaeological materials include:

- An accumulation of shell, burnt rocks, or other food-related materials
- Bones or small pieces of bone
- An area of charcoal or very dark stained soil with artifacts
- Stone tools or waste flakes (i.e., an arrowhead or stone chips)
- Basketry, cordage, or rope
- Wooden posts or stakes

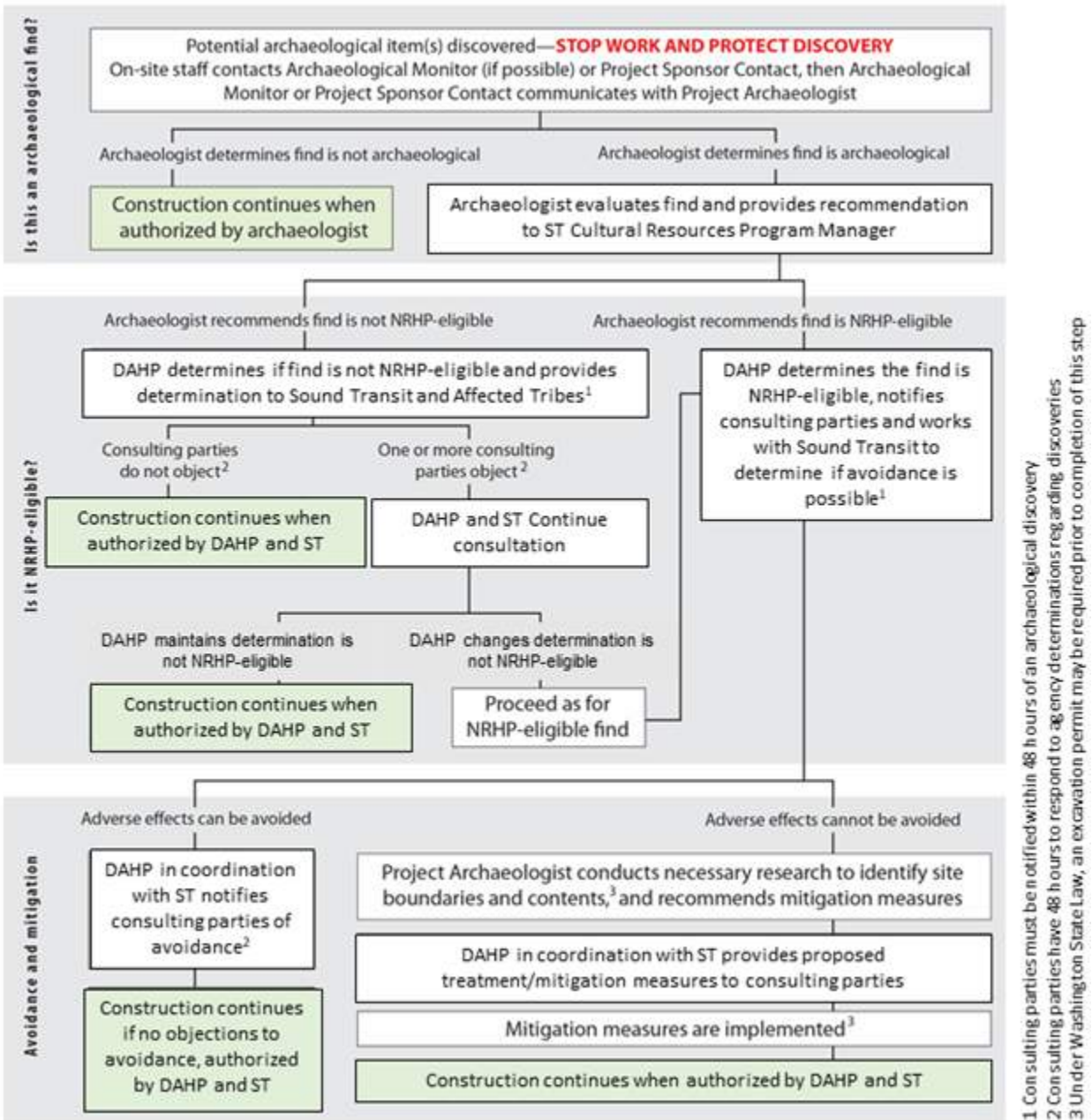
Examples of potentially historic archaeological materials include:

- Domestic ceramics (such as tableware, crockery, etc.) and industrial ceramics (such as insulators, tile, etc.)
- Glass, including bottles, tableware, window glass, wire glass, or multiple glass fragments
- Metal items, including equipment, vehicle parts, agricultural items, enameled ironware, etc.
- Bakelite, celluloid, glass, and shell buttons
- Punch-opened and solder-sealed beverage cans, solder-sealed food tins, general lack of thin-walled aluminum and welded steel cans
- Residential structural remains, such as historic building foundations or privies

NOTE: Items made of plastic, polystyrene, nylon, or Styrofoam, or those with modern markings (e.g., candy wrappers, or bottles and cans recognizable as modern) are not archaeological resources and do not constitute an inadvertent discovery.

Figure 1: Standard Inadvertent Discovery Process for Archaeological Resources on Sound Transit Projects

A flowchart showing the process for what to do when a potential archaeological item is discovered. There are five decision points shown to determine whether an item is an archaeological find, whether it is NRHP-eligible, and how to implement avoidance and mitigation.



2.1 On-Site Staff Responsibilities

The following section describes the steps to follow if an on-site Sound Transit employee, contractor, or subcontractor believes that they have uncovered a potential archaeological resource (a find) at any point in the project.

1. **Stop Work:** All work on site and in areas adjacent to the find will stop. The area of work stoppage will be adequate to protect the find from any further disturbance; this is expected to be 30 feet in any direction, unless site conditions indicate otherwise. The location of the find will be secured at all times. The find will not be handled, removed, reburied, or covered. The Contractor will install a physical barrier (e.g., exclusionary fencing) and prevent all machinery, other vehicles, and unauthorized individuals from crossing the barrier until the Project Archaeologist examines and verifies the find. Vehicles, equipment, and unauthorized personnel will not be permitted to traverse the discovery area. Spoils piles or vehicles (such as dump trucks) with the potential to contain archaeological resources will remain on site. Work at the location of the find will not resume until authorized by DAHP in coordination with ST.
2. **Notify the Archaeological Monitor:** If there is an archaeological monitor on site, notify that person. The monitor will contact Alex Stevenson, Cultural Resources Program Manager, Sound Transit, unless there is a monitoring plan in place that directs the monitor to do otherwise. If Alex Stevenson is not available, the monitor will contact Jennifer Schreck, Senior Cultural Resources Specialist, Sound Transit.
3. **Notify Project Management:** If there is no archaeological monitor on site, contact Alex Stevenson. If they are not available, contact Jennifer Schreck. The Sound Transit representative will make all other contacts.
4. **Avoid Any Other Communication:** Do not call 911, the media, or members of the public about the find.

IDP Terminology

A **find** is a discovery during construction that could potentially be an archaeological resource.

An **archaeological resource** is an artifact or feature (or group of artifacts or features) older than 50 years.

An **NRHP-eligible archaeological resource** is one that has been evaluated and meets the criteria for listing in the National Register of Historic Places. (NRHP).

2.2 Project Manager Responsibilities

1. **Contact the Project Archaeologist:** Alex Stevenson of Sound Transit or designee will contact the Project Archaeologist, Kelly R. Bush to evaluate whether the find is an archaeological resource as defined by state or federal law. If the Project Archaeologist recommends that the find is not an archaeological resource, the Project Archaeologist can authorize work to continue.

2. **Determine Area Adequate for Protection:** If the Project Archaeologist recommends that the find is an archaeological resource, the Project Archaeologist will determine the area and the means adequate for protection and instruct the Contractor to maintain or adjust the protected area accordingly.
3. **Notify Consulting Parties:** Alex Stevenson will notify DAHP in coordination with ST of the discovery of an archaeological resource. DAHP in coordination with ST shall notify consulting parties (SHPO, tribes, and any other identified interested parties) of the find within 48 hours, per 36 CFR Part 800.13.
4. **Research to evaluate NRHP-Eligibility:** The Project Archaeologist will conduct any additional research necessary to evaluate National Register of Historic Places (NRHP) eligibility of the archaeological resource. Based on this research, the Project Archaeologist will recommend to ST and DAHP whether the archaeological resource is NRHP-eligible. This additional research may include preparation of an archaeological excavation permit which will be prepared by ST and reviewed by DAHP in consultation with consulting parties. DAHP will authorize this permit and allow research to continue as appropriate.
5. **Formally Determine NRHP-Eligibility and Continue Consultation:** DAHP in coordination with ST shall determine whether the archaeological resource is NRHP-eligible and shall provide the determination to consulting parties. Consulting parties shall respond within 48 hours, per 36 CFR Part 800.13.

If DAHP in coordination with ST determines that the archaeological resource is not NRHP-eligible and consulting parties do not object within 48 hours, construction may continue when authorized by DAHP in coordination with ST. If any consulting party objects, DAHP in coordination with ST shall continue consultation with all consulting parties in good faith to resolve the lack of agreement.

6. **Avoid or Mitigate Adverse Effects:** If DAHP in coordination with ST determines that the archaeological resource is NRHP-eligible, DAHP will work with ST to determine whether adverse effects can be avoided. If adverse effects can be avoided, DAHP in coordination with ST shall provide documentation of avoidance and a determination of No Adverse Effect to consulting parties. If consulting parties do not object within 48 hours, construction may continue when authorized by DAHP in coordination with ST. If any consulting party objects, DAHP in coordination with ST shall continue consultation with all consulting parties in good faith to resolve the lack of agreement.

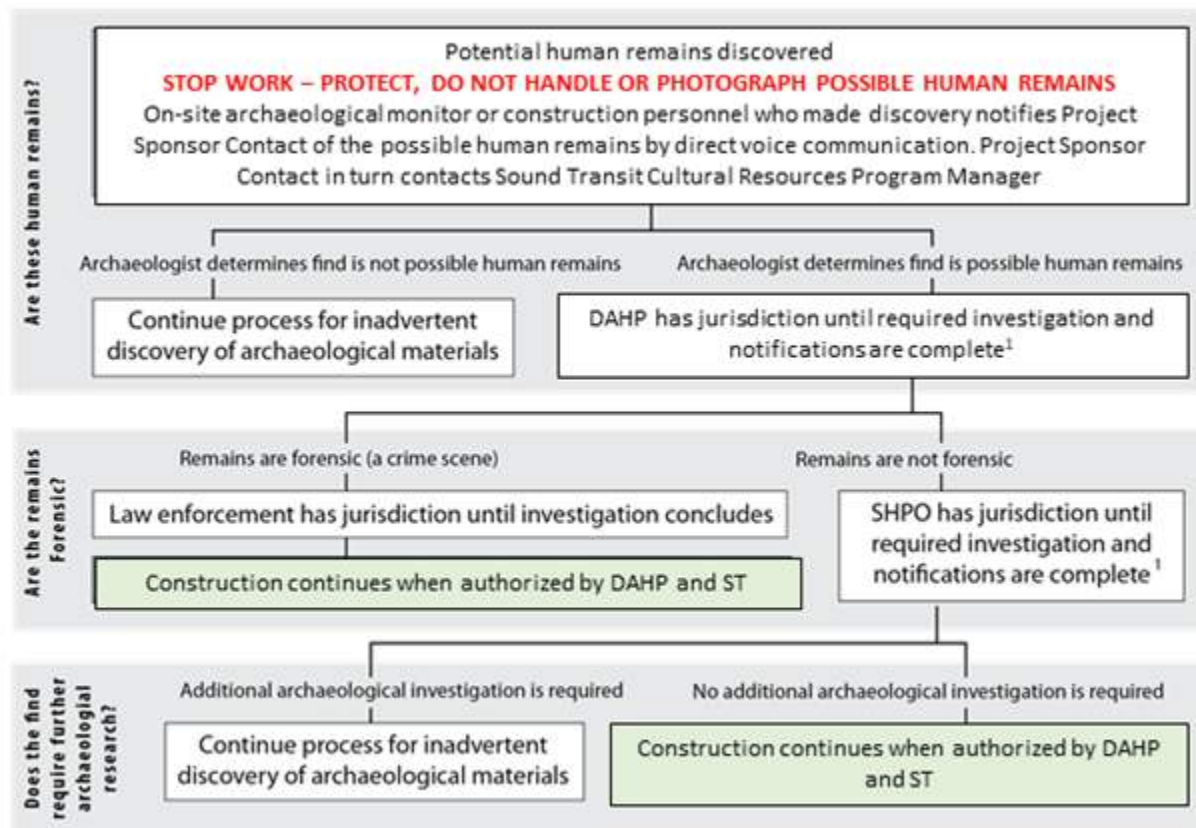
If DAHP in coordination with ST determines that adverse effects cannot be avoided, DAHP will work with ST and consulting parties to develop mitigation measures outlined in an

excavation permit. This permit may be the same as the initial excavation permit from Step 5 or preparation of an additional excavation permit may be required.

3 Human Remains

Uncovered human remains on project construction site require special treatment under RCW 68.50.645. Any potential remains that are encountered during project work should be assumed to be human until determined otherwise by the Project Archaeologist or the applicable County Medical Examiner. Procedures for the discovery of possible human remains are shown in Figure 2 and described below.

Figure 2: Process for Discovery of Possible Human Remains



¹ Notification requirements depend, in part, on whether the remains are Native American.

3.1 On-Site Staff Responsibilities

On-site staff will follow the procedures described below. The contact phone tree is shown in Appendix A - On-Site Inadvertent Discovery Guide.

1. **Stop Work:** If any Sound Transit employee, contractor, or subcontractor believes that he or she has uncovered possible human remains at any point in the project, all work on site and in areas adjacent to the discovery will stop. The area of work stoppage will be adequate to protect the discovery, which is expected to be a minimum of 30 feet in all directions, unless the Project Archaeologist or law enforcement personnel indicate otherwise.
2. **Do Not Handle Human Remains:** Possible human remains shall not be handled, removed, reburied, or covered.
3. **Flag and Secure the Area:** The area of discovery will be flagged and secured. The location of the discovery will be secured at all times. Construction equipment and personnel will not enter the area. Spoils piles or vehicles from the area that have the potential to contain human remains, such as dump trucks, will remain on site. No persons other than the proper law enforcement personnel, the applicable County Medical Examiner, and professional archaeologists will be authorized to access the discovery location after the area is secured.
4. **Notify the Archaeological Monitor:** If there is an archaeological monitor on site, notify that person. The monitor will contact Alex Stevenson, Cultural Resources Program Manager, Sound Transit, unless there is a monitoring plan in place that directs the monitor to do otherwise. If Alex Stevenson is not available, the monitor will contact Jennifer Schreck, Senior Cultural Resources Specialist, Sound Transit.
5. **Notify Project Management:** If there is no archaeological monitor on site, contact Alex Stevenson. If they are not available, contact Jennifer Schreck. The Sound Transit representative will make all other contacts.
6. **Avoid Any Other Communication:** Do not call 911, the media, or members of the public about the find.

3.2 Project Manager Responsibilities

1. **Preliminary Observation:** Alex Stevenson of Sound Transit will notify DAHP (via phone) of the discovery, and will coordinate with the Project Archaeologist to assess whether the discovery may be human remains (without disturbing the discovery further). If the discovery can be definitively identified as nonhuman, procedures for archaeological resources will be followed.
2. **Notify Local Law Enforcement:** If the discovery could possibly be human remains, the Cultural Resources Program Manager or the Project Archaeologist shall call the Snohomish

County Sheriff and the Everett Police Department or the Lynnwood Police Department nonemergency numbers and report that potential human remains have been discovered. The Snohomish County Sheriff will control the discovery site until it is either determined to be non-forensic (not a crime scene) or the investigation is complete.

3. **Participate in Consultation:** The Cultural Resources Manager will participate in consultation. If there are also archaeological materials at the human remains discovery location, there may be a parallel archaeological resources process led by DAHP. Construction can resume when authorized by DAHP and ST.

4 Construction Team Training, Communication, and Reporting

The following discussion outlines communication protocols to resolve any archaeological resource matters that arise during Project construction. A Project contact list is provided in the back of this document.

4.1 Preconstruction Meeting

A preconstruction meeting will be held for the Project Archaeologist, Construction Management Lead, Resident Engineer, Contractor's project manager, Project Superintendent, and other personnel responsible for overseeing ground-disturbing field operations to:

- Review plans and schedules
- Review IDP procedures
- Provide introductions of the Sound Transit representatives, the Project Archaeologist, and other personnel
- Describe the role of the Project Archaeologist
- Establish a chain of command for communication and decision-making among the Project Archaeologist and Sound Transit and Contractor personnel
- Clarify questions about stop-work and notification procedures
- Provide a copy of the On-Site Inadvertent Discovery Guide (Appendix A) to field staff providing oversight of ground-disturbing work.

The preconstruction meeting will occur prior to any ground-disturbing activity. Additional meetings will be scheduled if there is substantial staff turnover, concern about staff understanding the protocols, a long break in construction, or a desire for refresher training on policy. The Project Archaeologist will remain in contact with Alex Stevenson, Cultural

Resources Manager, Sound Transit, throughout the project to determine if site visits, additional meetings, or orientations are needed.

4.2 Construction Crew Member Orientation

The Project Archaeologist may provide on-site cultural resources orientation for all construction crew members leading ground-disturbing construction work. Orientation will inform and familiarize construction personnel with the IDP protocols and their responsibility to call attention to any archaeological materials they observe. The Cultural Resources Manager will coordinate with the Project Archaeologist to provide a brief orientation to construction crew members, as appropriate.

4.3 Ongoing Communication

Sound Transit staff, contractors, and its agents will abide by established communication protocols described in the inadvertent discovery processes in Sections 2 and 3 regarding any archaeological resource matters that arise during construction. The Project Archaeologist will remain in communication with the Cultural Resources Manager (or designee), as appropriate, throughout project construction, via email and phone. If any member of the Project team feels communication is inadequate to ensure that the archaeologist is on site when it is prudent, the Project team member can contact DAHP. DAHP will coordinate with Sound Transit on how to improve communication.

4.4 Reporting of Inadvertent Discoveries

The responsibilities of the Project team include assessments of any inadvertent discoveries and a summary of results at the conclusion of construction. Reports regarding assessments of any inadvertent discoveries will be provided by Sound Transit to DAHP for review before submission to consulting parties. For all reporting, sensitive information regarding archaeological resources, human remains, funerary objects, or traditional practices shall not be released except as authorized by DAHP under applicable state laws.

The Project Archaeologist will be responsible for preparing an assessment of all inadvertent discoveries during construction. The assessment will be used by DAHP to determine Section 106 eligibility and effects determinations and inform any additional coordination or investigation that may be necessary. The assessment will be prepared within 24 hours of an inadvertent discovery and can be provided to DAHP in a memorandum or email. It will include the following information:

- 1) A description of the find, in enough detail to characterize its features and age. The description should include at least one photograph of the find.

- 2) A description and map of where the find occurred, including its context with adjacent features. The location of the find should be identified on a map that also identifies other known historic properties, if relevant.
- 3) Whether or not the find is an archaeological resource.
- 4) For archaeological resources, a recommendation of NRHP-eligibility that includes a statement of the age of the find, evaluation of find against each NRHP criterion, and a description of the integrity of the find.

5 Archaeological Resources and Collection Curation

No artifact shall be removed or taken by any construction crew member, regardless of archaeological significance or the disposition of the artifact. If a NRHP-eligible resource is encountered and the Archaeological Treatment Plan includes excavation or removal of the archaeological materials, the plan will specify collection and curation requirements. If artifacts are removed from the site for analysis and determined ineligible, the Project Archaeologist will dispose of the material.

6 Contact Information

Sound Transit Primary Contact: Alex E. Stevenson Title: Cultural Resources Manager Cell Phone: 206-419-5315 Email address: alex.stevenson@soundtransit.org Alternate Contact: Jennifer Schreck Title: Senior Cultural Resources Specialist Office Phone: 206-665-8176 Cell Phone: 360-790-3523 Email address: jennifer.schreck@soundtransit.org	Confederated Tribes and Bands of the Yakama Nation Staff Contact: Kate Valdez Title: THPO Office Phone: 509-865-5121 x4042 Email address: kate_valdez@yakama.com Muckleshoot Indian Tribe Staff Contact: Laura Murphy Title: Tribal Archaeologist Office Phone: 253-867-3272 Email address: laura.murphy@muckleshoot.nsn.us
Project Archaeologist Kelly R. Bush Office Phone: 360-826-4930 Cell Phone: 360-661-0356 Email address: kelrbush@equinoxerci.com	Sauk - Suiattle Indian Tribe Staff Contact: Mary Porter Title: THPO Office Phone: (360) 436-0333 Email address: mporter@suak-suiattle.com
Archaeological Monitors Kelly R. Bush Cell Phone: 360-661-0356 Leah Koch-Michael Cell Phone: 747-248-2355	Snoqualmie Indian Tribe Staff Contact: Steven Moses Title: THPO Office Phone: 425-292-0249 ext 2010 Email address: steve@snoqualmietribe.us
DAHP Transportation Archaeologist Name: Dennis Wardlaw Office Phone: (360) 485-5014 Email: Dennis.Wardlaw@dahp.wa.gov	Stillaguamish Tribe of Indians Staff Contact: Kerry Lyste Title: THPO Office Phone: 360-652-3687 ext. 14 Email address: KLyste@stillaguamish.com
Snohomish County Sheriff Non-Emergency Number: 425-407-3999 Snohomish County Medical Examiner Non-Emergency Number: 425-438-6200	Suquamish Tribe Staff Contact: Stephanie Trudel Title: THPO Office Phone: 360-394-8533 Email address: strudel@suquamish.nsn.us
Everett Police Department Non-Emergency Number: 425-257-8400	Swinomish Indian Tribal Community Staff Contact: Josephine Jefferson Title: THPO Office Phone: 360-488-3860 Email address: jjefferson@swinomish.nsn.us
Lynnwood Police Department Non-Emergency Number: 425-670-5600	Tulalip Tribes Staff Contact: Richard Young Title: Cultural Resources Lead Office Phone: 360-716-2652 Email address: ryoung@tulaliptribes-nsn.gov

Non-Federally Recognized Tribes:

Duwamish Tribe

Staff Contact: Cecile Hansen

Title: Chair

Office Phone: 206-431-1582

Email address:

Snohomish Tribe of Indians

Staff Contact: Michael Evans

Title: Chair

Office Phone: 425-671-1387

Email address:

Appendix A: On-Site Inadvertent Discovery Guide

Project Construction Managers are encouraged to make copies of this information and provide it to members of the construction team.

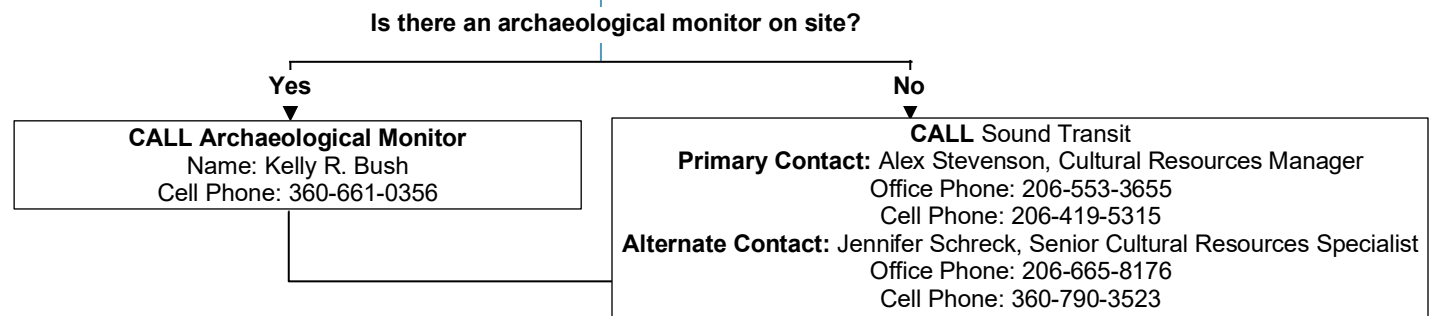
Everett Link Extension

On-Site Inadvertent Discovery Protocols for Archaeological Materials and Human Remains

This information assists on-site personnel in implementing procedures described in the Inadvertent Discovery Plan, in compliance with applicable state and federal laws.

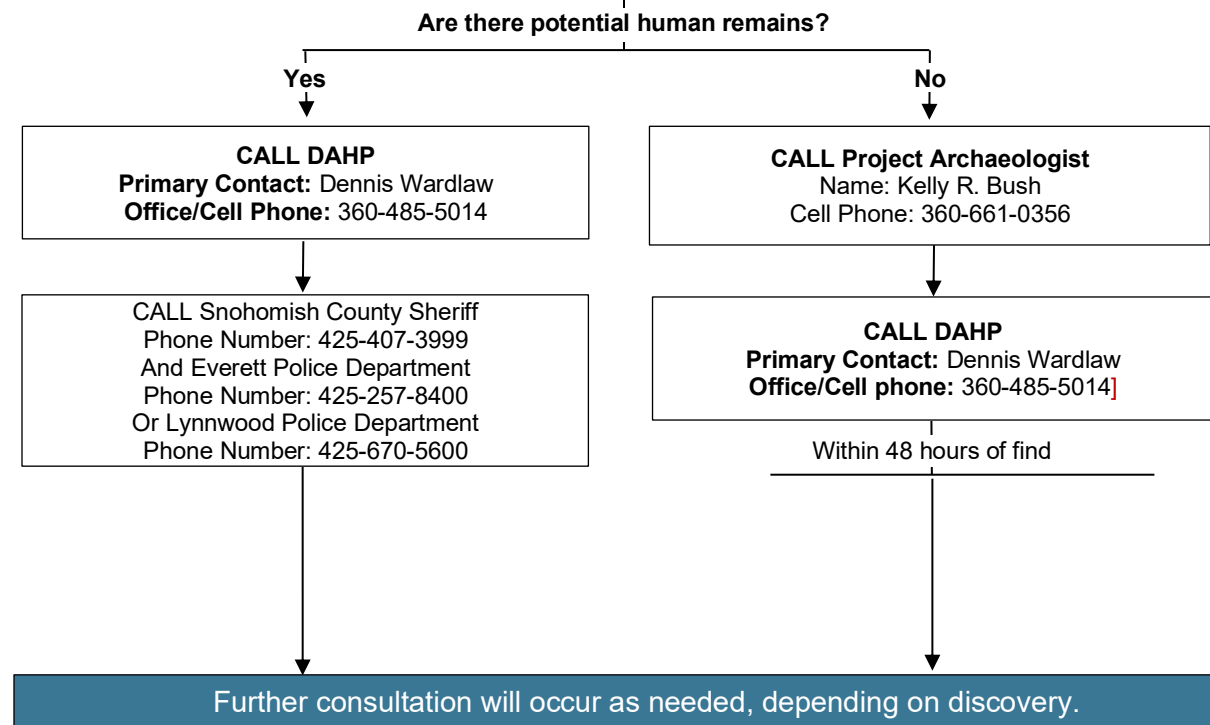
Contact Phone Tree—Potential archaeological resources encountered

On-site personnel stop all work within 30 feet of the discovery, unless conditions indicate otherwise. Work stoppage area will be adequate to protect the discovery.



STOP. On-site personnel do not make any further contacts.

Alex Stevenson, Cultural Resources Manager makes all remaining contacts, in



Examples of Archaeological Resources



Layers of Shell



Burnt Soil (Hearth)



Burnt Rock Feature (Hearth)



Bone



Basketry



Flaked Stone Tool



Flaked Stone Tool



Stone Tool-Making Debris



Historic Cellar



Historic Utility Feature



Historic Artifact Scatter



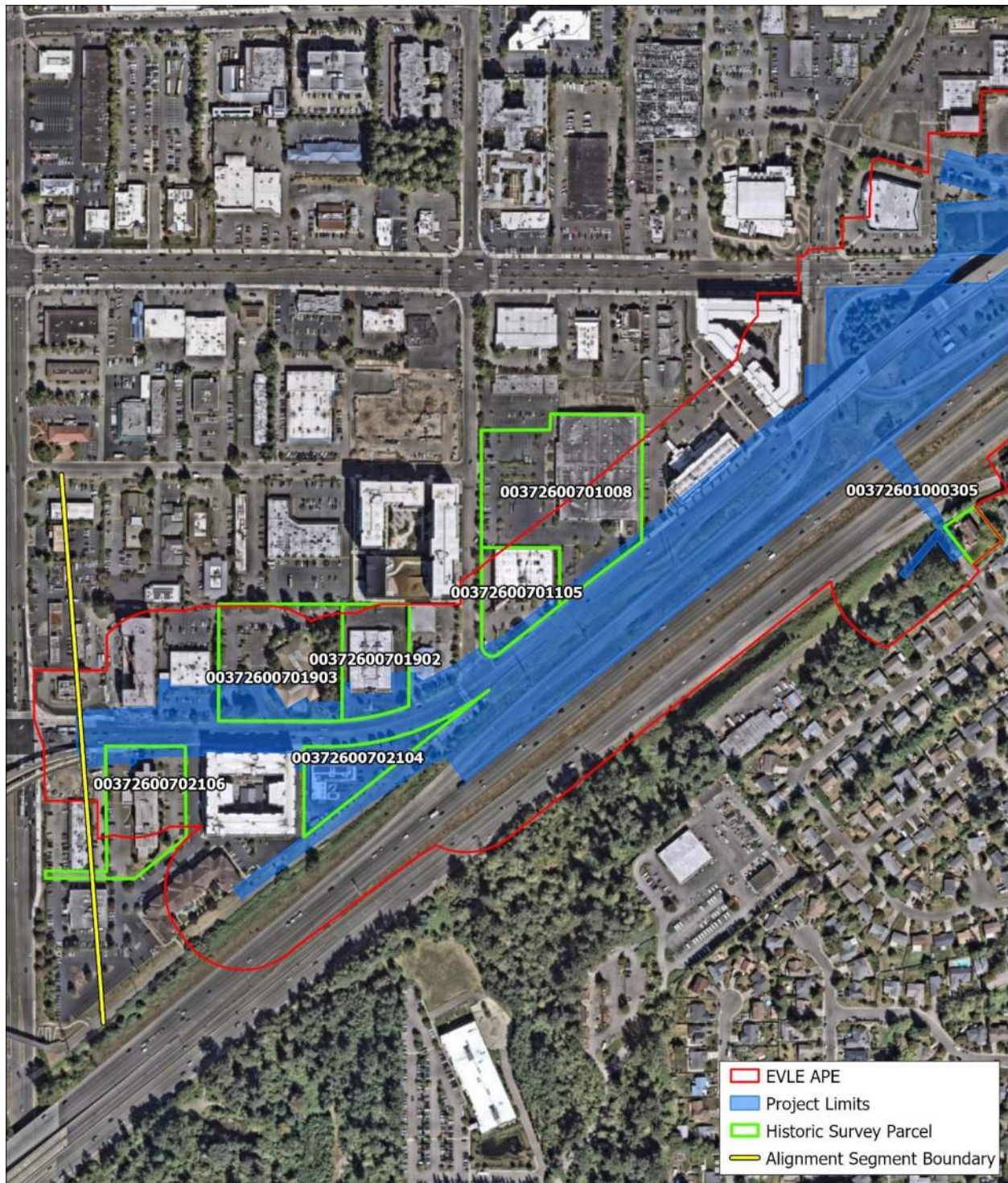
Historic Artifacts



Everett Link Extension

APPENDIX B

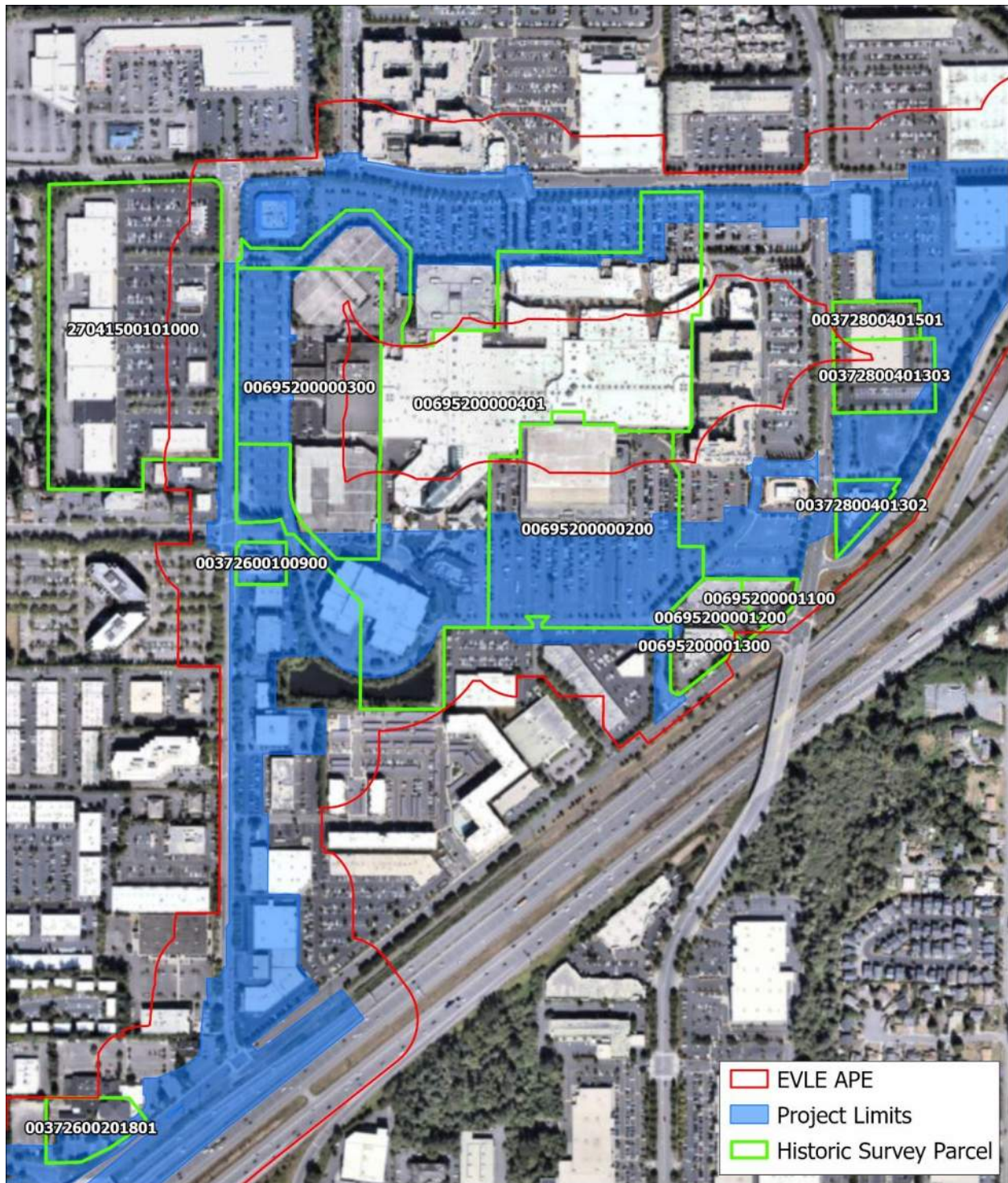
Detailed Historic Period Above Ground Resource Survey Maps



Data Source: Nearmap US (2024), Snohomish County Assessor (2024).

Figure B-1

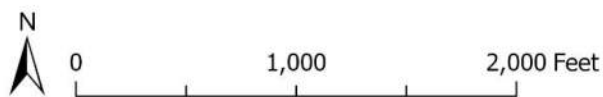
Historic Survey Parcels Within the APE
West Alderwood Segment
Everett Link Extension

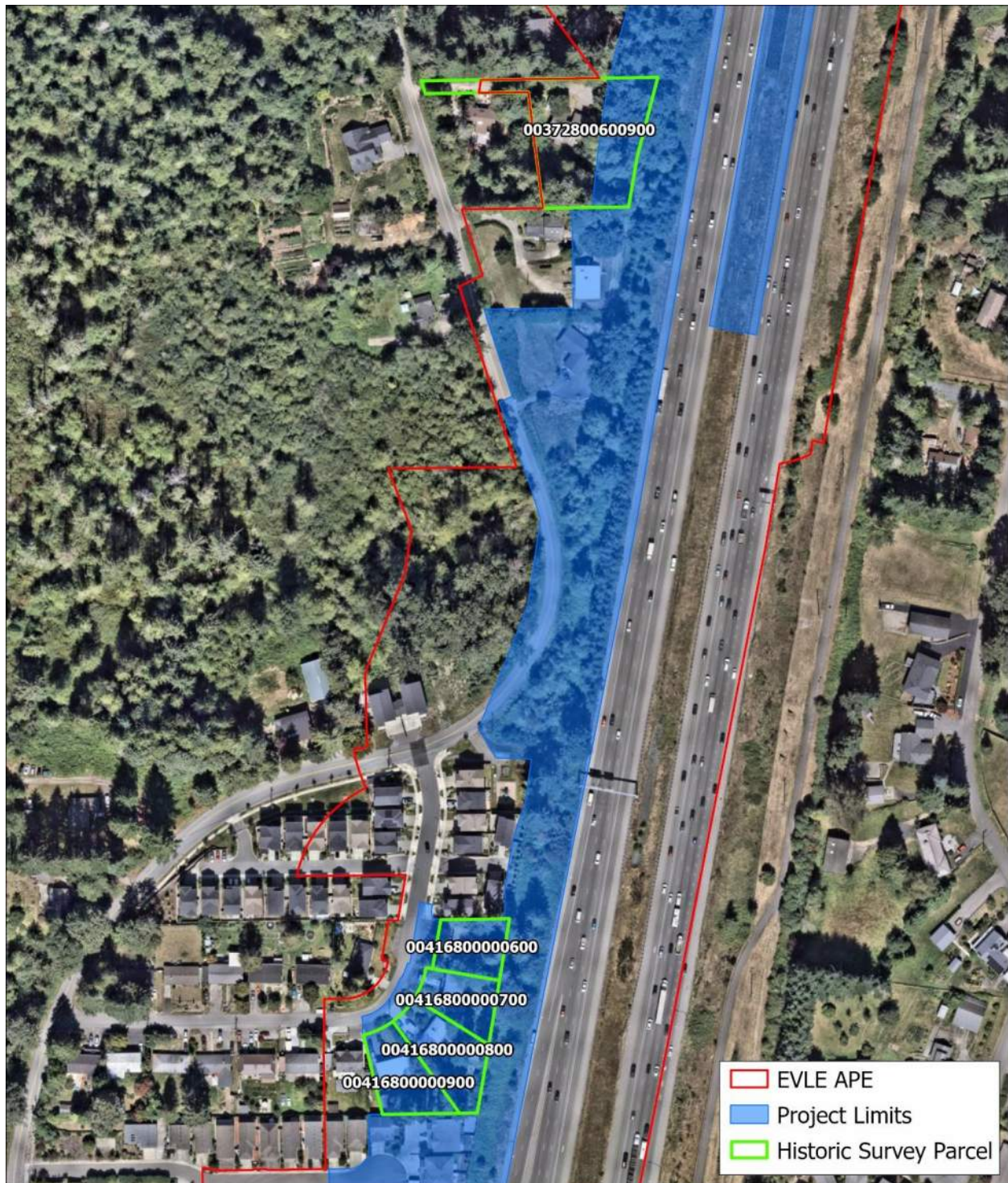


Data Source: Nearmap US (2024), Snohomish County Assessor (2024).

Figure B-2

Historic Survey Parcels Within the APE
West Alderwood Segment
Everett Link Extension





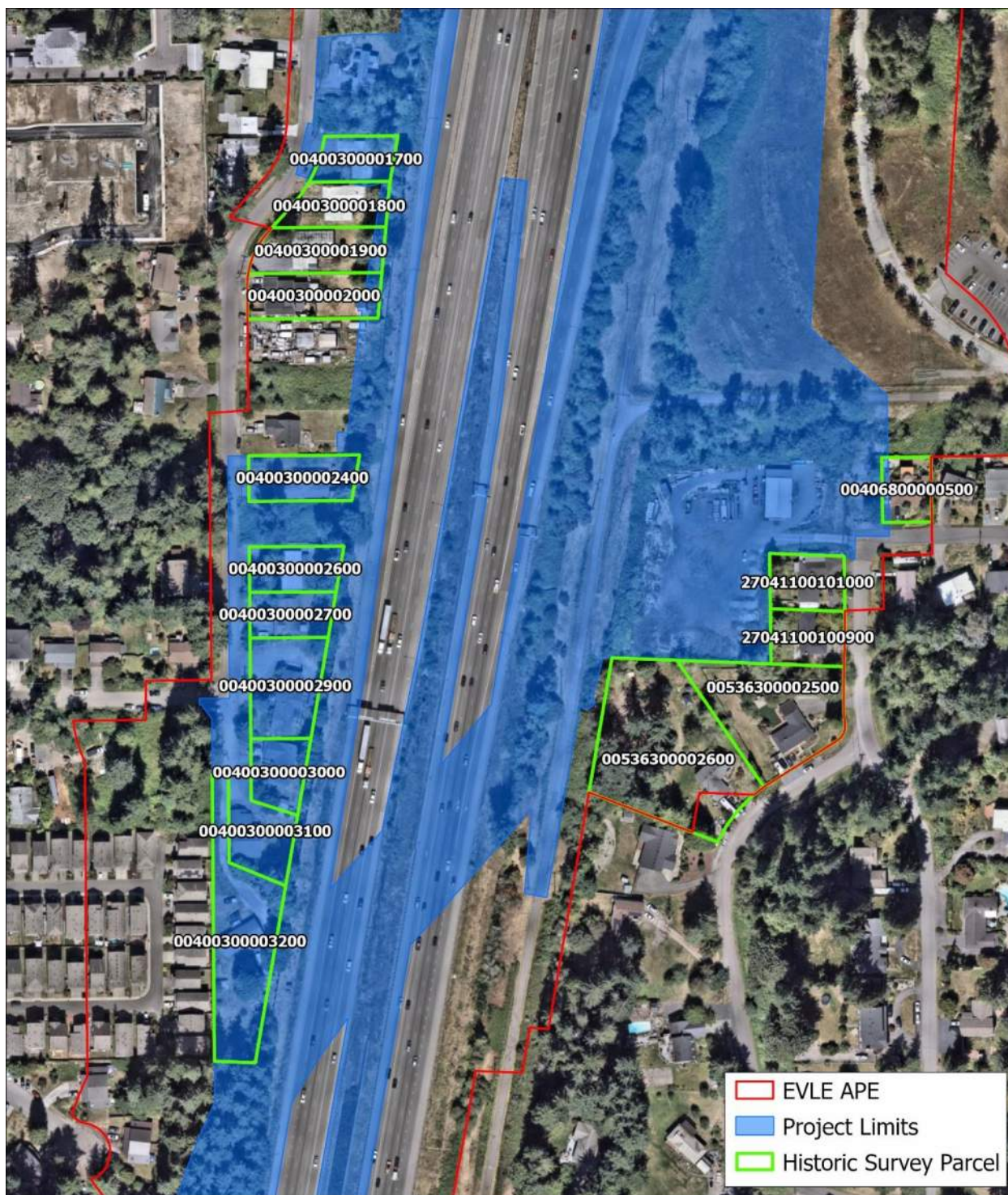
Data Source: Nearmap US (2024), Snohomish County Assessor (2024).

Figure B-3

Historic Survey Parcels Within the APE
Ash Way Segment
Everett Link Extension



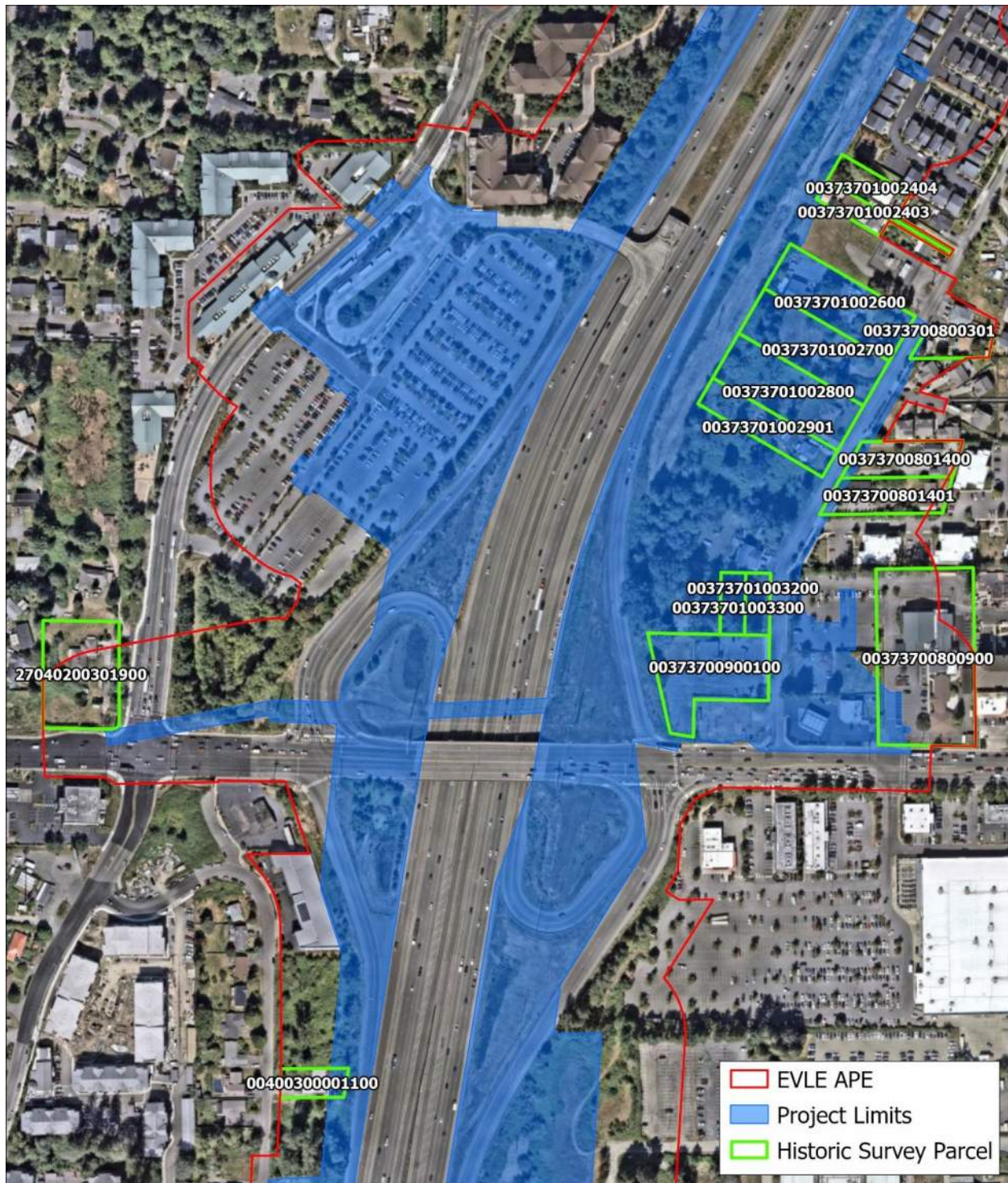
A map showing the historic survey parcels within the EVLE area of potential effects in the south-central portion of the Ash Way Segment. There are sixteen historic survey parcels shown.



Data Source: Nearmap US (2024), Snohomish County Assessor (2024).

Figure B-4

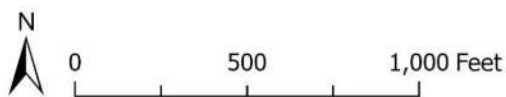
Historic Survey Parcels Within the APE
Ash Way Segment
Everett Link Extension

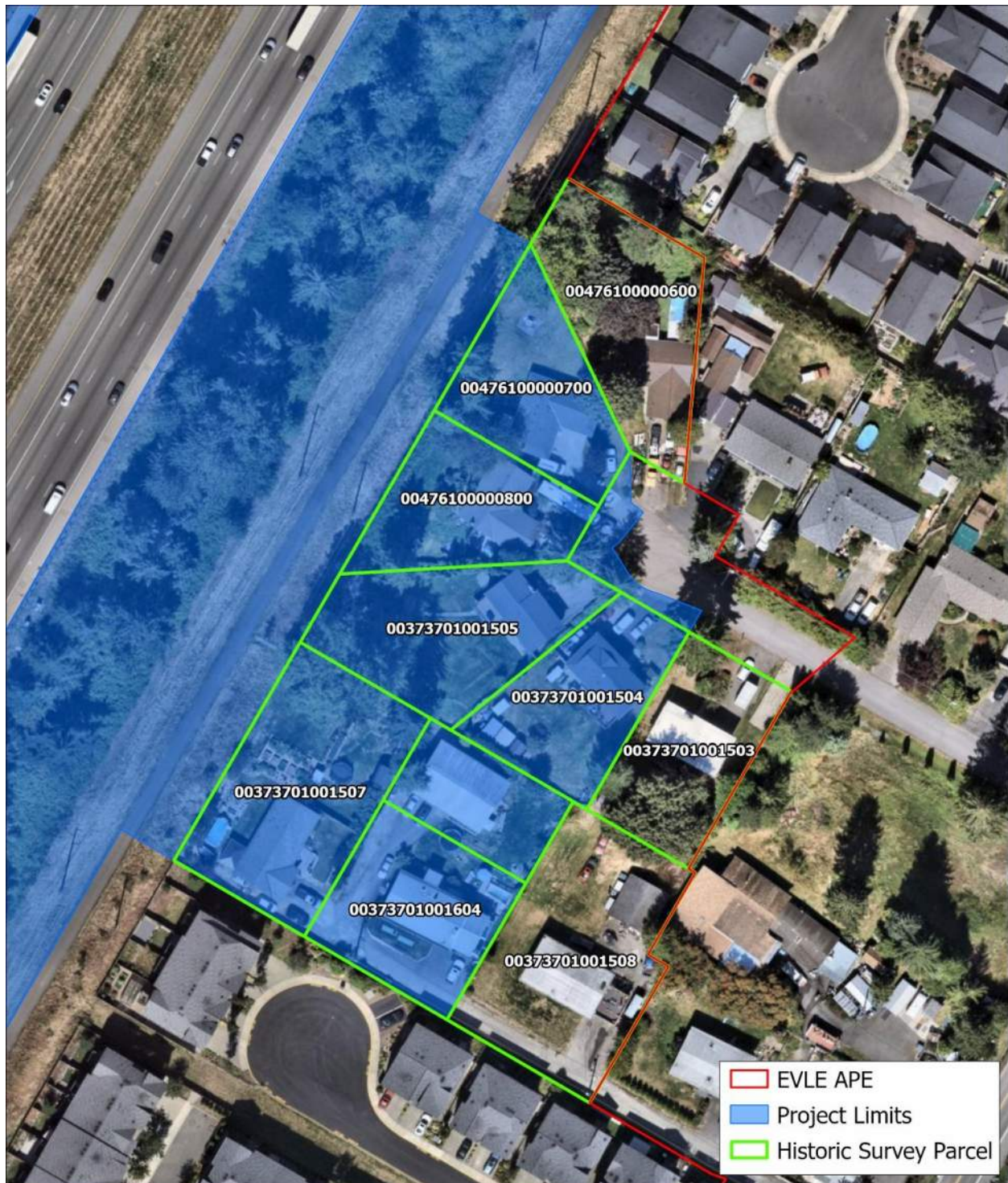


Data Source: Nearmap US (2024), Snohomish County Assessor (2024).

Figure B-5

Historic Survey Parcels Within the APE
Ash Way Segment
Everett Link Extension

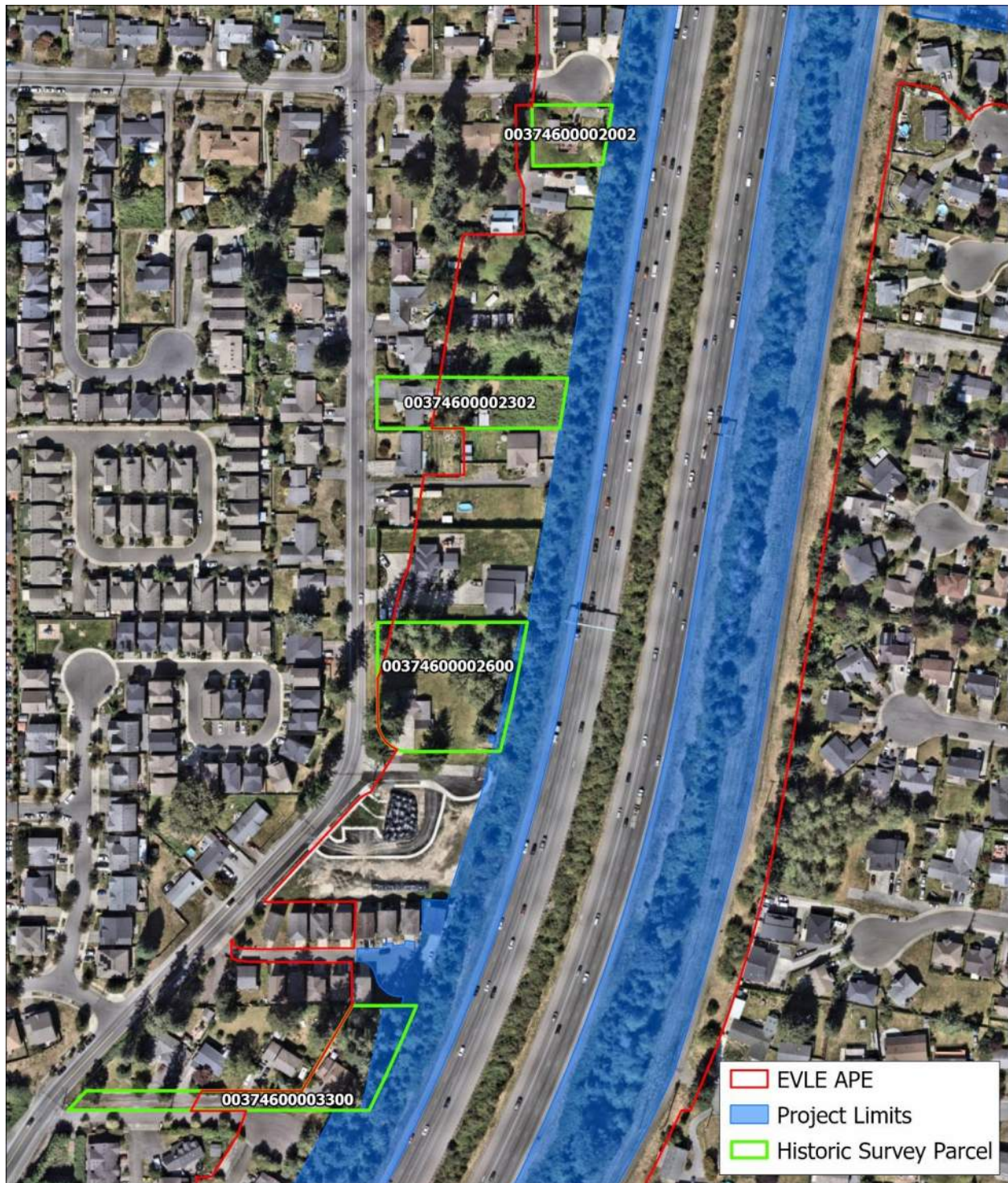




Data Source: Nearmap US (2024), Snohomish County Assessor (2024).

Figure B-6

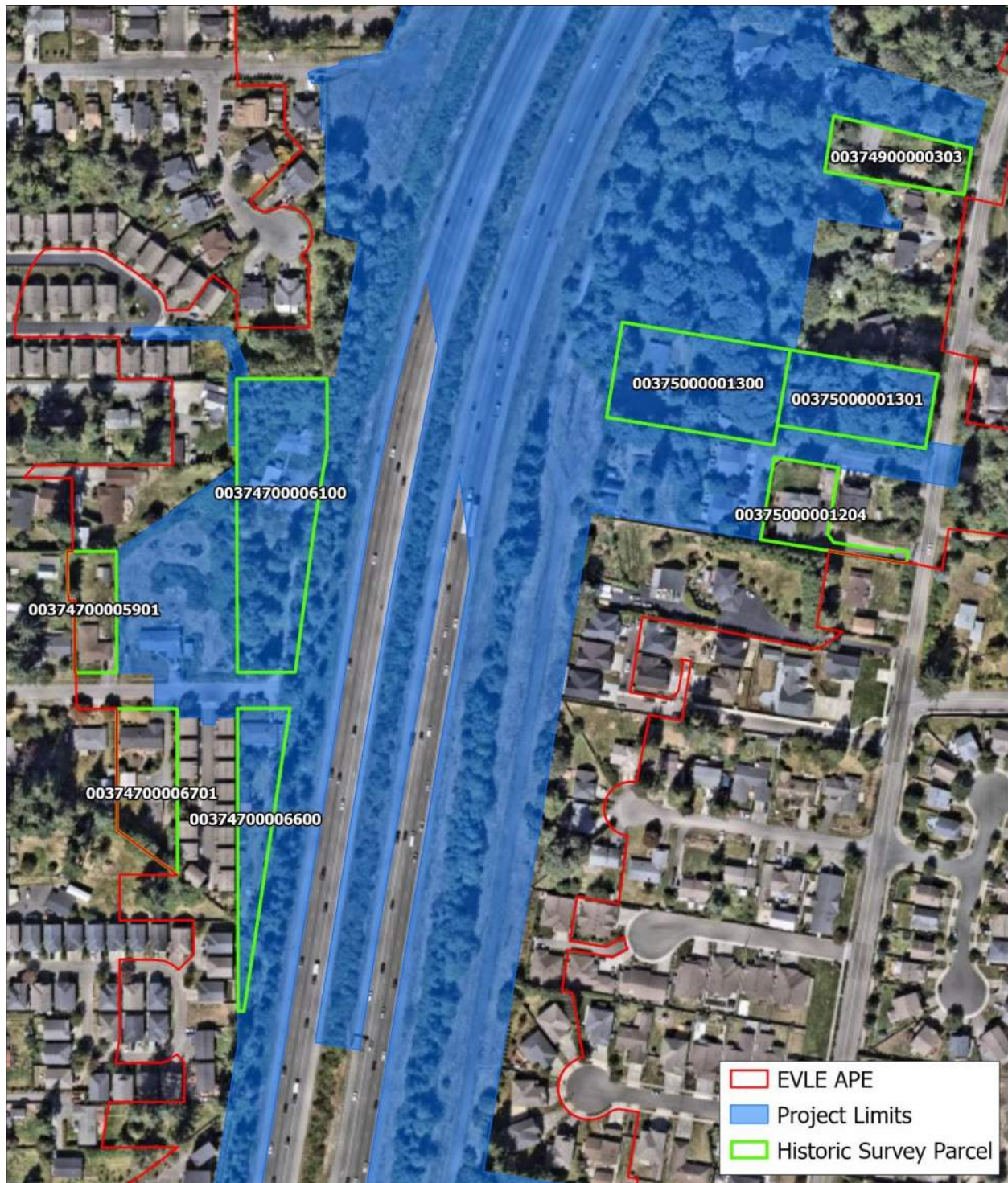
Historic Survey Parcels Within the APE
Ash Way Segment
Everett Link Extension



Data Source: Nearmap US (2024), Snohomish County Assessor (2024).

Figure B-7

Historic Survey Parcels Within the APE
Ash Way Segment
Everett Link Extension



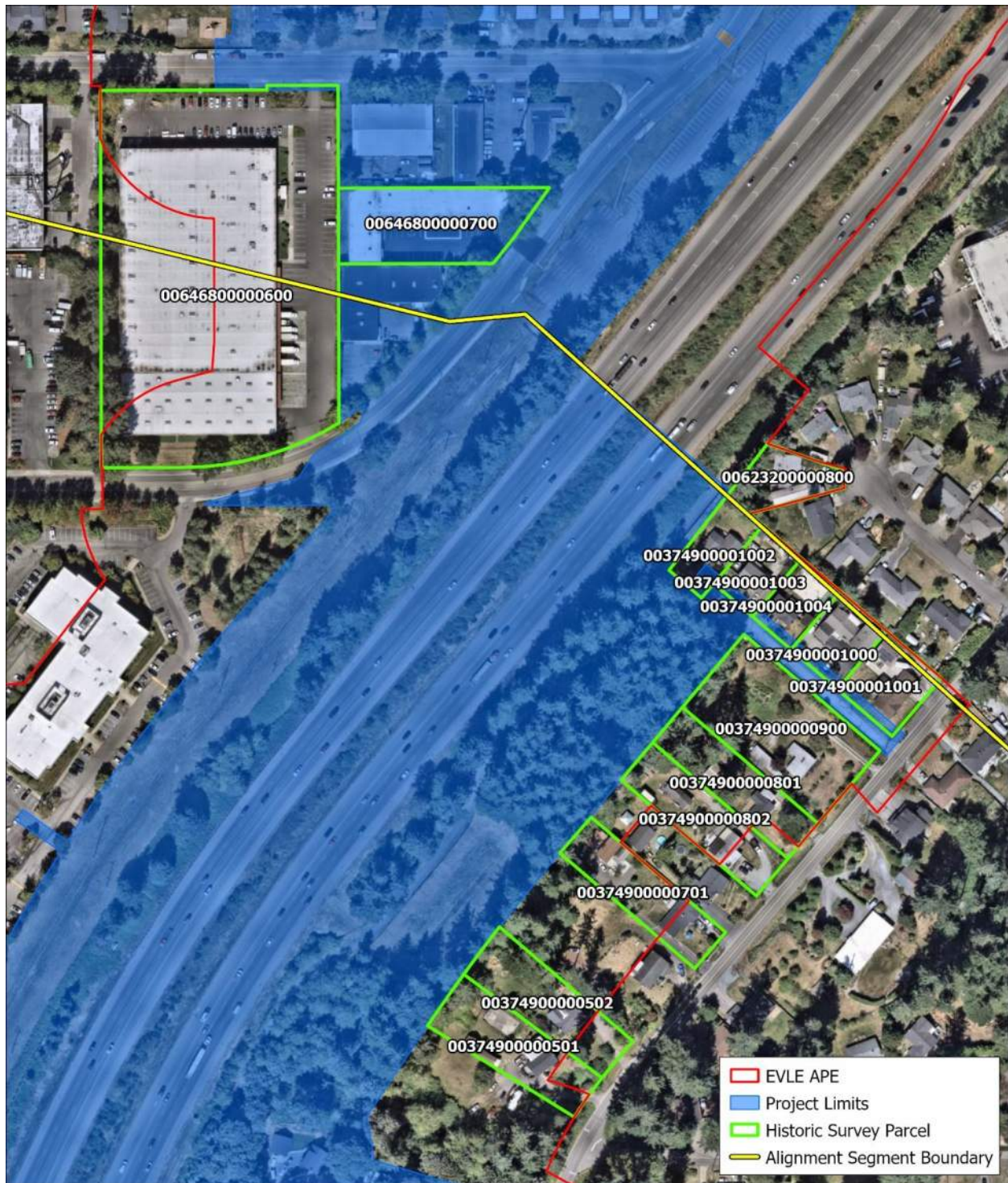
Data Source: Nearmap US (2024), Snohomish County Assessor (2024).

Figure B-8

Historic Survey Parcels Within the APE
Ash Way Segment
Everett Link Extension



A map showing the historic survey parcels within the EVLE area of potential effects in the area near the boundary of the Ash Way and Mariner Segments. There are fourteen historic survey parcels shown.



Data Source: Nearmap US (2024), Snohomish County Assessor (2024).

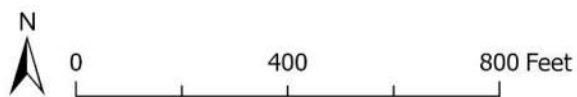


Figure B-9

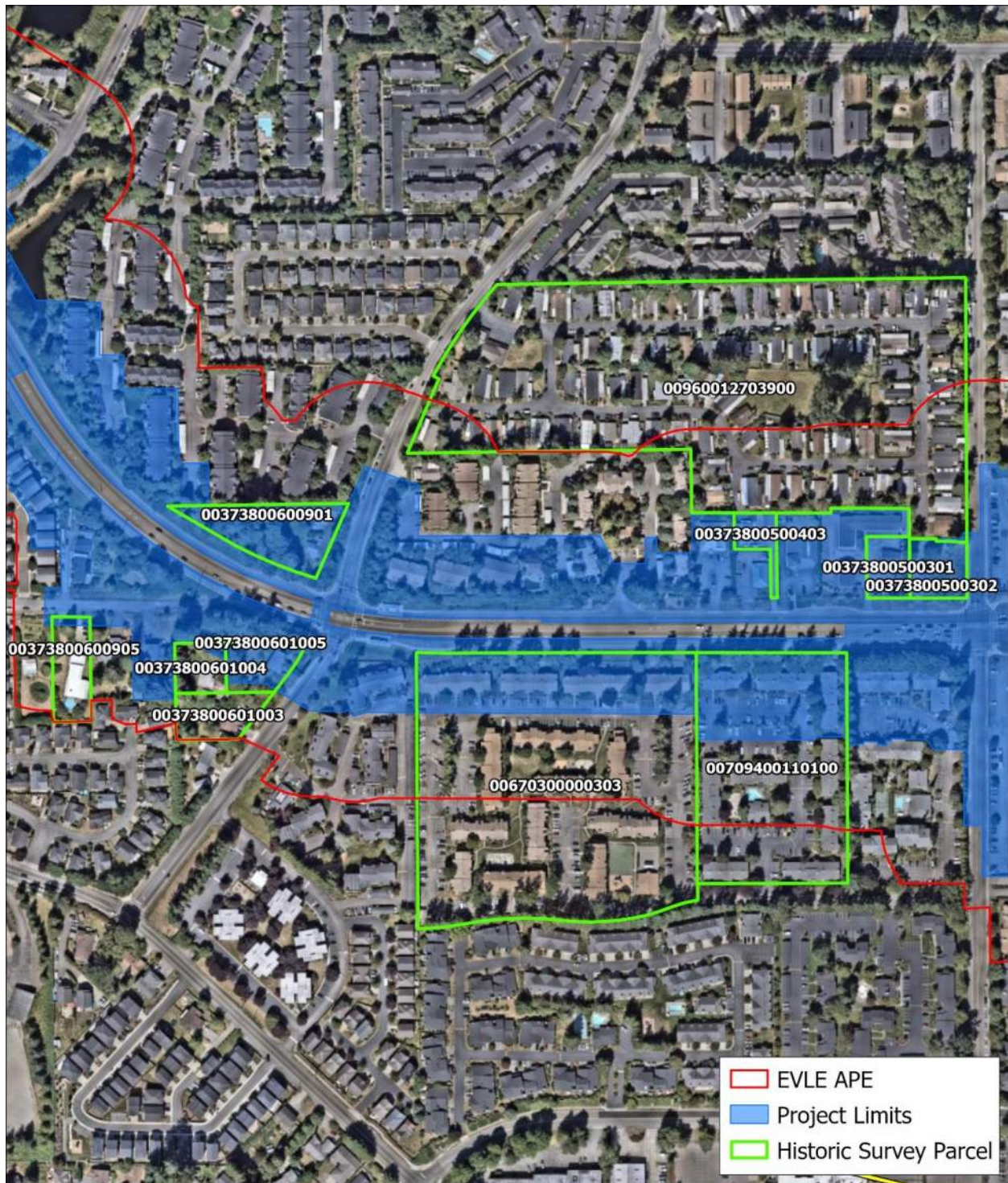
Historic Survey Parcels Within the APE
Ash Way and Mariner Segment
Everett Link Extension



Data Source: Nearmap US (2024), Snohomish County Assessor (2024).

Figure B-10

Historic Survey Parcels Within the APE
Mariner Segment
Everett Link Extension

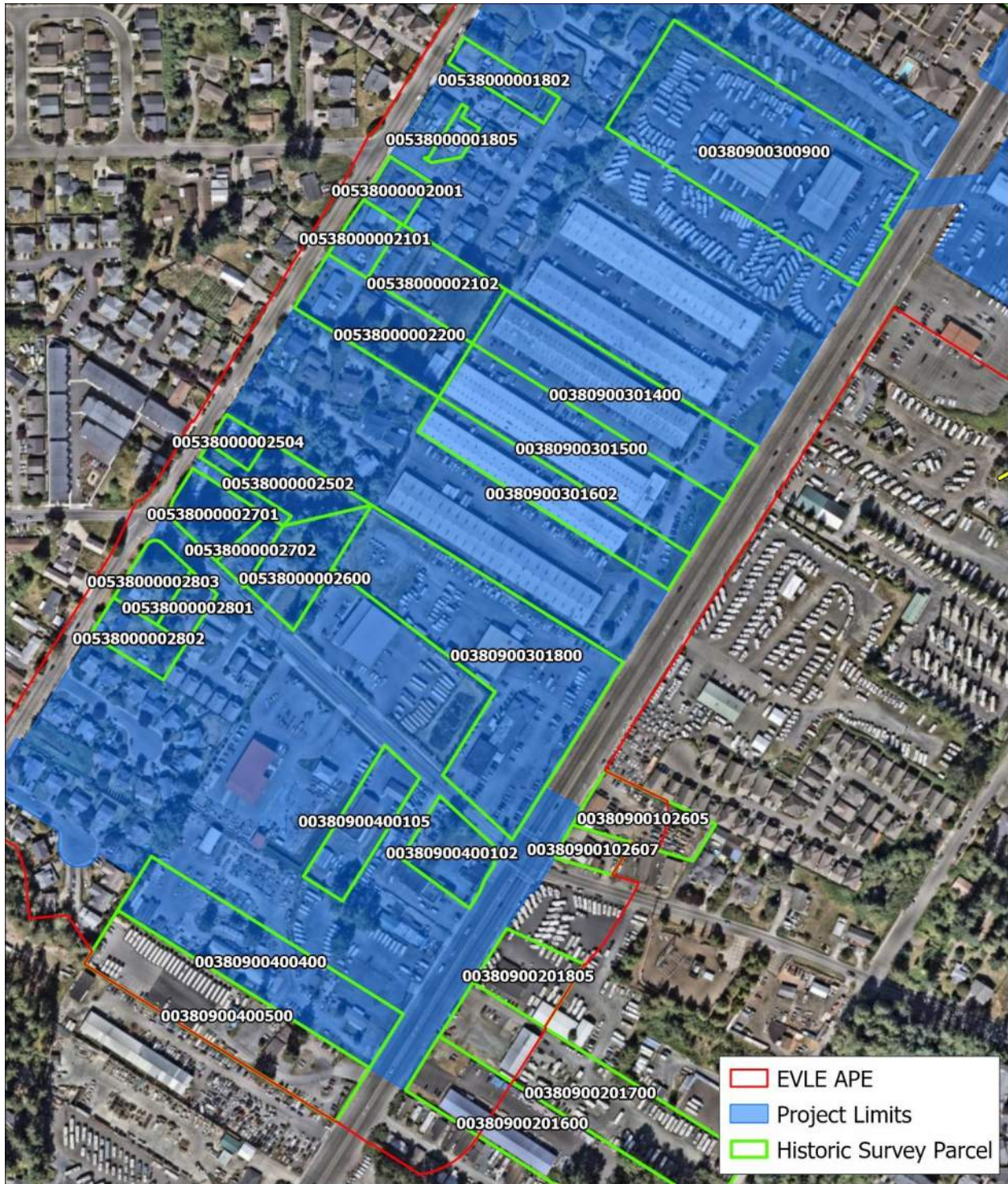


Data Source: Nearmap US (2024), Snohomish County Assessor (2024).



Figure B-11

Historic Survey Parcels Within the APE
Mariner Segment
Everett Link Extension



Data Source: Nearmap US (2024), Snohomish County Assessor (2024).

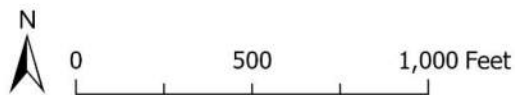
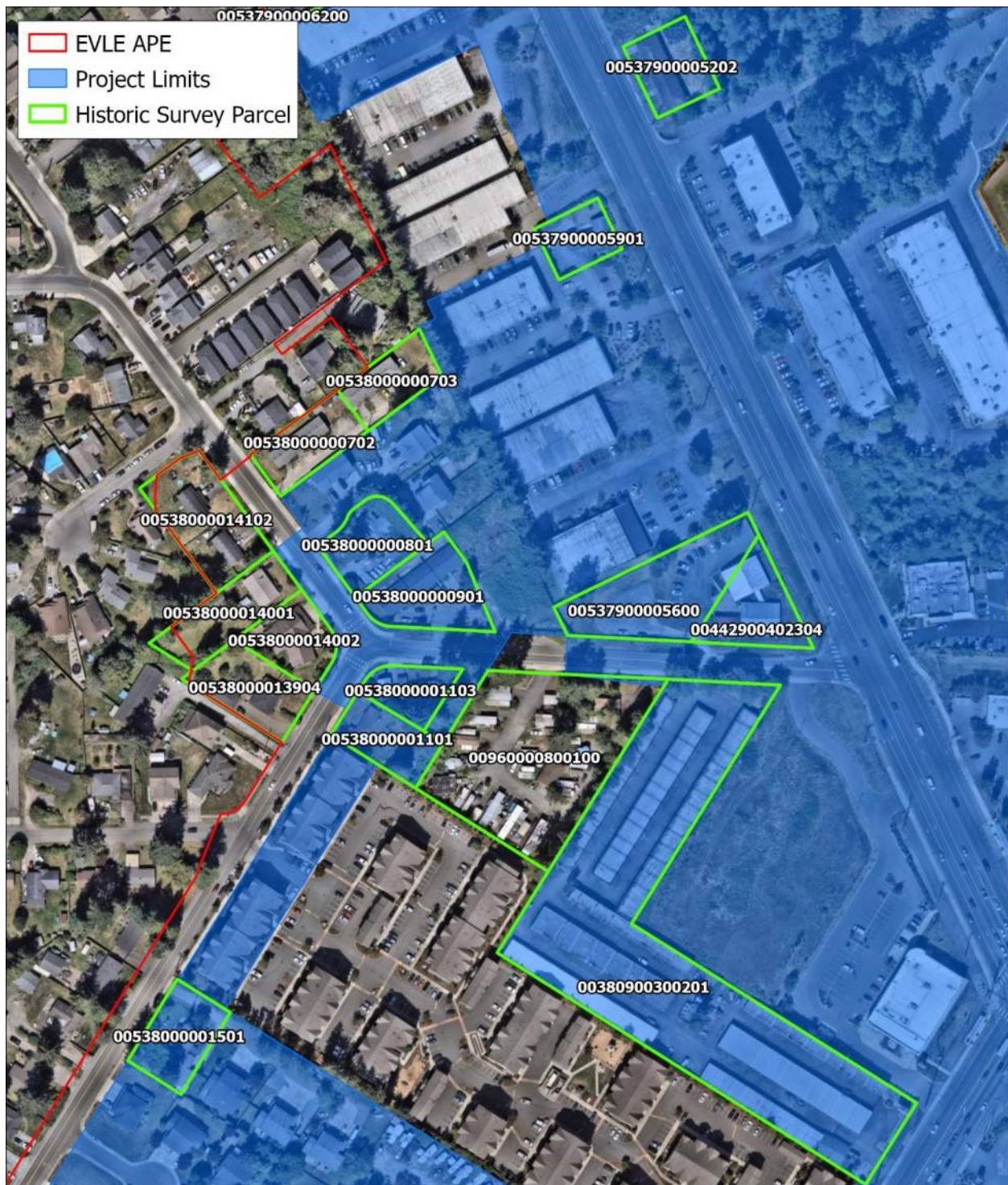


Figure B-12

Historic Survey Parcels Within the APE
OMF Site F
Everett Link Extension



Data Source: Nearmap US (2024), Snohomish County Assessor (2024).

Figure B-13

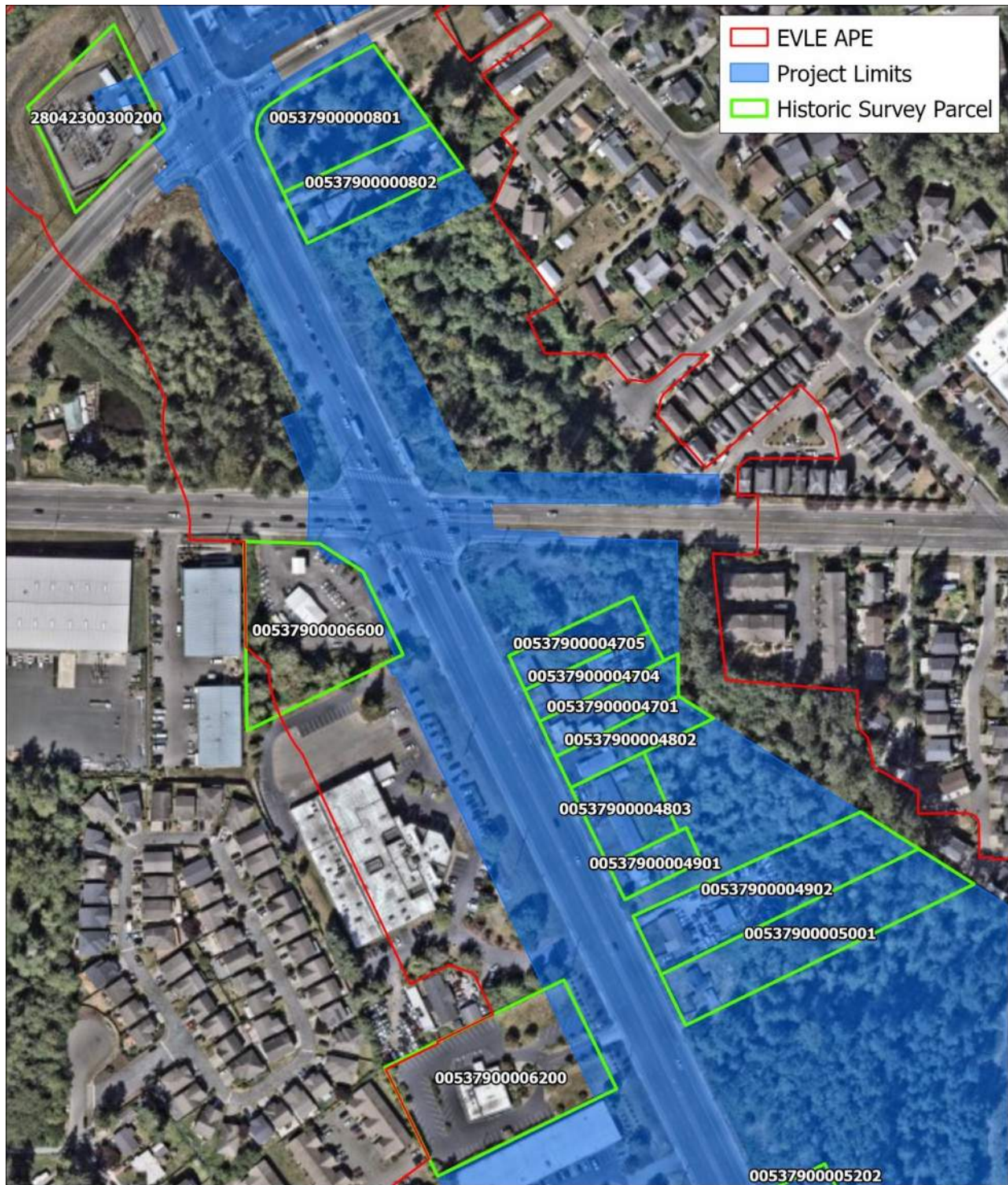
Historic Survey Parcels Within the APE
OMF Site F and SR 99/Airport Road Segment
Everett Link Extension



Data Source: Nearmap US (2024), Snohomish County Assessor (2024).

Figure B-14

Historic Survey Parcels Within the APE
SR 99/Airport Road Segment
Everett Link Extension



Data Source: Nearmap US (2024), Snohomish County Assessor (2024).

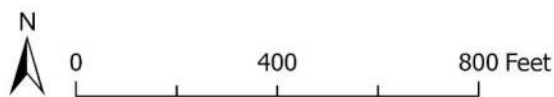
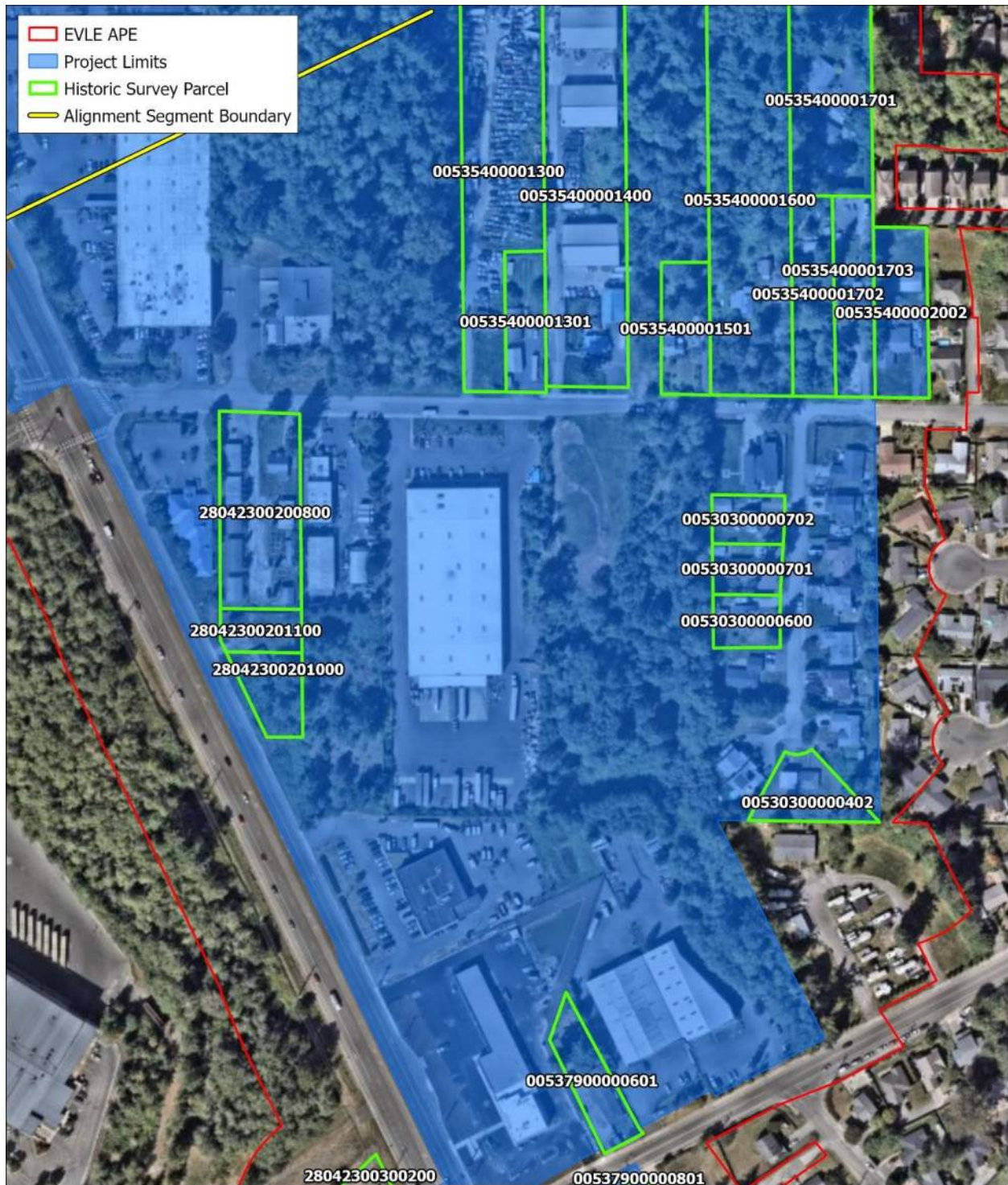


Figure B-15

Historic Survey Parcels Within the APE
SR 99/Airport Road Segment
Everett Link Extension



Data Source: Nearmap US (2024), Snohomish County Assessor (2024).

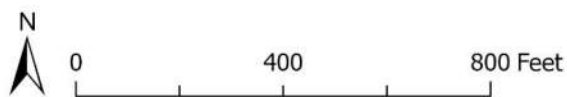
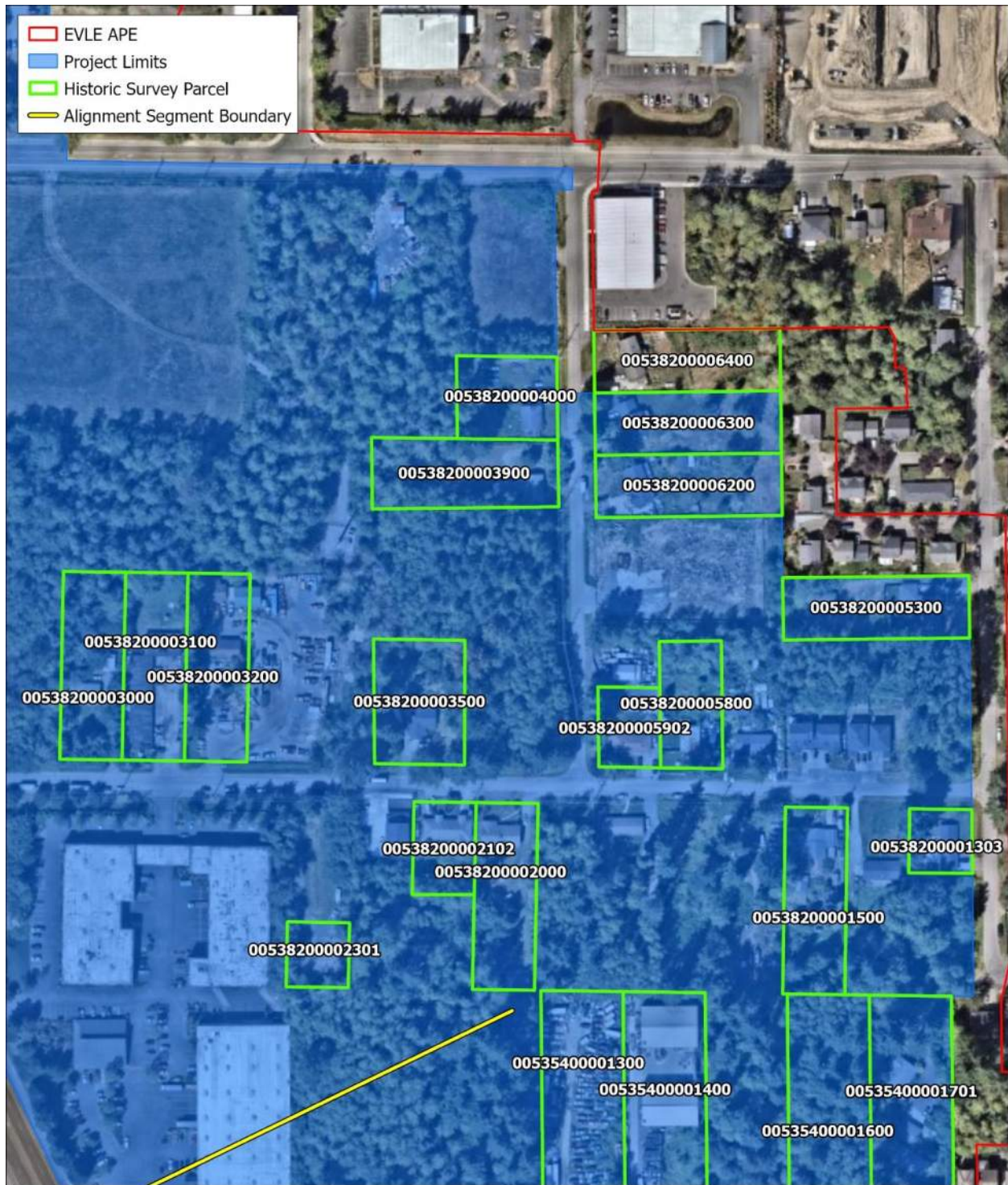


Figure B-16

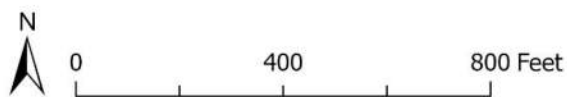
Historic Survey Parcels Within the APE
OMF Site E and SR 99/Airport Road Segment
Everett Link Extension

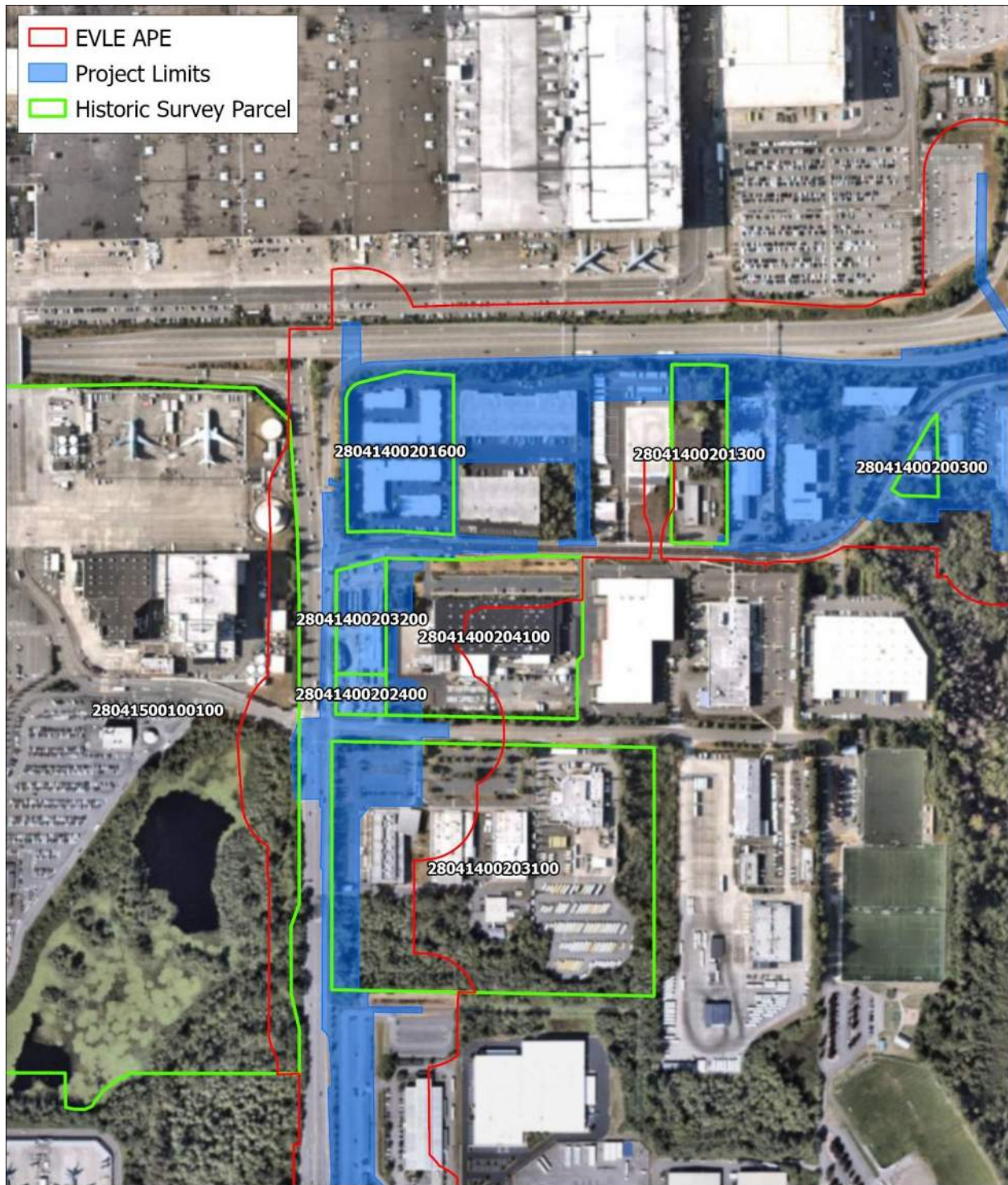


Data Source: Nearmap US (2024), Snohomish County Assessor (2024).

Figure B-17

Historic Survey Parcels Within the APE
OMF Site E
Everett Link Extension

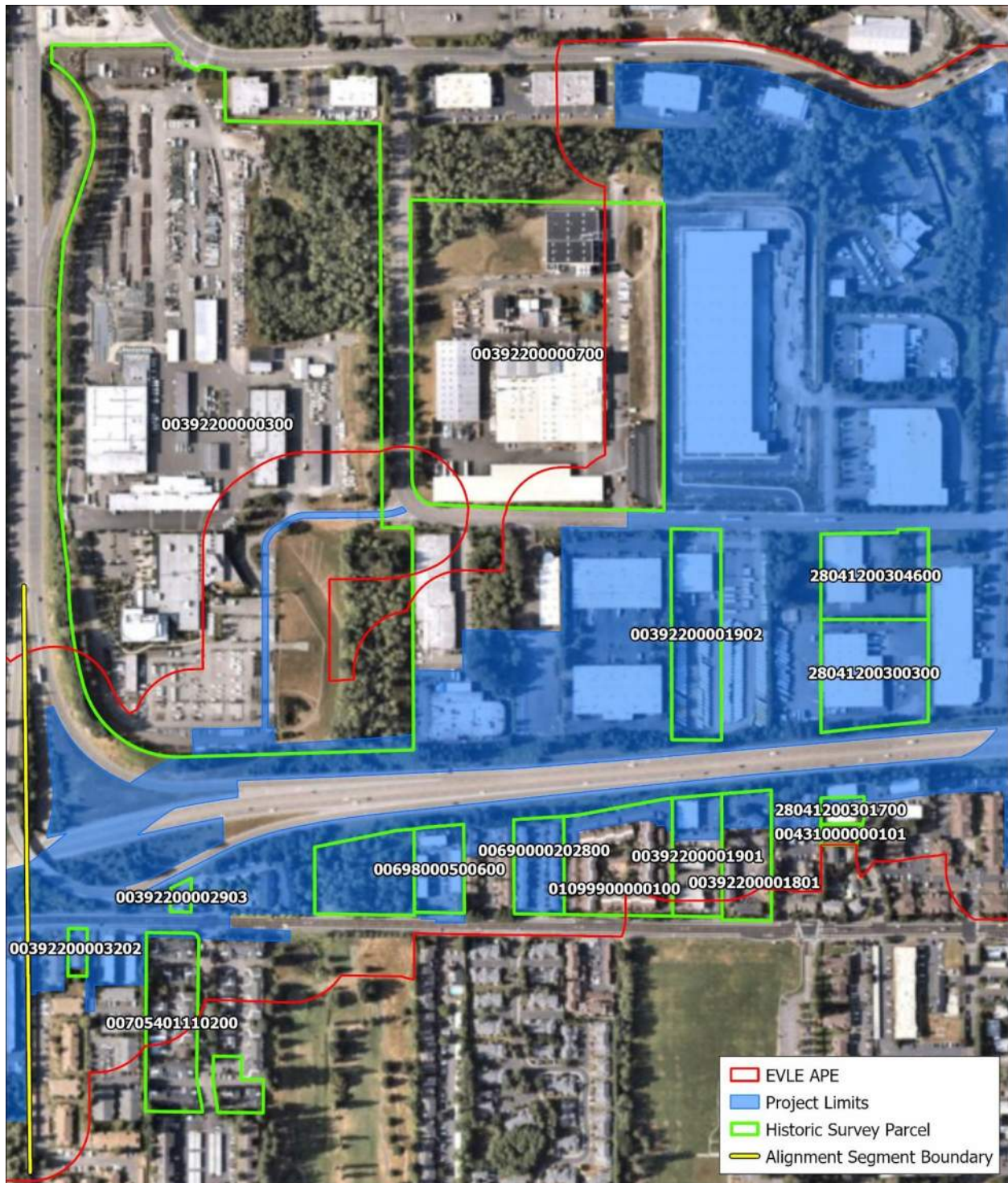




Data Source: Nearmap US (2024), Snohomish County Assessor (2024).

Figure B-18

Historic Survey Parcels Within the APE
SW Everett Industrial Center Segment
Everett Link Extension



Data Source: Nearmap US (2024), Snohomish County Assessor (2024).

Figure B-19

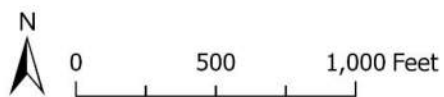
Historic Survey Parcels Within the APE
OMF Site B and SR 526/Evergreen Segment
Everett Link Extension

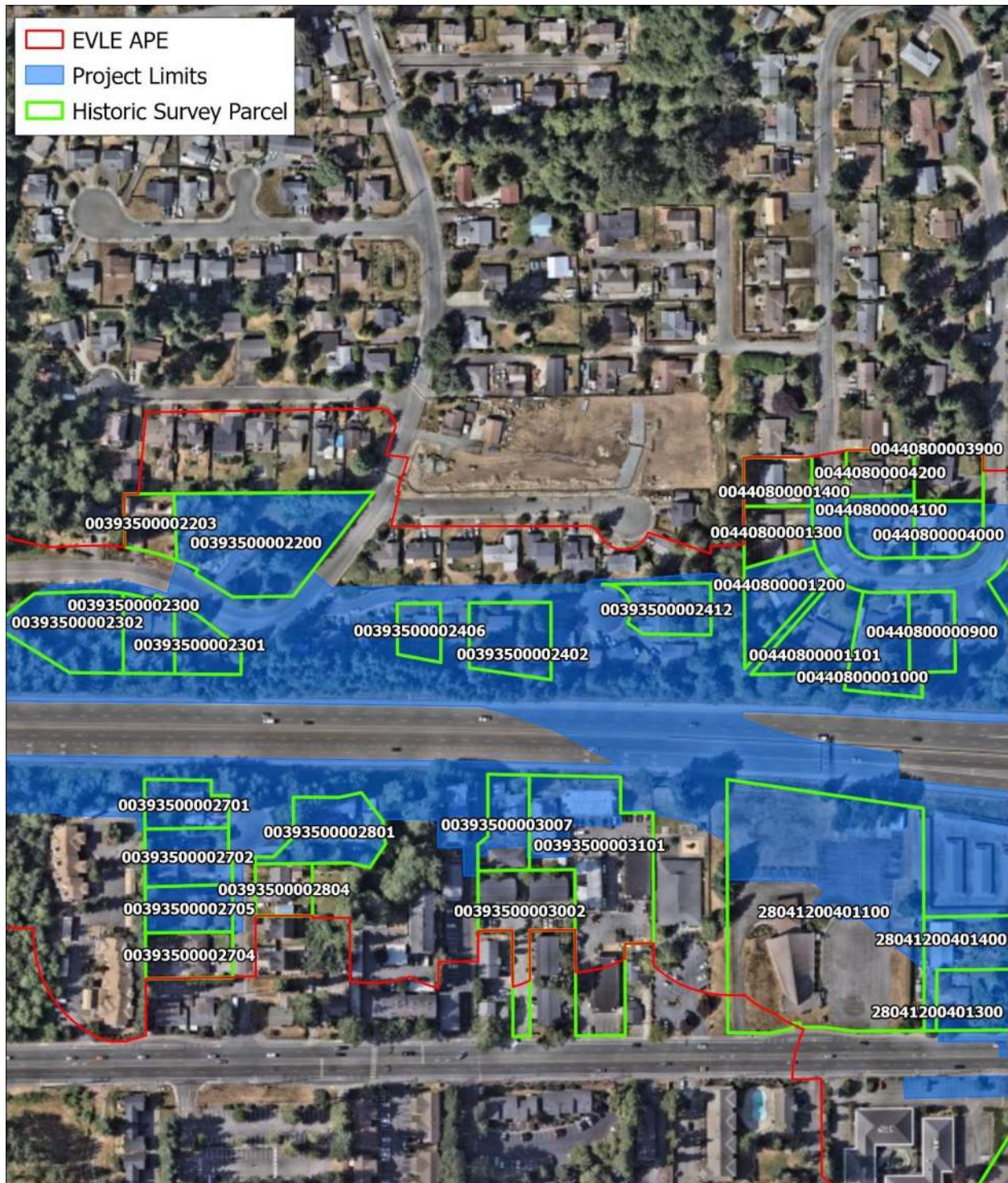


Data Source: Nearmap US (2024), Snohomish County Assessor (2024).

Figure B-20

Historic Survey Parcels Within the APE
OMF Site B and SR 526/Evergreen Segment
Everett Link Extension



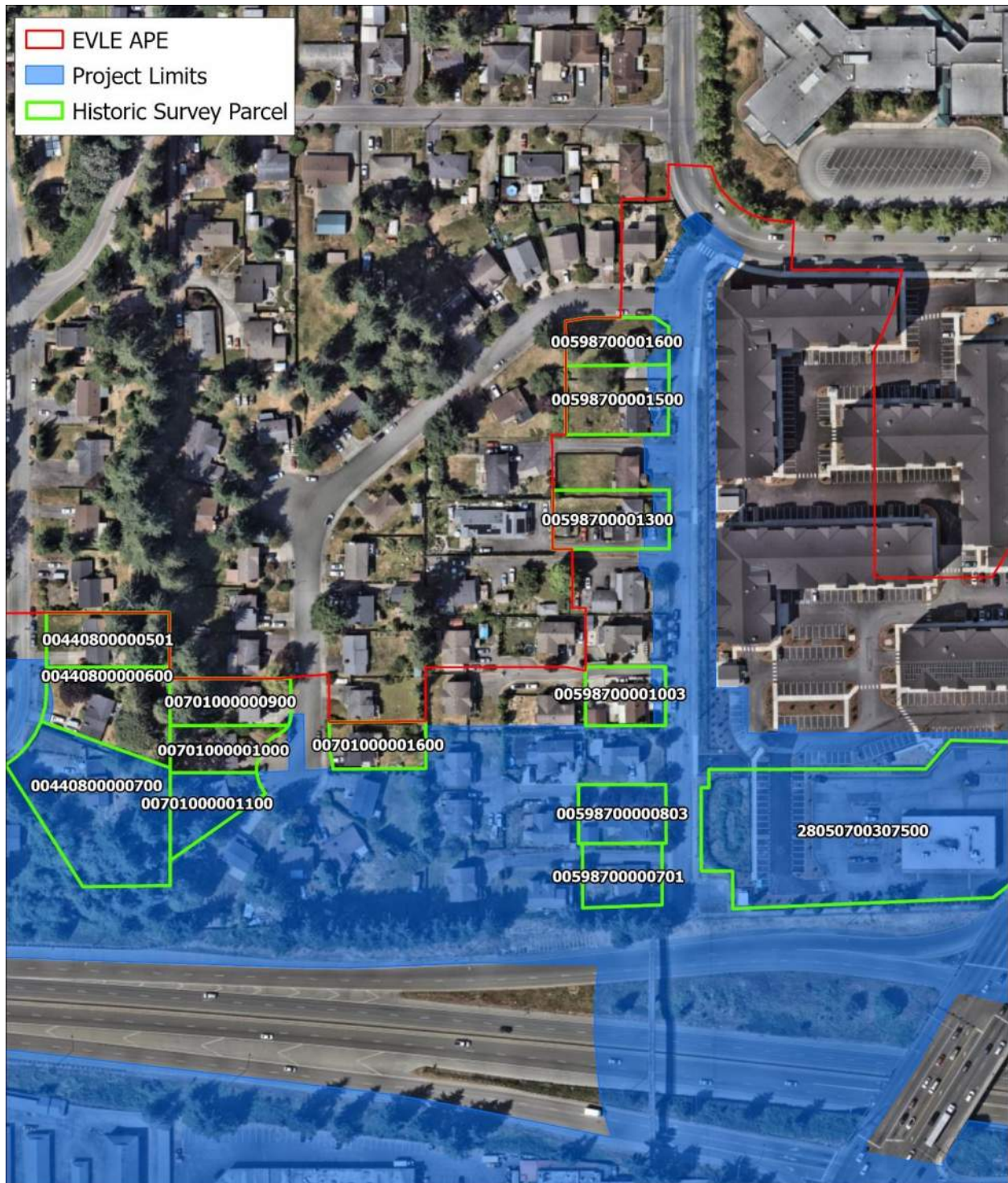


Data Source: Nearmap US (2024), Snohomish County Assessor (2024).



Figure B-21

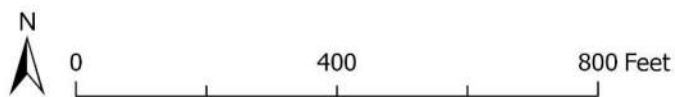
Historic Survey Parcels Within the APE
SR 526/Evergreen Segment
Everett Link Extension

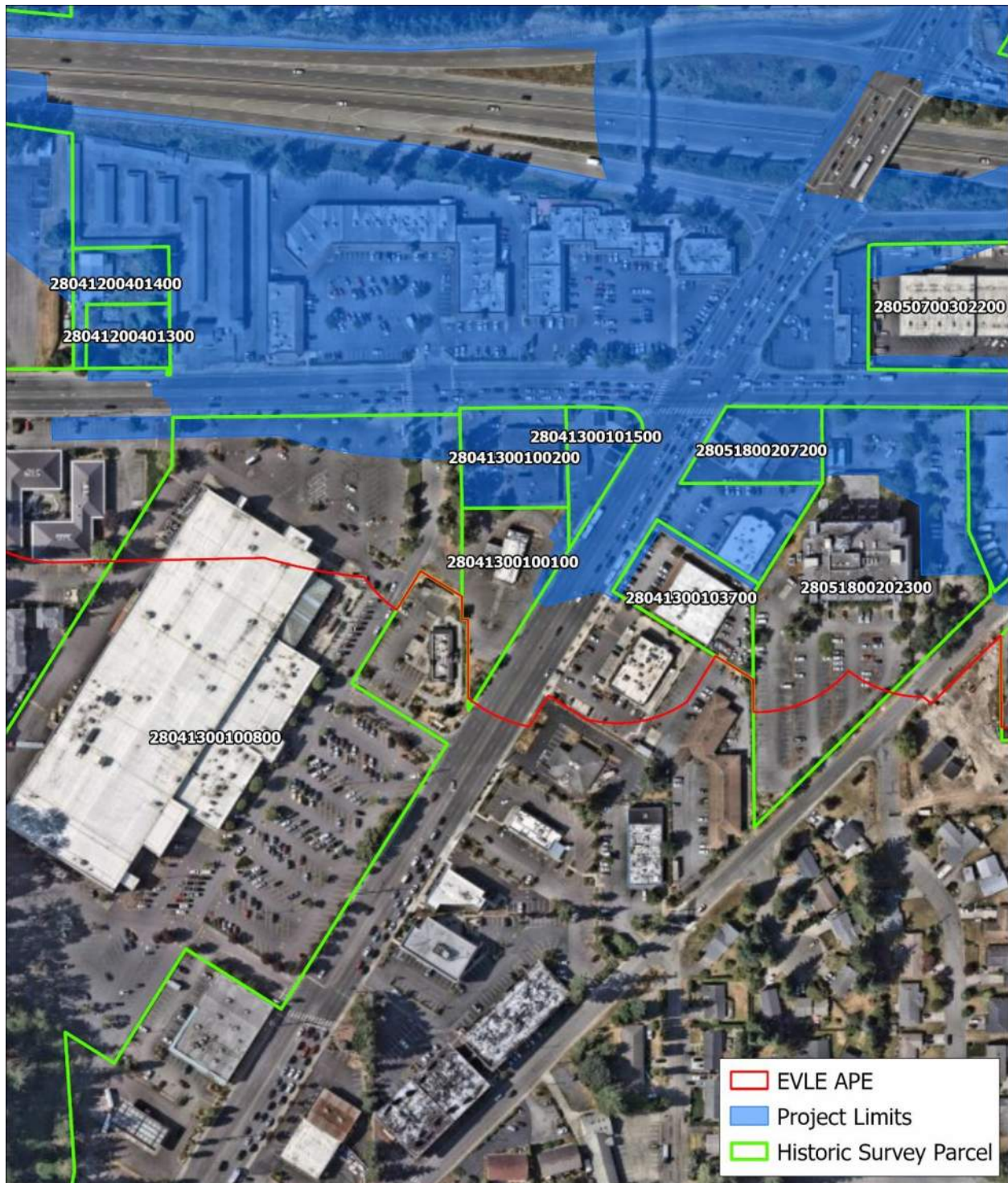


Data Source: Nearmap US (2024), Snohomish County Assessor (2024).

Figure B-22

Historic Survey Parcels Within the APE
SR 526/Evergreen Segment
Everett Link Extension

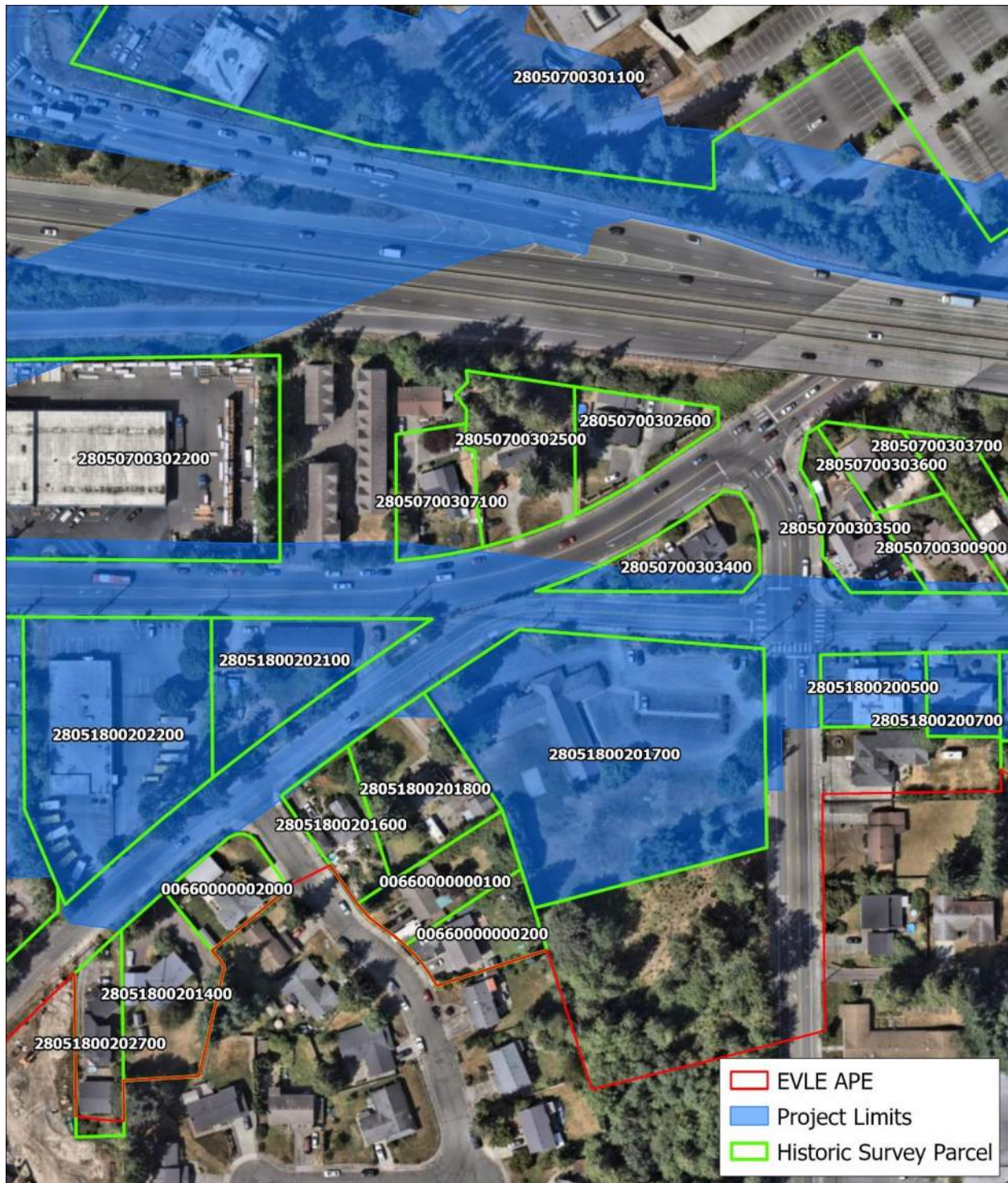




Data Source: Nearmap US (2024), Snohomish County Assessor (2024).

Figure B-23

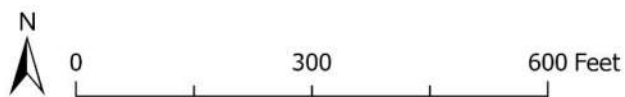
Historic Survey Parcels Within the APE
SR 526/Evergreen Segment
Everett Link Extension

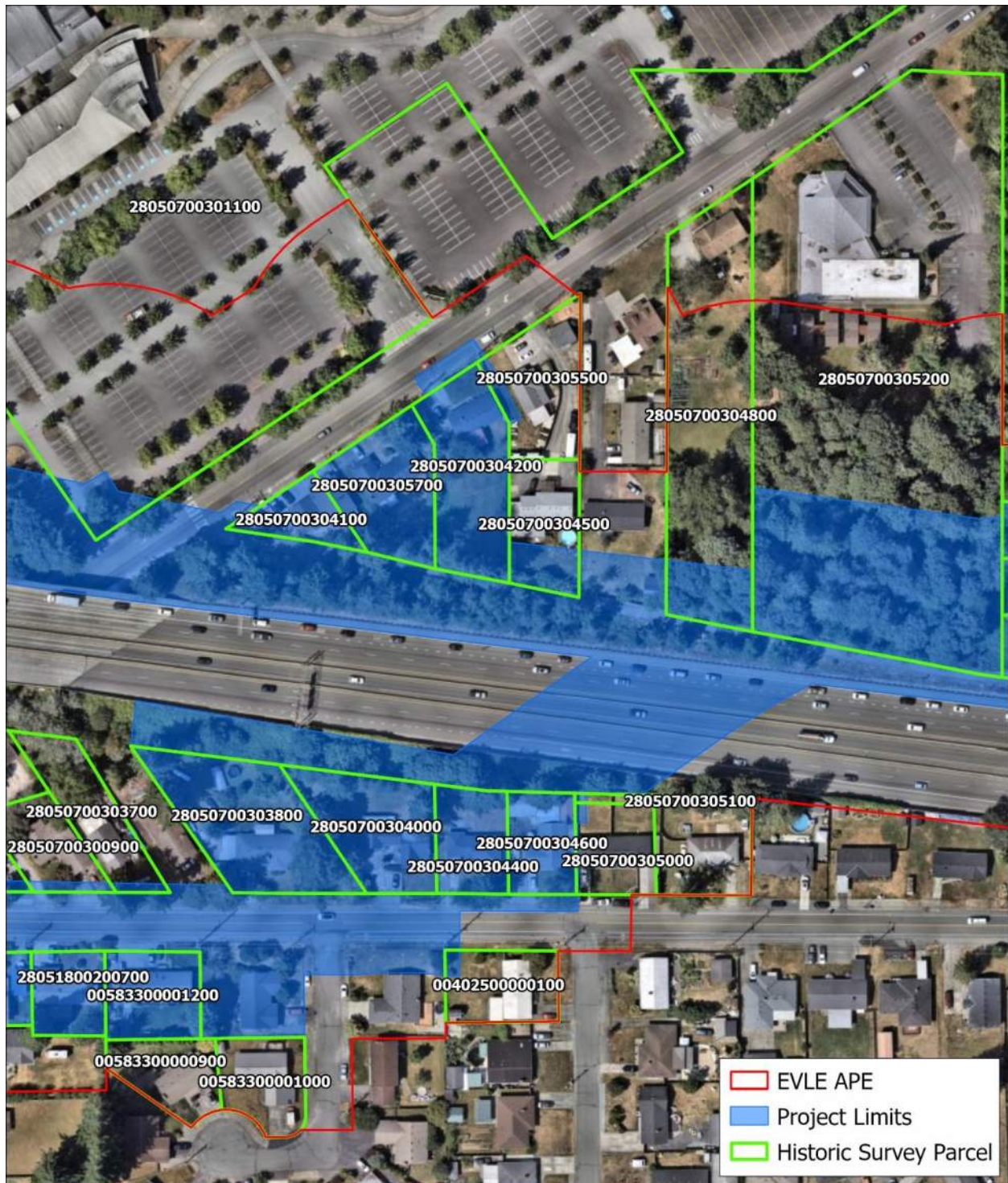


Data Source: Nearmap US (2024), Snohomish County Assessor (2024).

Figure B-24

Historic Survey Parcels Within the APE
SR 526/Evergreen Segment
Everett Link Extension

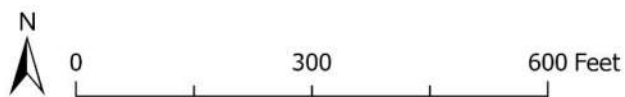


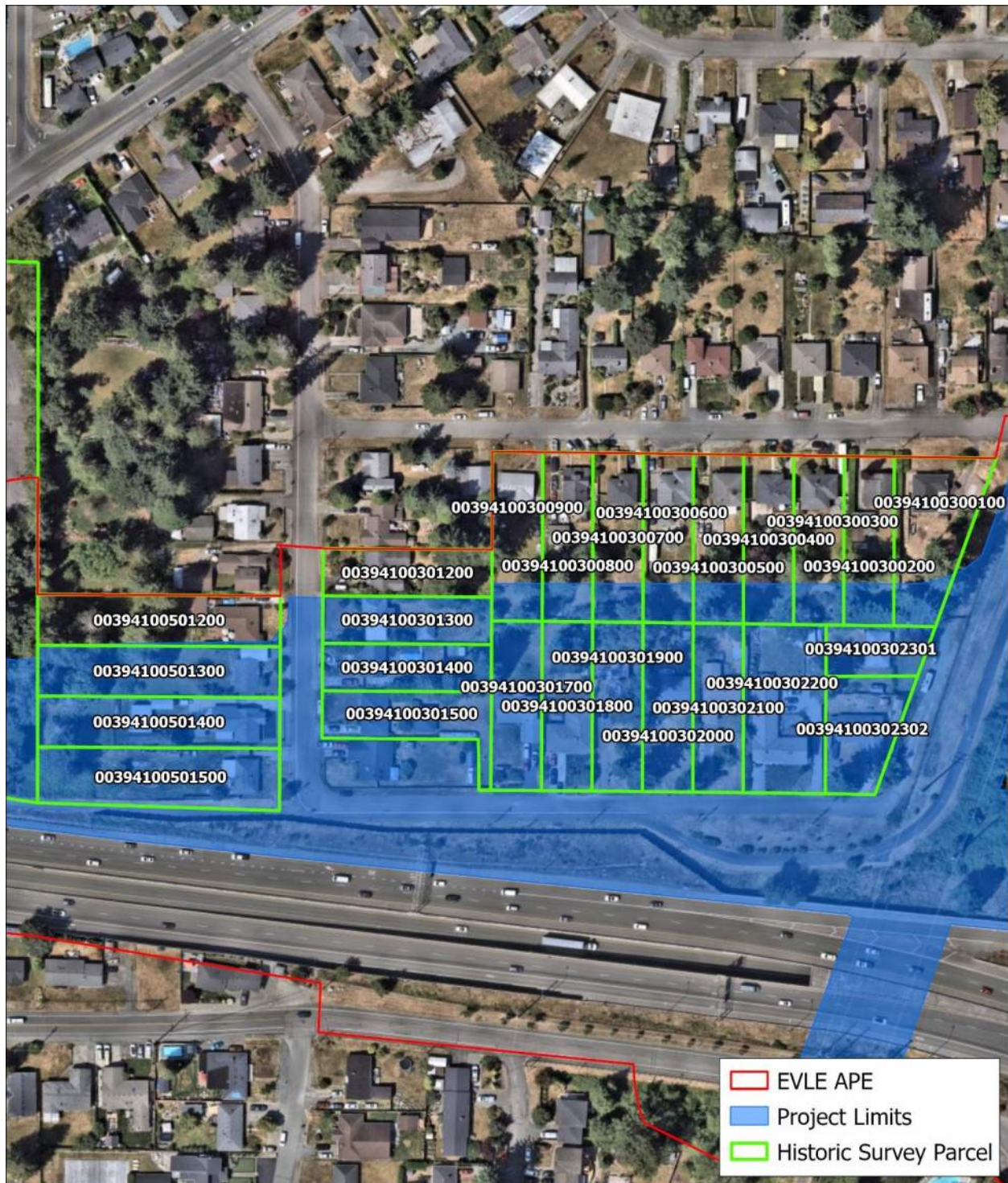


Data Source: Nearmap US (2024), Snohomish County Assessor (2024).

Figure B-25

Historic Survey Parcels Within the APE
SR 526/Evergreen Segment
Everett Link Extension

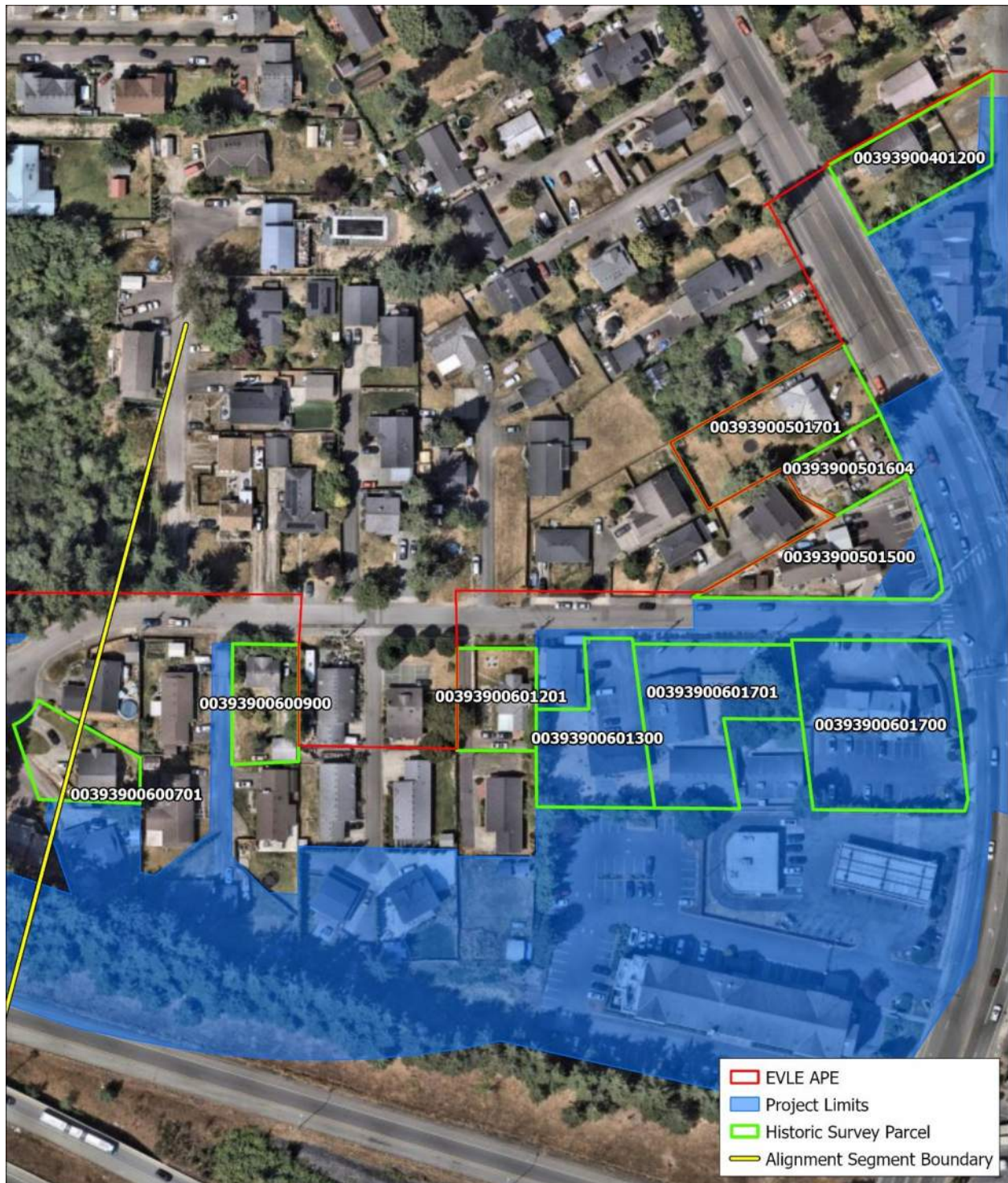




Data Source: Nearmap US (2024), Snohomish County Assessor (2024).

Figure B-26

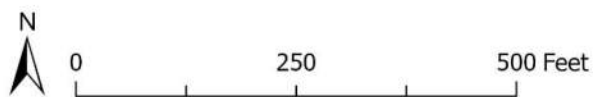
Historic Survey Parcels Within the APE
SR 526/Evergreen Segment
Everett Link Extension

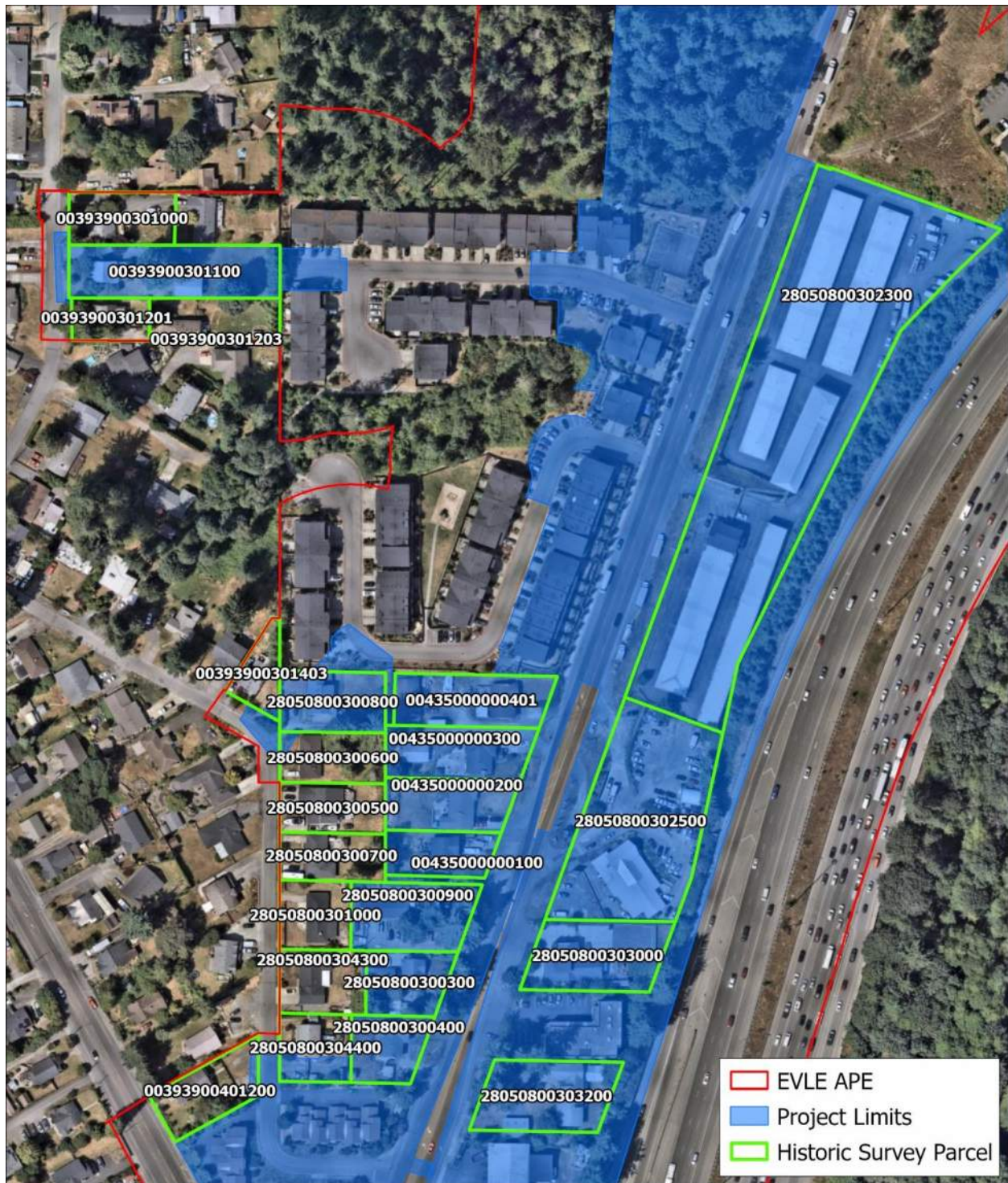


Data Source: Nearmap US (2024), Snohomish County Assessor (2024).

Figure B-27

Historic Survey Parcels Within the APE
Broadway/I-5 Segment
Everett Link Extension

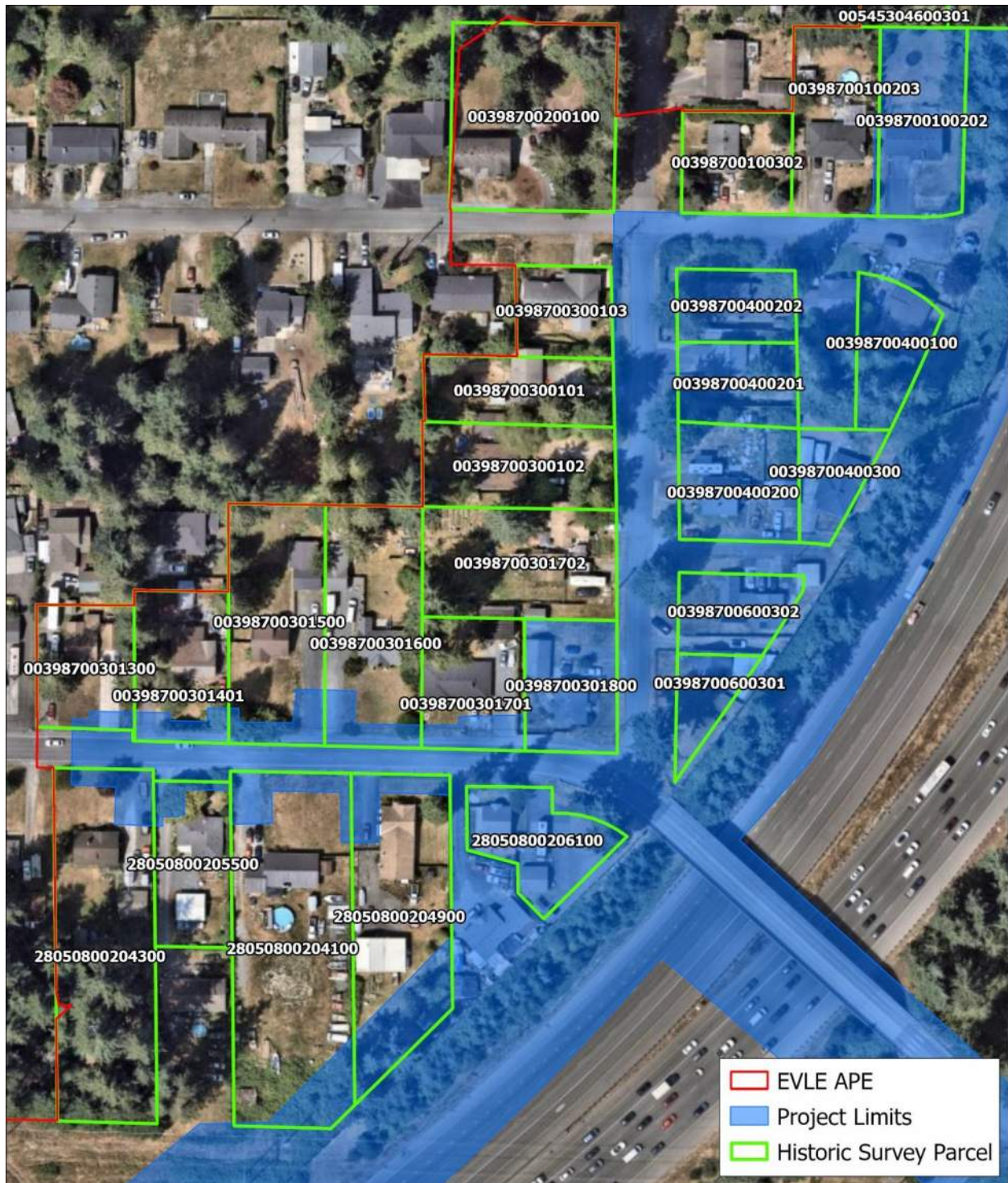




Data Source: Nearmap US (2024), Snohomish County Assessor (2024).

Figure B-28

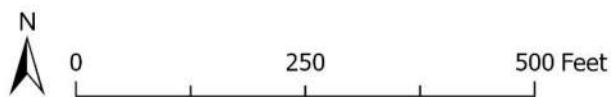
Historic Survey Parcels Within the APE
Broadway/I-5 Segment
Everett Link Extension

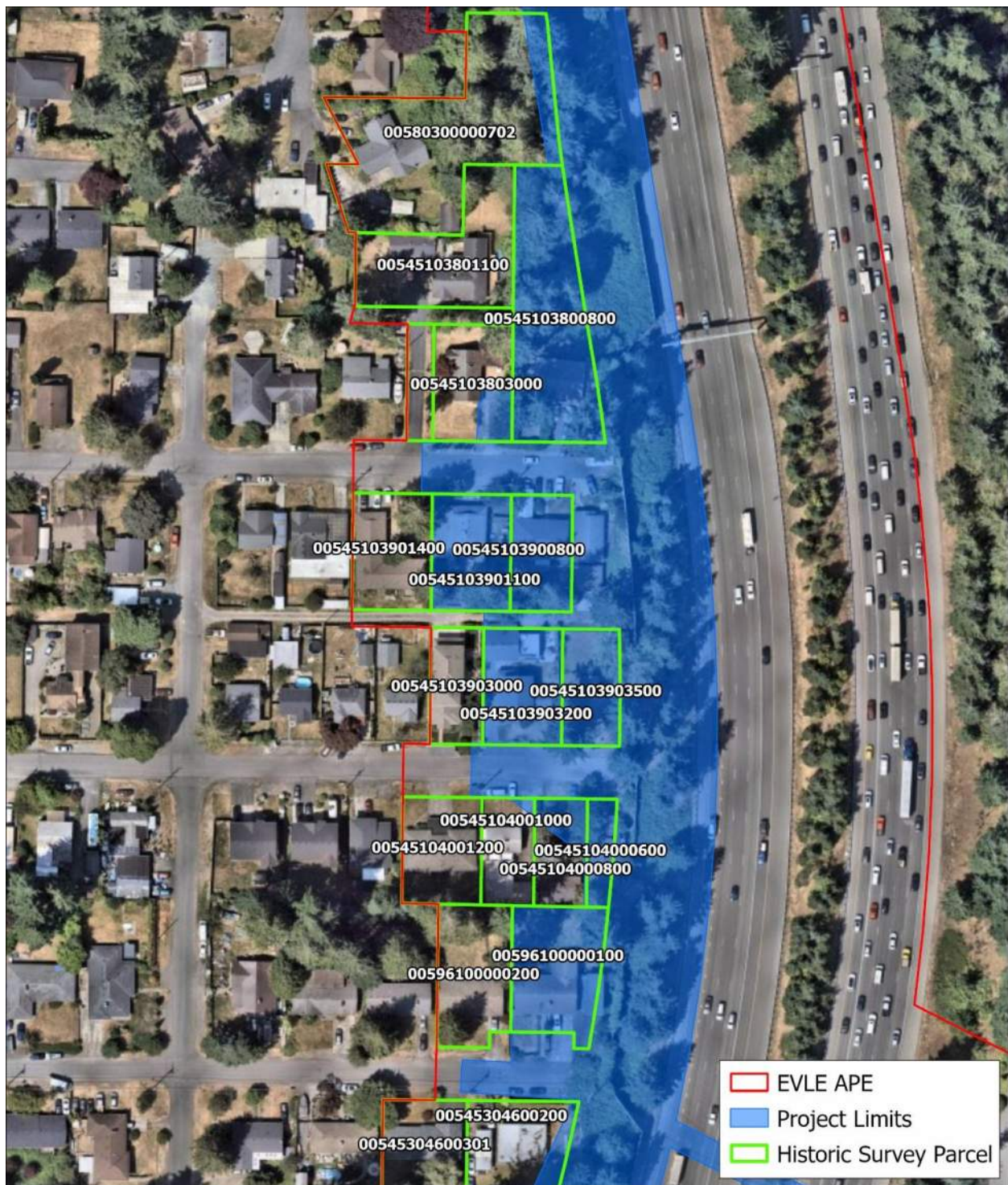


Data Source: Nearmap US (2024), Snohomish County Assessor (2024).

Figure B-29

Historic Survey Parcels Within the APE
Broadway/I-5 Segment
Everett Link Extension

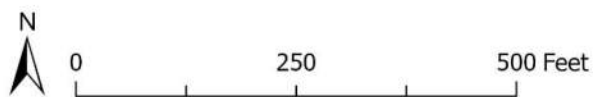


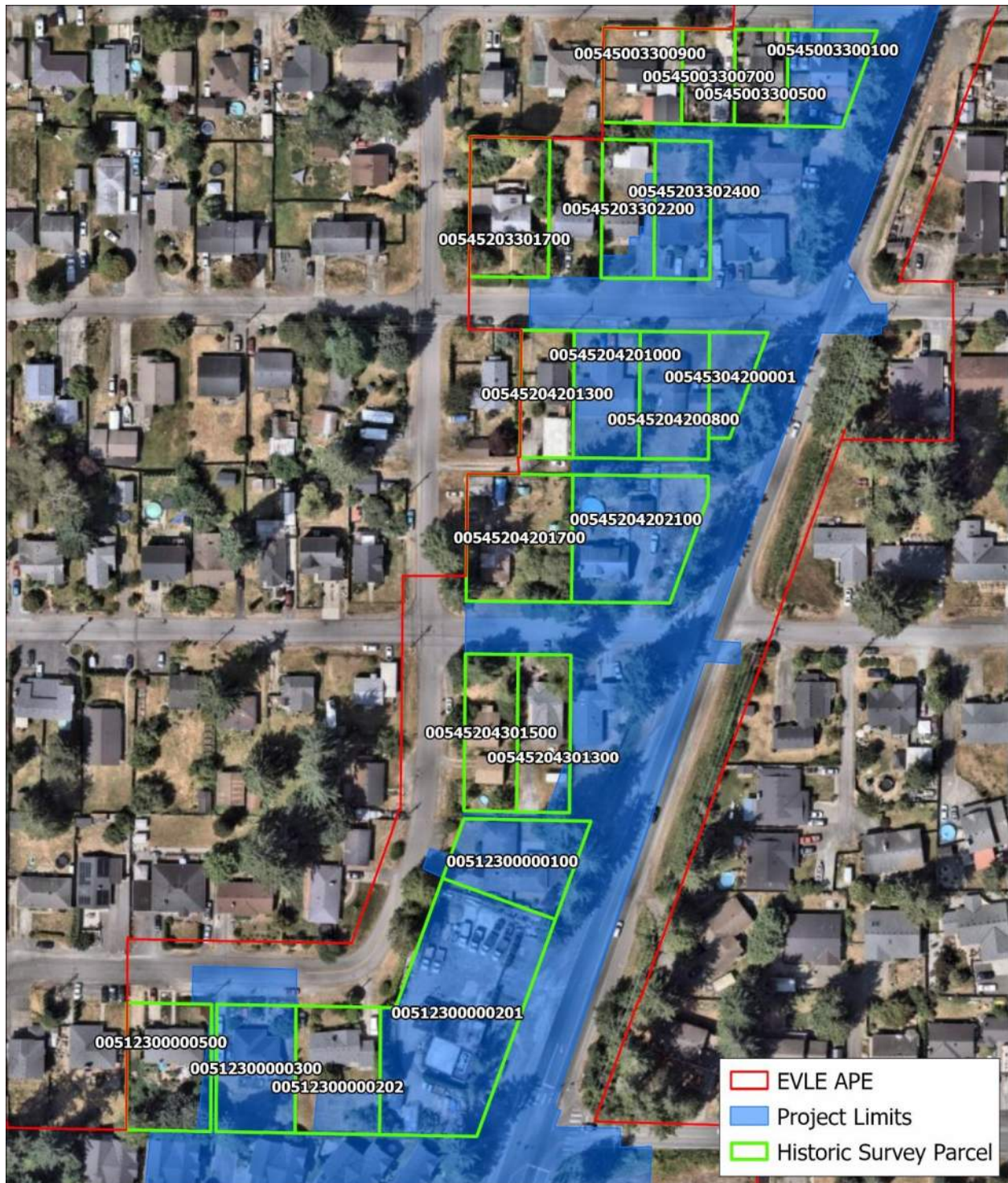


Data Source: Nearmap US (2024), Snohomish County Assessor (2024).

Figure B-30

Historic Survey Parcels Within the APE
Broadway/I-5 Segment
Everett Link Extension





Data Source: Nearmap US (2024), Snohomish County Assessor (2024).

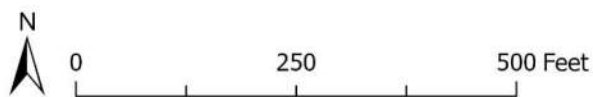
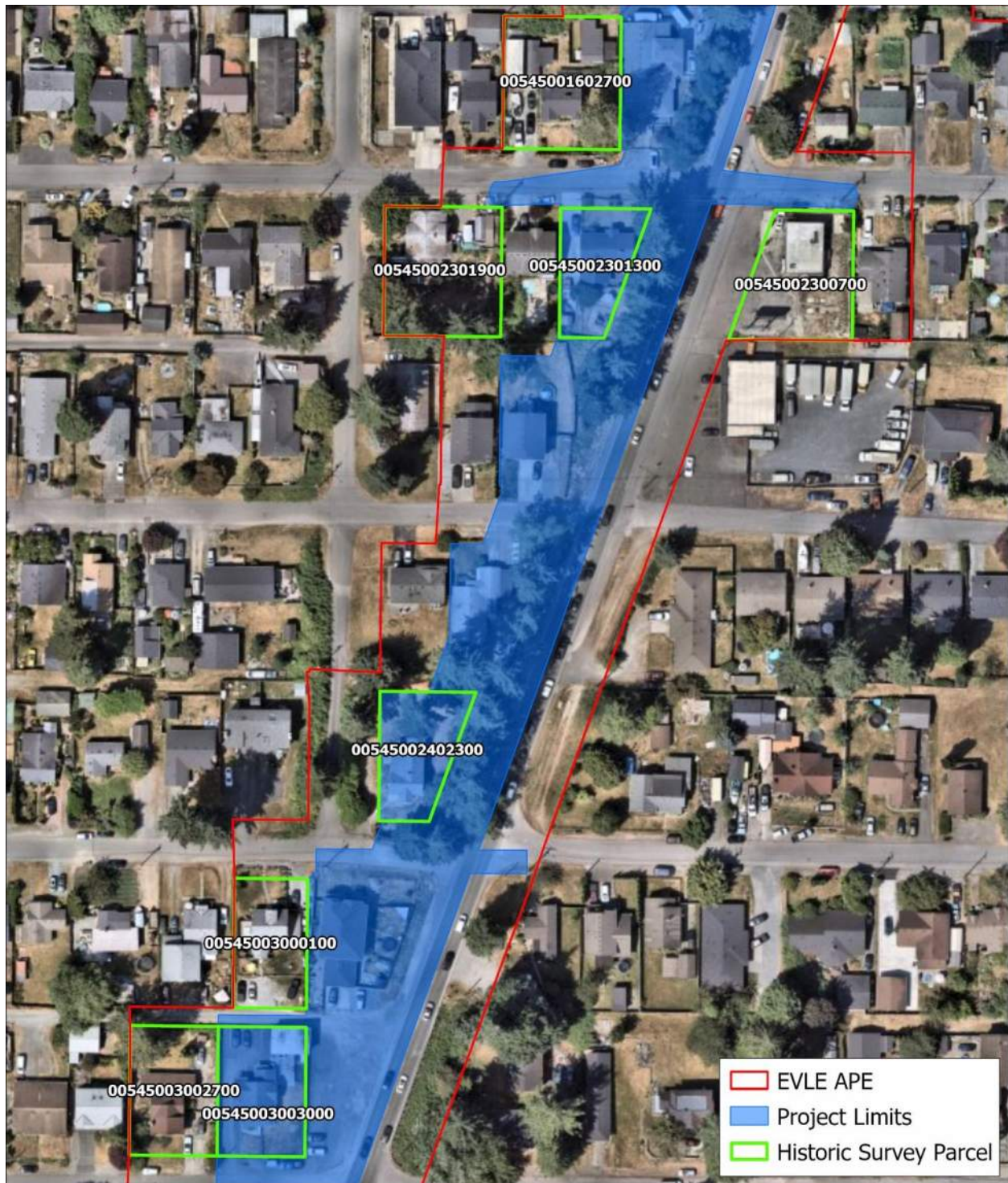


Figure B-31

Historic Survey Parcels Within the APE
Broadway/I-5 Segment
Everett Link Extension



Data Source: Nearmap US (2024), Snohomish County Assessor (2024).

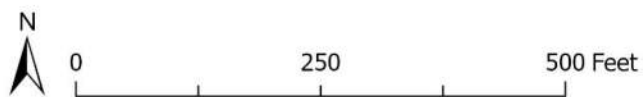
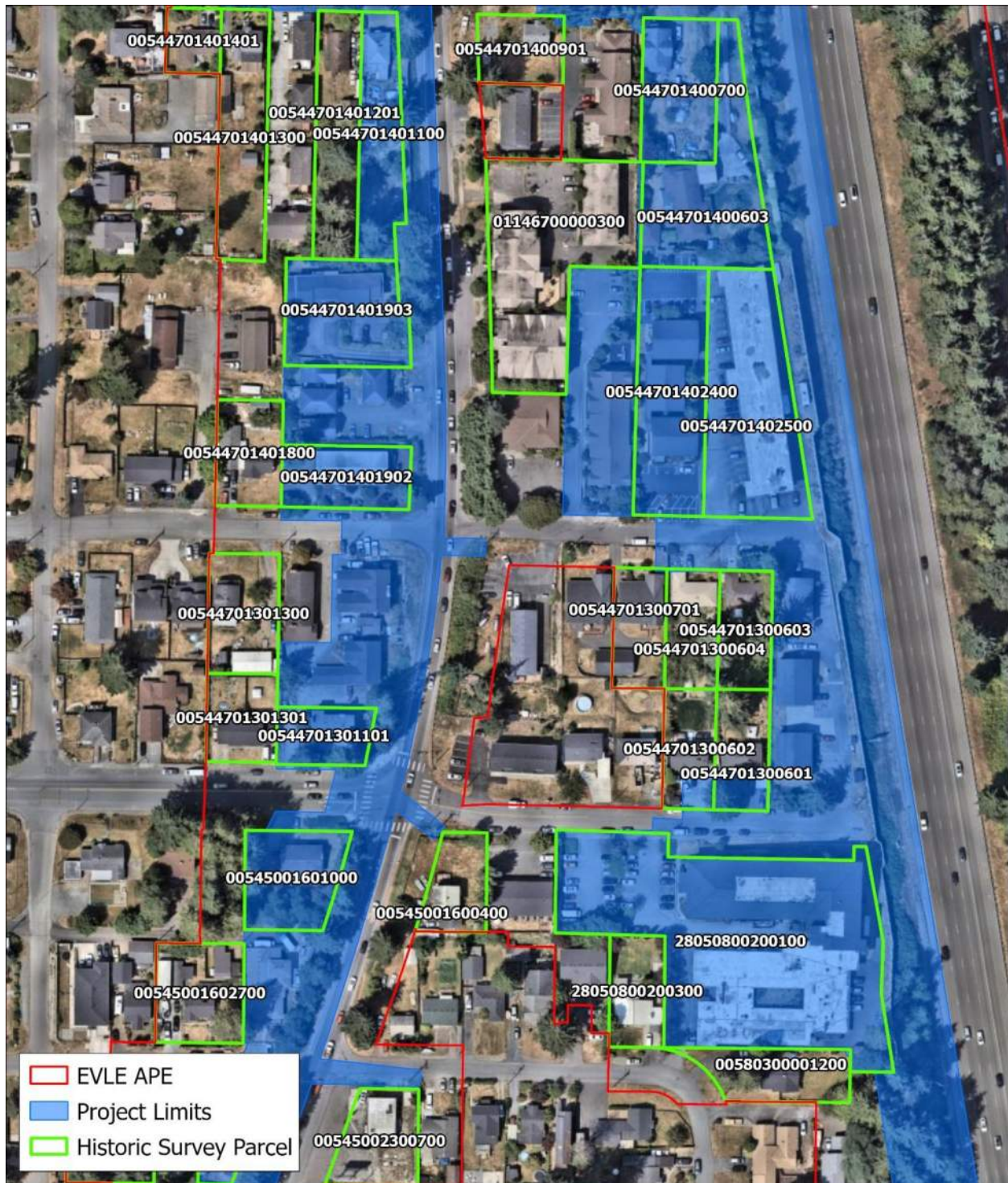


Figure B-32

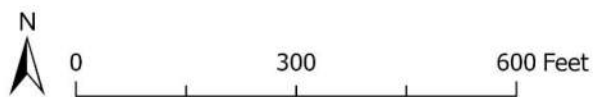
Historic Survey Parcels Within the APE
Broadway/I-5 Segment
Everett Link Extension

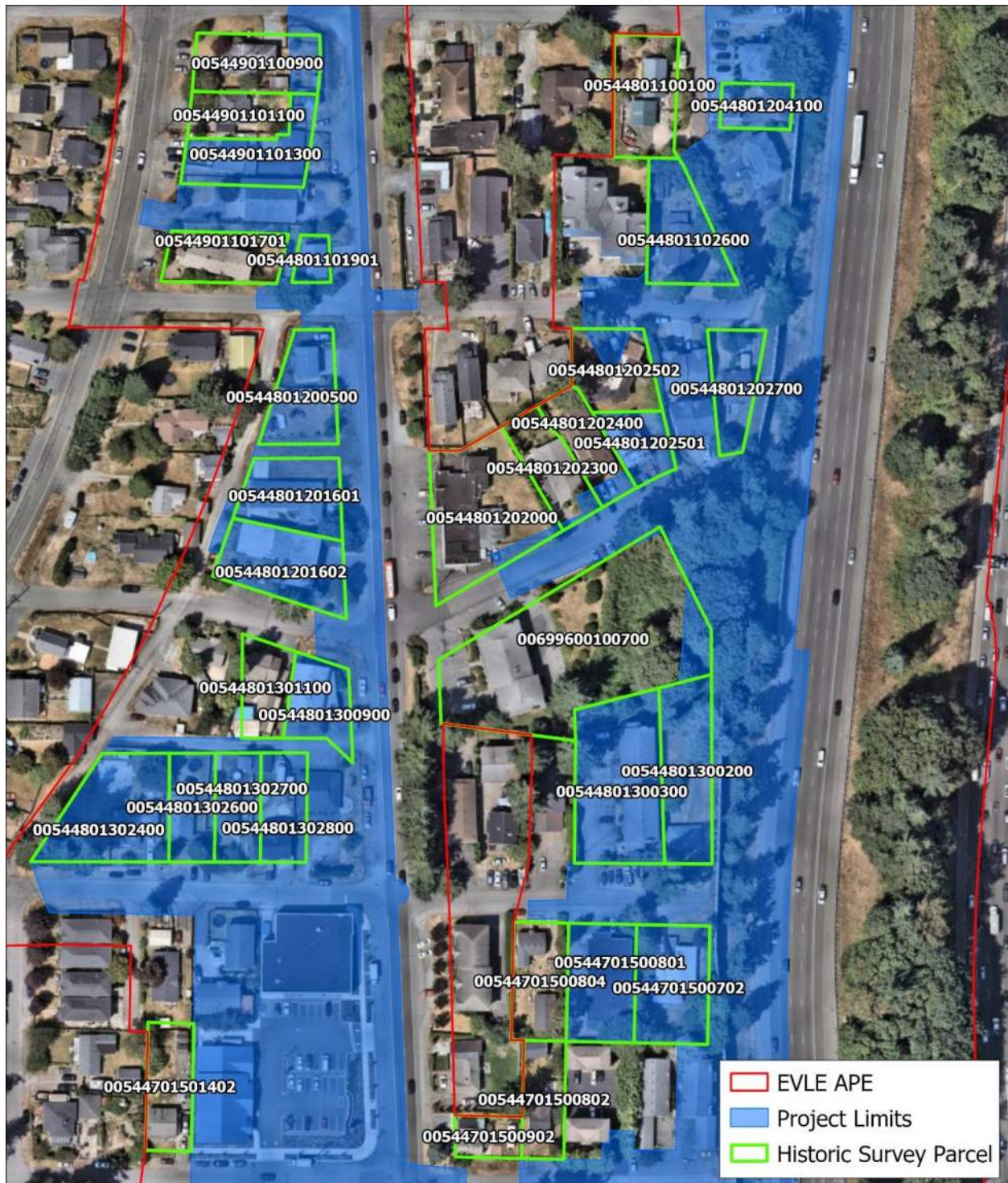


Data Source: Nearmap US (2024), Snohomish County Assessor (2024).

Figure B-33

Historic Survey Parcels Within the APE
Broadway/I-5 Segment
Everett Link Extension





Data Source: Nearmap US (2024), Snohomish County Assessor (2024).

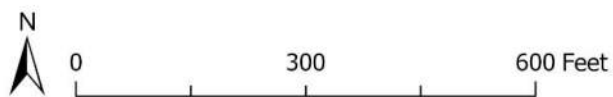
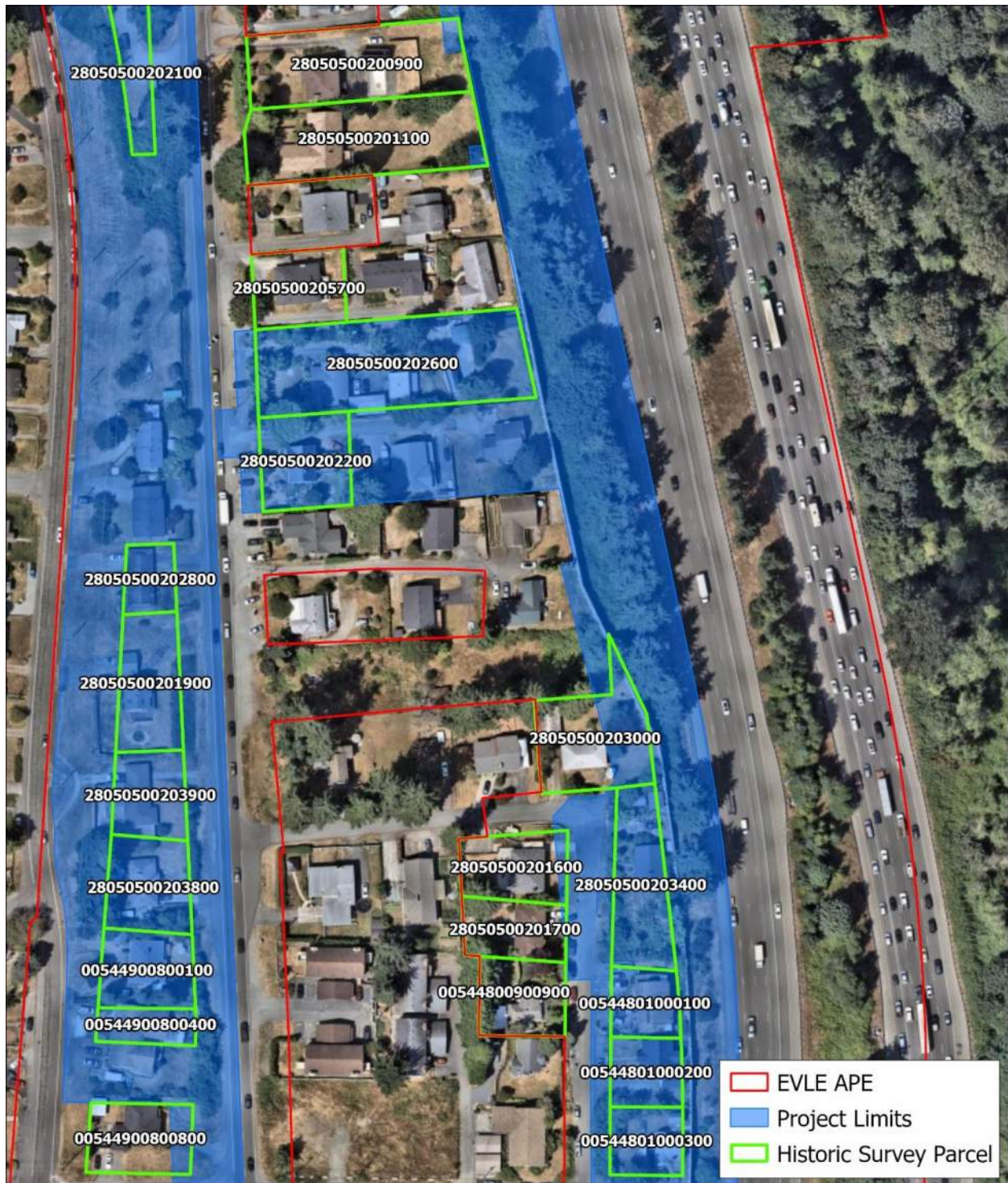


Figure B-34

Historic Survey Parcels Within the APE
Broadway/I-5 Segment
Everett Link Extension



Data Source: Nearmap US (2024), Snohomish County Assessor (2024).

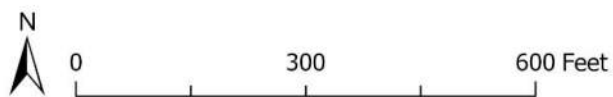
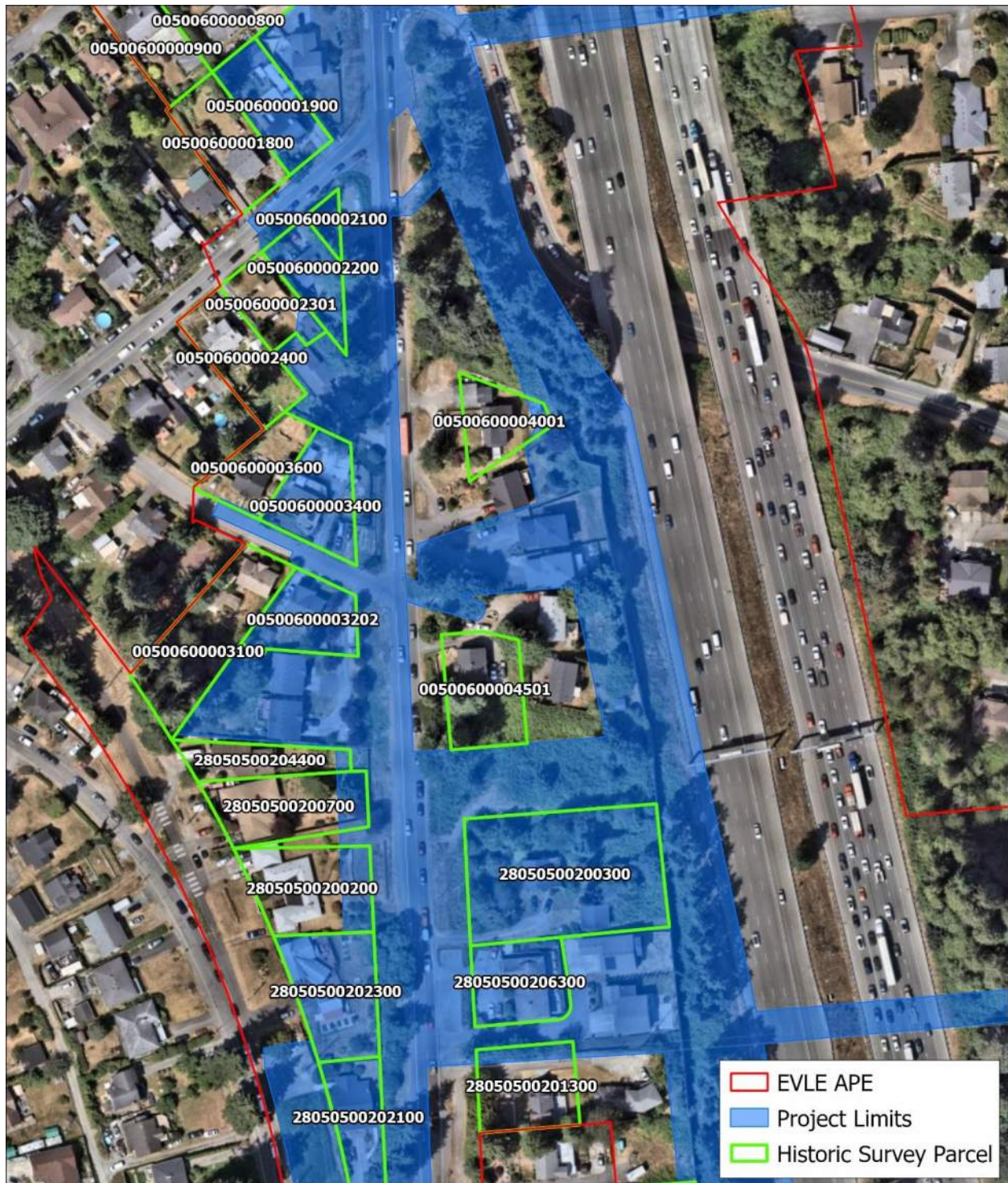


Figure B-35

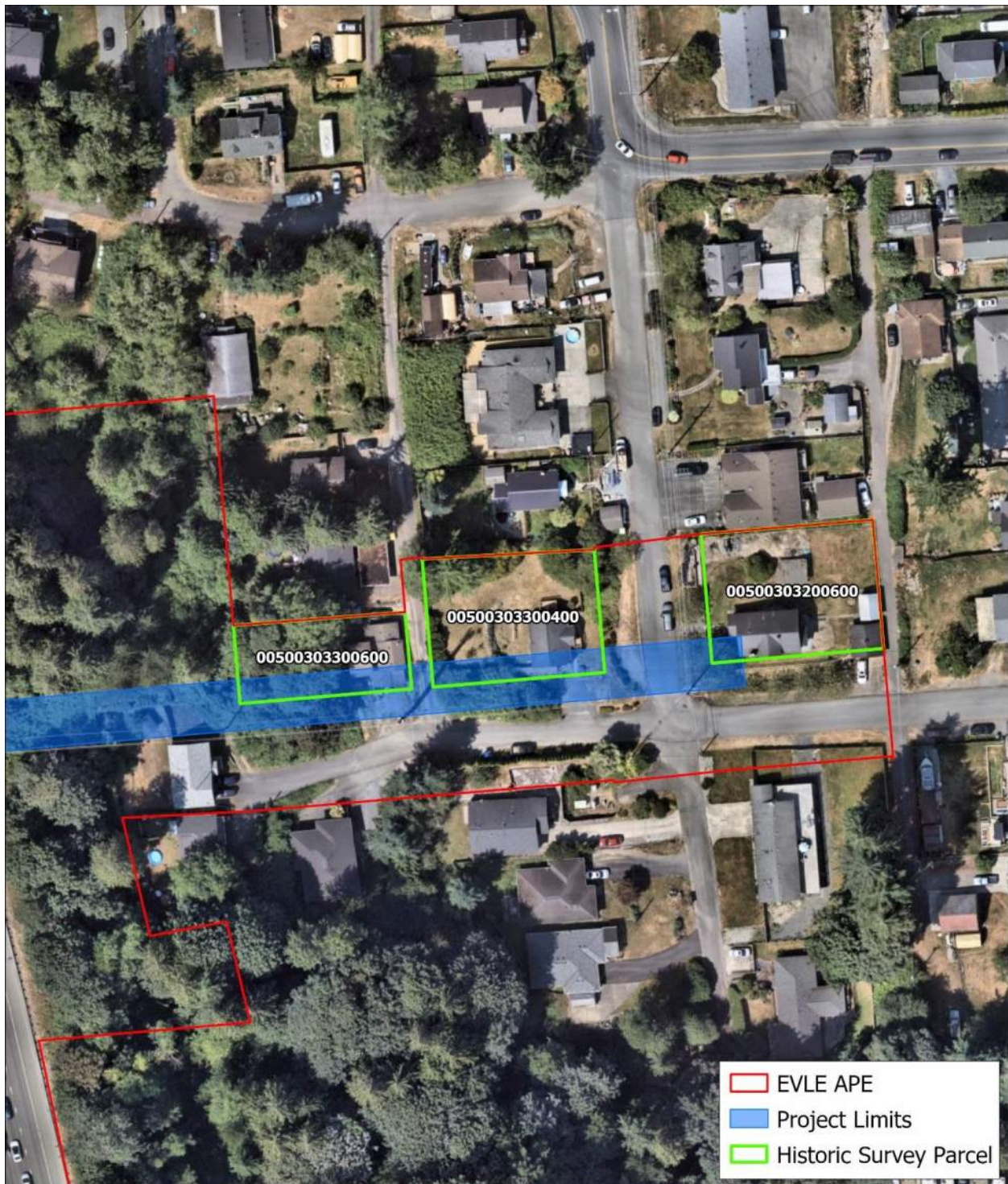
Historic Survey Parcels Within the APE
Broadway/I-5 Segment
Everett Link Extension



Data Source: Nearmap US (2024), Snohomish County Assessor (2024).

Figure B-36

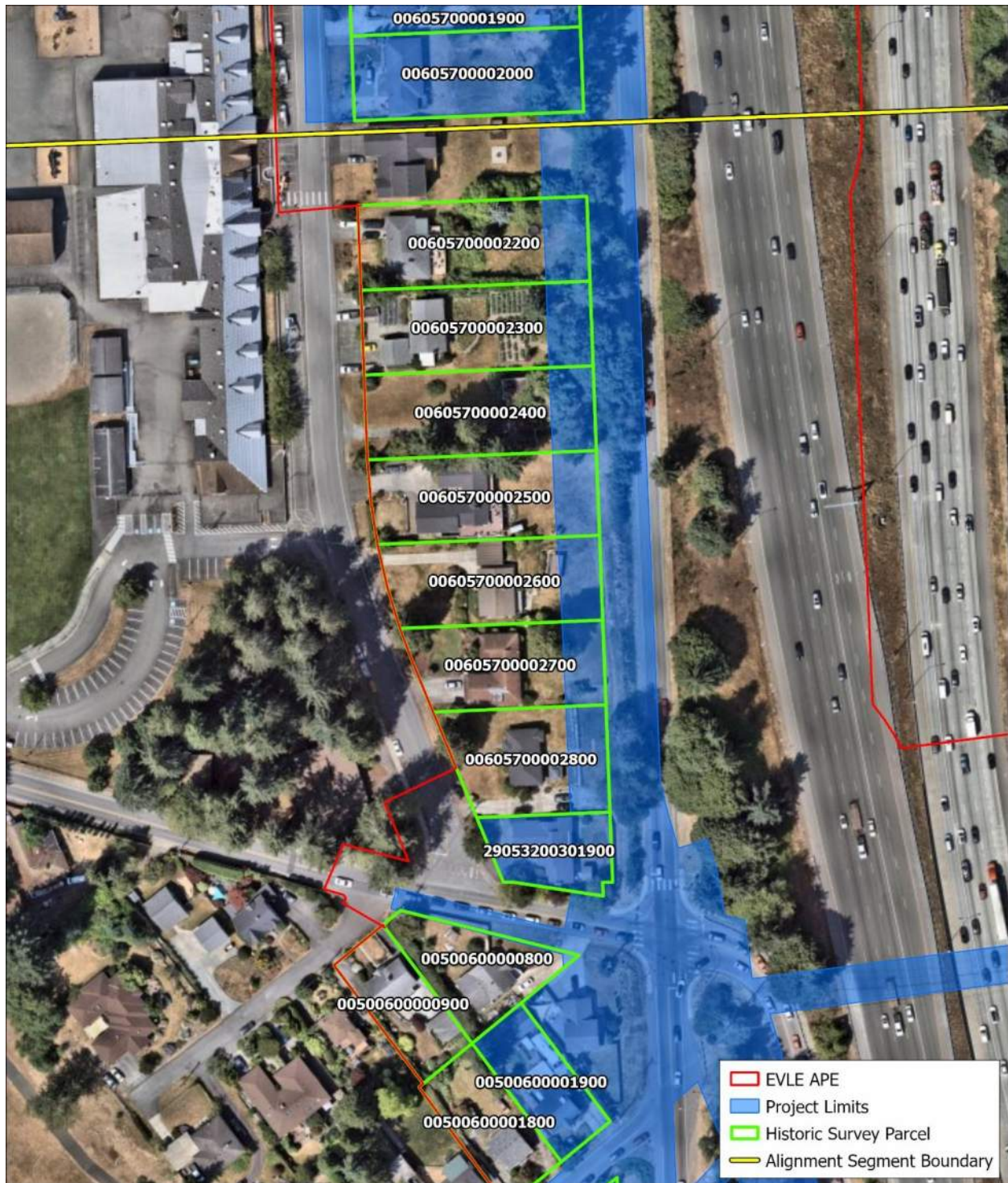
Historic Survey Parcels Within the APE
Broadway/I-5 Segment
Everett Link Extension



Data Source: Nearmap US (2024), Snohomish County Assessor (2024).

Figure B-37

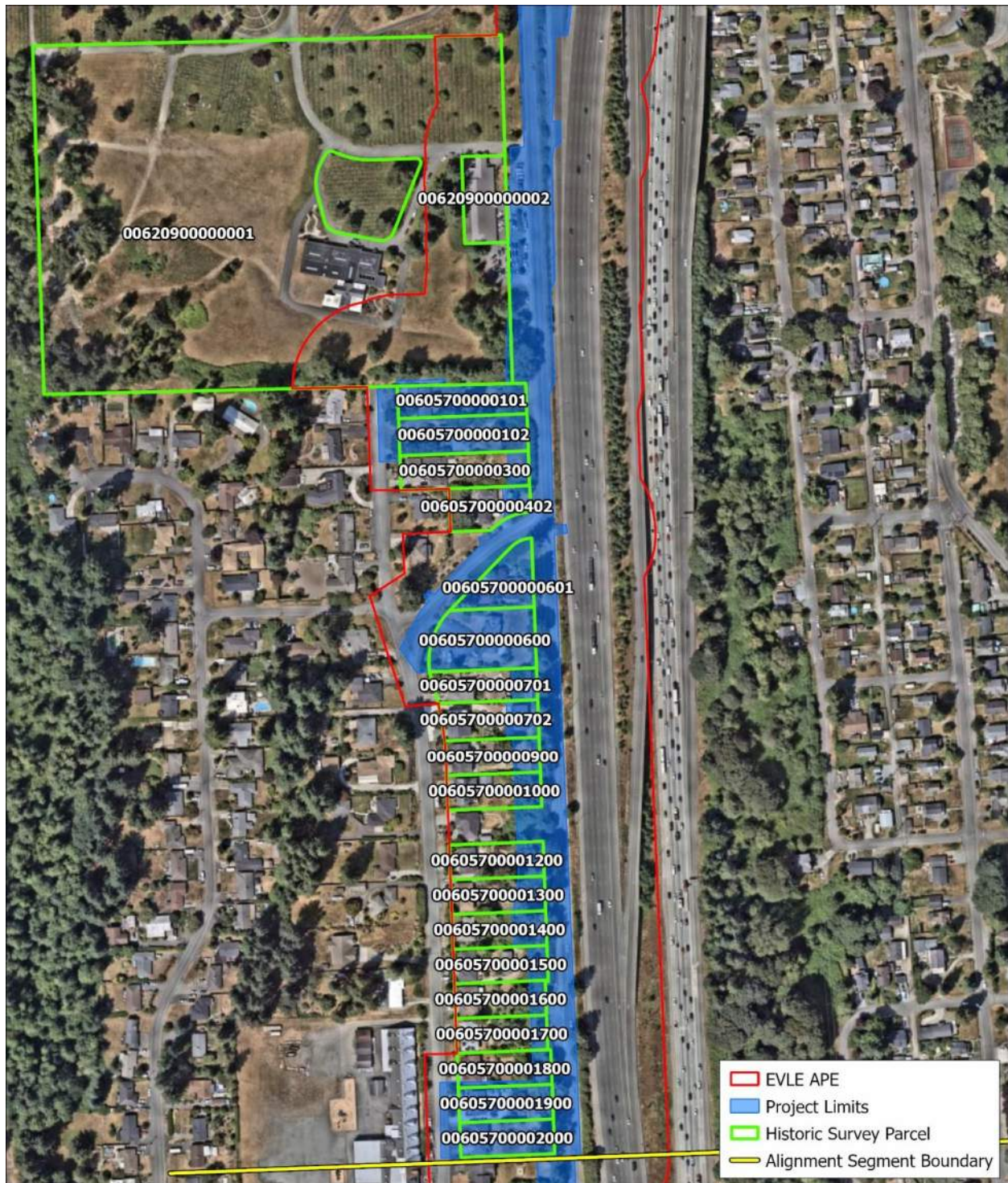
Historic Survey Parcels Within the APE
Broadway/I-5 Segment
Everett Link Extension



Data Source: Nearmap US (2024), Snohomish County Assessor (2024).

Figure B-38

Historic Survey Parcels Within the APE
Broadway/I-5 Segment
Everett Link Extension



Data Source: Nearmap US (2024), Snohomish County Assessor (2024).

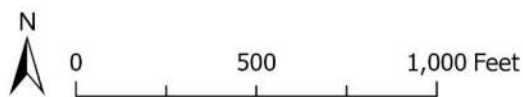
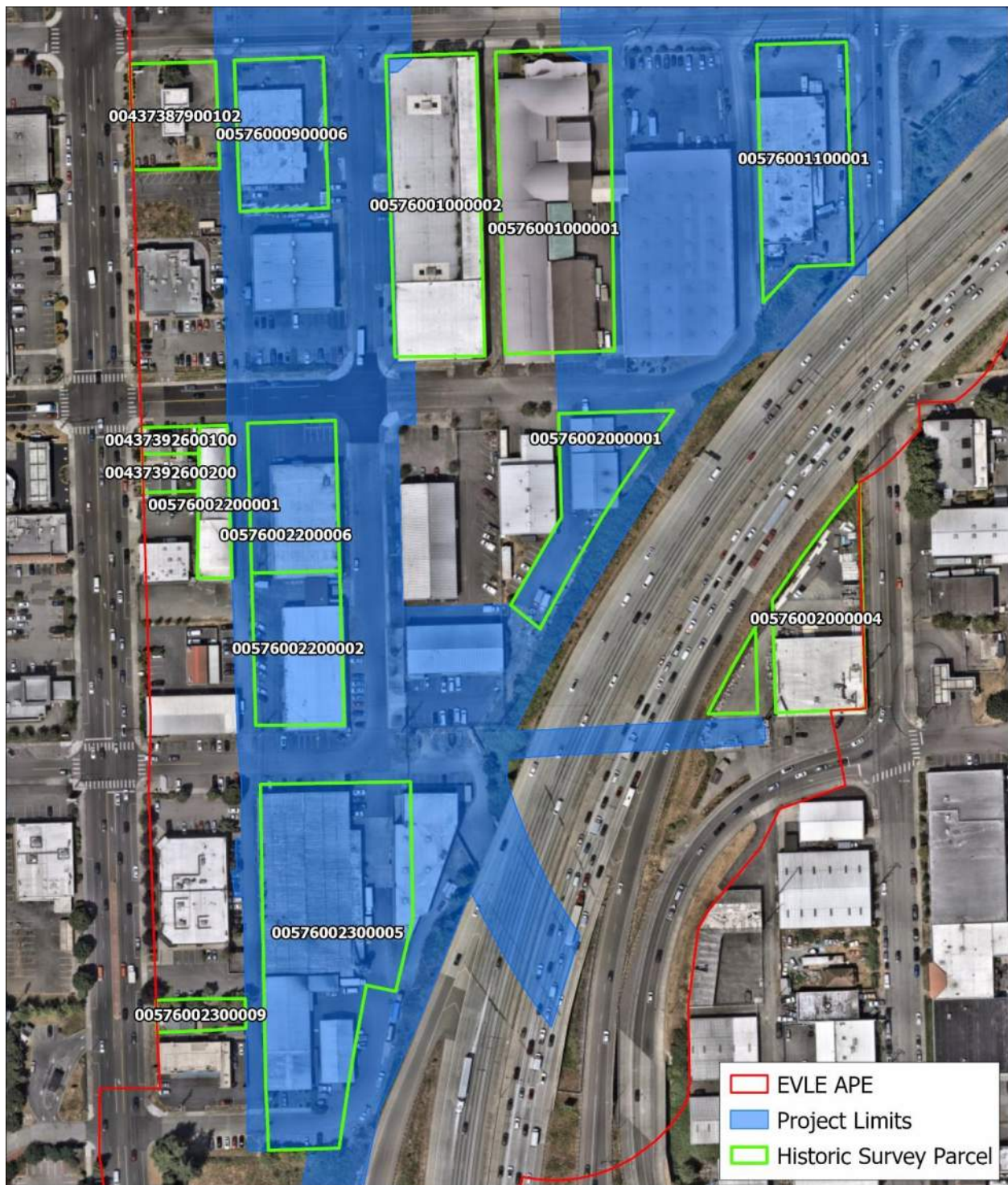


Figure B-39

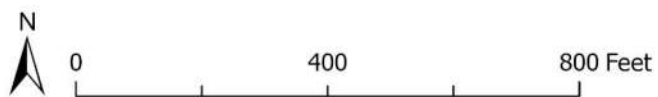
Historic Survey Parcels Within the APE
Everett Station Segment
Everett Link Extension

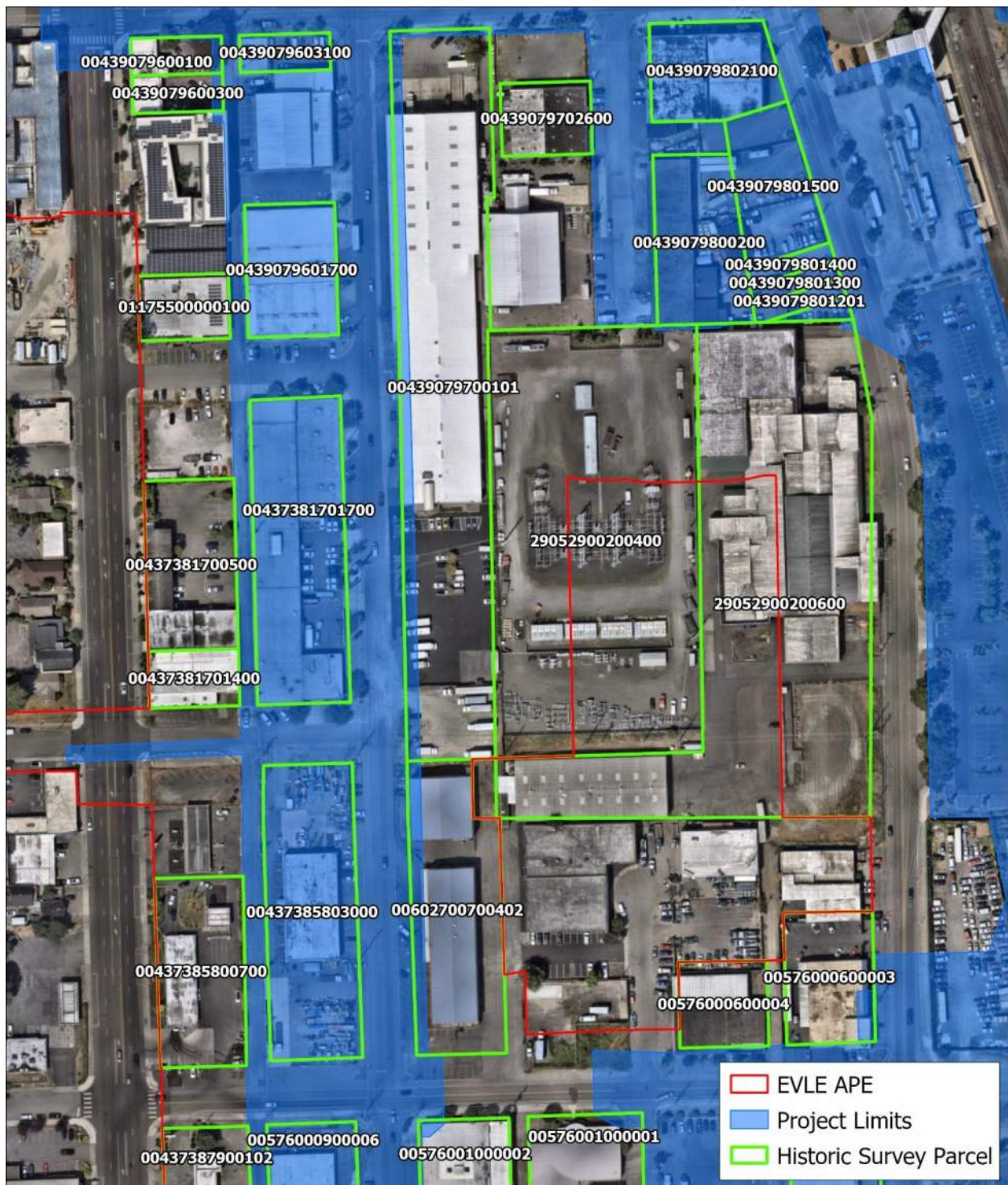


Data Source: Nearmap US (2024), Snohomish County Assessor (2024).

Figure B-40

Historic Survey Parcels Within the APE
Everett Station Segment
Everett Link Extension

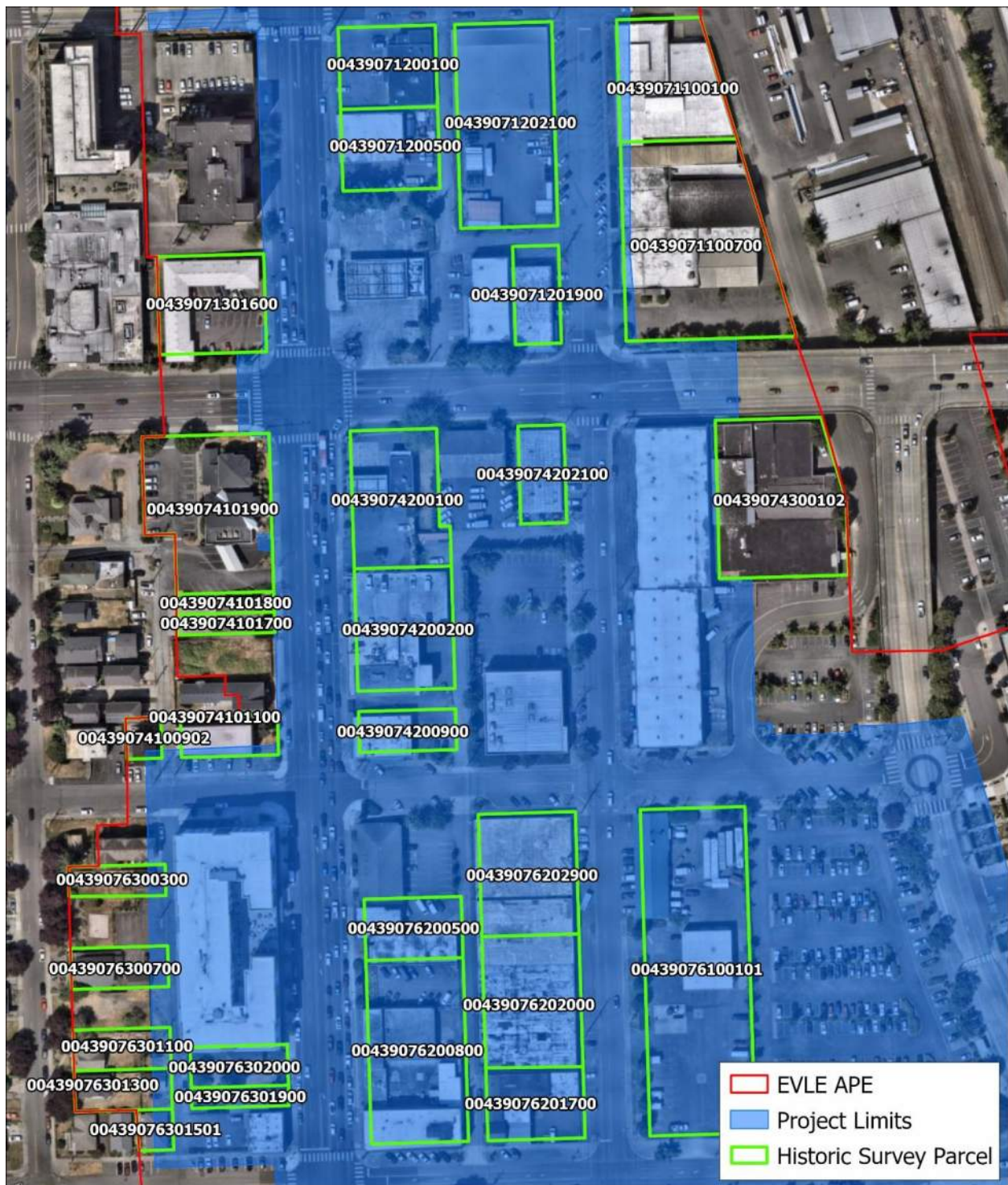




Data Source: Nearmap US (2024), Snohomish County Assessor (2024).

Figure B-41

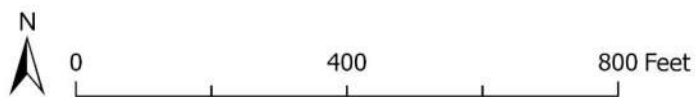
Historic Survey Parcels Within the APE
Everett Station Segment
Everett Link Extension

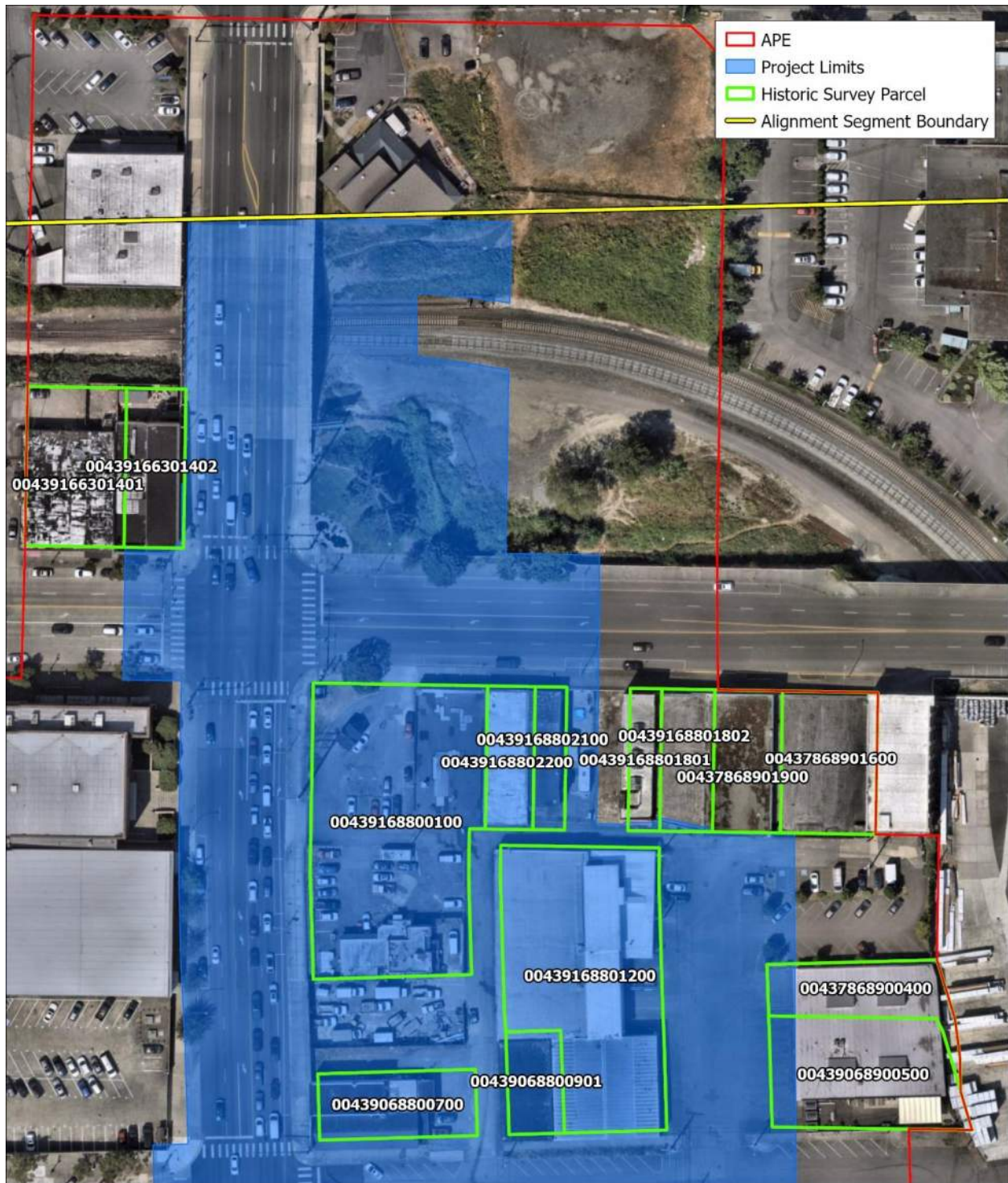


Data Source: Nearmap US (2024), Snohomish County Assessor (2024).

Figure B-42

Historic Survey Parcels Within the APE
Everett Station Segment
Everett Link Extension





Data Source: Nearmap US (2024), Snohomish County Assessor (2024).

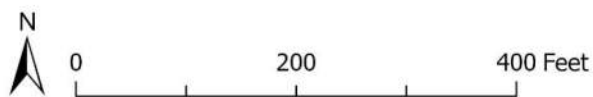
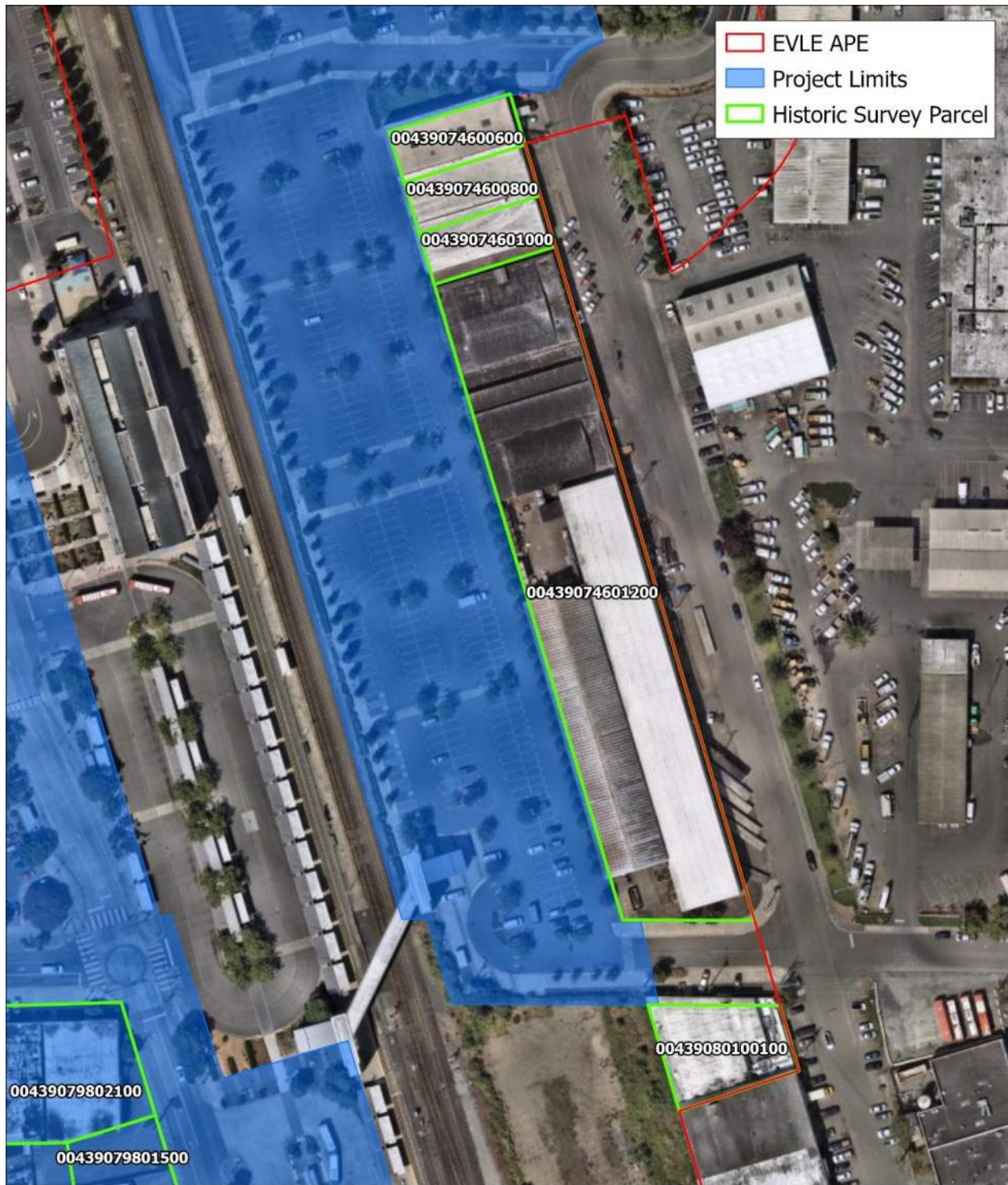


Figure B-43

Historic Survey Parcels Within the APE
Everett Station Segment
Everett Link Extension



Data Source: Nearmap US (2024), Snohomish County Assessor (2024).

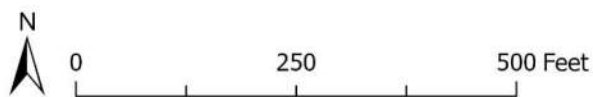


Figure B-44

Historic Survey Parcels Within the APE
Everett Station Segment
Everett Link Extension



Everett Link Extension

APPENDIX C

Historic Map and Aerial Photograph Review

Table C-1 Historic Photograph and Map Review: West Alderwood Segment

Date	Source	Map Name	Scale
1860	GLO	Township No. 27N R. 4E Will. Mer.	1:31,680
1917	Snohomish County Auditor	Alderwood Manor	1:7,200
1918	Snohomish County Auditor	Alderwood Manor No 3	1:3,600
1920	<i>Seattle Times</i>	Big Money in Poultry at Alderwood Manor	
1927	Metsker	Township 20N., Range 4 E.W.M. Snohomish County	1:31,680
1934	Metsker	Township 20N., Range 4 E.W.M. Snohomish County, Washington	1:31,680
1947	Snohomish County Public Works	Snohomish County aerial photographs	
1955	Snohomish County Public Works	Snohomish County aerial photographs	
1965	Snohomish County Public Works	Snohomish County aerial photographs	
1974	Snohomish County Public Works	Snohomish County aerial photographs	
1978	Snohomish County Public Works	Snohomish County aerial photographs	
1980	Snohomish County Auditor	Amendment to Plat of Alderwood Mall	1:2,400
1984	Snohomish County Public Works	Snohomish County aerial photographs	

Table C-2 Historic Photograph and Map Review: Ash Way Segment

Date	Source	Map Name	Scale
1860	GLO	Township No. 27N R. 4E Will. Mer.	1:31680
1918	Snohomish County Auditor	Alderwood Manor No. 3	1:3600
1920	Snohomish County Auditor	Alderwood Manor No. 7	1:3600
1920	Snohomish County Auditor	Alderwood Manor No. 10	1:3600
1927	Metsker	Township 20N., Range 4 E.W.M. Snohomish County	1:31680
1934	Metsker	Township 20N., Range 4 E.W.M. Snohomish County, Washington	1:31680
1947	Snohomish County Public Works	Snohomish County aerial photographs	
1949	Snohomish County Auditor	Alderwood Manor No. 22	1:2400
1951	Snohomish County Auditor	Alderwood Manor No. 23	1:2400
1952	Snohomish County Auditor	Alderwood Manor No. 25	1:2400
1955	Snohomish County Public Works	Snohomish County aerial photographs	
1963	Snohomish County Auditor	Camelot Vista	1:1200
1965	Snohomish County Public Works	Snohomish County aerial photographs	
1965	Snohomish County Auditor	Dankenbring Addition	1:600
1965	Snohomish County Auditor	Olympic Ridge	1:1200
1974	Snohomish County Public Works	Snohomish County aerial photographs	

Date	Source	Map Name	Scale
1978	Snohomish County Public Works	Snohomish County aerial photographs	
1984	Snohomish County Public Works	Snohomish County aerial photographs	

Table C-3 Historic Photograph and Map Review: Mariner Segment

Date	Source	Map Name	Scale
1860	GLO	Township No. 27N R. 4E Will. Mer.	1:31680
1860	GLO	Township No.28 North Range No. 4 East Willamette Mer.	1:31680
1920	Snohomish County Auditor	Alderwood Manor No. 7	1:3600
1922	Snohomish County Auditor	Alderwood Manor No. 11	1:3600
1947	Snohomish County Public Works	Snohomish County aerial photographs	
1952	Snohomish County Auditor	Alderwood Manor No. 25	1:2400
1955	Snohomish County Public Works	Snohomish County aerial photographs	
1960	Kroll	Township 28 North, Range 4 East, W.M. Snohomish County, Washington	
1965	Snohomish County Public Works	Snohomish County aerial photographs	
1974	Snohomish County Public Works	Snohomish County aerial photographs	
1976	Snohomish County Auditor	Puget Business Park	1:1200
1978	Snohomish County Auditor	Puget Business Park Lots 2-4	1:2400
1978	Snohomish County Public Works	Snohomish County aerial photographs	
1984	Snohomish County Public Works	Snohomish County aerial photographs	

Table C-4 Historic Photograph and Map Review: SR 99/Airport Road Segment, OMF Site F, and OMF Site E

Date	Source	Map Name	Scale
1860	GLO	Township No. 27N R. 4E Will. Mer.	1:31680
1860	GLO	Township No.28 North Range No. 4 East Willamette Mer.	1:31680
1922	Snohomish County Auditor	Alderwood Manor No. 11	1:3600
1926	Snohomish County Auditor	Fairmount	
1928	Snohomish County Auditor	Avondale	1:3600
1930	Snohomish County Auditor	Olivia Park Division No. 1	1:1200
1931	Snohomish County Auditor	Olivia Park Division No. 3	1:2400
1947	Snohomish County Auditor	Paine Field Addition 1	1:2400
1947	Snohomish County Public Works	Snohomish County aerial photographs	
1948	Snohomish County Auditor	Paine Field Addition 2	1:2400
1948	Snohomish County Auditor	Paine Field No. 3	1:2400
1949	Snohomish County Auditor	Paine Field No. 4	1:2400

Date	Source	Map Name	Scale
1954	Snohomish County Auditor	Paine Field No. 5	1:2400
1955	Snohomish County Public Works	Snohomish County aerial photographs	
1957	Snohomish County Auditor	Avondale No. 2	1:600
1960	Kroll	Township 28 North, Range 4 East, W.M. Snohomish County, Washington	
1963	Snohomish County Auditor	The Plat of Nelbet	1:600
1965	Snohomish County Public Works	Snohomish County aerial photographs	
1974	Snohomish County Public Works	Snohomish County aerial photographs	
1978	Snohomish County Public Works	Snohomish County aerial photographs	
1984	Snohomish County Public Works	Snohomish County aerial photographs	

Table C-5 Historic Photograph and Map Review: SW Everett Industrial Center Segment and OMF Site E

Date	Source	Map Name	Scale
1860	GLO	Township No.28 North Range No. 4 East Willamette Mer.	1:31680
1921	Snohomish County Auditor	Beverly Berry Tracts Division No. 2	1:4800
1947	Snohomish County Public Works	Snohomish County aerial photographs	
1950	Snohomish County Auditor	Intercity Garden Tracts	1:1800
1960	Kroll	Township 28 North, Range 4 East, W.M. Snohomish County, Washington	
1965	Snohomish County Public Works	Snohomish County aerial photographs	
1974	Snohomish County Public Works	Snohomish County aerial photographs	
1978	Snohomish County Public Works	Snohomish County aerial photographs	
1984	Snohomish County Public Works	Snohomish County aerial photographs	

Table C-6 Historic Photograph and Map Review: SR 526/Evergreen Segment and OMF Site B

Date	Source	Map Name	Scale
1860	GLO	Township No.28 North Range No. 4 East Willamette Mer.	1:31680
1920	Snohomish County Auditor	Beverly Garden Tracts, Division No. 1	1:2400
1923	Snohomish County Auditor	Beverly Acreage Tracts	1:2400
1925	Snohomish County Auditor	Beverly Home Sites Division No.1	1:2400
1934	Snohomish County Auditor	Replat of Beverly Garden Tracts Division No. 1	1:1200
1943	Snohomish County Auditor	Tosland Half Acre Garden Tracts	1:1200
1944	Snohomish County Auditor	Beverly Viewlands Division No. 1	1:1200

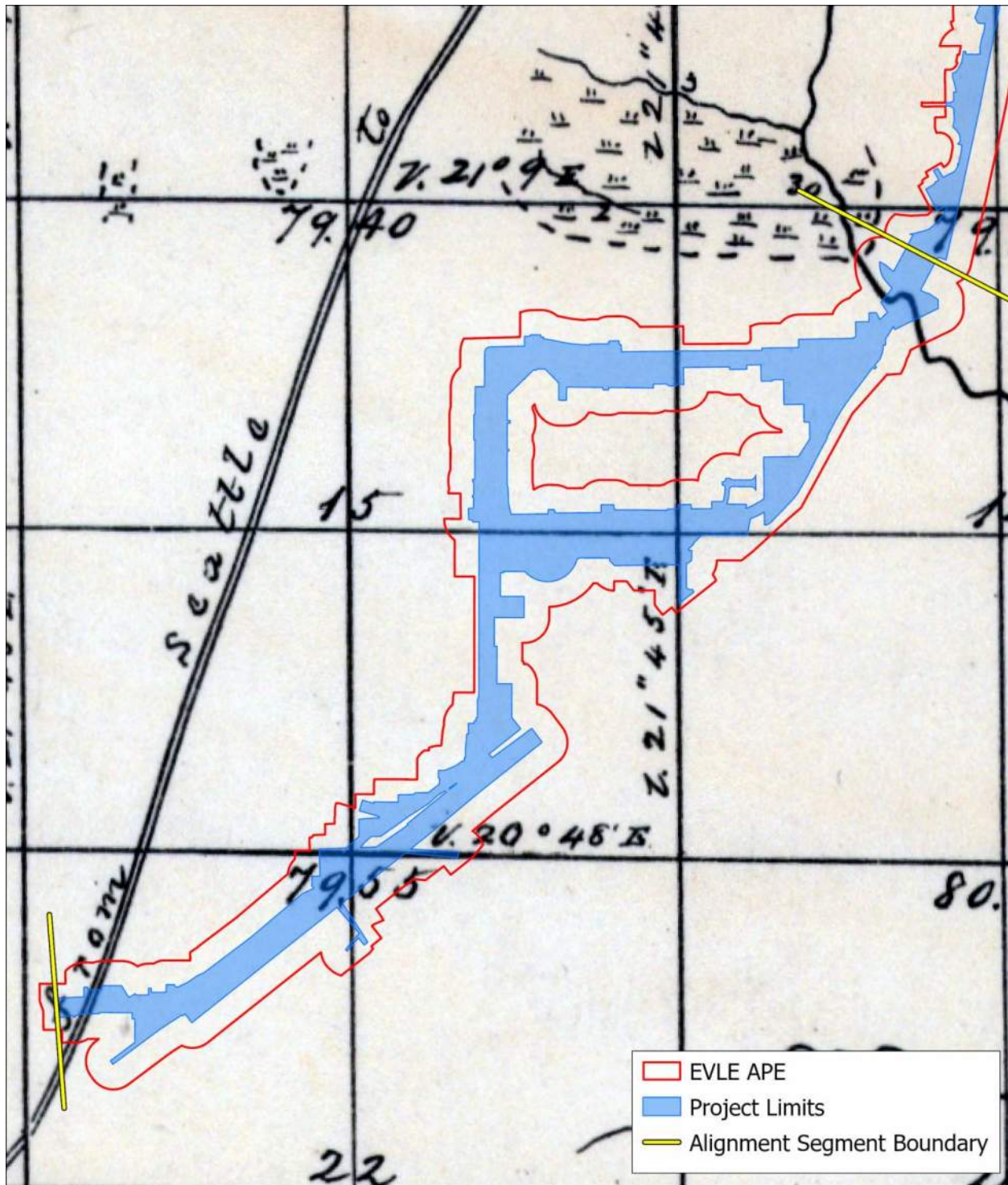
Date	Source	Map Name	Scale
1947	Snohomish County Public Works	Snohomish County aerial photographs	
1954	Snohomish County Auditor	Beverly Home Sites Division No.2	1:960
1955	Snohomish County Auditor	Cascade Mountain View Tracts	1:1200
1955	Snohomish County Public Works	Snohomish County aerial photographs	
1959	Snohomish County Auditor	Evergreen Glen	
1960	Kroll	Township 28 North, Range 4 East, W.M. Snohomish County, Washington	
1965	Snohomish County Auditor	Spoelstra Addition	
1965	Snohomish County Public Works	Snohomish County aerial photographs	
1974	Snohomish County Public Works	Snohomish County aerial photographs	
1978	Snohomish County Public Works	Snohomish County aerial photographs	
1984	Snohomish County Public Works	Snohomish County aerial photographs	

Table C-7 Historic Photograph and Map Review: Broadway/I-5 Segment

Date	Source	Map Name	Scale
1869	GLO	TpNo 28N R No 5 E. W.M.	1:31680
1871	GLO	TpNo 28N R No 5 E. W.M.	1:31680
1894	Snohomish County Auditor	Lang's First Addition to Everett	
1909	Snohomish County Auditor	Beverly Park	1:2400
1909	Snohomish County Auditor	Pinehurst	1:2400
1910	Snohomish County Auditor	Pinehurst Division A	1:2400
1914	Sanborn	Sanborn Fire Insurance Map from Everett, Snohomish County, Washington	
1924	Snohomish County Auditor	Buena Vista Home Tracts	1:1200
1925	Snohomish County Auditor	Beverly Hills Div 1	1:1200
1925	Snohomish County Auditor	Beverly Hills Div 2	1:2400
1927	Snohomish County Auditor	Lowell View Tracts	1:1200
1947	Snohomish County Public Works	Snohomish County aerial photographs	
1955	Snohomish County Public Works	Snohomish County aerial photographs	
1965	Snohomish County Public Works	Snohomish County aerial photographs	
1974	Snohomish County Public Works	Snohomish County aerial photographs	
1978	Snohomish County Public Works	Snohomish County aerial photographs	
1984	Snohomish County Public Works	Snohomish County aerial photographs	

Table C-8 Historic Photograph and Map Review: Everett Station Segment

Date	Source	Map Name	Scale
1869	GLO	TpNo 29N R No 5 E. W.M.	1:31680
1891	Snohomish County Auditor	Plat of Everett	1:1200
1892	UW	Plat of Everett	
1893	UW	Birds Eye View of Everett	
1893	Sanborn	Sanborn Fire Insurance Map from Everett, Snohomish County, Washington	
1896	Snohomish County Auditor	J S Sincses Acre Tracts	1:1800
1902	Sanborn	Sanborn Fire Insurance Map from Everett, Snohomish County, Washington	
1914	Sanborn	Sanborn Fire Insurance Map from Everett, Snohomish County, Washington	
1914	Sanborn	Sanborn Fire Insurance Map from Everett, Snohomish County, Washington	
1947	Snohomish County Public Works	Snohomish County aerals	
1914-1950	Sanborn	Sanborn Fire Insurance Map from Everett, Snohomish County, Washington	
1955	Snohomish County Public Works	Snohomish County aerial photographs	
1960	Metsker	Township 29 N., Range 5 E. W.M. Southwest Quarter Snohomish County Washington	1:15840
1965	Snohomish County Public Works	Snohomish County aerial photographs	
1974	Snohomish County Public Works	Snohomish County aerial photographs	
1975	Metsker	Township 29 N., Range 5 E. W.M. Southwest Quarter Snohomish County Washington	1:15840
1978	Snohomish County Public Works	Snohomish County aerial photographs	
1984	Snohomish County Public Works	Snohomish County aerial photographs	



Data Source: Bureau of Land Management (1859, 1860a, 1869, 1871).

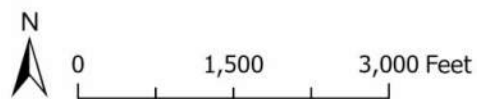
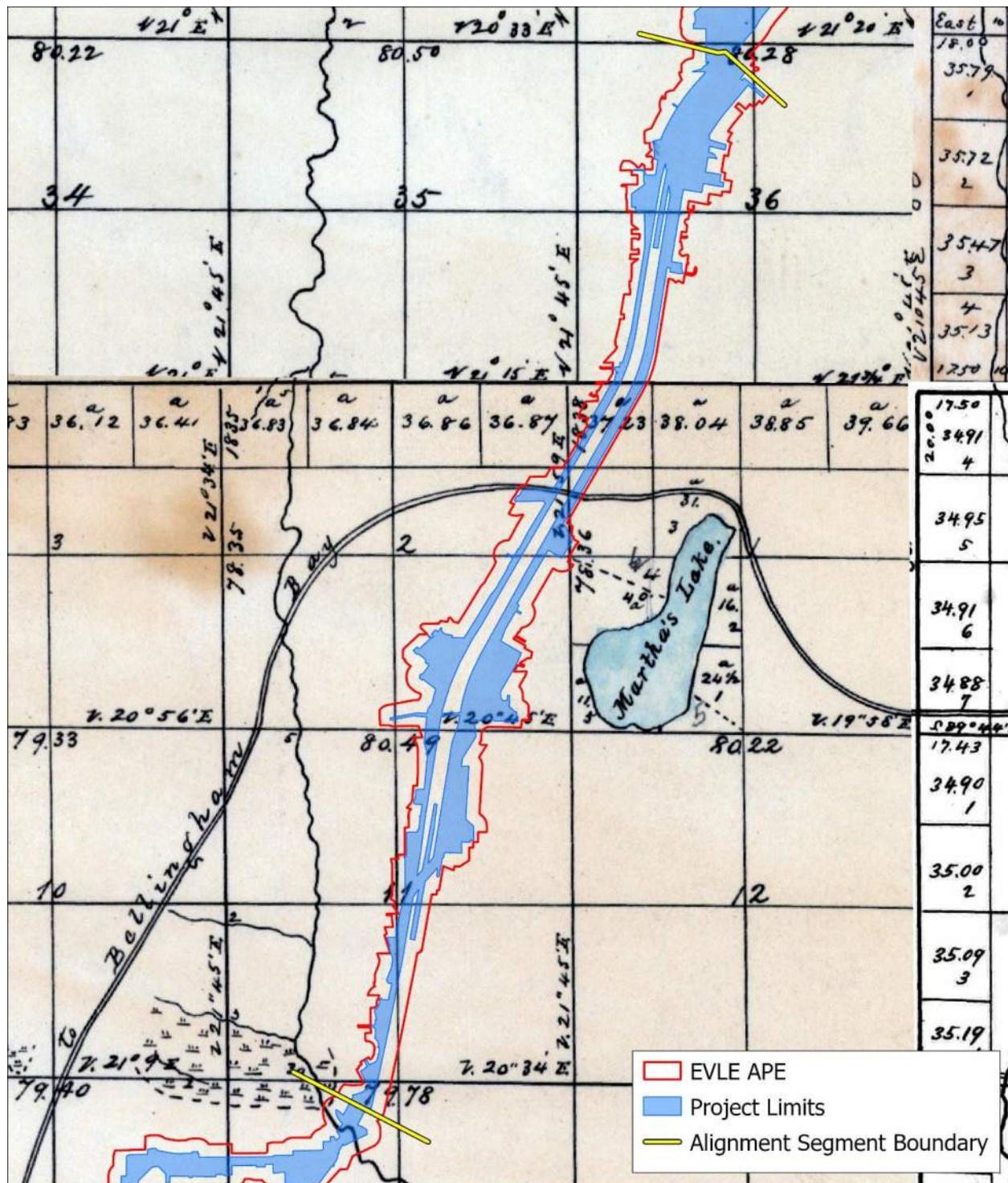


Figure C-1

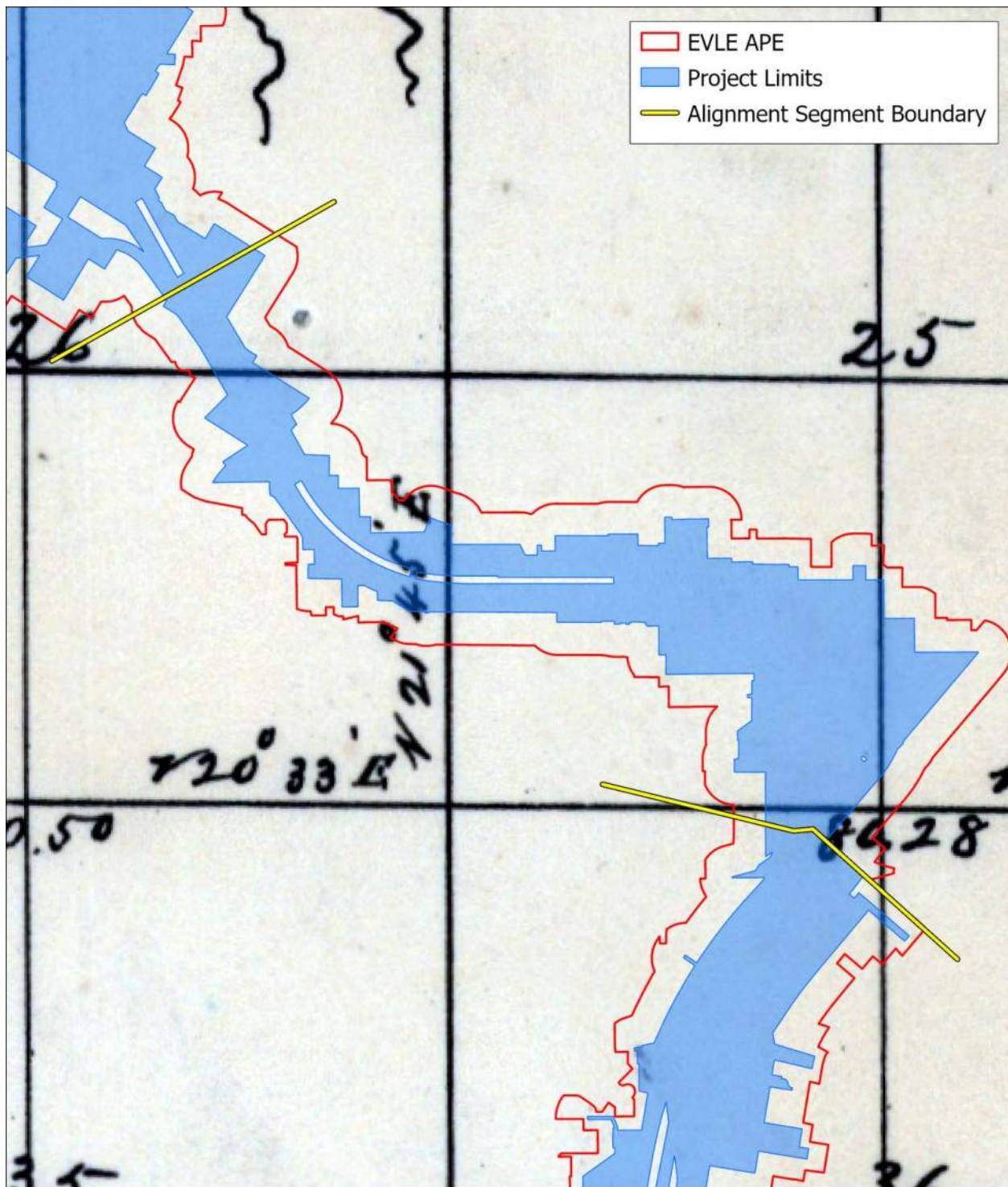
General Land Office Plats
West Alderwood Segment
Everett Link Extension



Data Source: Bureau of Land Management (1859, 1860a, 1869, 1871).

Figure C-2

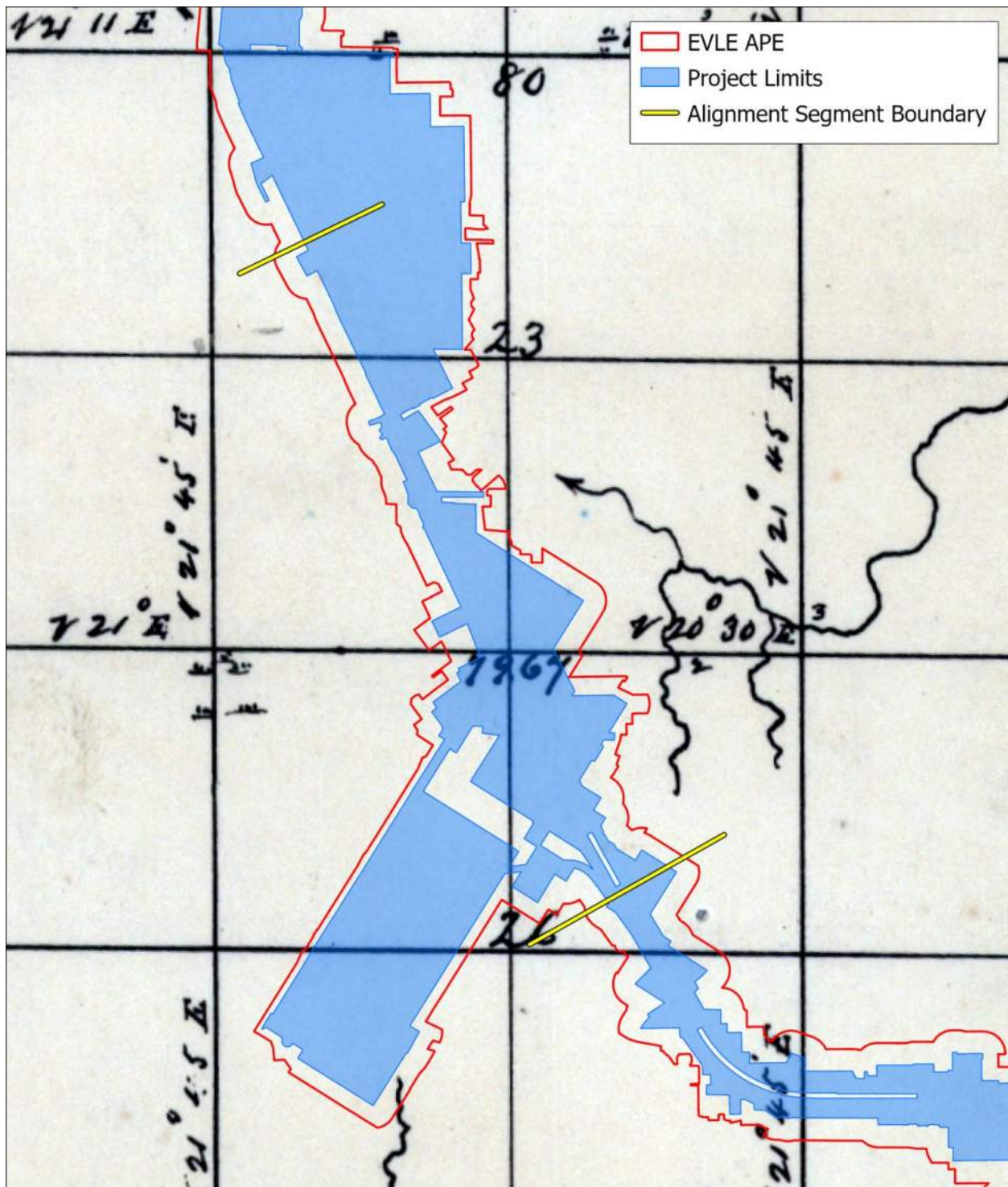
General Land Office Plats
Ash Way Segment
Everett Link Extension



Data Source: Bureau of Land Management (1859, 1860a, 1869, 1871).

Figure C-3

General Land Office Plats
Mariner Segment
Everett Link Extension

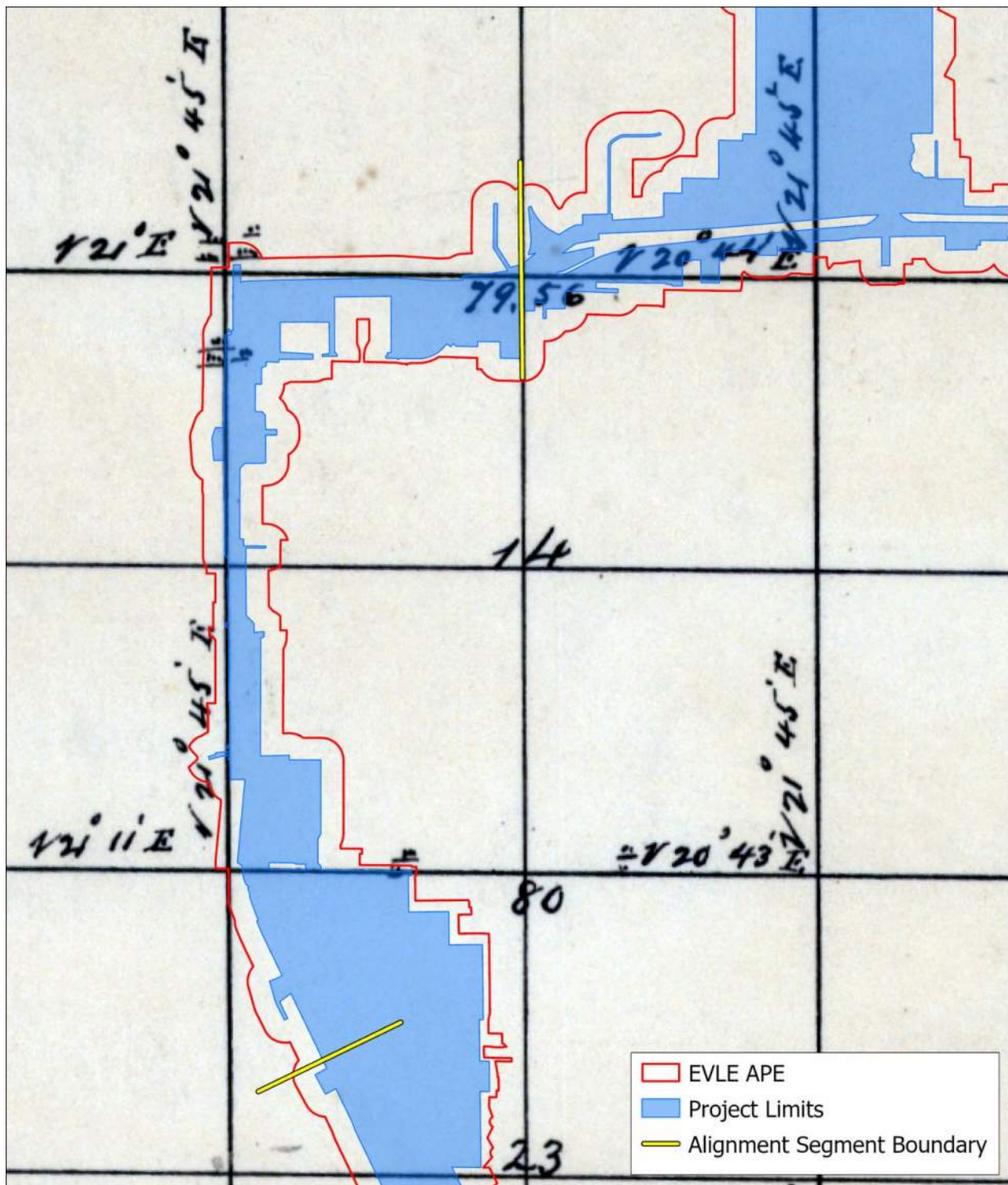


Data Source: Bureau of Land Management (1859, 1860a, 1869, 1871).



Figure C-4

General Land Office Plats
SR 99/Airport Road Segment and OMF Site F and E
Everett Link Extension

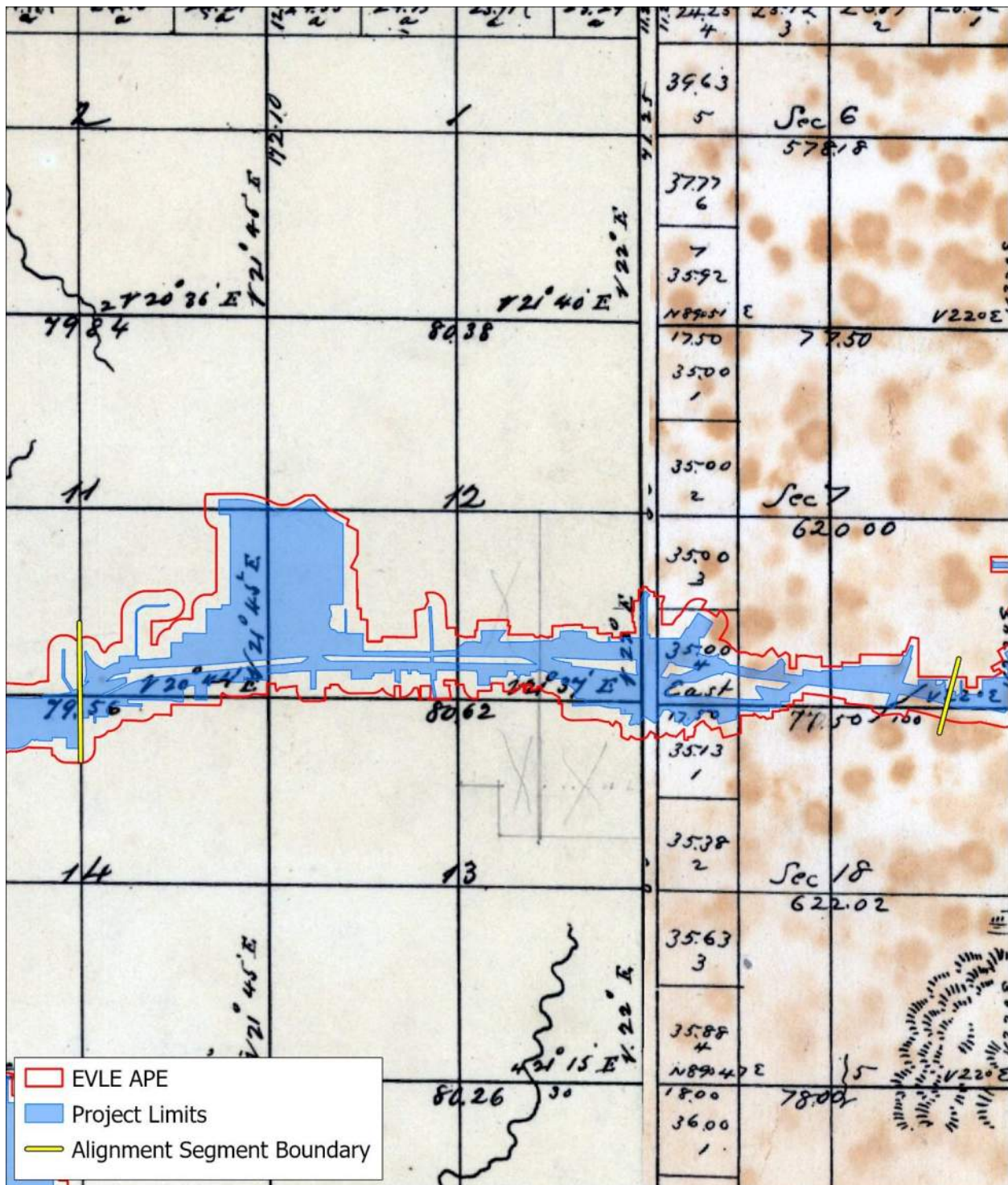


Data Source: Bureau of Land Management (1859, 1860a, 1869, 1871).



Figure C-5

General Land Office Plats
SW Everett Industrial Center Segment
Everett Link Extension

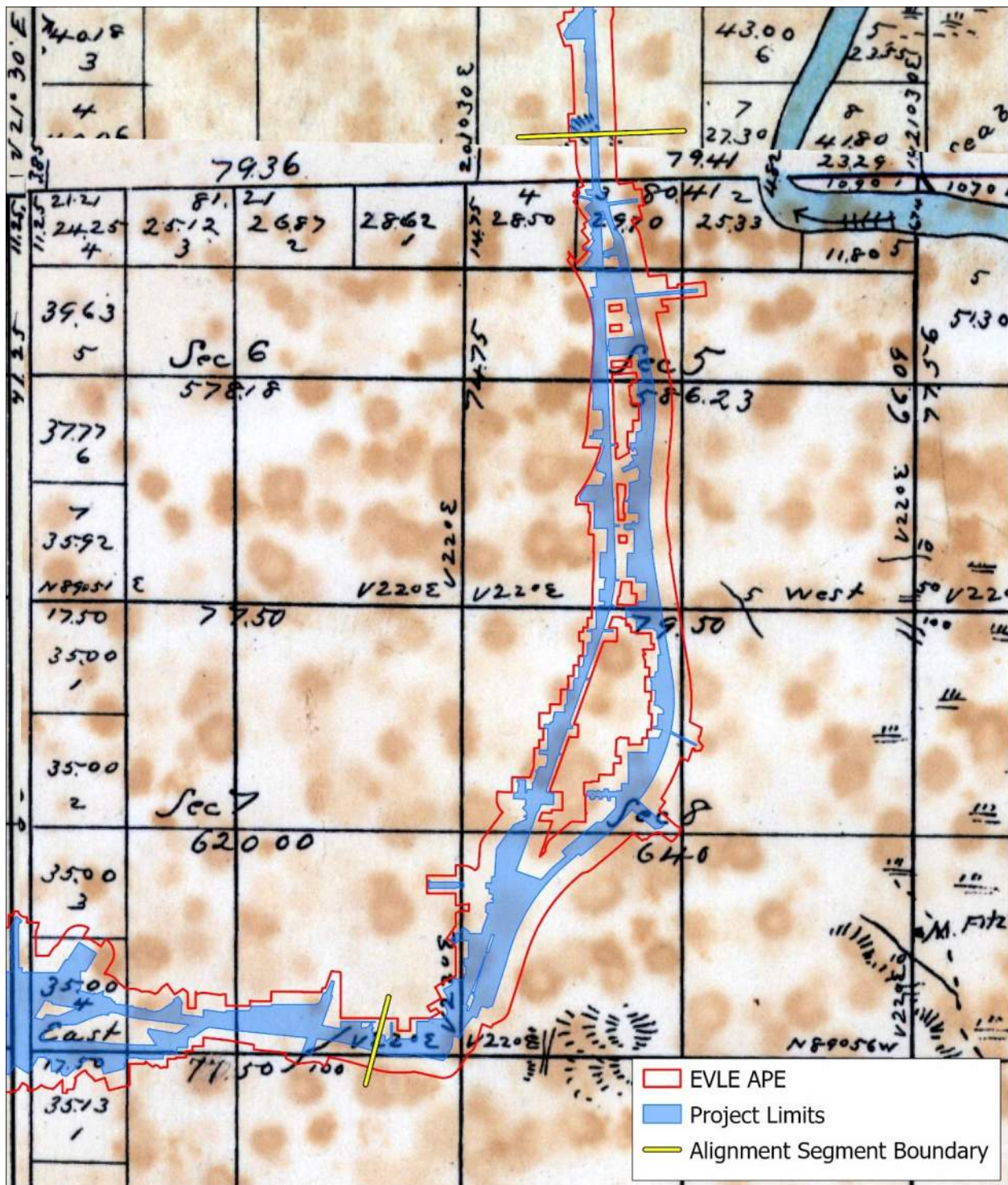


Data Source: Bureau of Land Management (1859, 1860a, 1869, 1871).



Figure C-6

General Land Office Plats
SR 526/Evergreen Segment and OMF Site B
Everett Link Extension



Data Source: Bureau of Land Management (1859, 1860a, 1869, 1871).

Figure C-7

General Land Office Plats
Broadway I-5 Segment
Everett Link Extension

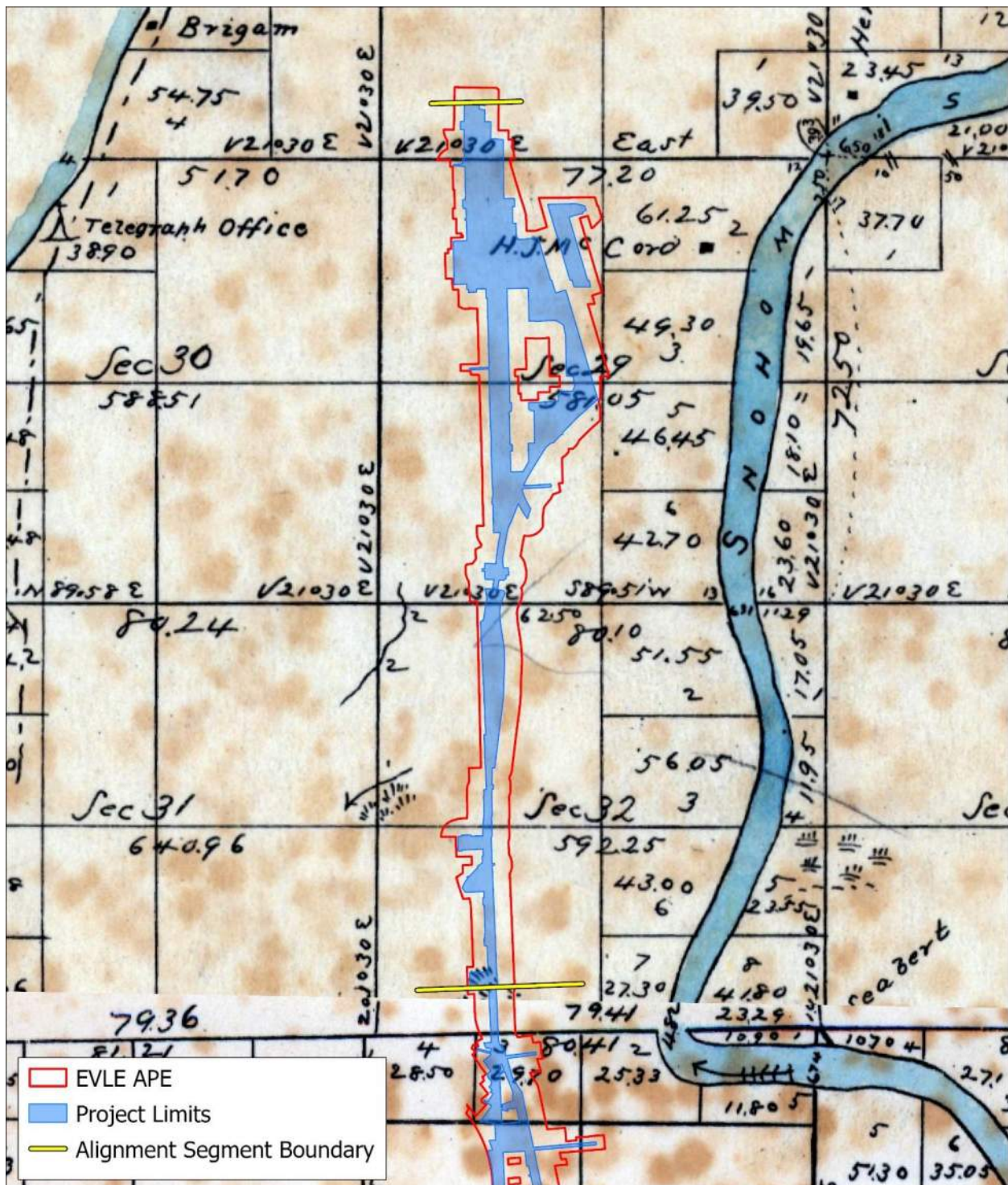
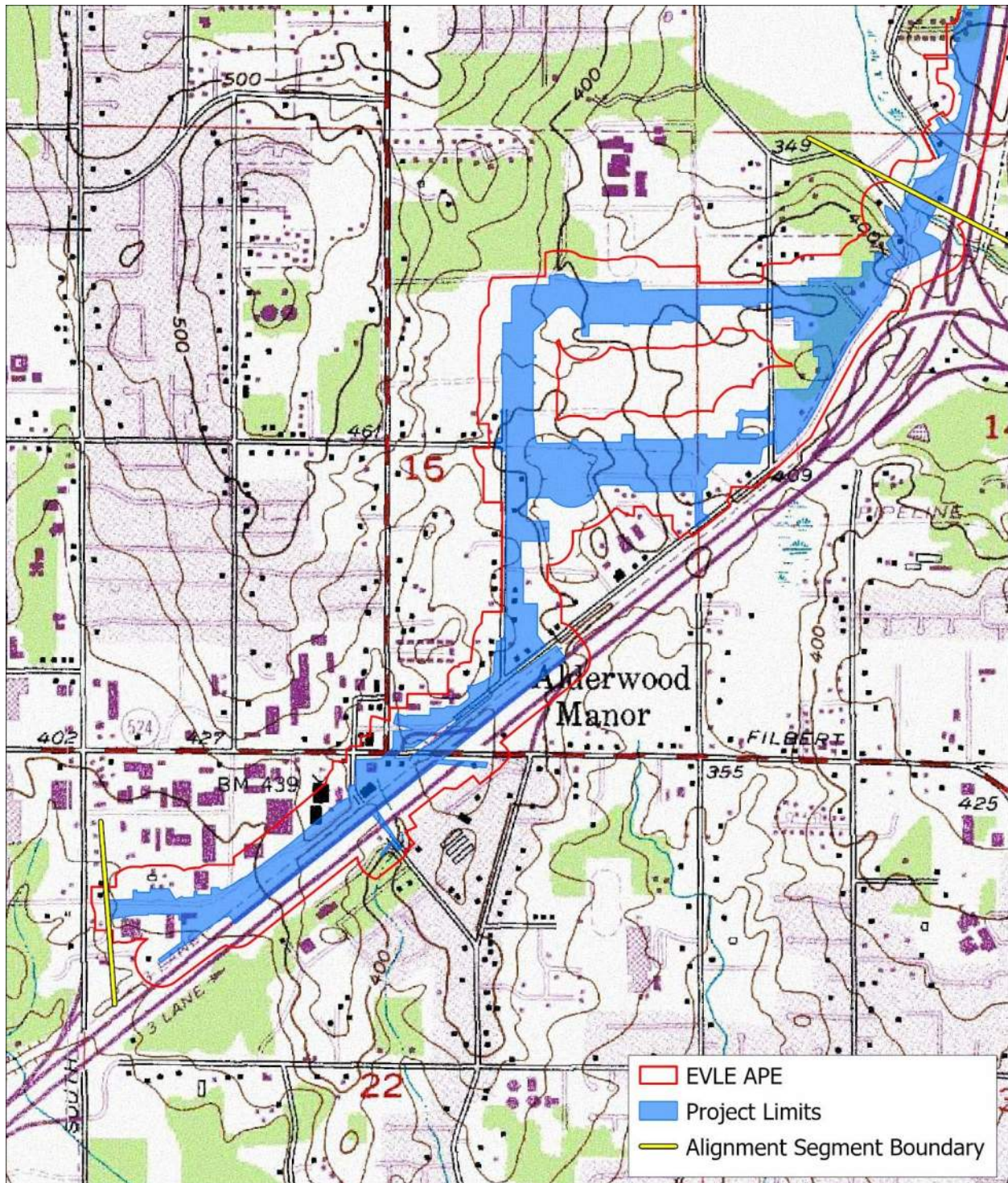


Figure C-8

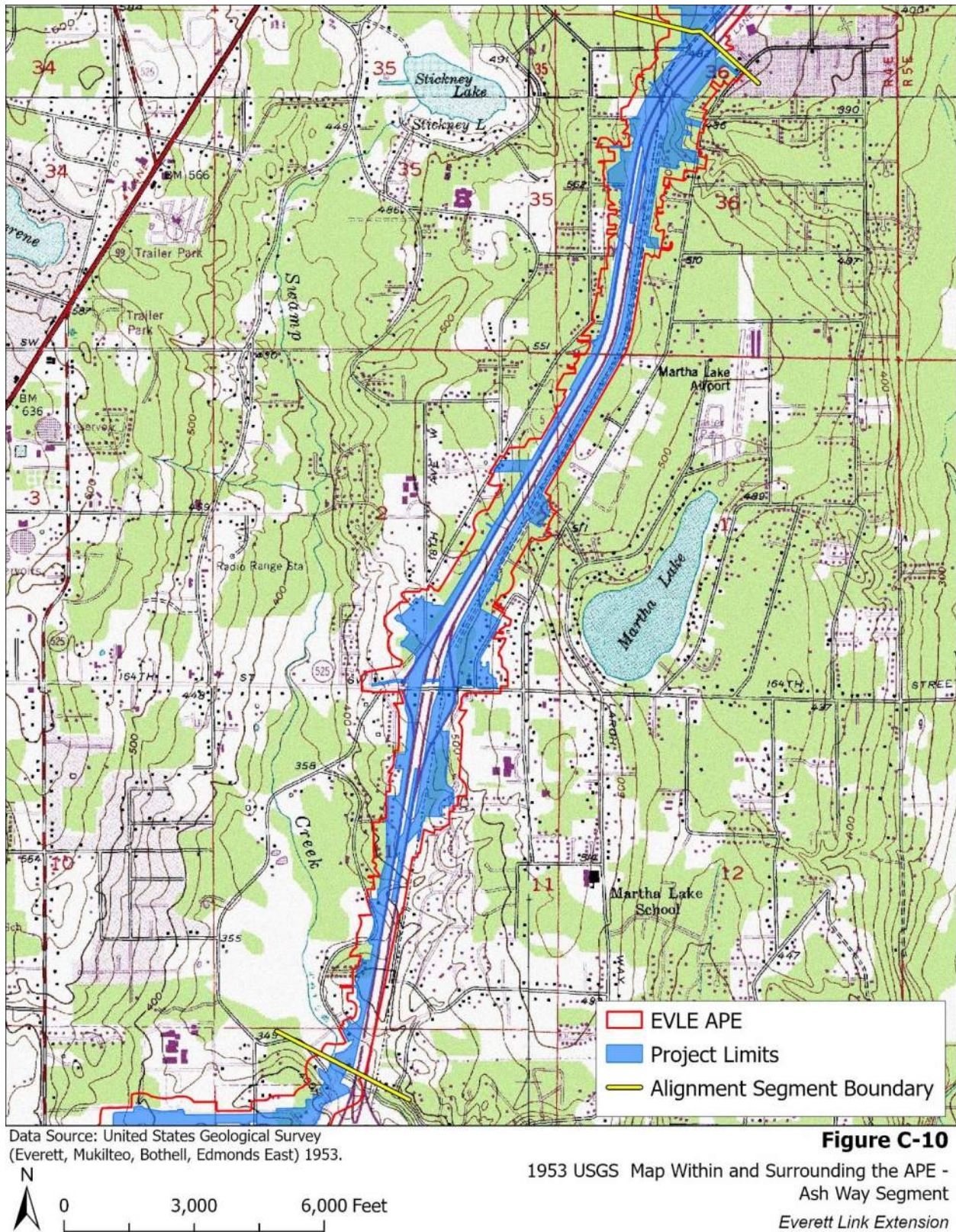
General Land Office Plats
Everett Station Segment
Everett Link Extension

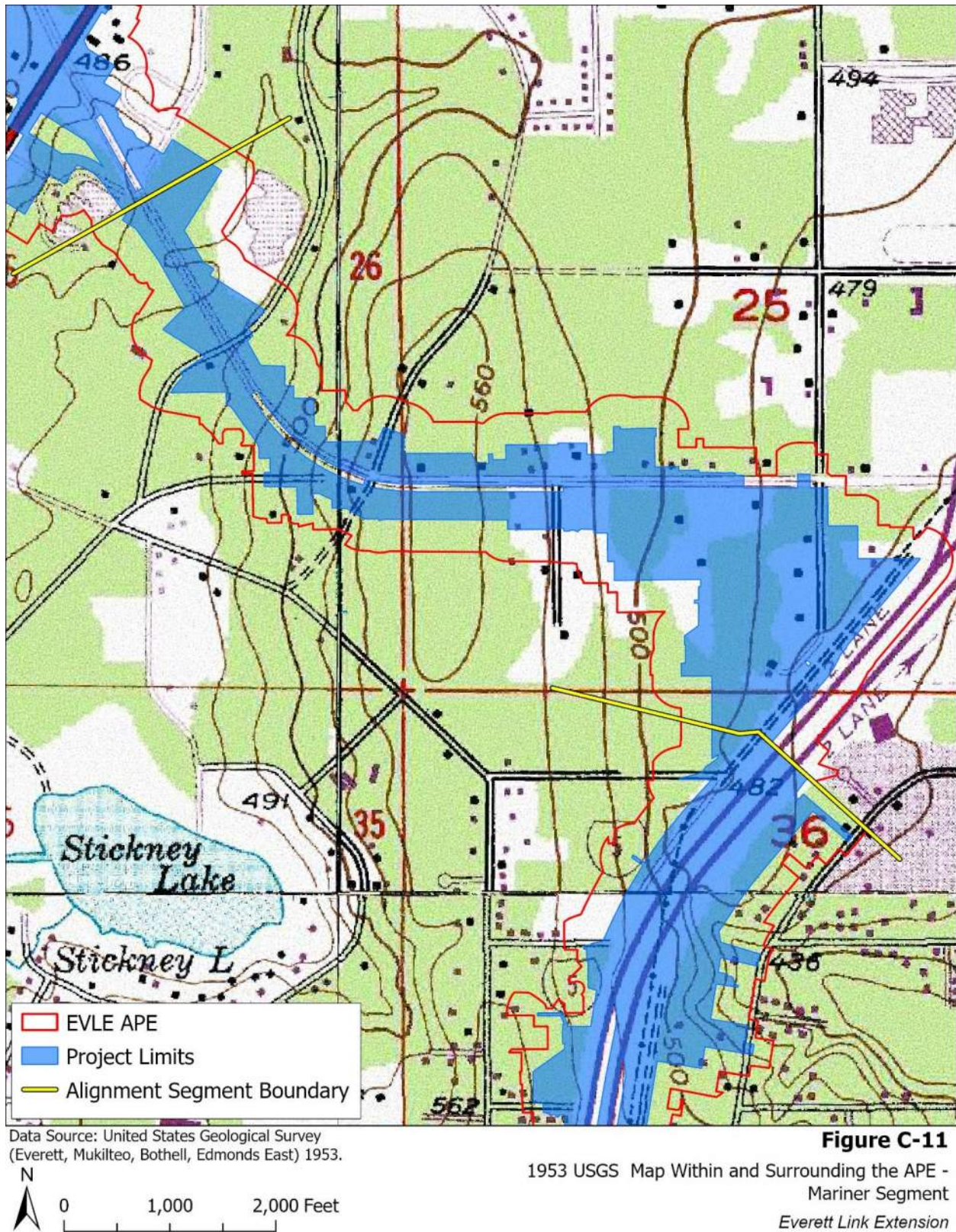


Data Source: United States Geological Survey
(Everett, Mukilteo, Bothell, Edmonds East) 1953.

Figure C-9

1953 USGS Map Within and Surrounding the APE -
West Alderwood Segment
Everett Link Extension







Data Source: United States Geological Survey
(Everett, Mukilteo, Bothell, Edmonds East) 1953.

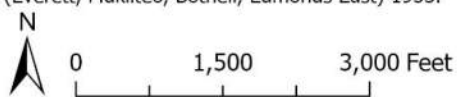
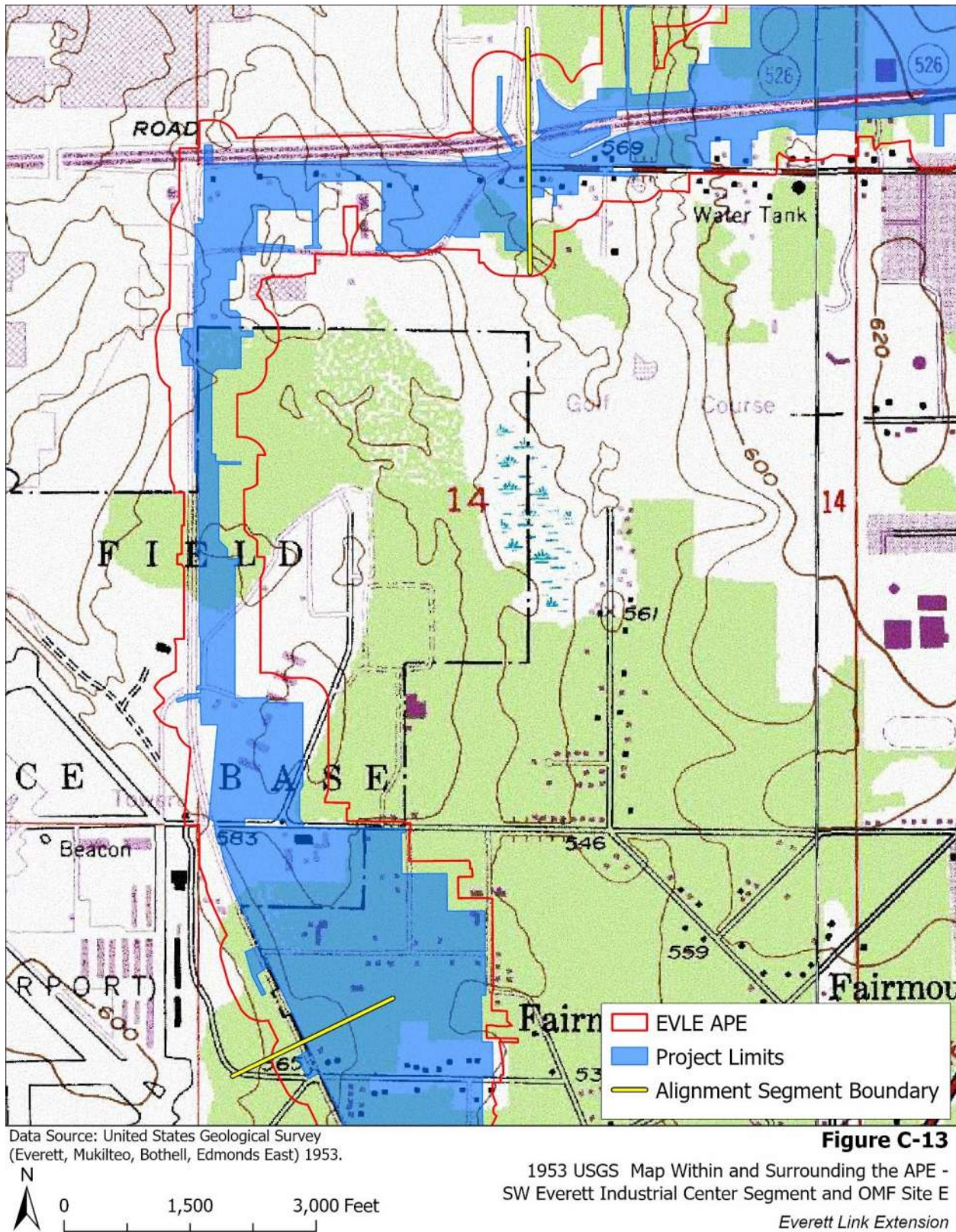
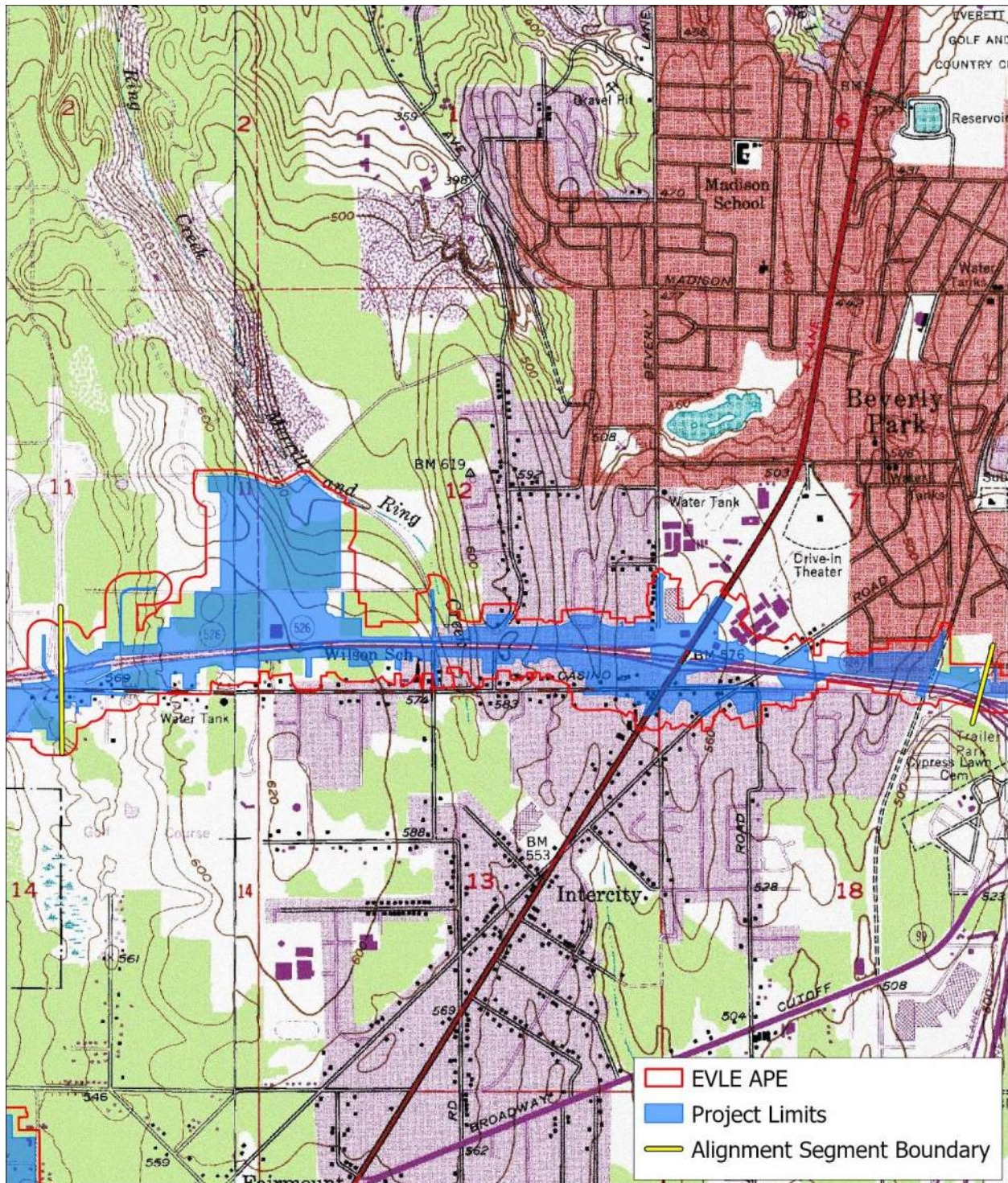


Figure C-12

1953 USGS Map Within and Surrounding the APE -
SR 99/Airport Road Segment and OMF Sites F and E

Everett Link Extension





Data Source: United States Geological Survey
(Everett, Mukilteo, Bothell, Edmonds East) 1953.

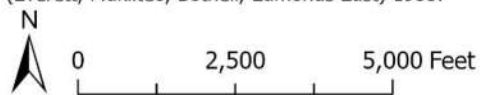
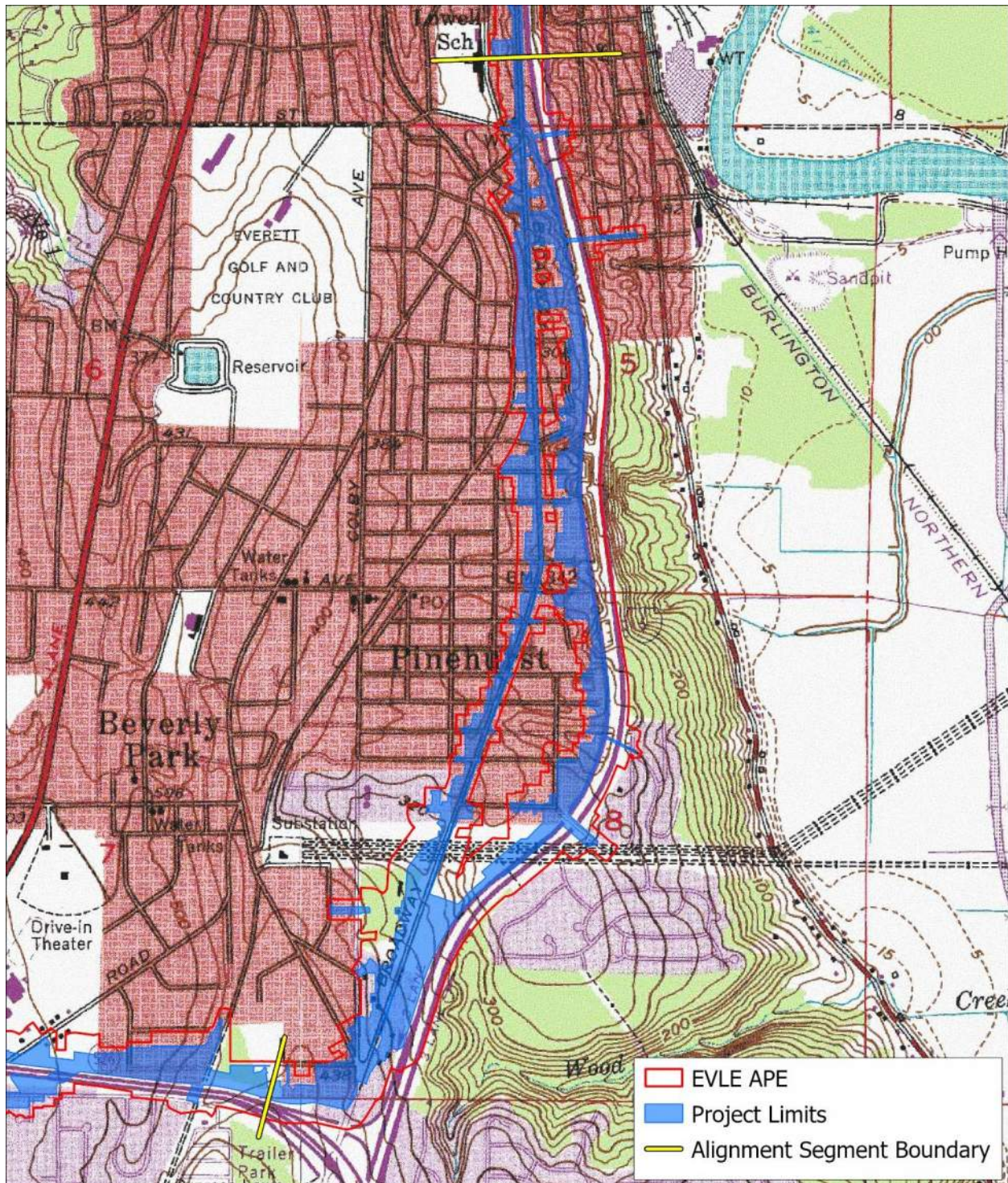


Figure C-14

1953 USGS Map Within and Surrounding the APE -
SR 526/Evergreen Segment and OMF Site B

Everett Link Extension

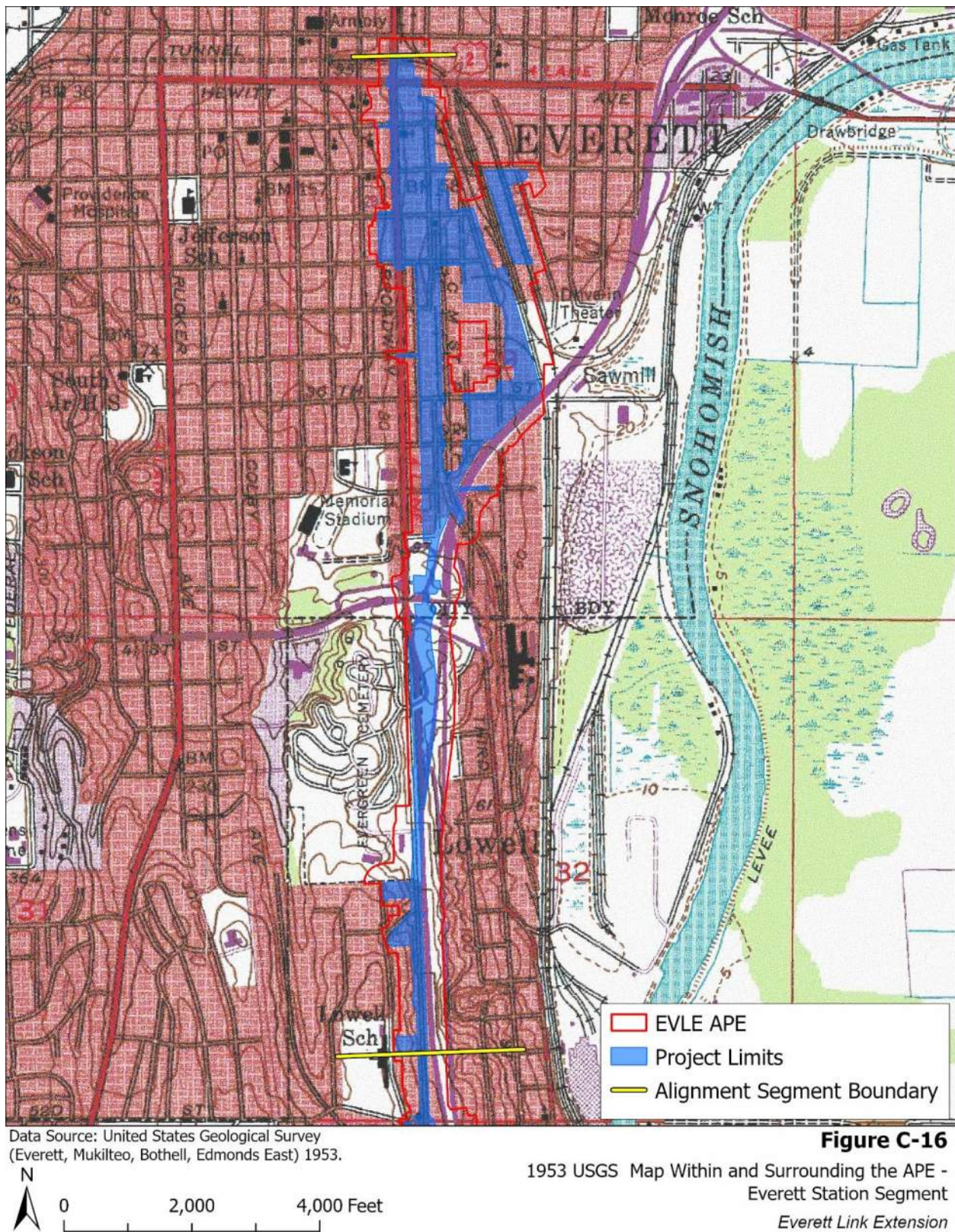


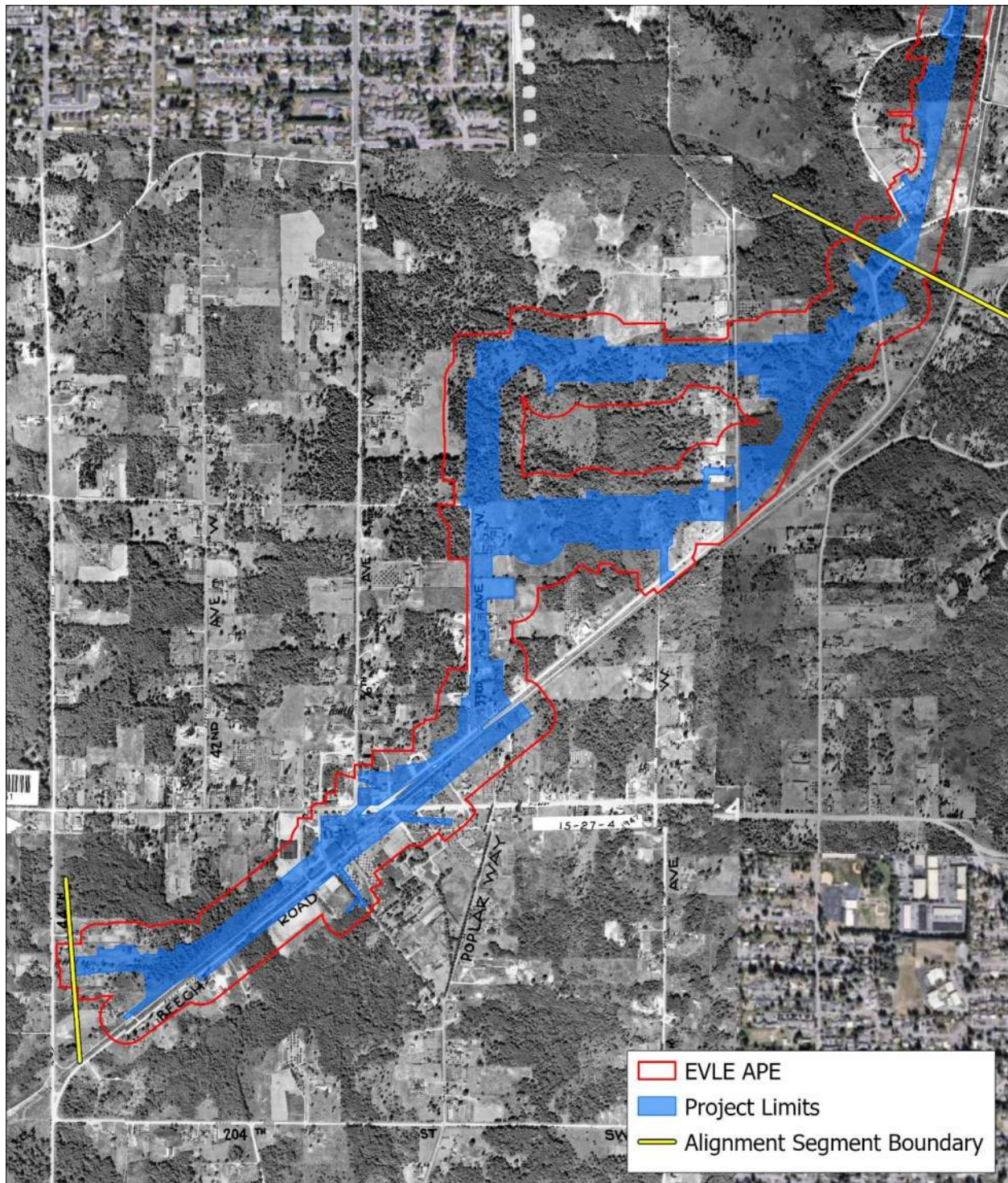
Data Source: United States Geological Survey
(Everett, Mukilteo, Bothell, Edmonds East) 1953.



Figure C-15

1953 USGS Map Within and Surrounding the APE -
Broadway/I-5 Segment
Everett Link Extension





Data Source: Snohomish County (1947, 1955, 1965, 1974, 1984).

Figure C-17

1947 Aerial Imagery Within and Surrounding the APE -
West Alderwood Segment

Everett Link Extension



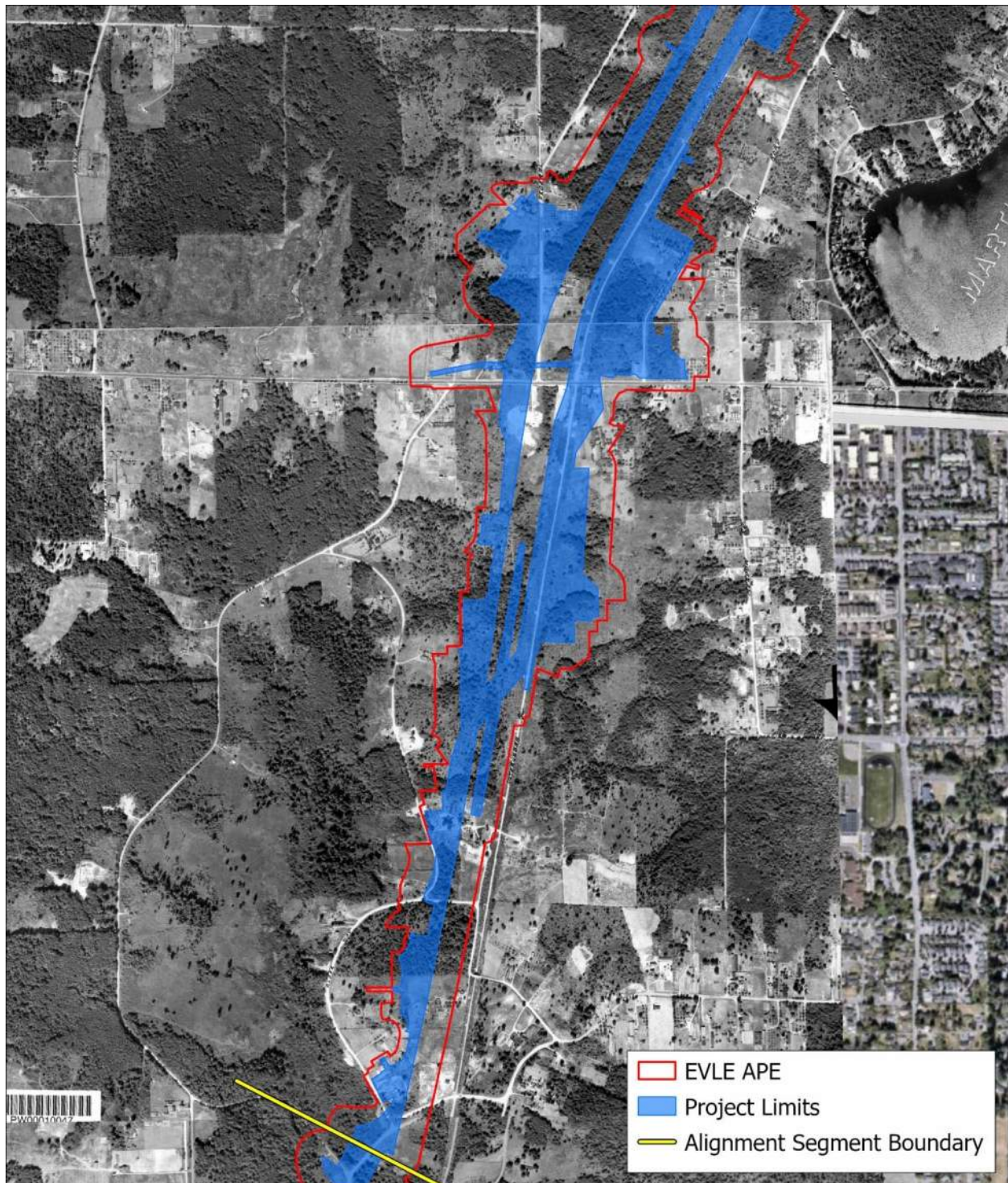
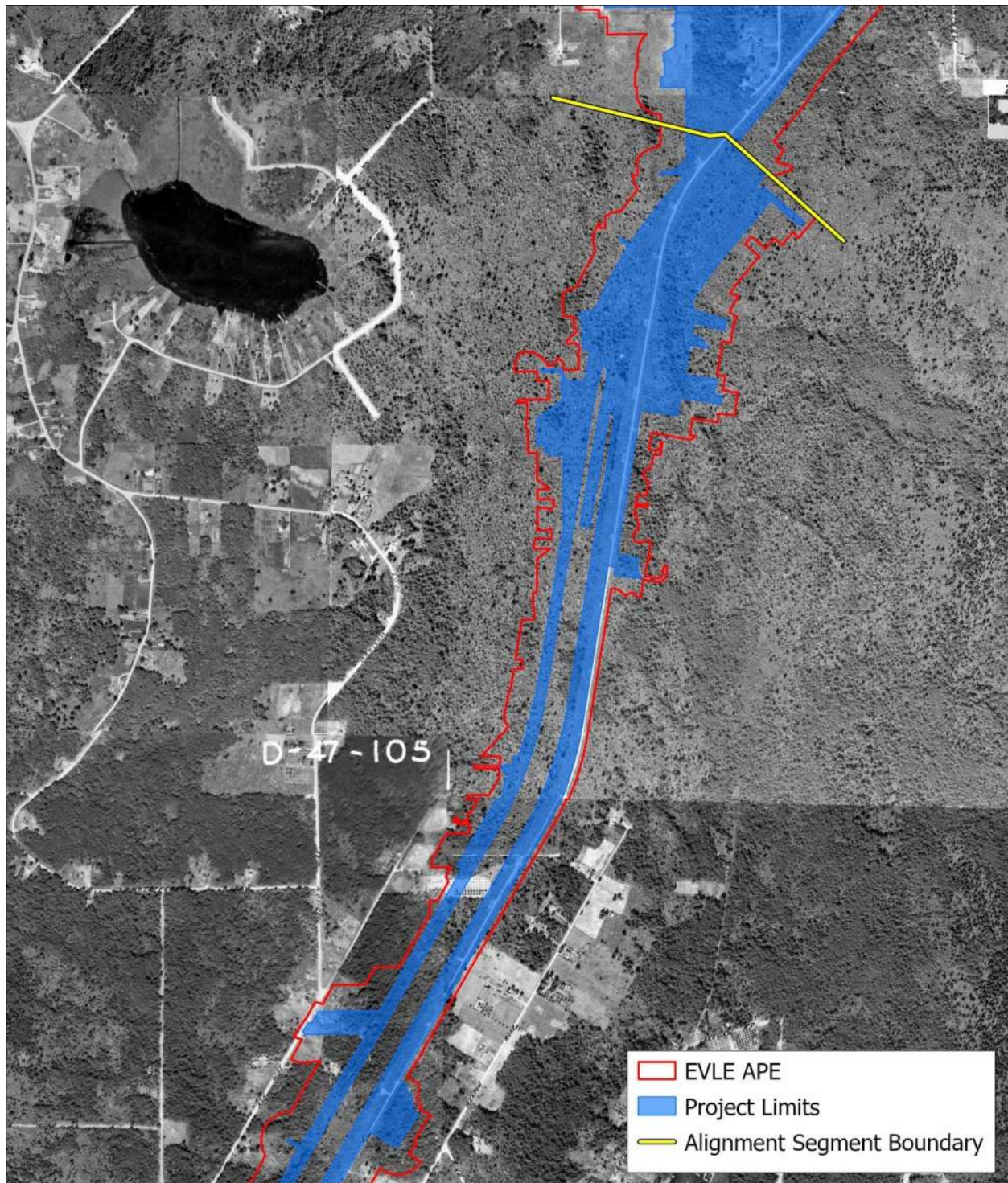


Figure C-18

1947 Aerial Imagery Within and Surrounding the APE -
Ash Way Segment
Everett Link Extension



Data Source: Snohomish County (1947, 1955, 1965, 1974, 1984).

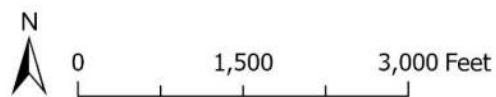
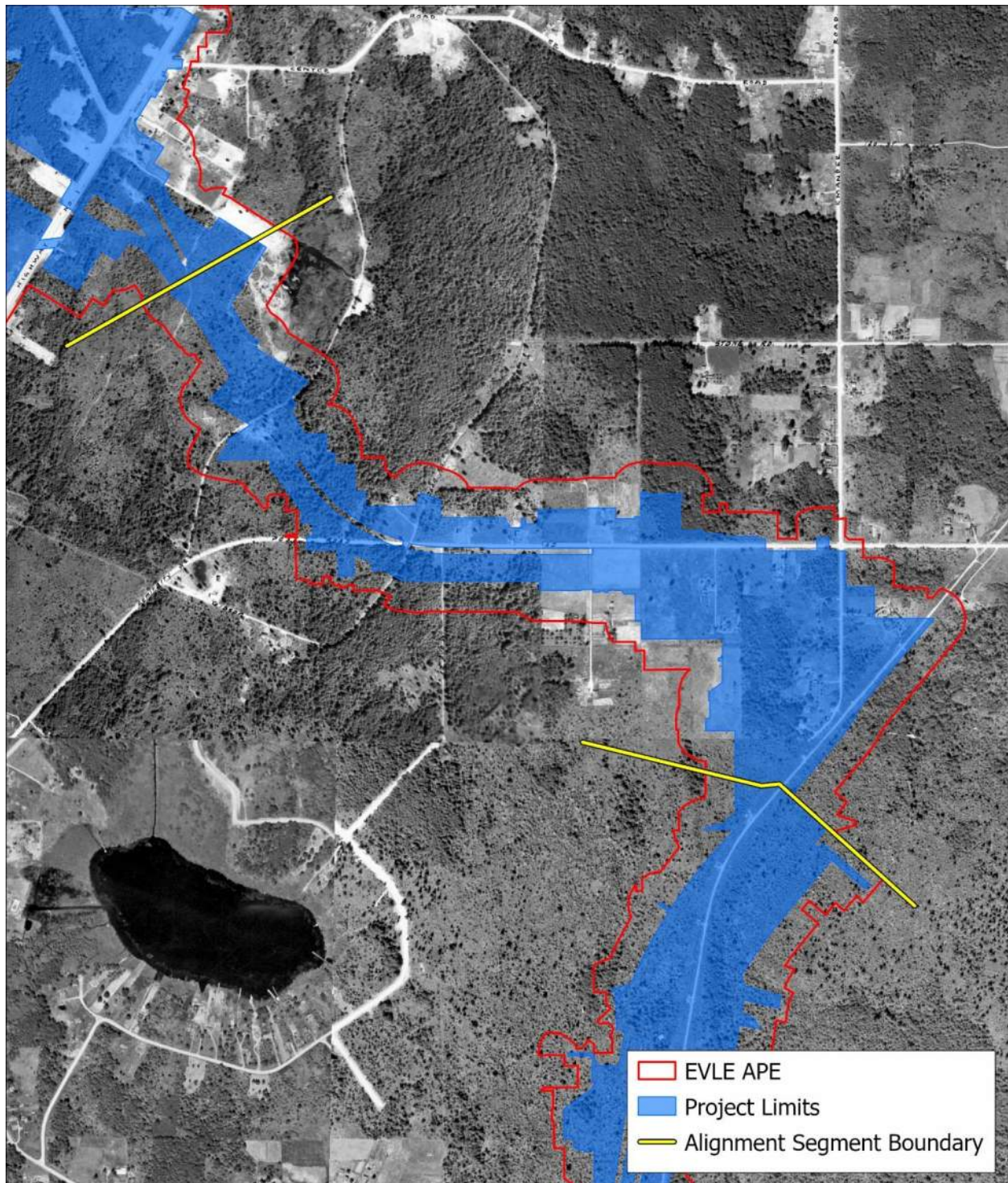


Figure C-19
1947 Aerial Imagery Within and Surrounding the APE -
Ash Way Segment
Everett Link Extension



Data Source: Snohomish County (1947, 1955, 1965, 1974, 1984).

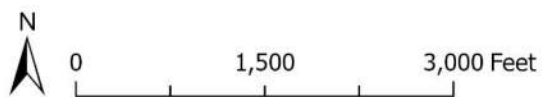
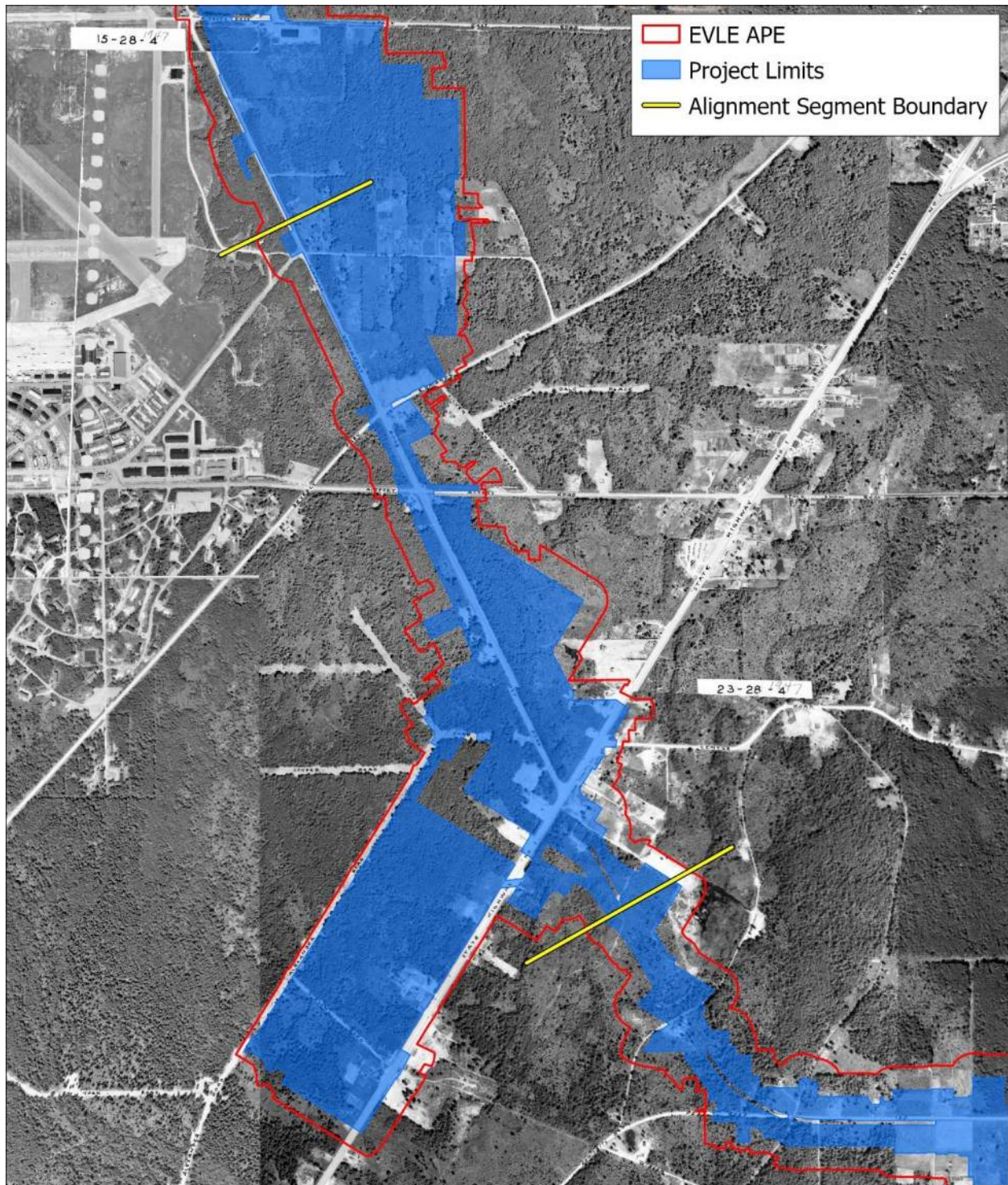


Figure C-20
1947 Aerial Imagery Within and Surrounding the APE -
Mariner Segment
Everett Link Extension



Data Source: Snohomish County (1947, 1955, 1965, 1974, 1984).

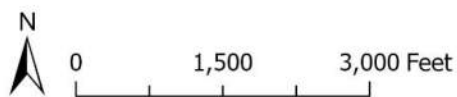
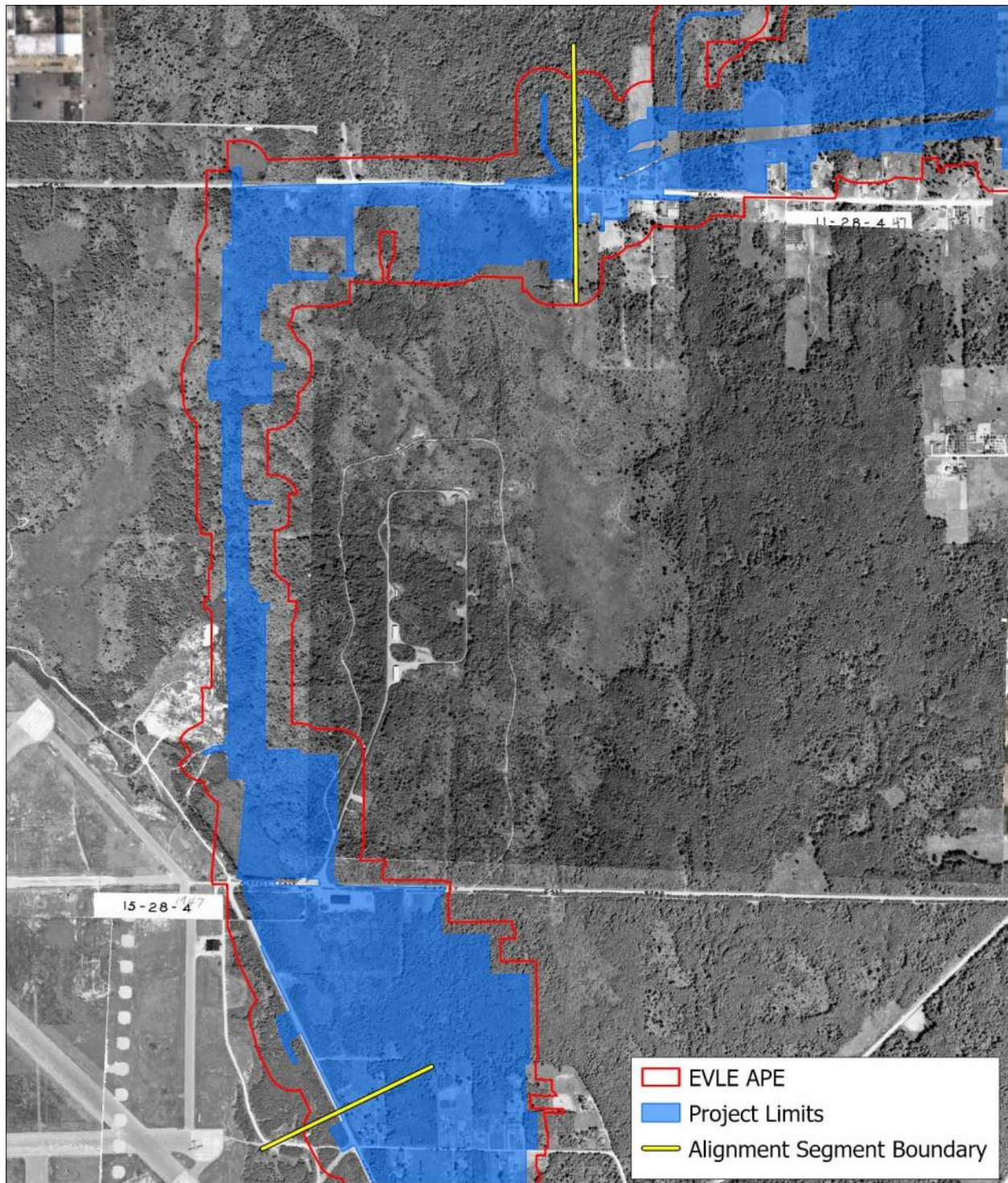


Figure C-21

1947 Aerial Imagery Within and Surrounding the APE -
SR 99/Airport Road Segment and OMF Sites F and E

Everett Link Extension



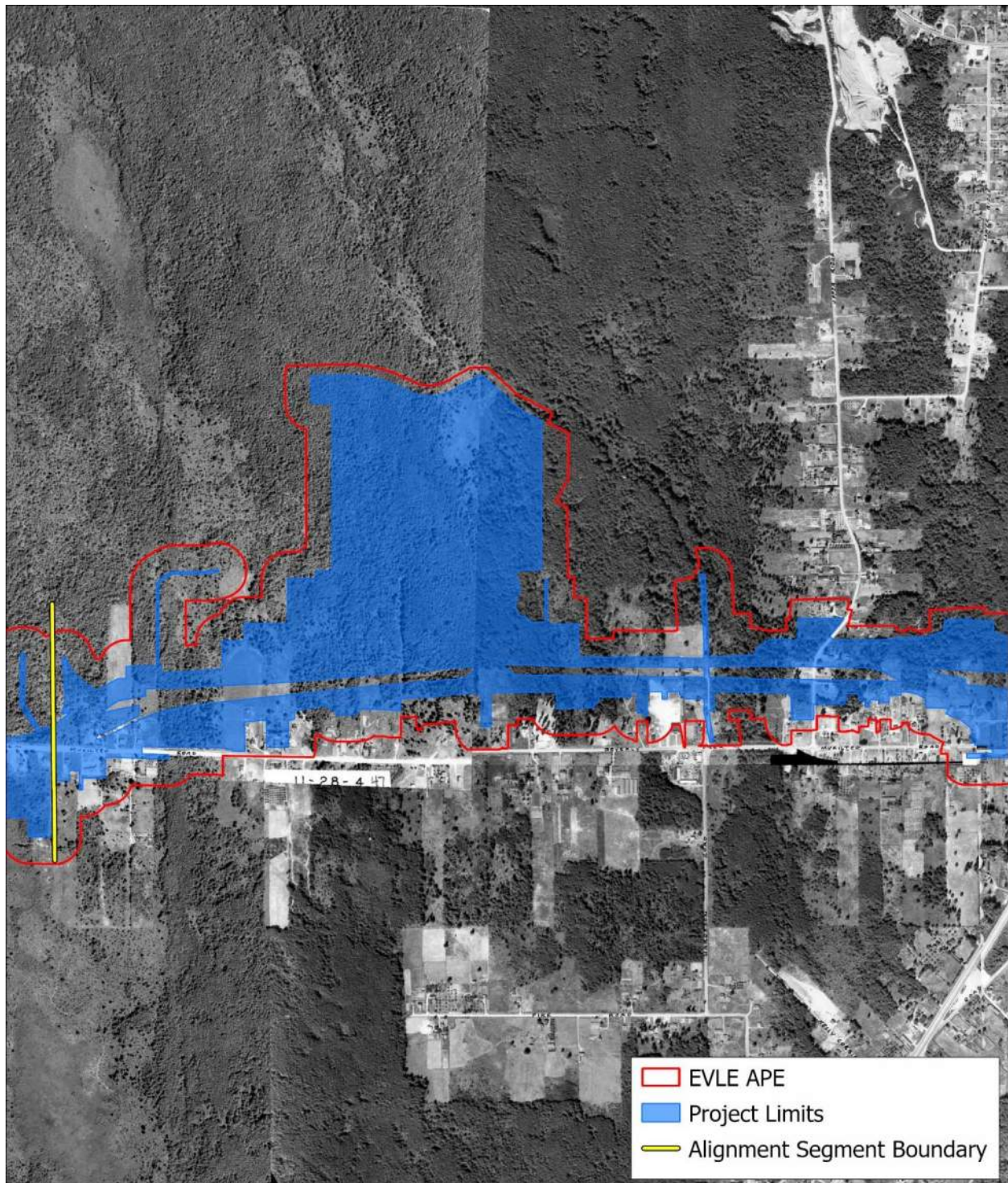
Data Source: Snohomish County (1947, 1955, 1965, 1974, 1984).

Figure C-22

1947 Aerial Imagery Within and Surrounding the APE - SW Everett Industrial Center Segment and OMF Site E

Everett Link Extension



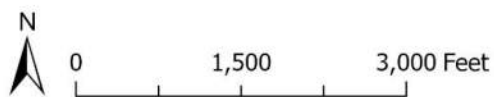


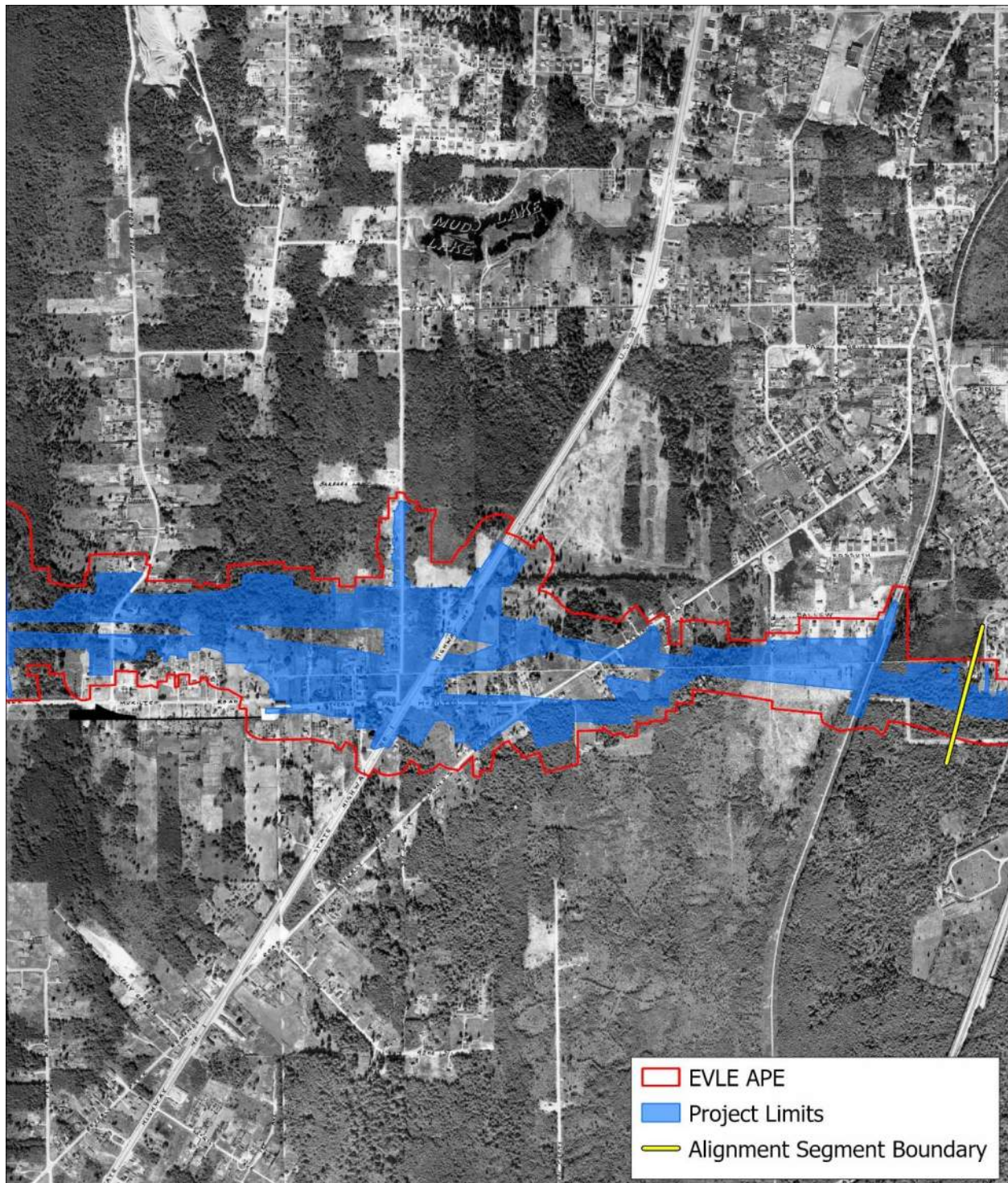
Data Source: Snohomish County (1947, 1955, 1965, 1974, 1984).

Figure C-23

1947 Aerial Imagery Within and Surrounding the APE -
SR 526/Evergreen Segment and OMF Site B

Everett Link Extension

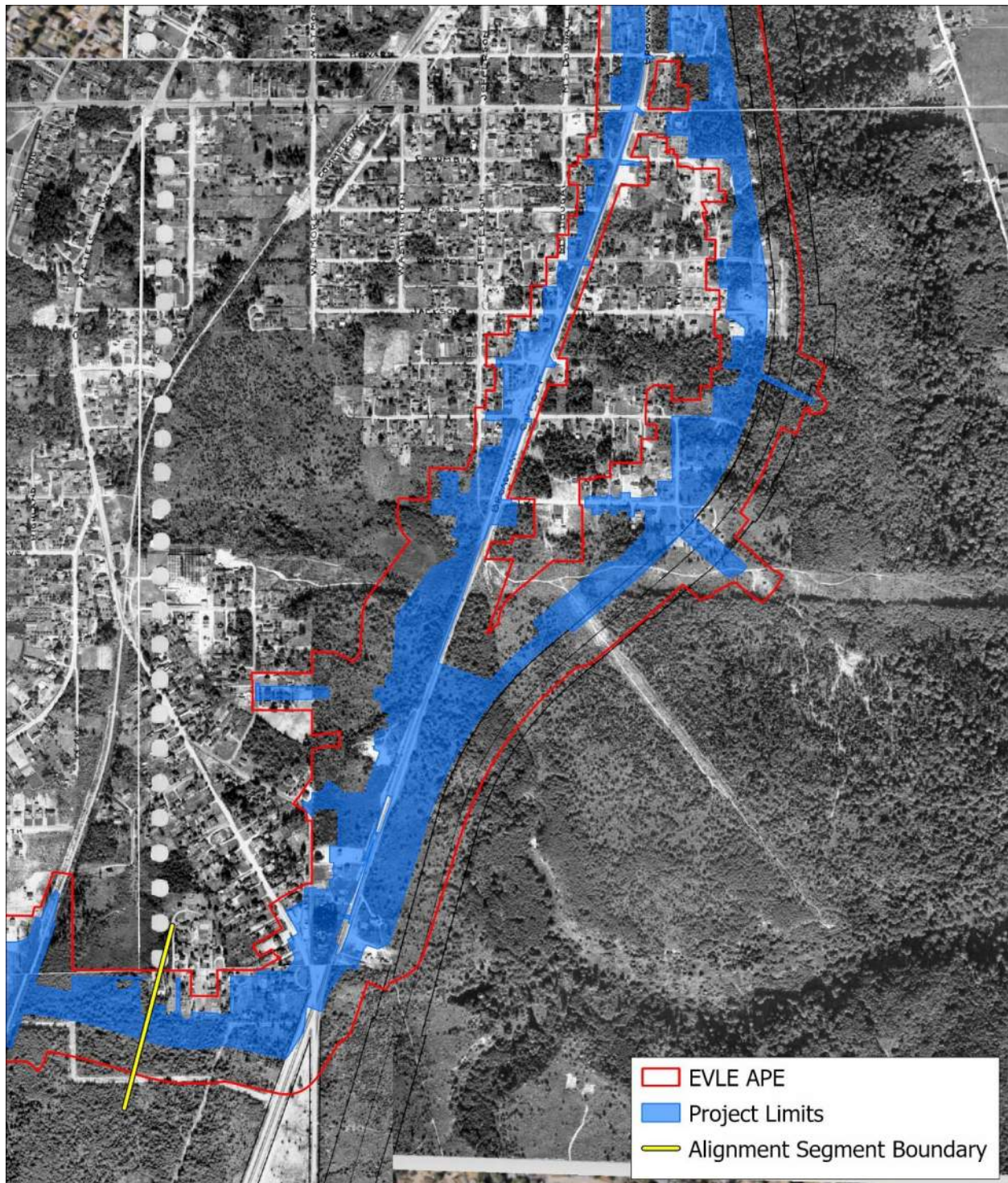




Data Source: Snohomish County (1947, 1955, 1965, 1974, 1984).



Figure C-24
1947 Aerial Imagery Within and Surrounding the APE -
SR 526/Evergreen Segment
Everett Link Extension

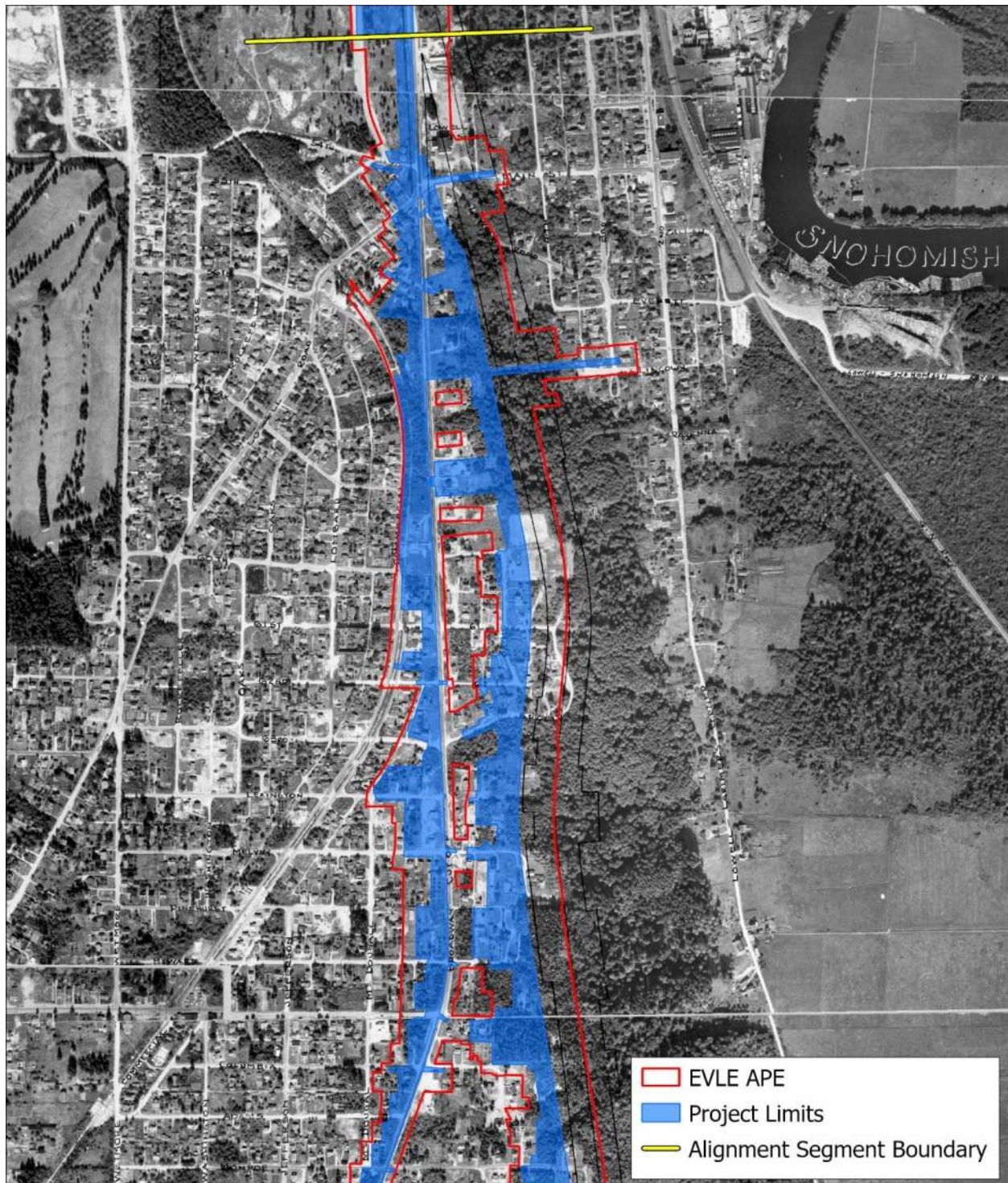


Data Source: Snohomish County (1947, 1955, 1965, 1974, 1984).



Figure C-25

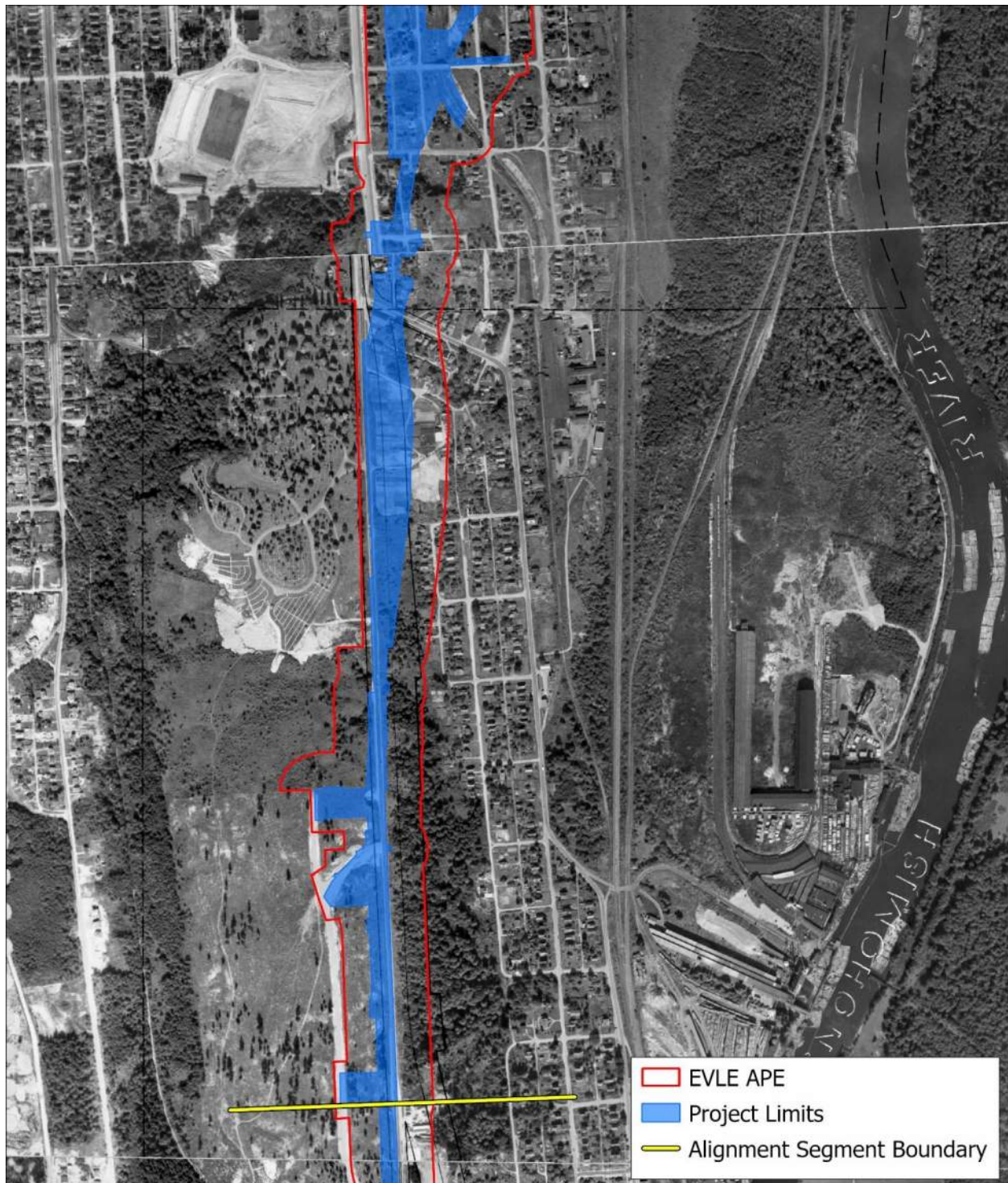
1947 Aerial Imagery Within and Surrounding the APE -
Broadway/I-5 Segment
Everett Link Extension



Data Source: Snohomish County (1947, 1955, 1965, 1974, 1984).

Figure C-26

1947 Aerial Imagery Within and Surrounding the APE -
Broadway/I-5 Segment
Everett Link Extension



Data Source: Snohomish County (1947, 1955, 1965, 1974, 1984).

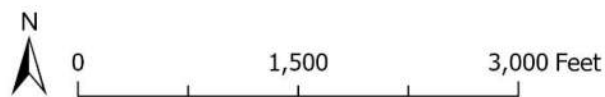


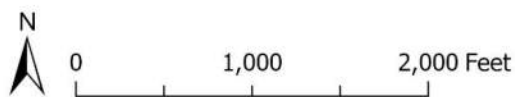
Figure C-27
1947 Aerial Imagery Within and Surrounding the APE -
Everett Station Segment
Everett Link Extension

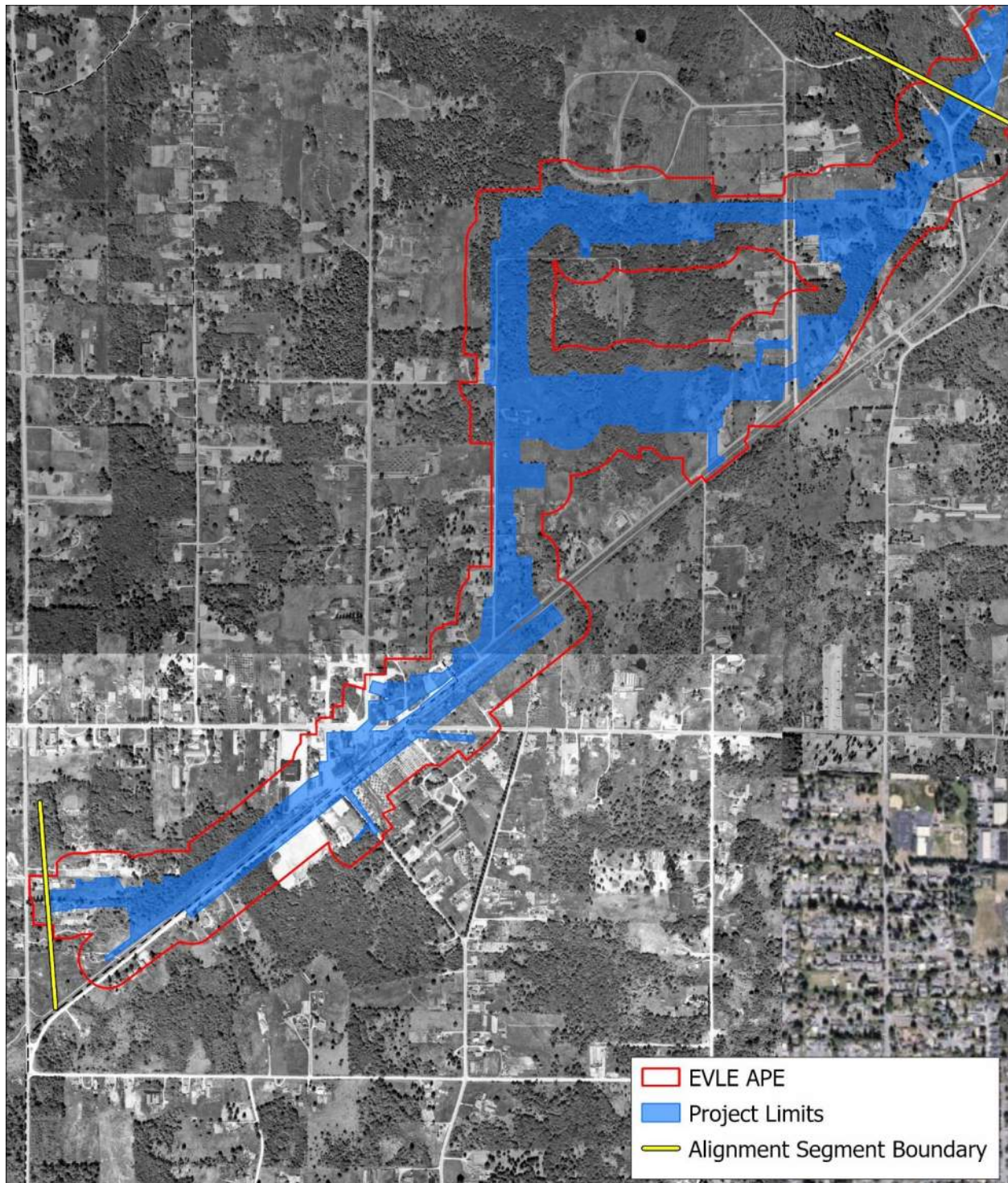


Data Source: Snohomish County (1947, 1955, 1965, 1974, 1984).

Figure C-28

1947 Aerial Imagery Within and Surrounding the APE -
Everett Station Segment
Everett Link Extension



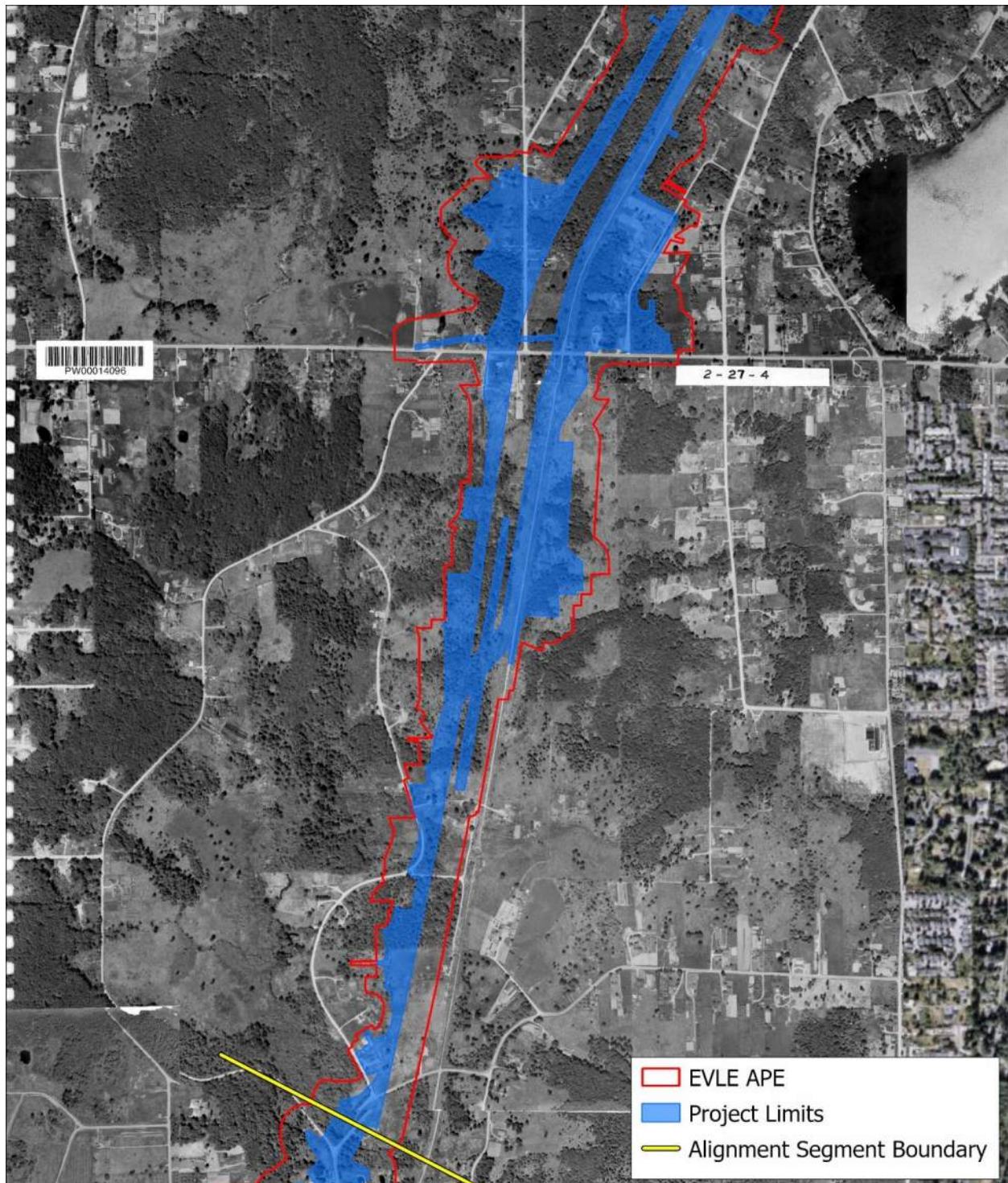


Data Source: Snohomish County (1947, 1955, 1965, 1974, 1984).

Figure C-29

1955 Aerial Imagery Within and Surrounding the APE -
West Alderwood Segment

Everett Link Extension



Data Source: Snohomish County (1947, 1955, 1965, 1974, 1984).

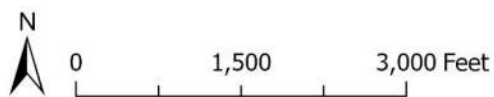
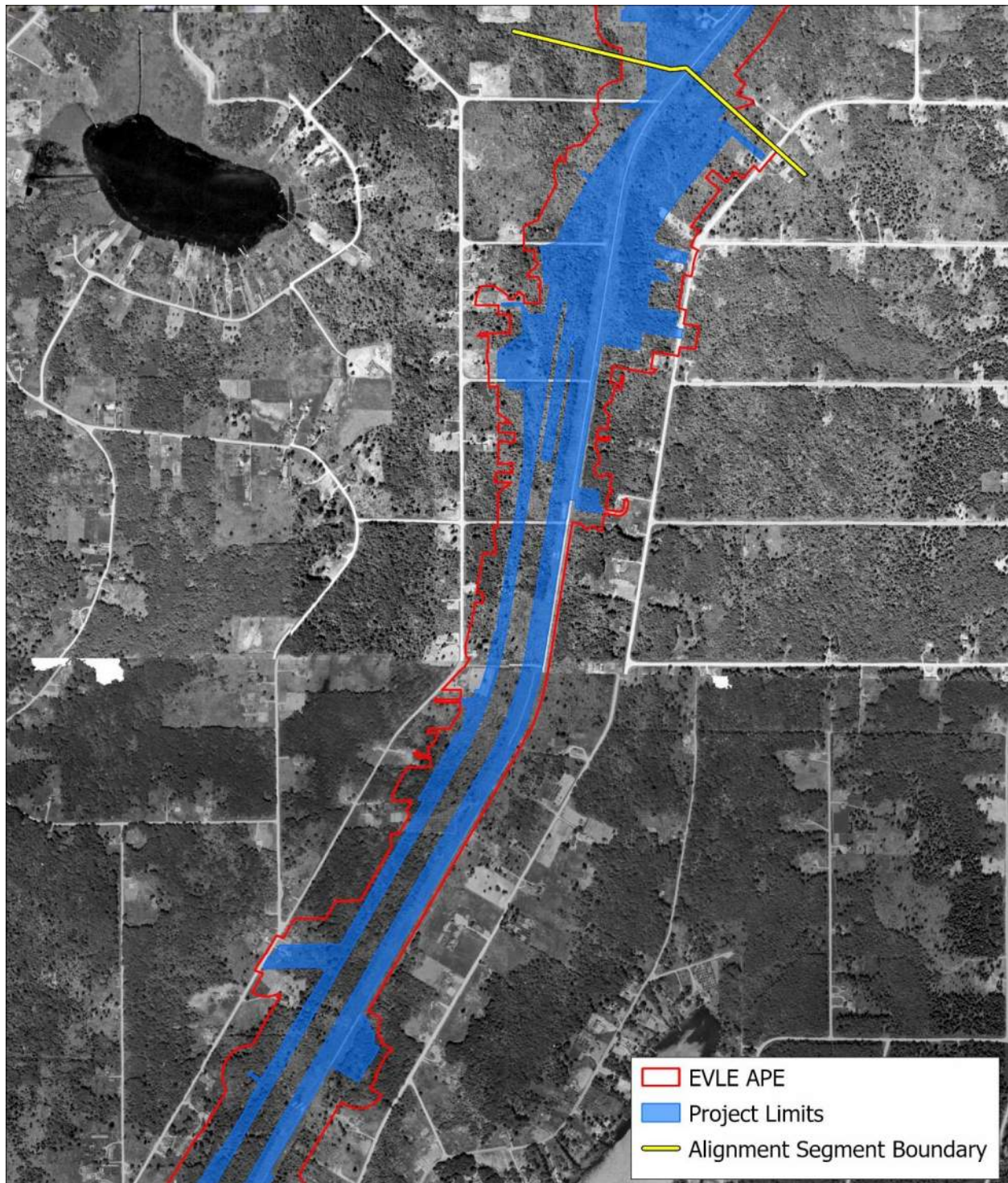


Figure C-30
1955 Aerial Imagery Within and Surrounding the APE -
Ash Way Segment
Everett Link Extension



Data Source: Snohomish County (1947, 1955, 1965, 1974, 1984).

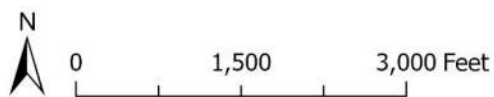
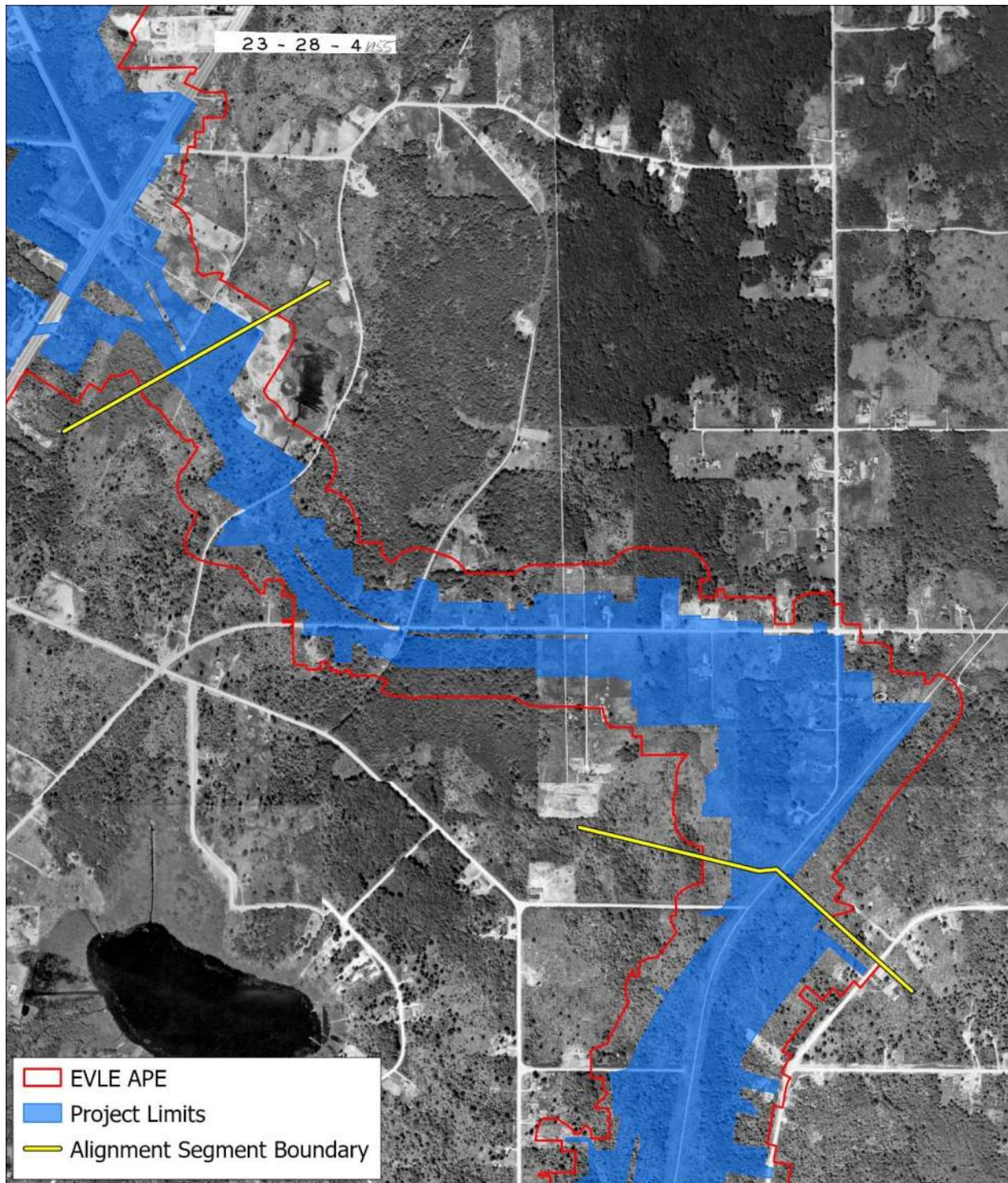


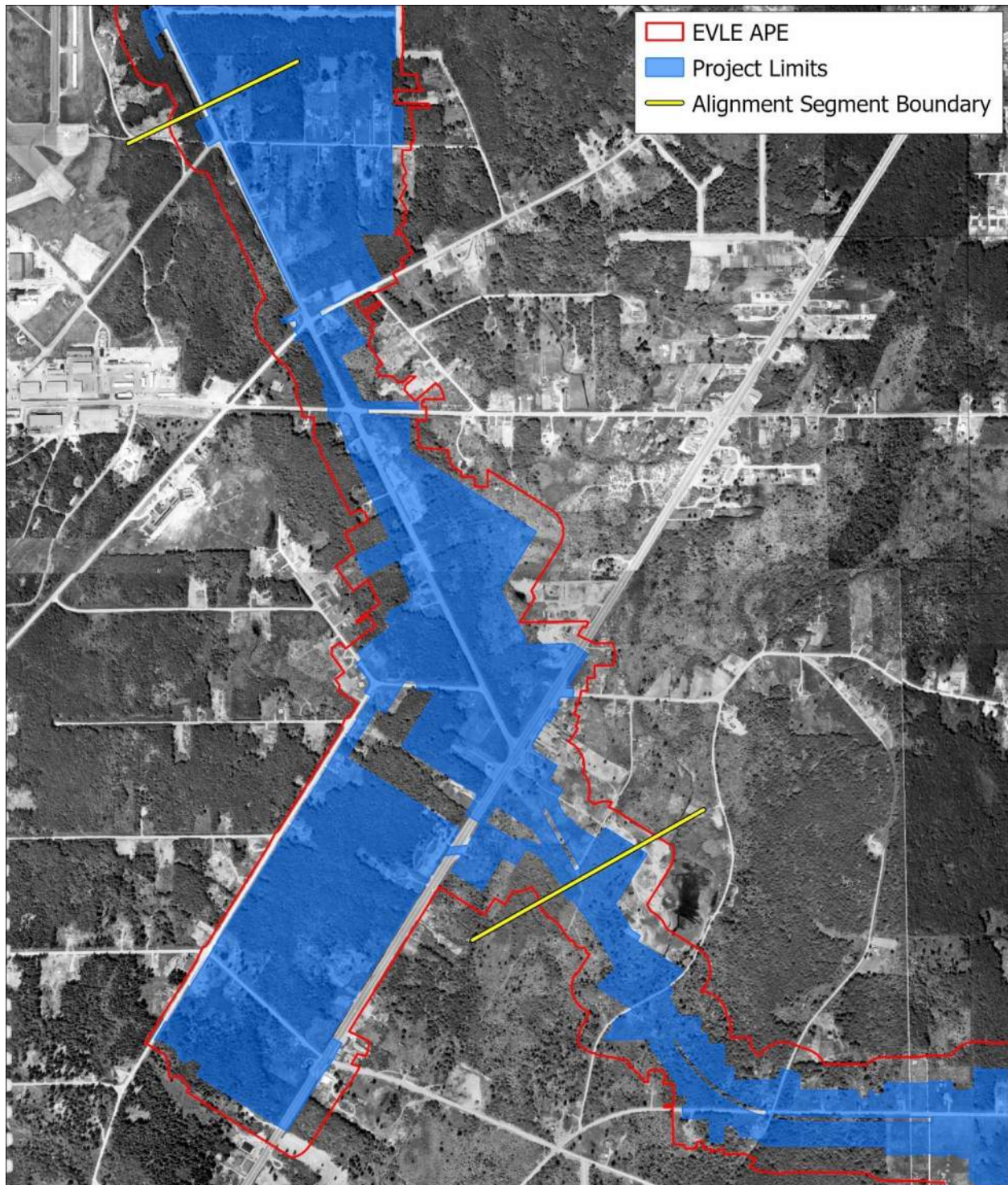
Figure C-31
1955 Aerial Imagery Within and Surrounding the APE -
Ash Way Segment
Everett Link Extension



Data Source: Snohomish County (1947, 1955, 1965, 1974, 1984).

Figure C-32

1955 Aerial Imagery Within and Surrounding the APE -
Mariner Segment
Everett Link Extension

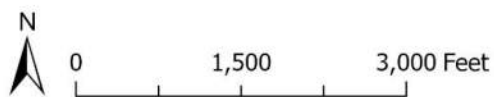


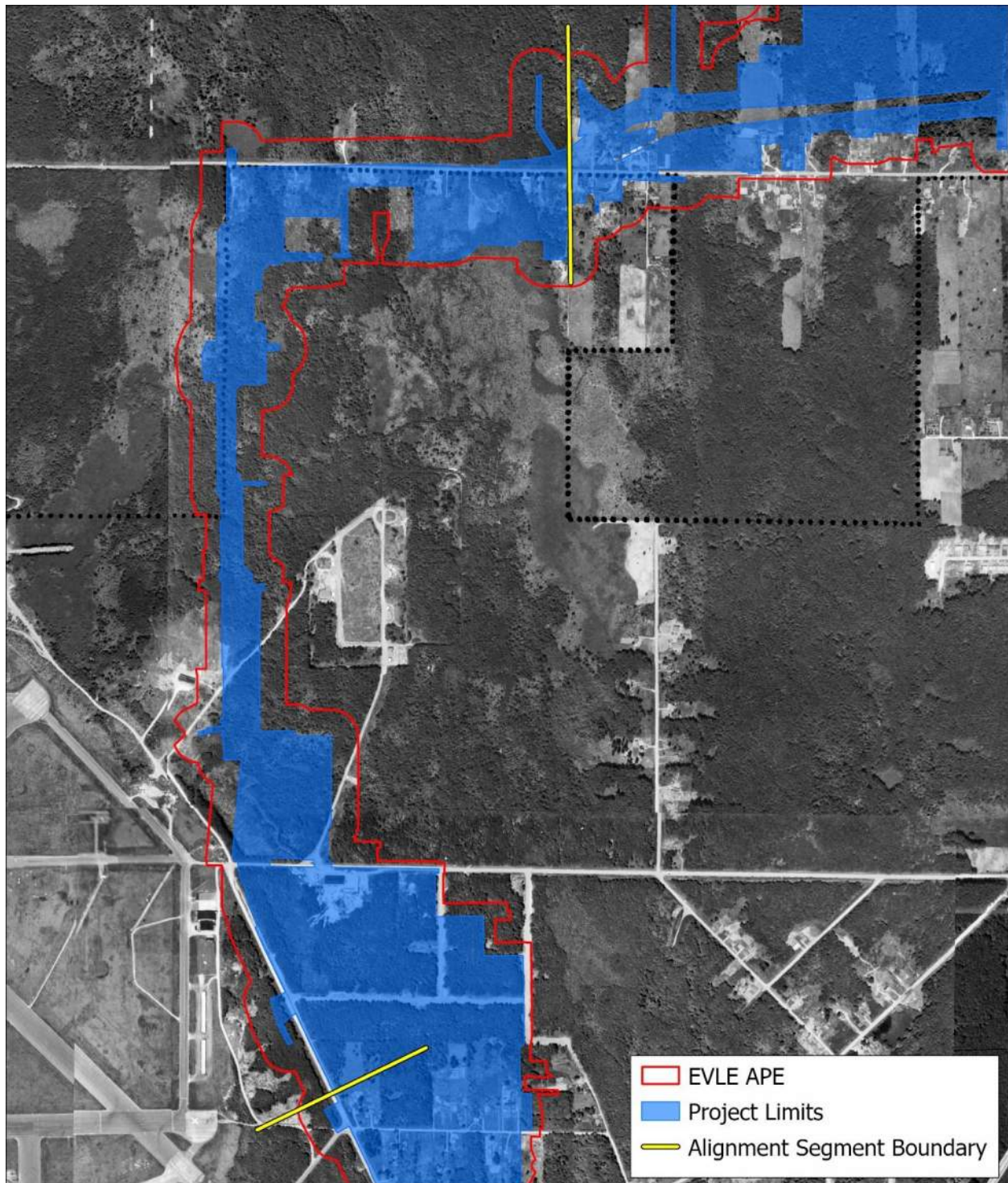
Data Source: Snohomish County (1947, 1955, 1965, 1974, 1984).

Figure C-33

1955 Aerial Imagery Within and Surrounding the APE -
SR 99/Airport Road Segment and OMF Sites F and E

Everett Link Extension



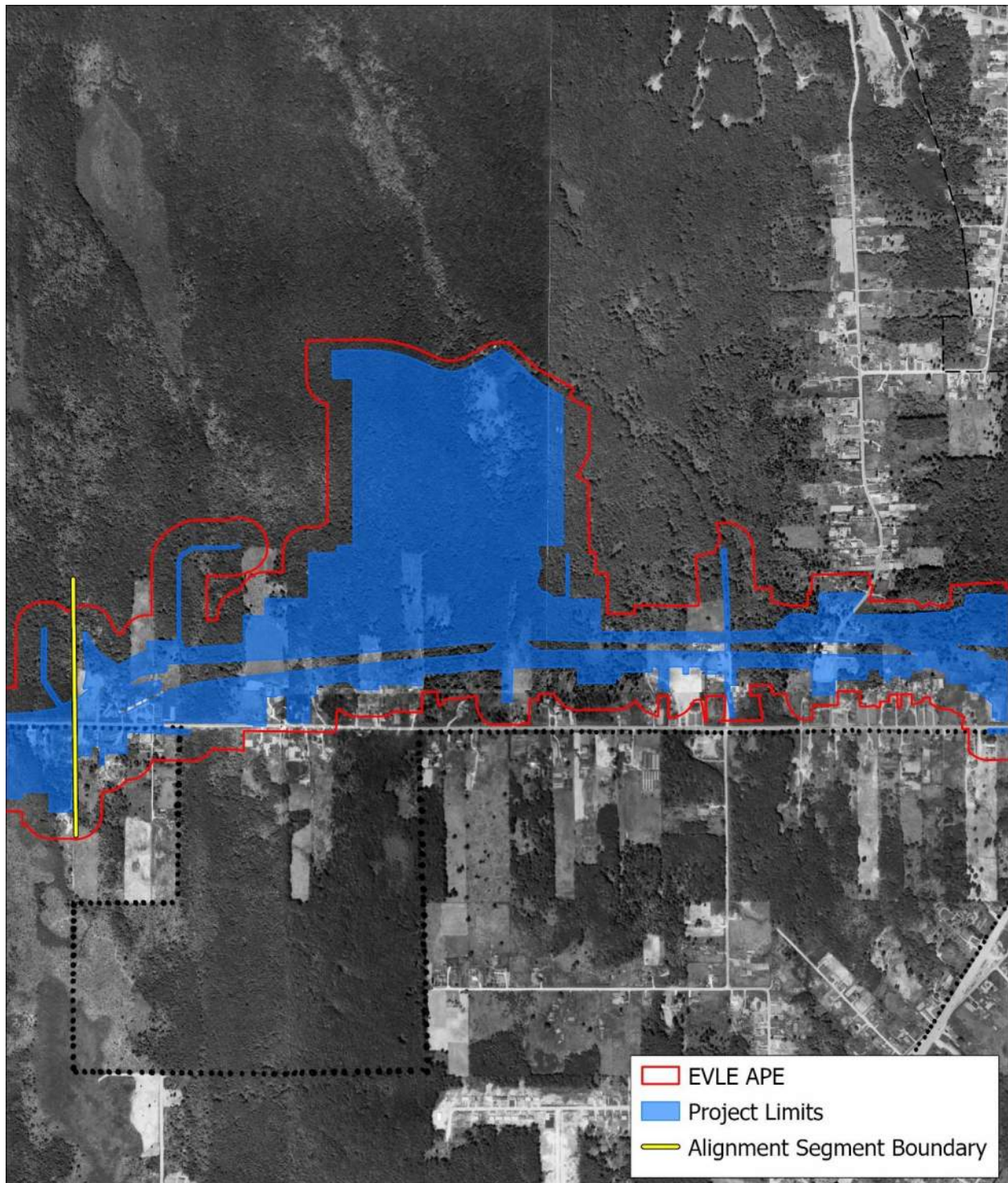


Data Source: Snohomish County (1947, 1955, 1965, 1974, 1984).

Figure C-34

1955 Aerial Imagery Within and Surrounding the APE -
SW Everett Industrial Center Segment and OMF Site E

Everett Link Extension

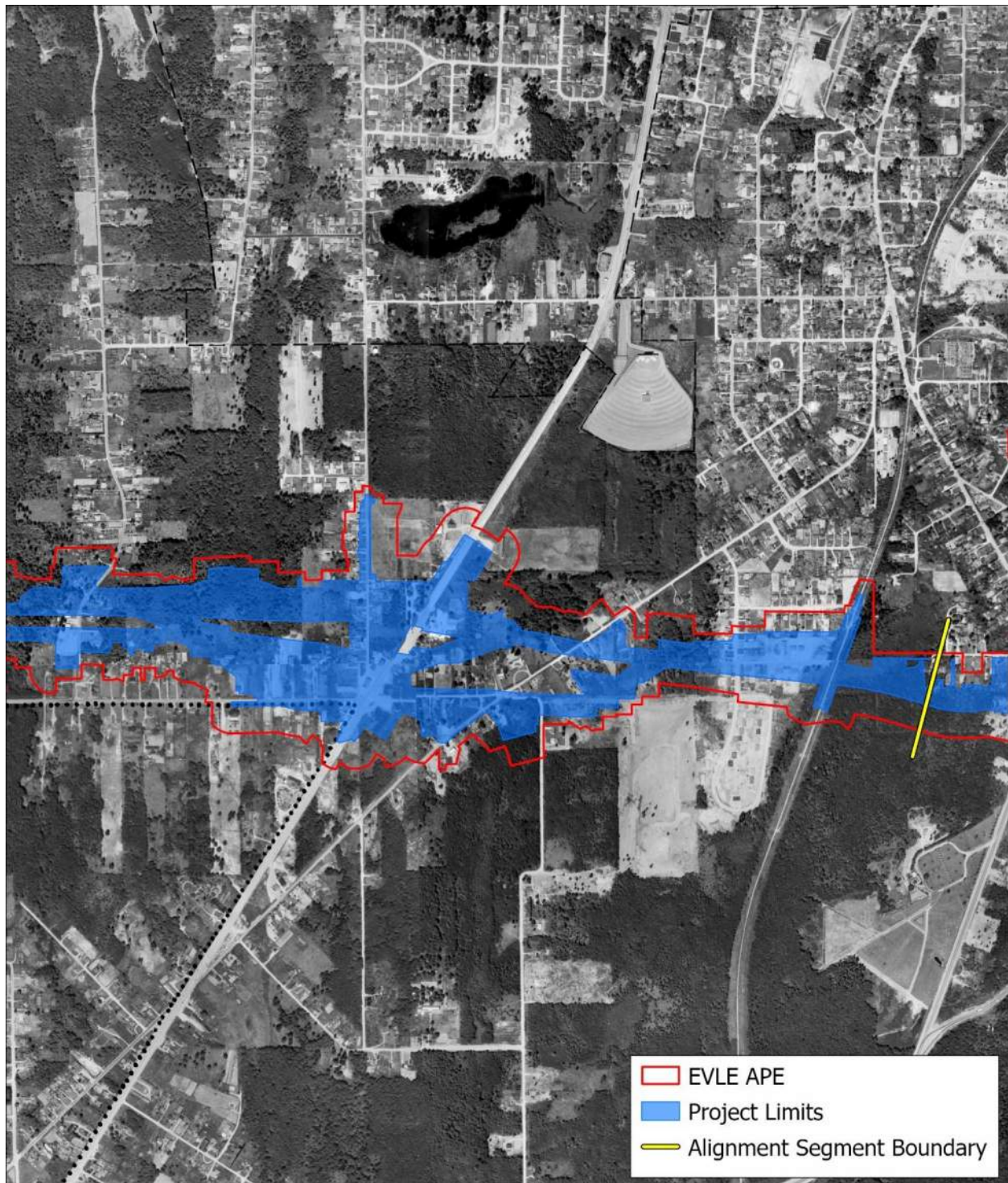


Data Source: Snohomish County (1947, 1955, 1965, 1974, 1984).

Figure C-35

1955 Aerial Imagery Within and Surrounding the APE -
SR 526/Evergreen Segment and OMF Site B

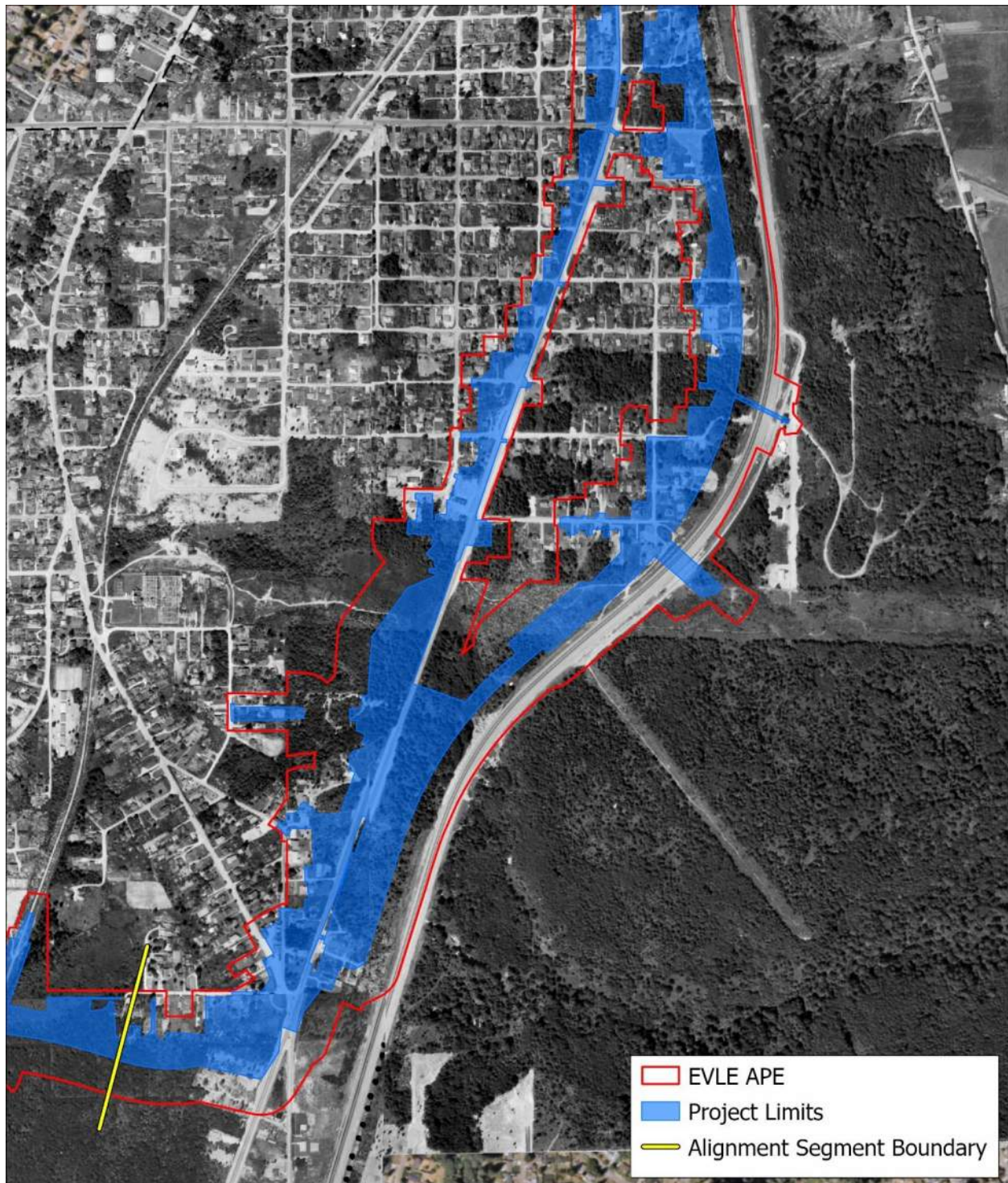
Everett Link Extension



Data Source: Snohomish County (1947, 1955, 1965, 1974, 1984).

Figure C-36

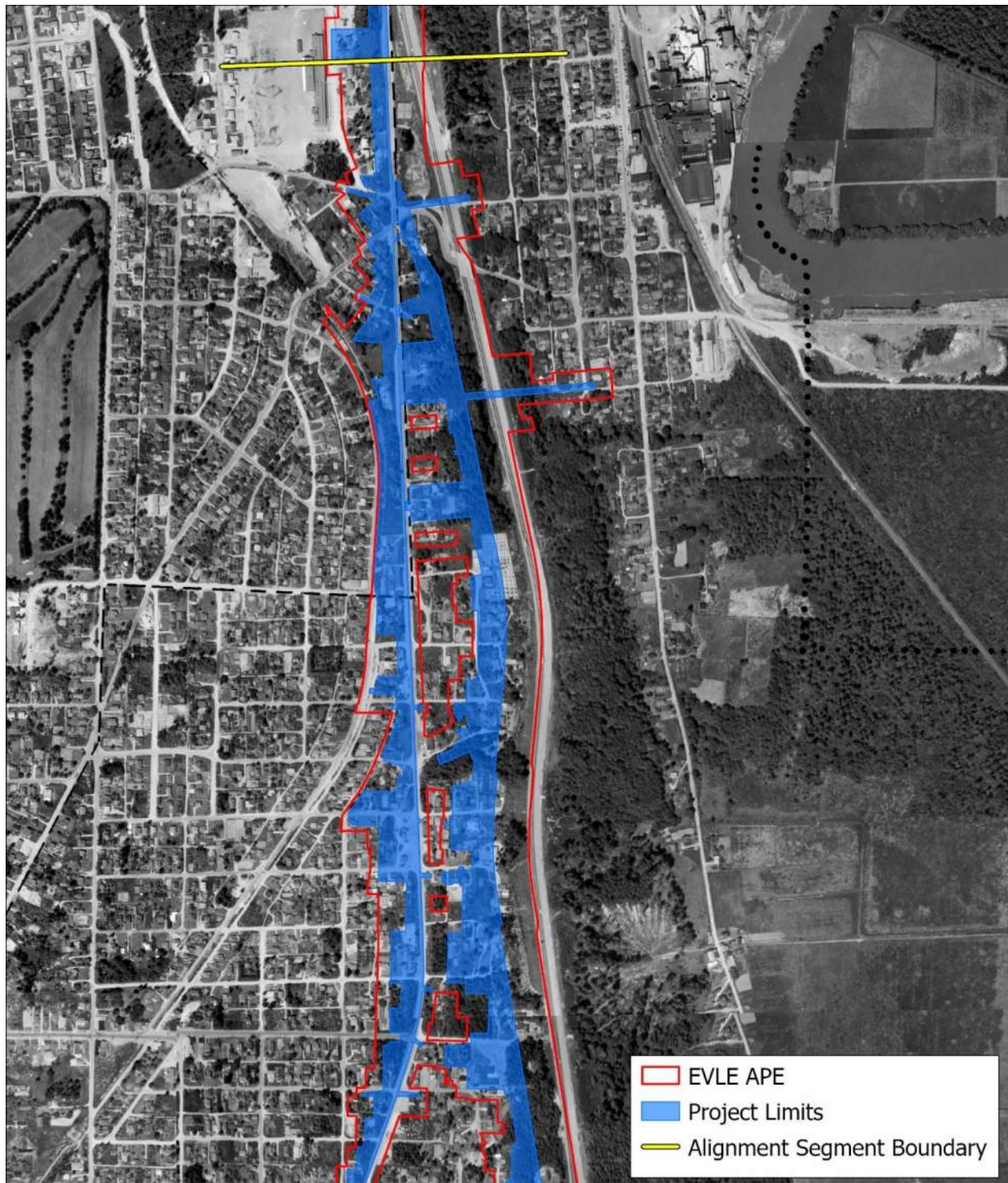
1955 Aerial Imagery Within and Surrounding the APE -
SR 526/Evergreen Segment
Everett Link Extension



Data Source: Snohomish County (1947, 1955, 1965, 1974, 1984).

Figure C-37

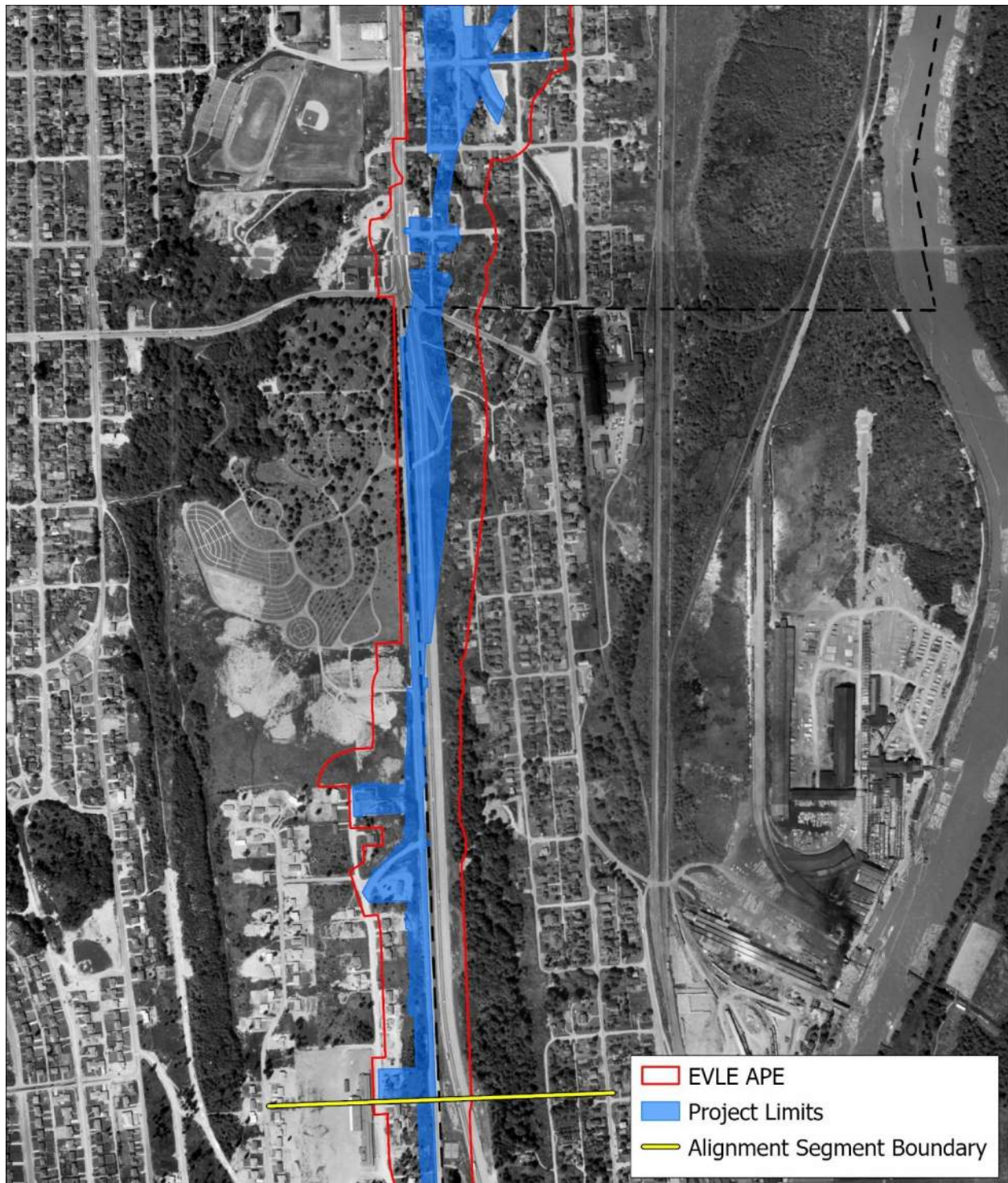
1955 Aerial Imagery Within and Surrounding the APE -
Broadway/I-5 Segment
Everett Link Extension



Data Source: Snohomish County (1947, 1955, 1965, 1974, 1984).



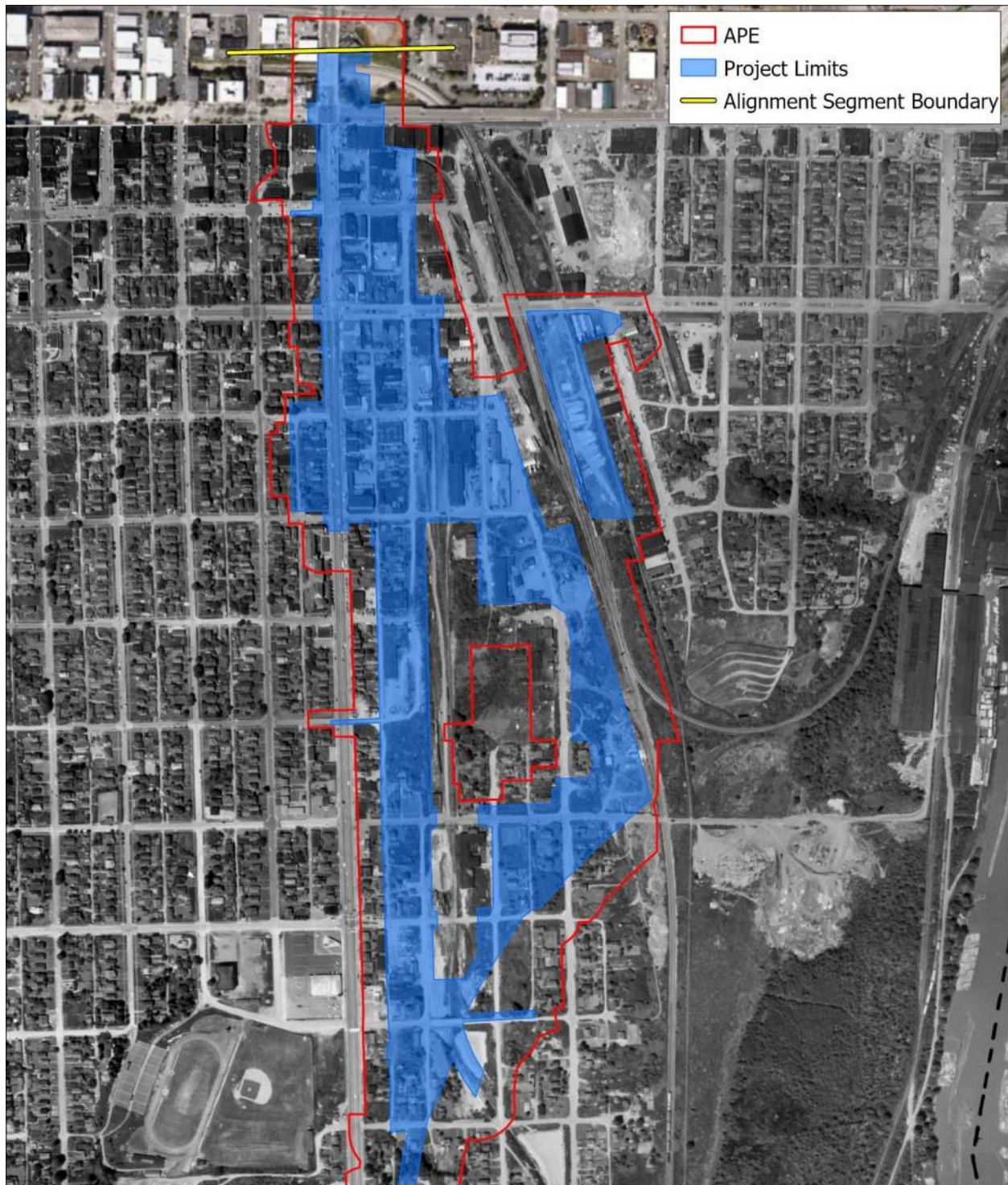
Figure C-38
1955 Aerial Imagery Within and Surrounding the APE -
Broadway/I-5 Segment
Everett Link Extension



Data Source: Snohomish County (1947, 1955, 1965, 1974, 1984).

Figure C-39

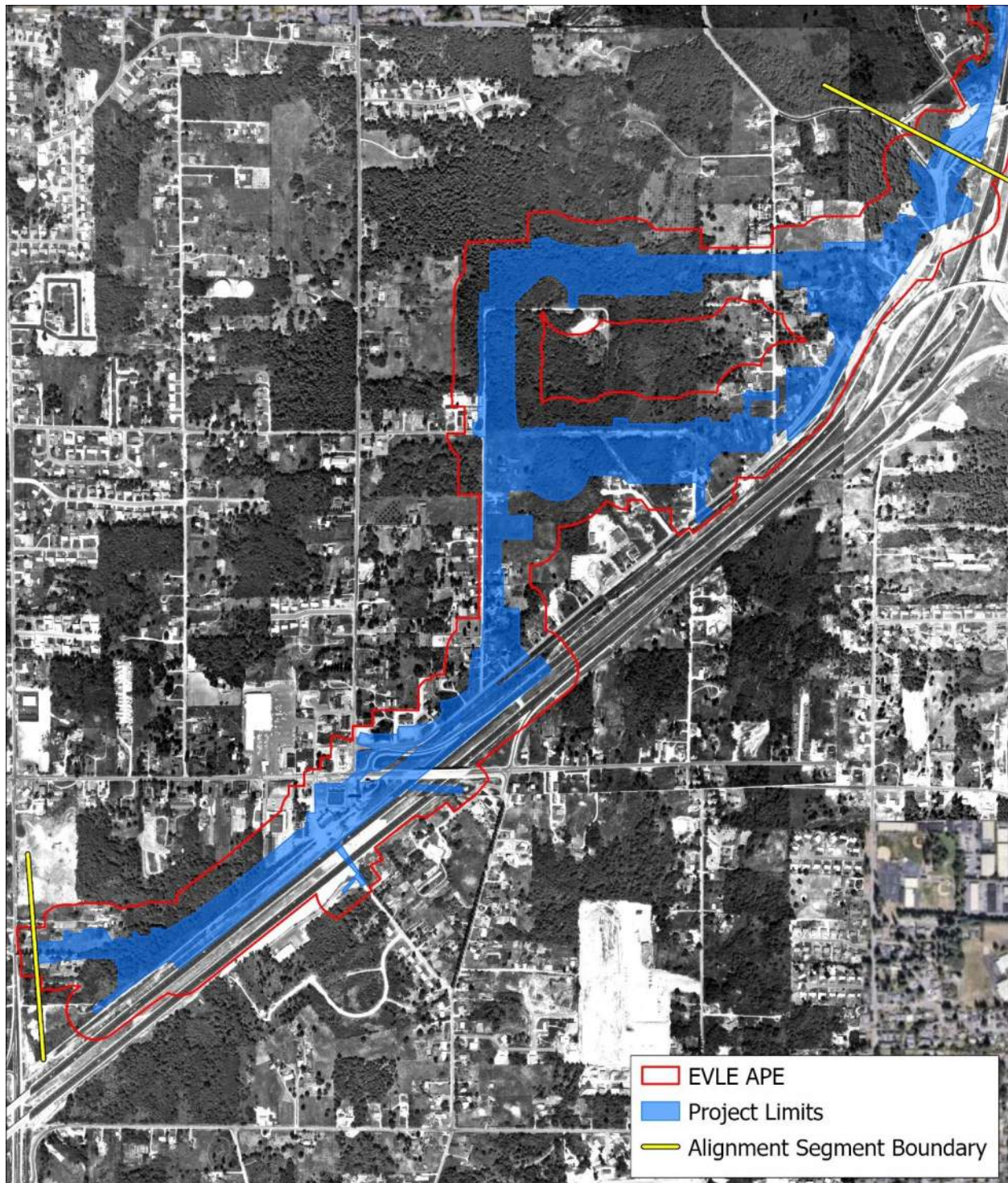
1955 Aerial Imagery Within and Surrounding the APE -
Everett Station Segment
Everett Link Extension



Data Source: Snohomish County (1947, 1955, 1965, 1974, 1984).



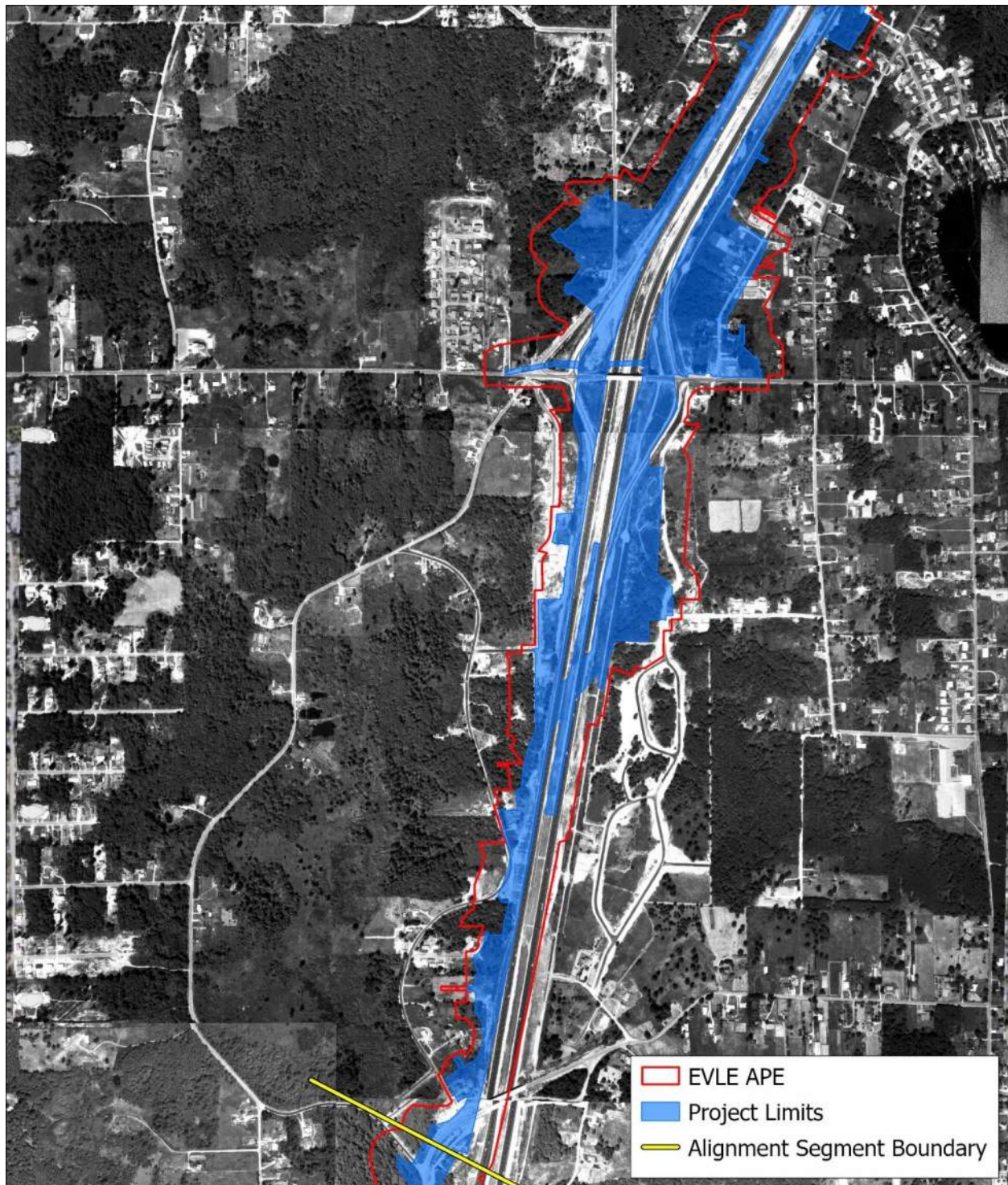
Figure C-40
1955 Aerial Imagery Within and Surrounding the APE -
Everett Station Segment
Everett Link Extension



Data Source: Snohomish County (1947, 1955, 1965, 1974, 1984).

Figure C-41

1965 Aerial Imagery Within and Surrounding the APE -
West Alderwood Segment
Everett Link Extension



Data Source: Snohomish County (1947, 1955, 1965, 1974, 1984).

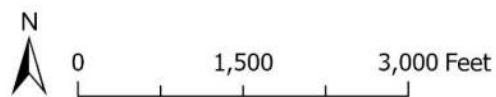


Figure C-42
1965 Aerial Imagery Within and Surrounding the APE -
Ash Way Segment
Everett Link Extension



Data Source: Snohomish County (1947, 1955, 1965, 1974, 1984).

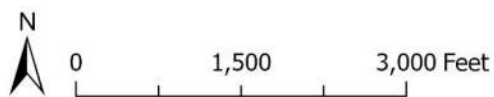
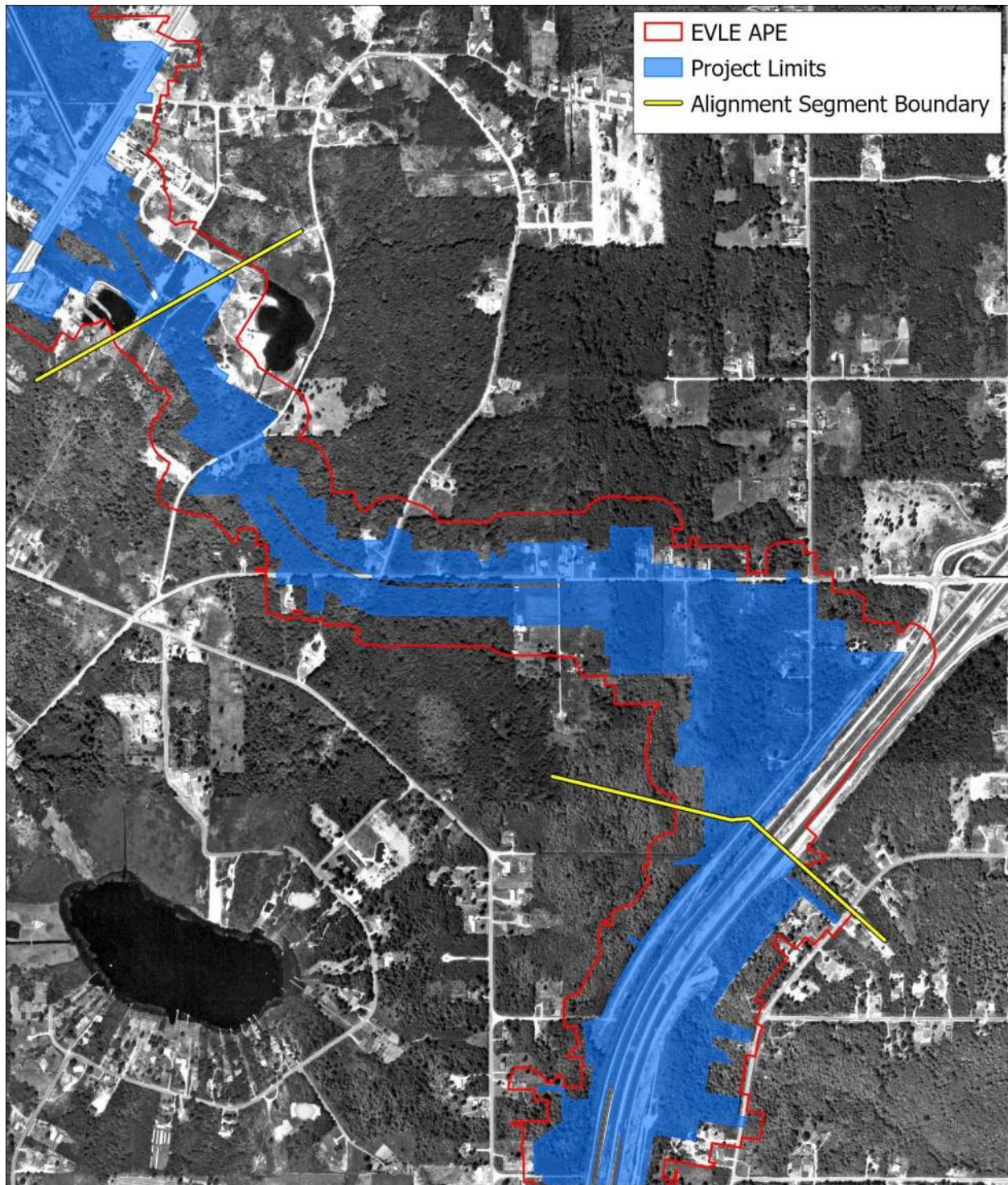


Figure C-43
1965 Aerial Imagery Within and Surrounding the APE -
Ash Way Segment
Everett Link Extension



Data Source: Snohomish County (1947, 1955, 1965, 1974, 1984).

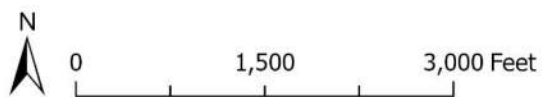
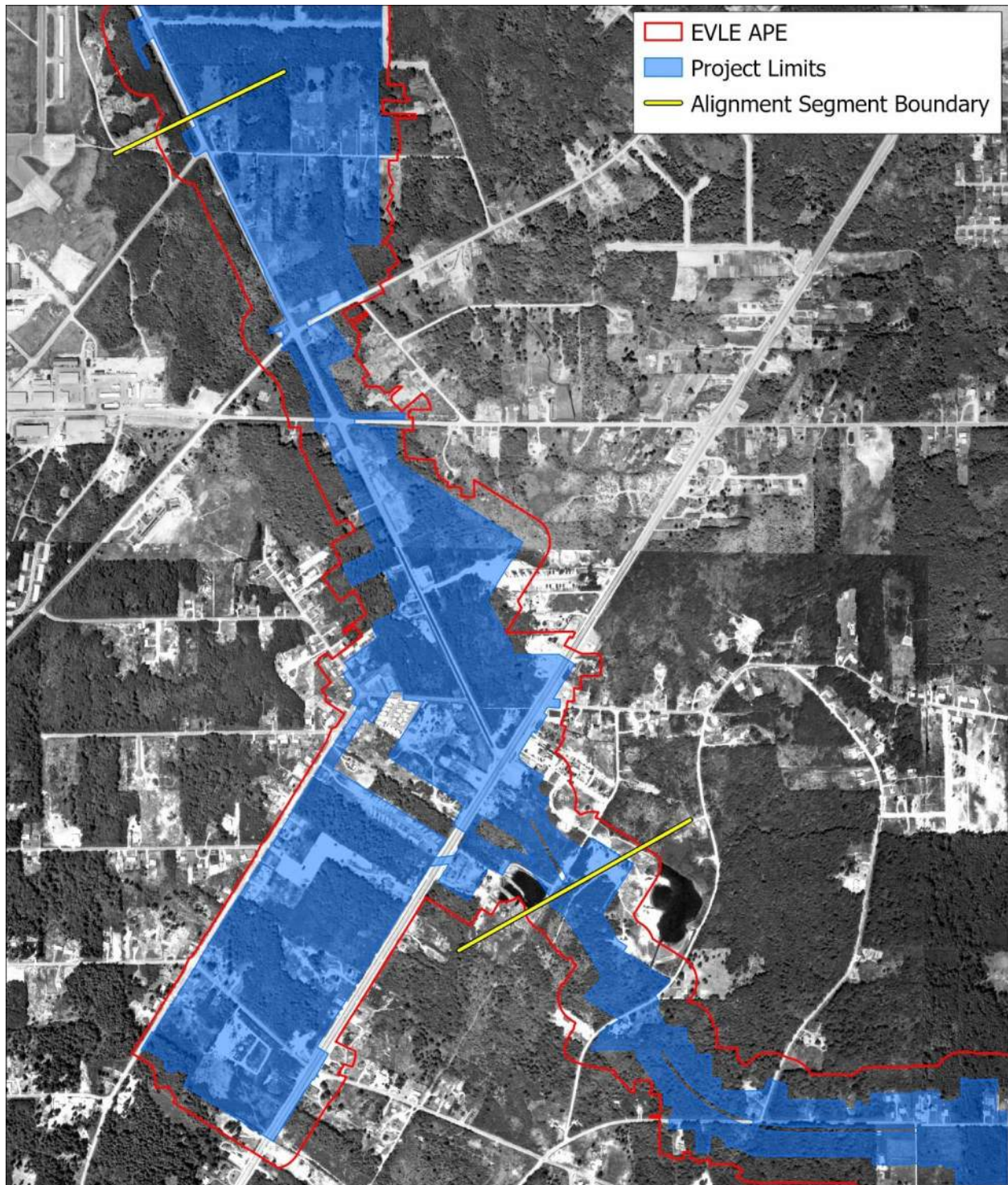


Figure C-44
1965 Aerial Imagery Within and Surrounding the APE -
Mariner Segment
Everett Link Extension

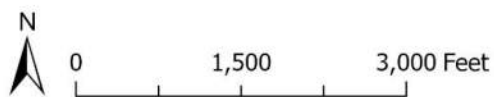


Data Source: Snohomish County (1947, 1955, 1965, 1974, 1984).

Figure C-45

1965 Aerial Imagery Within and Surrounding the APE -
SR 99/Airport Road Segment and OMF Sites F and E

Everett Link Extension



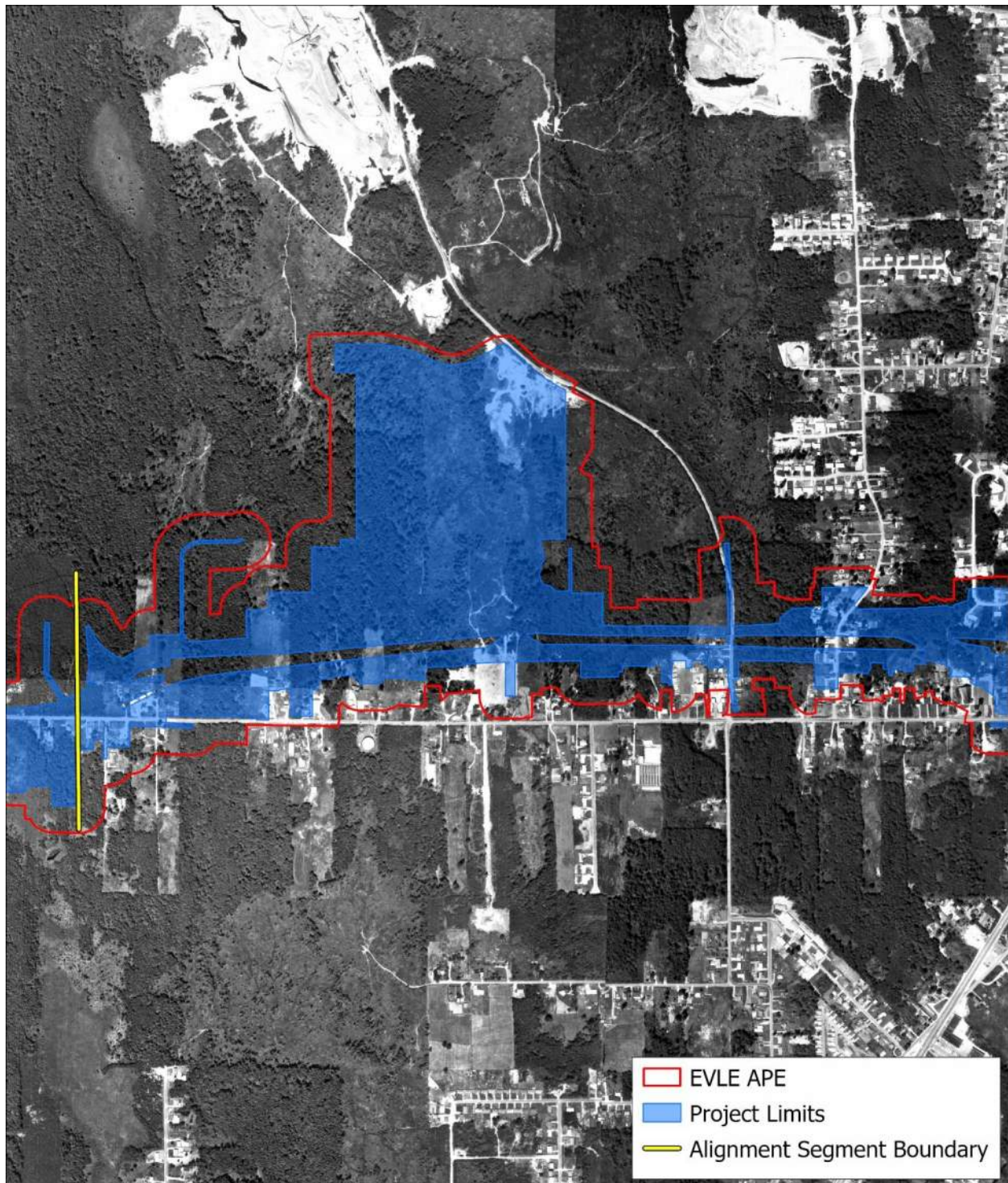


Data Source: Snohomish County (1947, 1955, 1965, 1974, 1984).

Figure C-46

1965 Aerial Imagery Within and Surrounding the APE -
SW Everett Industrial Center Segment and OMF Site E

Everett Link Extension

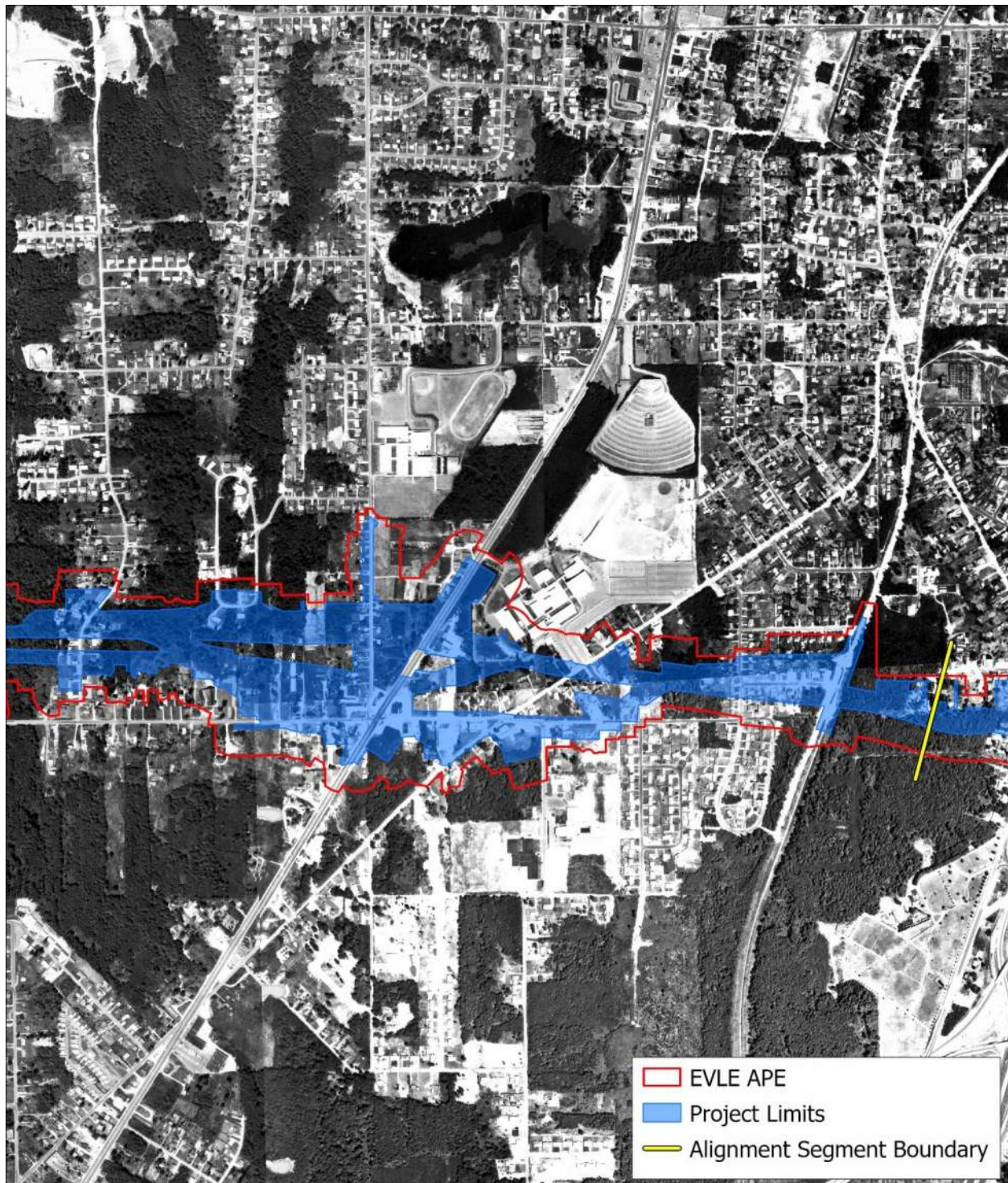


Data Source: Snohomish County (1947, 1955, 1965, 1974, 1984).

Figure C-47

1965 Aerial Imagery Within and Surrounding the APE -
SR 526/Evergreen Segment and OMF Site B

Everett Link Extension

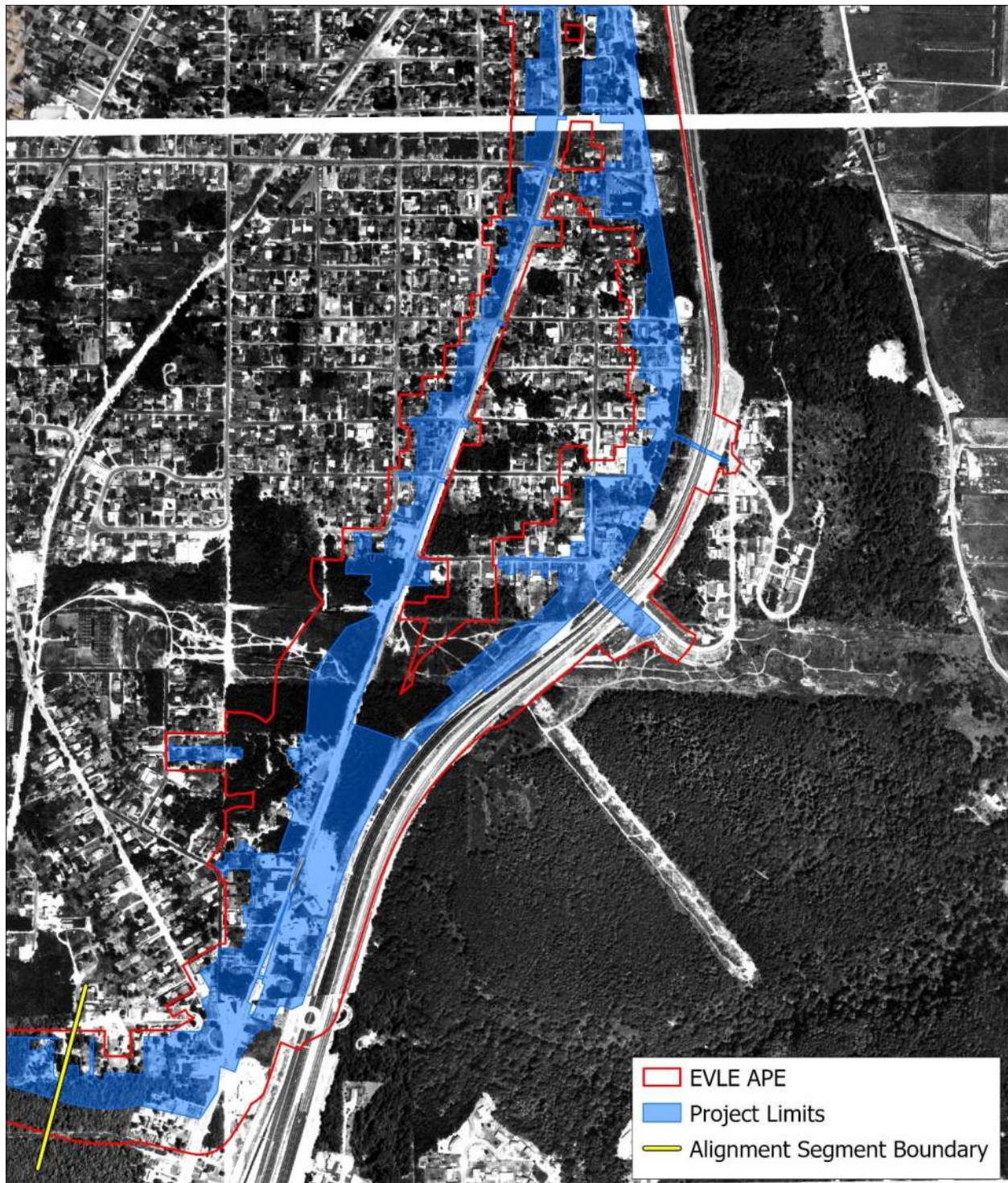


Data Source: Snohomish County (1947, 1955, 1965, 1974, 1984).

Figure C-48

1965 Aerial Imagery Within and Surrounding the APE -
SR 526/Evergreen Segment

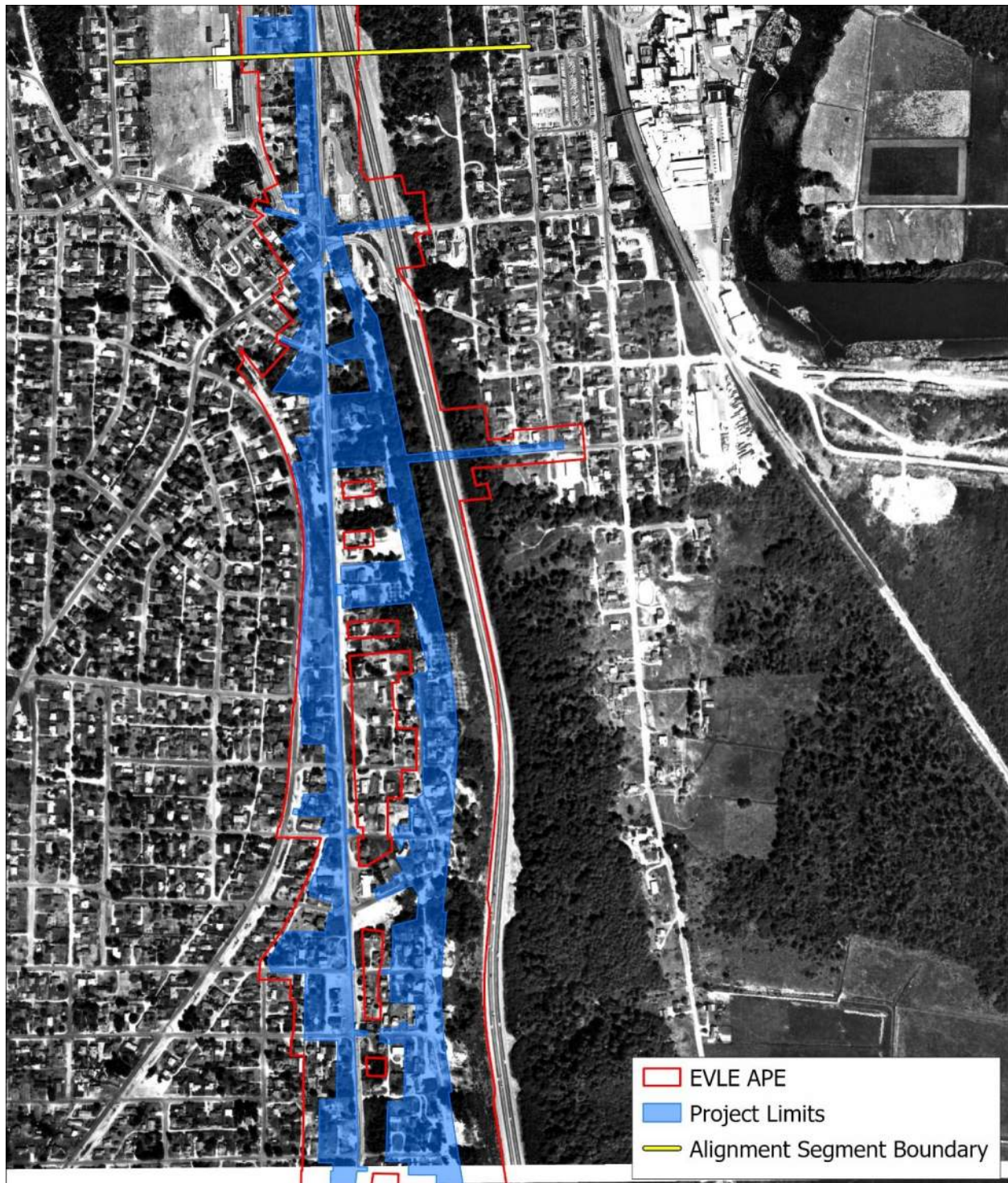
Everett Link Extension



Data Source: Snohomish County (1947, 1955, 1965, 1974, 1984).

Figure C-49

1965 Aerial Imagery Within and Surrounding the APE -
Broadway/I-5 Segment
Everett Link Extension



Data Source: Snohomish County (1947, 1955, 1965, 1974, 1984).

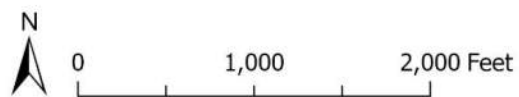
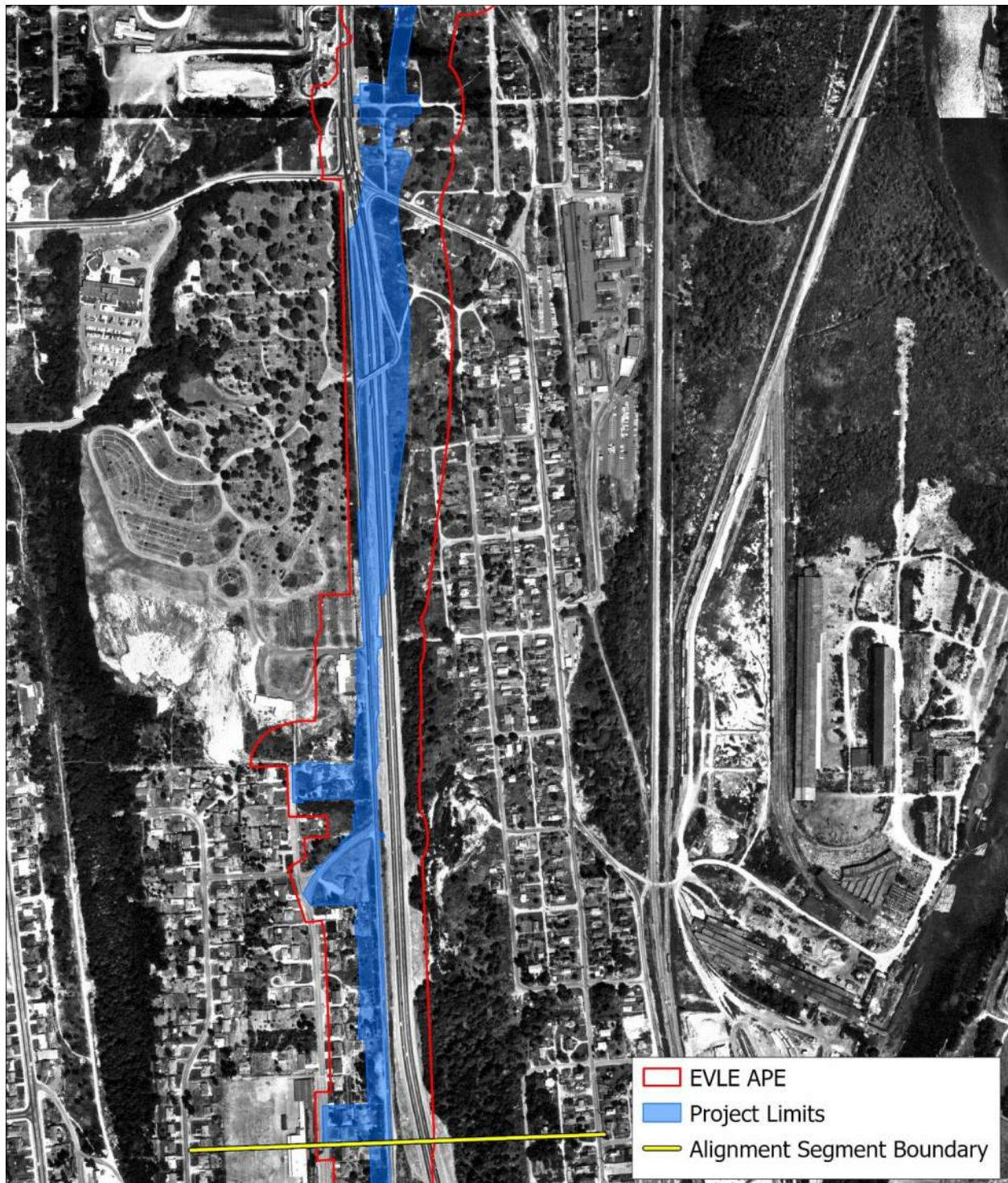


Figure C-50
1965 Aerial Imagery Within and Surrounding the APE -
Broadway/I-5 Segment
Everett Link Extension



Data Source: Snohomish County (1947, 1955, 1965, 1974, 1984).



Figure C-51
1965 Aerial Imagery Within and Surrounding the APE -
Everett Station Segment
Everett Link Extension



Data Source: Snohomish County (1947, 1955, 1965, 1974, 1984).



Figure C-52
1965 Aerial Imagery Within and Surrounding the APE -
Everett Station Segment
Everett Link Extension

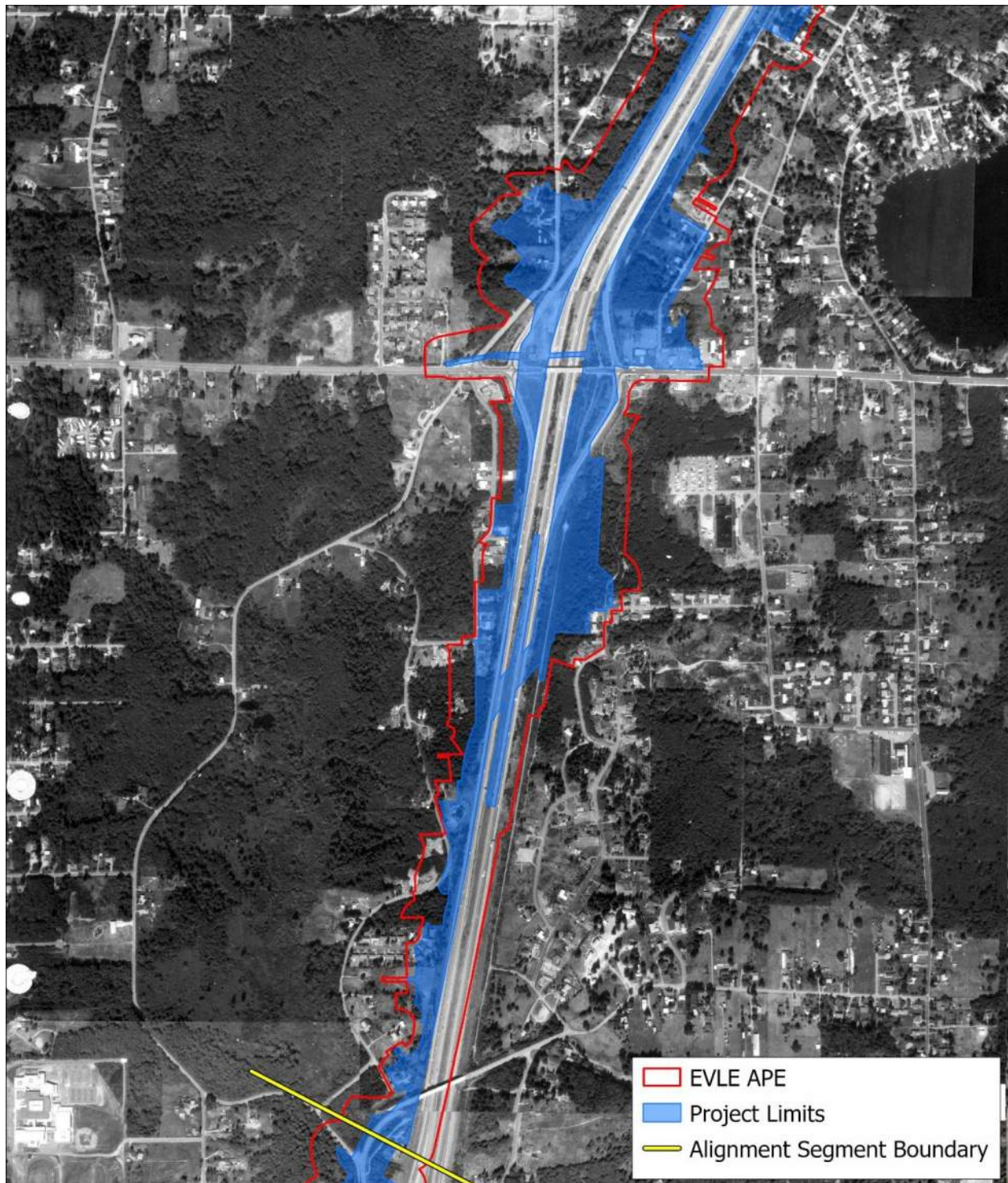


Data Source: Snohomish County (1947, 1955, 1965, 1974, 1984).

Figure C-53

1974 Aerial Imagery Within and Surrounding the APE -
West Alderwood Segment

Everett Link Extension



Data Source: Snohomish County (1947, 1955, 1965, 1974, 1984).

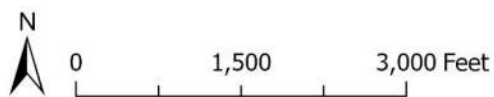
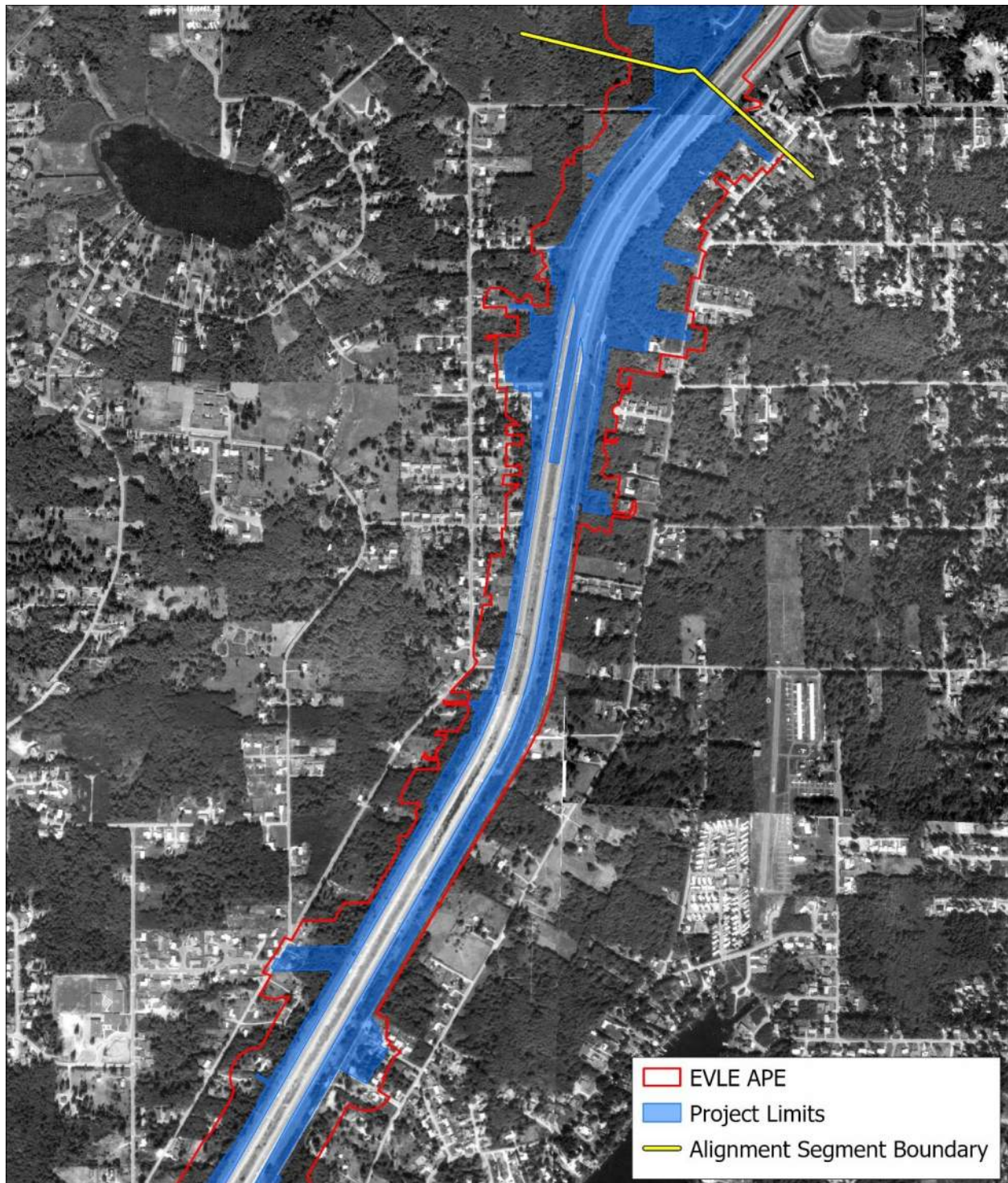


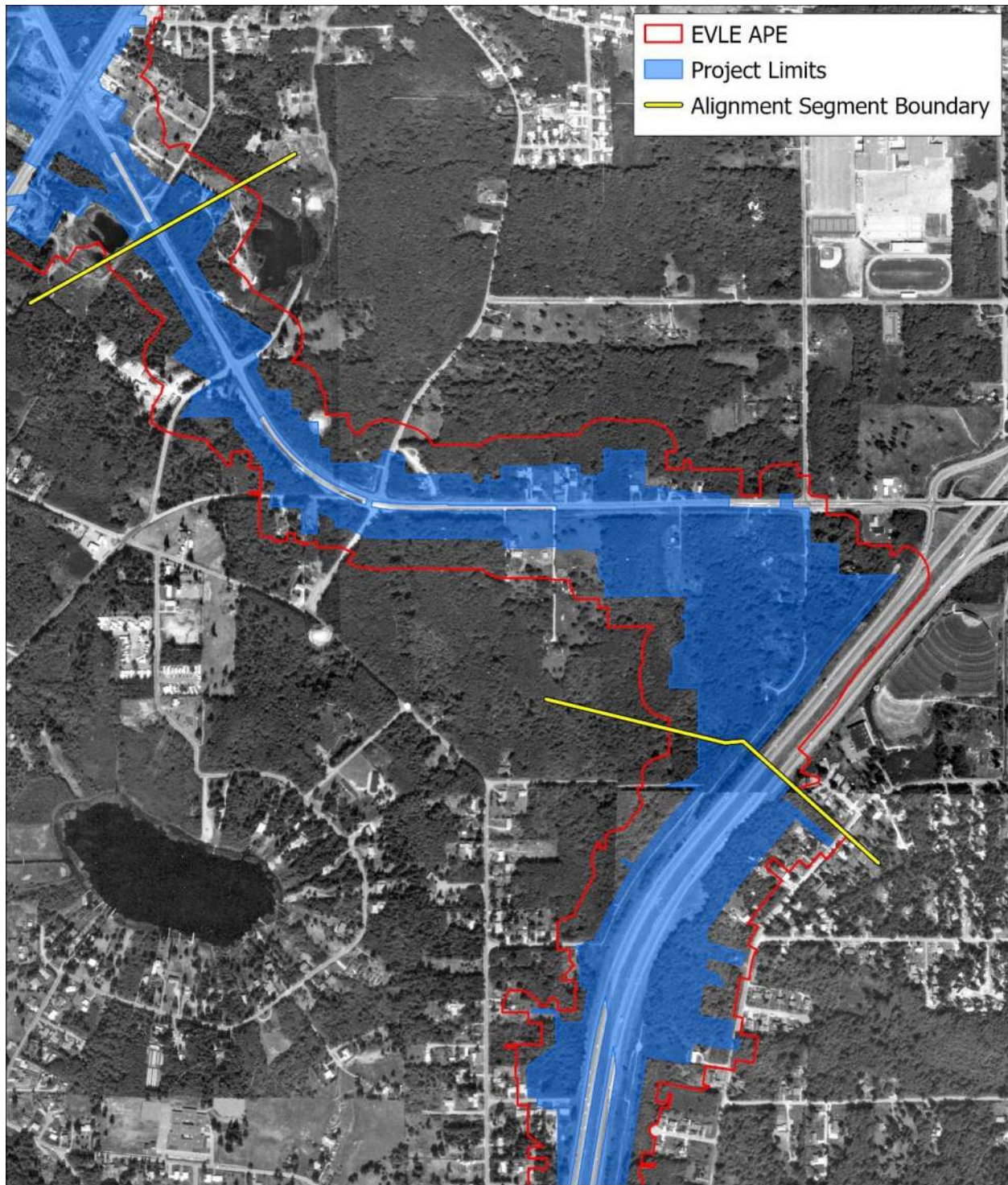
Figure C-54
1974 Aerial Imagery Within and Surrounding the APE -
Ash Way Segment
Everett Link Extension



Data Source: Snohomish County (1947, 1955, 1965, 1974, 1984).

Figure C-55

1974 Aerial Imagery Within and Surrounding the APE -
Ash Way Segment
Everett Link Extension



Data Source: Snohomish County (1947, 1955, 1965, 1974, 1984).

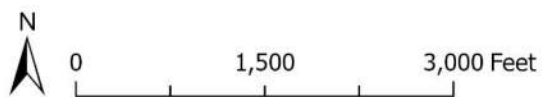
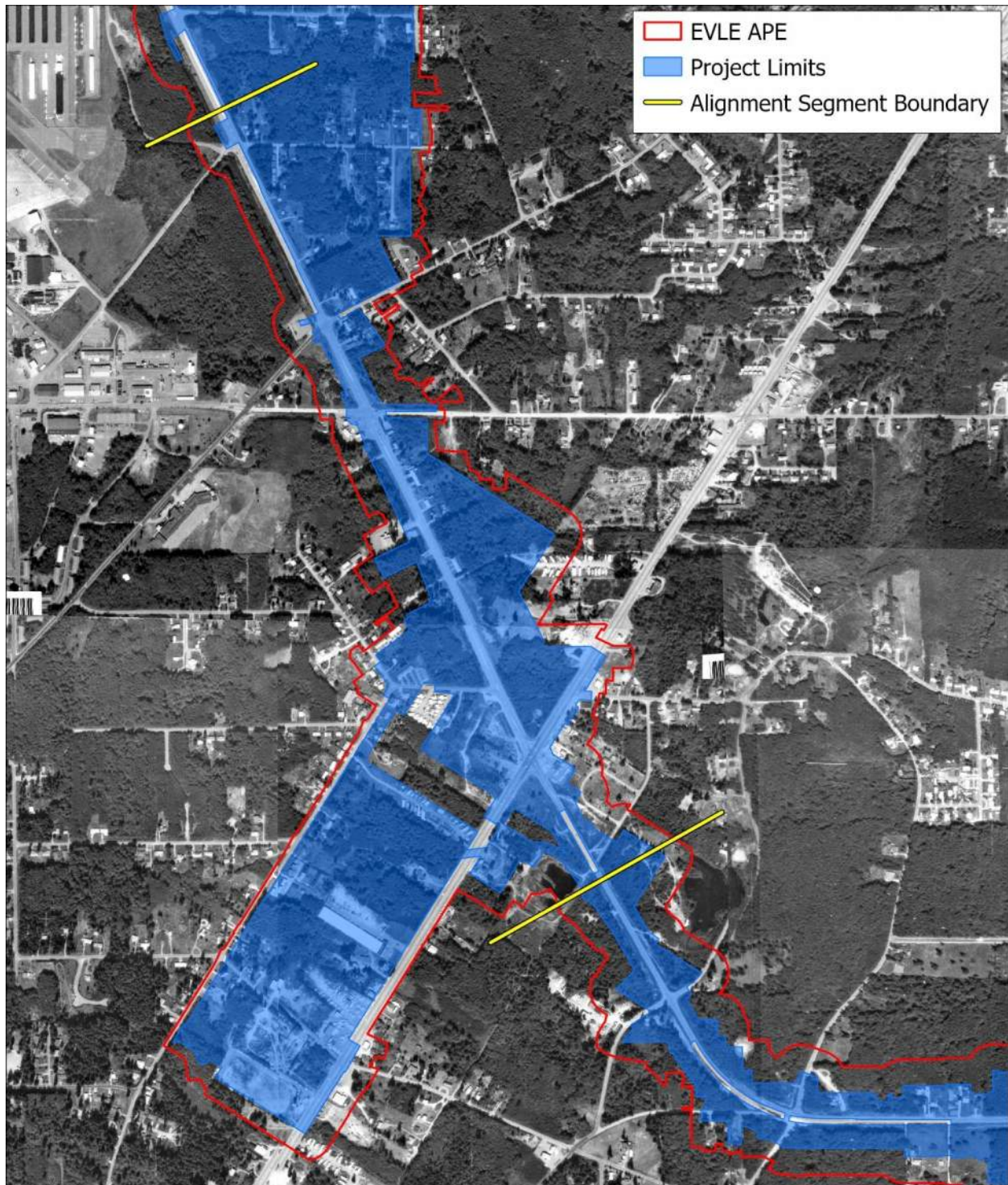


Figure C-56
1974 Aerial Imagery Within and Surrounding the APE -
Mariner Segment
Everett Link Extension



Data Source: Snohomish County (1947, 1955, 1965, 1974, 1984).

Figure C-57

1974 Aerial Imagery Within and Surrounding the APE -
SR 99 Airport Road Segment and OMF Sites F and E

Everett Link Extension

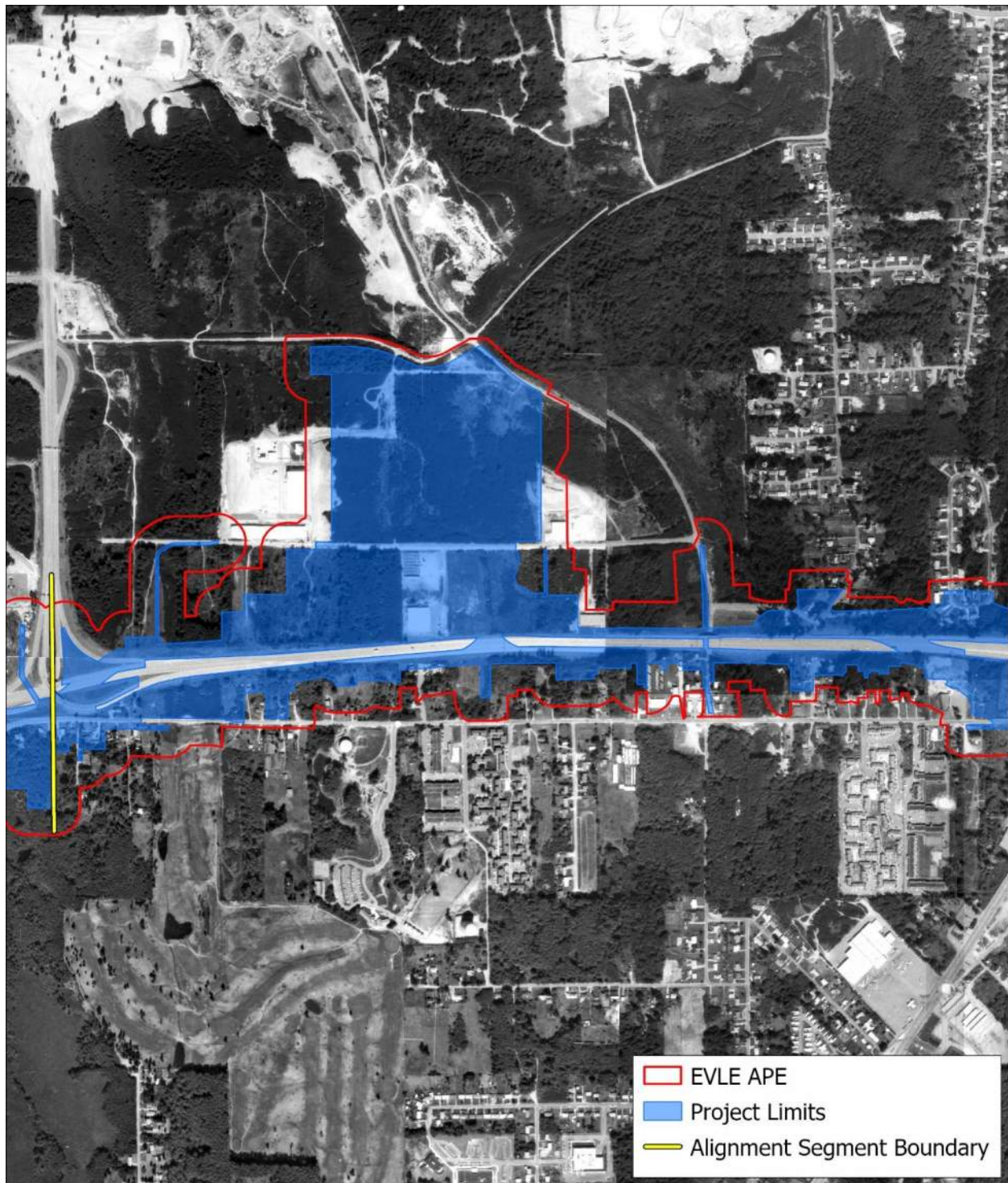


Data Source: Snohomish County (1947, 1955, 1965, 1974, 1984).

Figure C-58

1974 Aerial Imagery Within and Surrounding the APE -
SW Everett Industrial Center Segment and OMF Site E

Everett Link Extension



Data Source: Snohomish County (1947, 1955, 1965, 1974, 1984).

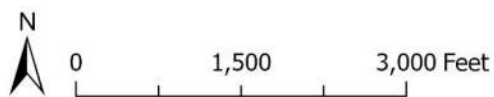


Figure C-59
1974 Aerial Imagery Within and Surrounding the APE -
SR 526/Evergreen Segment and OMF Site B
Everett Link Extension

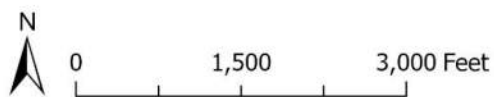


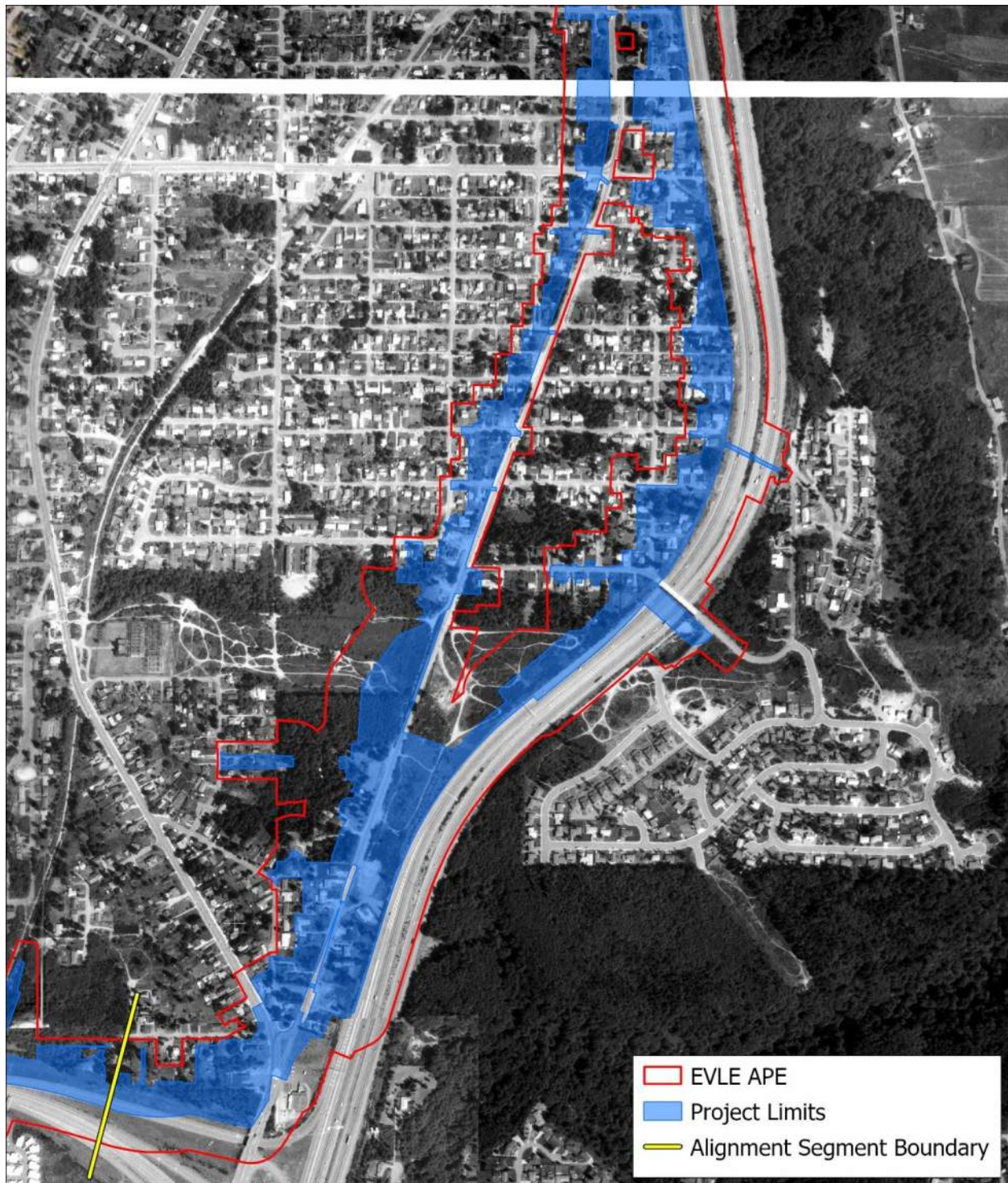
Data Source: Snohomish County (1947, 1955, 1965, 1974, 1984).

Figure C-60

1974 Aerial Imagery Within and Surrounding the APE -
SR 526/Evergreen Segment

Everett Link Extension





Data Source: Snohomish County (1947, 1955, 1965, 1974, 1984).

Figure C-61

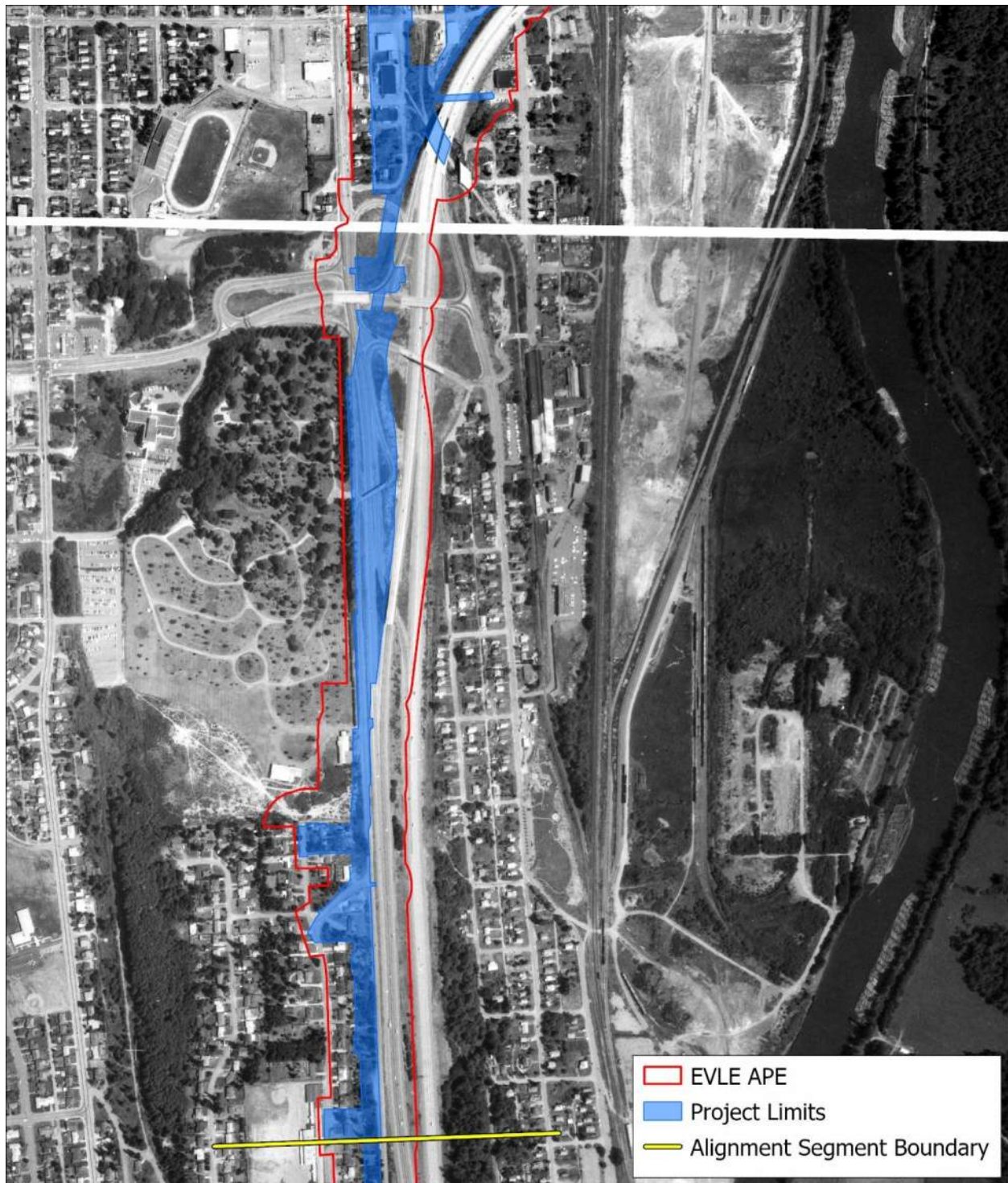
1974 Aerial Imagery Within and Surrounding the APE -
Broadway/I-5 Segment
Everett Link Extension



Data Source: Snohomish County (1947, 1955, 1965, 1974, 1984).

Figure C-62

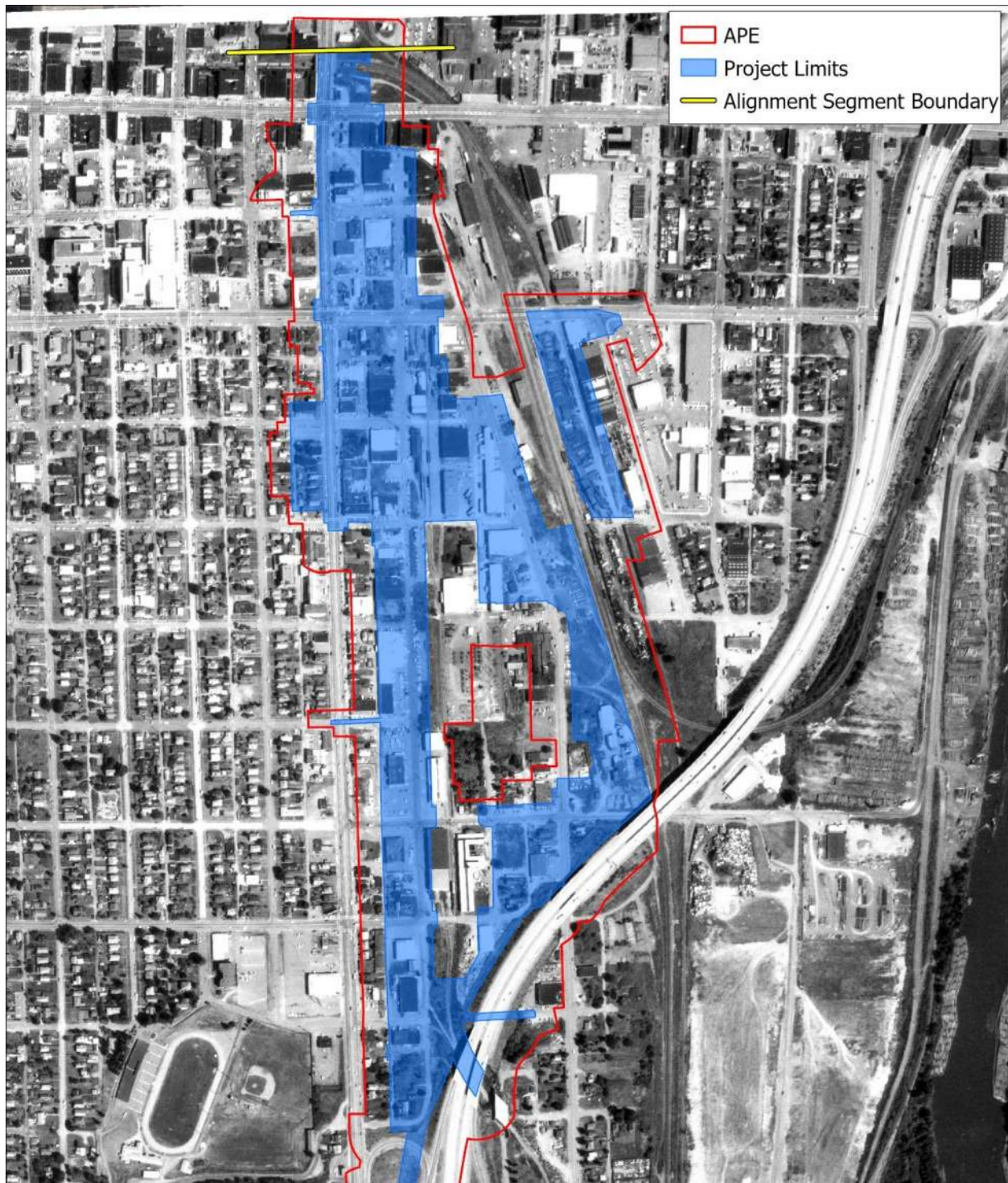
1974 Aerial Imagery Within and Surrounding the APE -
Broadway/I-5 Segment
Everett Link Extension



Data Source: Snohomish County (1947, 1955, 1965, 1974, 1984).



Figure C-63
1974 Aerial Imagery Within and Surrounding the APE -
Everett Station Segment
Everett Link Extension



Data Source: Snohomish County (1947, 1955, 1965, 1974, 1984).



Figure C-64
1974 Aerial Imagery Within and Surrounding the APE -
Everett Station Segment
Everett Link Extension



Data Source: Snohomish County (1947, 1955, 1965, 1974, 1984).

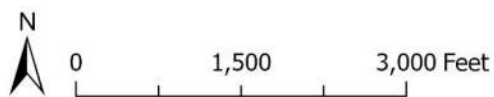
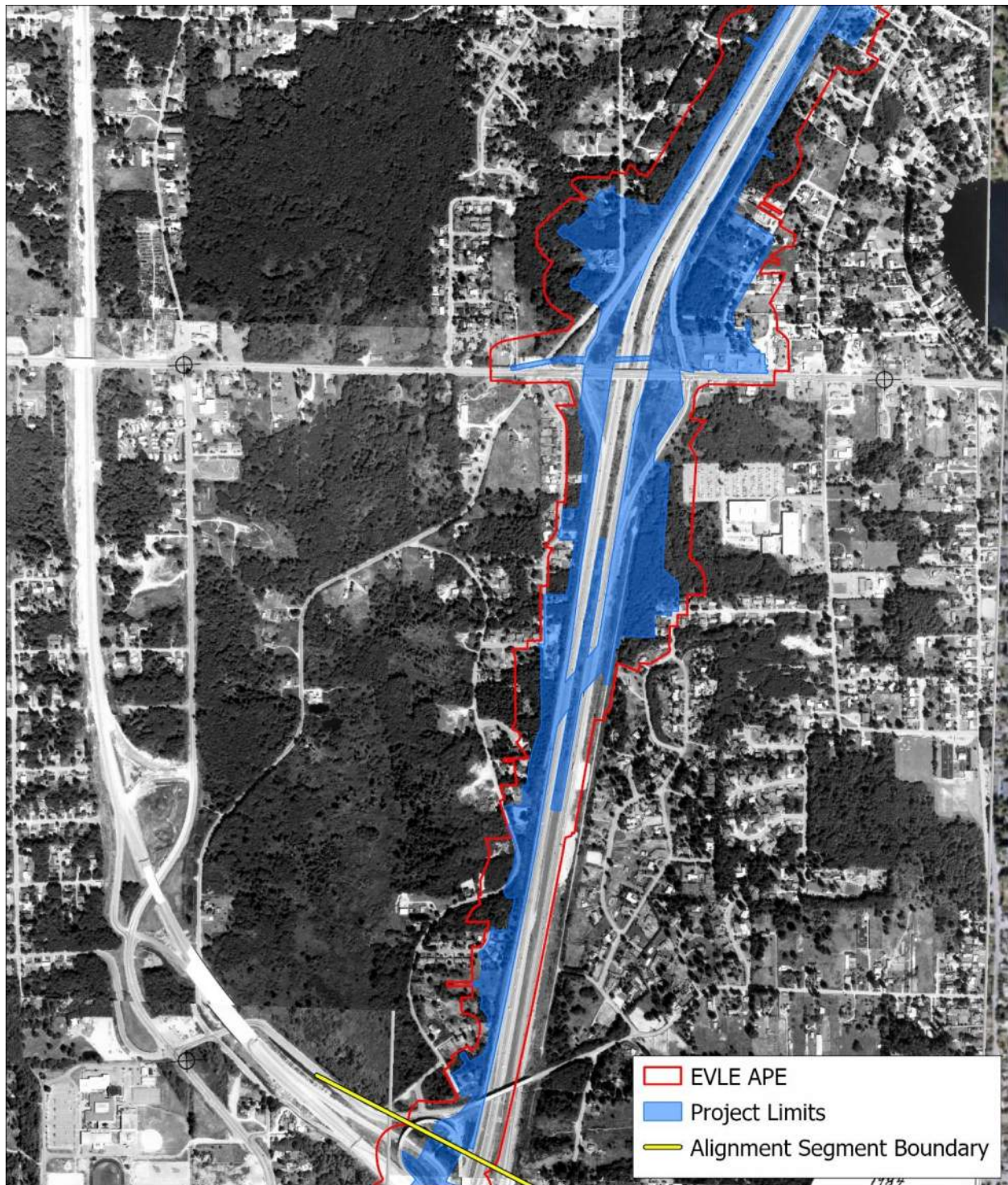


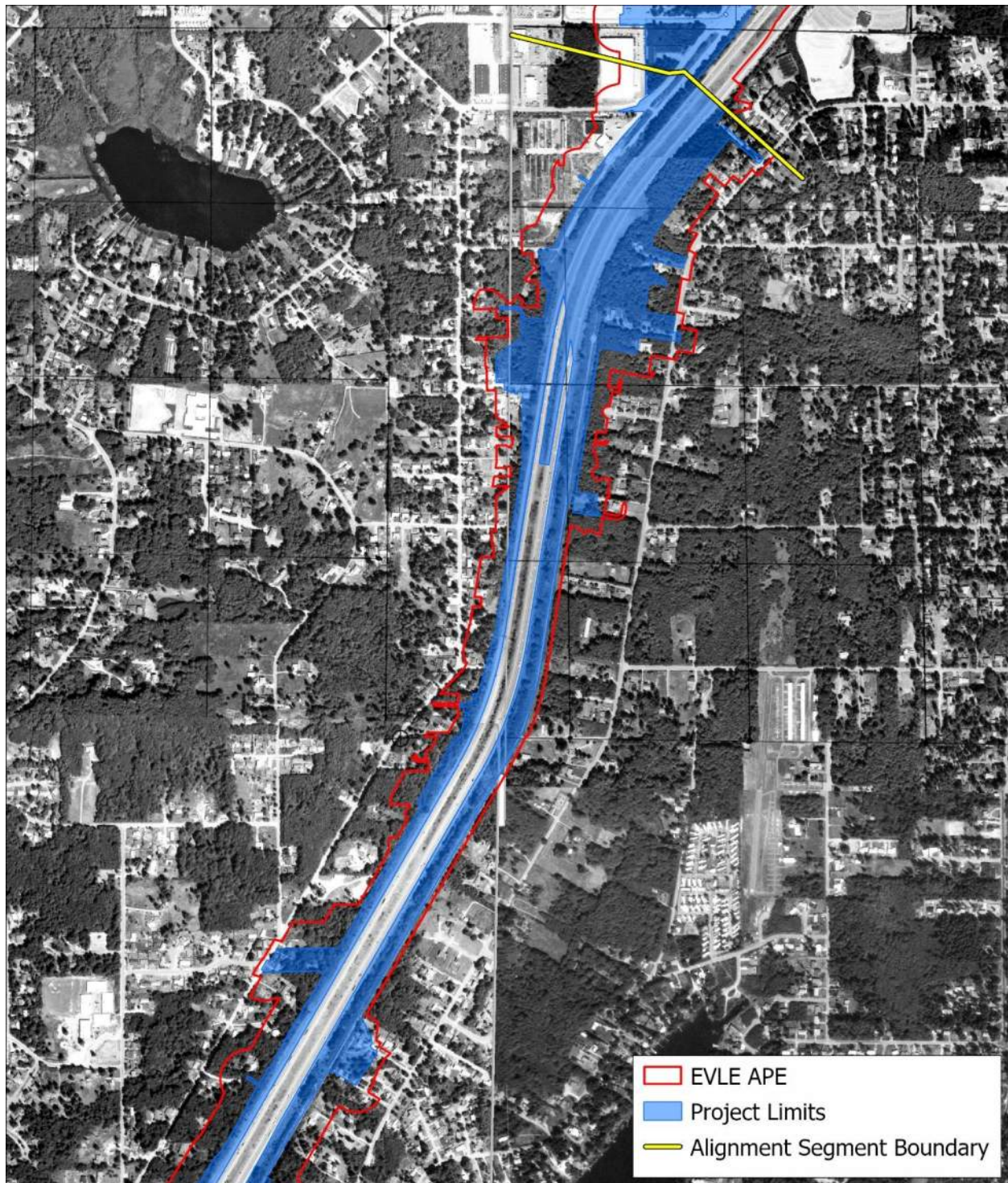
Figure C-65
1984 Aerial Imagery Within and Surrounding the APE -
West Alderwood Segment
Everett Link Extension



Data Source: Snohomish County (1947, 1955, 1965, 1974, 1984).

Figure C-66

1984 Aerial Imagery Within and Surrounding the APE -
Ash Way Segment
Everett Link Extension



Data Source: Snohomish County (1947, 1955, 1965, 1974, 1984).

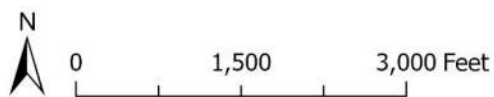
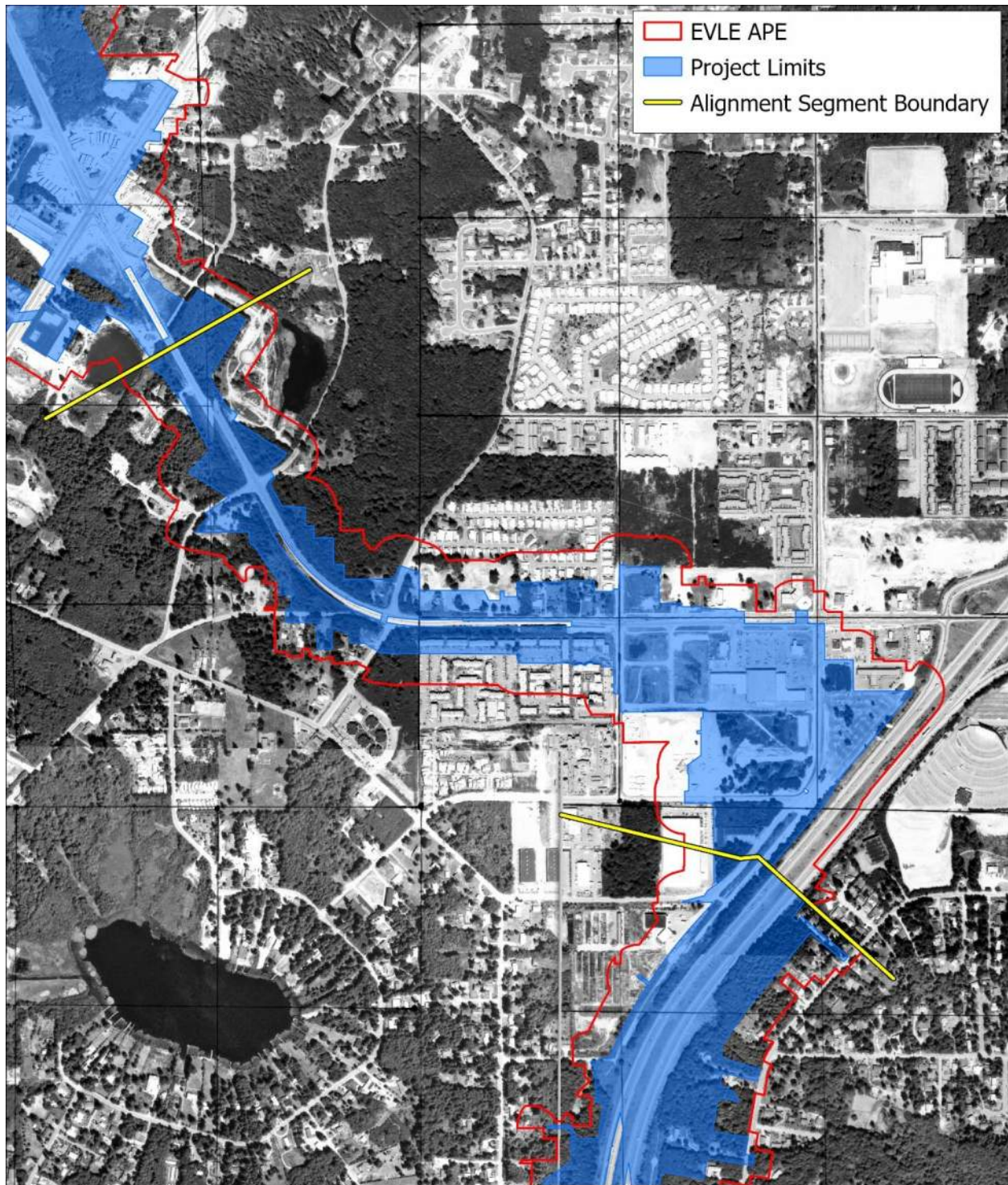


Figure C-67
1984 Aerial Imagery Within and Surrounding the APE -
Ash Way Segment
Everett Link Extension



Data Source: Snohomish County (1947, 1955, 1965, 1974, 1984).

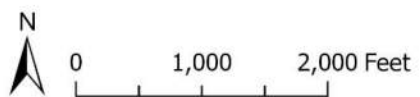
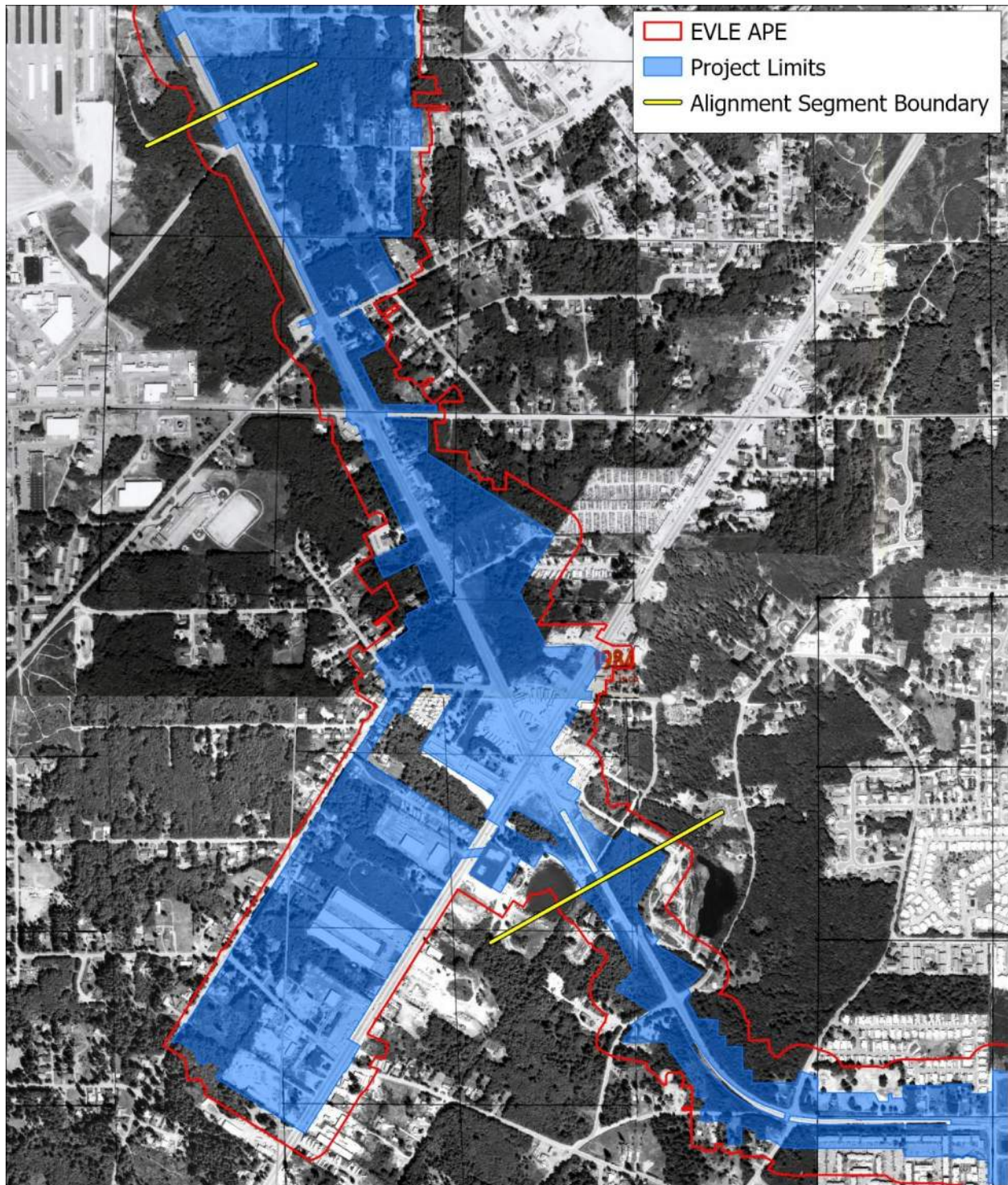


Figure C-68
1984 Aerial Imagery Within and Surrounding the APE -
Mariner Segment
Everett Link Extension



Data Source: Snohomish County (1947, 1955, 1965, 1974, 1984).

Figure C-69

1984 Aerial Imagery Within and Surrounding the APE -
SR 99 Airport Road Segment and OMF Sites F and E

Everett Link Extension

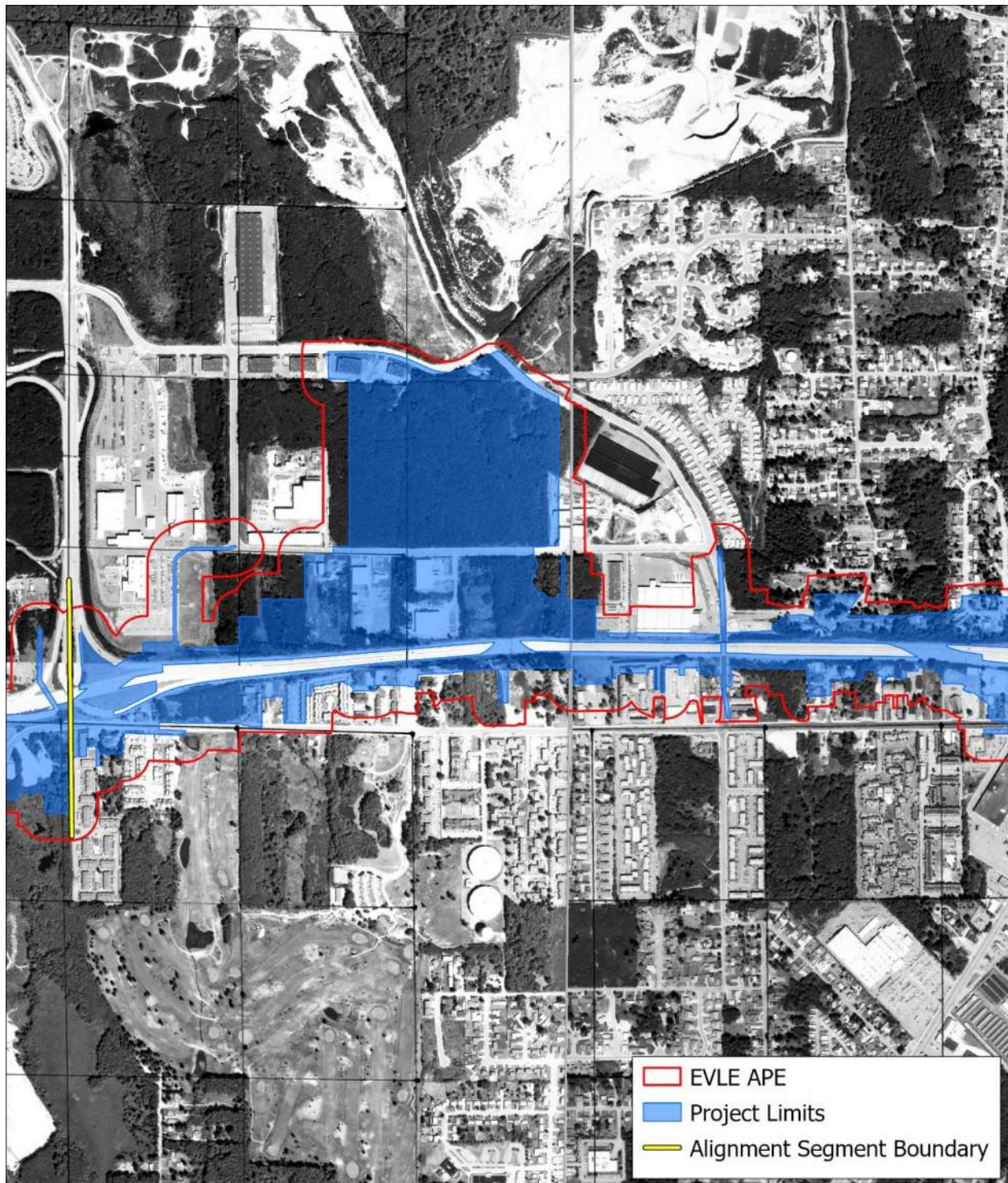


Data Source: Snohomish County (1947, 1955, 1965, 1974, 1984).

Figure C-70

1984 Aerial Imagery Within and Surrounding the APE -
SW Everett Industrial Center Segment and OMF Site E

Everett Link Extension

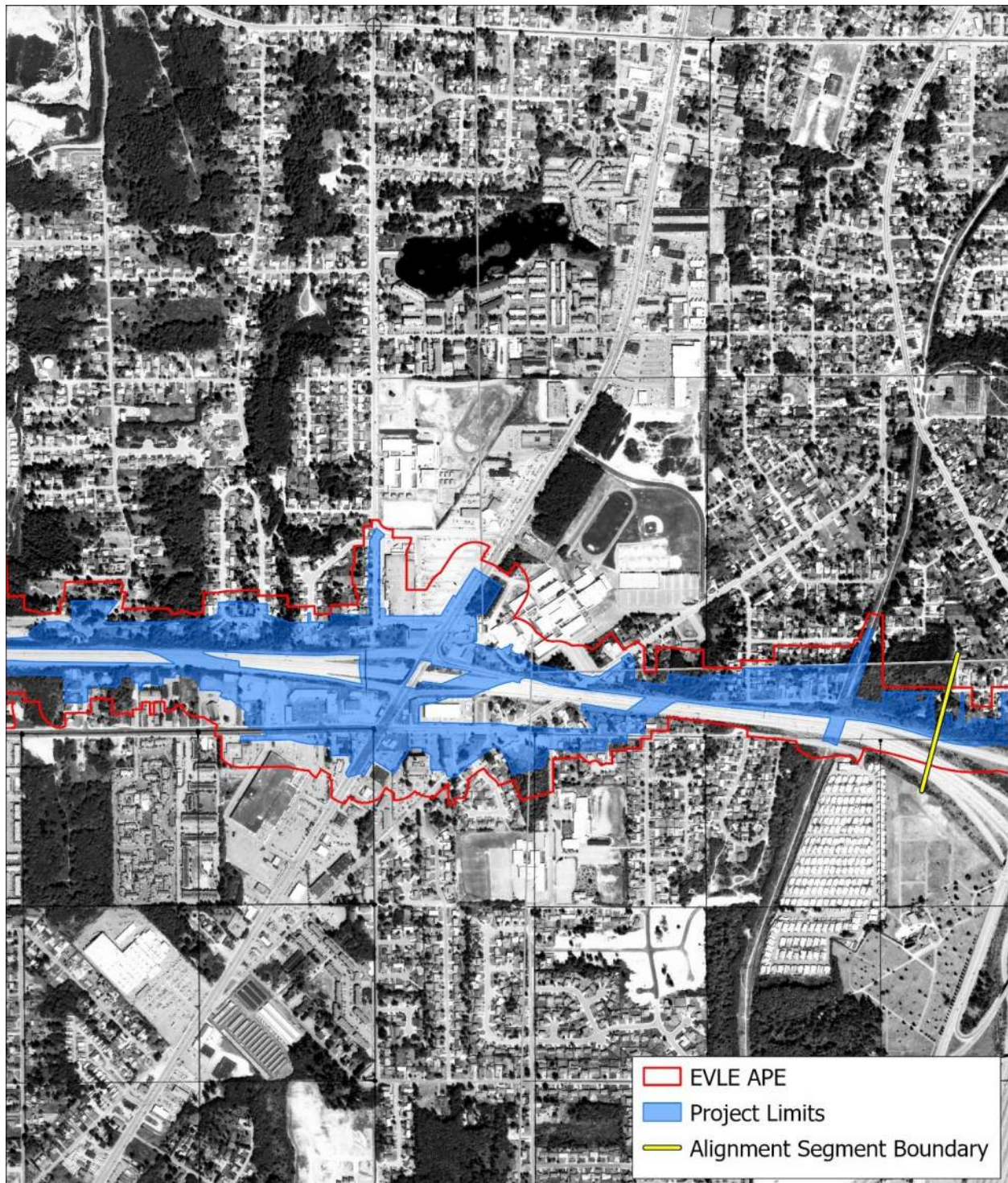


Data Source: Snohomish County (1947, 1955, 1965, 1974, 1984).

Figure C-71

1984 Aerial Imagery Within and Surrounding the APE -
SR 526/ Evergreen Segment and OMF Site B

Everett Link Extension



Data Source: Snohomish County (1947, 1955, 1965, 1974, 1984).



Figure C-72
1984 Aerial Imagery Within and Surrounding the APE -
SR 526/ Evergreen Segment
Everett Link Extension



Data Source: Snohomish County (1947, 1955, 1965, 1974, 1984).

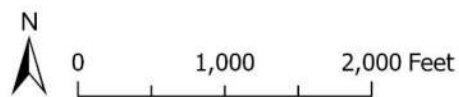
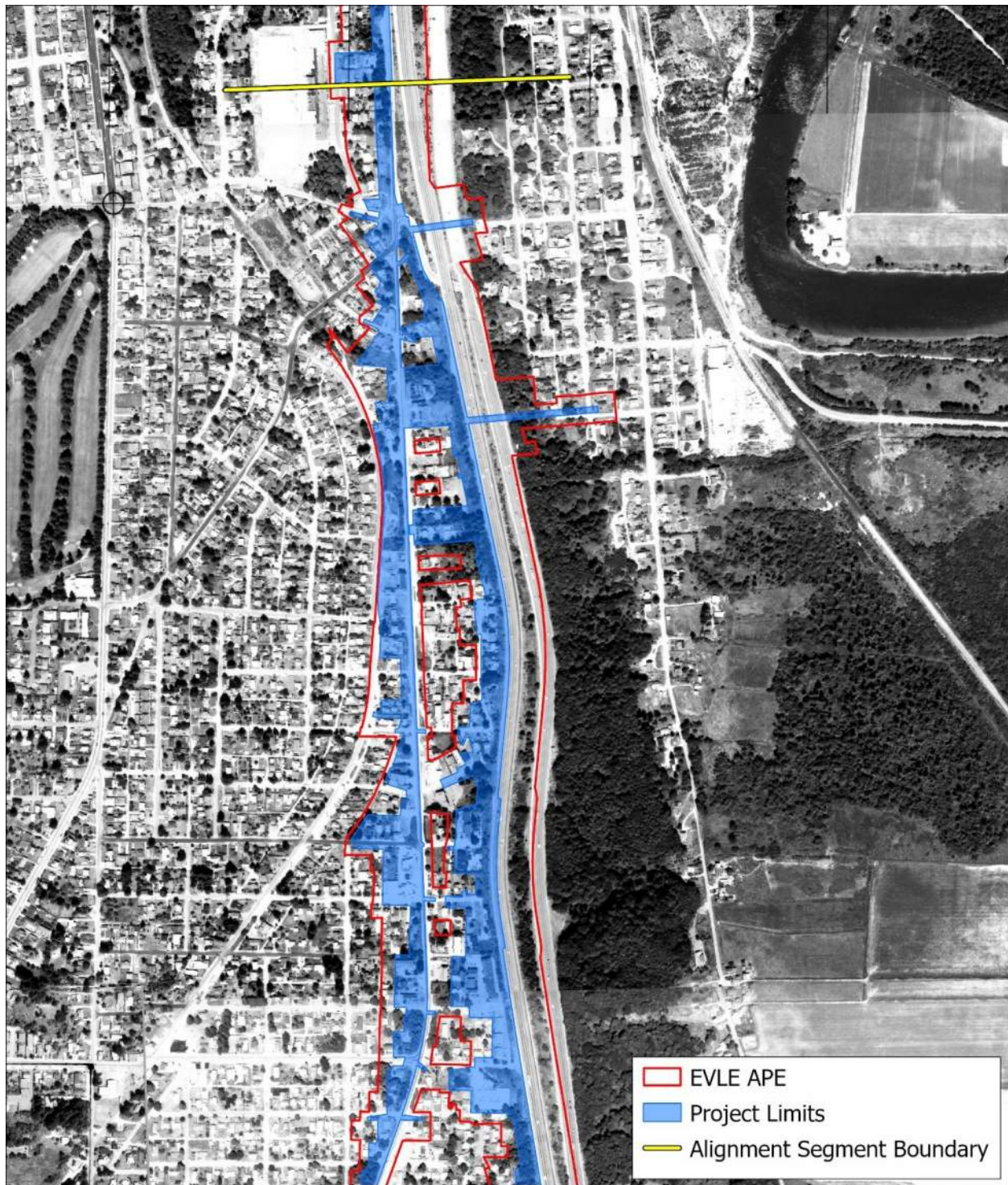


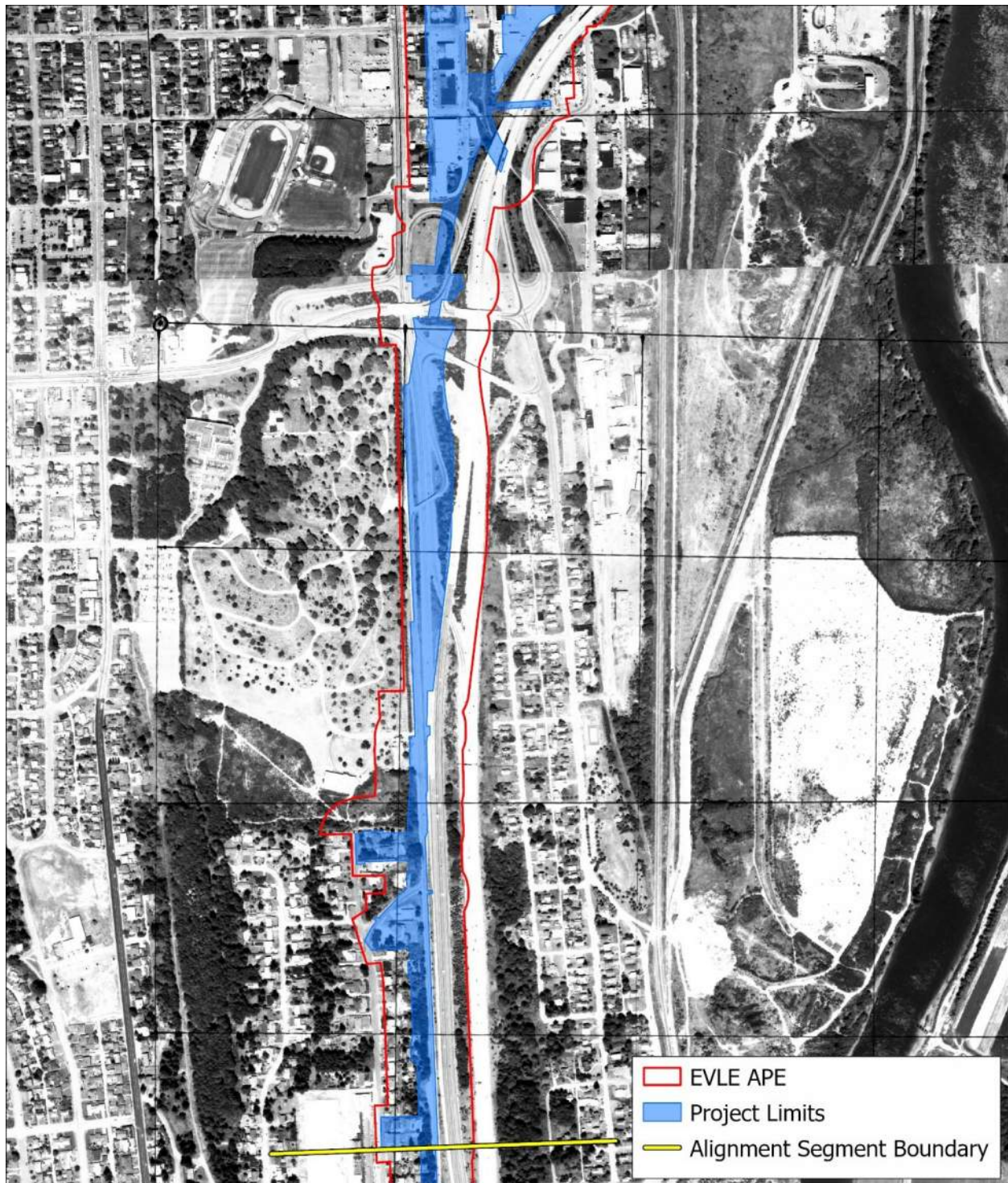
Figure C-73
1984 Aerial Imagery Within and Surrounding the APE -
Broadway/I-5 Segment
Everett Link Extension



Data Source: Snohomish County (1947, 1955, 1965, 1974, 1984).



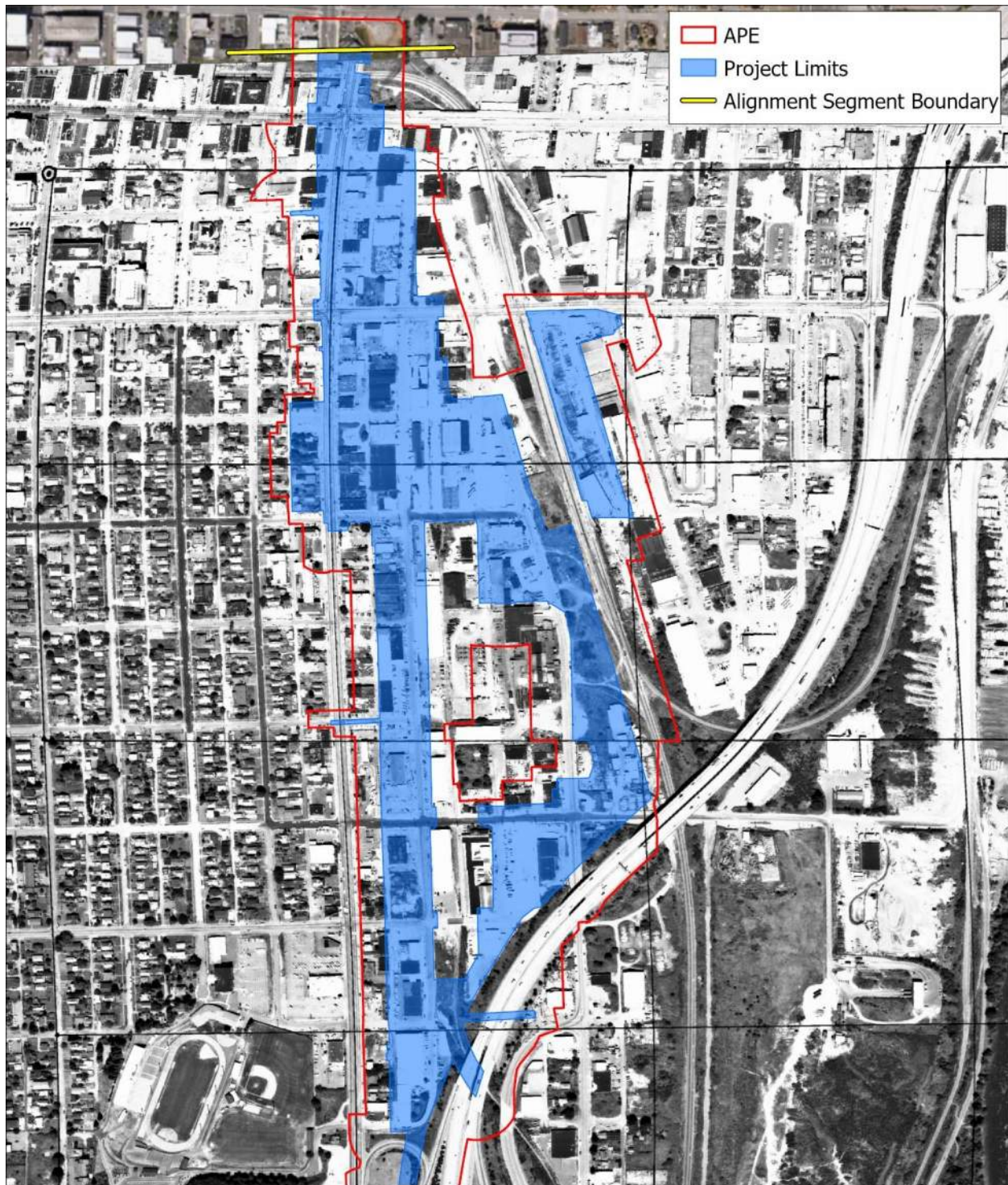
Figure C-74
1984 Aerial Imagery Within and Surrounding the APE -
Broadway/I-5 Segment
Everett Link Extension



Data Source: Snohomish County (1947, 1955, 1965, 1974, 1984).



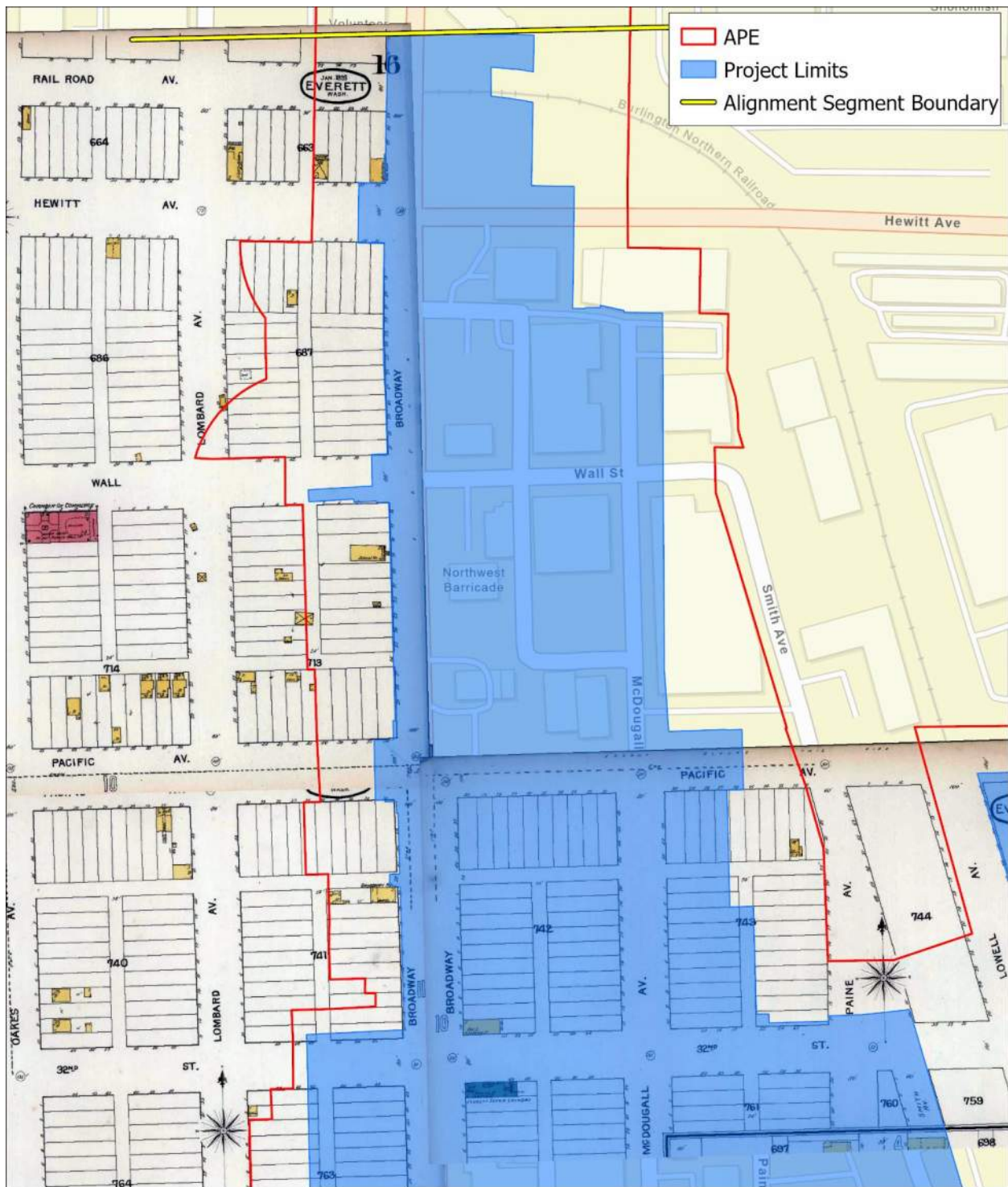
Figure C-75
1984 Aerial Imagery Within and Surrounding the APE -
Everett Station Segment
Everett Link Extension



Data Source: Snohomish County (1947, 1955, 1965, 1974, 1984).

Figure C-76

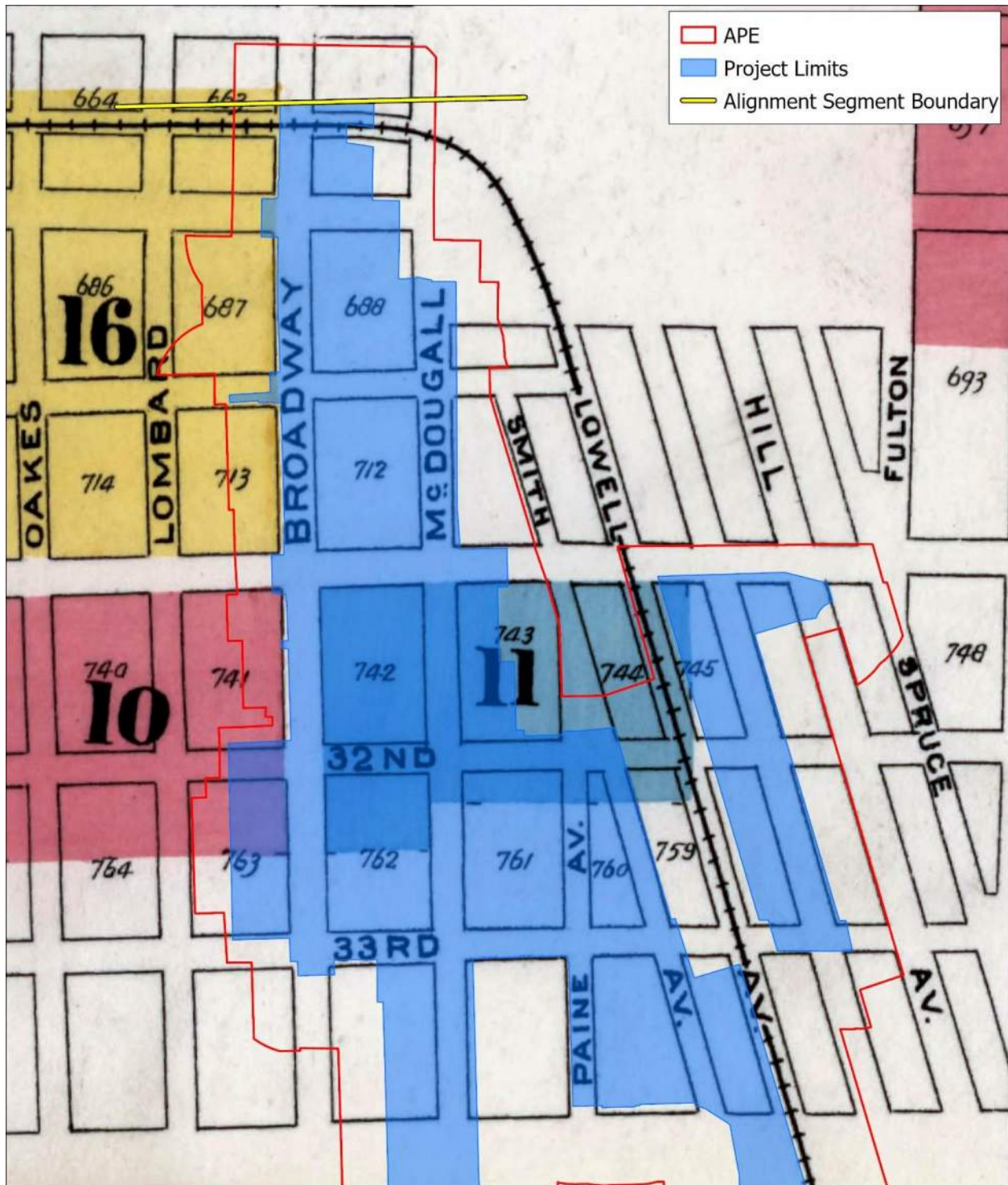
1984 Aerial Imagery Within and Surrounding the APE -
Everett Station Segment
Everett Link Extension



Data Source: Sanborn Map Company (1893, 1902, 1914-1950, 1957).

Figure C-77

1893 Sanborn Maps of Everett Within the APE -
Everett Station Segment
Everett Link Extension

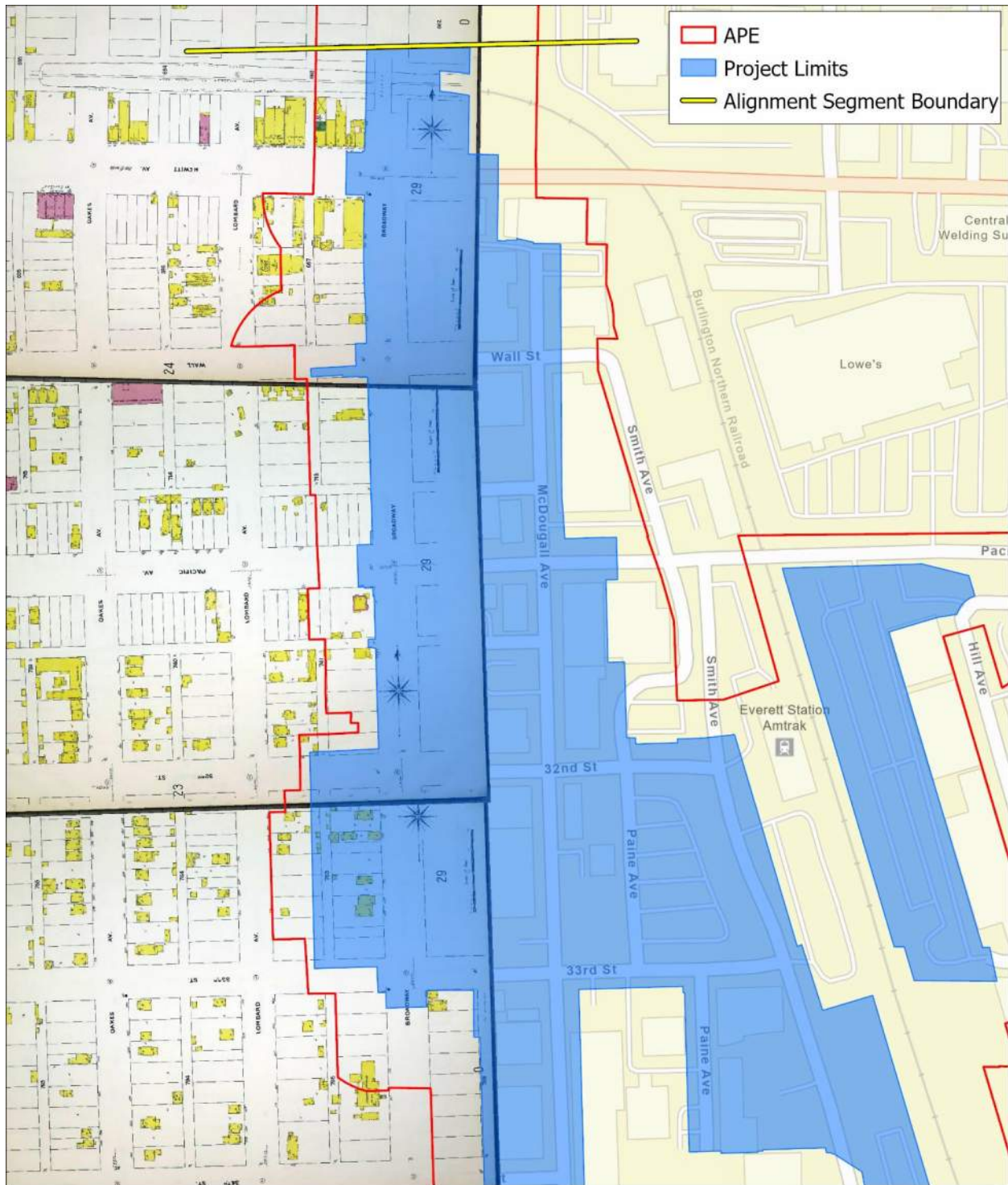


Data Source: Sanborn Map Company (1893, 1902, 1914-1950, 1957).

Figure C-78

1893 Sanborn Maps of Everett Within the APE -
Everett Station Segment
Everett Link Extension

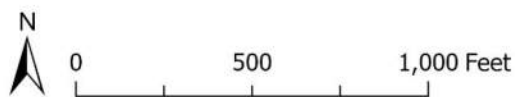


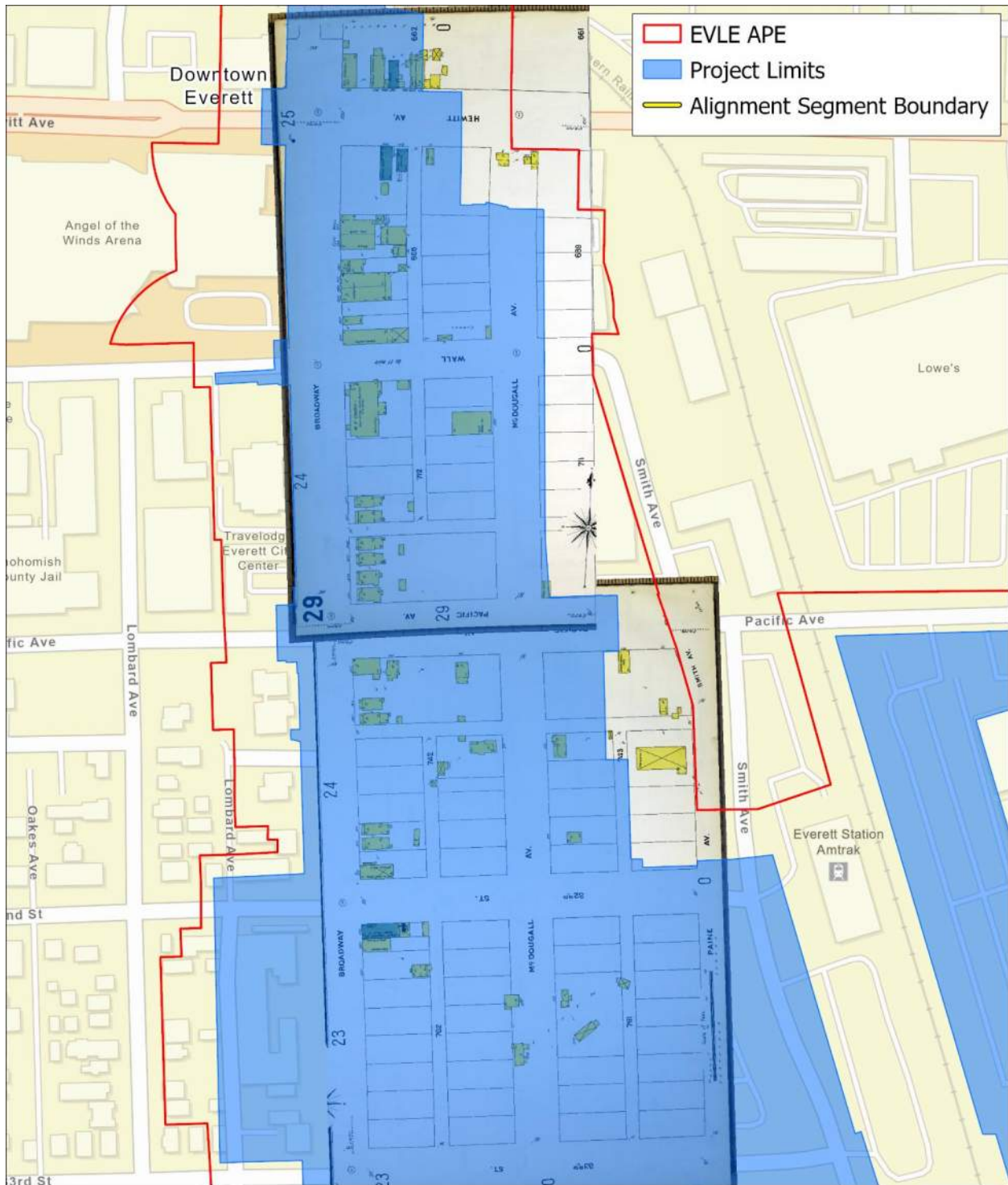


Data Source: Sanborn Map Company (1893, 1902, 1914-1950, 1957).

Figure C-79

1902 Sanborn Maps of Everett Within the APE -
Everett Station Segment
Everett Link Extension



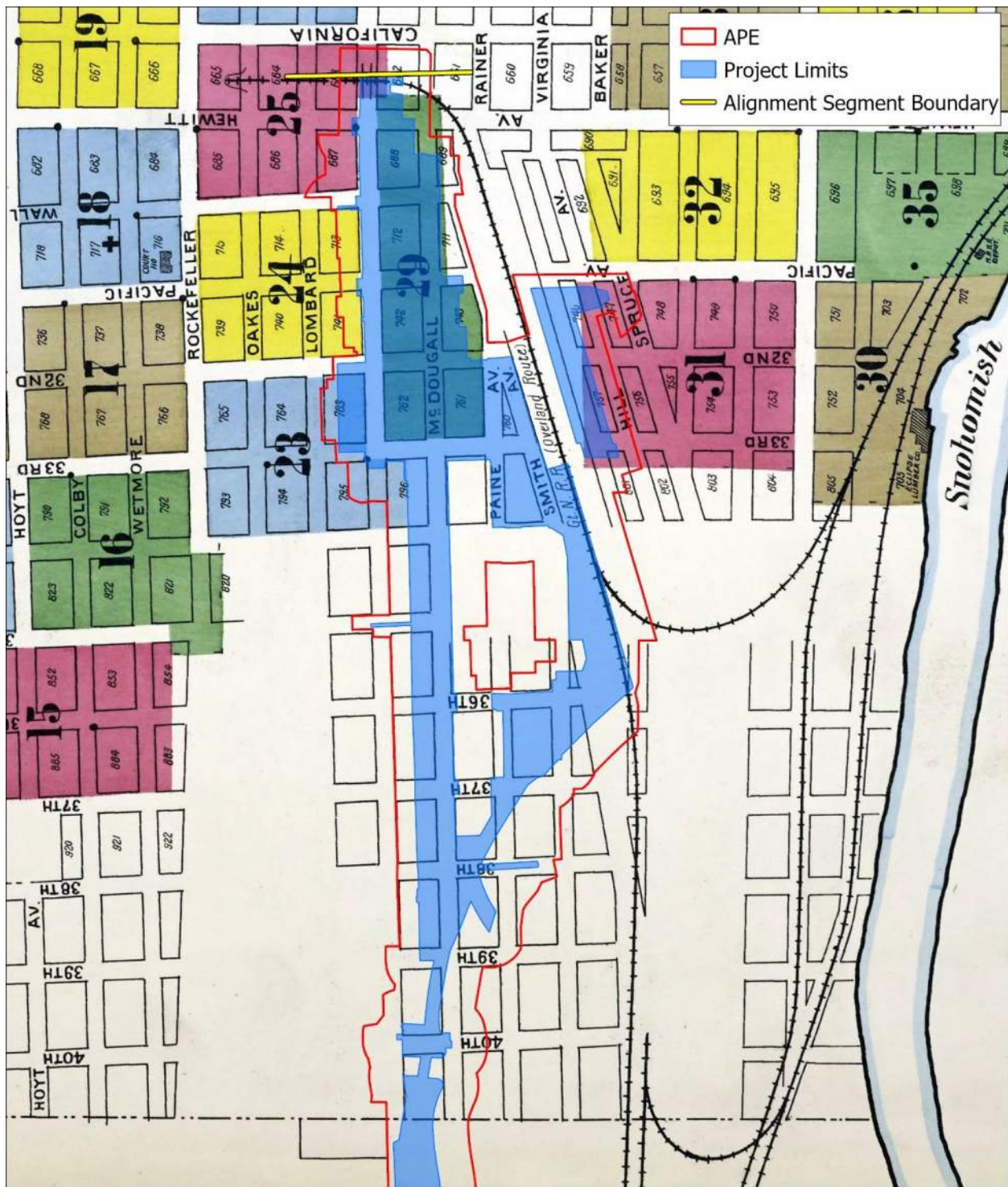


Data Source: Sanborn Map Company (1893, 1902, 1914-1950, 1957).

Figure C-80

1902 Sanborn Maps of Everett Within the APE -
Everett Station Segment
Everett Link Extension



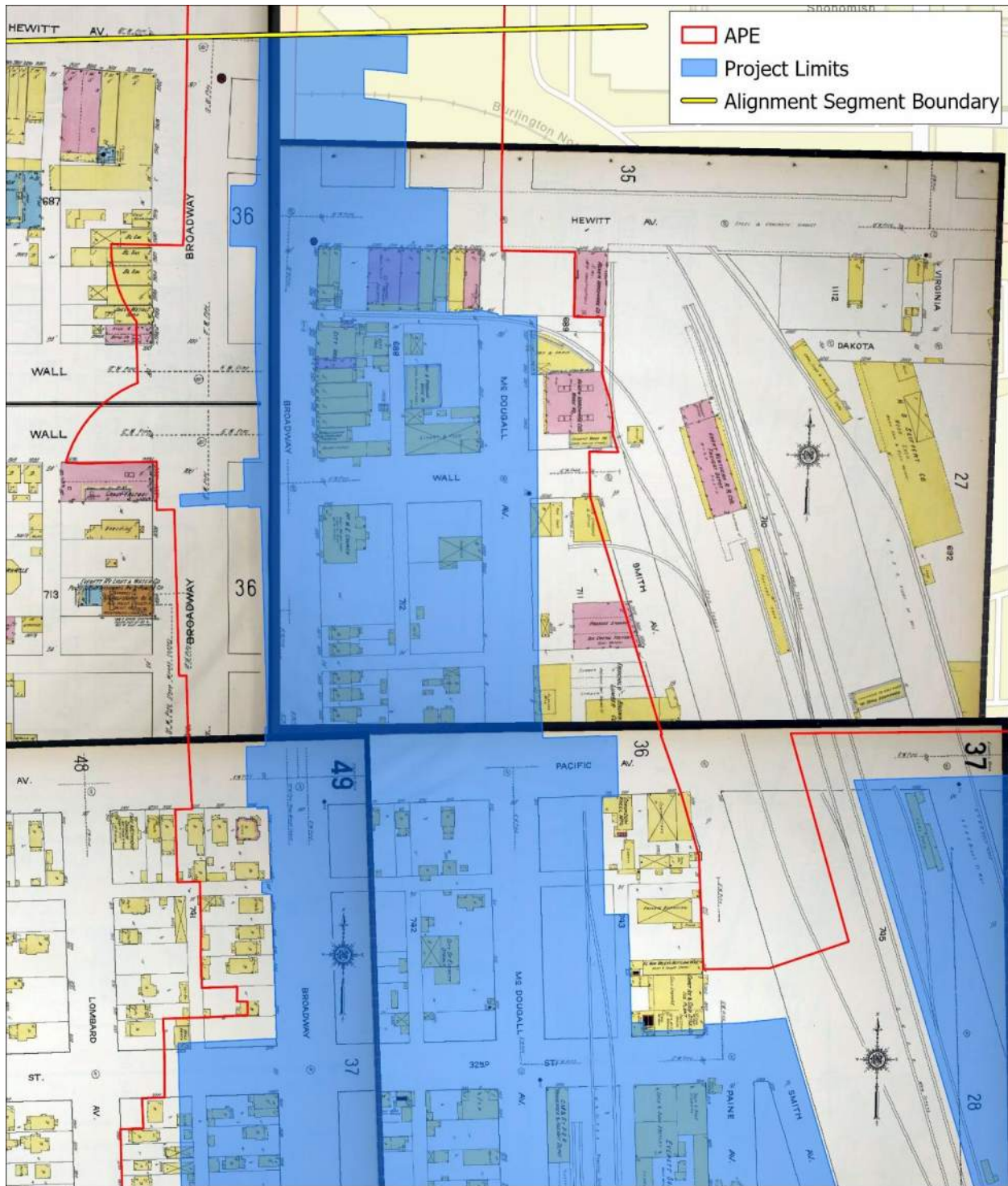


Data Source: Sanborn Map Company (1893, 1902, 1914-1950, 1957).

Figure C-81

1902 Sanborn Maps of Everett Within the APE -
Everett Station Segment
Everett Link Extension





Data Source: Sanborn Map Company (1893, 1902, 1914-1950, 1957).

Figure C-82

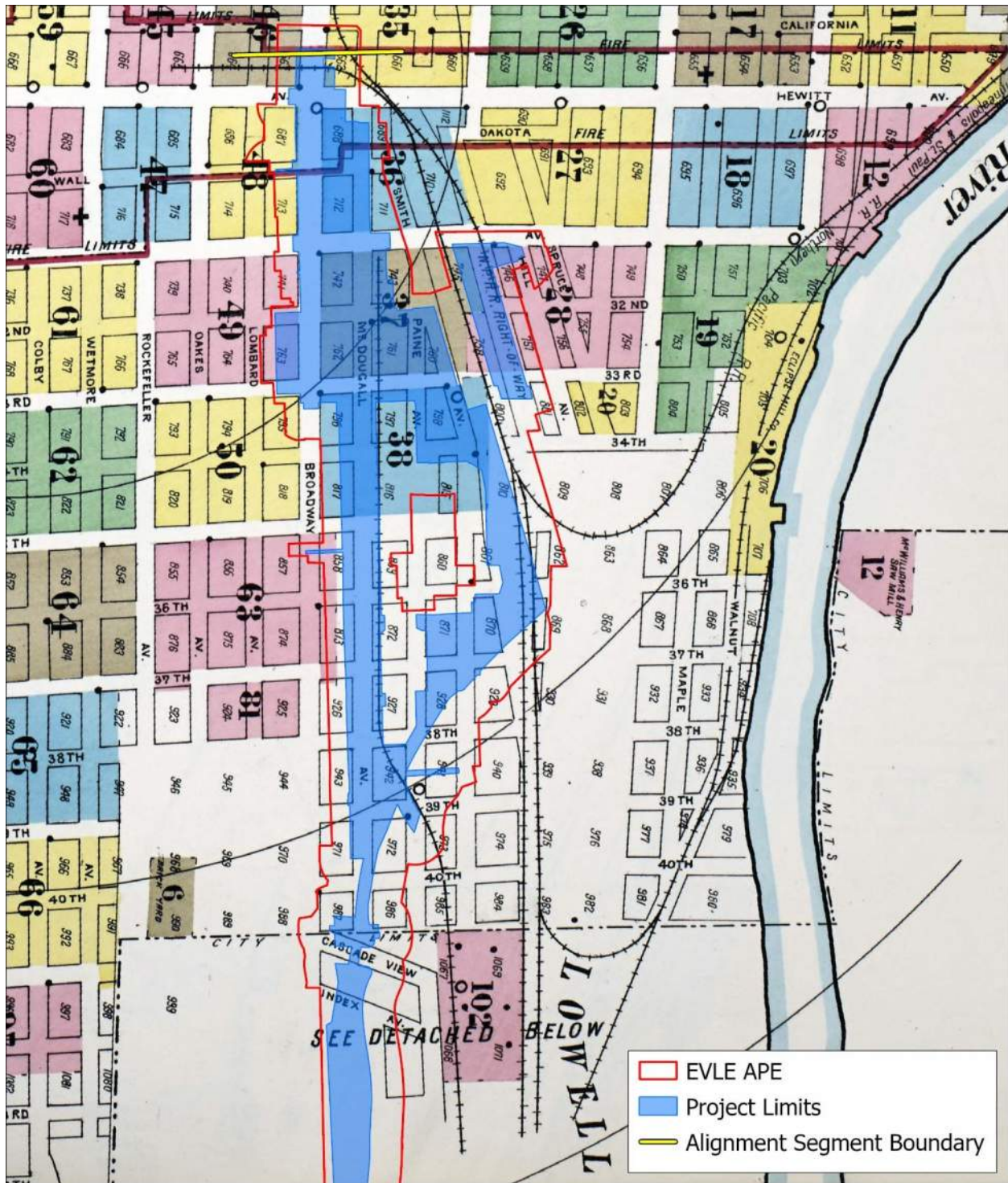
1914 Sanborn Maps of Everett Within the APE -
Everett Station Segment
Everett Link Extension



Data Source: Sanborn Map Company (1893, 1902, 1914-1950, 1957).

Figure C-83

1914 Sanborn Maps of Everett Within the APE -
Everett Station Segment
Everett Link Extension

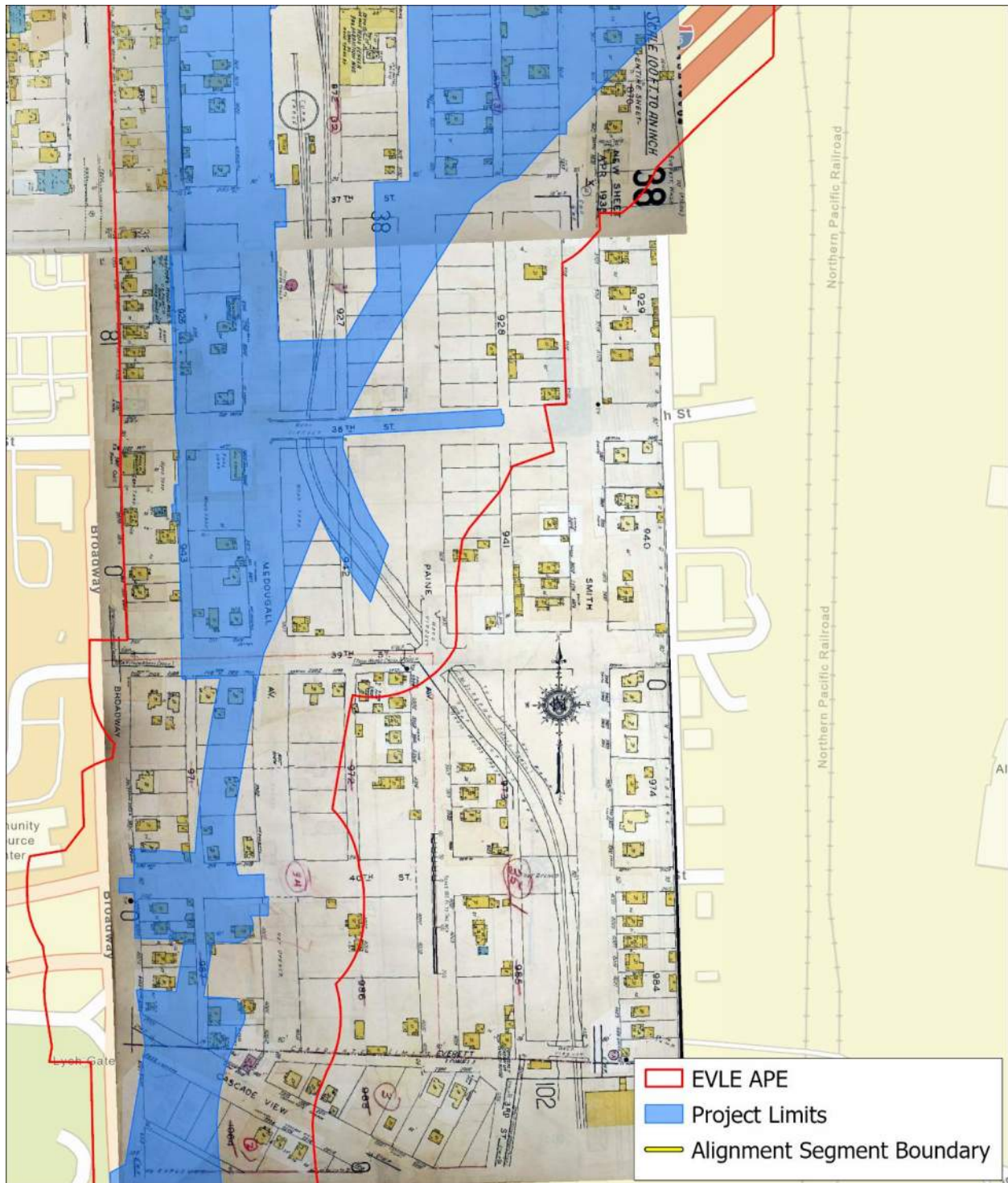


Data Source: Sanborn Map Company (1893, 1902, 1914-1950, 1957).

Figure C-84

1914 Sanborn Maps of Everett Within the APE -
Everett Station Segment
Everett Link Extension

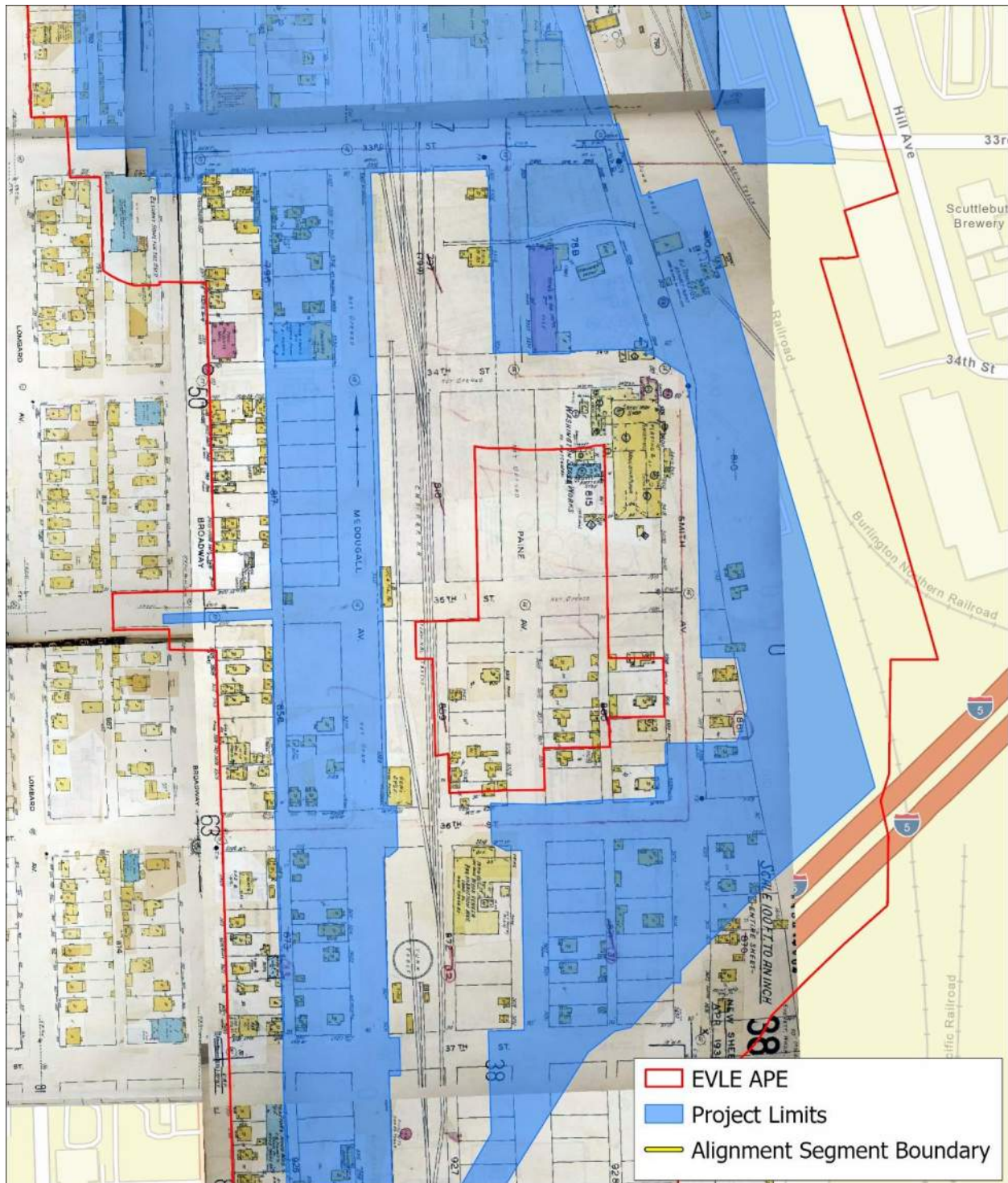




Data Source: Sanborn Map Company (1893, 1902, 1914-1950, 1957).

Figure C-85

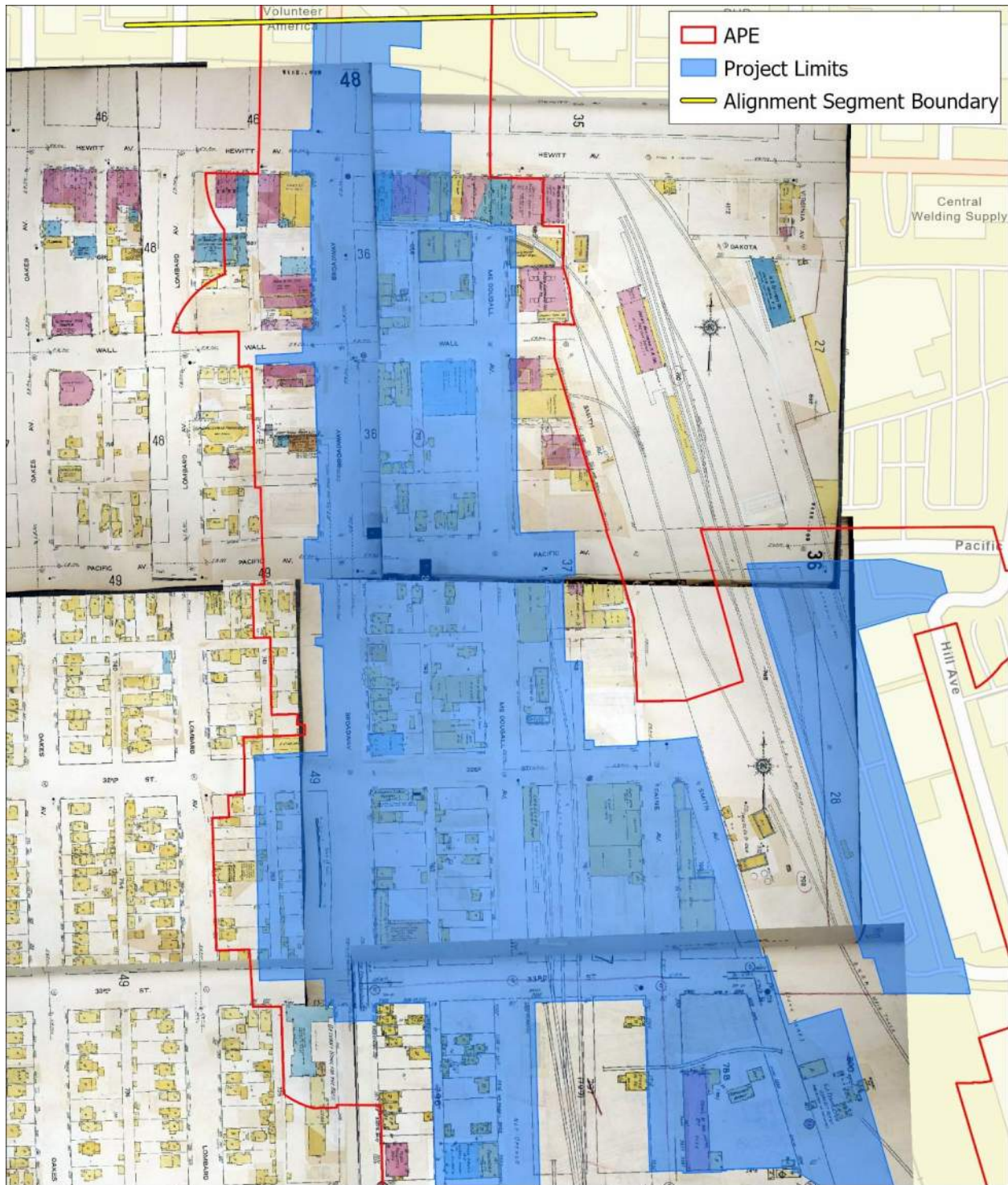
1914-1950 Sanborn Maps of Everett Within the APE -
Everett Station Segment
Everett Link Extension



Data Source: Sanborn Map Company (1893, 1902, 1914-1950, 1957).

Figure C-86

1914-1950 Sanborn Maps of Everett Within the APE -
Everett Station Segment
Everett Link Extension

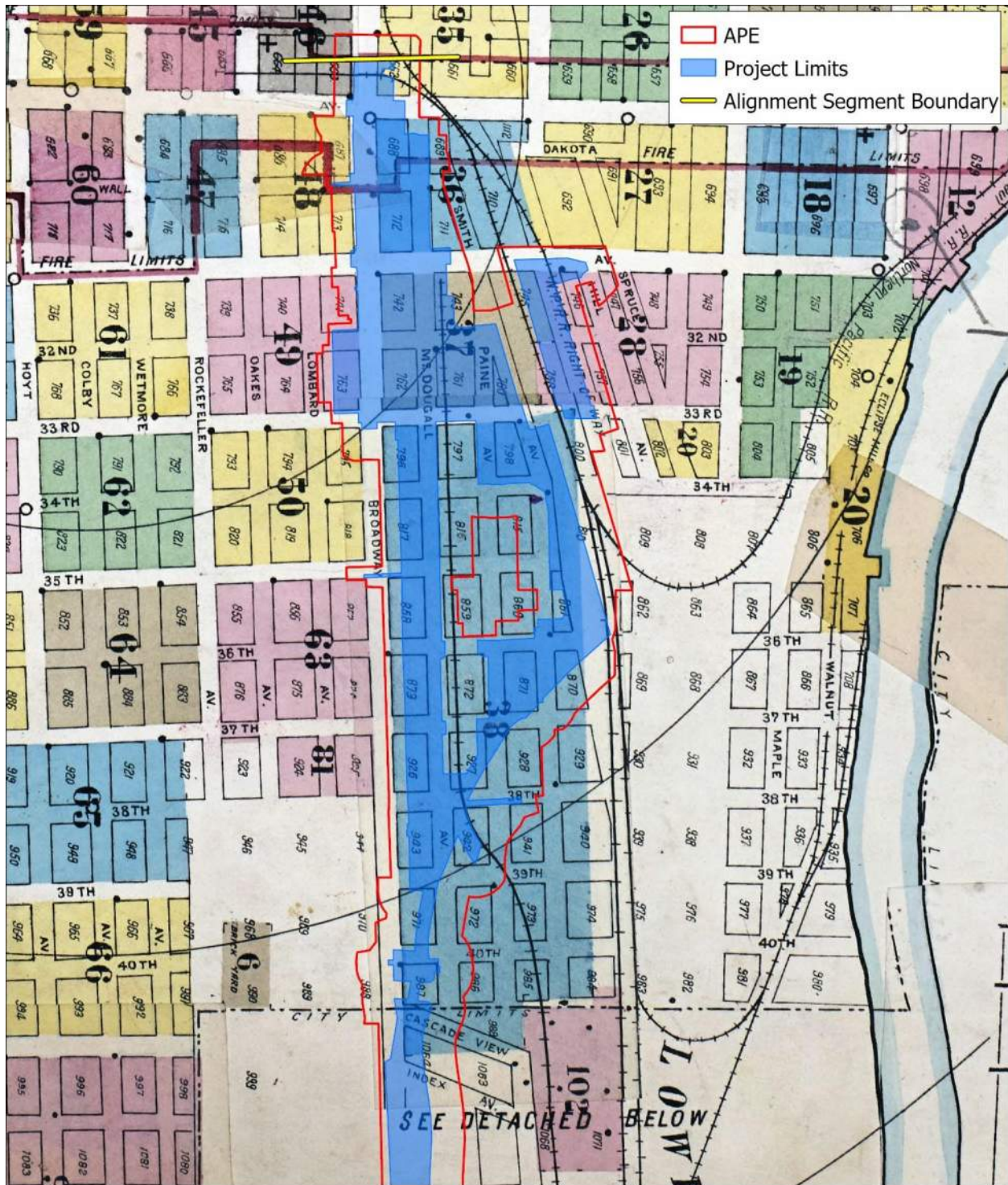


Data Source: Sanborn Map Company (1893, 1902, 1914-1950, 1957).

Figure C-87

1914-1950 Sanborn Maps of Everett Within the APE -
Everett Station Segment
Everett Link Extension

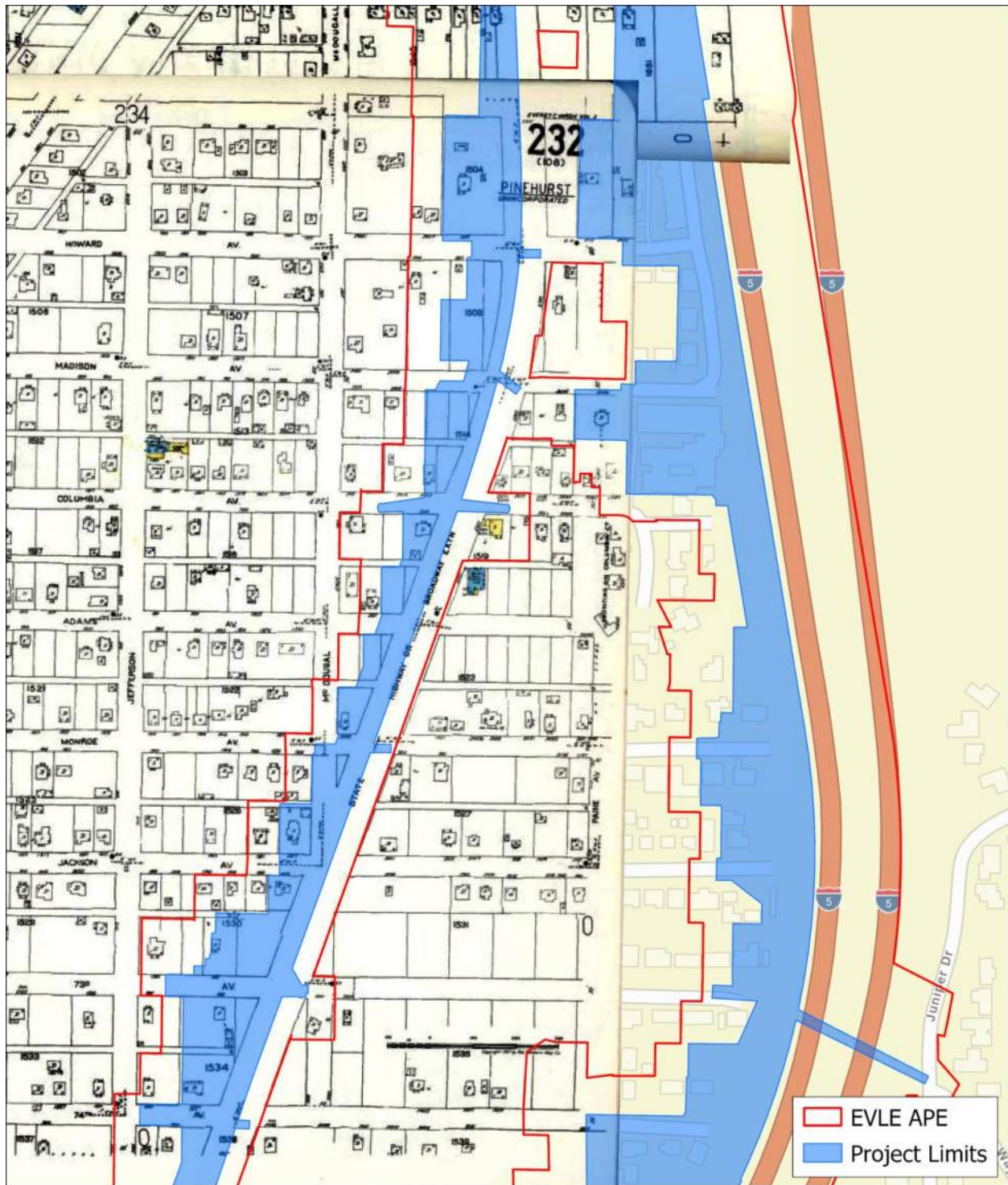




Data Source: Sanborn Map Company (1893, 1902, 1914-1950, 1957).

Figure C-88

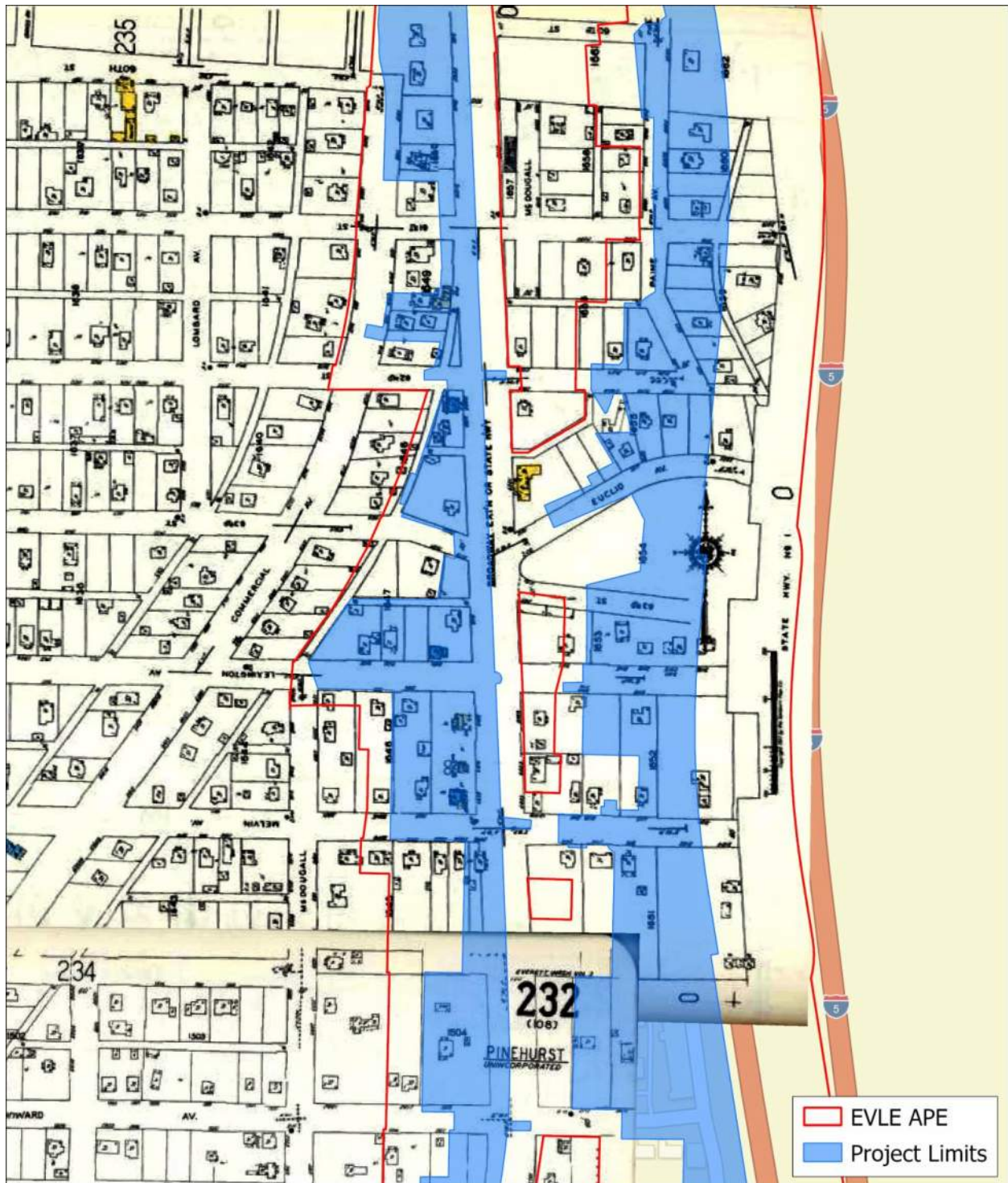
1914-1950 Sanborn Maps of Everett Within the APE -
Everett Station Segment
Everett Link Extension



Data Source: Sanborn Map Company (1893, 1902, 1914-1950, 1957).

Figure C-89

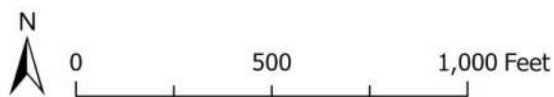
1957 Sanborn Maps of Everett Within the APE -
Broadway/I-5 Segment
Everett Link Extension

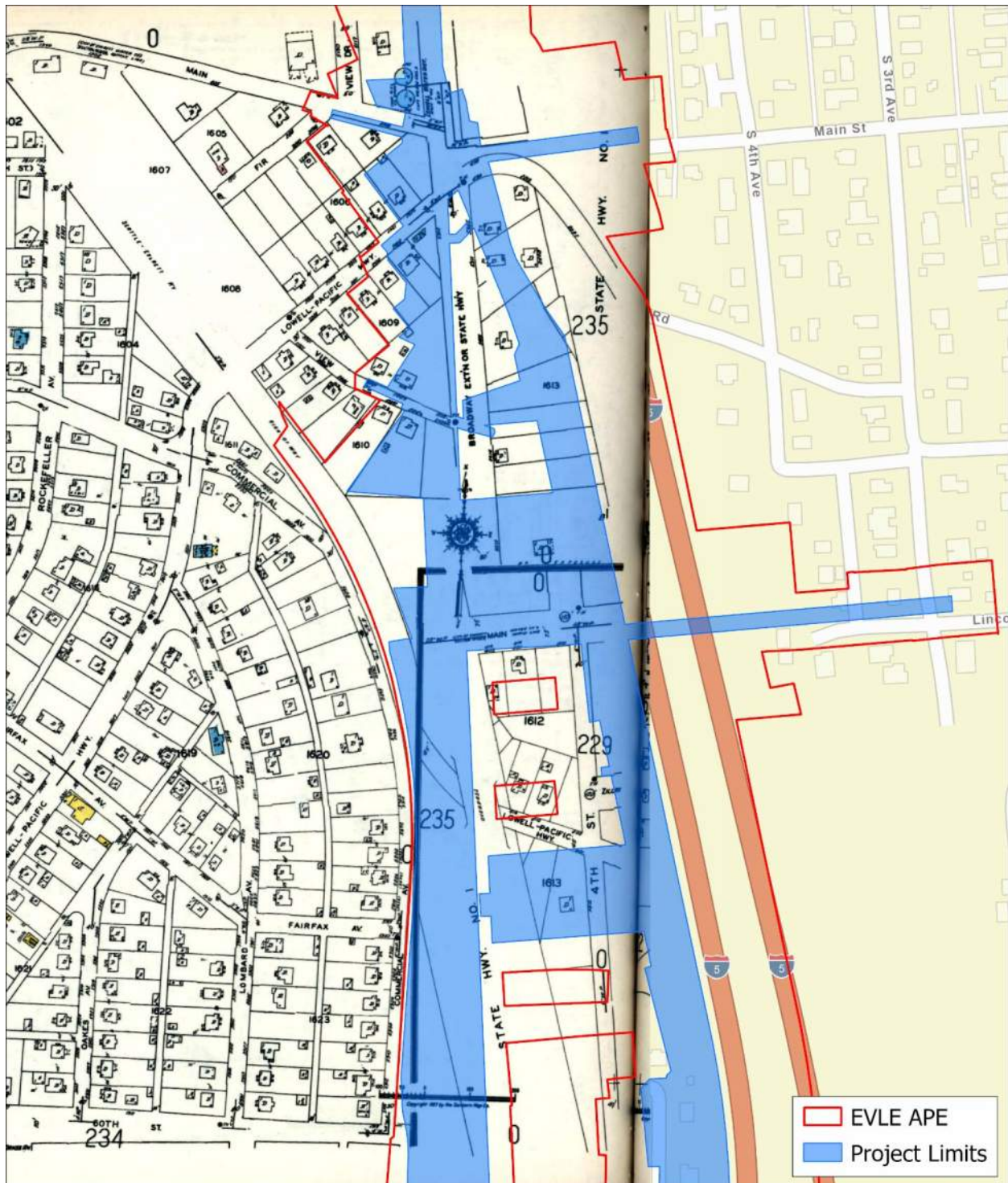


Data Source: Sanborn Map Company (1893, 1902, 1914-1950, 1957).

Figure C-90

1957 Sanborn Maps of Everett Within the APE -
Broadway/I-5 Segment
Everett Link Extension

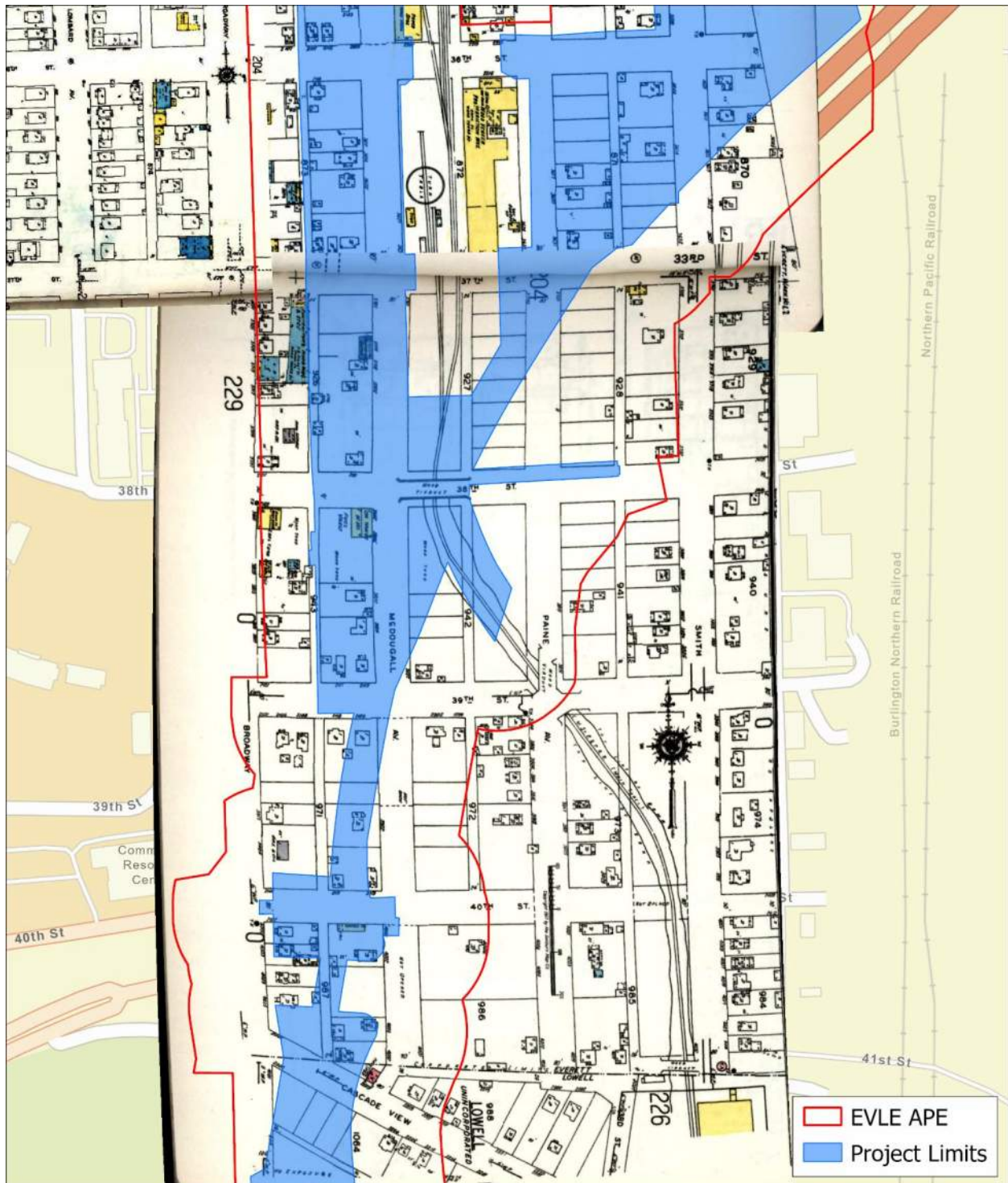




Data Source: Sanborn Map Company (1893, 1902, 1914-1950, 1957).

Figure C-91

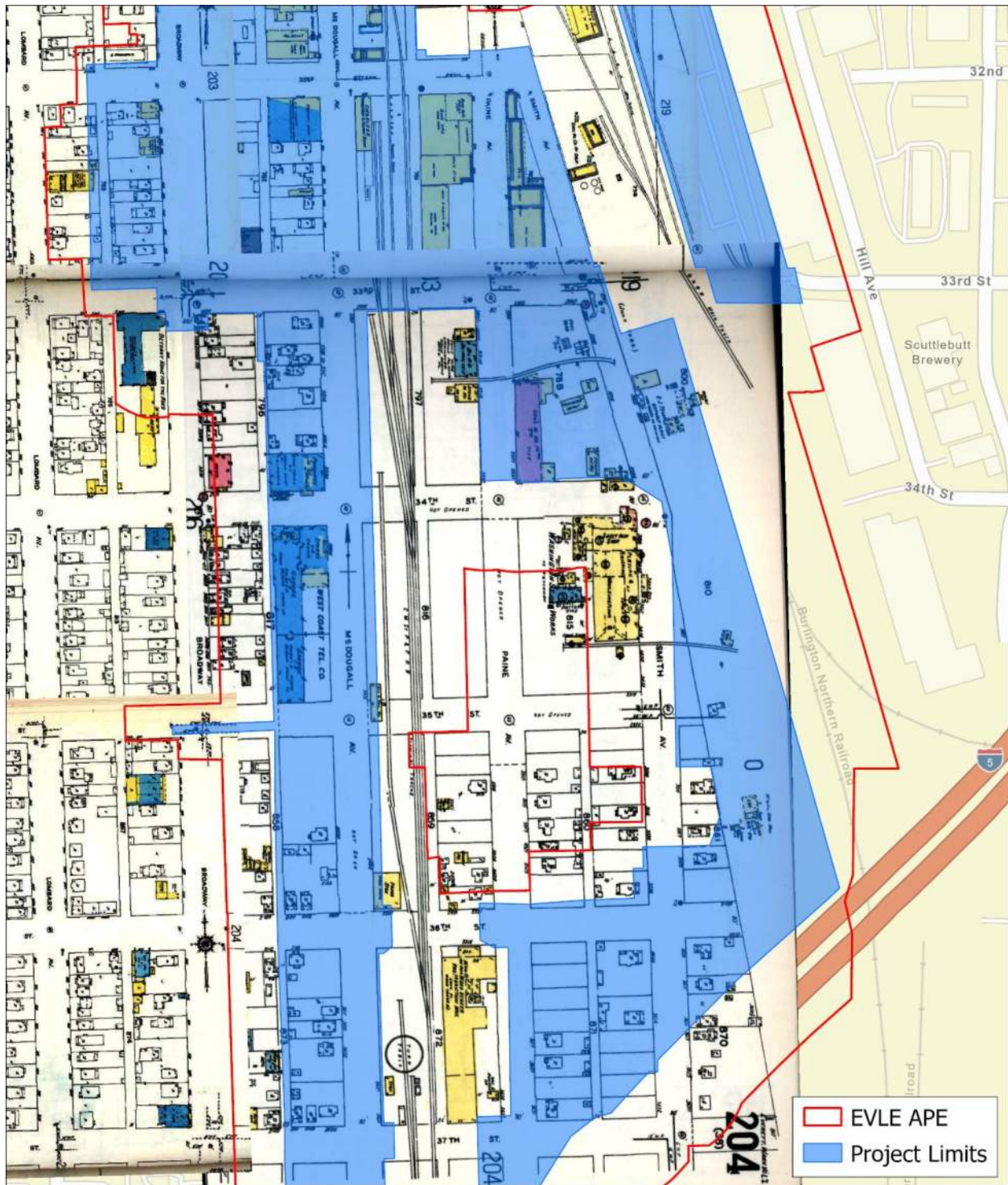
1957 Sanborn Maps of Everett Within the APE -
Broadway/I-5 Segment
Everett Link Extension



Data Source: Sanborn Map Company (1893, 1902, 1914-1950, 1957).

Figure C-92

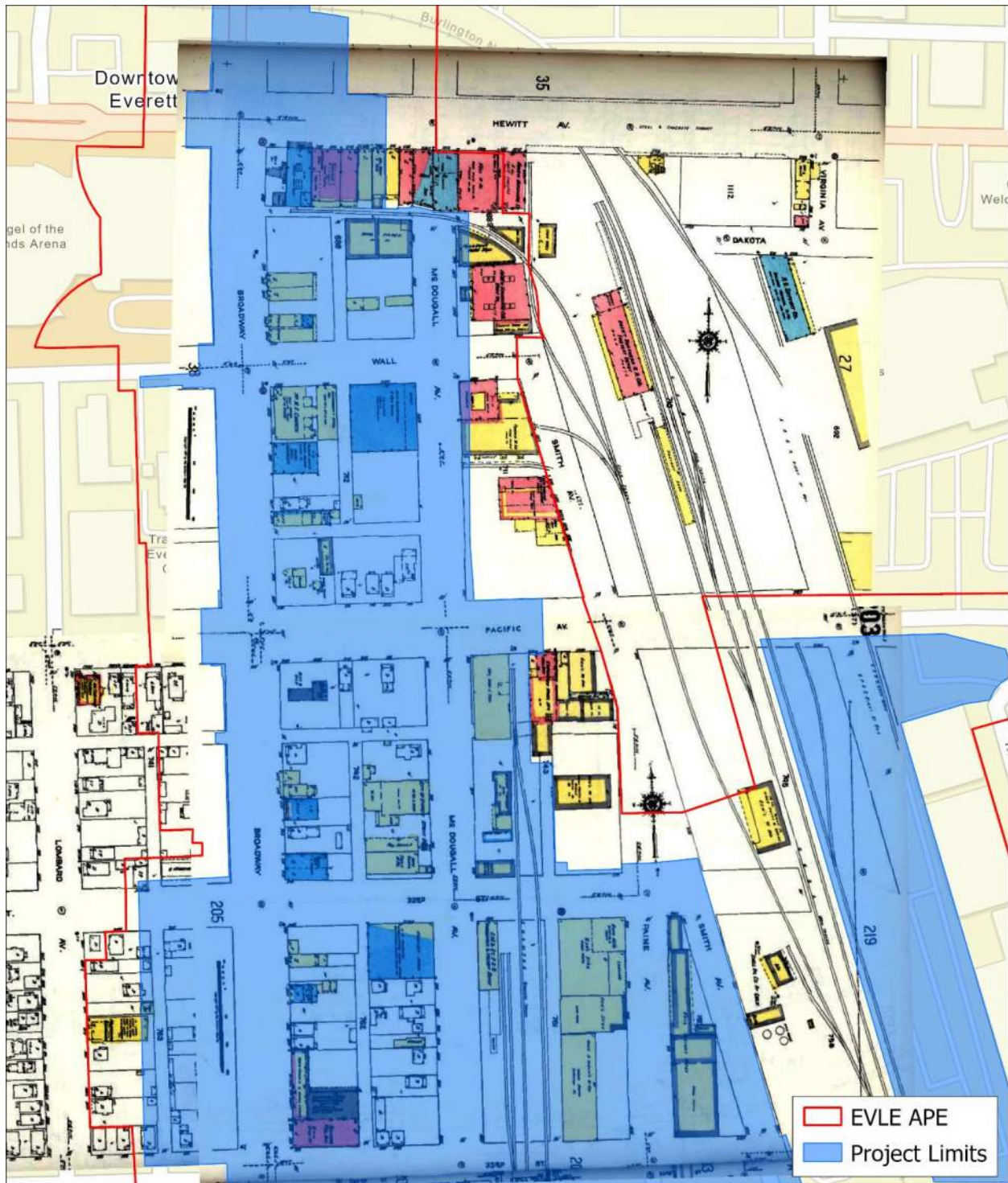
1957 Sanborn Maps of Everett Within the APE -
Everett Station Segment
Everett Link Extension



Data Source: Sanborn Map Company (1893, 1902, 1914-1950, 1957).

Figure C-93

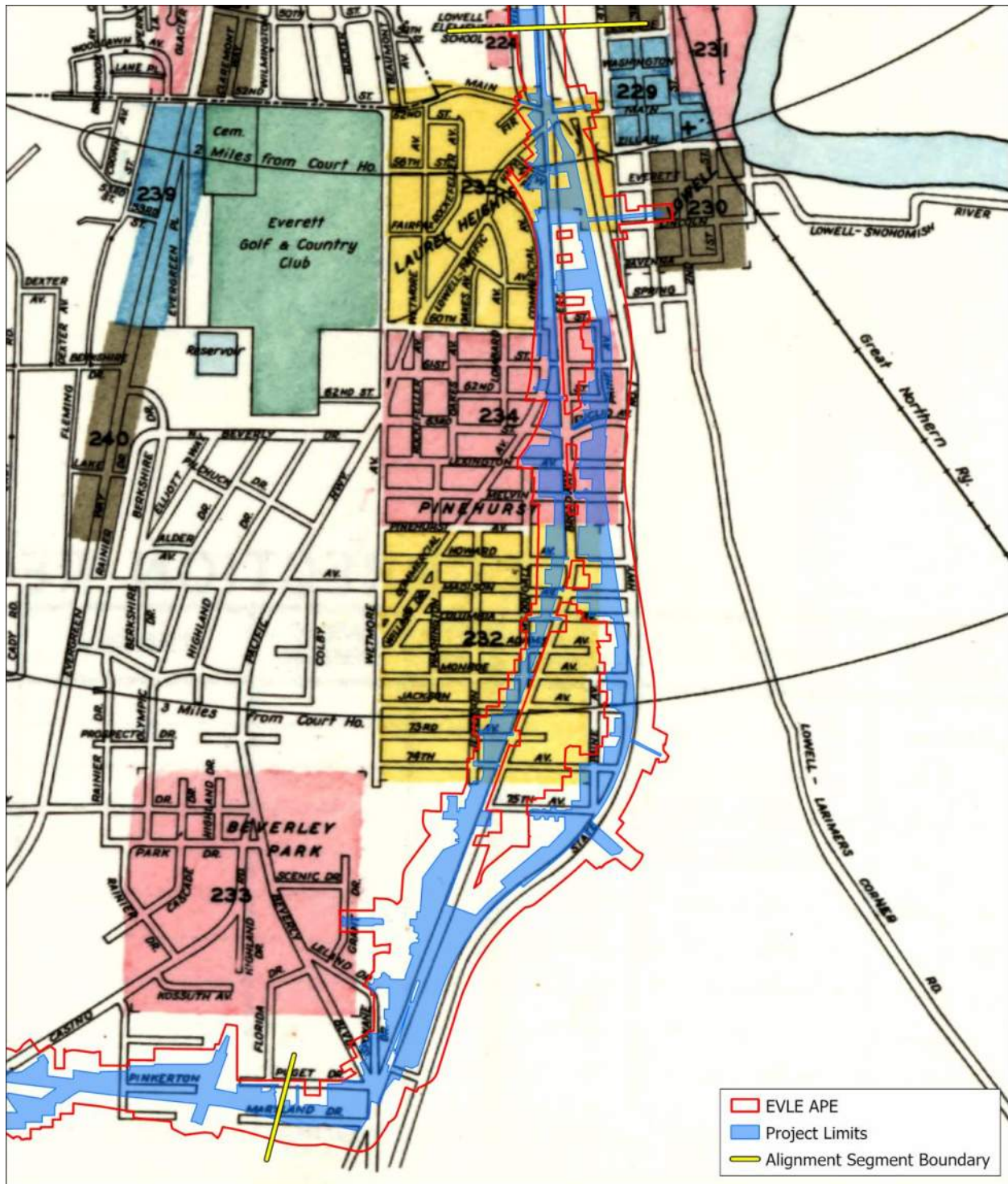
1957 Sanborn Maps of Everett Within the APE -
Everett Station Segment
Everett Link Extension



Data Source: Sanborn Map Company (1893, 1902, 1914-1950, 1957).

Figure C-94

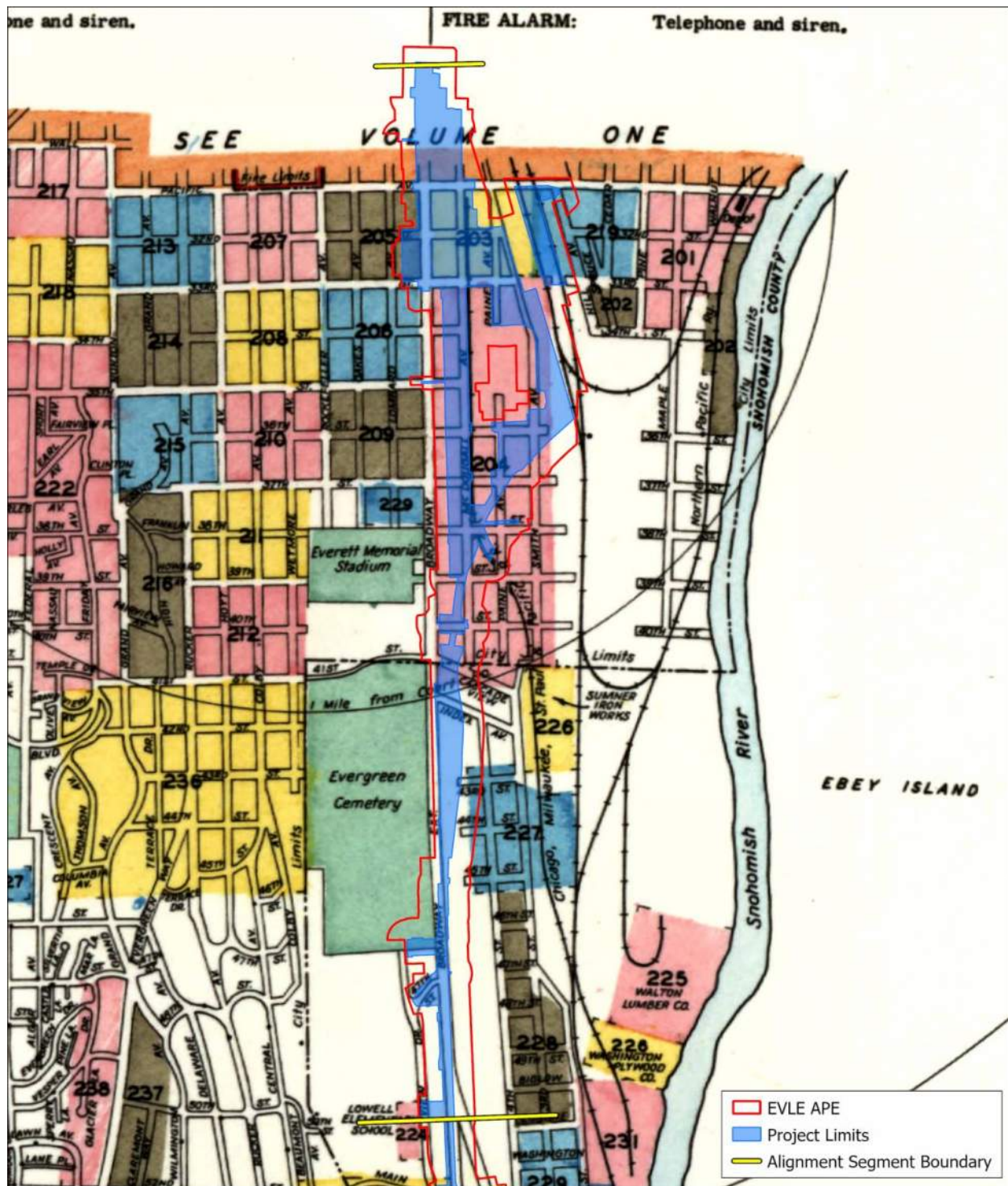
1957 Sanborn Maps of Everett Within the APE -
Everett Station Segment
Everett Link Extension



Data Source: Sanborn Map Company (1893, 1902, 1914-1950, 1957).



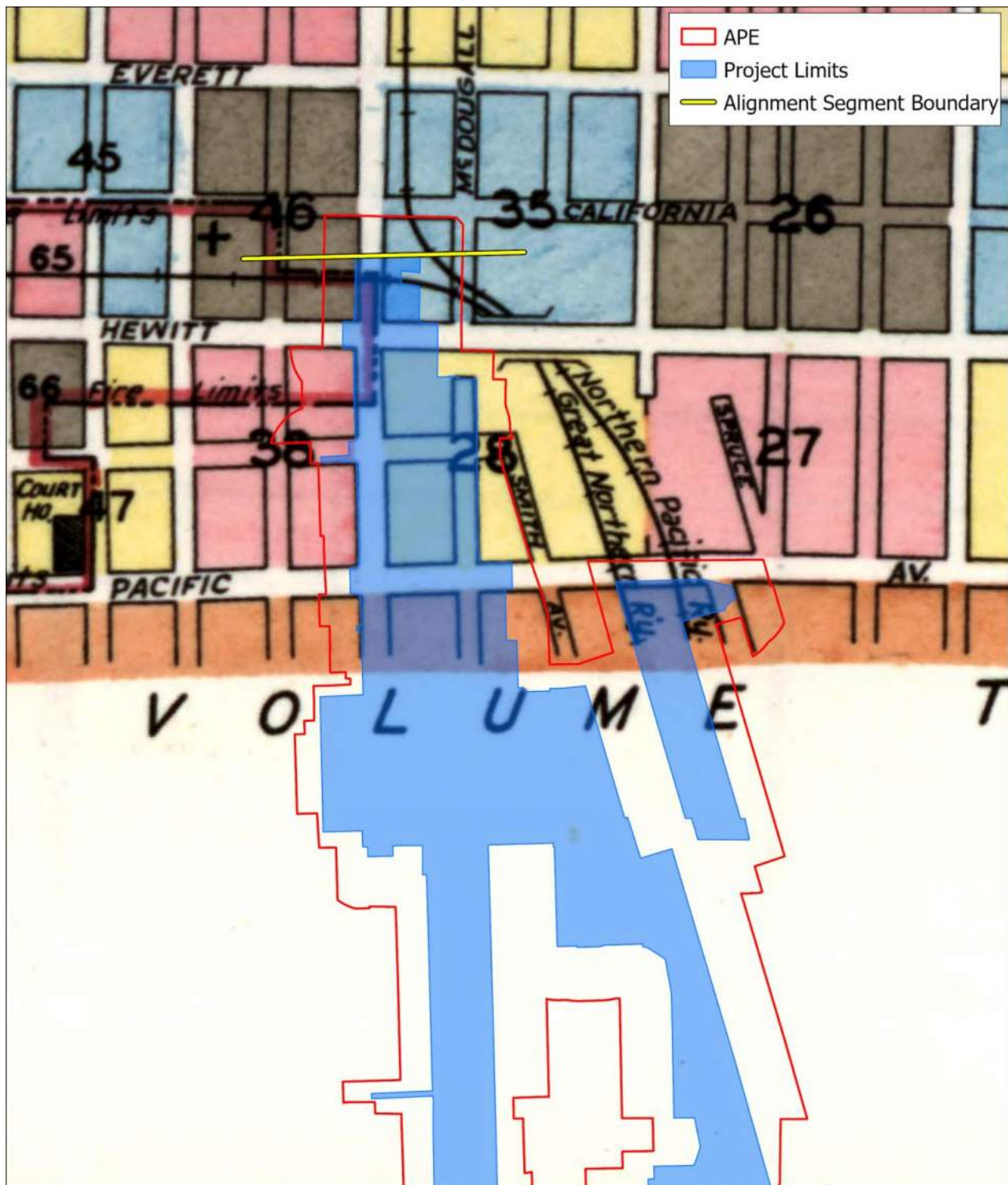
Figure C-95
1957 Sanborn Maps of Everett Within the APE -
Broadway/I-5 Segment
Everett Link Extension



Data Source: Sanborn Map Company (1893, 1902, 1914-1950, 1957).



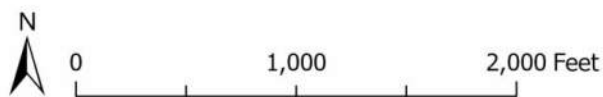
Figure C-96
1957 Sanborn Maps of Everett Within the APE -
Everett Station Segment
Everett Link Extension



Data Source: Sanborn Map Company (1893, 1902, 1914-1950, 1957).

Figure C-97

1957 Sanborn Maps of Everett Within the APE -
Everett Station Segment
Everett Link Extension





Everett Link Extension

APPENDIX D

Historic Context



Everett Link Extension

Historic Context and National Register of Historic Places Criterion A Eligibility Guidelines

October 2023

Table of Contents

1	INTRODUCTION.....	1
1.1	Purpose	1
1.2	Report Organization	3
2	HISTORIC OVERVIEW.....	4
2.1	Overview of Lynnwood and Everett’s Development	6
2.1.1	First Peoples and Exploration	6
2.1.2	Early Years (1863–1890).....	17
2.1.3	Booms and Busts (1891–1915).....	17
2.1.4	Conflict and Prosperity (1916–1928)	19
2.1.5	Great Depression and World War II (1929–1945).....	20
2.1.6	Post-WWII Development (1946–1969)	22
2.1.7	Boeing Bust and Recovery Years (1970–1980).....	23
2.2	Lynnwood	24
2.2.1	Alderwood and Alderwood Manor.....	24
2.2.2	Martha Lake	32
2.3	Everett	33
2.3.1	Paine Field and Boeing	34
2.3.2	Lake Stickney, Holly, and Westmont	38
2.3.3	Twin Creeks, Silver Lake, and Cascade View.....	41
2.3.4	Evergreen.....	45
2.3.5	Pinehurst–Beverly Park	48
2.3.6	Glacier View	51
2.3.7	Lowell.....	55
2.3.8	Port Gardner	58
3	ASSOCIATED THEMES AND AREAS OF SIGNIFICANCE	65
3.1	Areas of Significance and Theme Descriptions	66
3.1.1	Agriculture	67
3.1.2	Commerce.....	67
3.1.3	Community Planning and Development.....	67
3.1.4	Education	68
3.1.5	Entertainment/Recreation	68
3.1.6	Ethnic Heritage.....	68
3.1.7	Industry	68
3.1.8	Military.....	69
3.1.9	Politics/Government	69
3.1.10	Religion	69

3.1.11	Social History	69
3.1.12	Transportation	69
4	NATIONAL REGISTER CRITERION A ELIGIBILITY GUIDELINES.....	71
4.1	Area of Significance: Agriculture	71
4.2	Area of Significance: Commerce	72
4.2.1	Theme: Economic Development.....	72
4.3	Area of Significance: Community Planning and Development	73
4.3.1	Theme: Residential Development.....	73
4.4	Area of Significance: Education	75
4.5	Area of Significance: Entertainment/Recreation	75
4.6	Area of Significance: Ethnic Heritage	76
4.7	Area of Significance: Industry.....	77
4.7.1	Theme: Resource Extraction and Processing	77
4.7.2	Theme: Manufacturing.....	78
4.8	Area of Significance: Military	78
4.9	Area of Significance: Politics/Government.....	79
4.10	Area of Significance: Religion	80
4.11	Area of Significance: Social History.....	80
4.12	Area of Significance: Transportation	81
4.12.1	Theme: Railroad.....	81
4.12.2	Theme: Interurban Rail and Streetcar.....	81
4.12.3	Theme: Automotive	82
4.12.4	Theme: Aviation	82
5	SUMMARY	84
6	REFERENCES.....	85

Figures

Figure 1-1	Draft Environmental Impact Statement Alternatives	2
Figure 2-1	Overview Map Showing Approximate Outlines of the Neighborhood Groupings Associated with the Project	5
Figure 2-2	Example of a Seasonal House, “Mat House—Skokomish” (1912) by Edward S. Curtis	8
Figure 2-3	“Yelm Jim’s Fish Trap at Puyallup Indian Reservation” ca. 1885	9
Figure 2-4	Examples of the Kind of Baskets Made by Coast Salish People, “Puget Sound Baskets” (1912) by Edward S. Curtis	12
Figure 2-5	Example of the Kind of Weaving Done by Salish People, “Goat-hair Blanket—	

	Cowichan” (1912) by Edward S. Curtis	13
Figure 2-6	Birds Eye View of Everett Washington, 1893	18
Figure 2-7	Map Showing Approximate Outline of the Alderwood Area	24
Figure 2-8	1917 Alderwood Manor Plat Map	26
Figure 2-9	1920 Alderwood Manor Advertisement	27
Figure 2-10	1927a Metsker Map Showing Alderwood Manor’s Many Housing Developments	28
Figure 2-11	1936 Metsker Map Showing Alderwood Manor and Martha Lake	29
Figure 2-12	Plan for Alderwood Mall, ca. 1978-1979.....	31
Figure 2-13	Map Showing Approximate Outline of the Martha Lake Neighborhood.....	32
Figure 2-14	Map Showing Approximate Outline of the Paine Field and Boeing Area	34
Figure 2-15	1960 Kroll Map Showing Paine Field.....	36
Figure 2-16	Inside Boeing's Everett Factory, at Paine Field, Everett, Washington, 1968.....	37
Figure 2-17	Map Showing Approximate Outline of the Lake Stickney, Holly and Westmont Areas	39
Figure 2-18	Map Showing Approximate Outline of the Twin Creeks, Silver Lake, and Cascade View Areas.....	42
Figure 2-19	Map Showing Approximate Outline of the Evergreen Neighborhood	46
Figure 2-20	Map Showing Approximate Outline of the Pinehurst–Beverly Park and Valley View Area	49
Figure 2-21	Map Showing Approximate Outline of the Glacier View and Claremont Neighborhoods	52
Figure 2-22	Map Showing Approximate Outline of the Lowell Neighborhood	55
Figure 2-23	Map Showing Approximate Outline of the Port Gardner Neighborhood	59
Figure 2-24	Plat of Everett, Snohomish County, Washington (1892).....	60
Figure 2-25	1960e Metsker Map Showing Port Gardner and the North Portions of Glacier View and Lowell.....	63
Figure 2-26	1975e Metsker Map Showing Port Gardner After the Construction of I-5	64

Tables

Table 2-1	Recorded Ethnographic Placenames Near the APE	15
Table 3-1	National Register of Historic Places Areas of Significance and EVLE Themes ..	65
Table 4-1	Area of Significance: Agriculture	71
Table 4-2	Theme: Economic Development	72
Table 4-3	Subtheme: Urban Centers and Streetcar Suburbs	73
Table 4-4	Subtheme: Interwar and Wartime Housing.....	73
Table 4-5	Subtheme: Post-WWII Suburban Expansion.....	74

Table 4-6	Area of Significance: Education	75
Table 4-7	Area of Significance: Entertainment/Recreation	75
Table 4-8	Area of Significance: Ethnic Heritage	76
Table 4-9	Subtheme: Timber/Lumber/Pulp and Paper	77
Table 4-10	Subtheme: Aviation	78
Table 4-11	Area of Significance: Military	78
Table 4-12	Area of Significance: Politics/Government.....	79
Table 4-13	Area of Significance: Religion	80
Table 4-14	Area of Significance: Social History.....	80
Table 4-15	Theme: Railroad	81
Table 4-16	Theme: Interurban Rail and Streetcar	81
Table 4-17	Theme: Automotive	82
Table 4-18	Theme: Aviation	82

Acronyms

ATNI	Affiliated Tribes of Northwest Indians
EVLE	Everett Link Extension
FTA	Federal Transit Administration
HPI	Historic Property Inventory
IRA	Indian Reorganization Act
NPS	National Park Service
SR	State Route
WISAARD	Washington Information System for Architectural and Archaeological Records Data
WWI	World War I
WWII	World War II

1 INTRODUCTION

Sound Transit is conducting environmental review for the Everett Link Extension (EVLE) Project (Figure 1-1). This document provides a framework for how built environment resources will be identified and evaluated for National Register of Historic Places (National Register) eligibility, with a focus on Criterion A on a local, state-wide, or national level. The results of identification and evaluation of resources will be documented in a Historic and Archaeological Resources Technical Report that meets Section 106 and National Environmental Policy Act requirements.

1.1 Purpose

Sound Transit has developed this historic context to guide and standardize inventory and evaluation of built environment historic properties, consistent with National Park Service (NPS) Bulletin 15, *How to Apply the National Register Criteria for Evaluation* (NPS 1997a) and the updated Area of Significance categories (U.S. Department of the Interior 2021) as well as *The Components of a Historic Context: A National Register White Paper* (Wyatt 2009).

This document, which is part of the Cultural Resources Survey and Inventory Plan, provides a historic context for Lynnwood, Everett, and portions of unincorporated Snohomish County and each of the nine neighborhood groupings in the EVLE area of potential effects (APE) from approximately 1863 to 1980 and identifies prevailing historic themes that are reflected in the built environment. (For the purposes of this report, unless the word is used in a quote, the term “neighborhood” applies only to modern place names for developed regions with generally-accepted modern boundaries, and “area” is used as a general term to describe regions without defined boundaries as well as some historic place names.) As described in the Cultural Resources Survey and Inventory Plan, historic resources within the APE will be surveyed, inventoried, and recorded in the Washington Information System for Architectural and Archaeological Records Database (WISAARD) on Historic Property Inventory (HPI) forms. The inventory will consider all properties within the APE that were built in 1980 or earlier.

This document also identifies anticipated property types that would likely be National Register-eligible within this context. The context will inform evaluation and potential National Register eligibility under Criteria B, C, and D, but eligibility under Criterion A on a local, state-wide, or national level is the focus of this document. NPS Bulletin 15, *How to Apply the National Register Criteria for Evaluation*, describes conditions for National Register eligibility under Criterion A:

To be considered for listing under Criterion A, a property must be associated with one or more events important in the defined historic context. Criterion A recognizes properties associated with single events, such as the founding of a town, or with a pattern of events, repeated activities, or historic trends, such as the gradual rise of a port city’s prominence in trade and commerce. The event or trends, however, must clearly be important within the associated context: settlement, in the case of the town, or development of a maritime economy, in the case of the port city. Moreover, the property must have an important association with the event or historic trends, and it must retain historic integrity (U.S. Department of the Interior 1997:12).

Property-specific research and evaluation, field investigations, the historic context, and consultation with the State Historic Preservation Officer and other interested parties will inform the Federal Transit Administration’s (FTA’s) National Register eligibility determinations.

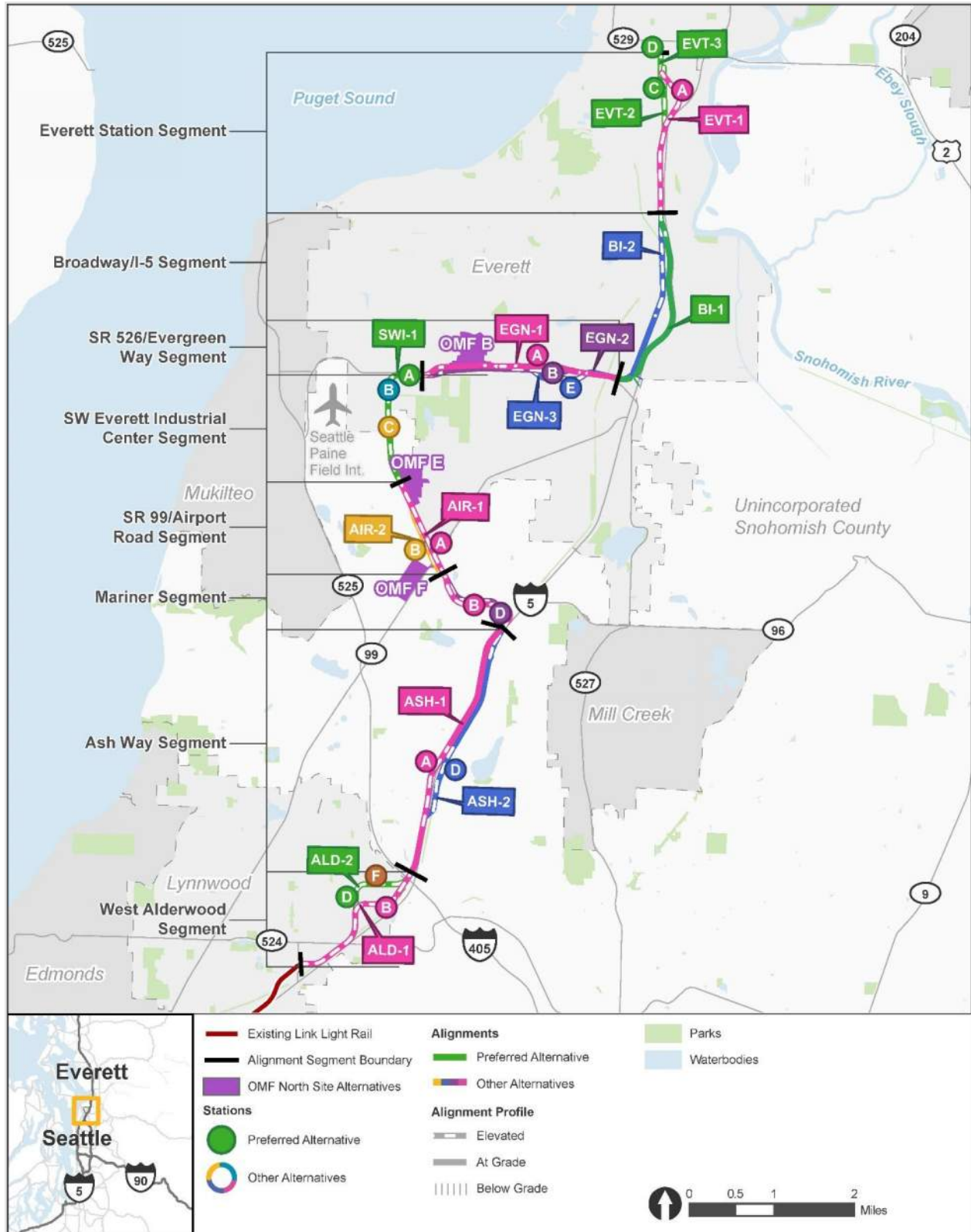


Figure 1-1 Draft Environmental Impact Statement Alternatives

1.2 Report Organization

This report is organized into six sections, with Sections 2 through 4 being the primary content sections.

Section 2, Historic Overview, provides an overview of the development history of Lynnwood, Everett and portions of Snohomish County. This section is then subdivided geographically into a discussion of modern neighborhood groupings that are within or adjacent to the project corridor.

Section 3, Associated Themes and Areas of Significance, discusses the main historic themes identified by the historic context. These themes are represented by specific property types within the APE. This section also identifies areas of significance for which a property may be eligible for the National Register. The areas of significance are defined by the NPS bulletin *How to Complete the National Register Registration Form* (NPS 1997b) and the updated Area of Significance categories (U.S. Department of the Interior 2021).

Section 4, National Register Criterion A Eligibility Guidelines, explores the requirements used to evaluate eligibility based on the identified themes, areas of significance, and associated property types. It provides an overview of associated property types, neighborhoods within the APE where the resources are likely to be encountered, recommended period of significance and justification, and the aspects of integrity considered necessary to convey significance. Eligibility requirements are not included in this document for those properties already listed in the National Register because the status of properties listed in the National Register does not change unless the steps outlined by the Code of Federal Regulations Section 60.15 are followed. Eligibility requirements for properties previously determined eligible for the National Register by the State Historic Preservation Officer through a federal regulatory process are also not included because in the rare instances that a redetermination is recommended, it is based on a loss of integrity.

Section 5, Summary, provides a brief summary of this document.

Section 6, References, lists the references cited in this document.

2 HISTORIC OVERVIEW

This section provides an overview of Lynnwood's and Everett's development and identifies specific industries and businesses that impacted development in and around the project area. This overview is divided into seven distinct periods:

- First Peoples and Exploration
- Early Years (1863–1890)
- Booms and Busts (1891–1915)
- Conflict and Prosperity (1916–1928)
- Great Depression and WWII (1929–1945)
- Post-WWII Development (1946–1969)
- Boeing Bust and Recovery Years (1970–1980)

These periods also helped to identify 10 neighborhood groupings within the project area vicinity (Figure 2-1), including:

- Alderwood and Alderwood Manor
- Martha Lake
- Paine Field and Boeing
- Lake Stickney, Holly, and Westmont
- Twin Creeks, Silver Lake, and Cascade View
- Evergreen
- Pinehurst–Beverly Park
- Glacier View
- Lowell
- Port Gardner

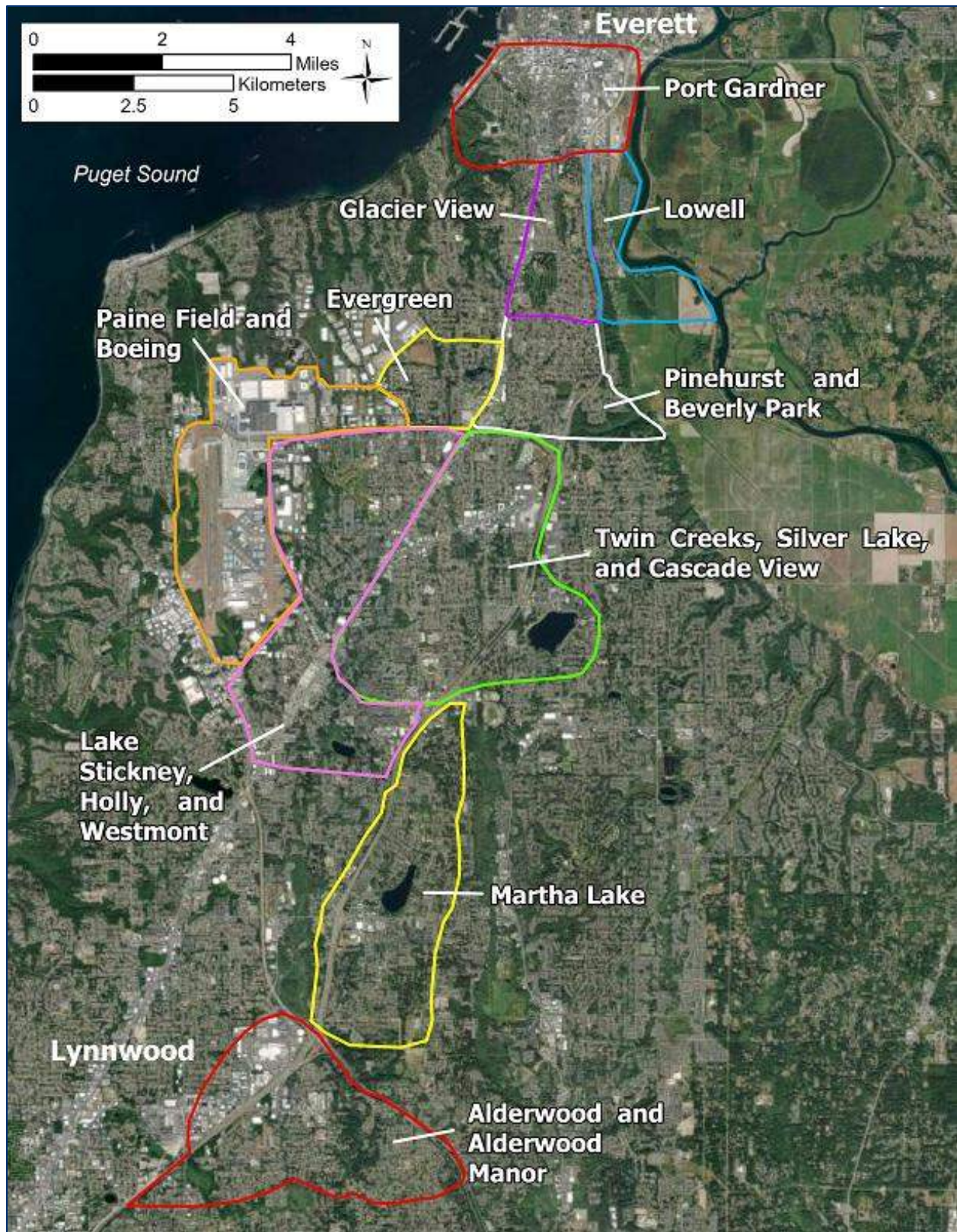


Figure 2-1 Overview Map Showing Approximate Outlines of the Neighborhood Groupings Associated with the Project

2.1 Overview of Lynnwood and Everett's Development

2.1.1 First Peoples and Exploration

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 for the overall Coast Salish culture area is 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 bias 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 brief summary of the published work of these researchers is provided, with the understanding that they are limited in scope and content.

A detailed description of central Puget Sound cultures is beyond the scope of this report. Instead, a broad overview of their traditional lifeways is presented, including what is known of the precontact cultures, using knowledge gained from ethnography, ethnohistory, and the historic record. For in-depth descriptions of traditional Salish culture, 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 (1981), 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).

2.1.1.1 Coast Salish Social Life

Traditionally, the river drainage was the primary unifying concept among the loosely organized groups of the Coast Salish people who lived on the shores of Puget Sound (AFSC 1970:7). Villages were organized along 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).

Longhouses in the winter villages were constructed of cedar planks over posts. The planks forming the walls were tied horizontally to posts, while roof planks were loose so they could be removed to allow sunlight into the house during the day or to act as a chimney for cooking-fire smoke (Bruseth 1926; Dover and Fitzpatrick 2013). The doors to the house were able to swing and the interior poles were often carved (Haeberlin and Gunther 1930). Woven cattail mats covered the floors and walls and were used as bedding, with beds and storage shelves lining the walls. Baskets were hung from hooks on the poles and dried fish was hung from the roof support pole. Each longhouse was home to up to 30 people (Blukis Onat and Hollenbeck 1981). Winter houses were 100 to 200 feet long, often built on Puget Sound or rivers and streams facing the water, often surrounded by a cedar palisade (Haeberlin and Gunther 1930).

Summer houses constructed for the gathering and hunting camps were often simpler and made of materials that were easily transported. These houses, called *g.^uElai'tx^u*, were square or rectangular in shape and made of cattail mats tied to wood poles. A *g.^uElai'tx^u* could be up to 30 feet long and usually housed one family, though if more than one family resided together the house would be built larger to accommodate them (Haeberlin and Gunther 1930). Figure 2-2 is an example of the summer square house style made by Skokomish Tribal Members, from the west side of Puget Sound. Summer mat houses of this style were also used in central and northern Puget Sound, which includes the EVLE project area.

Each village had a potlatch house unless economic circumstances prevented a village from building one. Potlatches were held when a young person received the name of an ancestor, when the salmon runs began, when a death occurred, when a body was reburied, and after successful hunts. A potlatch house was at the village of *hēbō'lb* in present-day Everett, and another at a larger village, *tc'il!ā'qs*, at Priest Point (Haeberlin and Gunther 1930). Each Coast Salish group had an outer potlatch circle of Tribes with whom they had relations and would potlatch together, as well as an inner potlatch circle reserved for close family within the group (Tweddell 1974).



Source: Northwestern University Libraries 1912a

Figure 2-2 Example of a Seasonal House, “Mat House—Skokomish” (1912) by Edward S. Curtis

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).

2.1.1.2 Fish and Fishing

Fish are central to the culture of the Coast Salish today and to their ancestors.

Salmon was not merely an important part of life – not a recreation and not solely a means of providing food – it was the heart of a whole way of life. It was the staple article of year-round diet; fresh, smoked, or dried...It was a major commodity in trade between tribes. Above all, it was a blessing for which the Indians always gave thanks.... Many religious beliefs and tales concerned salmon, and these were often presented in the rituals.... The ceremonies, stories and taboos exhibited a fundamental concept of the immortality of the salmon and the related desire not to offend it and endanger its return. The methods and skill of the aboriginal fishermen achieved extraordinary harvests but at the same time ensured continuation of the great runs [AFSC 1970:3].

Salmon was a primary staple in the diet and 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 (Figure 2-3). 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).

Clams, barnacles, oysters, and crabs were also collected, each during their peak season. Each Coast Salish group had large clam beds along the coast and on the islands. These were often shared between groups, especially those who shared a potlatch circle (Tweddell 1974).

Fishing and processing of the catch, as well as associated feasting, played a large and complex role in the culture of the traditional people of this area. Each part of the process was subject to cultural and religious influence. Success in fishing is related to guardian spirit power, not just for the act of fishing, but also for acquiring materials and building fishing equipment, including canoes, gear, traps, and weirs. Acquiring and maintaining gear to catch and process fish is regarded as equally as important as the ritual paraphernalia to bless the canoes and catch (AFSC 1970).



Source: Washington State Archives 2018

Figure 2-3 “Yelm Jim’s Fish Trap at Puyallup Indian Reservation” ca. 1885

2.1.1.3 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 edibles 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). These resources were especially plentiful in the Kent Prairie near the city of Arlington and the Sauk Prairie on the Sauk River north of Darrington. 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 berry and other harvestable plants (Blukis Onat and Hollenbeck 1981).

Among the plant resources, the 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 Northwest Coast people are again a positive force in the land, facing up to governments, industry and the business world – and themselves. Many are grasping the tools of education to enable them to compete...and many are focusing on the old art forms. 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].

The cedar tree was part of every moment of life in traditional culture and continues to be paramount to the cultural activities of tribal members today. The respect for and importance of this tree is ubiquitous today in ceremonial life, where clothing, regalia, ritual items, firewood, functional items and indeed the buildings used for ceremonies are still made of cedar. Administrative buildings incorporate cedar, as it is still considered a cornerstone of cultural identity (Stewart 1984).

2.1.1.4 Hunting

The farther away from the ocean, the more important hunting became in the quest for animal protein. Mammals and birds were the primary prey, and, following the traditional philosophy, much of the creature was used. Skin or fur for clothing, flesh for food, sinew and other soft tissue for various uses, 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. East of the EVLE corridor the Sultan Basin, north of present-day Sultan, was a popular area elk hunting in the late summer and fall, and drew people from the Snohomish Basin, while mountain goat was hunted near Index

(Tweddell 1974). 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).

2.1.1.5 Material Culture

In addition to the archaeological collections and oral histories, much of what we know 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 defined by preservation biases. These biases are found in the greater preservation potential of stone and hardy materials, the interpretations made by archaeologists and ethnographers for what they found, and what they deemed important to collect or record. Much is known about stone tools due to how easily they preserve and how important they were to early archaeologists and ethnographers, and it is only the development of a more recent and broader focus on plant and other perishable materials that has provided a similar depth of knowledge.

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. Knives, spear, dart and arrow tips were usually flaked and then hafted to wood or bone for hunting and processing game and plant materials. Mauls, wedges, adzes, and chisels were used for woodworking and other tasks (Eells and Castille 1985). Stone mauls and spear points were polished by placing them in a fire of fir needles then dousing it with water. Wedges made of elk horn and yew were used in conjunction with the mauls for chopping trees. Fishing barbs, toggling harpoon, combs, pins, needles, and many other items were fashioned from animal bone, horn, antler, teeth, and shell (Haeberlin and Gunther 1930).

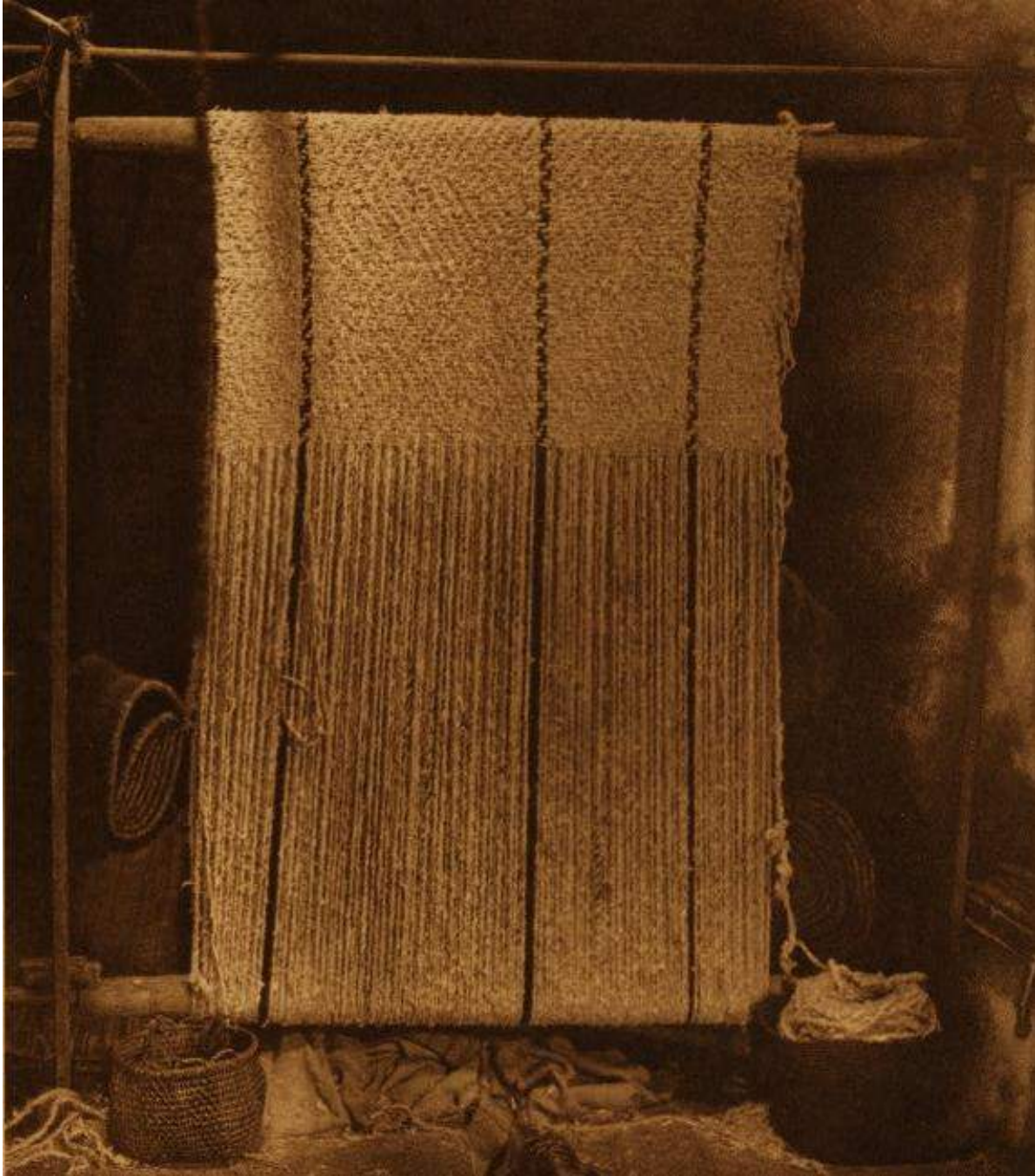
Coast Salish groups relied heavily on plants to create functional, decorative, and ceremonial objects. For example, western red cedar provided wood for longhouses, canoes, and storage containers, as well as bark that, when shredded, could be woven to make clothing, capes, and head coverings. Cedar and spruce root were used along with other fiber to make baskets, like those shown in Figure 2-4, for use when foraging or cooking, some so tightly woven that they were waterproof. Plants and trees were also used to construct elaborate fish traps and weirs (Bruseh 1926; Haeberlin and Gunther 1930). Generally, three types of canoes were used, each for a different activity: large dugout canoes for marine travel and fishing, smaller, two-person canoes for river travel, and larger shovel-nosed canoes for salmon fishing. Canoes were often stored above ground on struts. Sails made of woven cattails were occasionally used (Haeberlin and Gunther 1930).

Many Coast Salish groups wove blankets of dog and mountain goat wool, often using alder bark and hemlock to dye the wool pink (Figure 2-5). Feathers and fireweed were also incorporated into the blankets after being pounded soft. The woolly dogs were kept by women who were weavers, and were valuable possessions, as blankets were given as gifts at potlatch (Haeberlin and Gunther 1930; Tweddell 1974). Some clothing was made from bear and buckskin, especially men's garments. Women wore cedar skirts and small cedar bark caps in summer and added buckskin shirts and leggings in winter. Among the many uses for marine shell, clam shell disc beads ("shell money") were used for trade and as ear and nose adornments (Haeberlin and Gunther 1930:29).



Source: Northwestern University Libraries 1912b

Figure 2-4 Examples of the Kind of Baskets Made by Coast Salish People, “Puget Sound Baskets” (1912) by Edward S. Curtis



Source: Northwestern University Libraries 1912c

Figure 2-5 Example of the Kind of Weaving Done by Salish People, “Goat-hair Blanket—Cowichan” (1912) by Edward S. Curtis

2.1.1.6 Tulalip Tribes

Tulalip is the Anglicized word for *dx^wilap*, the Snohomish name for Tulalip Bay, meaning “the long bay; the bay shaped like a purse, long with a narrow opening; a bay going far inland because of its shape.” 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 given a 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 U.S. 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).

2.1.1.7 Ethnographic Placenames

Table 2-1 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 2-1 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	ʔusʔusicĉ	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	sluluwił	Canoe perforations
A spot on the riverbank opposite the town of Everett	tL'o'hwaL	A cold spring	λ'uxʷał	A cold place
A promontory opposite the town of Lowell, produced by a sharp turn in the river	Tctsladi	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."	HuxuktL!aʒal	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	č'əq'wɪlc	Dirty edge/rocks
Mukilteo	BEkLti'o; Beka'lti ^u	Good camping ground	bək'wətiu	Good camping ground
A place south of Mukilteo	HLEqtci	Going one way	xw'əq'čiʔ	Going one way
A promontory north of Mosher	KwiyEqw'di'yawai	Little cottonwood place	q'w'iq'w'diyaway	Little cotton wood place
A blunt promontory, broad at the ends, which pushes out of the coastline at Mosher	Ca'ggwEs	Projecting cliff	čag'us	Cliff projecting towards water
A place south of Mosher. This fish is also called bullhead and bullcod.	Stt!a'iyEb	Black rock cod	Not Included	Not Included
A flat place on the shore north of Edmonds	B l soʒo'lʒal	Full of cattails	bəsuʔulal	A place that has cattails
A small creek. Women say stsbal instead of the other term.	s!baL	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	yayəxələʔali	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

Collectively, the scholarly works of Haeberlin and Gunther (1930), Twedell (1974), Dover and Fitzpatrick (2013), and Waterman (1920) offer a comprehensive and corroborative insight into the geographical locations of significant 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 "bəkʷəɬtiu" for Mukilteo as "good camping ground," Twedell (1974) proposes that "bəkʷəɬteo" 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 significance 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.

2.1.2 Early Years (1863–1890)

The territorial legislature passed an act in 1861 to officially organize Snohomish County, with Mukilteo as the county seat (Riddle 2007c). 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.

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 as he built up the town surrounding his business (Cameron et al. 2005:65; Riddle 2008b). Everett Improvement Company (Everett Improvement) was founded in 1890 by Henry Hewitt, Jr., 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 2002:vi).

2.1.3 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 north portion of the peninsula was far less developed than the southern portion near Lowell (Figure 2-6). 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" (Interstate Publishing Company 1906:318).

However, the "Panic of 1893" commenced, an economic catastrophe to the New York Stock Exchange that lasted for four years. Local ramifications lasted for several years, including bank closures, business and railroad bankruptcy, and unemployment (Calbick 2019; Cameron et al. 2005:118). Between the start of the Panic of 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 (Interstate Publishing Company 1906:327). After the Panic of 1893 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).



Source: University of Washington Libraries Special Collections, WAS0296.

Figure 2-6 Birds Eye View of Everett Washington, 1893

In 1901, Washington state opened the Tulalip Indian Boarding School. The school housed 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 to their school in an effort to suppress indigenous culture, and 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 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 and Ruth did not (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. Well named, the line connected Everett and Snohomish by passing through the town of Lowell (*The Street Railway Review* 1904:79-80). Later, on May 2, 1910, the Seattle–Everett Interurban electrically powered its first rail car. 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 link had to be borrowed to make the opening day of the Seattle–Everett link 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 rail (Ryan and Stadler 2010:27). The Everett–Snohomish rail 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).

2.1.4 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 (Merrill & Ring), to name only a few (Riddle 2006b). Nicknamed the “City of Smokestacks,” Everett was one of the strongest union towns in the region (Interstate Publishing Company 1906:314; Riddle 2011).

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 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). W. A. Irwin came up with a plan to help Puget Mill deal with their logged land. His idea was to create an Alderwood Manor Demonstration Farm. 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).

2.1.5 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 U.S. 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).

2.1.6 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, 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 regions 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, Tulalips had already started leasing land on Tulalip Bay in 1939 (Riddle 2008a). 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 2008a). 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. 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 included constructing 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 significantly 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 State Route (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).

2.1.7 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).

2.2 Lynnwood

This section provides an overview of the history of two Lynnwood areas, Alderwood/Alderwood Manor and Martha Lake, including specific industries and businesses that impacted the development of the area.

2.2.1 Alderwood and Alderwood Manor

The Alderwood area, sometimes known by its historic name of Alderwood Manor, is southeast of the I-405 and I-5 junction, on the east side of the I-5 near Alderwood Mall. The history of Alderwood and Alderwood Manor is tightly intertwined with the logging industry and Puget Mill.

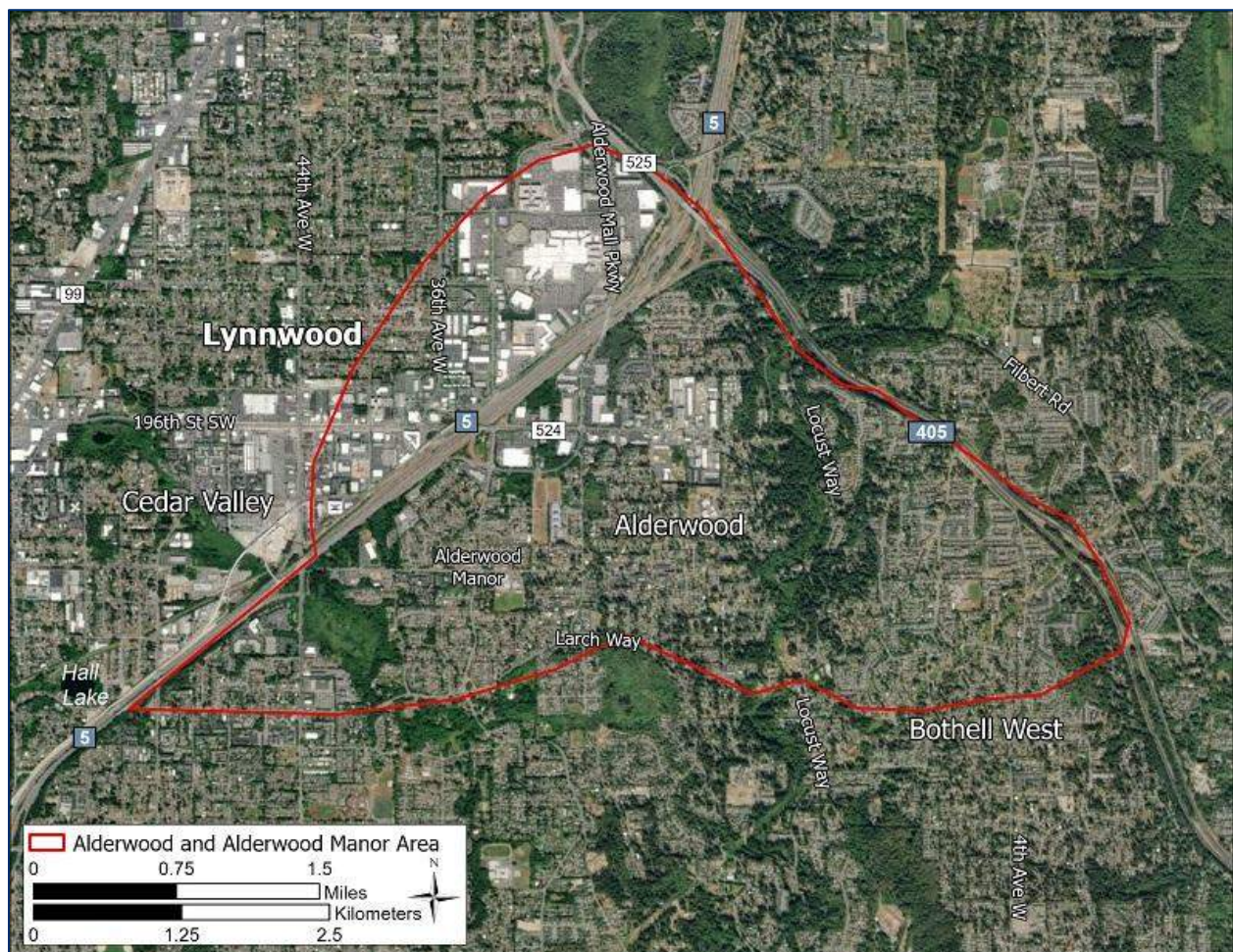


Figure 2-7 Map Showing Approximate Outline of the Alderwood Area

2.2.1.1 Early Years (1863–1875)

In San Francisco, California, in 1849, Andrew Jackson Pope and Frederic Talbot founded a logging and shipping company, Pope & Talbot, Inc. In 1852, Pope & Talbot opened a lumberyard and mill in Port Gamble, Washington. To ensure a continued log supply at their Port

Gamble mill, they then founded Puget Mill. By around 1860, Puget Mill's land holdings in Snohomish County exceeded 30,000 acres, and in the Washington Territory exceeded 1,000,000 acres (Whitfield 1926:695).

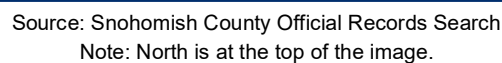
2.2.1.2 Booms and Busts (1891–1915)

The 1890s saw a major influx of residents in the area between Lake Ballinger and Martha Lake because of the Klondike Gold Rush (Broom 1990:5). By the early 1900s, Puget Mill first contracted with Brown's Bay Logging Company, and ultimately held a controlling interest in the company's activities (Broom 1990:5). Puget Mill decided to begin their logging operations in the 6,000 acres of land between Lynnwood and Everett due to a strict tax on standing lumber in Snohomish County and pressure from nearby residents who sought improved infrastructure, such as roads, lights and so forth (Broom 1990:50). By 1910, Puget Mill owned and developed much of the land that now makes up the Alderwood Manor area. In addition to Puget Mill, others such as Brace Hergert Mill Company and J. McMaster Company owned lands in what would become the Alderwood neighborhood. Perhaps unsurprisingly, near the Seattle-Everett Interurban line there were more privately owned tracts of land (Anderson Map Company 1910a).

2.2.1.3 Conflict and Prosperity (1916–1928)

As Puget Mill's logging ventures became increasingly successful in Snohomish County, it needed to devise a way to get rid of the already-cleared land; they soon came up with the Alderwood Manor plan (Broom 1990:50). Their first idea was to advertise the cleared land as a good place to farm filbert trees to sell nuts as a cash crop. However, in realizing that filbert trees produced nuts only after eight years, when the trees matured, they changed to encouraging poultry farming instead (Thompson et al. 2008:9). A. B. Dean filed the first plat for Alderwood Manor on June 12, 1917 (Whitfield 1926:811). The first residents to arrive at Alderwood Manor were known as "little landers" (Gaeng 2019). As mentioned above, in 1917, Puget Mill also developed the Alderwood Manor's 30-acre Demonstration Farm to entice prospective buyers into purchasing 5-acre plots of land for cash crop farming, but more specifically to develop them into chicken farms (Broom 1990:5). The idea behind the demonstration farm was to put the ease of farming and agricultural work in the modern era on display for people looking to acquire land. Nearby to the Alderwood Manor Demonstration Farm, over 22,000 acres had been logged and platted into small 5-acre tracts (Broom 1990:55; Whitfield 1926:661). Figure 2-8 shows the first Alderwood Manor, conveniently located near the Interurban line, which stretches diagonally across the plat map. The Alderwood Manor Demonstration Farm, said to be "conveniently adjoining the Interurban station," is most likely Plot 2 at the center of the 1917 plat map (Broom 1990:52). There were also 10 acres reserved along the Interurban tracks for a general store and a two-room schoolhouse to support the growing Alderwood Manor population (Little et al. 2006:7). This was representative of Puget Mill's investment in Lynnwood and Everett's future development. Alderwood Manor filed for 27 total plats in what would become the Lynnwood and south Everett areas by 1952 (Broom 1990:51).

Puget Mill's vision was successful because it pitched the idea of homesteading land to prospective owners but without the discomforts the immigrants experienced before them (Broom 1990:53). Alderwood Manor went on to market their chicken farms to prospective farmers and also held agricultural classes following the Shoup method of poultry farming (*SDT* August 5, 1917; *SDT* Sept 9, 1917). They used particularly enticing language to convince prospective farmers of their plan: "Come to Alderwood Manor and walk through the gates of Opportunity. Ask our representatives there to explain how easy it is for you to acquire a little farm home with all the comforts and modern conveniences" (*SDT* Sept. 9, 1917). See Figure 2-9 for an example



October 2023



BIG MONEY IN POULTRY

At Alderwood Manor

Within forty-five minutes' ride of Seattle, with the fine, big Electric Coaches of the Seattle-Everett Inter-urban passing to and fro every hour; paved boulevards and good country roads in all directions, lies ALDERWOOD MANOR, the greatest single development of its kind in the world.

Poultry, the "basic industry of the Alderwood Manor Community, is here being conducted under the direction of trained practical experts along the most approved scientific lines. Success under the beautiful Alderwood Manor plan is not just a hope or a chance, but an absolute certainty.

The wonderful Alderwood Manor Demonstration Farm, costing upwards of \$200,000.00, and set in the midst of 18,000 acres of land ideally adapted to successful poultry culture, was founded by the Puget Mill Company for the sole purpose of teaching (free) those who have a longing desire to attain independence through tilling the soil. A staff of skilled experts is constantly at the command of the "little landers" who wish to know not only about poultry, but also the cultivation of berries, tree fruits, vegetables, home canning, etc. This priceless education is FREE to those who seek wider knowledge, the better ways of doing things. It is the important part of the remarkable Alderwood Manor plan, which is attracting the attention of thinking men all over the world.

Hundreds of Seattle people have already bought their five-acre farms at Alderwood Manor. More than 350 homes and poultry plants have been built, hundreds of folks are living the New Life—Happy, Prosperous and Independent.

The Puget Mill Company, a pioneer in the industrial development of the State of Washington, closely identified in every page of its history since 1853, is the founder of Alderwood Manor. This company will sell you five acres on long-time payments, assist you to build a home and poultry plant, put you on the road to success and keep you there. Your income from the soil will be larger than you can make working for wages. If you would like full details of what is conceded to be the greatest opportunity of its kind yet presented—write your name and address on the attached coupon. Without cost or obligation, you will receive by return mail beautiful illustrated literature, and a free copy regularly of the Alderwood Manor Countryside.

—SINCE 1853—

Puget Mill Company

Ground Floor Sales and Exhibit Rooms:
218 Pike Street Phone Elliott 1470
Seattle, Washington

FILL OUT AND MAIL TODAY

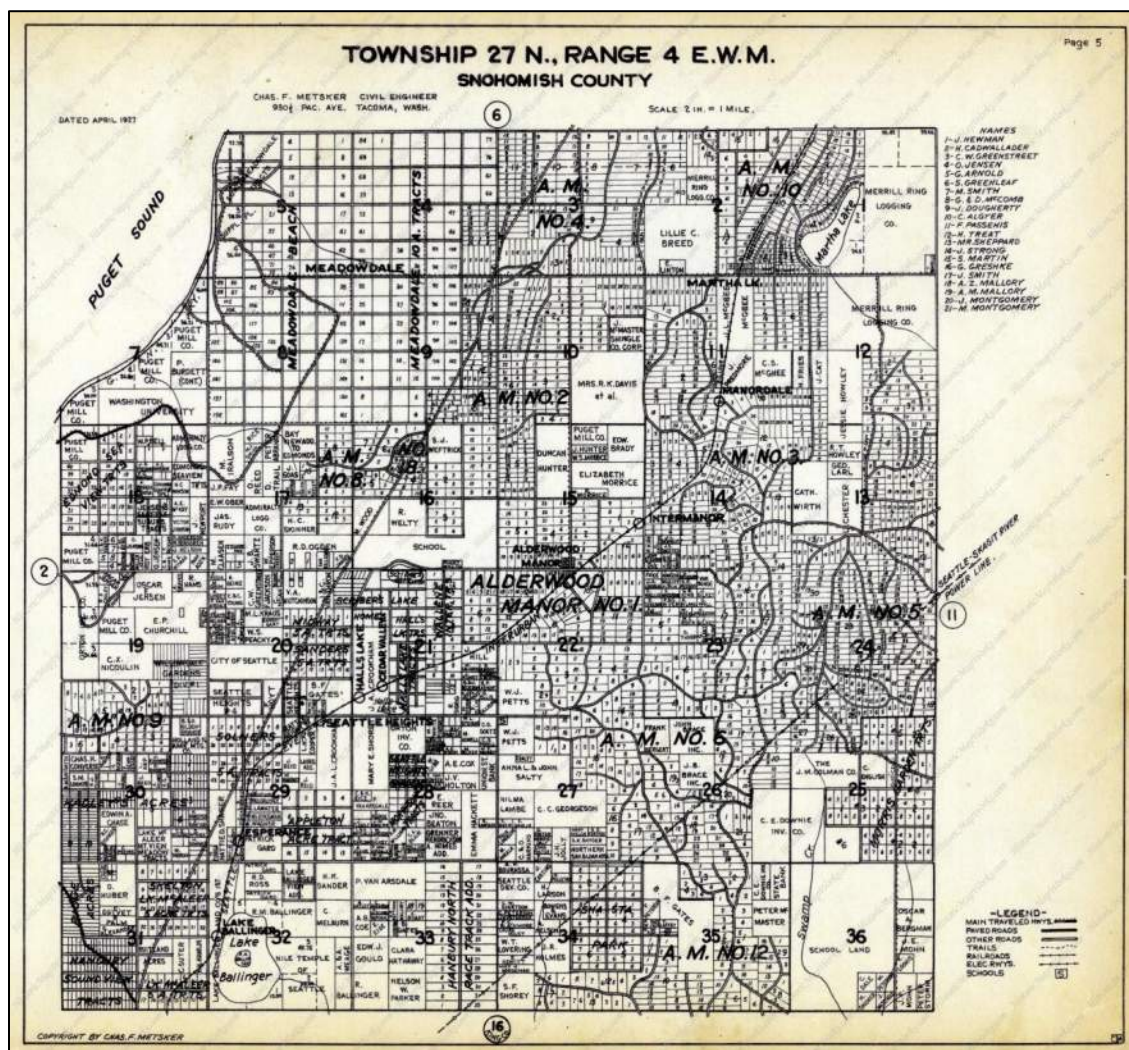
Puget Mill Co., Walker Building, Seattle

Please send me (free) illustrated literature descriptive of Alderwood Manor and complete details of your plan.

NAME
STREET
CITY
STATE

Source: *Seattle Times*, October 14, 1920**Figure 2-9 1920 Alderwood Manor Advertisement**

By the 1920s, the Alderwood poultry business was ranked second in the country in egg production (behind only Petaluma, California) and shipped nearly three full railroad cars of eggs every week (Broom 1990:55). In 1924, Washington State presented plans for Highway 99 as a part of the Pacific Highway. When Highway 99 was dedicated in 1927, the business nexus of south Snohomish County shifted about a mile west of the Interurban and Alderwood Manor (Wilma 2007). Figure 2-10 shows many numbered Alderwood Manor (or A.M.) plats that had developed by 1927. As mentioned, the first of these tracts that sold were those near the Interurban Interurban stop (Metsker 1927a). Alderwood's proximity to the Interurban meant that farmers in Alderwood were able to connect by road with Seattle, and it was ultimately one of the major selling points of early Alderwood Manor (Broom 1990:46). However, after 1927, the Interurban line, which ran right through the Alderwood Manor community, was abandoned for Highway 99, which better supported the increasing population of individuals with automobiles (Broom 1990:6–7).



Source: Metsker Map 1927, HistoricMapWorks

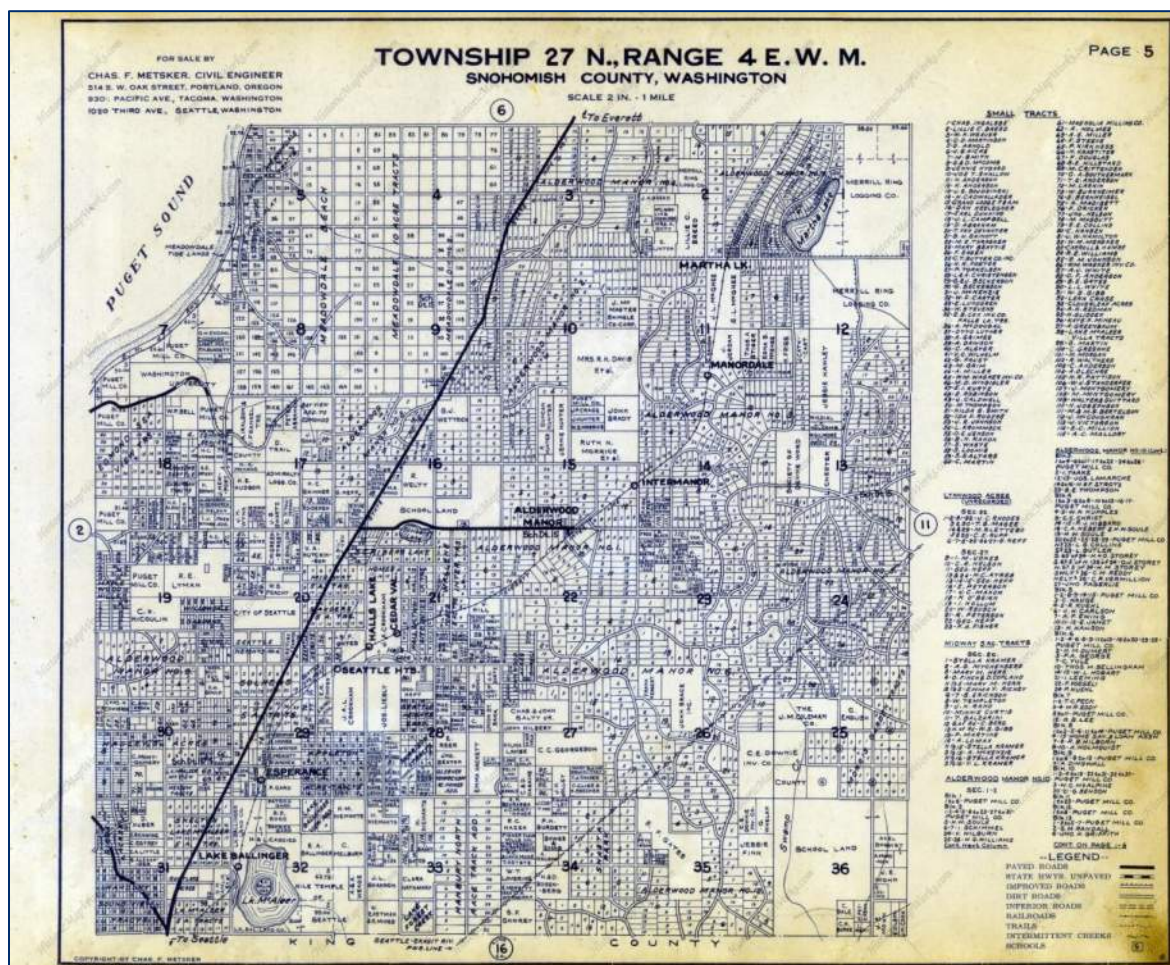
Figure 2-10 1927a Metsker Map Showing Alderwood Manor's Many Housing Developments

2.2.1.4 Great Depression and WWII (1929–1945)

In 1934, a Seattle realtor, Carl O'Beirn, named a plat on the east side of Highway 99 "Lynn" after his wife, and "wood" as an homage to Alderwood to the east. O'Beirn then convinced Pete Fulton to name his business Lynnwood Lumber (Broom 1990:83; Little et al. 2006:95). Other businesses, such as Frank Lockhow's Lynnwood Cabinet Shop, also adopted the name and thus the Lynnwood Business District was created (Little et al. 2006:95, 98).

As mentioned above, by the 1930s, Alderwood Manor was feeling the effects of the Great Depression that severely impacted the poultry industry (Broom 1990:59). Little residential development took place during the early years of the Great Depression (Kroll Map Company 1934a; Metskers 1927a). In 1935, Puget Mill leased off the central five acres of Alderwood Manor Demonstration Farm to Norm Collins and the Washington Breeders Hatchery, and divided the rest of the land into one-acre ranchettes (Little et al. 2006:8).

The Interurban line was one of the major advantages to living in the Alderwood Manor area. The Interurban line had stops at Intermanor, Manordale and Martha Lake (Figure 2-11). In 1936, much of the undeveloped land was located east of the Interurban line, whereas most of the land located to the west was platted and owned.



Source: Metsker Map 1936, HistoricMapWorks.

Figure 2-11 1936 Metsker Map Showing Alderwood Manor and Martha Lake

Some of the poultry farmers who struggled during the Great Depression opted to try the fur business instead. Some farmers tried raising foxes, but mink farms were more common. Peter H. Tutmark was an example of a successful mink farm at Alderwood Manor. Tutmark maintained both a mink fur business and a mink breeding business on his Alderwood land. He is one of five brothers who all had farms in one section of Alderwood Manor (*SDT* Oct 11, 1936). There was also Dawson's Chinchilla Ranch, on Meadow Road north of 164th Street Southwest in the current Martha Lake neighborhood (Little et al. 2006:69). Then in the 1940s, poisoned feed killed thousands of valuable minks within the Alderwood area (Broom 1990:59-60; Wilma 2007). This led to the eventual abandonment of small-time ranchette farming that Alderwood Manor had been championing.

Volunteers of the Lynnwood-Alderwood Manor Heritage Association conducted oral history interviews in the 2000s of people who had grown up in Alderwood Manor's heyday, and their observations reveal that the end of the Interurban in 1939 brought lasting changes to the Alderwood Manor community. Brian Boyle classified the end of the interurban as among the most significant changes to happen in Alderwood Manor (Konikson 2009). JoAnn Rossi recalled that her family had a car when they arrived at Alderwood Manor in 1937, so they had no reason to ride the Interurban, but they nevertheless saw significantly less traffic on the south end of their property where the Interurban ran, after it was abandoned in 1939 (Ryan 2009). Betty Arnold reminisced that it was the end of the Interurban that brought her husband to her. Verne Arnold, a neighbor, was advertising car rides to neighbors, and they met when Betty's father became a frequent rider after the end of the Interurban. Shortly after their marriage in 1940, Verne, who was a naval reservist, was called to active duty in Pearl Harbor (Rossi 2007). The end of the Interurban in 1939 left a lasting impression on the residents of Alderwood Manor.

2.2.1.5 Post-WWII Development (1946–1969)

The city of Lynnwood was officially incorporated in 1959 (Little et al. 2006:8). Within a year, an election to incorporate Alderwood Manor commenced but ultimately failed because voters wanted Alderwood to "remain a rural community" (Little et al. 2006:70). However, Alderwood residents soon petitioned to be annexed to Lynnwood where they would be able to benefit from municipal government and acquire street lights, sewers, and police protection (Little et al. 2006:70). A large section of Alderwood was annexed to Lynnwood in December 1962 (Gaeng 2022).

The early 1960s also brought construction for the I-5, which threatened some of the remaining Alderwood structures. The land that was at one time Alderwood's demonstration farm is now buried beneath the freeway (Little et al. 2006:8). By 1968, there were plans in the works for the construction of a regional retail center in Lynnwood (Broom 1990:130–131). In 1969, plans for a mall were officially announced by Allied Stores, and homestead land owned by William and Elizabeth Morrice was cleared and prepared for construction (Broom 1990:126; Dougherty 2008a).

In postwar America, there was a shift that accompanied suburbanization towards strip mall and regional mall retail shopping. The Northgate Regional Shopping Center in Seattle was the first mall in the country, built in 1950. It was arranged to maximize parking opportunities and minimize walking distance between shops. This design directly catered to individually owned vehicles in a way that downtown business districts often did not (Gelernter 1999:272). Following their success with Northgate, Allied Stores also opened Southcenter Mall in Tukwila in 1968 (Dougherty 2018). Soon after, Allied Stores purchased 110 acres west of the interchange of I-5 and I-405 north of Seattle and cleared the land in preparation for a new shopping center

(Dougherty 2008a).

2.2.1.6 Boeing Bust and Recovery Years (1970–1980)

Construction of the new mall officially began in 1977 when Allied Stores sold to developer Edward DeBartolo Sr. (Dougherty 2008a). DeBartolo financed 67 percent of the estimated cost for improvements (Broom 1990:126). Note the ample parking space planned to go alongside the Alderwood Mall in Figure 2-12. On October 4, 1979, 70 stores (of the planned 136 stores) at the Alderwood Mall opened. As many as 30,000 shoppers swarmed the mall on opening day to see the impressive new retail development (Dougherty 2008a). The remaining 66 stores opened within the year (Dougherty 2008a). The Alderwood Mall's JCPenney store, designed by the international firm of Howard, Needles, Tammen, and Bergendoff (now known as HNTB), was among those to open the following year (*Seattle Post-Intelligencer* 1980). Mall development inundated the site of the Alderwood Manor Demonstration Farm and remaining ranchettes. In 1984, the remainder of Alderwood land was incorporated to Lynnwood and has been the site of further residential and commercial development since (Wilma 2007). The majority of the renovations to the Alderwood Mall took place in the early 2000s, including the construction of a 16-screen movie theater, a new building for Nordstrom to replace Lamonts, and parking garages (Hodges 2002).



Source: University of Washington Libraries, Special Collections, ARC0050.

Figure 2-12 Plan for Alderwood Mall, ca. 1978-1979

2.2.2 Martha Lake

The Martha Lake area is east of I-5, south of Eastmont. It stretches from the top of McCollum Athletic Field and Park down to the I-5 and I-405 junction and encompasses the lake for which the area is named. The lake was called Martha Lake initially, then was referred to as Manor Lake from 1934 to 1960 according to historic maps, after which the name reverted back to Martha Lake (Kroll Map Company 1934a; Metsker 1960b). The name Manor Lake reflected the lake's proximity to Alderwood Manor's many housing divisions. For consistency, it will be referred to as Martha Lake throughout this section.

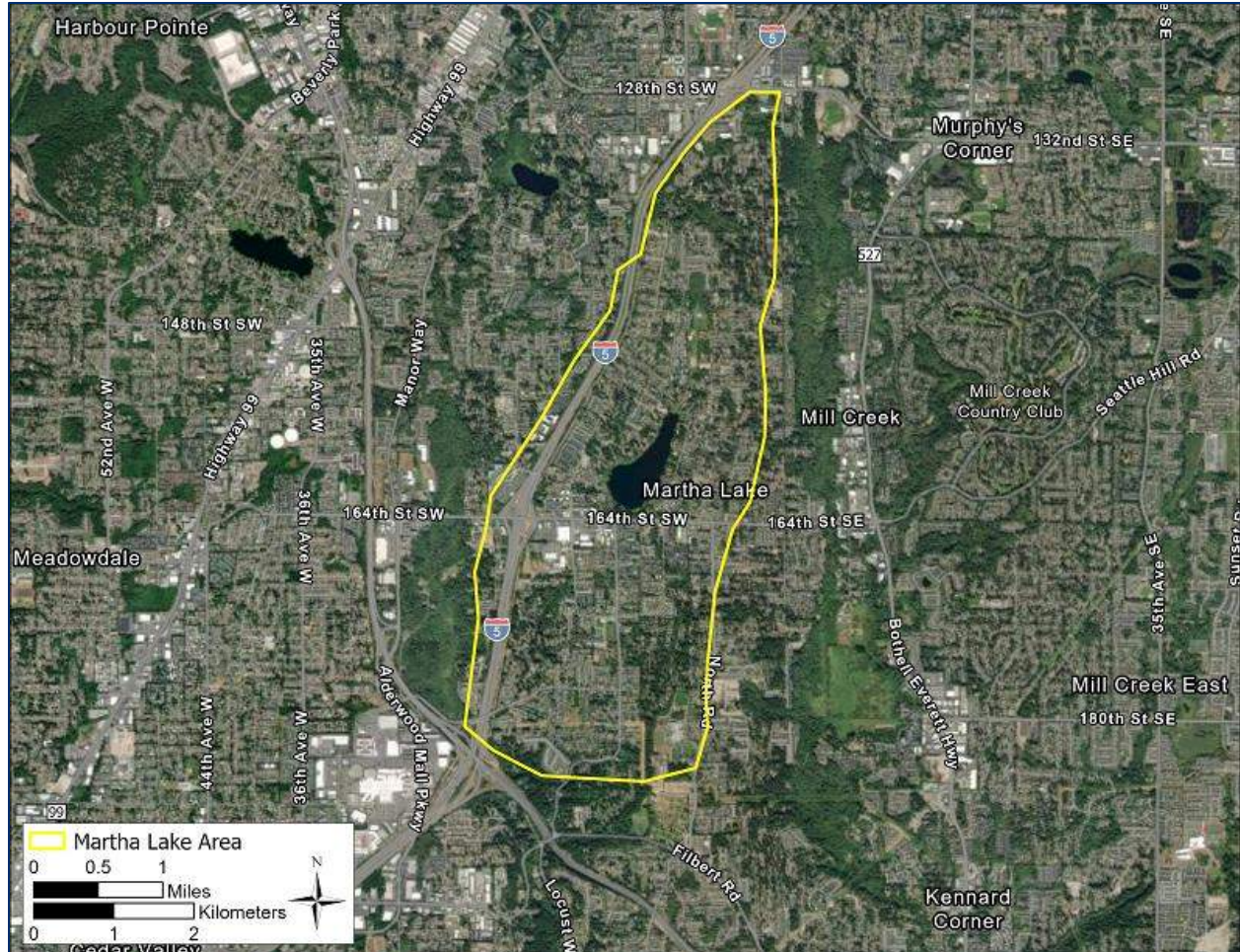


Figure 2-13 Map Showing Approximate Outline of the Martha Lake Neighborhood

2.2.2.1 Booms and Busts (1891–1915)

Martha Lake developed similarly to Alderwood Manor, with a significant portion of its surrounding lands owned, cleared, and developed by Puget Mill. In 1910, lands immediately around Martha Lake were owned by Puget Mill and Merrill & Ring. Other landowners in the area included Mukilteo Lumber Company and Brace & Hergert Mill Company (Anderson Map Company 1910a, 1910b, 1910c).

2.2.2.2 Conflict and Prosperity (1916–1928)

The present-day Martha Lake neighborhood is an example of how neighborhoods developed around specific Interurban stops. In 1927, the west side of Martha Lake, the side closest to the Seattle-Everett Interurban developed into Alderwood Manor No. 3 and No. 10. In contrast, the east side of Martha Lake was owned by Merrill & Ring (Anderson Map Company 1910a).

2.2.2.3 Great Depression and WWII (1929–1945)

Little residential development took place during the early years of the Great Depression. Lands owned by development companies in the Martha Lake area remained in their possession, and other larger privately owned lands were divided into smaller sections of land and sold. In the years following the Great Depression, there was still little residential change. Crown Lumber Company and Merrill & Ring Lumber Company both owned large tracts of land on the east side of Martha Lake; Merrill & Ring's lands were sandwiched between lands developed on the west near Martha Lake and those on the east that lined SR 527 (Kroll Map Company 1934a, 1943a).

Martha Lake was a popular swimming destination during the 1930s. Mr. and Mrs. T.E. Ferling owned Martha Lake Resort, built in 1934. The resort had kitchens, tables, cabins, bathhouses, boats for rent, and two Red Cross-certified lifeguards on duty. The Red Cross offered swimming lessons as part of lake safety in the 1940s (Little et al. 2006:122).

Wintermute's Corner was the name for the intersection of 164th Street and what became Bothell-Everett Highway (present-day SR 527) in east Martha Lake and Mill Creek. During the 1930s, many families that lived on the land between Martha Lake and Mill Creek built a dam and reservoir nearby. The corner was named Wintermute after the Wintermute family that operated a grocery and gas station at that intersection (Perez Hoogkamer 2013:24).

2.2.2.4 Post-WWII Development (1946–1969)

On April 14, 1959, the city of Lynnwood was officially incorporated into Snohomish County with a vote of 490 to 208 (Broom 1990:98). The post-WWII era saw increased need for housing, on both the local and national scale. However, residential development in Lynnwood was slow at first, with arguments that the county government in Everett was not prioritizing the south end (Broom 1990:93). Additionally, Puget Mill entered foreclosure in 1938 after the Great Depression (Wilma 2003). Still, by 1960, most of the land in northeast Lynnwood was developed and platted. Near Martha Lake, there were tracts named after both Alderwood Manor and Martha Lake (Metsker 1960b).

2.2.2.5 Boeing Bust and Recovery Years (1970–1980)

In 1975, Alderwood Manor tracts fully developed with accompanying roads nearby. Other changes included constructing roads near other completed housing tracts. Most of the plats immediately surrounding the lake itself were named Martha Lake, including Martha Lake Acreage and Martha Lake East Shore (Metskers 1975a).

2.3 Everett

This section provides an overview of the history of areas associated with Everett's development including Paine Field and Boeing; Lake Stickney, Holly, and Westmont; Twin Creeks, Silver Lake, and Cascade View; Evergreen; Pinehurst–Beverly Park; Glacier View; Lowell; and Port

Gardner. This overview examines specific industries and businesses that impacted development of Everett.

2.3.1 Paine Field and Boeing

Paine Field is located west of I-5 and south of SR 526, which runs between Paine Field and Boeing. The Boeing facility is located just north of SR 526, near the Westmont area and the westmost reaches of the Pinehurst–Beverly Park area. The history of Paine Field and Boeing is important for understanding how industries and major employers helped shape the surrounding areas.



Figure 2-14 Map Showing Approximate Outline of the Paine Field and Boeing Area

2.3.1.1 Great Depression and WWII (1929–1945)

Paine Field began as a regional airport project that was strategically usurped by the US government at specific moments in history to serve a military function. In 1936, when Snohomish County matched the funds offered by Works Progress Administration, construction was underway. It was one of the biggest construction projects in the Everett area at the time, with over 300 excavation workers employed to clear and develop the land. They drilled a well to

provide water power for the locomotives and Puget Sound Power and Light installed a power line (Riddle 2007a). Paine Field was named after a veteran of WWI, Topliff Olin Paine, who served in the 12th Company of the Army Infantry in Everett. The airport was turned into a military air base and served as a training site for pilots before deployment to WWII. After the end of the war in 1945, the airport reverted to civilian use (Collier 2019).

2.3.1.2 Post-WWII Development (1946–1969)

In 1945, a family housing area was built at Paine Field, which was improved upon in 1956. Resident Rick Shea recalled living in Paine Field housing from 1956 to 1964 while his father, Chief Master Sgt. Patrick Shea, was stationed at Paine with the Air Force. Rick Shea recalled that his house had a Swedish-style fireplace, low-slung roof, and a carport. Rick Shea noted that his house was brand-new. He observed two different housing areas: one for officer housing, based on rank, and non-commissioned officers. While living in Paine Field housing, Shea attended Fairmount Elementary School, near the field, and Olympic View Middle School (Muhlstein 2011).

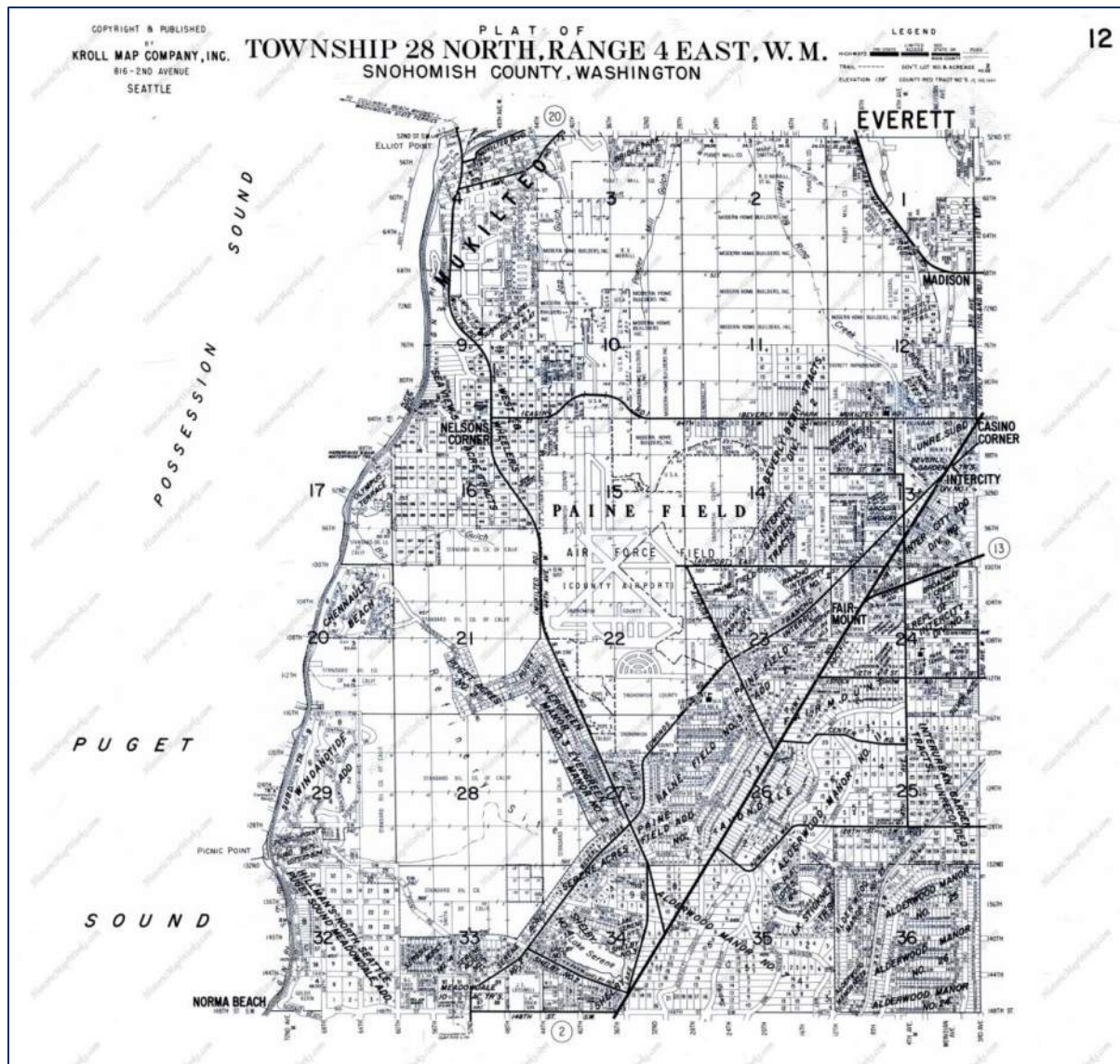
Paine Field switched back once more to military use in 1949 for the newly created Air Force to use as a base during the Korean conflict and later for Vietnam. During the 1950s, it was referred to as Paine Air Force Base. Then in the 1960s, the Department of Defense began using McChord Air Force Base in Tacoma as the predominant base in the region, and Paine was finally able to revert to a regional Snohomish County airport. At this time, the airport sought to lease space to private enterprises around the airport, which would finally allow Paine Field to kickstart itself as a business venture and bring in more jobs (Collier 2019).

Beginning in the 1940s, Paine Field offered an air show for two days, typically in late July or early August. At its peak, the show would have over 100,000 spectators (Bertrand 2019:80–81). Beginning in the 1960s, Lynnwood Rotary Club began producing their own air show, complete with wing-walker exhibitions, rare aircraft, and upside-down flying (Bertrand 2019:80–81).

The land around Paine Field developed as a result of the post-WWII suburban boom, since proximity to an important county employer was advantageous for families. Construction in greater Everett occurred mostly in undeveloped areas in the south end of the city (Boyle and Molchany 2014:6).

By 1960, a majority of the land that makes up present-day Paine Field had been built up with military uses. There were still small sections of land on both the north and south side of Paine Field that were owned by Snohomish County, Puget Mill, Pope & Talbot, Inc. or Modern Home Builders Inc. However, the land that would become the Boeing plant was almost exclusively underdeveloped in 1960 and was owned by Modern Home Builders Inc. (Figure 2-15).

The U.S. Air Force transferred the Paine Field housing to the U.S. Navy in the late 1960s. The Navy made the units available to families of those stationed in Everett (Hoyt et al. 2011:11).



Source: Kroll Map 1960, HistoricMapWorks.

Figure 2-15 1960 Kroll Map Showing Paine Field

In 1966, the Board of Directors at Boeing approved a site just north of Paine Field for the production for their revolutionary 747 jumbo-jet (Bertrand 2019:17). Boeing acquired 780 acres, with over 200 million cubic feet of building space (Figure 2-16; Redding and Yenne 1983:7). The first 747 produced at the new Boeing facility was the *City of Everett*, which flew from 1969 to 1995 before it was retired. The *City of Everett* is on display at the Museum of Flight at Boeing Field in Seattle (Bertrand 2019:17). The 1936 construction of Paine Field ultimately initiated local development since the airport provided both military and commercial use until the mid-1960s (Riddle 2007a).

With Boeing's announcement in 1966, the legislature realized the impact the traffic would have, and changed Omnibus Highway Bill 772 to enable SR 526 to serve as an east-west artery from Boeing to I-5. This became known as the Casino Freeway plan and construction began immediately. Similarly, a permanent route was needed for SR 525 from Mukilteo to 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. SR 526 was completed in 1969 by the State Highway department and SR 525 was completed in 1972 (Washington State Highway Commissions 1975:4–5). Accelerated urban growth in the direction of Mukilteo and the expansions of Boeing north of Paine Field increased the need for internal planning and traffic solutions in and around Paine Field–Lake Stickney that took place during the late 1960s and early 1970s.



Source: University of Washington Libraries, Special Collections, MPH2221.

Figure 2-16 Inside Boeing's Everett Factory, at Paine Field, Everett, Washington, 1968

2.3.1.3 Boeing Bust and Recovery Years (1970–1980)

Everett believed that the aerospace industry it fostered would be recession-proof (Riddle 2021). Unfortunately, from 1969 through 1971, the greater Seattle area experienced what was known as the “Boeing Bust” due to “oversaturation of the airplane market” (Stein 2019). By the end of 1969, layoffs at Boeing reached 20 percent or 25,000 Boeing workers. In 1970, another 41,000 people lost their jobs. In 1971, the U.S. Senate cut funding for Boeing's Supersonic Transport (SST), leading to more job cuts (Riddle 2021). In 1972, employment at Boeing dropped to as few as 4,700 employees (Cameron et al. 2005:339). The situation was exacerbated by a national oil embargo that affected major population centers, including cities around Puget Sound (Cameron et al. 2005:314). The Boeing Bust let up when the overall economy rebounded in the mid-1970s (Cameron et al. 2005:344).

In 1974, the airshow at Paine Field featured the British Royal Air Force Vulcan and U.S. Air Force's Thunderbirds (*SDT* July 21, 1974). In 1979, the show had a performance by both the Canadian Armed Forces Snowbirds and Canada's high-speed F-101 Voodoo squadron (*SDT* July 7, 1979). However, the show was not without its dangers. In 1977, Captain Jim Sorfleet and Captain Paul Beaulieu of the Canadian Armed Forces accidentally collided in the air during a team flight in tight formation. Luckily, both pilots were ejected safely from their planes before they crashed, and each sustained only minor injuries and burns (Maier 1977). Eventually, attendance decreased, and the show came to a close in the 1980s (Bertrand 2019:80–81).

Apart from the air show in the summer, Paine Field in the mid-1970s was being considered as a commercial airport. However, local residents protested, citing concerns over noise levels of commercial airliners, devaluation of property, and reduced personal safety. In 1978, a coalition comprising the Snohomish County Planning Commission and public-interest groups began working on plans to determine Paine Field's role. In April 1978, the Board approved a plan that permitted light aviation, commuter services, and aviation-related activity at the field. They also approved improvements such as new hangar space, maintenance plans, and service terminals (Riddle 2007a). Also in 1978, Boeing expanded their facility to build their new 767 airplane. They expanded again in 1992 to build the 777 airplane. As a result of Boeing's continuing development, they spurred other businesses into action, such as the Aviation Technical Services, which is one of the largest aerospace repair facilities in the United States (Collier 2019).

2.3.2 Lake Stickney, Holly, and Westmont

The Lake Stickney area is roughly bordered by I-5 to the east and SR 526 to the north, with Paine Field Boulevard and Mukilteo Speedway to the west, and 148th Street SW and Ash Way to the south.

The Holly neighborhood has Airport Road on the west, separating it from Paine Field, and Highway 99 to the east. Holly is just south of Westmont, whose parks help to create Holly's north boundary. Westmont is south of SR 526, further west than the Cascade View neighborhood. The westmost boundary of Westmont is on Airport Road alongside Paine Field, and the boundary of Kasch Park and Walter E. Hall Park and Golf Course make up the south boundary. Westmont reaches Evergreen Way on the east (City of Everett 2019). These three neighborhoods are examined together as these neighborhoods that are the most proximate to both Paine Field and Boeing. As such, these neighborhoods generally developed together, with varying degrees of development from businesses located to the south, such as Puget Mill.

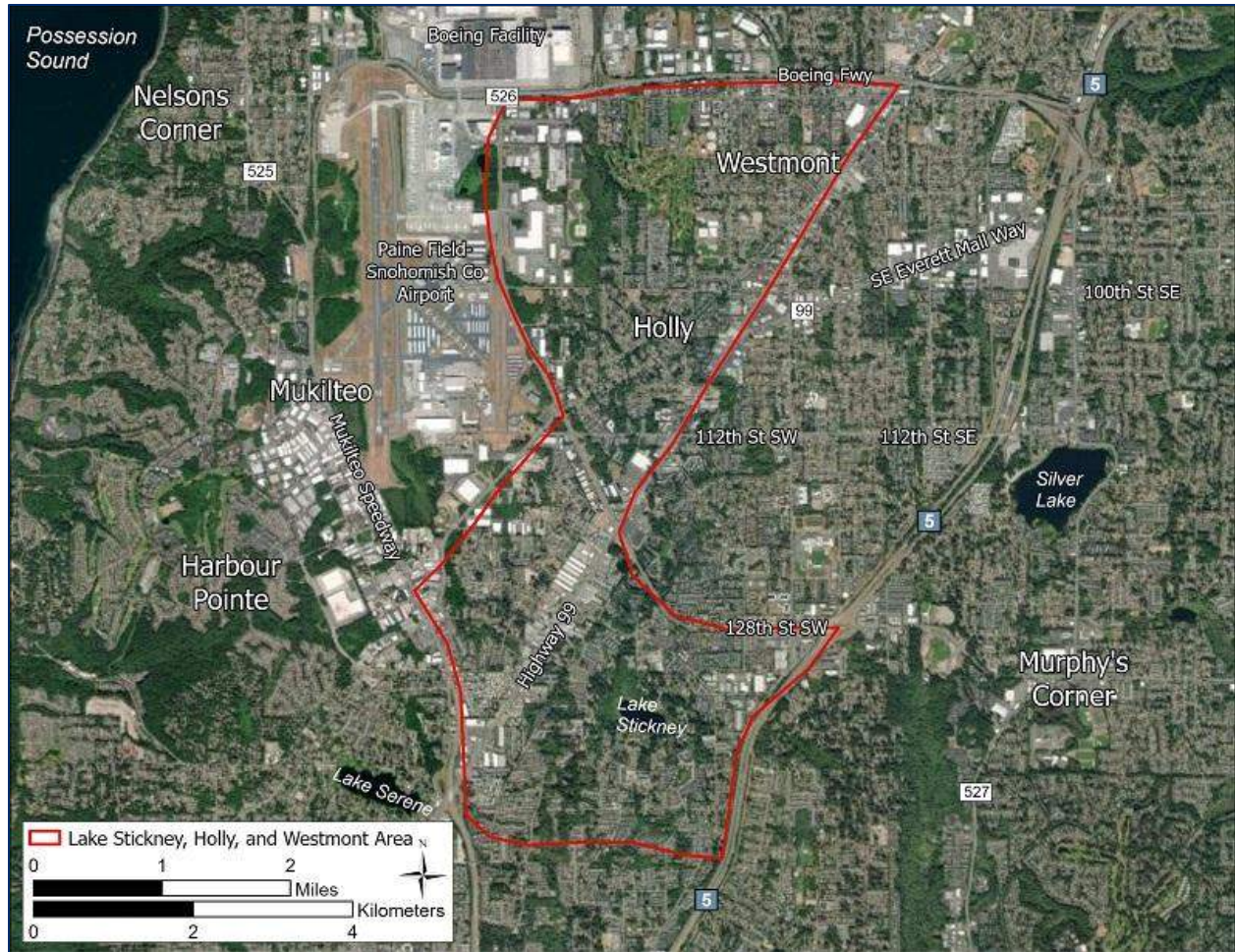


Figure 2-17 Map Showing Approximate Outline of the Lake Stickney, Holly and Westmont Areas

In 1960, Holly was known as Fairmount and Westmont was known as Intercity (Metskers 1960b). For consistency, the modern names of the neighborhoods will be employed throughout this section.

2.3.2.1 Booms and Busts (1891–1915)

By 1910, most of the land that would eventually become Lake Stickney, Holly, and Westmont were owned primarily by Puget Mill, with smaller segments of land owned by Mukilteo Lumber Company and Merrill & Ring. The area that would become the Westmont neighborhood had less overall land owned by Puget Mill than the other neighborhoods in the project area (Anderson Map Company 1910b).

2.3.2.2 Conflict and Prosperity (1916–1928)

Puget Mill's Alderwood Manor plan was evident in this area by 1927, whereby Alderwood Manor No. 11 was beginning to encroach upon land that would eventually become Paine Field. Still, Puget Mill, Mukilteo Lumber Company, and Merrill & Ring had yet to clear and plat lands toward the north of that area. By 1927, Puget Mill had developed Alderwood Manor No. 11 on what would be the southern half of the eventual Holly neighborhood. In Westmont, there were no

Alderwood-related plats, only land owned by Puget Mill and Merrill & Ring (Metsker 1927c).

2.3.2.3 Great Depression and WWII (1929–1945)

Early Lake Stickney, Holly, and Westmont were also influenced by the development of Highway 99, completed in 1926, in similar ways to other areas and the Interurban. In 1934, Alderwood Manor had plats on both sides of Highway 99; Merrill & Ring Logging Company owned lands immediately surrounding Lake Stickney; there was also Alderwood Manor No. 5. There was a housing development along Highway 99 named Avondale (Kroll Map Company 1934b). These lands were named Avondale by Alderwood Manor in 1929-1930 (Gaeng 2019). In addition to the development of Highway 99, this area also saw further road development. By 1934, a road was created that would later become Airport Road in Holly. This road helped form the triangular shape of present-day Holly.

By 1943, Puget Mill still had sections of undeveloped land on both sides of Holly Road (Kroll Map Company Maps 1943b). The west–east Airport Access Road (now 112th Street SW) bisected Holly near the Fairmount Elementary School. In 1943 some plats of land that had previously been unnamed had acquired a name, such as Arcadia Gardens along Highway 99. Also, small sections of land in Westmont were owned by Snohomish County (Kroll Map Company 1943b). Lands were still owned by Merrill & Ring Company, and Puget Mill owned lands east of Paine Field airport. There is also the Secondary State Highway (later SR 525) that ran northwest toward Mukilteo (Kroll Map Company 1943b). Housing developments and communities congregated near the Interurban line; as such, the Interurban line is one of the earliest organizing factors in Snohomish County. As a result of the neighborhood's proximity to the developing Paine Field, there was more housing developments created through the latter half of the twentieth century.

2.3.2.4 Post-WWII Development (1946–1969)

As mentioned previously, in the 1960s the suburbanization trend of the post-WWII period was present in the underdeveloped Lake Stickney, Holly, and Westmont areas (Boyle and Molchany 2014:6). The development of Paine Field also helped fuel housing needs for employees in the neighborhoods surrounding the airport. Much of Holly had been developed into land divisions: both Olivia Park Division housing division had expanded in size, as had Rancho Intercity housing division, which lined Holly Road through the center of the neighborhood. Puget Mill still owned one small segment of land in the center of the neighborhood (Metskers1960b). Westmont's proximity to two large county employers, Boeing and Paine Field, played a role in its suburban development. In Westmont, there was the Intercity and Rancho Intercity tracts in the Holly neighborhood (Metsker 1960b, 1960c). SR 526 was completed in 1969 by the State Highway department, which constituted Westmont's north boundary and isolated it from the westmost edges of the Pinehurst–Beverly Park neighborhood to the north (Washington State Highway Commissions 1975:4–5). By this time, SR 526, also known as Boeing Freeway, helped to establish Westmont as a suburb within proximity of Paine Field.

2.3.2.5 Boeing Bust and Recovery Years (1970–1980)

By 1975, the remainder of the lands owned by logging companies had all been cleared and platted, with the exception of some land held by Puget Park Development Corporation near Lake Stickney. Alderwood Manor had Numbers 7 and 11 within the Paine Field and Lake Stickney areas (Metsker 1975b, 1975c). The Paine Field, Olivia Park, and Rancho Intercity housing developments grew in size. There were also still garden tracts. By 1975, Beverly Berry held onto some tracts on either side of SR 526 near Westmont. Also, in 1975, the federal

government declared 200 acres surrounding Paine Field to be surplus land, and Senator Henry M. Jackson helped secure 60 acres for the city as recreational space. Kasch Park, named after local volunteer coach and sports organizer Bill Kasch, was not dedicated until May 11, 1985 (Bertrand 2019:42).

Since the entire neighborhood of Holly was labeled as Fairmount and Westmont was labeled as Intercity by the 1975 Metsker Maps, this suggests that the neighborhood names Holly and Westmont became the official neighborhood sometime after 1975 (Metsker 1975b).

2.3.3 Twin Creeks, Silver Lake, and Cascade View

Twin Creeks is located in the space between I-5 to the east, SW Everett Mall Way to the north, and Highway 99 to the west; the south boundary follows 112th Street SW from Highway 99 to I-5 (City of Everett 2019). This neighborhood includes most of the Everett Mall; the Everett Mall Plaza is considered part of Cascade View, north of Twin Creeks. Silver Lake is near Twin Creeks, predominantly on the east side of I-5. The area is best known for the recreation opportunities of Silver Lake. The area of Silver Lake includes 128th Street SE to the north, Filbert Road to the south, I-5 to the west, and on the east, winds through multiple streets and non-street areas to form its boundary. Cascade View is just south and west of SR 526 and I-5 junction, with SR 526 to the north, Evergreen Way to the west, and Highway 99 on the south and east (City of Everett 2019). These areas generally developed together, with varying degrees of development from businesses located to the south, such as Puget Mill.

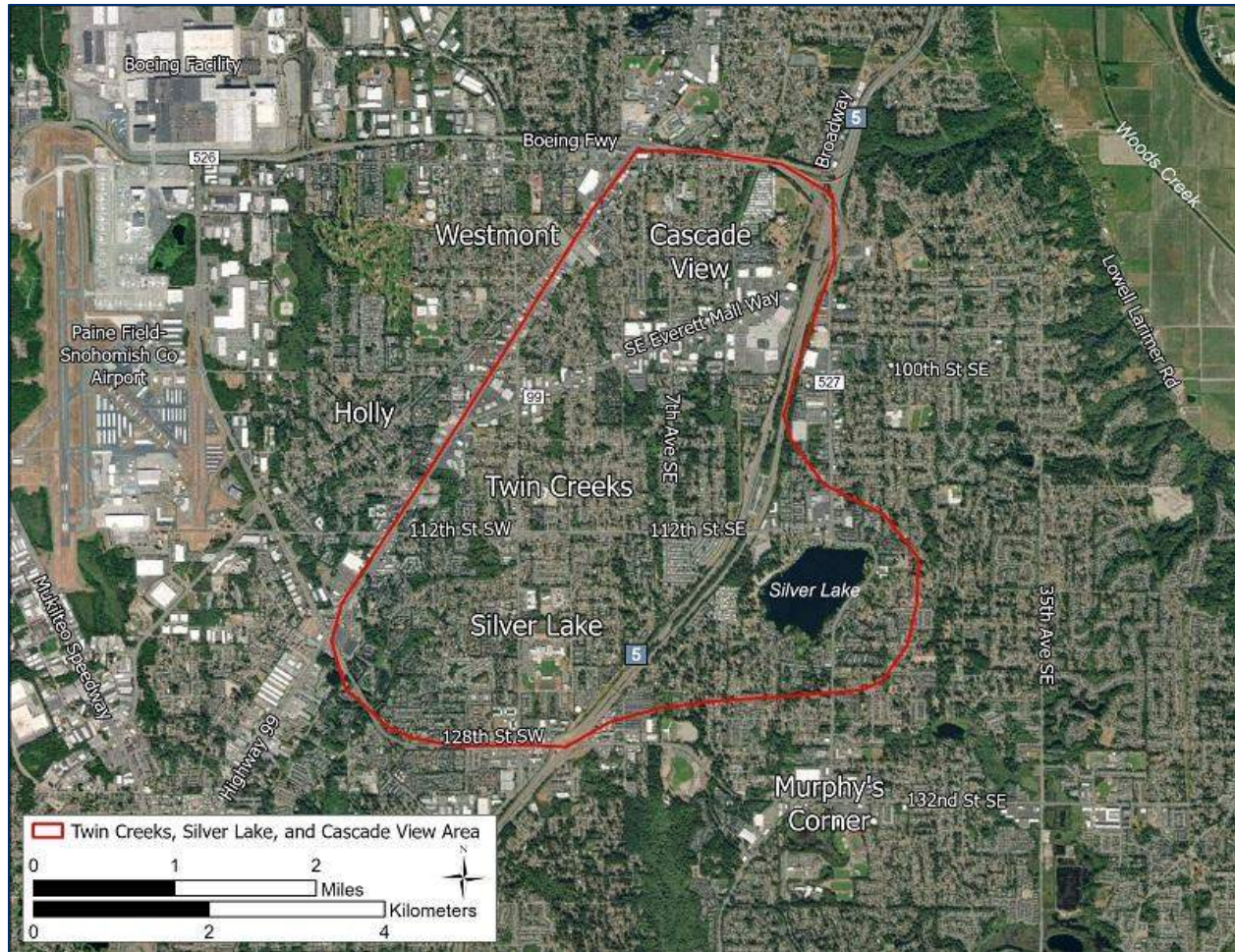


Figure 2-18 Map Showing Approximate Outline of the Twin Creeks, Silver Lake, and Cascade View Areas

2.3.3.1 Booms and Busts (1891–1915)

Like many of the surrounding areas, much of the land in 1910 was owned by Puget Mill, Everett Improvement, and Merrill & Ring. Merrill & Ring also had a logging camp in this area. The Seattle–Everett Interurban line ran through mostly Everett Improvement land holdings (Anderson Map Company 1910b and 1910c). Silver Lake is southeast of present-day Twin Creeks. Bothell–Everett Highway was built in the area in the 1910s; it was later renamed SR 527. Until Highway 99 was constructed, the Bothell–Everett Highway served as the primary artery for motorists going from Bothell to Seattle (Dougherty 2020). Where other areas to the south were constructed by Puget Mill and Alderwood Manor, there were far fewer plots of land owned by Puget Mill and Mukilteo Lumber Company, in the Silver Lake area. Mukilteo Lumber Company became Crown Lumber Company in 1909 but retained the moniker Mukilteo Lumber on the Anderson Maps for 1910 (Anderson Map Company 1910c; Riddle 2007c). At this time, the Seattle–Everett Interurban line ran just to Silver Lake's west, in a stretch of land that would later become I-5 (Anderson Map Company 1910c).

2.3.3.2 Conflict and Prosperity (1916–1928)

In 1920, Everett city planners planned to take advantage of the inland beach offered by Silver

Lake, and by 1922 a dedication ceremony took place for Everett Silver Lake Park. After that, camping in cabins, dancing, and swimming became common activities at Silver Lake; other attractions included a 25-foot slide, a high dive, water trapeze, and a 20-foot water wheel (Bertrand 2019:20). By the 1920s, Bothell-Everett Highway, which skirted the lake, led to residential development around the lake, and roadside businesses, such as Stalling Bros. Service, a gas station and tire repair shop (Flood 2013:33).

By 1927, Puget Mill and Everett Improvement remained owners of much of the same plots of land, whereas Merrill & Ring had sold off much of their holdings to private owners along what would come to be known as 112th Street SE (Metsker 1927b, 1927c). Plots of land were developed away from the Silver Lake, including the Silver Lake Garden Tracts, north of the lake, and the Knox Five Acre tracts, to the east, adjacent to some pieces of land owned by Guhr Lumber Company. Puget Mill still owned a tract of land alongside the Seattle-Everett Interurban line, and Crown Lumber Company still owned their same tract of land (Metsker 1927b, 1927c; Riddle 2007b). Mukilteo Lumber Company sold their tract to Patrick M. Walker. Both plots of land were altered by construction of two roads that bisected each other, roads that would eventually become known as Evergreen Drive and Holly Road. Adjacent to the lake, there was the development of other plots, including the plat of Silver Lake, the Fircrest Five Acre Tracts, Lakeside Tracts, and Straits Addition to Silver Lake (Metsker 1927b, 1927c).

2.3.3.3 Great Depression and WWII (1929–1945)

By 1934, development of Broadway Road effectively cut off Twin Creeks from Cascade View. There was also further development of existing land divisions. Puget Mill and Crown Lumber companies still retained their plots of land; Guhr Lumber Company sold both plots of land on each side of the Knox Five Acre Tracts to Anna L. Murphy. Other tracts of land divided further for private ownership. One piece of land on Silver Lake was owned by the City of Everett (Kroll Map Company 1934c).

By 1934, housing developments were beginning alongside Highway 99. There was also further development of the Intercity divisions on either side of Highway 99. Additionally, Broadway was constructed and diverged from Highway 99. Puget Mill, Thomas Wilson Land Company, and Everett Improvement all still had land holdings that were altered by Broadway cutting across all three (Kroll Map Company 1934c). By 1943, the Thomas Wilson Land Company had sold their land closest to Broadway but kept a small portion of it. Cypress Lawn Memorial Park, Inc. owned another tract, which currently makes up Cypress Lawn Memorial Park (Kroll Map Company 1943b, 1943c).

By 1943, the tracts of land near Highway 99 divided into housing developments, but there was overall little change to the area of Twin Creeks. Nevertheless, Snohomish County gained a tract of land from the Pt. Gardner Investment and Loan and Security companies. This tract would eventually become part of Everett Mall (Kroll Map Company 1943b). There is also more evidence of Snohomish County holding lands, mostly purchased from private owners. This included the land around Ruggs Lake, also known as Lee's Lake for a time. First National Bank of Snohomish also owned a plot of land it purchased from Andrew Haugen. Plots of land that lined Silver Lake were also subdivided for private ownership (Kroll Map Company 1943b, 1943c). From 1941-1945, during the U.S. involvement in WWII, the Army Air Corps leased the land for recreation and eventually a shooting range was built (Bertrand 2019:20).

In the 1940s, the Casino Tavern was at the northeast corner of the intersection of Beverly Park-Mukilteo Road and Highway 99 in Everett. Beverly Park-Mukilteo Road came to be called

Casino Road, presumably named after the Casino Tavern. The tavern was run by husband and wife, Glenn Furnas and Edna Cecilia Schwarzmiller Furnas. After Edna and Glenn married in 1931, they owned and operated multiple Everett businesses, including Pecks Drive Grocery, Blue Diamond, Casino Tavern, Bowen-Ingram Lumber and Hardware, and more (Perez Hoogkamer 2013:40). It is unclear if any of these businesses remain today.

2.3.3.4 Post-WWII Development (1946–1969)

The development of Twin Creeks, Silver Lake, and Cascade View was influenced by national post-WWII housing trends. By 1960, Puget Mill owned only small sections of land, but much of Puget Mill's land had been transformed into housing developments and privately owned land. The land owned by Everett Improvement remained the same in size (Metsker 1960b). Other land previously owned by Snohomish County, First National Bank of Snohomish, and Crown Lumber Company had been sold to private owners (Metsker 1960b). Some of the housing developments lined Broadway. Everett Improvement largely still retained their tracts of land (Metsker 1960c). This demonstrates productive area development because whether it was west toward Paine Field and Boeing, south to Seattle, or north to Everett, everyday people had the opportunity to live further from and commute to work.

In the postwar years, Silver Lake became more popular as a swimming destination. In the 1950s, the Silver Lake Regatta was started for annual hydroplane races; there was also the Silver Lake Triathlon. The name of the park was changed in June 1961 to Thornton A. Sullivan Recreation Area, after a former board president (Bertrand 2019:20). After WWII, Everett Silver Lake Park land reverted to community recreation use.

Suburbanization in the postwar years and private vehicle ownership helped to shift from narrower downtown shopping districts to strip mall and regional mall retail centers. In 1950, the Northgate Regional Shopping Center in Seattle was constructed and is credited with being the first mall in the country. Northgate was arranged to maximize parking opportunities and minimize walking distance between a multitude of essential and specialty shops (Gelernter 1999:272). Around the same time that I-5 was being constructed in the mid-1960s, a plan developed in the Twin Creeks area to build a shopping mall, which would have further distinguished Twin Creeks from neighboring Silver Lake. After all, completion of I-5 construction was considered an advantage for mall traffic, especially because the construction site was right next to the freeway. Two anchor stores, Sears in 1969 and White Front in 1971, became the first two businesses of the new Everett Mall (Bertrand 2019:30). The Sears in Everett was at 2701 Colby Street for 40 years prior to their decision to move to Everett Mall. There, Sears had an automotive service center, an interior decoration shop, a coffee house, an office for Allstate Insurance, a subsidiary of Sears, and much of the space was dedicated to fashion and beauty (SDT Feb 9, 1969).

By the 1960s, completion of I-5 effectively divided the Silver Lake area to the east from other areas to the west. Still, the I-5 freeway also contributed to the creation of the Twin Creeks, Silver Lake, and Cascade View suburbs by providing each area proximity to the interconnectivity of the road systems.

2.3.3.5 Boeing Bust and Recovery Years (1970–1980)

By 1975, even more of the land around Silver Lake had been developed, including local roads. The Silver Lake School was located just south of the lake. Engineers Investment Company owned land just north of the lake and Stock Show Road. There was also a plot of land with U.S.

government radio towers (Metsker 1975b). By 1975, much of the area surrounding the growing Everett Mall had turned into housing, including apartment buildings that lined the I-5. Everett Improvement and Puget Sound Improvement Company both owned small tracts of land near Everett Mall. Olivia Park Elementary School was also developed on Emender Road (now 4th Avenue W) and Stock Show Road (now 112th Street SW) (Metsker 1975b).

By 1975, Cypress Lawn Memorial Park had purchased land from Everett Improvement to expand their operations; the Everett Improvement retained a smaller tract of land just south of the cemetery and north of Broadway. The remainder of Puget Mill lands were sold off, one tract going to Home Planners, Inc. Other tracts became Emerson Park (referred to as Cascade View Park), Emerson Elementary School, and others into private ownership. There was also a tract owned by the “Catholic Archbishop,” known presently as St. Mary Magdalen Catholic School and St. Mary Magdalen Parish (Metsker 1975d).

Tenancy at Everett Mall was slow at first; in 1972, construction was stalled as a result of the Boeing downturn (Bertrand 2019:30). However, by 1974, businesses were beginning to open. The General Cinema Corporation chain opened three cinemas at Everett Mall in January 1974 (*SDT* Jan 30, 1974). By March 1974, the Everett Mall had leased 60 percent of its available storefront to prospective businesses (*SDT* March 10, 1974). In 1979, a \$20 million expansion plan began at Everett Mall, which was completed in 1980. The expansion included a two-story Frederick & Nelson department store, a Pay Less drug store, and 50,000 square feet of additional space. This expansion was designed by Martinez, Takeda & Hahn, a Beverly Hills architect firm, and architect Douglas Mulvanny of Seattle designed the Pay Less drug store (*SDT* May 31, 1979). Millions of dollars of expansions have taken place since 1980 at Everett Mall.

2.3.4 Evergreen

The Evergreen neighborhood is bordered by SR 526 to the south, Evergreen Way to the east, Madison Street to the north, and Sievers Duecy Boulevard and Hardsen Road on the east (City of Everett 2019). There is no real historical name associated with the area.



Figure 2-19 Map Showing Approximate Outline of the Evergreen Neighborhood

2.3.4.1 Booms and Busts (1891–1915)

By 1910, the land that would eventually become the Evergreen neighborhood of Everett was owned primarily by Merrill & Ring Logging (Merrill & Ring) and Everett Improvement Company (Everett Improvement) (Anderson Map Company 1910d). Where other areas to the south and the east were constructed by Puget Mill Company and Alderwood Manor, there were no plots of land owned by Puget Mill in this area. All of the land that was already owned by individuals by 1910 was toward the south portion of the area and tended to be near roadways (Anderson Map Company 1910d).

The Seattle–Everett Interurban railway ran up through the neighboring Pinehurst and Beverly Park. Residents of Evergreen would have had to walk on-foot through these other areas to reach the Interurban.

2.3.4.2 Conflict and Prosperity (1916–1928)

In 1916, neighboring Beverly Park and its Interurban station became the site of the first part of the bloody Everett Massacre (Cameron et al. 2005:175; Riddle 2006a). A boatload of Wobblies arrived at the Port of Everett to support the shingle-weavers' strike and were beaten upon arrival (Riddle 2006a).

By the early 1920s, housing divisions were being built throughout what would become the Evergreen neighborhood, including Beverly Home Tracts Division Number 2, Beverly Acreage Tracts, and Beverly Homesites, and plats were filed in the Evergreen neighborhood of Everett (Metsker 1927d). By 1927, Everett Improvement and Merrill & Ring both still owned land in the area, but far less than they once had (Metsker 1927d).

When Highway 99 was constructed in 1926, it was built west of the Seattle–Everett Interurban railway, and therefore, closer to the early residents of the Evergreen neighborhood (Ryan and Stadler 2010:27). Highway 99 facilitated residential growth in the Evergreen neighborhood and continued to support the increasingly popular automotive industry during the 1920s and 1930s.

2.3.4.3 Great Depression and WWII (1929–1945)

By 1934, both Everett Improvement and Merrill & Ring still owned land in the area, but far less than they once had; the area continued to trend in the direction of suburban residential development (Kroll Map Company 1934d).

By 1943, Merrill & Ring had transferred some of their land to R. D. Merrill, et. al. 500 Builders, Cont., and Everett Improvement had also transferred some property to create Beverly Hills Number 5 plat (Kroll Map Company 1943d). By 1943–1944, plats were filed in the area for Beverly Garden Tract Division No 1 replat (1943), Tosland Half Acre Garden Tracts (1943), and Beverly Viewlands Division 1 (1944) (Snohomish County Auditor 2023a, 2023b, 2023c).

2.3.4.4 Post-WWII Development (1946–1969)

The neighborhoods around Paine Field, including Evergreen, Westmont, Holly, and Lake Stickney, developed as a result of the post-World War II suburban boom since proximity to an important county employer was advantageous for families; the area directly associated with Paine Field and Boeing continued to develop commercial and industrial businesses. Before the 1950s were out, additional plats would be filed for Beverly Viewlands Division 2 (1954), Cascade Mountain View Tracts (1955), and Evergreen Glen (1959) (Snohomish County Auditor 2023d, 2023e, 2023f).

The Kroll Map Company map for 1960 reveals the area's proximity to the developing Paine Field and thus its development as a suburb of Paine Field (Kroll Map Company 1960a, 1960b). Around 1960, Mud Lake (now Beverly Lake) was built off Beverly Lane near the Beverly Home Tracts in the Evergreen neighborhood (Kroll Map Company 1960a, 1960b). Beverly Lake is a privately owned, man-made lake surrounded by single-family homes and apartments (Bertrand 2019:150).

2.3.4.5 Boeing Bust and Recovery Years (1970-1980)

Evergreen's proximity to two large county employers, Boeing and Paine Field, played a role in its suburban development. SR 526 was completed in 1969 by the State Highway department, which constituted Evergreen's south boundary (Washington State Highway Commissions 1977:4–5). By this time, SR 526, also known as Boeing Freeway, helped to establish Westmont as a suburb within proximity of Paine Field and directly connected the Evergreen neighborhood to other major roadways, such as I-5 (1965) to the east.

By 1975, Evergreen Junior High is visible on the map, meaning it was constructed sometime between 1952 and 1975. The map also shows that Upper Ridge Road, at one point, continued

straight north and connected to Maple Heights Road near the Boeing Facility (Metsker 1975c); Upper Ridge Road now only extends north to 73rd Street Southwest.

By 1975, the northwest portion of the Evergreen neighborhood seemingly contained both undeveloped land and a small amount of the Beverly Acreage Tracts plat (Metsker 1975c). The northwest portion of the Evergreen neighborhood is currently owned by Snohomish County (Snohomish County Assessor 2023a, 2023b, 2023c). The Phil Johnson Ballfields were constructed in the early 2000s and are also owned by Snohomish County (Snohomish County Assessor 2023d).

2.3.5 Pinehurst–Beverly Park

The Pinehurst–Beverly Park area has SR 526 to the south, I-5 on the east, Evergreen Way on the west, and 62nd Street SE to the north. Valley View is a small development located near the Pinehurst–Beverly Park area, on the east side of I-5. With I-5 to the west, Valley View has Larimer Road on the east. The south boundary of Valley View is north Lynnwood and the north boundary is just north of the end Juniper Drive and Yew Street. Woods Creek winds through the southeast corner of the area (City of Everett 2019). Valley View is discussed in this section because its development was tied to the Pinehurst–Beverly Park area development.

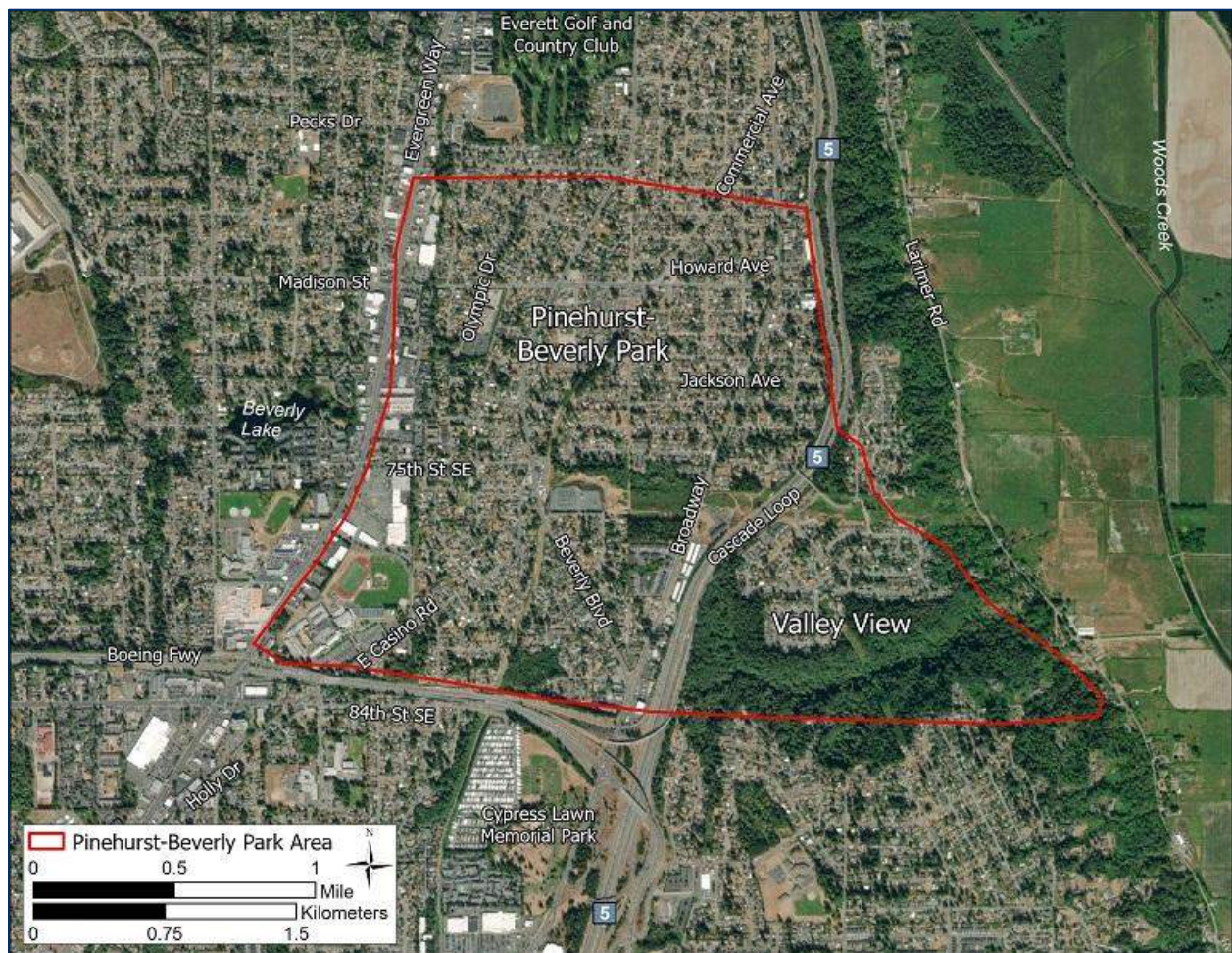


Figure 2-20 Map Showing Approximate Outline of the Pinehurst–Beverly Park and Valley View Area

2.3.5.1 Booms and Busts (1891–1915)

While small sections of land were still owned by Puget Mill, their overall land holdings this far north were substantially less than in the other areas to the south; instead, other important land developers were present, such as Merrill & Ring and Everett Improvement, which contributed significantly to the development of Pinehurst–Beverly Park and Valley View. By 1910, much of the land that would eventually become the Pinehurst-Beverly Park area was owned by Everett Improvement and others. Seattle-Everett Interurban weaved through the middle of the area (Anderson Map Company 1910c). Beverly Park specifically maintained its own water system and was built as a community of “uniformly attractive homes” (Whitfield 1925:612).

2.3.5.2 Conflict and Prosperity (1916–1928)

As mentioned previously, at the end of 1916, Beverly Park and its Interurban station became the site of the first part of the bloody Everett Massacre, a labor dispute that left seven dead, 12 missing, and 50 injured (Cameron et al. 2005:175; Riddle 2006a). A boatload of Wobblies arrived at the Port of Everett to support the shingle-weavers’ strike and were beaten upon arrival (Riddle 2006a). Elof Norman recalled that they were taken to the old interurban tract at Beverly

Park and beaten by two rows of guys (EPL 1982:36-37).

By 1927, divisions were popping up all throughout the area, including the Beverly Hills Division #2, Pinehurst Division, Beverly Home tracts, and Buena Vista Home tracts. The Everett Improvement still owned plots of land sprinkled throughout the area. Rucker Avenue was also created, which crossed the Interurban line in the middle of Pinehurst–Beverly Park (Metsker 1927b). By 1927, housing divisions also came to take over the north section of the current Valley View area, including Pinehurst Additions, South Everett Acre tracts, and Buena Vista home tracts. South of that, land was still owned by businesses and developers, such as Everett Improvement, the Everett Railway Light & Power Company and individual owners. For some time, this isolated area was considered an extension of the Beverly area (Metsker 1927b). It was similar to other areas that were not necessarily divided because of the development of the Interurban but more likely divided later from a larger area with the construction of I-5.

2.3.5.3 Great Depression and WWII (1929–1945)

By 1934, Highway 99 also crossed through Pinehurst–Beverly Park on the west side of the area (Kroll Map Company 1934d). The Interurban had two stops in this area at this time, Beverly Park and Pinehurst, which likely contributed to the two areas developing as separate areas until later. Even to the south, Everett Improvement and the Everett Railway Light and Water Company still owned their plots of land (Kroll Map Company 1943c). By 1940, the City of Everett purchased a section of land east of the Interurban line previously owned by Everett Railway Light and Water Company. In the west of the Pinehurst-Beverly Park area, most of the undeveloped land was owned by Merrill & Ring (Kroll Map Company 1943c).

2.3.5.4 Post-WWII Development (1946–1969)

The overview map for Sanborn maps republished in 1957 shows the development in the southern part of Everett; this edition of the Sanborn maps is the first to reveal area information for this far south in Everett (Sanborn 1957a [1914]). A series of Sanborn maps republished in 1957 demonstrate the residential development specifically of the then unincorporated areas of Pinehurst and Beverly Park (Sanborn 1957b [1914], 1957c [1914]). Finally, a series of historic aerial photographs were obtained via request from Snohomish County Public Works for Township 28N Range 4E Sections 5 and 8.

The development of suburbia in Everett in the post-WWII era was aided by the development of transportation construction projects in the mid-1960s, such as I-5. Pinehurst and Beverly Park were independent areas with their own business centers and interurban depots until 1939. After WWII, when the city of Everett was expanding, Pinehurst and Beverly Park combined into a single area (O'Donnell 1993:198). By 1960, Everett Improvement still held onto their lands within the small area of Valley View and their lands to the west of the Pinehurst-Beverly Park area, as did the City of Everett. Some of the lands owned by Everett Improvement were also developed into housing tracts (Metsker 1960d). Construction of I-5 from Seattle to Everett was completed in 1965. This is when the area of Valley View was considered separate from the Pinehurst–Beverly area, similar to other areas such as Silver Lake and Lowell that blended into nearby areas more fluidly until I-5 created a logical boundary (Dougherty 2008b).

2.3.5.5 Boeing Bust and Recovery Years (1970–1980)

By 1975, more streets and housing developments, a school, a water tank, and a drive-in theater were constructed in Pinehurst–Beverly Park. By 1975, the area of Valley View had been better defined by built environment features: I-5 to the west and 2nd Street to the east, now known as

Larimer Road. The City of Everett owned a section of forested land that became the southern border of the area. The name Valley View must have come into use after 1975, since the Metsker Maps for 1975 label it as an extension of Beverly Park on the east side of I-5 (Metsker 1975d).

Beverly Lake is a privately owned lake tucked between Evergreen Way and 75th Street SW, in the Pinehurst–Beverly Park area. The lake is surrounded by single-family homes and apartments, and no motorized boats are allowed on the lake—only self-powered vessels, such as canoes, kayaks or rowboats were permitted (Bertrand 2019:150). Valley View is its own neighborhood today, according to the Everett neighborhoods website, with their own seat on the Council of Neighborhoods (City of Everett 2019).

2.3.6 Glacier View

Glacier View is to the west of I-5 freeway and stretches from 41st Street to the north, 62nd Street SE to the south, and Evergreen Way to the west (City of Everett 2019). The area encompasses both Evergreen Cemetery and Everett Golf & Country Club. Claremont is an area within Glacier View that “extends to the south to include properties on the north side of 52nd Street SE, to the east to include properties on the east side of Colby Avenue, to the north to include properties on the north side of 45th Street SE, and to the west to include properties on the west side of Wilmington Avenue and the west side of Delaware Avenue” (Boyle and Molchany 2014:9).

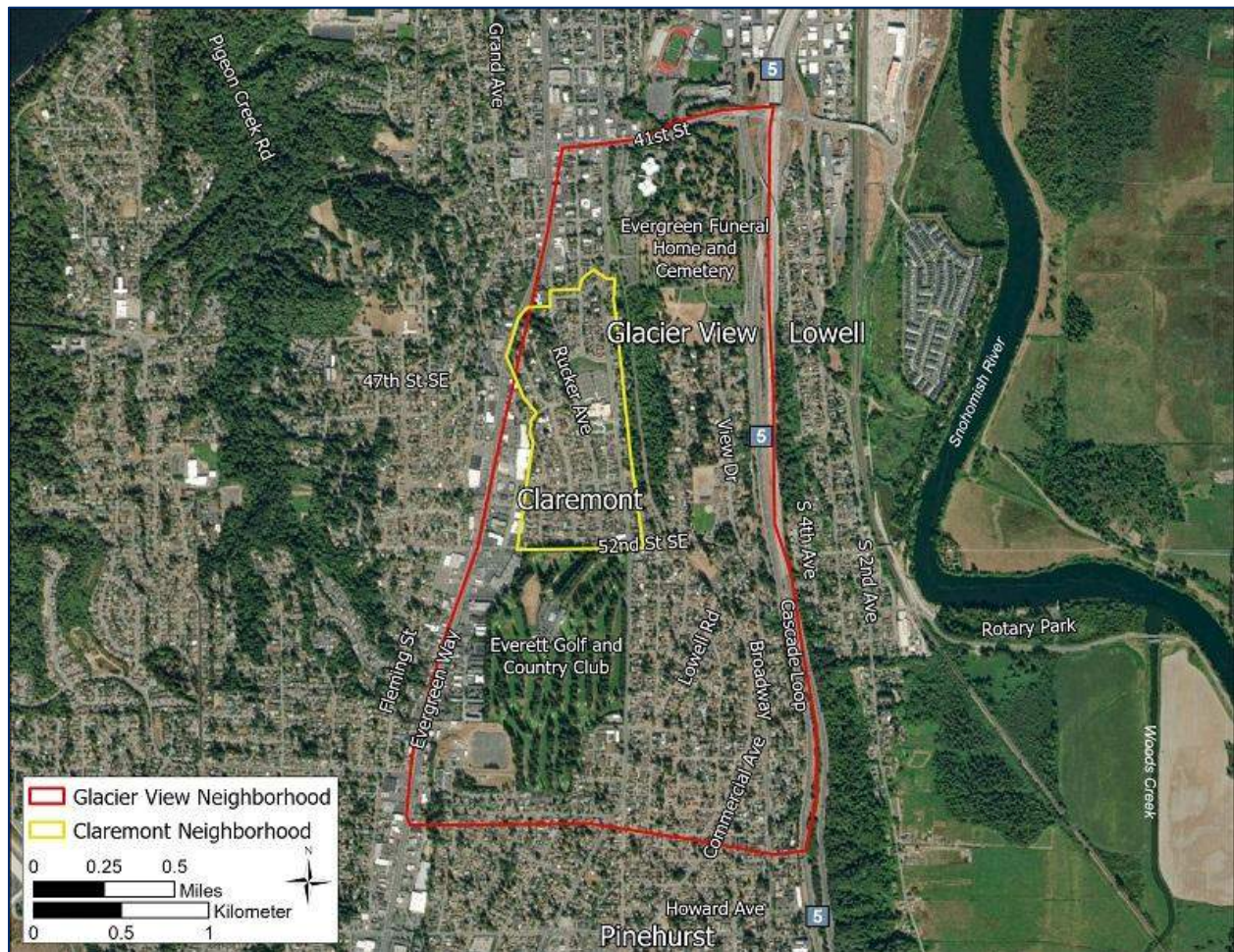


Figure 2-21 Map Showing Approximate Outline of the Glacier View and Claremont Neighborhoods

2.3.6.1 Booms and Busts (1891–1915)

The Evergreen Cemetery was platted in 1898, and over the years its 100 acres have been the final resting place of prominent citizens, but also those who have died in tragedy such as Civil War veterans and victims of the Everett Massacre and Wellington Avalanche (EPL 2019:2–4, 9–12). The cemetery is in the north portion of the Glacier View neighborhood. In 1907, Rucker brothers Wyatt and Bethel built a family tomb capable of holding 22 family members. The 30-foot tall, granite tomb sits on a 5-foot tall by 55-foot square stone platform, and cost \$30,000 at the time to construct. The tomb became the final resting place for Wyatt and Bethel's mother, Jane Morris Rucker, and subsequent Rucker family members. The Rucker Tomb remains intact at the Evergreen Cemetery today (Brown 2018). There are over 50,000 graves at Evergreen Cemetery (Bertrand 2019:16). Some of Everett's most notable citizens are buried there, including the Ruckers, Eugene Smith, developer Roland Hartley and Everett Mayor Nelson D. Martin (Bertrand 2019:2; EPL 2009:2).

The Claremont area was made up of five different plats, one in 1910, when Everett Improvement owned all the land, and the rest in the postwar period between 1946 and 1955.

The Central Park Addition was the first platted in May 1910 (Boyle and Molchany 2014:9). When the Seattle-Everett Interurban line came through, it traveled along Colby Avenue at the edge of the Claremont area (Boyle and Molchany 2014:9).

Everett Country Club was also founded in 1910, on a 66-acre plot. It is just south of the Claremont area but within the current boundaries of Glacier View neighborhood (Boyle and Molchany 2014:10). The development of the Country Club has ties to local railway tycoons and other businessmen, such as James J. Hill of the Great Northern Railway (Bertrand 2019:23).

The first plat of the Evergreen Cemetery served the community for eight years before four additional plats were filed and the cemetery was expanded to continue serving the needs of the community (Snohomish County Auditor 2023g, 2023h, 2023i, 2023j).

2.3.6.2 Conflict and Prosperity (1916–1928)

The Sixth Addition (1922) and Seventh Addition (1925) expanded the Evergreen Cemetery to half of its current size (Snohomish County Auditor 2023k, 2023l).

By 1927, the expansion of downtown Everett and Port Gardner was spreading to include the Glacier View and Claremont area. There were multiple land divisions, including the Pinehurst and Beverly Hills divisions. Everett Improvement owned lands mixed in between these divisions. There was also the first indication of the Everett Country Club next to a plot of land owned by City of Everett (Metsker 1927b, 1927e).

In 1929, the Rucker family relocated their father's body from its resting place in Ohio to the family tomb at Evergreen Cemetery. Today, Rucker's tomb is the final resting place for 11 members of the Rucker family, taking up 11 of the tomb's 22 crypts (Brown 2018).

2.3.6.3 Great Depression and WWII (1929–1945)

Around 1930, Everett Country Club grew to 100 acres to include space for 18 holes of golf and changed its name to Everett Golf & Country Club (Boyle and Molchany 2014:10; Myhre 2010). Other attractions at the club included a swimming pool and driving range (Bertrand 2019:23).

By 1934, the cemetery to the north of Glacier View had grown, taking over more of Everett Improvement land next to it. Other sections of Everett Improvement land filled in too, including smaller communities named presumably for the stops on the railways, such as Laurel, Pinehurst, and Beverly Park, all of which had divisions nearby with similar names (Kroll Map Company 1934b).

In 1939, the Eight Addition of the Evergreen Cemetery was filed, further expanding its boundaries (Snohomish County Auditor 2023m). By 1943, the last of the land owned by Everett Improvement in Glacier View had been sold (Kroll Map Company 1943c).

2.3.6.4 Post-WWII Development (1946–1969)

Much of Claremont area, and ultimately Glacier View neighborhood, remained mostly unplatted, with the exception of the Central Park Addition in 1910, until the postwar building surge (Boyle and Molchany 2014:10). The peak home-building years for Claremont were 1950–1954 (Boyle and Molchany 2014:16). Land cleared by Everett Improvement sold after 1927, but the company maintained their ownership of plots immediately underneath the Evergreen Cemetery until after 1960 (Metsker 1960c).

In the 1950s, the Claremont area developed Claremont Village, Everett's first strip mall, on Everett Way. Claremont Village included a grocery store, other retail establishments, and parking. Claremont Village served the growing areas of Claremont and Glacier View as Everett's post-WWII growth continued to spread southward (Bertrand 2019:81). By the 1960s, there was a much lower rate of new building construction in the area, followed by just a few infill houses in the 1970s and 1980s. Of 266 properties within the Claremont area, 234 (88 percent) were built between 1940 and 1960. Of the 234, 21 were built between 1940 and 1944 (8 percent), 60 between 1945 and 1949 (23 percent), 113 from 1950 to 1954 (42 percent), and 40 from 1955 to 1959 (15 percent) (Boyle and Molchany 2014:16). After 1959 or 1960, there was a steady decrease in building projects within Claremont.

Not very much specific information is available about builders or architects involved in Claremont's development or the housing additions over time. As mentioned, the area was owned and platted by Everett Improvement; it was not developed by a builder acting as developer:

While the 1947 Polk City Directory has sparse details about the Bakers or the MacLaughlins, information from former and current Claremont residents indicates that the firm of Baker & MacLaughlin was a builder, reportedly constructing a number of houses in the neighborhood. In similar fashion, the small Rucker Avenue Addition involved William D. and Ann Holmstad, Rodney A. and Phyllis Dunlap, and Harold I. and Mary L. Dalberg. According to the 1952 Polk City Directory and confirmed by recollections of a homeowner, these three men ran H&D Inc., an Everett building materials company located at 6515 Highway 99 South. It appears that they also worked as builders and supplied building materials for some of the new houses. A windshield survey of the neighborhood indicates that many, if not most, houses appear to have been constructed by builders from standard plans. In some areas, a series of two or three houses are quite similar and were likely constructed by the same builder. Fewer houses in the neighborhood appear to have been architect-designed. Where an architect or builder of a particular property has been identified, it is typically because some homeowners retain architectural or construction drawings of their houses. These have been handed down "with the house" from owner to owner in a number of cases [Boyle and Molchany 2014:14–15].

One Sanborn map published in 1957 [1914] demonstrates the residential development specifically of the then unincorporated area of Laurel Heights (Sanborn 1957d [1914]).

When I-5 was constructed in the 1960s, it effectively cut off Glacier View and Claremont from the neighboring town of Lowell.

The Ninth Addition (1965) and Tenth Addition (1965) brought the cemetery to a maximum size of 100 acres (Everett Public Library 2009; Snohomish County Auditor 2023m, 2023n). All expansions to the Evergreen Cemetery can also be seen on the 1975 Metsker maps listed in the following subsection.

2.3.6.5 Boeing Bust and Recovery Years (1970–1980)

By 1975, the remaining lands owned by Everett Improvement were taken up with housing developments and Evergreen Cemetery expansion. Other communities came into being,

including South and Central Park additions west of the cemetery; Claremont Heights north of Everett Golf and Country Club; Laurel Heights next to the Country Club; Pinehurst; and Beverly Hills to the south of Glacier View neighborhood. Roads connecting the areas to I-5 became more valuable, such as those that intersected View Drive. Lowell Elementary School was also built at the corner of View Drive and 52nd Street SE (Metsker 1975d, 1975e).

2.3.7 Lowell

Lowell is on the east side of I-5 between the freeway and Snohomish River; Ebey Island is on the other side of the Snohomish River from Lowell. Lowell's boundary stretches from 41st Street east to the river, down to a non-street boundary that crosses Larimer Road north of Yew Street, Valley View (City of Everett 2019).



Figure 2-22 Map Showing Approximate Outline of the Lowell Neighborhood

2.3.7.1 Early Years (1863–1890)

Lowell dates to 1863, with significant ties to early logging, paper industries, and the railroad. While the town of Lowell was platted 10 years later, it was never incorporated as a town (Riddle 2008b). Under the Donation Land Claim Act, Eugene D. Smith picked a strategic location near a bend in the Snohomish River, which gave the logs being shipped downriver a natural place to

collect (Riddle 2008b). As Smith's business was beginning to take off, he sent for his wife, Margaret Getchell, to be with him once more, and with her arrival came the name Lowell after his hometown of Lowell, Massachusetts (Riddle 2008b). In 1870, Smith built a general store and in 1871, the first post office, where he served as postmaster for 21 years (Cameron et al. 2005:70; Riddle 2008b). By 1882, he was also a successful merchant, hotelkeeper, farmer, and real estate dealer, and owned substantial land holdings and other property in the vicinity of Lowell (Whitfield 1926:309).

2.3.7.2 Booms and Busts (1891–1915)

Smith's logging business was the beginning of Lowell's legacy with big industries (Riddle 2008b). Everett Land Company was originally located in Lowell. Smith ultimately sold almost 1,200 acres of his land holdings to Everett Land Company, then gifted them an additional 500 acres on the promise that they would use it to continue the substantial industrial development in the region, in particular factory sites, railroad, and smelter industries (Berry 1985:30). Smith then invested \$400,000 to build a paper mill in Lowell, and Everett Land Company had their first offices in the boarding house of Smith's paper mill in 1891 (Berry 1985:29–30).

The town of Lowell grew quickly, and additional hotels had to be built to accommodate the 400 men working on the rail line by September 1891 (Whitfield 1926:329). The Great Northern Railroad reached Lowell in January 1892 and ran from the south of Lowell along the Snohomish River, and connected to the railway terminals in Port Gardner (Redfield and Chism 2014:63). In fact, the best path for the Great Northern Railroad line was deemed to be on top of E. D. Smith's first house, at the edge of the Snohomish River on the south end of Lowell. By this time, Smith had already relocated elsewhere, but the coming of the railroad led to the destruction of his historic but deteriorating cottage (Berry 1985:30). By 1910, various plots of land near the Snohomish River were owned by logging or improvement companies, including Swalwell Investment Company, Sunnyside Land Company, Everett Improvement, Everett Lumber Company, Everett Pulp Company, and Dundan Company (Anderson Map Company 1910e). By the following year, in 1911, three railroad entities combined lines as they passed through Lowell and into the "Belt Yard" on the boundary of Riverside and Port Gardner neighborhoods. This Belt Yard was used for train switches; Sumner Iron Works lay to the southeast. It was considered an unofficial boundary between Lowell and Everett (Redfield and Chism 2014:65, 67).

Besides the businesses Smith started, there were other notable long-term business ventures based in Lowell. Walton Lumber Company was another well-known Lowell business. Walton Lumber was organized in 1912 and maintained their operation until the 1960s (Riddle 2008). Sumner Iron Works, founded by brothers Thomas and Frederick Sumner, saw the booming mill town of Lowell as the perfect place to open their new location, after their building in Everett burned down in spring 1913. By Christmas Day 1913, their business reopened in Lowell and continued to produce mining equipment (Riddle 2008c).

2.3.7.3 Conflict and Prosperity (1916–1928)

Several long-term Lowell businesses played an important role in production and manufacturing during World War I. Puget Sound Pulp and Paper Mill was a successful business in Lowell, in part due to its ability to sell paper products abroad in ways that lumber and shingle manufacturers could not. International markets included Hawaii, the Philippines, Australia, Japan, Siberia, China, Siam, Singapore, Mexico and Central America (Berry 1985:38).

In 1902, after surviving the Panic of 1893 and John D. Rockefeller selling his share of the business to Frederick Gates and a few associates, the name of the mill was changed to Everett Pulp and Paper company (Berry 1985:38–39).

A Metsker map from 1927 helps to illustrate the influence that Lowell's industries had on surrounding area development after 1910. The Everett Pulp & Paper Company retained their original plot of land; Everett Improvement obtained lands near the Northern Pacific Railway, which crossed through Ebey Island, over the Snohomish River, and into Lowell. Walton Lumber took over lands previously owned by Swalwell Investment Company and Sunnyside Land Company. Other privately owned lands towards the south of Lowell also changed hands. The Lowell 1st addition also shows a small cluster of land owned by the Smith family, presumably that of Lowell founder Eugene Smith, which suggests that other Smiths were working in some of the many Lowell businesses and chose to have their homesteads nearby (Metsker 1927b).

2.3.7.4 Great Depression and WWII (1929–1945)

By 1934, Walton Lumber Company and Everett Pulp & Paper still owned much of the land that lined Snohomish River, and Everett Improvement still owned lands along the railways that crossed into Lowell, in the north of Lowell. In the southern portion of Lowell, there was still mostly private ownership of lands along the river. A plot of land near the railway previously owned by both Snohomish County and the Everett Improvement was owned by just Snohomish County. By 1934, Snohomish County also owned a small plot on the west side of the railway (Kroll Map Company 1934d).

By 1943, Snohomish County had obtained the section of land near the railway in north Lowell previously owned by Everett Improvement, and 1st National Bank of Everett obtained a segment of land along the Snohomish River previously owned by the Walton Lumber Company. In the south portion of Lowell, much but not all of what was seemingly privately owned plots of land along the river was then owned by Snohomish County. Still, there were some plots owned by individuals, such as Jane M. Heyner, Edwin Graham, and C. E. Graham (Kroll Map Company 1943c).

Many of the same businesses that helped wartime production during WWI also enhanced their production efforts during WWII. For example, Lowell-based Sumner Iron Works, which garnered success for making steel mining equipment, incorporated marine war equipment into their production during WWII (Riddle 2008c).

2.3.7.5 Post-WWII Development (1946–1969)

In 1951, the mill was sold to Simpson Logging Company (Berry 1985:38). By 1960, there were a number of important businesses that had facilities in Lowell, including Simpson Timber Company, Simpson Logging Company, and Walton Lumber Company (Metsker 1960e).

There were positive and negative effects due to construction of I-5 in Lowell. Lowell benefited directly from the interconnectivity that I-5 provided; the improvement to the commute of workers was an advantage for an industry town. Yet, with the construction of I-5, the town of Lowell was separated from Glacier View and Port Gardner. According to Lowell historian Don Berry, “the building of the freeway effectively cut Lowell off from the main community of Everett, making it an island bounded by the Snohomish on one side and a river of automobiles on the other” (1985:47). There was also damage inflicted specifically to the township of Lowell: 30 houses and a landmark school were torn down to construct I-5 (Berry 1985:47–48). As a result of

changes to the Lowell township, members of the Lowell Civic Association cleared land nearby to help unify the community. A park was constructed in 1966; originally called Candy Cane Park, it is now Lowell Park and managed by the City of Everett (Riddle 2008b).

2.3.7.6 Boeing Bust and Recovery Years (1970–1980)

The town of Lowell would be forever changed due to environmental concerns that came to fruition at the end of the 1960s. According to Don Berry, “papermaking is without question one of the most polluting industries in the world” (Berry 1985:42). By 1970, Washington state officials gave the Lowell Paper Mill and Simpson Logging Company a strict ultimatum to reduce sulfur compounds expelled into the environment by 96 percent within five years. Simpson Logging Company and Paper Company was already operating at a loss and could not make the \$4 million investments to modernize the technology to meet the new state requirements. The Lowell Paper Mill closed two years later, bookending an era of Lowell’s industrial development (Berry 1985:43).

The Metsker for 1975 show tracts of land along the Snohomish River owned by paper companies, more specifically the Simpson Lee Paper Co. This does not suggest that the paper mill was still in operation but does suggest that they still owned the land that the mill had sat on. With the construction of the I-5 in the mid 1960s came housing plats along I-5, with one specifically named Lowell Division A, and other streets south of that. In south Lowell, all of the remaining land was individually owned, with the exception of a stretch of land owned by the Infinity Limited Corporation (Metsker 1975d, 1975e).

2.3.8 Port Gardner

The Port Gardner neighborhood is adjacent to the Port of Everett. The modern Port Gardner neighborhood is east of the Port of Everett terminals and the waterways created by the Everett Naval Station. Port Gardner extends from the port on the west to the Snohomish River on the east side of I-5, and from Hewitt Avenue and Pacific Avenue to the north to 41st Street and E Mukilteo Boulevard to the south (City of Everett 2019).



Figure 2-23 Map Showing Approximate Outline of the Port Gardner Neighborhood

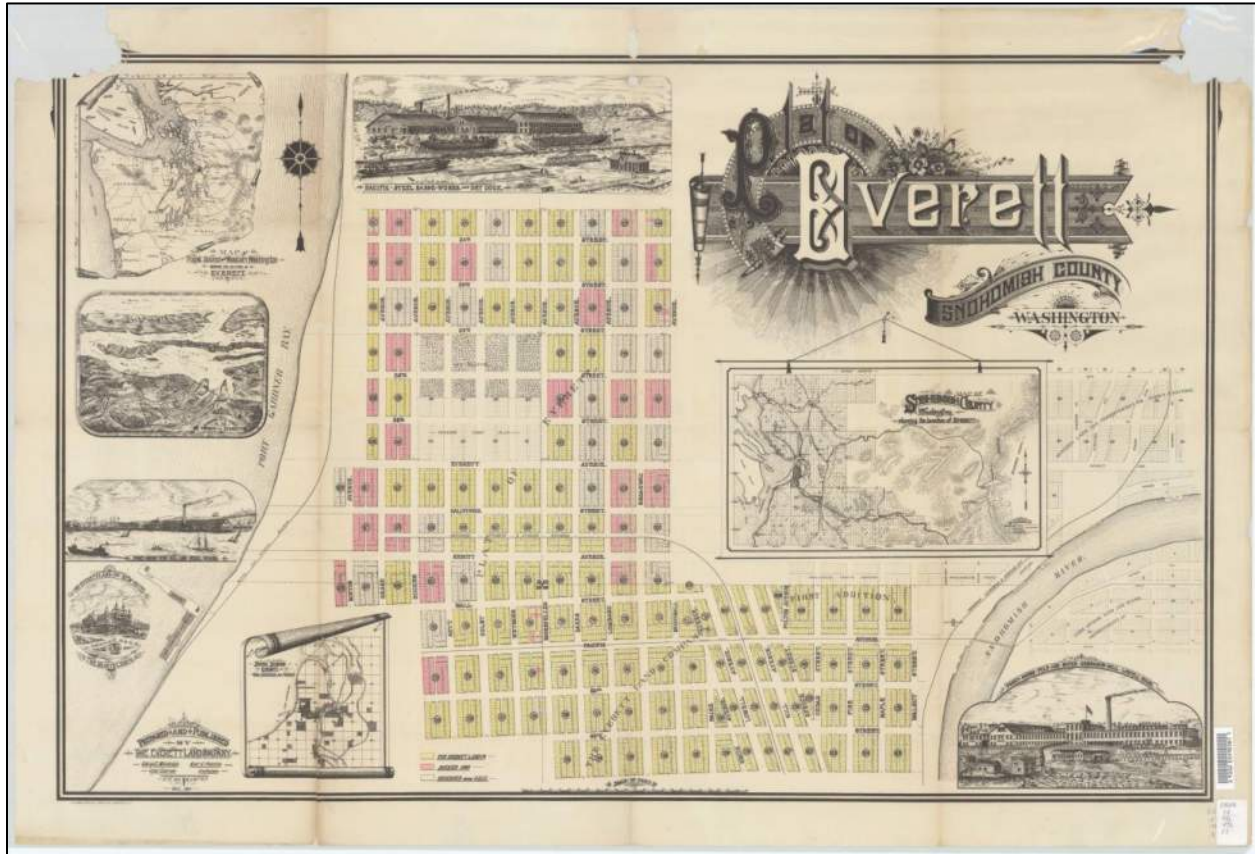
2.3.8.1 Early Years (1863–1890)

Dennis Brigham was the Port Gardner peninsula's first resident in 1861 (Oakley 2005; Interstate Publishing Company 1906:314). By 1863, E. D. Smith used his advantageous location near the mouth of the Snohomish River in Port Gardner as a logging camp (Oakley 2005). In August 1890, the Ruckers, brothers Wyatt and Bethel and their mother Jane, filed a 50-acre claim for a bayside townsite plat to be known as Port Gardner (Cameron et al. 2005:103; Interstate Publishing Company 1906:317). Within a few months of that, Henry Hewitt had acquired approximately 5,000 acres of land around Port Gardner and promised it would be used for major industries (O'Donnell 1993:15). Henry Hewitt came to be known as the "father of Everett," as his impressive business dealings and work with major industries such as those supported by E. D. Smith in Lowell helped foster early Everett's development (O'Donnell 1993:16).

2.3.8.2 Booms and Busts (1891–1915)

In 1892, the majority of Port Gardner in Everett had already been platted. This area included land owned by the Everett Land Company and the Rucker Brothers. There was also land reserved for sale. The Snohomish, Skykomish, and Spokane railroad already operated a line that came north into Port Gardner from Lowell and went west towards Port Gardner Bay (Figure

2-24).



Source: University of Washington Special Collections, Call Number G4284.E8 G46.

Figure 2-24 Plat of Everett, Snohomish County, Washington (1892)

In 1893, spearheaded by railroad magnate J. J. Hill, the Great Northern Railway reached Everett near the Port of Everett (Whitfield 1926:742). On December 9, 1899, J. J. Hill purchased J. D. Rockefeller's portion of the failing Everett Land Company for \$750,000 (Whitfield 1926:356–357). By January 1900, the articles of incorporation were filed for the Everett Improvement, supported by J. J. Hill (Whitfield 1926:357). The Great Northern Railway developed the freight depot at Pacific Avenue and Smith Avenue in 1900, which coincided with construction of an underground line (Whitfield 1926:742). The railroad tunnel construction employed over 400 men. The tunnel was completed by 1901 and opened to traffic in 1902 (Whitfield 1926:359). This served to connect the rail depots on either side of the Port Gardner neighborhood.

A series of Sanborn maps for 1893 show the early development of streets around Broadway, walking distance to the railroad (Sanborn 1893a, 1893b, 1893c). By 1902, Sanborn maps revealed similar developmental changes to Broadway and the surrounding streets, in addition to a map revealing the Great Northern Railway's line as it fed into the underground tunnel near Oakes Avenue and Hewitt Avenue in Port Gardner (Sanborn 1902a, 1902b, 1902c).

By 1910, much of the land that makes up Port Gardner had developed into a grid street system. Port Gardner, and the neighborhood north of it, Bayside, were most likely the first within the city of Everett to develop due to their proximity to the developing port and in support of the local

mills and logging industries. The Everett Improvement owned plots of land on both sides of the Great Northern Railway line. The Anderson Map Company map for 1910 shows the underground portion of the railroad between Hewitt Avenue and California Street (Anderson Map Company 1910e).

By 1914, Port Gardner's railroad depot had further developed: there were multiple buildings along Smith Avenue and McDougall Avenue that served as storage facilities. For example, there was one labeled "Hay, Grain & Feed," and two for general storage. There was also a passenger and freight depot, storage for wood posts and beams, and a cabinet shop. There was also a spot specifically for "loading" (Sanborn 1914a, 1914b, 1914c). It is evident that the east side of the Port Gardner neighborhood developed to cater to the railroad lines, and residential developments occurred near Port Gardner's boundary with Lowell (Sanborn 1914d, 1914e, 1914f, 1914g).

2.3.8.3 Conflict and Prosperity (1916–1928)

The historic Longfellow Elementary School is in the south Port Gardner neighborhood, near the Evergreen Cemetery. It was part of the Everett School District's response to the growing population in Everett. Built by local architect W. W. Hastings, the school opened in 1911; the annex that came later was built by Harry E. Botesch and F. Edward Brown (Hall 2021:13, 15). In the 1900–1901 school year there were 2,057 students enrolled in the Everett School District, and by 1911–1912 that number had grown to 3,808 students (Hall 2021:9,13). By 1912, the Everett School District, which dated back to 1887, expanded to include schools in Pinehurst and Beverly Park to accommodate the growing student population (Hall 2021:8–9). The Longfellow Elementary School would serve the lower Port Gardner neighborhood until its closure at the end of the 1970–1971 school year (Hall 2021:13).

In downtown Everett, in the Port Gardner neighborhood, the intersection of Hewitt Avenue and Wetmore Avenue was known as a spot for local orators to gather, aptly named Speakers' Corner. In the 1910s, the Industrial Workers of the World (IWW) began using the corner to protest poor working conditions until public speaking was outlawed there. At that time, local speakers were arrested and sent to Seattle (Perez Hoogkamer 2013:51–52). This tension between censorship efforts and early labor collectives was the precursor to the two instances of violence in 1916. Speakers' Corner served as a specific site of escalation towards the violent culmination known as the Everett Massacre. After the tragic events of the Everett Massacre, Speakers' Corner would continue to be a soapbox spot and meeting place for people to conduct debates and speeches through the 1950s. The Salvation Army band would play and pass out fliers. Speakers' Corner slowly faded as radios and televisions became commonplace in people's homes (Bertrand 2019:155).

As suggested, downtown Everett was continuing to develop as a social hub and business center. Everett's Monte Cristo Hotel was an example of a business venture that was essential to Everett's development; contributions of local businesses to the Monte Cristo Hotel were numerous. The original hotel was designed by Charles Hove and built in 1892. It was named after the rich material strikes found along the North Fork of the Skykomish River and Sauk Rivers in the mining town of Monte Cristo. In 1904, the Sisters of Providence purchased the hotel and used the building to open a hospital, which operated until 1924 (Bertrand 2019:6). In 1924, the building was demolished (Cameron et. al 2005:111, 202). The current Monte Cristo Hotel opened in 1925. It was a significant civic construction achievement for downtown Everett. It has 6 stories, 140 guest rooms, banquet rooms, dining facilities, and meeting rooms (Walton Potter 1975:1). The total cost of construction and furnishing was \$535,000, exceeding the

allotted budget by nearly \$40,000 (Walton Potter 1975:3). The building was designed by architect and structural engineer Henry Bittman, who was considered a leader in the growing field of steel structural design. The hotel's contractors, W. V. Alexander and T. D. MacNeil, had recently completed construction of the Skagit County Courthouse in Mount Vernon and were considered among the better-known building contractors in the state (Walton Potter 1975:2). In addition, the marble and terrazzo were supplied by an unnamed Seattle firm; the brick and tile materials were supplied by the Everett Brick Yard; and the rest of the construction materials, including but not limited to sand, cement, lime and gravel were provided by hotel stockholder Harry W. Shaw (Walton Potter 1975:3). Everett's Monte Cristo Hotel serves as an example of how Everett's downtown in Port Gardner was created, through the local businesses collaborating on a single project.

By 1927, previously unclaimed plots of land near the port had been divided and sold, one of which was to the Everett Improvement and another to Pearse & Lucas Investment Company. There was also the development of a railway terminal, now known as the Everett Transit Station. Also, the now well-known Rucker Avenue was established, running south–north through Port Gardner (Metsker 1927d).

2.3.8.4 Great Depression and WWII (1929–1945)

By early 1928, the official decision came through to commence with constructing an Everett City Hall building, and by early 1929 architect A. H. Albertson's final design plan was approved by Everett's commissioners (Dilgard 1990:4). The City Hall building was built at 3002 Wetmore Avenue (Dilgard 1990:1). The building was opened and operational by November 1929. Everett Mayor Nelson D. Martin proudly associated the building with public service and pride, for both present and future communities of Everett (Dilgard 1990:4). The completion of the Everett City Hall symbolized the development of Everett as a city big enough to govern its own people and maintain its own laws. Today, Everett City Hall is listed on the National Register of Historic Places (Dilgard 1990).

By 1934 two more notable streets had developed in Port Gardner: Broadway Street and Hewitt Avenue. There were also more railway lines, including a collection of lines meeting near Broadway at the Great Northern Railway Freight Depot and accompanying terminal yards (Kroll Map Company 1934d).

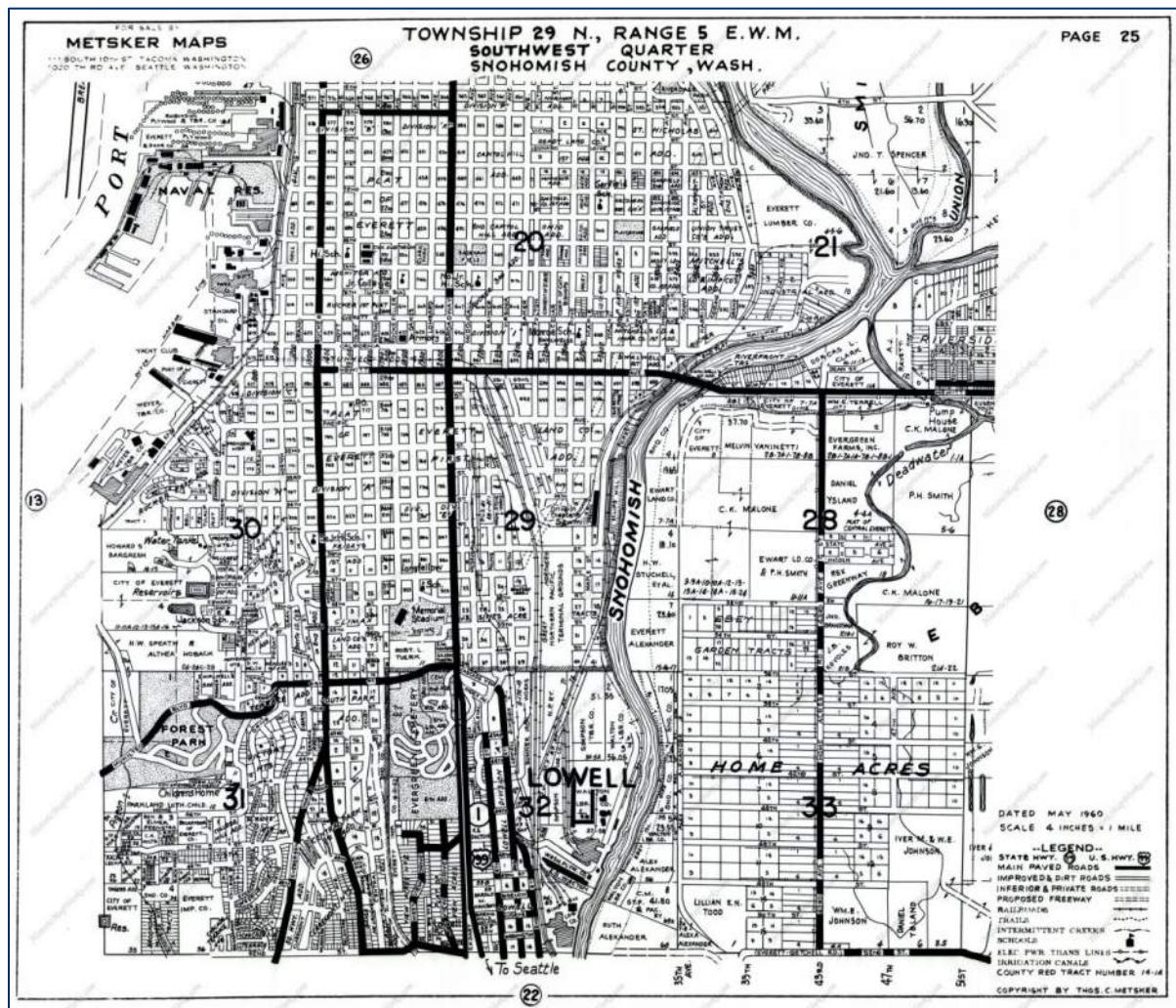
2.3.8.5 Post-WWII Development (1946–1969)

The downtown area of Everett in Port Gardner was less directly affected by the postwar housing boom since that trend mostly affected undeveloped areas in southern Everett, and for the most part, much of the downtown area of Everett had been platted for decades. The series of Sanborn maps published in 1914 but revised through 1950 reveal similar observations along the railroad and for streets around Broadway, especially regarding the spread of development in a southeast direction toward Lowell (Sanborn 1914–1950b, 1914–1950c, 1914–1950d, 1914–1950e, 1914–1950f, 1914–1950g, 1914–1950h, 1914–1950i). Comparatively, the republished 1957 Sanborn maps revealed substantially more commercial development along the three streets closest to the railroad, including Smith Avenue, Paine Avenue, and McDougall Avenue: McDougall Avenue notably had buildings for the Chicago, Milwaukee and St. Paul Railroad and for the City of Everett (Sanborn 1957f [1914], 1957g [1914]). Other Sanborn maps republished in 1957 reveal additional residential development, in addition to the construction of churches, parking lots, and senior care facilities (Sanborn 1957h [1914], 1957i [1914], 1957j [1914], 1957k [1914], 1957l [1914]).

Figure 2-25 shows a 1960 map of downtown Everett and portions of north Glacier View and Lowell. This figure demonstrates the terrain of the area before the construction of I-5 was completed on February 3, 1965 (Dougherty 2008b).

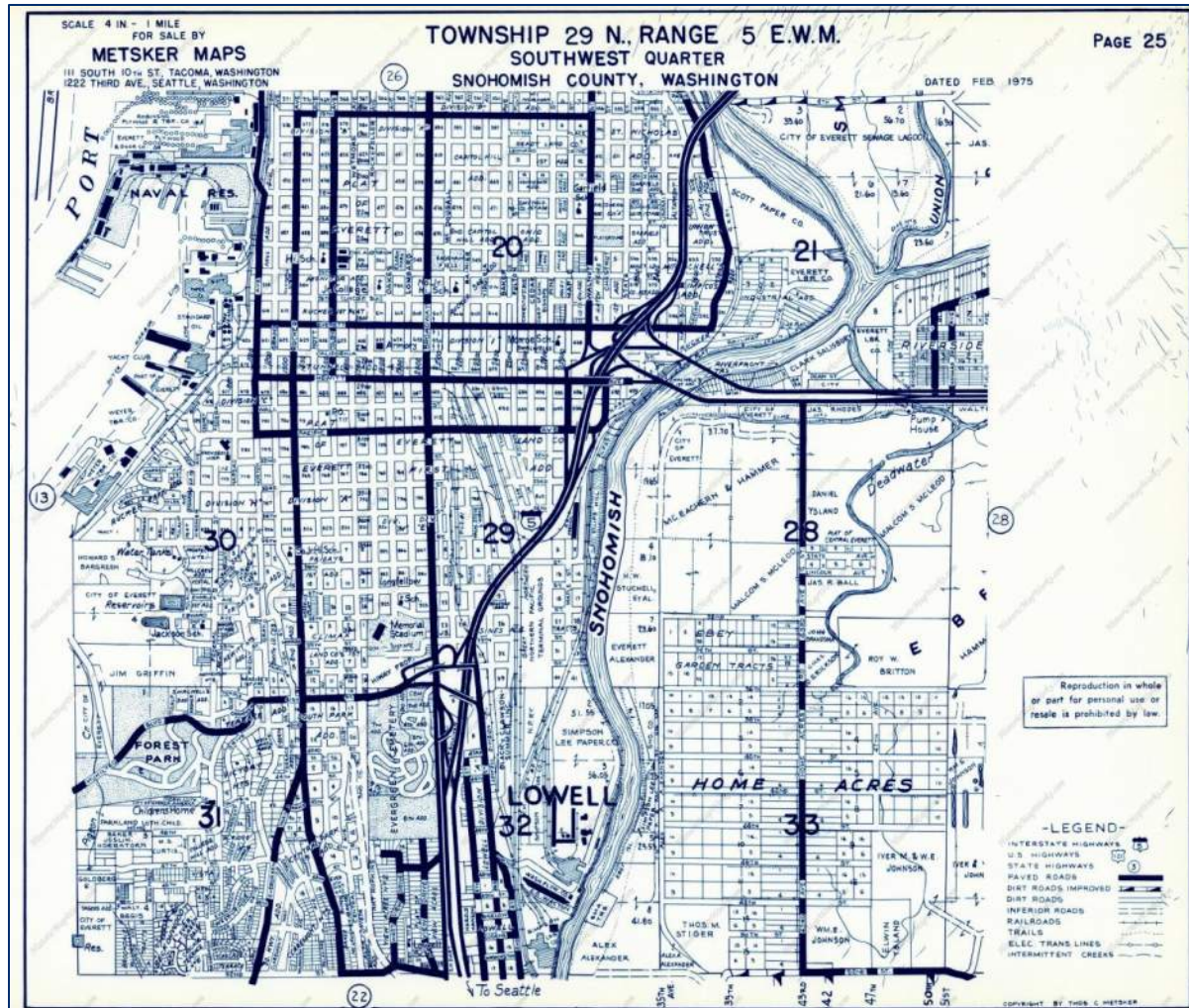
2.3.8.6 Boeing Bust and Recovery Years (1970–1980)

By 1975, the Port Gardner neighborhood added the Everett Memorial Stadium toward the south end of the neighborhood, near Glacier View's Evergreen Cemetery. A notable change was the development of the I-5 freeway, which better defined the boundaries of Port Gardner and Lowell. Further west towards the port, there are also housing developments. Similarly, there is land owned by the City of Everett for reservoirs and water tanks (Figure 2-26).



Source: Metsker Map 1960, HistoricMapWorks.

Figure 2-25 1960e Metsker Map Showing Port Gardner and the North Portions of Glacier View and Lowell



Source: Metsker Map 1975e, HistoricMapWorks.

Figure 2-26 1975e Metsker Map Showing Port Gardner After the Construction of I-5

3 ASSOCIATED THEMES AND AREAS OF SIGNIFICANCE

Table 3-1 lists areas of significance identified by the U.S. Department of Interior for National Register-eligible properties and includes the definition used by the NPS for each of these areas of significance. Themes and subthemes identified in the historic context are noted in the table as well. This list includes only the areas of significance that are most relevant for resources in the EVLE study area; the remaining areas of significance defined by NPS are listed on the NPS website (U.S. Department of the Interior 2022). Properties may also be considered eligible under more than one area of significance.

Four primary areas of significance were identified by the historic context: Commerce, Community Planning and Development, Industry, and Transportation. Most eligible resources in the study area will be significant in one of these areas. These areas of significance have been identified in bold in Table 3-1. Other areas of significance listed in the table are possible for a smaller number of resources. This does not constitute a comprehensive list of potential areas of significance for resources in the study area; for that, please refer to National Register Bulletin 16A (U.S. Department of the Interior 1997, U.S. Department of the Interior 2021).

Table 3-1 National Register of Historic Places Areas of Significance and EVLE Themes

Area of Significance ¹	NPS Definition ¹	EVLE Themes	EVLE Subthemes
Agriculture	The process and technology of cultivating soil, producing crops, and raising livestock and plants.	No theme identified	N/A
Commerce	The business of trading goods, services, and commodities.	Economic Development	No subthemes identified
Community Planning and Development	The design or development of the physical structure of communities.	Residential Development	Urban Centers and Streetcar Suburbs
			Interwar and Wartime Housing
			Post-WWII Suburban Expansion
Education	The process of conveying or acquiring knowledge or skills through systematic instruction, training, or study.	No theme identified	N/A

Area of Significance ¹	NPS Definition ¹	EVLE Themes	EVLE Subthemes
Entertainment/ Recreation	The development and practice of leisure activities for refreshment, diversion, amusement, or sport.	No theme identified	N/A
Ethnic Heritage ²	The history of persons having a common ethnic or racial identity.	No theme identified	N/A
Industry	The technology and process of managing materials, labor, and equipment to produce goods and services.	Resource Extraction and Processing	Timber/ Lumber/ Pulp and Paper
		Manufacturing	Aviation
Military	The system of defending the territory and sovereignty of a people.	No themes identified	N/A
Politics/ Government	The enactment and administration of laws by which a nation, state, or other political jurisdiction is governed; activities related to political process.	No theme identified	N/A
Religion	The organized system of beliefs, practices, and traditions regarding mankind's relationship to perceived supernatural forces.	No themes identified	N/A
Social History	The history of efforts to promote the welfare of society; the history of society and the lifeways of its social groups.	No themes identified	N/A
Transportation	The process and technology of conveying passengers or materials.	Railroad	No subthemes identified
		Interurban Rail and Streetcar	No subthemes identified
		Automotive	No subthemes identified
		Aviation	No subthemes identified

NOTES:

- (1) The Area of Significance and NPS definition are U.S. Department of Interior categories; Themes and subthemes are specific to the EVLE project area and were identified during preparation of this historic context document (U.S. Department of the Interior 1997: 40-1, U.S. Department of the Interior 2021).
- (2) This area of significance has been updated by NPS in recent years to reflect specific ethnicities; those categories will be applied with any relevant properties (U.S. Department of the Interior 2021).

3.1 Areas of Significance and Theme Descriptions

The development of the historic context facilitated identification of 12 primary areas of

significance along with themes and subthemes for several of these areas. Data categories for areas of significance are defined by NPS. The themes are specific to the EVLE study area and reflect local history in Everett, Lynnwood and Snohomish County.

3.1.1 Agriculture

Agriculture in the EVLE study area was largely limited to early subsistence farms and early twentieth century ranchettes and garden tracts promoted by timber companies as a way of profiting from logged-off lands. Properties associated with the Alderwood Manor tracts may also have significance in the Transportation area of significance under the Interurban Rail and Streetcar theme. Properties may also be significant under Community Planning and Development or Ethnic Heritage. No associated themes were identified.

3.1.2 Commerce

One theme was identified for this area of significance.

3.1.2.1 Economic Development

Resources that are eligible under this area of significance will typically be commercial buildings that are associated with periods of economic growth in the region or periods where economic downturn resulted in a community push for commercial or industrial development to help drive economic growth. These commercial properties may be associated with the development of transportation routes and have additional significance in that area, and they may also be associated with specific ethnic groups and have significance under the area of ethnic heritage. These resources may also be considered significant under Community Planning and Development or Entertainment/Recreation.

3.1.3 Community Planning and Development

One theme and three subthemes were identified for this area of significance.

3.1.3.1 Residential Development

Housing development is generally closely tied to economic growth and the development of business and industry in the region. It is also frequently tied to the development of new transportation routes that provide access to jobs, businesses, education facilities and recreation centers. For this reason, resources that are eligible under Community Planning and Development may also have significance under Agriculture, Commerce, Education, Entertainment/Recreation, Ethnic Heritage, Industry, Military, Religion, Social History and Transportation.

Subtheme: Urban Centers and Streetcar Suburbs

Significant resources were built prior to the advent of the automobile as a common mode of transportation and are associated with residential development within walking distance of business centers or developments that sprang up along streetcar routes. The development of these fixed routes drove development outward from urban centers.

Subtheme: Interwar and Wartime Housing

The increase in cost of construction materials during the Great Depression and WWII severely limited residential construction; however, military operations at Paine Field and wartime industries in the Puget Sound region caused an influx of workers who needed housing. Housing constructed during this period may be government-built or government-funded. Resources associated with this subtheme may also be significant under Politics/Government, Industry, or Military.

Subtheme: Post-WWII Suburban Expansion

Properties associated with this subtheme are typically suburban housing developments that sprang up in the years following the development of new highways and transportation routes. They are often closely linked to industrial and commercial development as well.

3.1.4 Education

Properties that are eligible under this area of significance are often closely tied to population growth in a community. Resources may have additional significance in the areas of Ethnic Heritage and Religion. No associated themes were identified.

3.1.5 Entertainment/Recreation

Resources with significance in this area are often associated with the development of new transportation routes and the construction of residential communities and may have additional significance in Community Planning and Development, Transportation, as well as Commerce and Ethnic Heritage. No associated themes were identified.

3.1.6 Ethnic Heritage

Eligible resources are tied to the history of important events associated with specific ethnic groups or with broader historical patterns. Resources may have additional significance in the areas of Agriculture, Commerce, Community Planning and Development, Education, Entertainment/Recreation, Religion and Social History. No associated themes were identified.

3.1.7 Industry

Two themes and subthemes were identified for this area of significance.

3.1.7.1 Resource Extraction and Processing

Resource extraction and processing in the vicinity of the EVLE study area was primarily associated with the wood products industry.

Subtheme: Timber/Lumber/Pulp and Paper

Early industry in the Puget Sound region was centered on logging and sawmills, along with shingle mills and wood products industries. Pulp and paper mills came along at a slightly later date. These industries are associated with the development of transportation routes and are also tied to the development of surrounding residential and commercial areas.

3.1.7.2 Manufacturing

While a wide variety of manufacturing industries have existed in the EVLE study area, the primary industry that has had a wide influence on the region in the twentieth century is the airplane manufacturing industry.

Subtheme: Aviation

The construction of the Boeing facility near Paine Field had a significant impact on the economy of western Snohomish County and its communities, driving residential and commercial growth as well as the growth of other related industries.

3.1.8 Military

Resources associated with this area of significance represent the role military institutions played in supporting efforts during periods of war and conflict. This area of significance is tied to the history of Paine Field and its various periods of military use. No associated themes were identified.

3.1.9 Politics/Government

Resources associated with this area of significance are associated with the role the local and regional governments or the federal government play in the development of communities and infrastructure. Resources may have additional significance in the areas of Commerce, Community Planning and Development, and Transportation. No associated themes were identified.

3.1.10 Religion

Properties associated with this area of significance may be considered eligible if their significance is tied to a historical trend or event that is important to the community and not tied to a religious belief or teaching. Resources associated with this area of significance are often tied to Social History and may also be associated with Ethnic Heritage or Education. No associated themes were identified.

3.1.11 Social History

Properties that are eligible under the Social History area of significance are often connected to larger historical events such as the civil rights movement, labor movement and unionization, or other social movements. Properties may be considered significant if they were the location of a pivotal historic event or served as the operational center for an organization. Resources may have additional significance in the areas of Agriculture, Commerce, Community Planning and Development, Education, Entertainment/Recreation, Ethnic Heritage, Industry, Military, Politics Government, Religion, and Transportation. No associated themes were identified.

3.1.12 Transportation

Four themes were identified for this area of significance.

3.1.12.1 Railroad

Railroads provided important connections between communities, industrial centers and other transportation facilities. Their construction drove growth in nearby areas and allowed raw materials, finished goods and passengers to move at a scale and speed previously unknown in this part of the country. Eligible railroad properties may also be considered significant under Commerce, Community Planning and Development, and Industry.

3.1.12.2 Interurban Rail and Streetcar

The development of interurban rail and streetcar lines drove the development of outlying communities and provided a connection between previously existing communities that were previously more difficult for individuals of moderate means to access. The development of these modes of transportation provided urban dwellers with easy access to the countryside and allowed people who had previously lived in densely-populated areas an opportunity to live or work away from the center of the city. Eligible resources may also be considered significant under Commerce, Community Planning and Development, Entertainment/Recreation and Industry.

3.1.12.3 Automotive

The advent of the automobile as an accessible mode of transportation drove development in outlying areas in ways previously unseen, even with interurban rail and streetcar development. Automobiles provided freedom of movement and allowed people to access areas that were unreachable by rail transportation and impractical to access with other means of personal transportation. Residential and commercial development sprang up along new roads connecting outlying areas to urban centers and major employers. Resources that are eligible under this area of significance may also be significant under Commerce, Community Planning and Development, and Industry.

3.1.12.4 Aviation

The development of Paine Field and the subsequent development of the airport as a military base, as well as the construction of the Boeing facility, all played a large role in the development of the immediate surrounding neighborhoods as well as a wider role in the economic development of the region. Resources that are associated with this area of significance may also have significance under Commerce, Community Planning and Development, Industry, Military, or even Entertainment/Recreation.

4 NATIONAL REGISTER CRITERION A ELIGIBILITY GUIDELINES

The following section provides guidelines for National Register eligibility under Criterion A for the areas of significance identified and discussed in Section 3.1. The property types and eligibility guidelines listed are examples and do not represent all possible resource types and contexts for significance. These guidelines will be used to aid in the identification of potentially eligible resources for the historic resources survey and will provide guidance for connecting the history of an individual property to a broader historic trend or event. These areas of significance represent the most common significance categories that are anticipated within the study area, but do not represent all possible areas of significance.

Early development associated with the lumber industry began in the study area in the 1863 at the settlement of Lowell; this provides a start date for a few periods of significance. The study area has been limited to resources built during or prior to 1980, which provides an end date for several periods of significance. Other periods have been defined by historic events and trends.

4.1 Area of Significance: Agriculture

Table 4-1 Area of Significance: Agriculture

Neighborhoods:	Alderwood and Alderwood Manor, Martha Lake, Lake Stickney, Holly and Westmont, Twin Creeks, Silver Lake and Cascade View
Property Types:	Small farms, ranchettes/garden tract developments and associated buildings (houses, agricultural outbuildings), poultry or fur farms.
Periods of Significance and Justification:	1916-1950: This period covers the promotion and sale of Puget Mill Company land for agricultural use as well as the development of the Alderwood Manor Demonstration Farm through the collapse of the local fur farm industry.
Eligibility Guidelines:	• Date from the period of significance • Be an early or rare surviving and intact example of a ranchette, fur farm or poultry farm with agricultural outbuildings. • Be associated with agricultural education and promotion
Integrity Considerations:	The important aspects the property must retain are location, design, workmanship, and feeling. Typically, changes to cladding and windows would diminish integrity of materials unless there are other extant, prominent, identifiable, character-defining features that can convey the property's significance. Integrity of setting and association may be a less important aspect to retain because land use and surrounding buildings may have changed along with the use of the property itself. For integrity of setting to be maintained, the predominant land use should still be more or less the same (e.g., small-scale agriculture).

4.2 Area of Significance: Commerce

4.2.1 Theme: Economic Development

Table 4-2 Theme: Economic Development

Neighborhoods:	Alderwood and Alderwood Manor, Martha Lake, Paine Field and Boeing, Lake Stickney, Holly and Westmont, Twin Creeks, Silver Lake and Cascade View, Evergreen, Pinehurst-Beverly Park, Glacier View, Lowell, Port Gardner
Property Types:	Commercial buildings
Periods of Significance and Justification:	Resources may fall under one of several periods of significance: • 1863-1893: Early commercial development in the Port Gardner and Lowell neighborhoods, centering on areas developed by the lumber industry and railroads. This period ends with the Panic of 1893 and Everett's incorporation as a city. • 1894-1918: First major period of commercial growth, primarily in the Port Gardner and Lowell neighborhoods. • 1918-1928: Period of growth associated with the establishment of the Port of Everett and increased waterfront commerce. • 1929-1945: Great Depression and WWII. • 1946-1968: Postwar development years, Boeing expansion in 1960s, the completion of I-5 to Everett in 1965, and the shifting focus toward highway-oriented development and suburbanization. • 1969-1980: Boeing Bust, business downturn and community recovery efforts.
Eligibility Guidelines:	• Date from one of the periods of significance • Demonstrate community efforts toward economic growth or recovery • Demonstrate economic growth as the result of transportation development, new industry, or other significant change in the community • Resources that are less than 50 years old must meet Criteria Consideration G (to be considered eligible, a resource that is less than 50 years old must qualify as exceptional or be considered exceptionally important)
Integrity Considerations:	The important aspects the property must retain are location, design, workmanship, feeling, and association. Typically, changes to cladding and windows would diminish integrity of materials unless there are other extant, prominent, identifiable, character-defining features that can convey the property's significance. For properties constructed during the 1970 to 1980 timeframe, integrity of materials will be more important because these properties should have fewer alterations needed to convey this aspect of integrity. Integrity of setting may be a less important aspect to retain because land use and surrounding buildings may have changed. For integrity of setting to be maintained, the predominant land use should still be more or less the same (e.g., commercial).

4.3 Area of Significance: Community Planning and Development

4.3.1 Theme: Residential Development

4.3.1.1 Subtheme: Urban Centers and Streetcar Suburbs

Table 4-3 Subtheme: Urban Centers and Streetcar Suburbs

Neighborhoods:	Alderwood and Alderwood Manor, Martha Lake, Paine Field and Boeing, Lake Stickney, Holly and Westmont, Twin Creeks, Silver Lake and Cascade View, Evergreen, Pinehurst-Beverly Park, Glacier View, Lowell, Port Gardner
Property Types:	Single-family houses, multiple-family dwellings and apartments
Periods of Significance and Justification:	1863-1929: This period covers the early years of development in Port Gardner and Lowell as well as residential development along the Interurban line.
Eligibility Guidelines:	• Date from the period of significance • Eligible resources should be within ¼ mile of the historic corridor for the Everett-Snohomish Interurban Line or be located in or near the neighborhoods of Port Gardner or Lowell • Be industry-associated worker housing that is part of a significant and cohesive development • Be associated with a significant and intact housing development. Residential buildings are less likely to be considered individually eligible but may be considered contributing resources in potential historic districts.
Integrity Considerations:	The important aspects the property must retain are location, design, workmanship, feeling, and association. Typically, changes to cladding and windows would diminish integrity of materials on single-family residences unless there are other extant, easily identifiable, character-defining features that convey the property's significance. Integrity of setting may be a less important aspect to retain because land use and surrounding buildings may have changed. For integrity of setting to be maintained, the predominant land use should still be more or less the same (e.g., still within a single-family residential neighborhood), and connections to historic transportation corridors (streetcar lines) should remain.

4.3.1.2 Subtheme: Interwar and Wartime Housing

Table 4-4 Subtheme: Interwar and Wartime Housing

Neighborhoods:	Alderwood and Alderwood Manor, Martha Lake, Paine Field and Boeing, Lake Stickney, Holly and Westmont, Twin Creeks, Silver Lake and Cascade View, Evergreen, Pinehurst-Beverly Park, Glacier View, Lowell, Port Gardner
Property Types:	Single-family houses, multiple-family dwellings and apartments
Periods of Significance and Justification:	1929-1945: This period covers the economic downturn during the Great Depression and the development of wartime housing during WWII.

Eligibility Guidelines:	• Date to the period of significance • Be associated with the rise of the automobile as the primary form of transportation or be located along a transportation corridor • Be associated with a significant and intact housing development. Residential buildings are less likely to be considered individually eligible but may be considered contributing resources in potential historic districts. • Be part of a significant and cohesive housing development designed for military, military family, or military contractor use by either the U.S. Government or a private developer
Integrity Considerations:	The important aspects the property must retain are location, design, workmanship, feeling, and association. Typically, changes to cladding and windows would diminish integrity of materials on single-family residences unless there are other extant, easily identifiable, character-defining features that convey the property's significance. Integrity of setting may be a less important aspect to retain because land use and surrounding buildings may have changed. For integrity of setting to be maintained, the predominant land use should still be more or less the same (e.g., still within a single-family residential neighborhood).

4.3.1.3 Subtheme: Post-WWII Suburban Expansion

Table 4-5 Subtheme: Post-WWII Suburban Expansion

Neighborhoods:	Alderwood and Alderwood Manor, Martha Lake, Paine Field and Boeing, Lake Stickney, Holly and Westmont, Twin Creeks, Silver Lake and Cascade View, Evergreen, Pinehurst-Beverly Park, Glacier View, Lowell, Port Gardner
Property Types:	Single-family houses, multiple-family dwellings and apartments
Periods of Significance and Justification:	• 1946-1968: Postwar years when industrial and manufacturing expansion pulled in new residents, resulting in a housing boom. • 1969-1980: This period covers the Boeing Bust and local economic recovery efforts.
Eligibility Guidelines:	• Date to one of the periods of significance • Be associated with a significant and intact housing development. Residential buildings are less likely to be considered individually eligible but may be considered contributing resources in potential historic districts • Resources that are less than 50 years old must meet Criteria Consideration G (to be considered eligible, a resource that is less than 50 years old must qualify as exceptional or be considered exceptionally important)
Integrity Considerations:	The important aspects the property must retain are location, design, workmanship, feeling, and association. Typically, changes to cladding and windows would diminish integrity of materials on single-family residences unless there are other extant, easily identifiable, character-defining features that convey the property's significance. Integrity of setting may be a less important aspect to retain because land use and surrounding buildings may have changed. For integrity of setting to be maintained, the predominant land use should still be more or less the same (e.g., still within a single-family residential neighborhood).

4.4 Area of Significance: Education

Table 4-6 Area of Significance: Education

Neighborhoods:	Alderwood and Alderwood Manor, Martha Lake, Paine Field and Boeing, Lake Stickney, Holly and Westmont, Twin Creeks, Silver Lake and Cascade View, Evergreen, Pinehurst-Beverly Park, Glacier View, Lowell, Port Gardner
Property Types:	Schools, administrative facilities, educational campuses, associated athletic facilities
Periods of Significance and Justification:	1863-1980: This period covers the development of Everett and Lynnwood through the end of the survey period. Educational facilities were constructed and used throughout this period.
Eligibility Guidelines:	• Date to the period of significance • Be a current or former education facility or administrative property • Resources that are less than 50 years old must meet Criteria Consideration G (to be considered eligible, a resource that is less than 50 years old must qualify as exceptional or be considered exceptionally important) • Religious educational facilities must meet Criteria Consideration A (eligibility must be justified on architectural, artistic, or historic grounds and not based on the merits of a religious doctrine)
Integrity Considerations:	The important aspects the property must retain are location, design, workmanship, feeling, and association. Typically, changes to cladding and windows would diminish integrity of materials unless there are other extant, prominent, identifiable, character-defining features that can convey the property's significance. In the case of a neighborhood school, integrity of setting should be maintained (e.g., set in a residential neighborhood).

4.5 Area of Significance: Entertainment/Recreation

Table 4-7 Area of Significance: Entertainment/Recreation

Neighborhoods:	Alderwood and Alderwood Manor, Martha Lake, Paine Field and Boeing, Lake Stickney, Holly and Westmont, Twin Creeks, Silver Lake and Cascade View, Evergreen, Pinehurst-Beverly Park, Glacier View, Lowell, Port Gardner
Property Types:	Indoor and outdoor recreation facilities such as resorts, campgrounds, golf courses, theaters, bowling alleys, swimming pools, parks
Periods of Significance and Justification:	1893-1980: This period covers the incorporation of Everett as a city through the end of the survey period. Recreational facilities were built and used throughout this period.
Eligibility Guidelines:	• Date to the period of significance • Represent private or public efforts to provide recreational and leisure activity facilities for public use • Resources that are less than 50 years old must meet Criteria Consideration G (to be considered eligible, a resource that is less than 50 years old must qualify as exceptional or be considered exceptionally important)
Integrity Considerations:	The important aspects the property must retain are location, design, workmanship, feeling, and association. Typically, changes to cladding and windows would diminish integrity of materials unless there are other extant, prominent, identifiable, character-defining features that can convey the

	property's significance. Integrity of setting may be a less important aspect to retain because land use and surrounding buildings may have changed. For integrity of setting to be maintained, the predominant land use should still be more or less the same (e.g., still within a residential neighborhood or commercial setting).
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4.6 Area of Significance: Ethnic Heritage

Table 4-8 Area of Significance: Ethnic Heritage

Neighborhoods:	Alderwood and Alderwood Manor, Martha Lake, Paine Field and Boeing, Lake Stickney, Holly and Westmont, Twin Creeks, Silver Lake and Cascade View, Evergreen, Pinehurst-Beverly Park, Glacier View, Lowell, Port Gardner
Property Types:	This area of significance covers a wide range of property types, including residential and commercial properties, agricultural properties, religious facilities, community centers and clubhouses, among others
Periods of Significance and Justification:	• 1863-1918: This period covers the late nineteenth and early twentieth century immigration period until the Immigration Act of 1917 and the start of WWI. • 1919-1945: This period covers World War I, the subsequent decades of immigration suppression, redlining in urban and suburban communities, and the incarceration of Japanese Americans during World War II, and the first wave of the Great Migration. • 1946-1980: This period covers the postwar years, postwar redlining, the civil rights movement and the second wave of the Great Migration, through the Indochina Migration and Refugee Assistance Act of 1975.
Eligibility Guidelines:	• Date to one of the periods of significance • Represent an identified ethnic group • Be associated with a significant historical event or cultural practice • Resources that are less than 50 years old must meet Criteria Consideration G (to be considered eligible, a resource that is less than 50 years old must qualify as exceptional or be considered exceptionally important)
Integrity Considerations:	The important aspects the property must retain are location, feeling, and association. Integrity of materials, design, and workmanship will be less important if the property is significant for its association with a cultural group or event important to a cultural group or groups. Particularly for underrepresented populations, significant resources can often retain a lower level of integrity of materials, design, and workmanship and still convey their historic significance. Similarly, integrity of setting may be a less important aspect to retain because land use and cultural affiliations historically associated with the property may have changed.

4.7 Area of Significance: Industry

4.7.1 Theme: Resource Extraction and Processing

4.7.1.1 Subtheme: Timber/Lumber/Pulp and Paper

Table 4-9 Subtheme: Timber/Lumber/Pulp and Paper

Neighborhoods:	Alderwood and Alderwood Manor, Martha Lake, Paine Field and Boeing, Lake Stickney, Holly and Westmont, Twin Creeks, Silver Lake and Cascade View, Evergreen, Pinehurst-Beverly Park, Glacier View, Lowell, Port Gardner
Property Types:	Mills and industrial properties, administrative facilities, warehouses, logging railroads
Periods of Significance and Justification:	• 1863-1929: This period covers the establishment of the early lumber industry in Lowell and continues through the decline of the lumber industry at the start of the Great Depression. • 1930-1980: This period covers transition of the lumber and pulp industries through the declines and periodic revivals through the end of the survey period.
Eligibility Guidelines:	• Date to one of the periods of significance • Be associated with significant wood product industries companies or facilities • Intact primary resources such as mills, administrative buildings and warehouse properties may be considered individually eligible; secondary resources such as sheds and support buildings are more likely to be considered eligible as contributing resources to potential historic districts, if the potential historic district is cohesive • Logging facilities such as logging railroads and corduroy roads may exist but unless they are still in use or intact, they are likely to be considered archaeological resources and evaluated as such • Resources that are less than 50 years old must meet Criteria Consideration G (to be considered eligible, a resource that is less than 50 years old must qualify as exceptional or be considered exceptionally important)
Integrity Considerations:	The important aspects of integrity the property must retain are location, design, workmanship, setting, feeling, and association. Integrity of materials should take into consideration that industrial buildings were designed with safety measures in mind, and materials such as industrial steel sash windows, steel framing, and metal siding should be retained.

4.7.2 Theme: Manufacturing

4.7.2.1 Subtheme: Aviation

Table 4-10 Subtheme: Aviation

Neighborhoods:	Paine Field and Boeing, Lake Stickney, Holly and Westmont
Property Types:	Airports, airplane hangars, commercial buildings, warehouses, repair facilities, administrative buildings
Periods of Significance and Justification:	• 1936-1945: Construction of Paine Field, development and use during WWII • 1946-1965: Civilian and military use of Paine Field in post-WWII years and during Korean conflict and Vietnam War • 1966-1980: Acquisition of the Boeing property and subsequent development and use
Eligibility Guidelines:	• Date to one of the periods of significance • Be associated with a significant development in the history of the aviation industry, civilian or military aviation • Represent an early or unique, intact and significant example of an aviation facility • Intact primary resources such as airplane hangars, administrative buildings, manufacturing facilities and warehouse properties may be considered individually eligible; secondary resources such as sheds and support buildings are more likely to be considered eligible as contributing resources to potential historic districts, if the potential historic district is cohesive • Resources that are less than 50 years old must meet Criteria Consideration G (to be considered eligible, a resource that is less than 50 years old must qualify as exceptional or be considered exceptionally important)
Integrity Considerations:	The important aspects of integrity the property must retain are location, design, workmanship, setting, feeling, and association. Integrity of materials should take into consideration that industrial buildings were designed with safety measures in mind, and materials such as industrial steel sash windows, steel framing, and metal siding should be retained.

4.8 Area of Significance: Military

Table 4-11 Area of Significance: Military

Neighborhoods:	Paine Field and Boeing, Lake Stickney, Holly and Westmont
Property Types:	Airports, airplane hangars, repair facilities, administrative buildings
Periods of Significance and Justification:	1941-1966: U.S. military use of Paine Field as an air base during World War II, the Korean conflict and the Vietnam War until the transition to use of McChord Air Force Base
Eligibility Guidelines:	• Date to the period of significance • Be an intact primary resource associated with U.S. Army, Navy, or Air Force use of Paine Field as a military facility. Intact primary resources such as airplane hangars, administrative buildings and repair facilities may be considered individually eligible; secondary resources such as sheds and support buildings are more likely to be considered eligible as contributing resources to potential historic districts, if the potential historic district is cohesive.

	• Be part of a significant and cohesive housing development designed for military use by the U.S. Government
Integrity Considerations:	The important aspects the property must retain are location, design, workmanship, feeling, and association. Typically, changes to cladding and windows would diminish integrity of materials unless there are other extant, prominent, identifiable, character-defining features that can convey the property's significance. For properties constructed during the 1970 to 1980 timeframe, integrity of materials is more important because these properties should have fewer alterations needed to convey this aspect of integrity. Integrity of setting may be a less important aspect to retain because land use and surrounding buildings might have changed. For integrity of setting to be maintained, the predominant land use should still be more or less the same.

4.9 Area of Significance: Politics/Government

Table 4-12 Area of Significance: Politics/Government

Neighborhoods:	Alderwood and Alderwood Manor, Martha Lake, Paine Field and Boeing, Lake Stickney, Holly and Westmont, Twin Creeks, Silver Lake and Cascade View, Evergreen, Pinehurst-Beverly Park, Glacier View, Lowell, Port Gardner
Property Types:	Administrative buildings, post offices, utility facilities, fire stations
Periods of Significance and Justification:	1893-1980: Incorporation of Everett to end of survey period
Eligibility Guidelines:	• Date to the period of significance • Be associated with a significant Works Progress Administration/Work Projects Administration (WPA) project • Be a government-built facility that served a significant role in the events that shaped the history of local development or played a significant role in local, regional or national events
Integrity Considerations:	The important aspects the property must retain are location, design, workmanship, feeling, and association. Typically, changes to cladding and windows would diminish integrity of materials unless there are other extant, easily identifiable character-defining features that convey the property's significance. Integrity of setting may be a less important aspect to retain because land use and surrounding buildings may have changed. For integrity of setting to be maintained, the predominant land use should still be more or less the same (e.g., still within a residential, commercial, or industrial neighborhood).

4.10 Area of Significance: Religion

Table 4-13 Area of Significance: Religion

Neighborhoods:	Alderwood and Alderwood Manor, Martha Lake, Paine Field and Boeing, Lake Stickney, Holly and Westmont, Twin Creeks, Silver Lake and Cascade View, Evergreen, Pinehurst-Beverly Park, Glacier View, Lowell, Port Gardner
Property Types:	Churches, religiously affiliated educational facilities and residences, religiously affiliated cemeteries
Periods of Significance and Justification:	1863-1980: This period covers the early development of Everett through the end of the survey period.
Eligibility Guidelines:	• Date from the period of significance • Resources must meet Criteria Consideration A (eligibility must be justified on architectural, artistic, or historic grounds and not based on the merits of a religious doctrine). • Cemeteries must meet Criterion Consideration D (its primary significance derives from containing the grave of a person of transcendent importance, has achieved significance through relative great age, has the potential to yield important information, or be eligible for its design or association with historic events.) • Resources that are less than 50 years old must meet Criteria Consideration G (to be considered eligible, a resource that is less than 50 years old must qualify as exceptional or be considered exceptionally important)
Integrity Considerations:	The important aspects the property must retain are location, design, workmanship, feeling, and association. Typically, changes to cladding and windows would diminish integrity of materials unless there are other extant, easily identifiable, character-defining features that convey the property's significance. Integrity of setting may be a less important aspect to retain because land use and surrounding buildings may have changed. For integrity of setting to be maintained, the predominant land use should still be more or less the same (e.g., still within a residential or commercial neighborhood).

4.11 Area of Significance: Social History

Table 4-14 Area of Significance: Social History

Neighborhoods:	Alderwood and Alderwood Manor, Martha Lake, Paine Field and Boeing, Lake Stickney, Holly and Westmont, Twin Creeks, Silver Lake and Cascade View, Evergreen, Pinehurst-Beverly Park, Glacier View, Lowell, Port Gardner
Property Types:	Community centers, social halls, union halls, fraternal organization facilities
Periods of Significance and Justification:	1863-1980: This period covers the early development of Everett through the end of the survey period.
Eligibility Guidelines:	• Date to the period of significance • Be associated with a significant social group or event in social history

	Resources that are less than 50 years old must meet Criteria Consideration G (to be considered eligible, a resource that is less than 50 years old must qualify as exceptional or be considered exceptionally important)
Integrity Considerations:	The important aspects the property must retain are location, feeling, and association. Integrity of design, materials, and workmanship will be less important if it is important to a particular social group. Significant resources will often retain a lower level of integrity of these aspects of integrity but still convey their significance. For integrity of setting to be maintained, the predominant land use should still be more or less the same (e.g., still within a residential or commercial neighborhood).

4.12 Area of Significance: Transportation

4.12.1 Theme: Railroad

Table 4-15 Theme: Railroad

Neighborhoods:	Paine Field and Boeing, Lowell, Port Gardner
Property Types:	Tracks, bridges, depots, maintenance facilities
Periods of Significance and Justification:	1893-1950: Completion of the Great Northern Railroad through the end of WWII and the replacement of most passenger rail transit with automotive transit.
Eligibility Guidelines:	- Date to the period of significance - Represent a significant period or event in railroad history - Resources that are less than 50 years old must meet Criteria Consideration G (to be considered eligible, a resource that is less than 50 years old must qualify as exceptional or be considered exceptionally important)
Integrity Considerations:	The important aspects the property must retain are location, design, setting, feeling, and association. For bridges, tracks, and spur lines, integrity of materials and workmanship are expected to be altered because components of these property types are continually renewed and improved upon in order to keep the resources functioning and maintained properly.

4.12.2 Theme: Interurban Rail and Streetcar

Table 4-16 Theme: Interurban Rail and Streetcar

Neighborhoods:	Alderwood and Alderwood Manor, Martha Lake, Paine Field and Boeing, Lake Stickney, Holly and Westmont, Twin Creeks, Silver Lake and Cascade View, Pinehurst-Beverly Park, Glacier View, Lowell, Port Gardner
Property Types:	Tracks, bridges, stations, car barns and maintenance facilities
Periods of Significance and Justification:	1903-1939: Covers the periods of operation for the Everett-Snohomish Interurban Line and Seattle-Everett Interurban Line.
Eligibility Guidelines:	- Date to the period of significance - Represent a significant period or event in the development of the interurban railroad or streetcar system

	• Closely associated with the development of the streetcar or interurban railroad lines
Integrity Considerations:	The important aspects the property must retain are location, design, setting, feeling, and association. For bridges, tracks, and spur lines, integrity of materials and workmanship are expected to be altered because components of these property types are continually renewed and improved upon in order to keep the resources functioning and maintained properly.

4.12.3 Theme: Automotive

Table 4-17 Theme: Automotive

Neighborhoods:	Alderwood and Alderwood Manor, Martha Lake, Paine Field and Boeing, Lake Stickney, Holly and Westmont, Twin Creeks, Silver Lake and Cascade View, Evergreen, Pinehurst-Beverly Park, Glacier View, Lowell, Port Gardner
Property Types:	Bridges, gas stations and service stations, dealerships, drive-ins, motels and motor inns
Periods of Significance and Justification:	1900-1980: Period roughly covering the advent of the more readily accessible automobile types through the end of the survey period.
Eligibility Guidelines:	• Date to the period of significance • Represent a significant period or event in the development of automobile transportation • Resources that are less than 50 years old must meet Criteria Consideration G (to be considered eligible, a resource that is less than 50 years old must qualify as exceptional or be considered exceptionally important)
Integrity Considerations:	The important aspects the property must retain are location, design, workmanship, feeling, and association. Typically, changes to cladding and windows would diminish integrity of materials unless there are other extant, easily identifiable, character-defining features that convey the property's significance. Integrity of setting may be a less important aspect to retain because land use and surrounding buildings may have changed. For integrity of setting to be maintained, the predominant land use should still be more or less the same (e.g., still within a residential or commercial neighborhood).

4.12.4 Theme: Aviation

Table 4-18 Theme: Aviation

Neighborhoods:	Paine Field and Boeing, Lake Stickney, Holly and Westmont
Property Types:	Airports, airplane hangars, commercial buildings, warehouses, repair facilities, administrative buildings
Periods of Significance and Justification:	1936-1980: This period covers the construction of Paine Field through the end of the survey period.
Eligibility Guidelines:	• Date to the period of significance • Represent a significant period or event in the development of aviation • Resources that are less than 50 years old must meet Criteria Consideration G (to be considered eligible, a resource that is less than 50

	years old must qualify as exceptional or be considered exceptionally important)
Integrity Considerations:	The important aspects the property must retain are location, design, setting, feeling, and association. For airport facilities, integrity of materials and workmanship are expected to be altered because components of these property types are continually renewed and improved upon in order to keep the resources functioning and maintained properly.

5 SUMMARY

In summary, Sound Transit has developed these historic context requirements for National Register eligibility under Criterion A to guide and standardize inventory and evaluation of built environment historic resources built in or before 1980. This document provides a detailed overview of the patterns of history that shaped development in Lynnwood, Everett, and portions of unincorporated Snohomish County within the APE and also identifies anticipated property types that would likely be National Register-eligible within this context.

Historic resources within the APE will be surveyed and inventoried and then recorded in the WISAARD on HPI forms. Property-specific research and evaluation, field investigations, the historic context, and consultation with the State Historic Preservation Officer and other interested parties will inform the FTA's National Register eligibility determinations.

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APPENDIX E

Previous Cultural Resource Investigations

Table E-1 Cultural Resource Reports Within 1 Mile of the APE

Segment	NADB	Reference	Title	Methods & Findings	Distance from APE
ALD	1354532	Silverman and Dellert (2010)	<i>Cultural Resources Assessment for the Hall Lake East Project, Snohomish County, Washington.</i>	26 shovel probes (SPs). Cultural resources observed.	██████
ALD	1343666	LeTourneau and Nelson (2004)	<i>Results of Archaeological Field Investigations at Proposed Wetland Mitigation Sites for SR 524 Improvements, Snohomish County, Washington.</i>	119 SPs. Cultural resources observed.	██████
ALD	1353293	Gillespie (2009)	<i>A Historical Resources Assessment of the Hall Lake East Project, Lynnwood, Snohomish County, Washington.</i>	No subsurface surveys.	██████
ALD	1684583	Schultze and Tarman (2013)	<i>Cultural Resources Inventory of the Lynnwood Trail Connections Project – Interurban Trail, 54th to 52nd Ave West, City of Lynnwood, King County, Washington.</i>	9 SPs. Cultural resources observed.	██████
ALD	1695211	Parvey and Hushour (2021)	<i>Cultural Resources Inventory for the Scriber Creek Trail Improvements Project, Lynnwood, Snohomish County, Washington.</i>	13 SPs. No cultural resources.	██████
ALD	1694753	Lockwood and Schneider (2020)	Lynnwood City Center Transit Station BRT and Roadway Improvements Project, Snohomish County, Washington Cultural Resources Assessment.	No subsurface surveys. No cultural resources.	██████
ALD	1695297	Colón and Wilson (2021)	Swift Bus Rapid Transit Orange Line Supplemental Cultural Resources Assessment.	No subsurface survey. No cultural resources.	██████
ALD	1342623	Robbins and Johnson (1999)	Proposed Regional Express Lynnwood Project Cultural Resource Assessment.	47 SPs. No cultural resources.	██████
ALD	1354531	Dellert and Butler (2010)	Cultural Resources Assessment for the Gorman Hotel & Storage/Retail Project, Snohomish County, Washington.	No subsurface survey. No cultural resources.	██████

Segment	NADB	Reference	Title	Methods & Findings	Distance from APE
ALD	1343348	Stone (2001)	<i>A Cultural Resources Investigation of the Proposed Larch Way - Poplar Way Intersection Improvement Project, Snohomish County, Washington.</i>	5 SPs. No cultural resources.	████████
ALD	1686354	Hushour and Diedrich (2014)	<i>Cultural Resources Assessment for the Thrasher's Corner to Hall Hake 115kV Reconductor, Snohomish County, Washington.</i>	5 SPs. No cultural resources.	████████
ALD	1685553	Goodwin and Taylor (2014)	<i>Archaeological Survey for Proposed SN4952 Lynnwood 188th & 44th Telecommunications Facility, Lynnwood, Washington Technical Memorandum.</i>	No subsurface survey. No cultural resources.	████████
ALD	1352059	Hartmann (2008b)	Cultural Resources Assessment for the Lynnwood Cell Tower Project, Lynnwood, Snohomish County, Washington.	No subsurface survey. No cultural resources.	████████
ALD	1683606	Haney and Dellert (2013)	Final Report Archaeological Inventory of the North Seattle Piggings Facility, Lynnwood, Snohomish County, Washington.	4 SPs. No cultural resources.	████████
ALD	1343665	Nelson and Blukis Onat (2003)	<i>Final Cultural Resources Assessment of the SR 524 (196th St, SW/Filbert Road) Improvement Project, Snohomish County, Washington.</i>	7 SPs. No cultural resources.	████████
ALD	1350807	Thompson, Gillespie, and Kaehler (2008)	Archaeological and Historical Resources Assessment for the	1350807	████████
ALD/ASH	1683943	Kelly (2013)	<i>Cultural Resources Assessment for the 36th/35th Avenue West Improvement Project, Snohomish County, Washington.</i>	No subsurface survey. No cultural resources.	████████
ASH	1350456	Thompson et al. (2007)	<i>Archaeological and Historical Resources Assessment for the Edmonds School District No. 15 Conversion of Land and Water Conservation</i>	11 SPs. No cultural resources.	████████

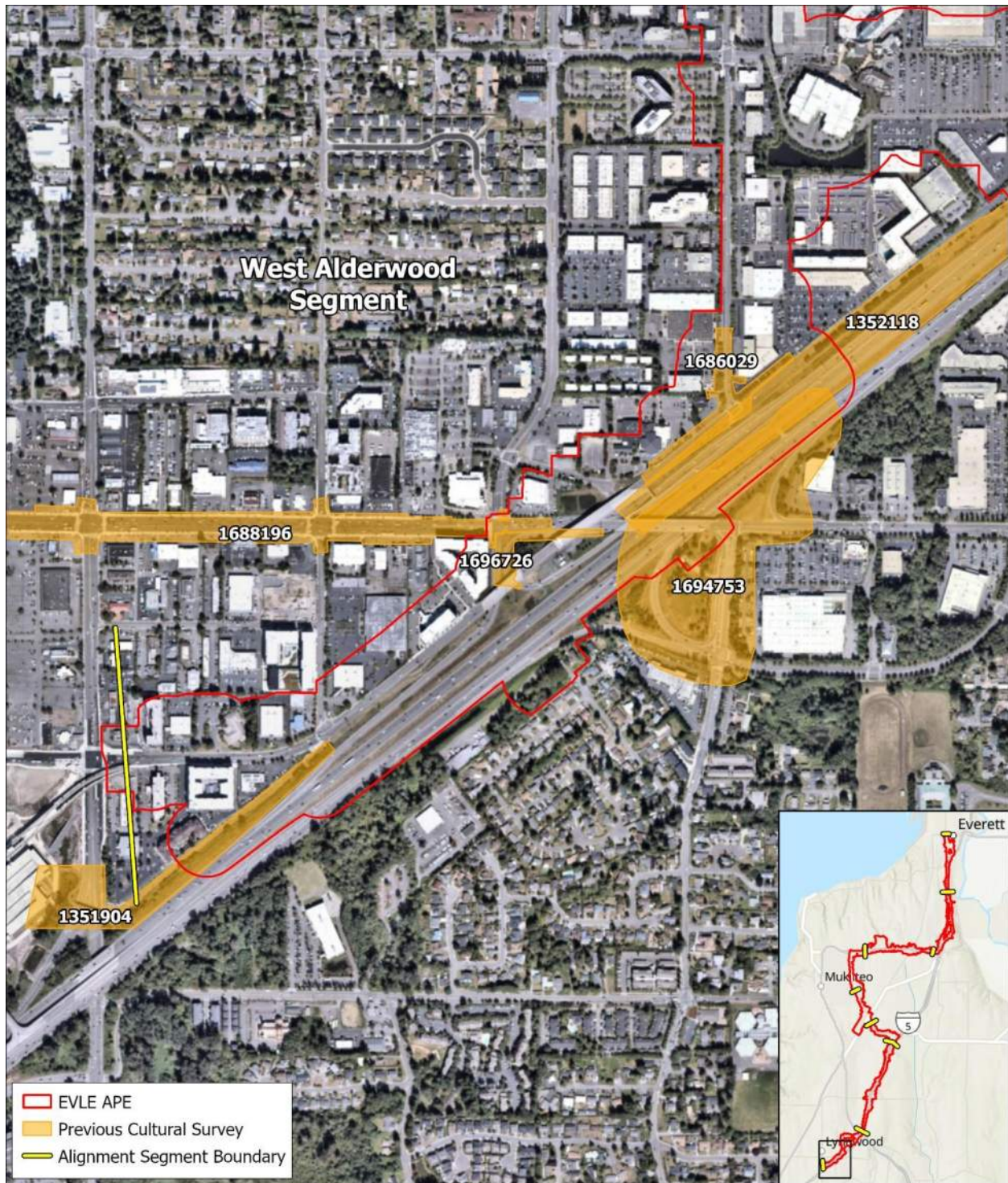
Segment	NADB	Reference	Title	Methods & Findings	Distance from APE
			<i>Fund Use from the Existing Lynnwood High School to a New High School Site. City of Bothell. Snohomish County, Washington.</i>		
ASH	1682997	Scott and Cooper (2013)	<i>Cultural Resources Assessment for the North Road Improvement Project, Snohomish County, Washington.</i>	54 SPs and 4 machine tests. No cultural resources.	████████
ASH	1343374	Robinson (1999)	<i>An Archaeological Survey of the Washington State Department of Transportation's SR525/SR99: Manor Way Wetland Mitigation Site Project, Snohomish County, Washington.</i>	5 SPs. No cultural resources.	████████
ASH	1348271	Hovezak (2006)	<i>Archaeological Evaluation of Two Historic Period Grave Markers at 15329 2nd Avenue W., Lynnwood, Snohomish County, Washington.</i>	No subsurface survey. No cultural resources.	████████
ASH	1343333	Dugas (2002)	<i>Heritage Resources Investigation for SR 527164th Street SE Widening and Culvert Replacement Snohomish County, Washington.</i>	51 SPs. No cultural resources.	████████
ASH	1690183	Berger (2017)	<i>Cultural Resources Assessment for the Lake Stickney Parkway Project, Lynnwood, Snohomish County, Washington.</i>	13 SPs. No cultural resources.	████████
ASH	1685562	Holschuh (2014)	<i>Archaeological Survey of the Martha Lake North (SN4915) Telecommunications Facility Project Area, Snohomish County, Washington.</i>	1 SP. No cultural resources.	████████
MAR/AIR	1684858	Piper and Rinck (2014)	<i>Cultural Resources Assessment for the S1209 Swamp Creek Interceptor Extension Project, Paine Field—Lake Stickney, Snohomish County, Washington.</i>	2 SPs. No cultural resources.	████████
MAR	1348759	Bundy (2006)	<i>Cultural Resources Survey, Washington State Department of Transportation, 1-5 124th St. Bicycle/Pedestrian</i>	3 SPs. No cultural resources.	████████

Segment	NADB	Reference	Title	Methods & Findings	Distance from APE
			Overcrossing Phase 2, Snohomish County, Washington.		
MAR	1692530	McWilliams and Steinkraus (2019)	Cultural Resources Survey for the State Route 96 North Creek Fish Passage Project, Snohomish County, Washington.	7 SPs. No cultural resources.	██████
MAR	1696380	Carlson (2022)	Cultural Resources Assessment for the Silver Lake Water and Sewer District 10th Drive SE Water and Sewer Main Improvements Project, Snohomish County, Washington.	25 SPs. No cultural resources.	██████
MAR	1352245	Chidley (2008)	Cultural Resources Assessment. T-Mobile® Silver Lake Terrace/ SNOPUD/Stewart Telecommunication Cell Tower Site, Snohomish County, Washington,	No subsurface survey. No cultural resources.	██████
ASH/MAR/ AIR	1341772	Rooke (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	No subsurface survey. No cultural resources.	██████
ASH/MAR/ AIR	1689132	Parvey and Rinck (2017)	Cultural Resources Assessment for the Lake Stickney Park Project, Phase 1, Snohomish County, Washington.	11 SPs. No cultural resources.	██████
AIR	1692257	Gerrish and Wetherbee (2018)	Cultural Resources Assessment for the Harbour Reach Drive Extension Project, Mukilteo, Snohomish County, Washington.	17 SPs. No cultural resources.	██████
AIR	1695926	Steinkraus (2016)	Cultural Resources Assessment for the Harbour Pointe Boulevard Southwest Widening Project, Mukilteo, Snohomish County, Washington	8 geotechnical boreholes. No cultural resources.	██████
AIR	1681782	Hoyt et al. (2011)	Cultural Resources Assessment of the Snohomish County Airport Manufacturing Facility Project, Snohomish County, Washington.	36 SPs. No cultural resources.	██████

Segment	NADB	Reference	Title	Methods & Findings	Distance from APE
AIR	1696572	Gardner (2021)	Cultural Resources Assessment for the Paine Field Distribution Center Project, Everett, Snohomish County, Washington.	49 SPs. Cultural resources observed.	██████
AIR	1685307	Campbell (2014)	Archaeological Survey for Proposed SN4921 Paine Field South Telecommunications Facility, Everett.	No subsurface survey. No cultural resources.	██████
SWI	1683970	Becker and McDaniel (2013)	Cultural Resources Inventory Report—Boeing Everett Facility, Former Gun Club Area C and Pond D, Everett, Snohomish County, Washington.	No subsurface surveys. No cultural resources.	██████
SWI	1352951	Kenmotsu (2008)	Cultural Resources Inventory, Taxilane Kilo-South and Adjacent Property, Snohomish County Airport/Paine Field.	10 SPs. No cultural resources.	██████
SWI	1696654	McWilliams (2022)	Cultural Resources Inventory for the Scannell Industrial Project, City of Everett, Snohomish County, Washington.	37 SPs. No cultural resources.	██████
SWI	1696573	Kretzler (2022)	Cultural Resources Assessment for the Bhend Property Project, Everett, Snohomish County, Washington.	8 SPs. No cultural resources.	██████
SWI	1682814	Rinck (2012)	DRAFT: Archaeological Assessment of the Smuggler's Gulch Stormwater LID Project, Mukilteo.	13 SPs. No cultural resources.	██████
SWI	1343320	Landreau and Geffen (2003)	A Section 106 Archaeological Review and Inventory at the Proposed Paine Field Telecommunications Facility, Snohomish County, Washington.	1 SP. No cultural resources.	██████
SWI	1685323	Stipe (2014)	A Cultural Resources Survey for the SEA Nelsons Corner – New Build.	No subsurface survey. No cultural resources.	██████
SWI	1690850	Middleton (2018)	Cultural Resources Assessment for the Stormwater Decant Facility Project, Mukilteo, Snohomish County, Washington.	1 SP. No cultural resources.	██████

Segment	NADB	Reference	Title	Methods & Findings	Distance from APE
SWI	1683454	Piper et al. (2013)	Cultural Resources Assessment for Boeing North Tower Project.	45 SPs. No cultural resources.	██████
BI	1683893	Iversen et al. (2012)	Cultural Resources Field Inventory for 15 Action Areas within the Puget Sound Nearshore Ecosystem Restoration Projects (PSNERP) Area, NW Washington.	55 SPs. No cultural resources.	██████
BI	1352370	Brannan and Schmidt (2009)	A Cultural Resources Survey for the Maple Valley-Snohomish Joint Use Fiber, Snohomish and King Counties, Washington.	No subsurface surveys. No cultural resources.	██████
BI	1682058	Sharpe et al. (2012)	City of Snohomish Everett Conveyance Project.	29 SPs. No cultural resources.	██████
BI/EVT	1351989	Juell (2003a)	A Heritage Resources Assessment of the 41st Street Overcrossing and Railroad Track Removal and Upgrade Projects, Everett, Washington.	No subsurface surveys. No cultural resources.	██████
BI	1685223	Mastrangelo and Holschuh (2014)	Archaeological Survey of the Everett 52nd & Broadway (SN4936)	No subsurface surveys. No cultural resources.	██████
BI/EVT	1687897	Molchany (2014)	Mid-Century Everett: A Context Statement for Post-War Residential Development, Modern-era Design, and the Claremont Neighborhood.	No subsurface surveys. No cultural resources.	██████
BI/EVT	1351180	Shantry and Hodges (2007)	<i>Cultural Resources Assessment for the Everett Riverfront Master Plan and Redevelopment Project.</i>	58 SPs. No cultural resources.	██████
EVT	1691560	Steinkraus (2017)	Historic Property Report for the Longfellow Building and Annex at 3715 Oakes Avenue in Everett, Washington.	No subsurface surveys. No cultural resources.	██████
EVT	1683379	Pinyerd (2013)	<i>Sprint Project.</i>	No subsurface surveys. No cultural resources.	██████
EVT	1344193	Johnson (2000)	Letter to Molly Adolfson Regarding Proposed California Street Overpass, Everett.	No subsurface surveys. No cultural resources.	██████

Segment	NADB	Reference	Title	Methods & Findings	Distance from APE
EVT	1685767	Udem et al. (2014)	Results of Cultural Resources Monitoring at the Kimberly-Clark Worldwide Site Upland Area, Everett, Washington. SWCA Project No. 24976	Subsurface surveys. Cultural resources observed.	██████
EVT	1694736	Johnson (2020)	FINAL Results of Archaeological Monitoring for the Kimberly-Clark Everett Interim Action.	No subsurface surveys. No cultural resources.	██████
EVT	1685545	Sackett (2014)	Architectural Survey and Evaluation: Naval Station Everett	No subsurface surveys. No cultural resources.	██████
EVT	1341134	Shong and Juell (2002)	DRAFT - Cultural Resources Inventory for the City of Everett's Water Transmission Pipeline Replacement Project - Phase 5, Snohomish County, Washington	40 SPs. No cultural resources.	██████
EVT	1343126	Juell (2003b)	Cultural Resources Assessment for the City of Everett's Water Transmission Pipeline Replacement Project – Phases 6 and 7.	50 SPs. No cultural resources.	██████



Data Source: Nearmap US (2024), DAHP (2024).

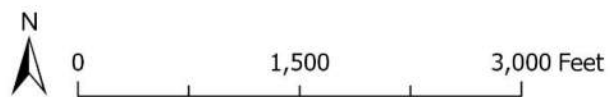


Figure E-1
 Previous Cultural Resource Surveys Within the APE
 West Alderwood Segment
 Everett Link Extension

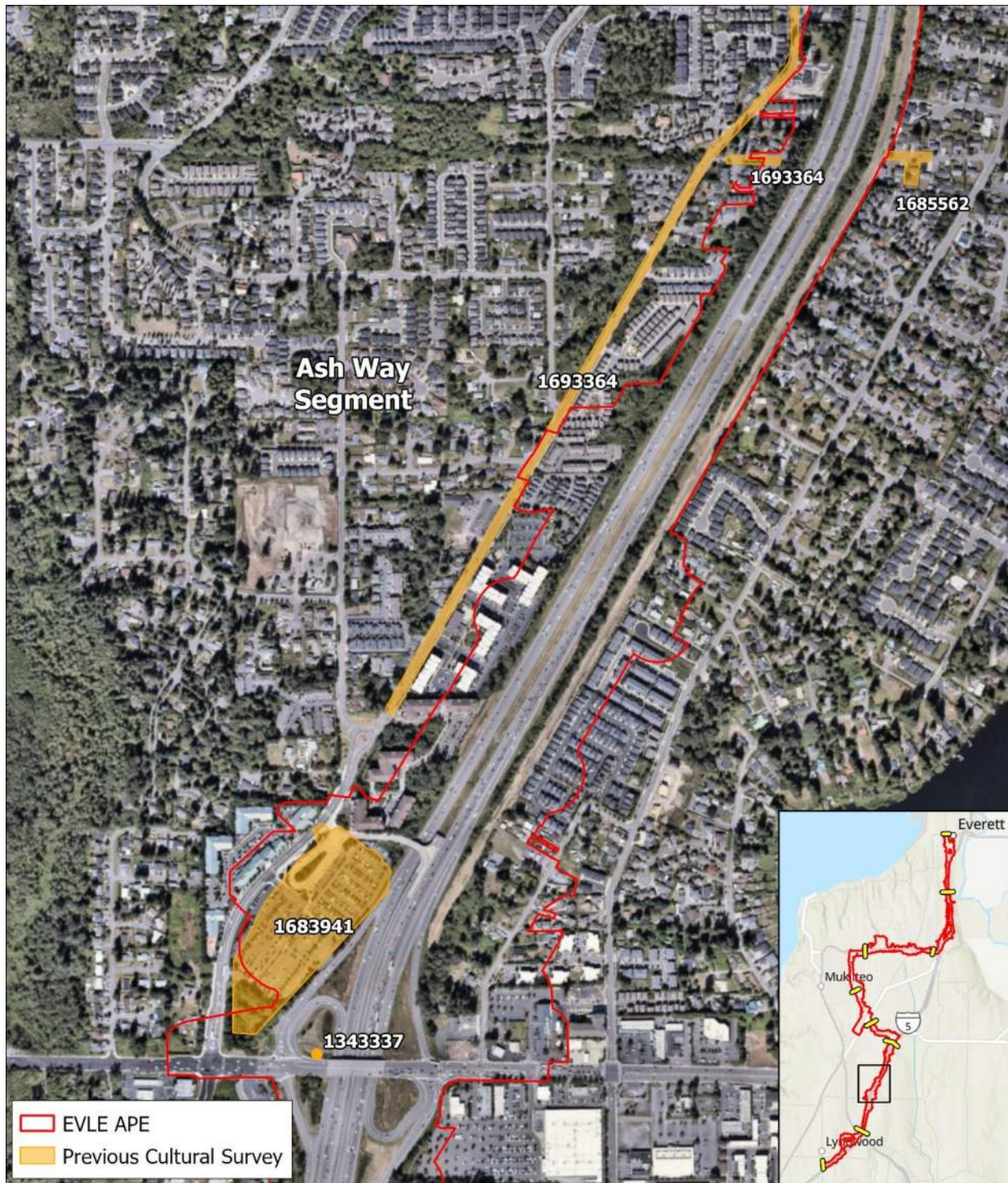


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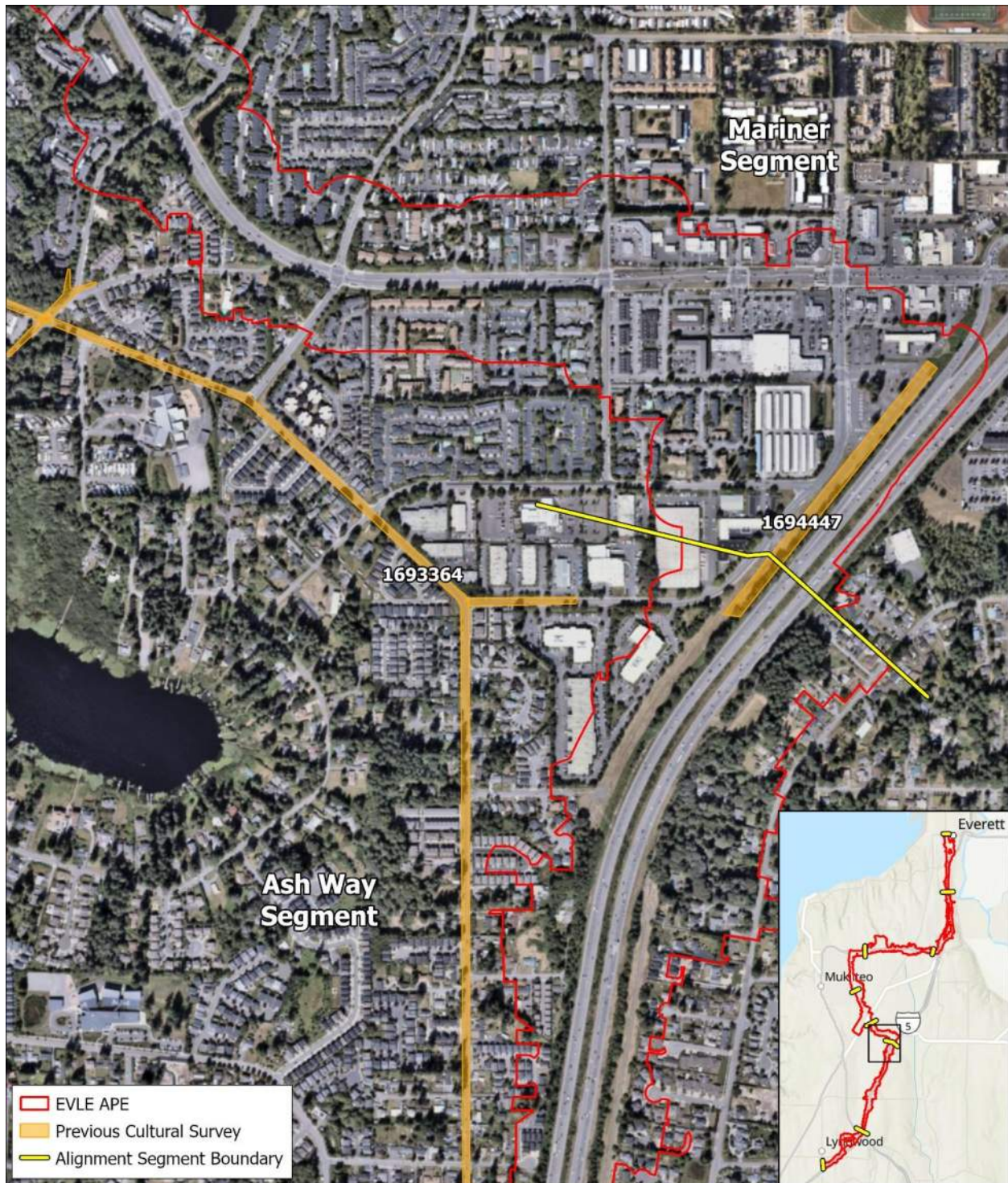
Figure E-2

Previous Cultural Resource Surveys Within the APE
West Alderwood and Ash Way Segment
Everett Link Extension



Data Source: Nearmap US (2024), DAHP (2024).





Data Source: Nearmap US (2024), DAHP (2024).

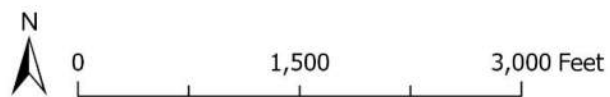
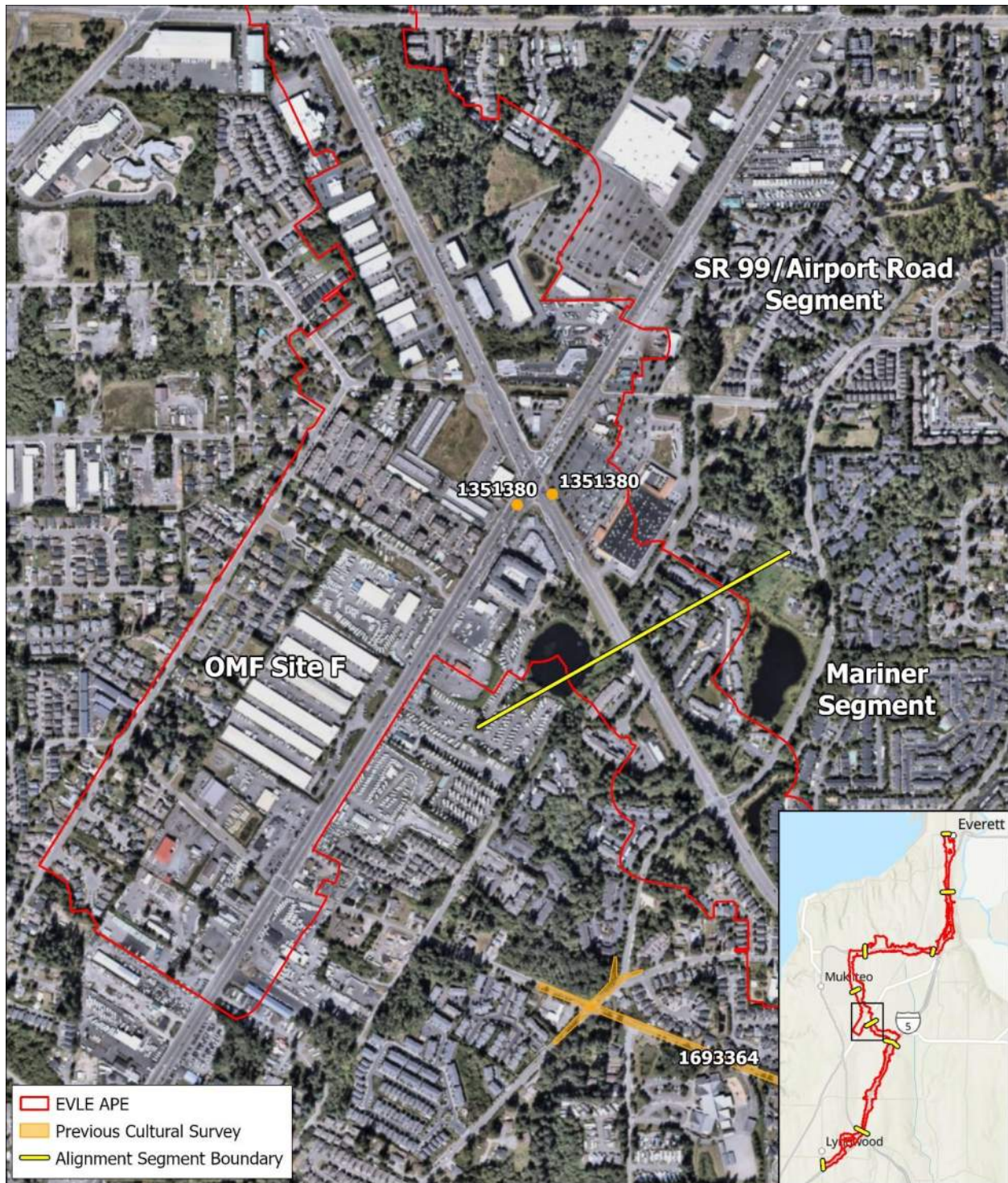


Figure E-4

Previous Cultural Resource Surveys Within the APE
Ash Way and Mariner Segment
Everett Link Extension



Data Source: Nearmap US (2024), DAHP (2024).

Figure E-5

Previous Cultural Resource Surveys Within the APE
SR 99/Airport Road Segment
Everett Link Extension



Figure E-6

Previous Cultural Resource Surveys Within the APE
SW Everett Industrial Center Segment and OMF Site E
Everett Link Extension



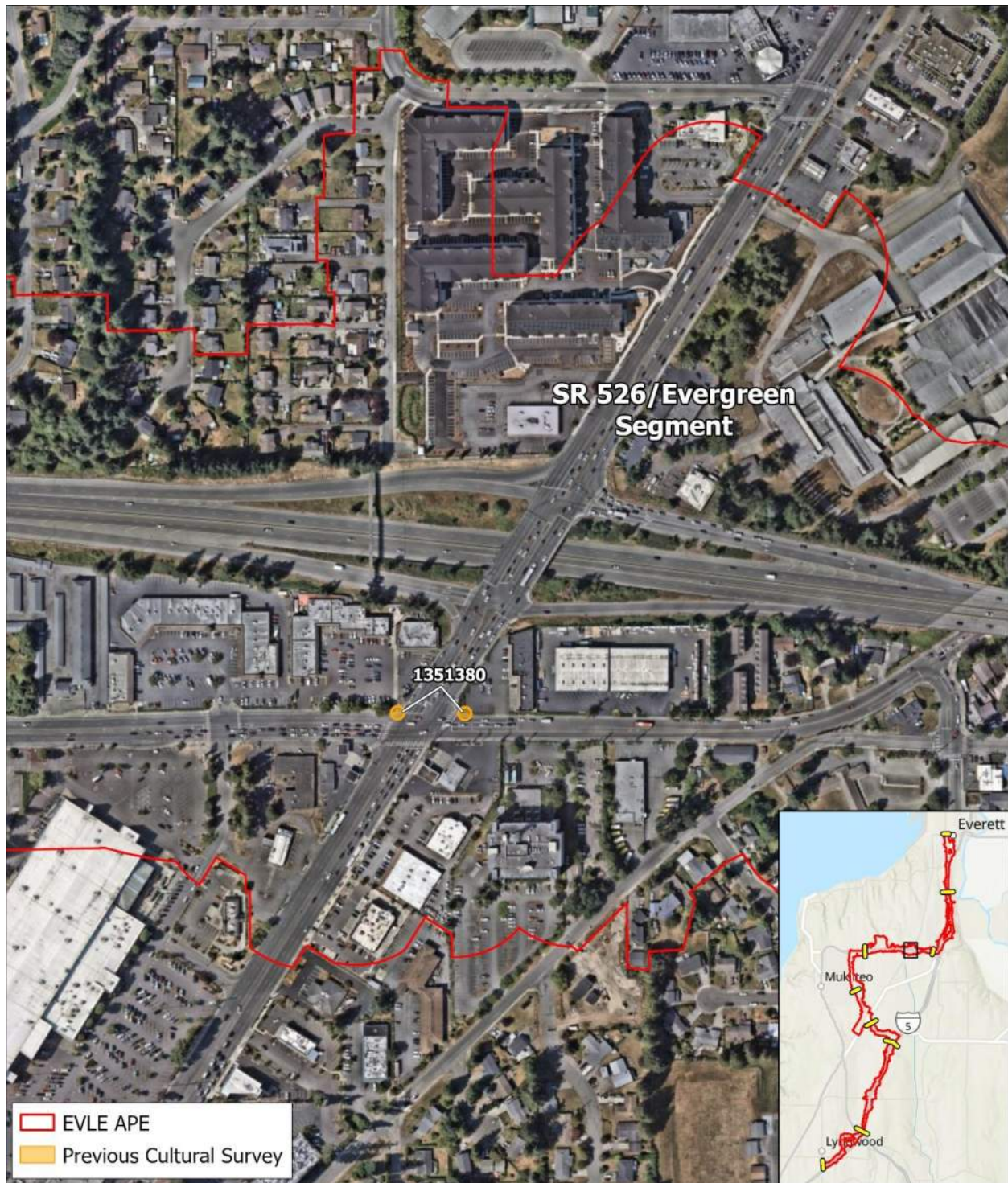
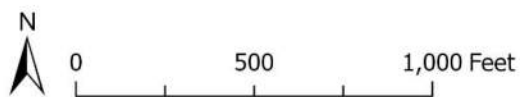


Figure E-7

Previous Cultural Resource Surveys Within the APE
SR 526/Evergreen Segment
Everett Link Extension





Data Source: Nearmap US (2024), DAHP (2024).

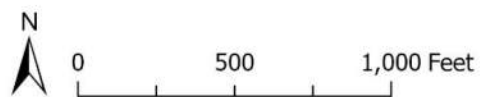
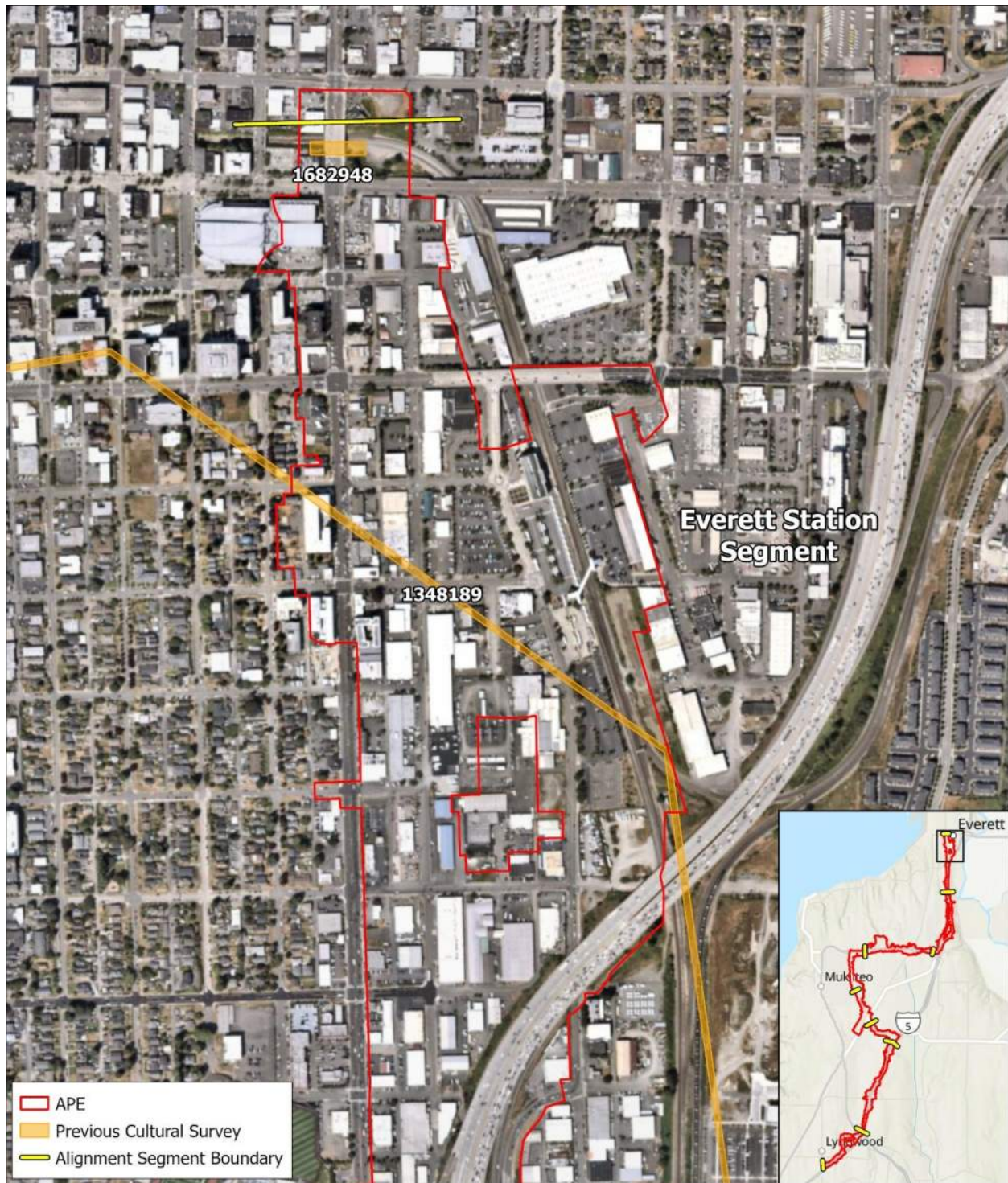


Figure E-8

Previous Cultural Resource Surveys Within the APE
Broadway/I-5 Segment
Everett Link Extension



Data Source: Nearmap US (2024), DAHP (2024).

Figure E-9

Previous Cultural Resource Surveys Within the APE
Everett Station Segment
Everett Link Extension

Table E-2 NRHP-, WHR- and Local Register-Listed and Determined Eligible Historic-Period, Built-Environment Properties within 1 Mile of APE

Resource Name	Address	Date	Register	Reference	Distance from APE
Hewitt Avenue Historic District	Portions of Wetmore Ave, Rockefeller Ave, Oakes Ave, Lombard Ave, California St, and Hewitt Ave, Everett	Various	NRHP, WHR	Furesz 2010	██████
Rucker Hill Historic District	Portions of Laurel, Snohomish, Niles, Warren, Bell, Tulalip, 33 rd and 34 th , Everett	Various	NRHP, WHR	Ravetz 1988	██████
Hotel Monte Cristo	1507 Wall St, Everett	1925	NRHP, WHR, ERHP	Potter 1975c, City of Everett 2023a	██████
Commerce Building	1801 Hewitt Ave, Everett	1910	NRHP, WHR, ERHP	Sullivan 1992, City of Everett 2023a	██████
Swalwell Cottage	2712 Pine St, Everett	1891/1901	NRHP, WHR, ERHP	Dilgard 1978, City of Everett 2023a	██████
McCabe Building	3120 Hewitt Ave, Everett	1892/1901	NRHP, WHR, ERHP	Potter 1976, City of Everett 2023a	██████
U.S. Post Office and Customs House	3006 Colby Ave, Everett	1930	NRHP, WHR	Potter 1975a	██████
Everett City Hall	3002 Wetmore Ave, Everett	1940	NRHP, WHR	Dilgard 1989a	██████
Snohomish County Courthouse	3000 Rockefeller Ave, Everett	1900	NRHP, WHR	Potter 1975g	██████
Knights of Columbus Community Center and War Memorial Building	1611 Everett Ave, Everett	1921	NRHP, WHR	Potter 1975e	██████
Everett Fire Station No. 2	2801 Oakes Ave, Everett	1926	NRHP, WHR	Dilgard 1989b	██████
Everett Carnegie Library	3001 Oakes Ave, Everett	1905	NRHP, WHR	Vandermeer 1984	██████
Swalwell Block and Adjoining Commercial Buildings	2901 Hewitt Ave, Everett	1901	NRHP, WHR	Potter 1975b	██████
Rucker House	412 Laurel Dr, Everett	1905	NRHP, WHR	Potter 1975c	██████

Resource Name	Address	Date	Register	Reference	Distance from APE
Roland and Nina Hartley House	2320 Rucker Ave, Everett	1910	NRHP, WHR	Lambert 1985	██████
Everett High School	2400 Colby Ave, Everett	1910	NRHP, WHR	Ravetz 1996	██████
Floral Hall	Forest Park, Everett	1939/1940	NRHP, WHR	Dilgard 1989c	██████
Longfellow Elementary School	3715 Oakes Ave, Everett	1957	NRHP, WHR	DWH 1986	██████
Everett Public Library	2702 Hoyt Ave, Everett	1934	WHR, Determined Eligible for the NRHP	Dilgard 1989d	██████
Everett Theatre	2911 Colby Ave, Everett	1900	WHR	Potter 1975f	██████
Pioneer Block	2814-2816 Rucker, Everett	1892	WHR	Lambert 1979	██████
Getchell Ranch	3914 52nd Street SE	1924	WHR	Alexander n.d.	██████
Wickers Building	19921 Poplar Way, Lynnwood	1919	WHR	Monroe n.d.	██████
Marion Building, Hotel Marion, Tontine Saloon	1401 Hewitt Ave	1893	WHR	Dilgard 1979	██████
Van Valey Home	2130 Colby Avenue, Everett	1912	ERHP, Determined eligible for the NRHP	Chronicles & Design 1986; City of Everett 2023a	██████
Culmback Building	3013-15 Colby, Everett	1924	ERHP, Determined eligible for the NRHP	City of Everett 2023a, Houser 2021	██████
Sumner Iron Works	4425 S 3rd Ave, Everett	1913/1914	Determined eligible for the NRHP	Demuth and Weingrod 1998	██████
Shim's Shoe Shop	2940-42 Colby, Everett	1910/1915	Determined eligible for the NRHP	Pineyerd 2013b	██████
No data	3332 Cedar St, Everett	1967	Determined eligible for the NRHP	Trautman 2014b	██████
Milwaukee Road/Chicago, Milwaukee St. Paul & Pacific – Everett Depot	3201 McDougall, Everett	1905-10	Determined eligible for the NRHP	Trautman 2014a	██████

Resource Name	Address	Date	Register	Reference	Distance from APE
Residence	2010 Lombard Ave SE, Everett	1906	Determined eligible for the NRHP	Holter 2017	██████
No data	2307 Maple St, Everett	1902	Determined eligible for the NRHP	Rosenau 2013	██████
Puget Sound Pulp and Timber Company Main Office / Soundview Pulp Company Main Office / Scott Paper Company Main Office	2600 Federal Ave, Everett	1929	Determined eligible for the NRHP	Sharley 2012	██████
Daulph Delicatessen	1416 Hewitt Ave, Everett	1926/1927	Determined eligible for the NRHP	Borth 2021	██████
Sound Casket Company Building	2815 Baker Ave, Everett	1902	Determined eligible for the NRHP	Ravetz 2005	██████
No data	2413 Harrison, Everett	1910	Determined eligible for the NRHP	Snohomish County Assessor 2012	██████
Everett Main Post Office	3102 Hoyt Ave, Everett	1964	Determined eligible for the NRHP	Borth 2018	██████
Olympic Water Tank	7410 Olympic Dr, Everett	1965	Determined eligible for the NRHP	Gunn 2016	██████
E.E. & H. Commercial Building	4202 198 th St SW, Lynnwood	1972	Determined eligible for the NRHP	Gardner 2022a	██████
Henry Broderick Inc. Office	4200 196 th St SW, Lynnwood	1969	Determined eligible for the NRHP	Gardner 2022b	██████
Denny's Restaurant	4109 196 th St SW, Lynnwood	1972	Determined eligible for the NRHP	Gardner 2022c	██████
Riverside Historic District Historic Overlay Zone	Virginia and Baker Avenues between Everett Avenue and 19th Street and the south side of 19th Street, Victor Place, Leonard Drive and the north side of 21st Street from Baker Avenue to	Various	ERHP	City of Everett 2023b	██████

Resource Name	Address	Date	Register	Reference	Distance from APE
	Walnut Street, Everett				
Evergreen Building	1909 Hewitt Ave, Everett	1902	ERHP	City of Everett 2023a	██████
Morrow Building	2823 Rockefeller Ave, Everett	1925	ERHP	City of Everett 2023a	██████
Killien House	5214 South 2nd Ave, Everett	Ca. 1906	ERHP	City of Everett 2023a	██████
Jackson House	3602 Oakes Ave, Everett	1906	ERHP	City of Everett 2023a	██████
Port Gardner Building	2802 Wetmore Ave, Everett	1929	ERHP	City of Everett 2023a	██████
Ray Fosheim House	2017 26th St, Everett	1892	ERHP	City of Everett 2023a	██████
Lettelier House	2510 Baker Ave, Everett	1908	ERHP	City of Everett 2023a	██████
Challacomb and Fickel Building	2727 Oakes Ave, Everett	1923	ERHP	City of Everett 2023a	██████
Watson's Bakery	1812 Hewitt Ave, Everett	1910	ERHP	City of Everett 2023a	██████
Bank of Everett (Cope Gillette Theatre)	2730 Wetmore Ave, Everett	1963	ERHP	City of Everett 2023a	██████
Wright House	2112 Rucker Ave, Everett	1905	ERHP	City of Everett 2023a	██████
Blackman House	2208 Rucker Ave, Everett	1910	ERHP	City of Everett 2023a	██████
Austin House	2210 Rucker Ave, Everett	1897-1900	ERHP	City of Everett 2023a	██████
Sahlinger-Muck	2315 Colby Ave, Everett	1908	ERHP	City of Everett 2023a	██████
Agnew House	2301 Rucker Ave, Everett	1899	ERHP	City of Everett 2023a	██████
Clark Park	2400 Lombard Ave, Everett	1894	ERHP	City of Everett 2023a	██████
Widgrin House	2125 Virginia Ave, Everett	1910-1913	ERHP	City of Everett 2023a	██████
Caroline Cottage	2617 Harrison Ave, Everett	1892	ERHP	City of Everett 2023a	██████
Krieger Laundry	2808 Hoyt Ave, Everett	1915	ERHP	City of Everett 2023a	██████
Everett Downtown Storage	3001 Rucker Ave, Everett	1919	ERHP	City of Everett 2023a	██████

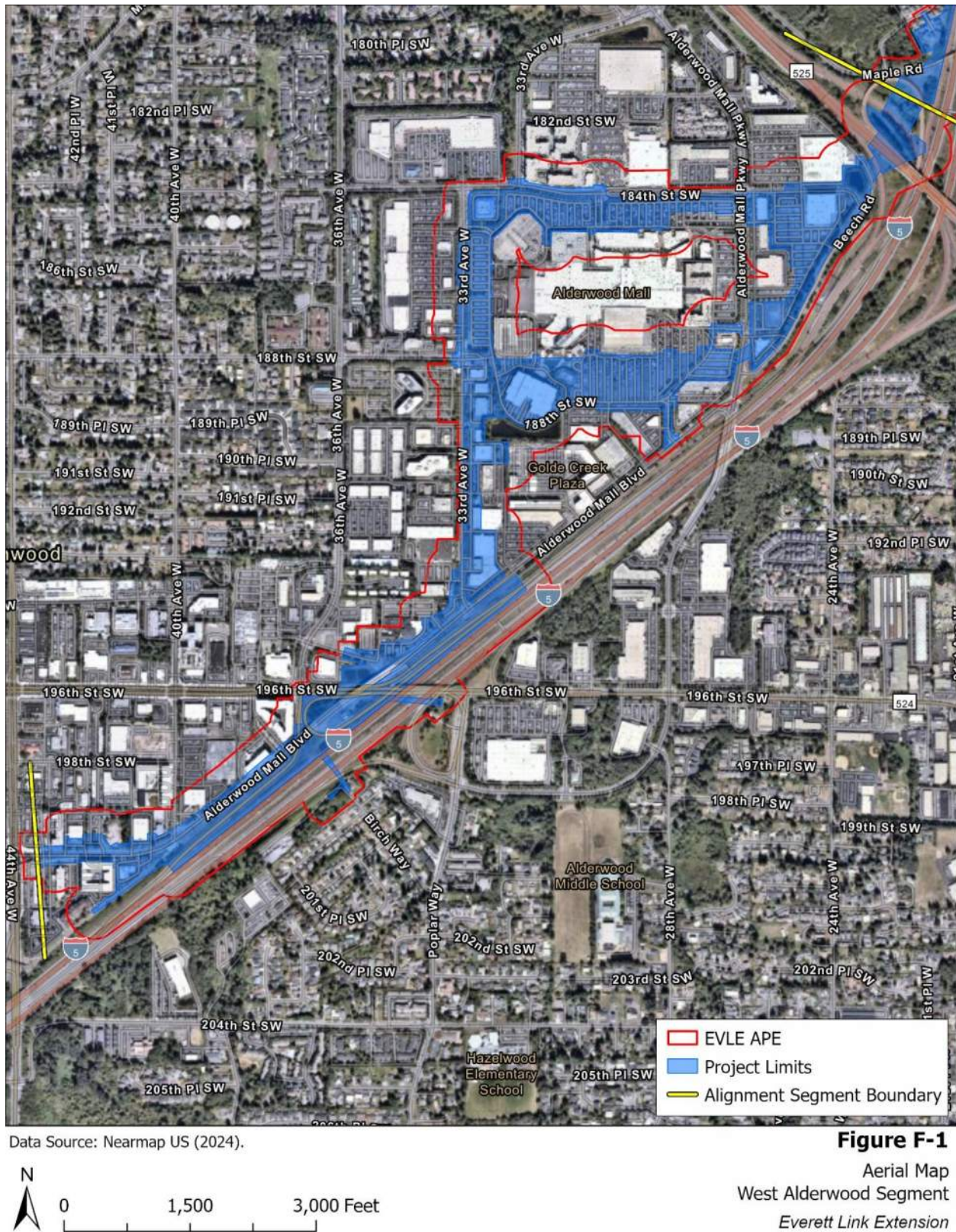
SOURCES: (City of Everett 2023a, b; Washington State Department of Archaeology and Historic Preservation 2023).

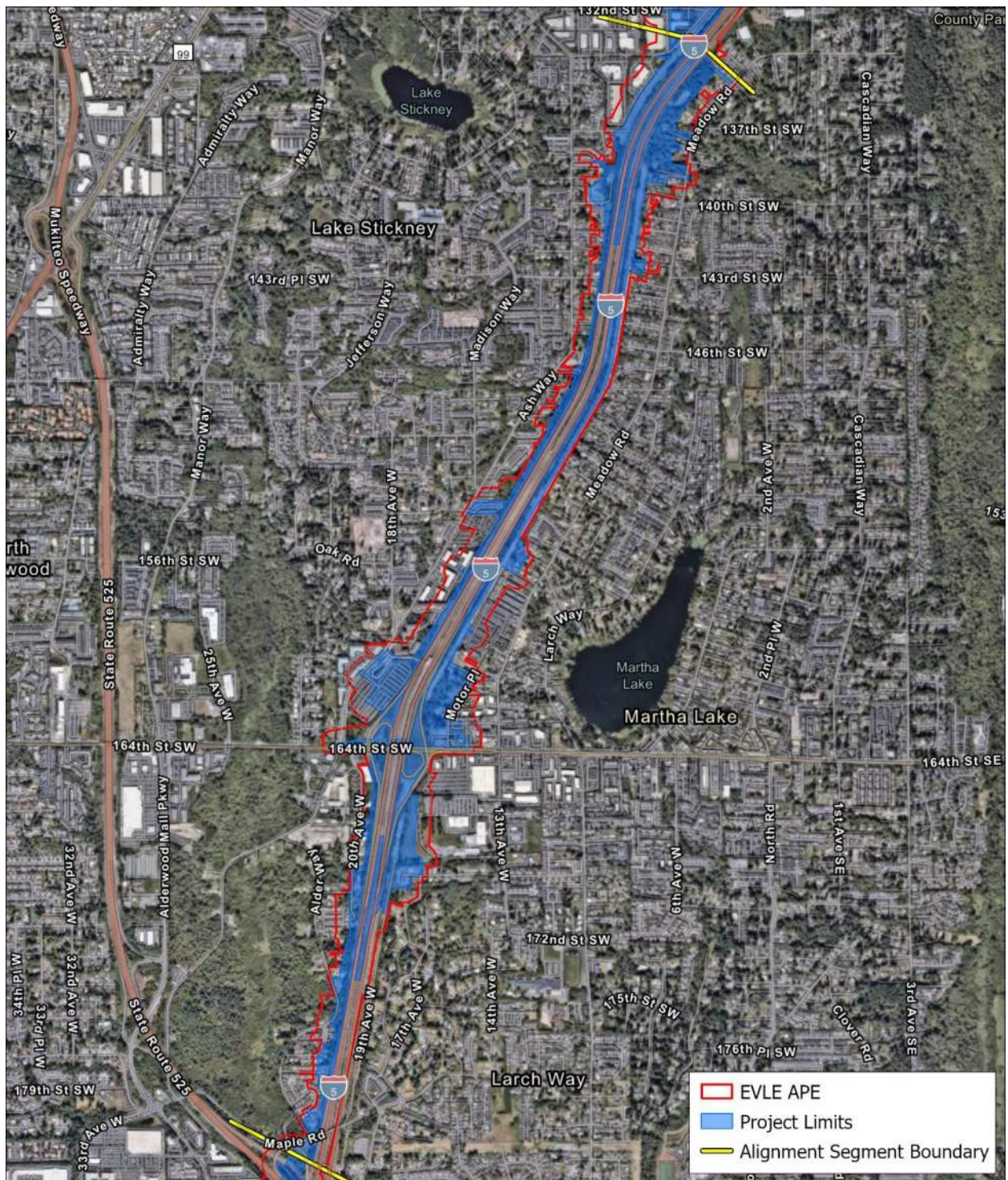


Everett Link Extension

APPENDIX F

Detailed Aerial and LiDAR Segment Maps

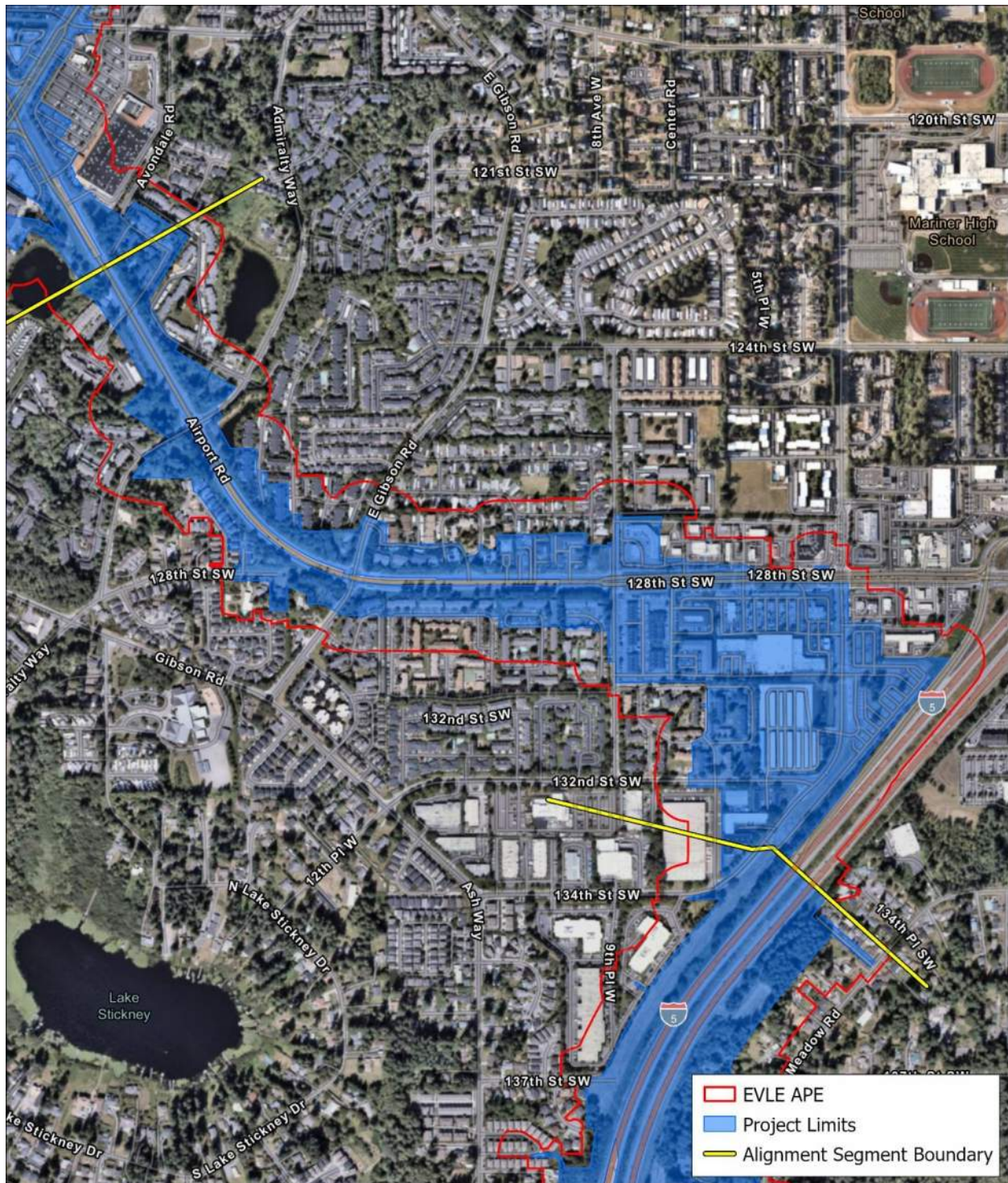




Data Source: Nearmap US (2024).

Figure F-2

Aerial Map
Ash Way Segment
Everett Link Extension



Data Source: Nearmap US (2024).

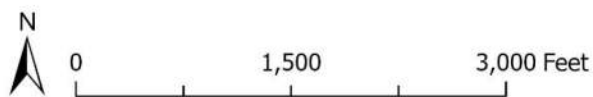
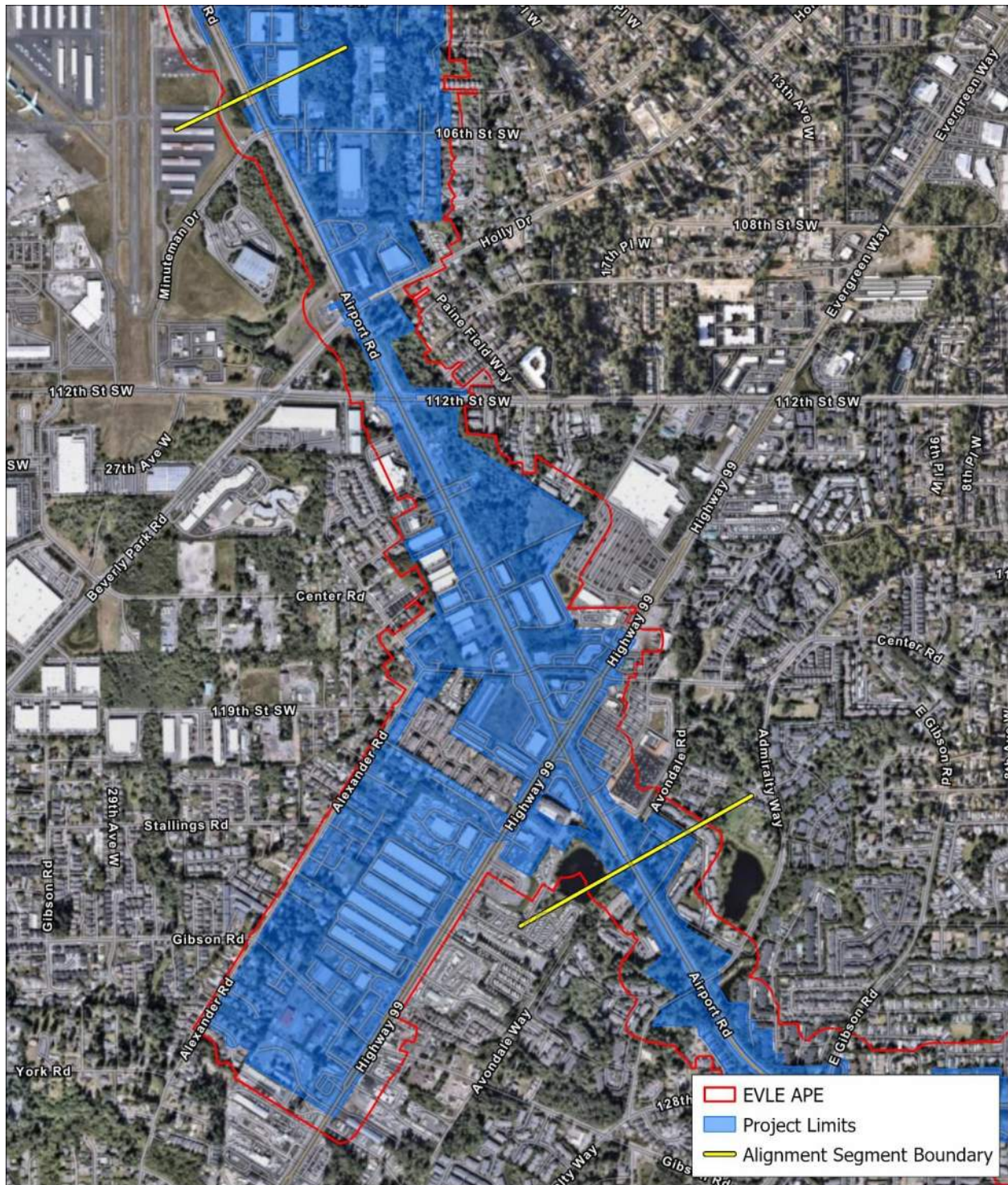


Figure F-3
Aerial Map
Mariner Segment
Everett Link Extension



Data Source: Nearmap US (2024).

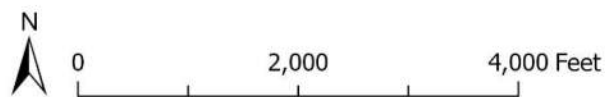


Figure F-4

Aerial Map
SR 99/Airport Road Segment and OMF Sites F and E
Everett Link Extension



Data Source: Nearmap US (2024).

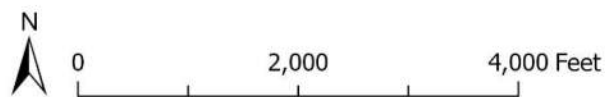
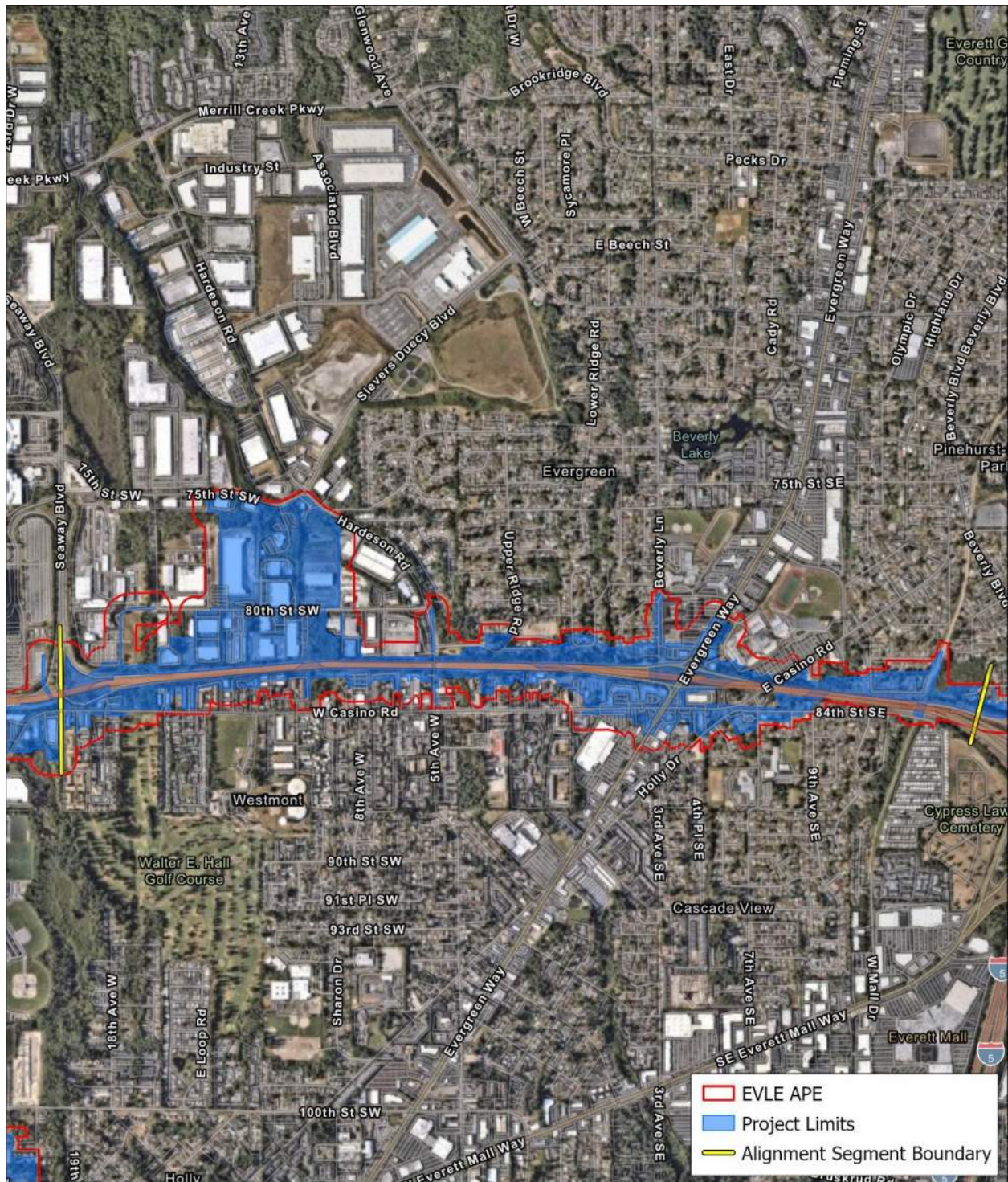


Figure F-5

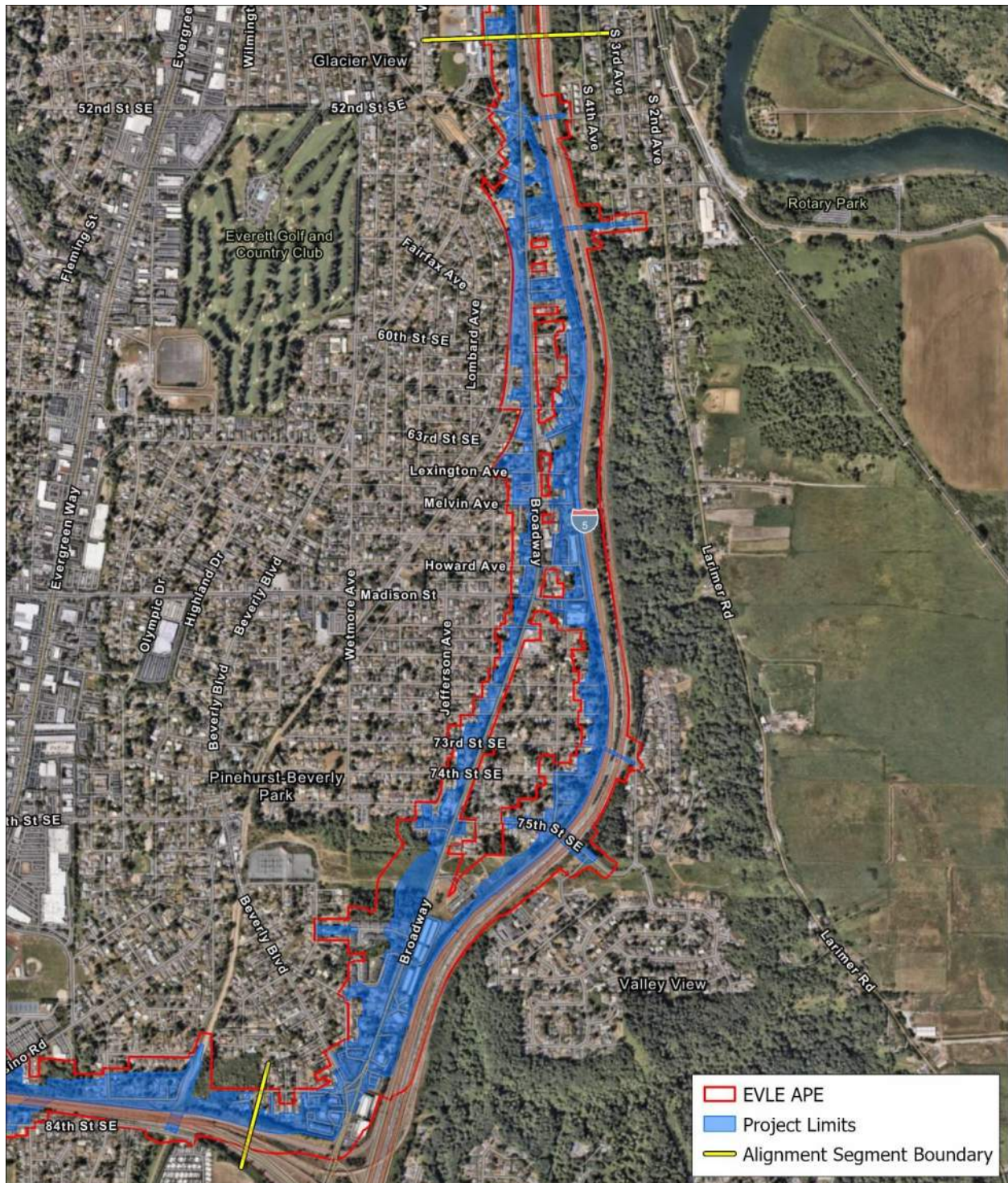
Aerial Map
SW Everett Industrial Center Segment and OMF Site E
Everett Link Extension



Data Source: Nearmap US (2024).

Figure F-6

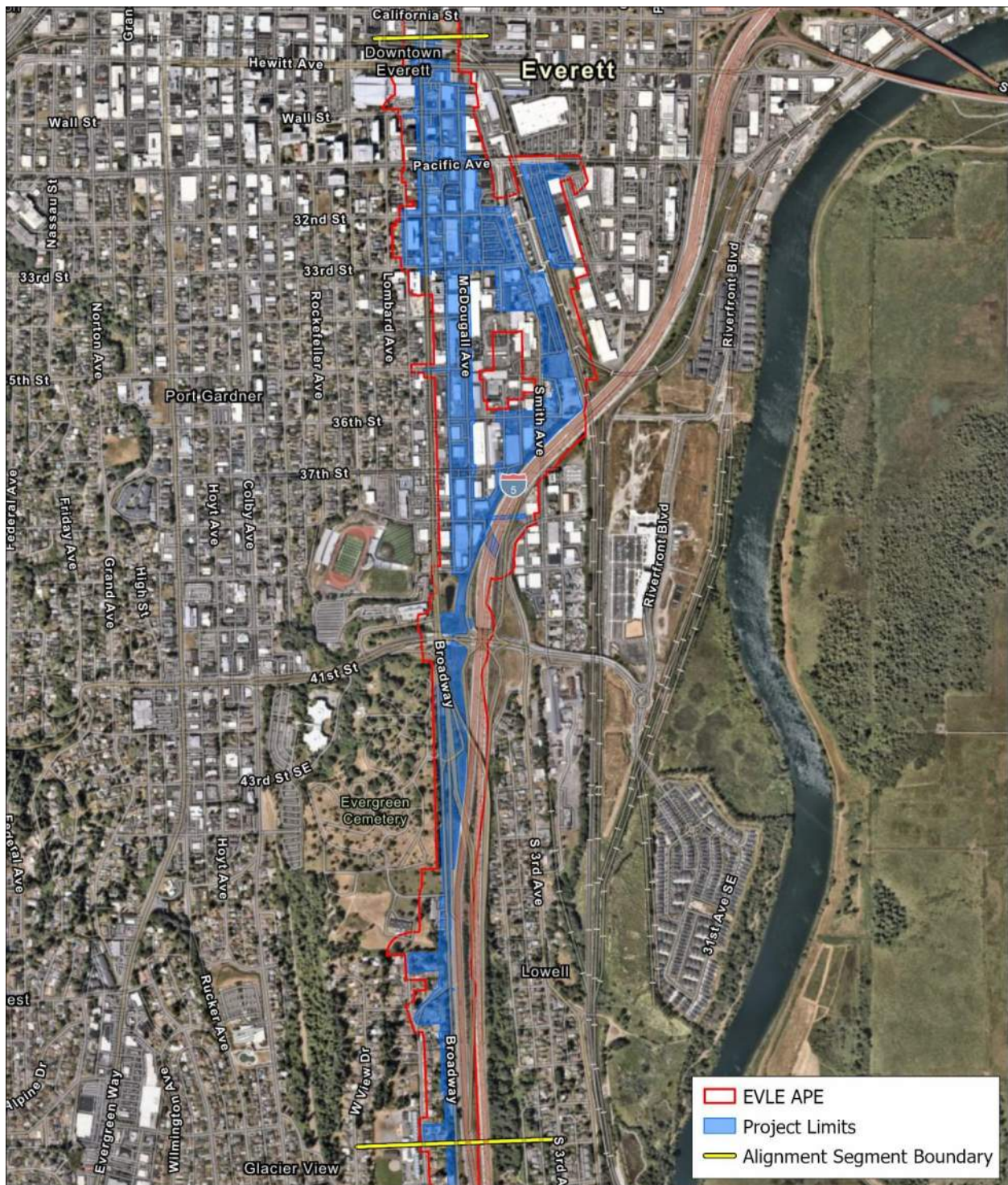
Aerial Map
SR 526/Evergreen Segment and OMF Site B
Everett Link Extension



Data Source: Nearmap US (2024).



Figure F-7
Aerial Map
Broadway/I-5 Segment
Everett Link Extension

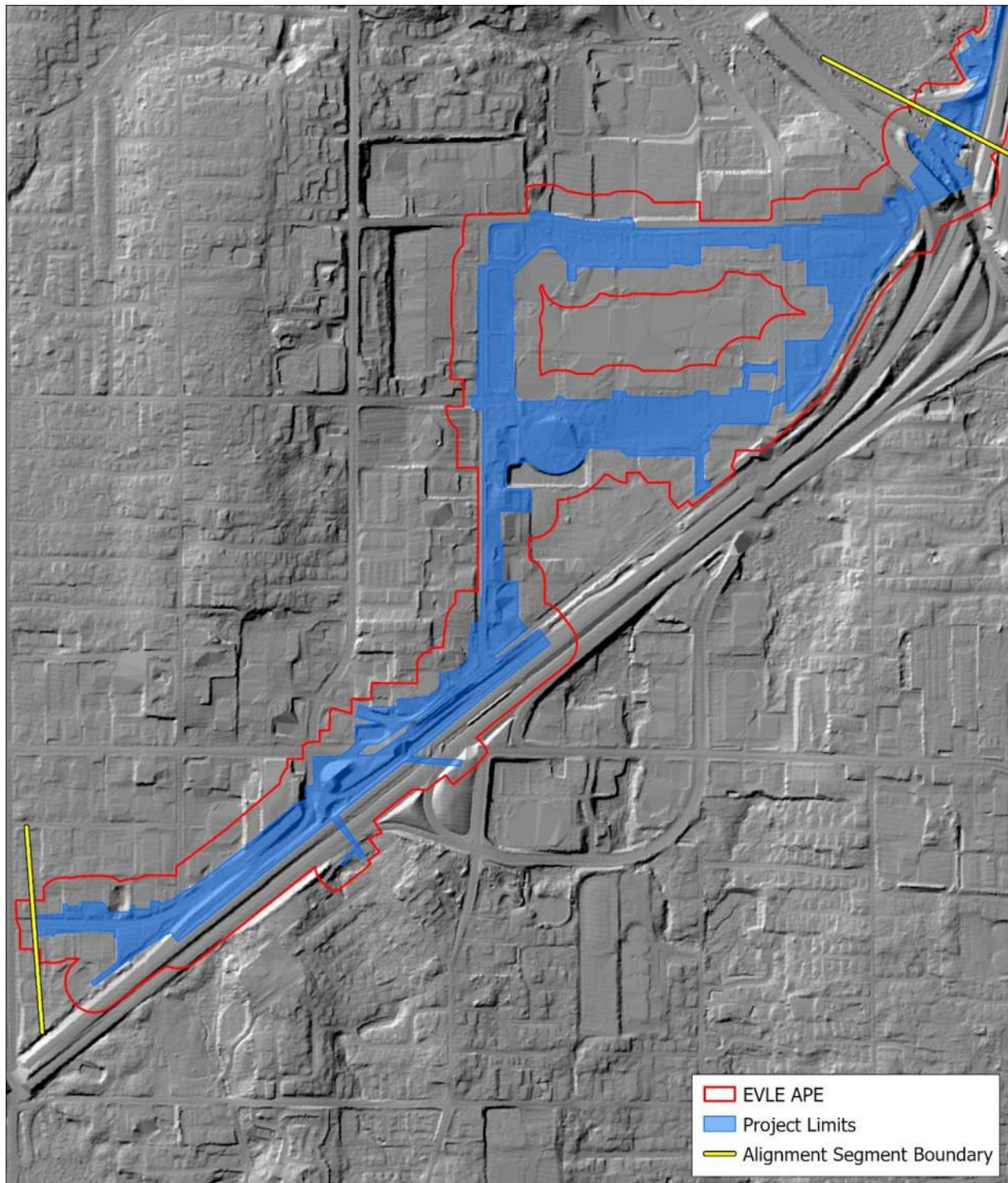


Data Source: Nearmap US (2024).



Figure F-8

Aerial Map
Everett Station Segment
Everett Link Extension



Data Source: Puget Sound LiDAR Consortium.

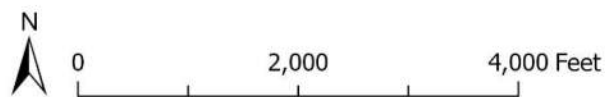
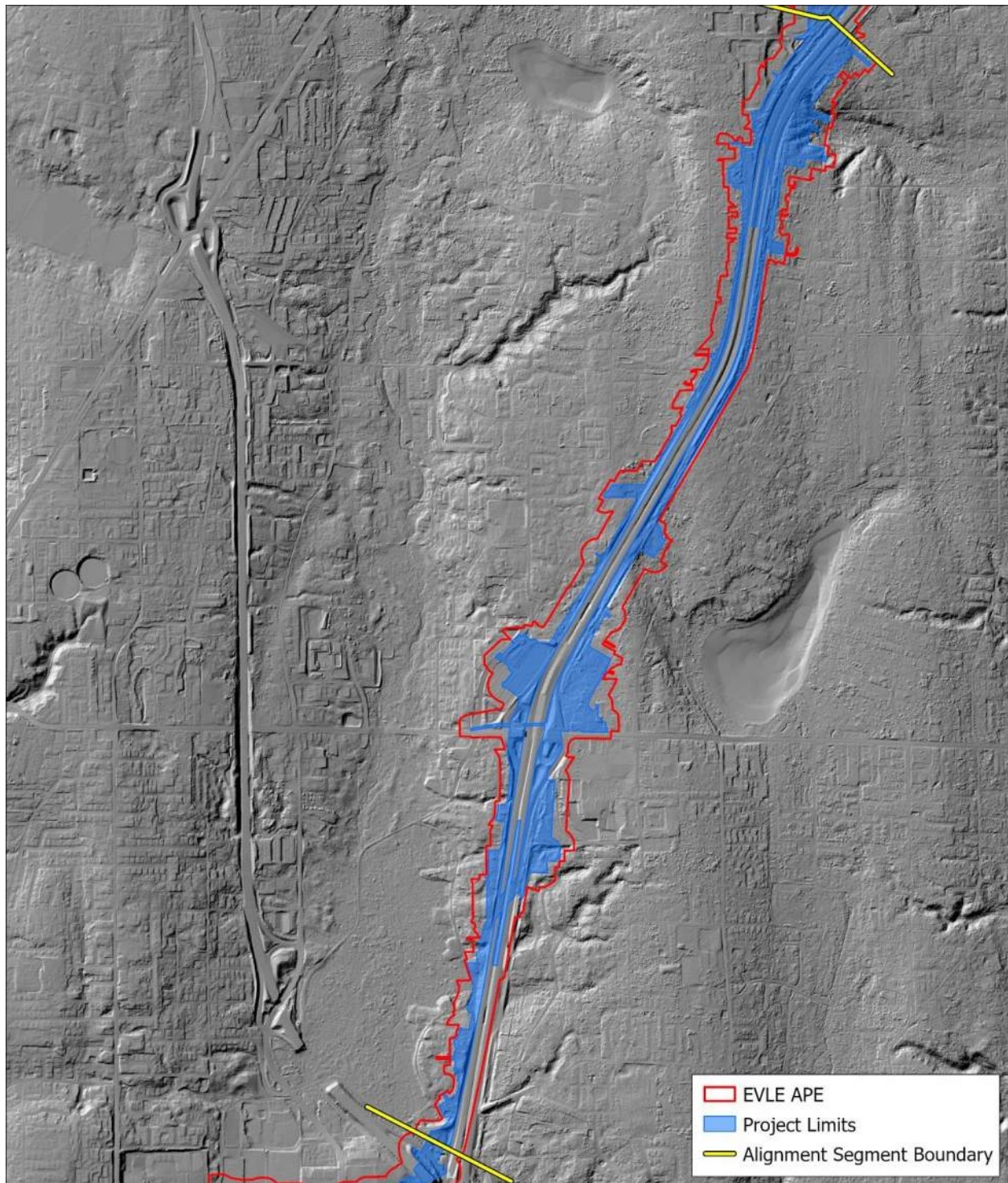


Figure F-9

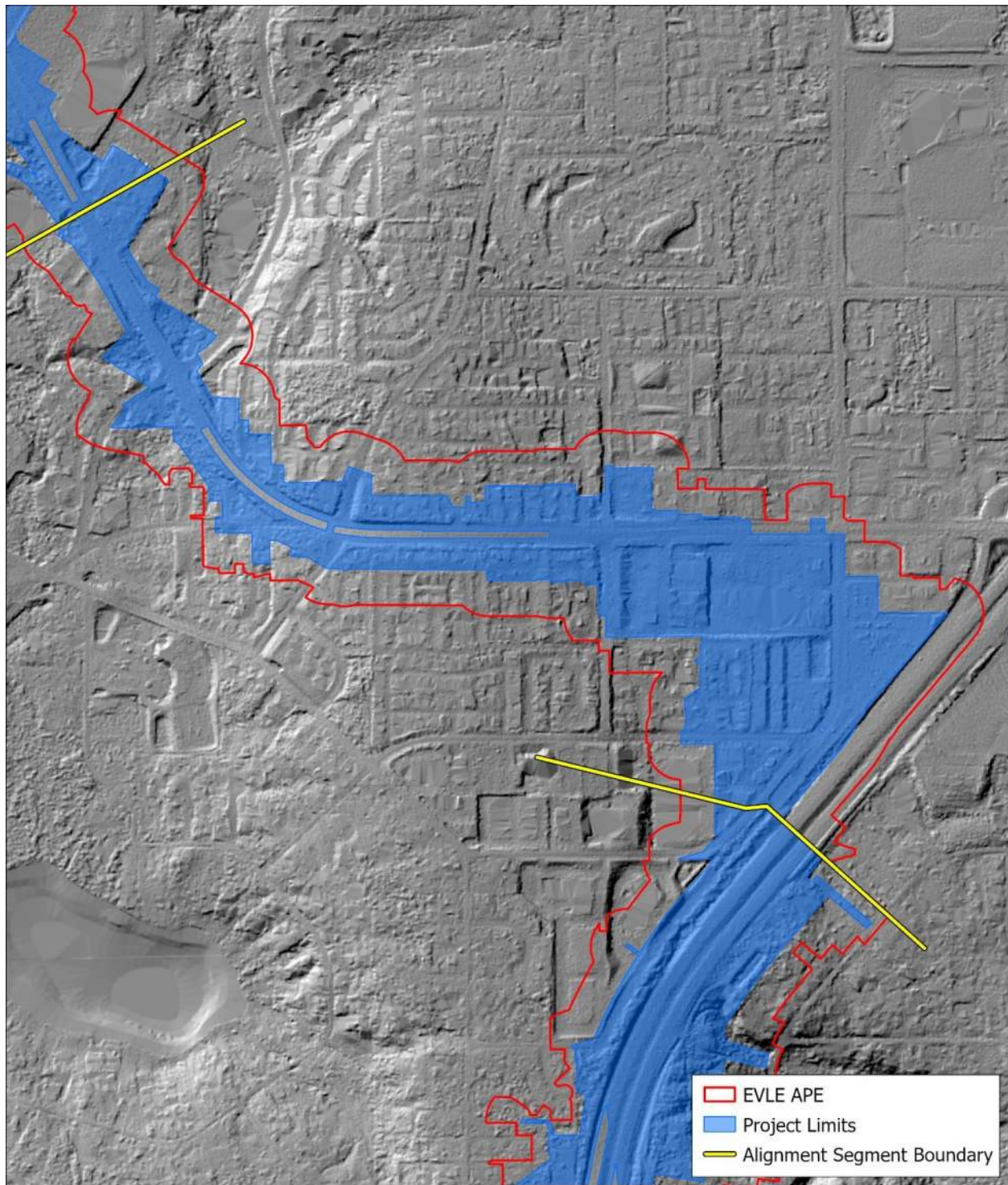
LIDAR Map
West Alderwood Segment
Everett Link Extension



Data Source: Puget Sound LiDAR Consortium.

Figure F-10

LIDAR Map
Ash Way Segment
Everett Link Extension



Data Source: Puget Sound LiDAR Consortium.

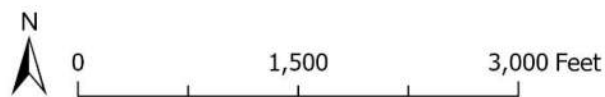
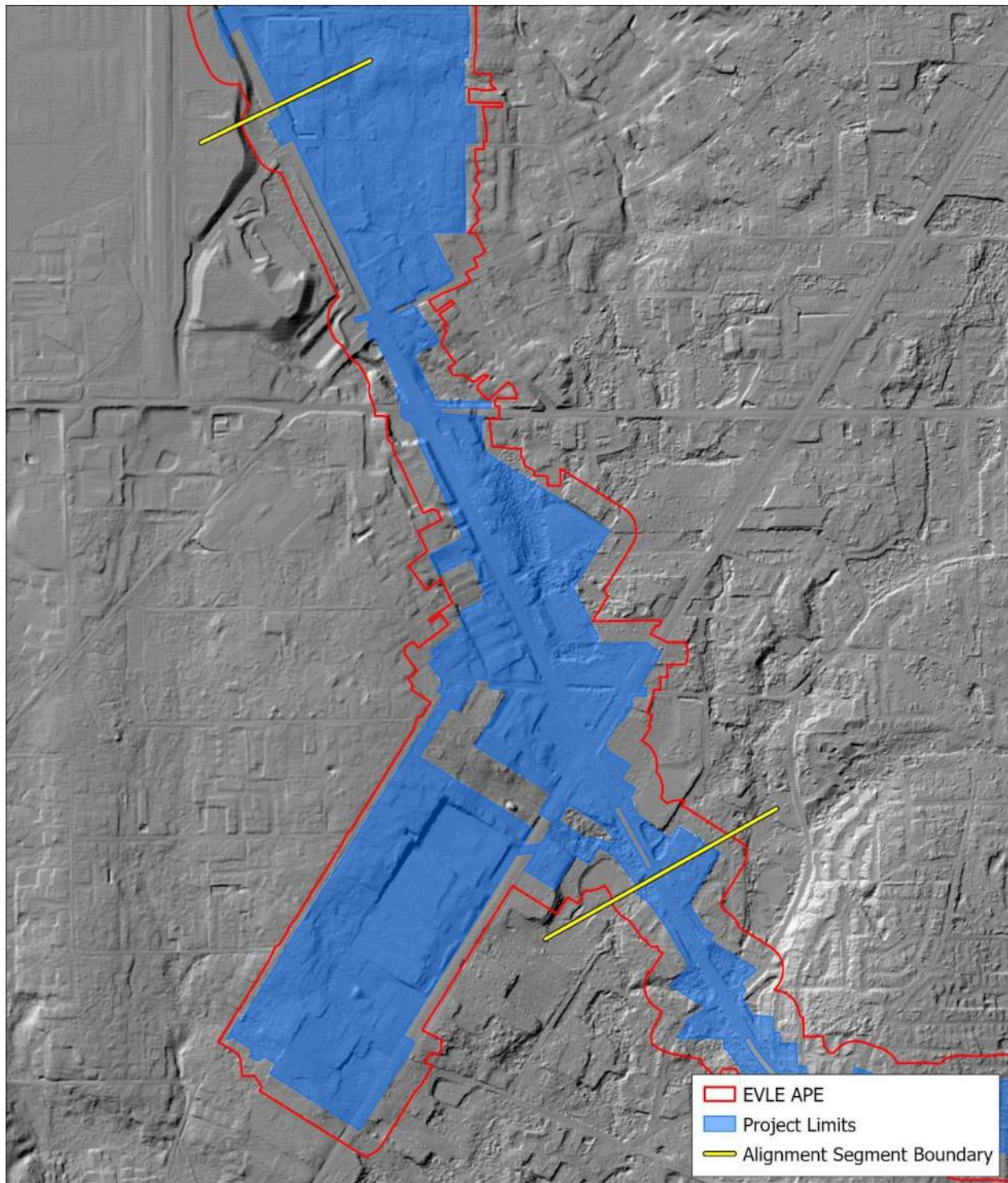


Figure F-11

LIDAR Map
Mariner Segment
Everett Link Extension



Data Source: Puget Sound LiDAR Consortium.

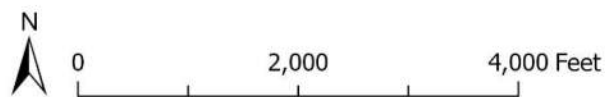
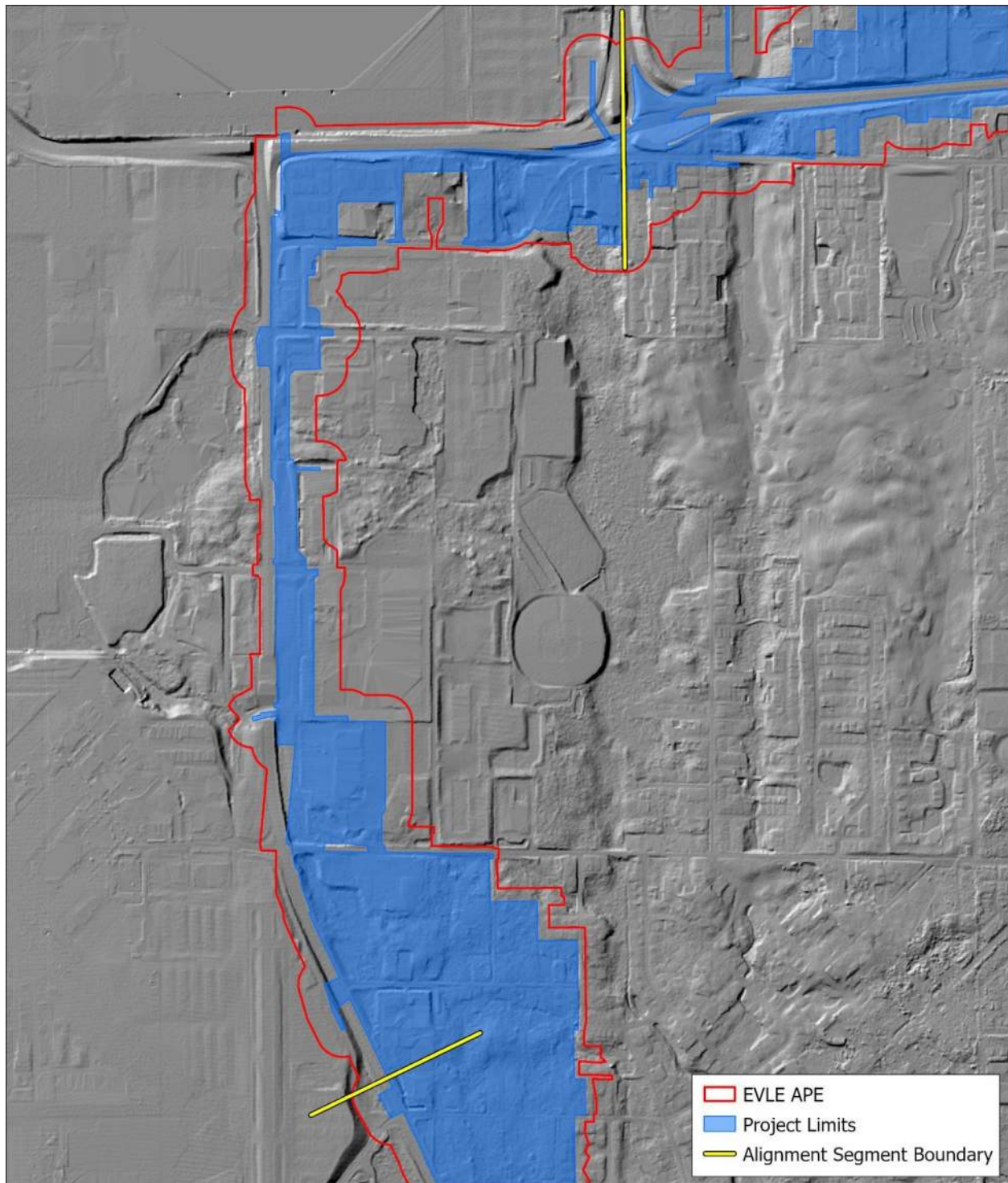


Figure F-12

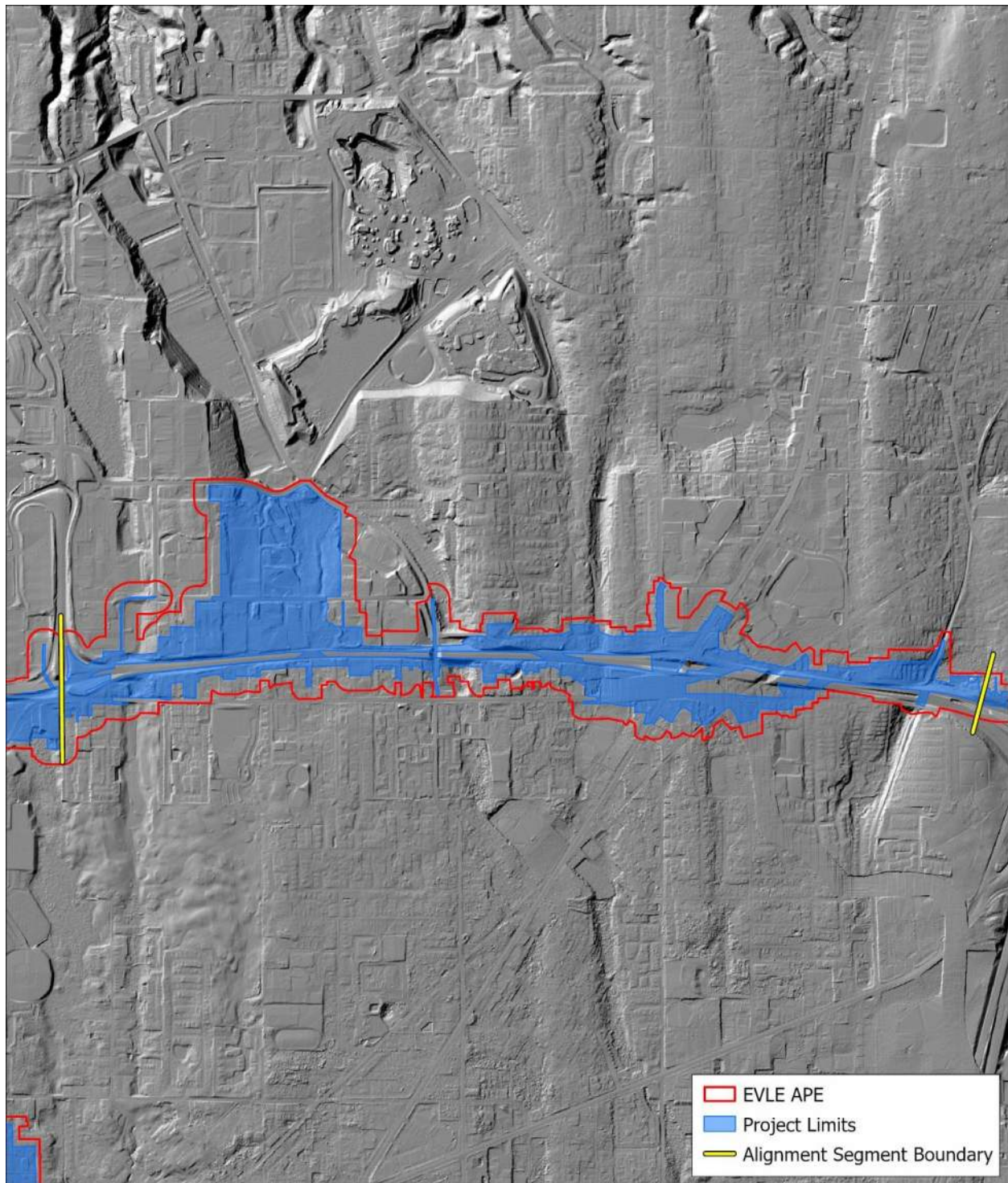
LIDAR Map
SR 99/Airport Road Segment and OMF Sites F and E
Everett Link Extension



Data Source: Puget Sound LiDAR Consortium.

Figure F-13

LIDAR Map
SW Everett Industrial Center Segment and OMF Site E
Everett Link Extension

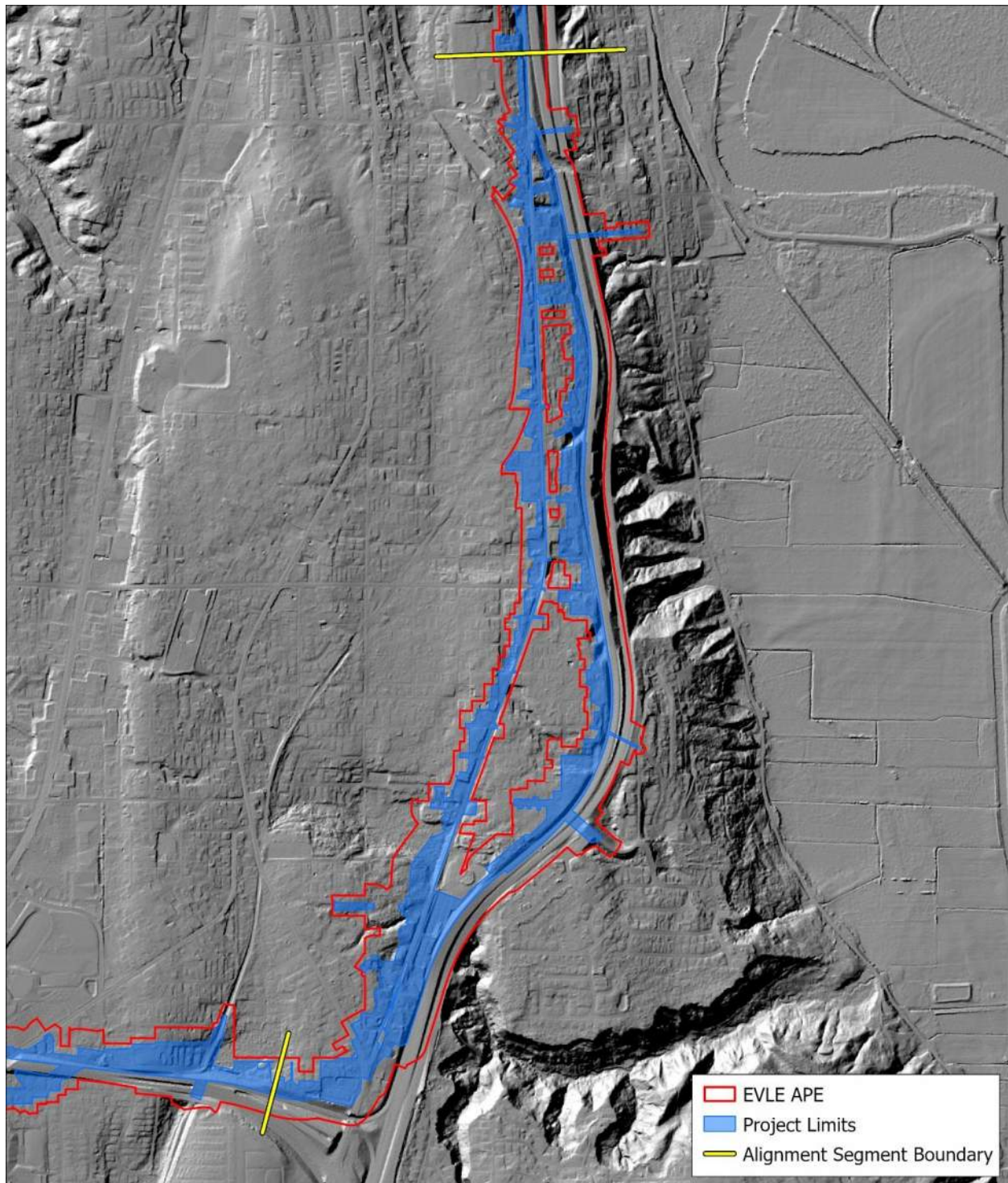


Data Source: Puget Sound LiDAR Consortium.



Figure F-14

LIDAR Map
SR 526/Evergreen Segment and OMF Site B
Everett Link Extension

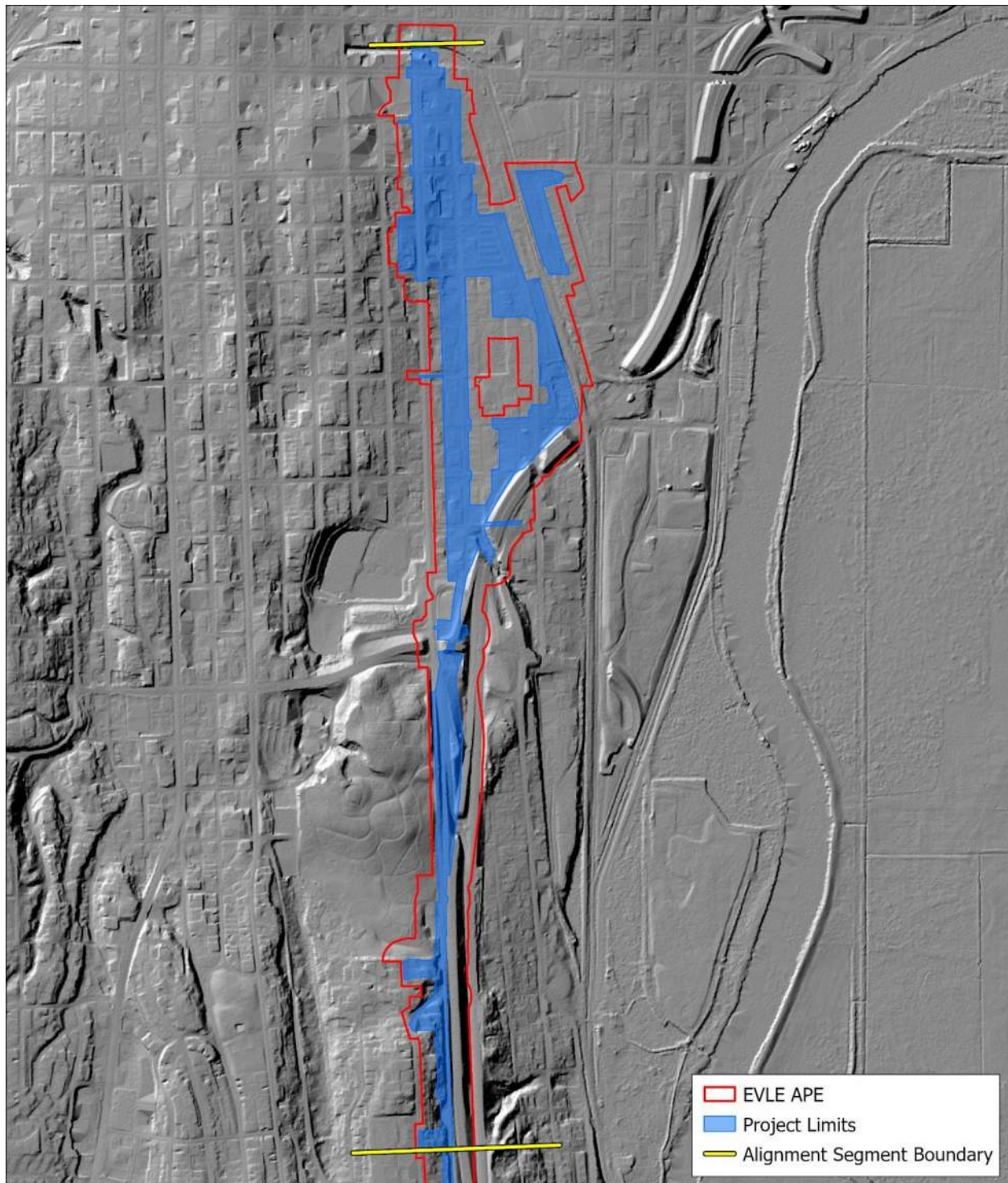


Data Source: Puget Sound LiDAR Consortium.



Figure F-15

LIDAR Map
Broadway/I-5 Segment
Everett Link Extension



Data Source: Puget Sound LiDAR Consortium.



Figure F-16

LIDAR Map
Everett Station Segment
Everett Link Extension



Everett Link Extension

APPENDIX G

Memorandum of Understanding Between Sound Transit and the Washington State Department of Archaeology and Historic Preservation

**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**

WHEREAS, the Central Puget Sound Regional Transit Authority, commonly known as Sound Transit, was formed under chapters 81.104 and 81.112 of the Revised Code of Washington (RCW) for the Pierce, King, and Snohomish Counties region by action of their respective county councils pursuant to RCW 81.112.030 and is authorized to plan, construct, and permanently operate a high-capacity system of transportation infrastructure and services to meet regional public transportation needs in the Central Puget Sound region;

WHEREAS, the Central Puget Sound Regional Transit Authority (Sound Transit) is planning to build and operate a high-capacity transit project and transit services, as well as a light rail maintenance and operations facility within the Sound Transit District in Snohomish County (the “Sound Transit District”), known as the Everett Link Extension Project (the “EVLE Project”) Project; and,

WHEREAS, to meet its responsibilities for potential project effects on historic properties and cultural resources under state law, Sound Transit has consulted with the Washington State Historic Preservation Officer (SHPO) and the Department of Archaeology and Historic Preservation (DAHP), who have previously determined that Sound Transit projects may have an effect upon properties included, or eligible for inclusion, in the National Register of Historic Places (NRHP), Washington State Heritage Register (WHR) and/or local registers, hereafter referred to as “historic properties,” or to cultural resources, defined as archaeological and historic sites and artifacts and traditional areas or items of religious, ceremonial, and social uses to affected Tribes;

WHEREAS, archaeological resources consisting of artifacts or features consistent with precontact or Native American associated will be protected per RCW 27.53. Other archaeological resources will be evaluated for NRHP eligibility following National Park Service National Register Bulletin 15;

WHEREAS, Sound Transit and DAHP agree that procedures outlined in Section 106 of the National Historic Preservation Act (NHPA) (54 U.S.C. § 306108), as amended, and codified in its implementing regulations, 36 CFR Part 800, as amended (August 5, 2004) will be used to guide Sound Transit’s cultural resources review process as described herein, these are referred solely as 36 CFR 800 below;

WHEREAS, the Federal Transit Administration (FTA) is anticipated to become the federal lead on the EVLE Project and, if so, will issue a formal Notice of Intent (NOI) under the National Environmental Policy Act (NEPA);

WHEREAS, the FTA is also anticipated to be the lead agency for review pursuant to Section 106 of the National Historic Preservation Act (NHPA);

WHEREAS, as of the date of this Agreement, the FTA has not issued a formal NOI under NEPA and the process for historic properties consultation and cultural resources review outlined in Section 106 of the NHPA has not been initiated;

WHEREAS, Sound Transit, in coordination with DAHP, has agreed to develop a process as outlined in this agreement to ensure consultation and cultural resources review follow established procedures and durations identified in 36 CFR 800 prior to FTA formally issuing a NOI under NEPA and commencing Section 106 review;

WHEREAS, prior to issuance of the FTA's NEPA NOI and the initiation of FTA's Section 106 consultation, the FTA will act in an advisory role to Sound Transit and will be provided the opportunity to review this Agreement between Sound Transit and DAHP and may elect to be a signatory to the agreement; **WHEREAS**, Sound Transit, when feasible and consistent with EVLE Project needs, will follow the FTA's Standard Operating Procedures (SOP) on Section 106 Process (SOP No. 21);

WHEREAS, Sound Transit retains cultural resource staff and consultants that satisfy the Secretary of Interior's Professional Qualifications Standards in the fields of archaeology, history and architectural history;

WHEREAS, Sound Transit has invited the following federally recognized Native American Tribes, that may attach religious or cultural significance to properties in the Sound Transit District, to consult on this Agreement and has requested their comments: Lummi Nation, Muckleshoot Indian Tribe, Port Gamble S'Klallam Tribe, Samish Tribe, Sauk-Suiattle Indian Tribe of Washington, Snoqualmie Indian Tribe, Stillaguamish Tribe of Indians, Suquamish Tribe, Swinomish Tribe, Tulalip Tribes of Washington, Upper Skagit Tribe, Confederated Tribes and Bands of the Yakama Nation;

WHEREAS, the Lummi Nation in correspondence addressed to Sound Transit has indicated that they do not desire to continue participation cultural resources review or consultation if other Tribes closer to the project area are included;

WHEREAS, Sound Transit has invited the non-federally recognized Native American Tribes listed in Appendix A, that may attach religious or cultural significance to properties in Washington, to consult on this Agreement and has requested their comments: the Duwamish Tribal Organization, Snohomish Tribe of Indians;

WHEREAS, Sound Transit has notified the public, State agencies, Tribes (listed above), and Certified Local Governments (CLGs) within the Sound Transit District about this Agreement, has requested their comments, and has taken any comments received into account;

WHEREAS, Sound Transit, DAHP, and affected Tribes may determine through consultation whether or not an archaeological site alteration permit, per Chapter 27.53RCW, or formal memorandum of agreement (MOA) is appropriate to resolve adverse effects to an historic property or cultural resources; and

WHEREAS, the processes and procedures outlined below are intended to comply with RCW 42.56.300 and Chapters 27.44, 27.53, , 68.50, 68.60 of the Revised Code of Washington.

Sound Transit and DAHP will ensure that the following measures are carried out:

I. PURPOSE AND SCOPE

- A. When feasible and consistent with EVLE Project needs, Sound Transit will carry out cultural resources consultation and review following procedures and durations in Section 106 of the National Historic Preservation Act (NHPA) (54 U.S.C. § 306108), as amended, and codified in its implementing regulations, 36 CFR Part 800, as amended (August 5, 2004). Such procedures include definition but are not limited to definition or revision of the area of potential effect and NRHP eligibility.
- B. This Agreement sets forth the process by which Sound Transit, with the assistance of DAHP, will meet its responsibilities for potential project effects on historic properties and cultural resources pursuant to the State Environmental Policy Act (SEPA) (RCW 43.21C and WAC 197-11) and other state laws and regulations regarding historic preservation, archaeology, human remains, and cemeteries (including but not limited to Chapters 27.44, 27.53 and 68.60 RCW).
- C. Tribes, SHPO, and other parties, as appropriate, will be afforded 30 days to review and comment on consultation materials including, area of potential effect definition, proposed methods for, archaeological and historic-era built environment inventory, archaeological monitoring (not limited to but including geotechnical monitoring), and determinations of eligibility for the National Register of Historic Places. If comments are provided, they will be reviewed by Sound Transit cultural resources specialists and will be incorporated at the discretion of Sound Transit, but in coordination with the commenting parties.
- D. Because Sound Transit does not receive funding from the State of Washington for its programs and projects it is not subject to compliance with Executive Order 21-02. This agreement sets forth consultation requirements similar to Executive Order 21-02.

II. PROFESSIONAL QUALIFICATIONS STANDARDS

The EVLE Project will be overseen by Sound Transit Cultural Resources Specialist and Consultants who meet the Secretary of the Interior's Professional Qualifications Standards (published in 48 FR 44738-44739). Actions outlined in this Agreement that involve the identification, evaluation, recording, treatment, monitoring, or disposition of historic properties, or that involve the reporting or documentation of such actions in the form of reports, forms, or other records, shall be carried out by or under the direct supervision of a person or persons who meet the Secretary of the Interior's Professional Qualifications Standards (published in 48 FR 44738-44739).

III. EMERGENCY SITUATIONS

For the purposes of this Agreement, emergencies are defined as occurrences that require emergency actions that must be undertaken immediately or within a time too short to allow full compliance with the procedures outlined in this Agreement. Emergency actions are necessary to 1) protect the life, safety, or health of the public; 2) to prevent an imminent danger to public or private property; 3) to prevent an imminent threat of serious environmental degradation; 4) minimize the extent of damage to transit systems and facilities; or 5) restore essential travel and transit function. The following stipulations apply to emergency situations:

- A. Repairs to address emergency situations as defined above can occur regardless of declarations made by federal, state, or local agencies.
- B. If the emergency repair project could affect historic properties or cultural resources Sound Transit cultural resources staff shall notify the DAHP and affected Tribes within 72 hours of the undertaking.

IV. POST-REVIEW DISCOVERIES

- A. If previously unidentified archaeological or historic properties, or unanticipated effects, are discovered after Sound Transit has completed its review under the procedures outlined in this Agreement, that portion of the Project will stop immediately, in accordance with the Inadvertent Discovery Plan for the Project included in Appendix B.
- B. Sound Transit will notify the DAHP and affected Tribes as soon as is practical, or within 24 hours.
- C. No further construction in the area of the discovery will proceed until the discovery has been reviewed by Sound Transit's Cultural Resource Specialist and consultation with the DAHP and Tribes that may attach traditional cultural and religious significance to the discovered property.
- D. Sound Transit will consult with DAHP and affected Tribes, as appropriate, to record, document, and evaluate significance of the discovered property and the project's effect on the property, and to design a plan for avoiding, minimizing, or mitigating adverse effects if the property is significant.
- E. If neither the DAHP or an affected Tribe files an objection within 72 hours of Sound Transit's plan for addressing a significant property, Sound Transit may carry out its plan for treatment of the property.
- F. Appendix B to this document is Sound Transit's inadvertent discovery plan (IDP) template for projects with no federal nexus. This document may be modified to fit each project but includes standard procedures for addressing archaeological discoveries during construction.

V. IDENTIFICATION AND TREATMENT OF HUMAN REMAINS

- A. If ground disturbing activities encounter human skeletal remains during the course of Project construction, then all activity will cease that may cause further disturbance to those remains. The area of the find will be secured and protected from further disturbance until the DAHP provides notice to proceed. The finding of human skeletal remains will be reported to the county medical examiner/coroner and local law enforcement in the most expeditious manner possible. The remains will not be touched, moved, or further disturbed. The county medical examiner/coroner will assume jurisdiction over the human skeletal remains and make a determination of whether those remains are forensic or non-forensic. If the county medical examiner/coroner determines the remains are non-forensic, then they will report that finding to the DAHP who will then take jurisdiction over the remains. The DAHP will notify any appropriate cemeteries and all affected Tribes of the find. The State Physical Anthropologist will make a determination of whether the remains are Indian or Non-Indian and report that finding to any appropriate cemeteries and the affected Tribes. The DAHP will then handle all consultation with the affected parties as to the future preservation, excavation, and disposition of the remains.
- B. All work conducted on or involving human remains and abandoned cemeteries will comply with Chapters 27.44, 68.50, and 68.60 RCW, if on the public or private lands of the State of Washington.
- C. All work involving human remains and abandoned cemeteries on federal lands will comply with the Native American Graves Protection and Repatriation Act.

VI. ADMINISTRATIVE STIPULATIONS

A. Training

Sound Transit and DAHP will coordinate to conduct training in cultural resources management and compliance with the procedures outlined in this Agreement for Sound Transit employees, as appropriate.

B. Documentation Standards

All documentation that supports findings and determinations made under this Agreement must be consistent with 36 CFR 800.11 and meet DAHP documentation and uploading requirements to the Washington Information System for Architectural and Archaeological Records Data (WISAARD).

VII. TERMINATE, MODIFY, AND AMEND

Any party to this Agreement may at any time propose amendments, whereupon all parties will consult to consider such amendment. This Agreement may be amended only upon written concurrence of all signatory parties.

Any party to this Agreement may terminate by providing thirty (30) days written notice to the other parties, provided that the parties shall consult during the period prior to termination to seek agreement on amendments or other modifications that would avoid termination.

Execution and implementation of this Agreement evidences that Sound Transit has considered the effects of its projects on historic properties and cultural resources.

VIII. CONFIDENTIALITY

All parties to this Agreement acknowledge that information about historic properties, potential historic properties, or properties considered historic for purposes of this Agreement are or may be subject to RCW 42.56.300. RCW 42.56.300 identify data that parties to this Agreement may withhold from disclosure to the public. The parties to this Agreement are public agencies subject to Chapter 42.56 RCW (Public Records). Records that are not exempted from disclosure under Chapter 42.56 RCW or subject to RCW 42.56.300 may be disclosed if required by law.

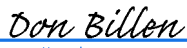
IX. DURATION OF AGREEMENT

This Agreement shall remain in effect for a period of five years after the date it takes effect unless it is terminated prior to that time. Ninety days prior to the conclusion of the five-year period, Sound Transit will notify all parties in writing to advise that the Agreement term is expiring. If there are no objections from consulting parties, the term of the Agreement will automatically be extended for one additional five years. If any party objects to extending the Agreement, or proposes amendments, Sound Transit will consult with the parties to consider amendments or other actions to avoid termination.

This Agreement is effective as of the date of the last signature below.

Signatories:

By:  Date: 04/24/2024
Allyson Brooks, Ph.D., Director, State Historic Preservation Officer
Washington State Department of Archaeology and Historic Preservation

By:  Date: 04/24/2024
Don Billen (Apr 24, 2024 13:49 PDT)
Don Billen, Exc. Director - PEPD

APPENDIX A

Tribes Consulted with on Agreement

There are 12 federally recognized and 2 non-federally recognized Washington State Tribes with interests in the Project that were consulted with on this agreement:

Federally Recognized Tribes

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

*the Lummi Tribe of the Lummi reservation has indicated they do not wish to continue with cultural resources review or consultation on this project.

Non-Federally Recognized Tribes

Duwamish Tribal Organization	Snohomish Tribe

Appendix B Inadvertent Discovery Plan

Note to users: This template is for use on Sound Transit Projects, adapted from FTA's Region 10-led projects. Text shown in boxes and **[brackets]** indicate where information is to be provided by the project sponsor.

After adding the necessary information or making revisions, delete the text box or brackets and change the font back to regular black text. The template does not auto-populate, but the search and replace function is helpful for adding content such as the project name or the project sponsor.

Project Sponsor Agency—Sound Transit

Project Sponsor Contact—this is typically the Project's Environmental Manager or Project Manager but may be Resident Engineer and/or Cultural Resources Program Manager

Delete this box when done.

[Project Name]

Inadvertent Discovery Plan

[Month year]

Table of Contents

<u>1</u>	<u>Introduction</u>	10
<u>1.1</u>	<u>Project Description</u>	10
<u>1.2</u>	<u>Regulatory Environment</u>	10
<u>2</u>	<u>Archaeological Resources</u>	11
<u>2.1</u>	<u>On-Site Staff Responsibilities</u>	3
<u>2.2</u>	<u>Project Manager Responsibilities</u>	3
<u>3</u>	<u>Human Remains</u>	5
<u>3.1</u>	<u>On-Site Staff Responsibilities</u>	6
<u>3.2</u>	<u>Project Manager Responsibilities</u>	6
<u>4</u>	<u>Construction Team Training, Communication, and Reporting</u>	7
<u>4.1</u>	<u>Preconstruction Meeting</u>	7
<u>4.2</u>	<u>Crew Member Orientation</u>	7
<u>4.3</u>	<u>Ongoing Communication</u>	8
<u>4.4</u>	<u>Reporting of Inadvertent Discoveries</u>	8
<u>5</u>	<u>Archaeological Resources and Collection Curation</u>	9
<u>6</u>	<u>Contact Information</u>	10

Figures

<u>Figure 1:</u>	<u>Standard Inadvertent Discovery Process for Archaeological Resources on Sound Transit</u>	2
<u>Figure 2:</u>	<u>Process for Discovery of Possible Human Remains</u>	5

Appendices

<u>Appendix A:</u>	<u>On-Site Inadvertent Discovery Guide</u>
<u>Appendix B:</u>	<u>Sound Transit Forms</u>

Inadvertent Discovery Plan

[Project Name]

[Date]

Introduction

This Inadvertent Discovery Plan (IDP) has been developed by Sound Transit (ST) for use during ground-disturbing activities for the [Project Name]. This IDP describes the protocols to be followed by [Project Name] personnel if archaeological resources are discovered during ground-disturbing activities.

Project Description

The Project, located in [City, County, State], will [insert brief project description (1–3 paragraphs)].

Regulatory Environment

The Project is subject to multiple Washington State regulations which govern treatment and impacts to cultural resources. These regulations include:

- The Washington State Environmental Policy Act (SEPA)
- Revised Code of Washington (RCW) 27.53 and 68.50.645
- Washington Administrative Code 25-48

Sound Transit determined on [date] that the Project would [select one of the three options below]

have no effect on historic properties. [If there was a determination of no historic properties affected, provide a brief summary supporting the conclusion.]

have no adverse effect on historic properties. [If archaeological resources were identified within the Area of Potential Effects, explain the context briefly.]

adversely affect historic properties. [If there was a determination of adverse effect, explain the context briefly.]

The State Historic Preservation Officer (SHPO)/Department of Archaeology and Historic Preservation (DAHP) had no additional comment and agreed with the recommendations.

This IDP describes procedures that will be followed if archaeological resources or human remains are encountered during [enter the type of activity here, such as construction, testing, or sampling], in compliance with applicable state and federal laws.

Archaeological Resources

On-site staff will follow the procedures described below and illustrated in the flowchart on Figure 1 - Standard Inadvertent Discovery Process for Archaeological Resources. The contact phone tree and examples of archaeological resources are provided in Appendix A - On-Site Inadvertent Discovery Guide.

An archaeological resource could be prehistoric or historic. When in doubt, assume the material is an archaeological resource.

Examples of prehistoric archaeological materials include:

An accumulation of shell, burnt rocks, or other food-related materials	Stone tools or waste flakes (i.e., an arrowhead or stone chips)
Bones or small pieces of bone	Basketry, cordage, or rope
An area of charcoal or very dark stained soil with artifacts	Wooden posts or stakes

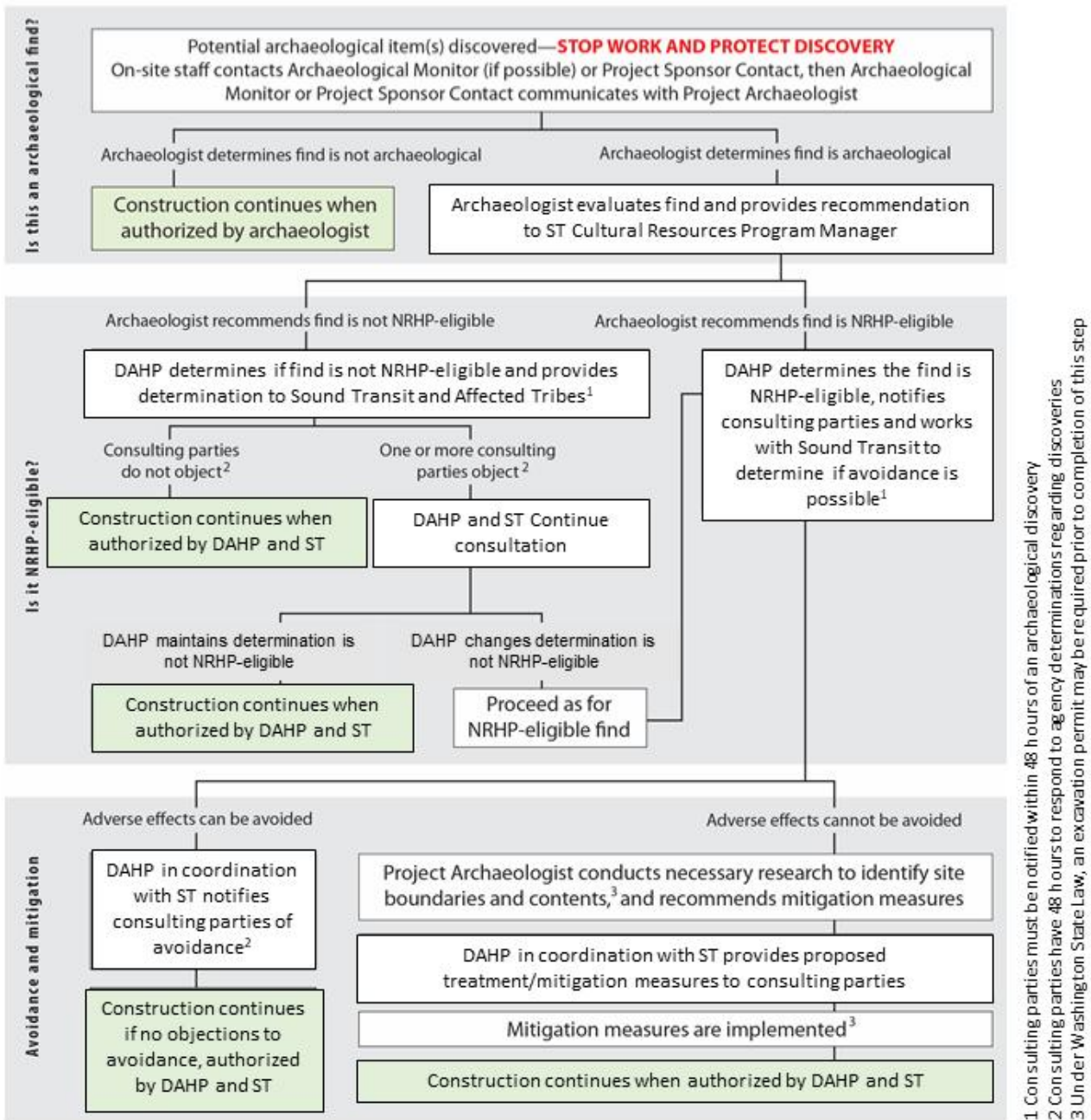
Examples of potentially historic archaeological materials include:

Domestic ceramics (such as tableware, crockery, etc.) and industrial ceramics (such as insulators, tile, etc.)	Bakelite, celluloid, glass, and shell buttons
Glass, including bottles, tableware, window glass, wire glass, or multiple glass fragments	Punch-opened and solder-sealed beverage cans, solder-sealed food tins, general lack of thin-walled aluminum and welded steel cans
Metal items, including equipment, vehicle parts, agricultural items, enameled ironware, etc.	Residential structural remains, such as historic building foundations or privies

NOTE: Items made of plastic, polystyrene, nylon, or Styrofoam, or those with modern markings (e.g., candy wrappers, or bottles and cans recognizable as modern) are not archaeological resources and do not constitute an inadvertent discovery.

Inadvertent Discovery Plan – Washington
State
[Project Name]

Figure 1: Standard Inadvertent Discovery Process for Archaeological Resources on Sound Transit



On-Site Staff Responsibilities

The following section describes the steps to follow if an on-site **Sound Transit** employee, contractor, or subcontractor believes that they have uncovered a potential archaeological resource (a find) at any point in the project.

Stop Work: All work on site and in areas adjacent to the find will stop. The area of work stoppage will be adequate to protect the find from any further disturbance; this is expected to be 30 feet in any direction, unless site conditions indicate otherwise. The location of the find will be secured at all times. The find will not be handled, removed, reburied, or covered. The Contractor will install a physical barrier (e.g., exclusionary fencing) and prevent all machinery, other vehicles, and unauthorized individuals from crossing the barrier until the Project Archaeologist examines and verifies the find. Vehicles, equipment, and unauthorized personnel will not be permitted to traverse the discovery area. Spoils piles or vehicles (such as dump trucks) with the potential to contain archaeological resources will remain on site. Work at the location of the find will not resume until authorized by DAHP in coordination with ST.

IDP Terminology

A **find** is a discovery during construction that could potentially be an archaeological resource.

An **archaeological resource** is an artifact or feature (or group of artifacts or features) older than 50 years.

An **NRHP-eligible archaeological resource** is one that has been evaluated and meets the criteria for listing in the National Register of Historic Places. (NRHP).

Notify the Archaeological Monitor: If there is an archaeological monitor on site, notify that person. The monitor will contact [Project Sponsor Primary Contact Name, Title, Project Sponsor Agency], unless there is a monitoring plan in place that directs the monitor to do otherwise. If [Project Sponsor Contact] is not available, the monitor will contact [Project Sponsor Alternate Contact Name, Title, Project Sponsor Agency].

Notify Project Management: If there is no archaeological monitor on site, contact [Project Sponsor Primary Contact Name]. If they are not available, contact [Project Sponsor Alternate Contact Name]. The **Sound Transit** representative will make all other contacts.

Avoid Any Other Communication: Do not call 911, the media, or members of the public about the find.

Project Manager Responsibilities

1. **Contact the Project Archaeologist:** [Project Sponsor Primary Contact Name] of **Sound Transit** or designee will contact the Project Archaeologist, [Project Archaeologist Name] (or, if there is not one, designate a qualified archaeologist), to evaluate whether the find is an archaeological resource as defined by state or federal law. If the Project Archaeologist

recommends that the find is not an archaeological resource, the Project Archaeologist can authorize work to continue.

2. **Determine Area Adequate for Protection:** If the Project Archaeologist recommends that the find is an archaeological resource, the Project Archaeologist will determine the area and the means adequate for protection and instruct the Contractor to maintain or adjust the protected area accordingly.

Notify Consulting Parties: The Project Archaeologist will notify DAHP in coordination with ST of the discovery of an archaeological resource. DAHP in coordination with ST shall notify consulting parties (SHPO, tribes, and any other identified interested parties) of the find within 48 hours, per 36 CFR Part 800.13.

Research to evaluate NRHP-Eligibility: The Project Archaeologist will conduct any additional research necessary to evaluate National Register of Historic Places (NRHP) eligibility of the archaeological resource. Based on this research, the Project Archaeologist will recommend to ST and DAHP whether the archaeological resource is NRHP-eligible. This additional research may include preparation of an archaeological excavation permit which will be prepared by ST and reviewed by DAHP in consultation with consulting parties. DAHP will authorize this permit and allow research to continue as appropriate.

Formally Determine NRHP-Eligibility and Continue Consultation: DAHP in coordination with ST shall determine whether the archaeological resource is NRHP-eligible and shall provide the determination to consulting parties. Consulting parties shall respond within 48 hours, per 36 CFR Part 800.13.

If DAHP in coordination with ST determines that the archaeological resource is not NRHP-eligible and consulting parties do not object within 48 hours, construction may continue when authorized by DAHP in coordination with ST. If any consulting party objects, DAHP in coordination with ST shall continue consultation with all consulting parties in good faith to resolve the lack of agreement.

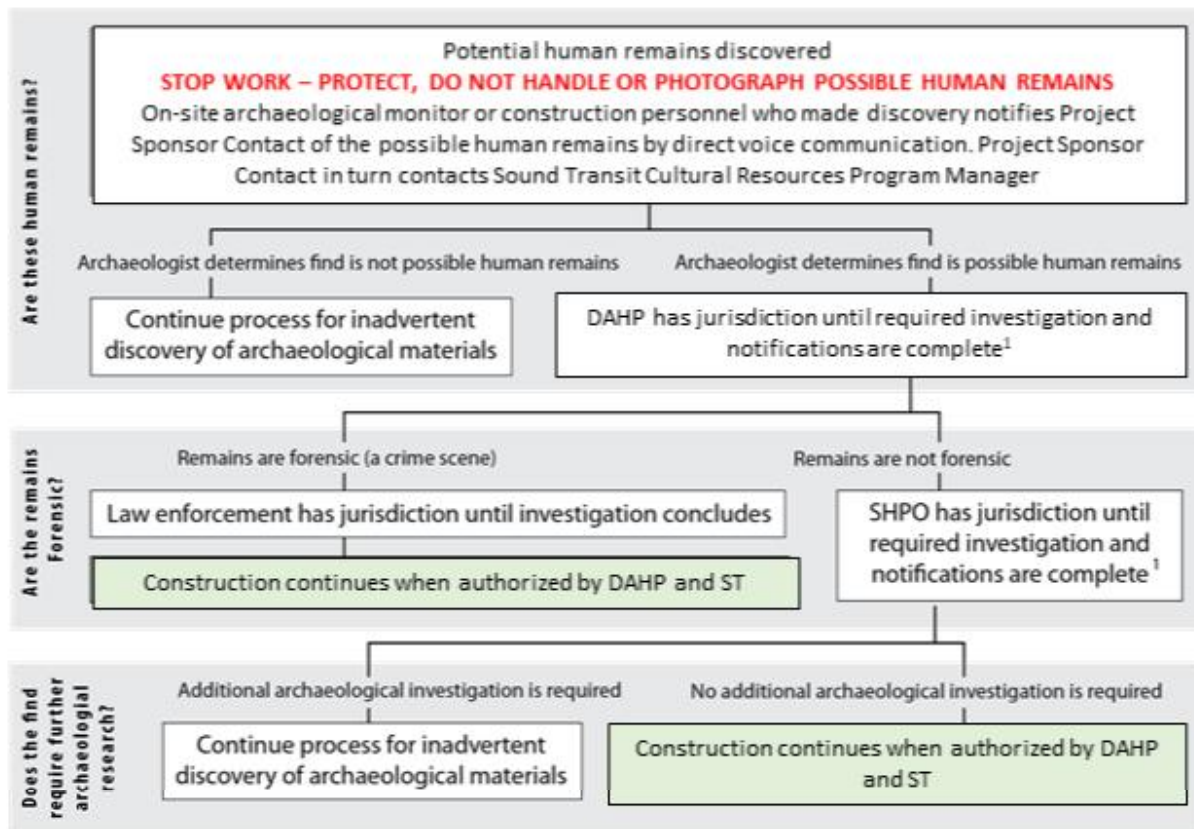
Avoid or Mitigate Adverse Effects: If DAHP in coordination with ST determines that the archaeological resource is NRHP-eligible, DAHP will work with ST to determine whether adverse effects can be avoided. If adverse effects can be avoided, DAHP in coordination with ST shall provide documentation of avoidance and a determination of No Adverse Effect to consulting parties. If consulting parties do not object within 48 hours, construction may continue when authorized by DAHP in coordination with ST. If any consulting party objects, DAHP in coordination with ST shall continue consultation with all consulting parties in good faith to resolve the lack of agreement.

If DAHP in coordination with ST determines that adverse effects cannot be avoided, DAHP will work with ST and consulting parties to implement mitigation measures outlined in an excavation permit. This permit may be the same as the initial excavation permit from Step 5 or preparation of an additional excavation permit may be required.

Human Remains

Uncovered human remains on project construction site require special treatment under RCW 68.50.645. Any potential remains that are encountered during project work should be assumed to be human until determined otherwise by the Project Archaeologist or the applicable County Medical Examiner. Procedures for the discovery of possible human remains are shown in Figure 2 and described below.

Figure 2: Process for Discovery of Possible Human Remains



¹ Notification requirements depend, in part, on whether the remains are Native American.

On-Site Staff Responsibilities

On-site staff will follow the procedures described below. The contact phone tree is shown in Appendix A - On-Site Inadvertent Discovery Guide.

1. **Stop Work:** If any **Sound Transit** employee, contractor, or subcontractor believes that he or she has uncovered possible human remains at any point in the project, all work on site and in areas adjacent to the discovery will stop. The area of work stoppage will be adequate to protect the discovery, which is expected to be a minimum of 30 feet in all directions, unless the Project Archaeologist or law enforcement personnel indicate otherwise.
2. **Do Not Handle Human Remains:** Possible human remains shall not be handled, removed, reburied, or covered.
3. **Flag and Secure the Area:** The area of discovery will be flagged and secured. The location of the discovery will be secured at all times. Construction equipment and personnel will not enter the area. Spoils piles or vehicles from the area that have the potential to contain human remains, such as dump trucks, will remain on site. No persons other than the proper law enforcement personnel, the applicable County Medical Examiner, and professional archaeologists will be authorized to access the discovery location after the area is secured.
4. **Notify the Archaeological Monitor:** If there is an archaeological monitor on site, notify that person. The monitor will contact [Project Sponsor Primary Contact Name, Title, Project Sponsor Agency], unless there is a monitoring plan in place that directs the monitor to do otherwise. If [Project Sponsor Contact] is not available, the monitor will contact [Project Sponsor Alternate Contact Name, Title, Project Sponsor Agency].
5. **Notify Project Management:** If there is no archaeological monitor on site, contact [Project Sponsor Primary Contact Name]. If they are not available, contact [Project Sponsor Alternate Contact Name]. The **Sound Transit** representative will make all other contacts.
6. **Avoid Any Other Communication:** Do not call 911, the media, or members of the public about the find.

Project Manager Responsibilities

1. **Preliminary Observation:** The [Project Sponsor Primary Contact Name] of **Sound Transit** will notify DAHP (via phone) of the discovery and will coordinate with the Project Archaeologist to assess whether the discovery may be human remains (without disturbing the discovery further). If the discovery can be definitively identified as nonhuman, procedures for archaeological resources will be followed.

Notify Local Law Enforcement: If the discovery could possibly be human remains, [Project Sponsor Contact Title] or the Project Archaeologist shall call the **Appropriate Law**

Enforcement Agency nonemergency number and report that potential human remains have been discovered. The **Appropriate Law Enforcement Agency** will control the discovery site until it is either determined to be non-forensic (not a crime scene) or the investigation is complete.

Participate in Consultation: The [Project Sponsor Contact Title] will participate in consultation. If there are also archaeological materials at the human remains discovery location, there may be a parallel archaeological resources process led by DAHP. Construction can resume when authorized by DAHP and ST.

Construction Team Training, Communication, and Reporting

Preconstruction Meeting

A preconstruction meeting will be held for the Project Archaeologist, Construction Management Lead, Resident Engineer, Contractor's project manager, Project Superintendent, and other personnel responsible for overseeing ground-disturbing field operations to:

- Review IDP procedures

- Provide introductions of the **Sound Transit** representatives, the Project Archaeologist, and other personnel

- Describe the role of the Project Archaeologist

- Establish a chain of command for communication and decision-making among the Project Archaeologist and **Sound Transit** and Contractor personnel

- Clarify questions about stop-work and notification procedures

- Provide a copy of the On-Site Inadvertent Discovery Guide (Appendix A) to field staff providing oversight of ground-disturbing work.

The preconstruction meeting will occur prior to any ground-disturbing activity. Additional meetings will be scheduled if there is substantial staff turnover, concern about staff understanding the protocols, a long break in construction, or a desire for refresher training on policy. The Project Archaeologist will remain in contact with [Project Sponsor Contact Name, Title and Project Sponsor Agency] throughout the project to determine if site visits, additional meetings, or orientations are needed.

Construction Crew Member Orientation

The Project Archaeologist may provide on-site cultural resources orientation for all construction crew members leading ground-disturbing construction work. Orientation will inform and

familiarize construction personnel with the IDP protocols and their responsibility to call attention to any archaeological materials they observe. The [Project Sponsor Contact Title] will coordinate with the Project Archaeologist to provide a brief orientation to construction crew members, as appropriate.

Ongoing Communication

The Sound Transit staff, contractor, and its agents will abide by established communication protocols described in the inadvertent discovery processes in Sections 2 and 3 regarding any archaeological resource matters that arise during construction. The Project Archaeologist will remain in communication with the [Project Sponsor Contact Title] (or designee), as appropriate, throughout project construction, via email and phone. If any member of the Project team feels communication is inadequate to ensure that the archaeologist is on site when it is prudent, the Project team member can contact DAHP. DAHP will coordinate with Sound Transit on how to improve communication.

Reporting of Inadvertent Discoveries

The responsibilities of the Project team include assessments of any inadvertent discoveries and a summary of results at the conclusion of construction. Reports regarding assessments of any inadvertent discoveries will be provided by Sound Transit to DAHP for review before submission to consulting parties. For all reporting, sensitive information regarding archaeological resources, human remains, funerary objects, or traditional practices shall not be released except as authorized by DAHP under applicable state.

Assessment of Inadvertent Discoveries

The Project Archaeologist will be responsible for preparing an assessment of all inadvertent discoveries during construction. The assessment will be used by DAHP to determine Section 106 eligibility and effects determinations and inform any additional coordination or investigation that may be necessary. The assessment will be prepared within 24 hours of an inadvertent discovery and can be provided to DAHP in a memorandum or email. It will include the following information:

- 1) A description of the find, in enough detail to characterize its features and age. The description should include at least one photograph of the find.
- 2) A description and map of where the find occurred, including its context with adjacent features. The location of the find should be identified on a map that also identifies other known historic properties, if relevant.
- 3) Whether or not the find is an archaeological resource.

- 4) For archaeological resources, a recommendation of NRHP-eligibility that includes a statement of the age of the find, evaluation of find against each NRHP criterion, and a description of the integrity of the find.

Archaeological Resources and Collection Curation

No artifact shall be removed or taken by any construction crew member, regardless of archaeological significance or the disposition of the artifact. If a NRHP-eligible resource is encountered and the Archaeological Treatment Plan includes excavation or removal of the archaeological materials, the plan will specify collection and curation requirements. If artifacts are removed from the site for analysis and determined ineligible, the Project Archaeologist will dispose of the material.

Contact Information

Sound Transit Primary Contact: [Name] Title: [title; typically, Project Environmental Manager or Project Manager] Office Phone: [xxx-xxx-xxxx] Cell Phone: [xxx-xxx-xxxx] Email address: [email address] Alternate Contact: [Project Sponsor Agency Alternate Contact Name] Title: [title] Office Phone: [xxx-xxx-xxxx] Cell Phone: [xxx-xxx-xxxx] Email address: [email address]	[Local Law Enforcement Agency] Non-Emergency Number: [xxx-xxx-xxxx] [Name of Tribe] Primary Contact: [Name] Title: [title] Office Phone: [xxx-xxx-xxxx] Cell Phone: [xxx-xxx-xxxx] Email address: [email address] [Name of Tribe] Primary Contact: [Name] Title: [title] Office Phone: [xxx-xxx-xxxx] Cell Phone: [xxx-xxx-xxxx] Email address: [email address]
	[Name of Tribe] Primary Contact: [Name] Title: [title] Office Phone: [xxx-xxx-xxxx] Cell Phone: [xxx-xxx-xxxx] Email address: [email address] [Name of Tribe] Primary Contact: [Name] Title: [title] Office Phone: [xxx-xxx-xxxx] Cell Phone: [xxx-xxx-xxxx] Email address: [email address]
Project Archaeologist [Name] Office Phone: [xxx-xxx-xxxx] Cell Phone: [xxx-xxx-xxxx] Email address: [email address] Archaeological Monitors [Name] Cell Phone: [xxx-xxx-xxxx] [Name] Cell Phone: [xxx-xxx-xxxx]	[Name of Tribe] Primary Contact: [Name] Title: [title] Office Phone: [xxx-xxx-xxxx] Cell Phone: [xxx-xxx-xxxx] Email address: [email address]
State Historic Preservation Officer State Archaeologist Name: [SHPO Contact Name] Office Phone: [xxx-xxx-xxxx] Cell Phone: [xxx-xxx-xxxx] Email address: [email address]	

GA 0128-23 EVLE CR Process Agreement shpo_20240305

Final Audit Report

2024-04-24

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By:	Carlos Arias (carlos.arias@soundtransit.org)
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