April 2015

Federal Way Link Extension

Draft Environmental Impact Statement

HISTORIC AND ARCHAEOLOGICAL TECHNICAL REPORT

Appendix G4

SOUNDTRANSIT
Central Puget Sound
Regional Transit Authority

U.S. Department of Transportation
Federal Transit Administration

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SOUNDTRANSIT

Federal Way Link Extension

Historic and Archaeological Technical Report

Prepared for:
Sound Transit

Prepared by:
HDR Engineering, Inc. and
CH2M HILL

April 2015

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Appendices (on CD and website)

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Acronyms and Abbreviations

ac	acre
AIA	American Institute of Architects
APE	Area of Potential Effects
BP	before the present
ca.	circa
CFR	*Code of Federal Regulations*
cm	centimeter
DAHP	Department of Archaeology and Historic Preservation
EIS	environmental impact statement
FHWA	Federal Highway Administration
ft	foot/feet
ft^2	square foot/feet
FWLE	Federal Way Link Extension
FTA	Federal Transit Administration
HC	Highline College
HPA	high probability area
HPI	historic property inventory
I-5	Interstate 5
km	kilometer
km^2	square kilometer
m	meter
m^2	square meter
mi	mile
mi^2	square mile
NEPA	National Environmental Policy Act of 1969
NHPA	National Historic Preservation Act of 1966
NRHP	National Register of Historic Places

RCW	Revised Code of Washington
Sea-Tac Airport	Seattle-Tacoma International Airport
SEPA	State Environmental Policy Act
SHPO	State Historic Preservation Officer
SR	State Route
TCP	traditional cultural property
U.S.	United States
USC	*United States Code*
WAC	Washington Administrative Code
WHR	Washington Heritage Register
WISAARD	Washington Information System for Architectural and Archaeological Records Data

1.0 Introduction

This Historic and Archaeological Technical Report presents the results of the cultural resources survey for the Federal Way Link Extension (FWLE). The Federal Transit Administration (FTA) and Sound Transit propose to extend the Sound Transit Link light rail system from SeaTac to the cities of Des Moines, Kent, and Federal Way in King County, Washington. The project improvements for the FWLE would include extending the light rail from the future Angle Lake light rail station at S 200th Street, to the Federal Way Transit Center area in Federal Way. The project corridor is approximately 12 kilometers (km) (7.6 miles [mi]) long and parallels State Route 99 (SR 99) and Interstate 5 (I-5) (Exhibit 1-1).

This study of potential historical and archaeological sites in the FWLE vicinity was undertaken in accordance with Section 106 of the National Historic Preservation Act of 1966 (16 *United States Code* [USC] 470) (NHPA). Existing site records and literature were reviewed to determine if any archaeological resources or historic built environment resources were located within the Area of Potential Effects (APE). The FWLE's built environment APE includes areas that fall within 61 meters (m) (200 feet [ft]) of the project alternative long-term footprint, including stations, parking, ancillary facilities and road improvements. The FWLE APE for archaeology is limited to those areas within the 200-foot boundary that would experience ground disturbance. On December 30, 2013, the Washington State Department of Archaeology and Historic Preservation (DAHP) concurred with the proposed APE. Additional research was completed using DAHP's Washington Information System for Architectural and Archaeological Records Data (WISAARD) database to determine previous cultural resource investigations and previously identified archaeological sites and built environment resources within the APE.

Historic properties include districts, sites, buildings, structures, objects, and landscapes significant in American history and prehistory. A Phase I reconnaissance-level archaeological survey and an intensive pedestrian architectural survey were completed. Phase I fieldwork for archaeological resources included a reconnaissance survey of publicly owned portions of the footprint of the design alternatives that are not covered in impervious surfaces. The archaeological investigation encountered no archaeological sites. The built environment field survey encompassed standing structures built in or before 1970. All properties were evaluated to determine if they were eligible for listing in the National Register of Historic Places (NRHP) and the Washington Heritage Register (WHR). Properties in the cities of Des Moines and Kent were also evaluated for potentially meeting the King County landmark designation criteria. The evaluations concluded that there are 11 historic buildings in the APE that are eligible for listing in the NRHP/WHR. Nine of these buildings are recommended as meeting the King County landmark designation criteria.

This technical report includes a discussion of historic and archaeological resource laws and authorities in Section 2.0 and the methodology for field investigations in Section 3.0. Section 4.0 outlines the consultation that occurred between FTA, Sound Transit, interested Indian Tribes, and the Washington State Historic Preservation Officer (SHPO) at DAHP. Sections 5.0 and 6.0 provide information on the

natural setting and cultural context of the study area, respectively. Information about the affected environment, including results of the archaeological and built environment surveys, is provided in Section 7.0.

Potential environmental effects are discussed in Section 8.0 and Section 9.0 presents potential mitigation measures. Cumulative effects are discussed in Section 10.0. All references for this report are provided in Section 11.0. Five appendices are included with this report:

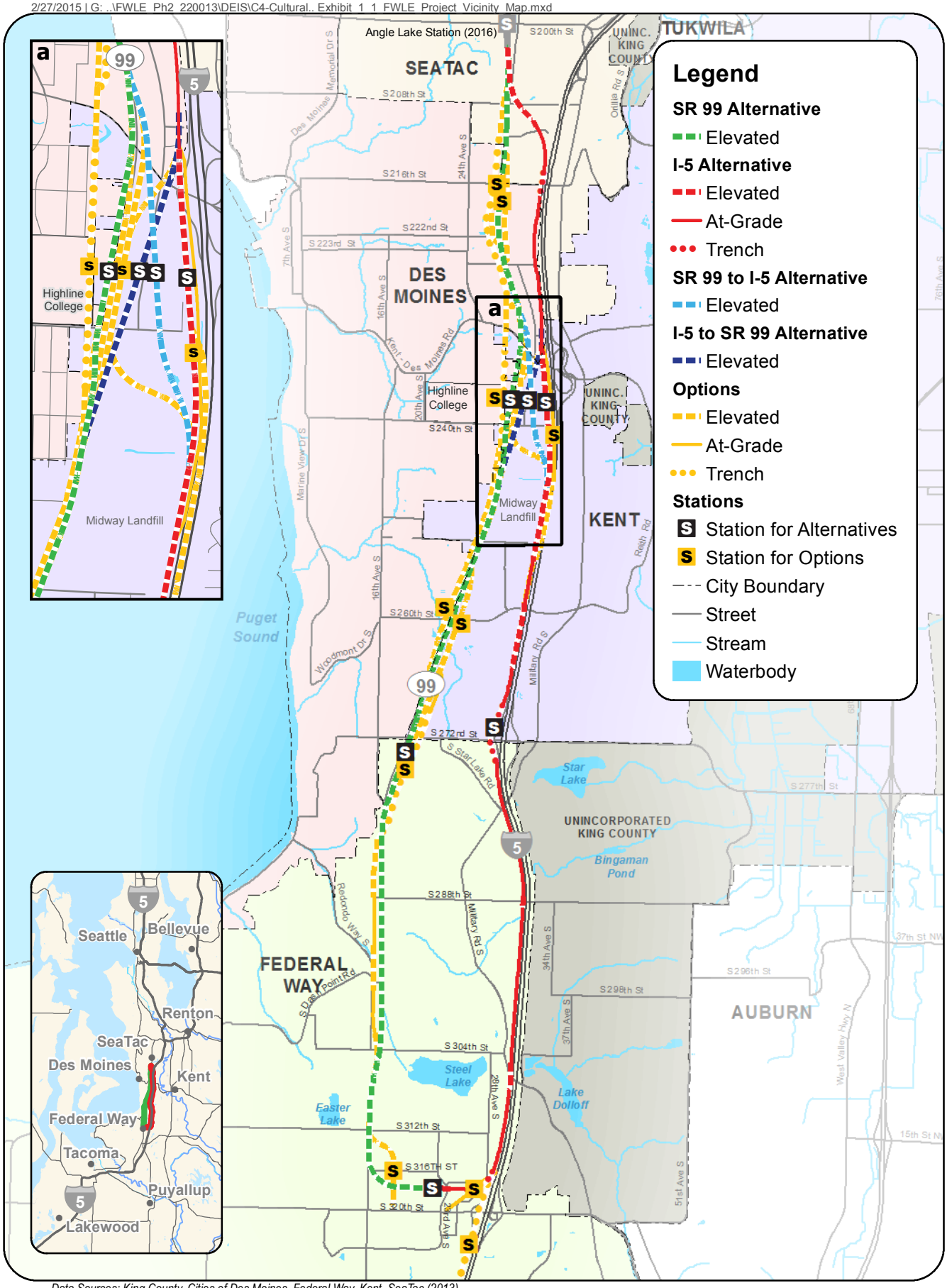
A. Archaeological survey maps and table

B. A table of all historic built environment resources surveyed

C. A map showing the location and NRHP-eligibility determination of all built environment resources surveyed

D. Agency and tribal consultation documentation

E. Electronic versions of all completed Washington Historic Property Inventory (HPI) forms on a CD



Data Sources: King County, Cities of Des Moines, Federal Way, Kent, SeaTac (2013).

N

0 0.5 1 2 Miles

EXHIBIT 1-1
Project Vicinity

Federal Way Link Extension

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2.0 Laws and Authorities

2.1 Federal Laws and Authorities

Cultural resources are protected by federal, state, and local laws and authorities. The two main federal laws are the NHPA (54 USC 300101 et seq.) and the National Environmental Policy Act of 1969 (NEPA). The implementing regulation for NHPA is the Protection of Historic Properties (36 *Code of Federal Regulations* [CFR] 800). Historic properties are defined in 36 CFR 800.16 as any prehistoric or historic district, site, building, structure, or object included in or eligible for the NRHP. Under the NHPA, a property possesses significance if it meets the NRHP criteria listed in 36 CFR 60.4 and retains sufficient integrity to convey that significance.

Cultural resources must also be given consideration under NEPA, and NHPA encourages maximum coordination with NEPA. NEPA establishes national policies and goals for the protection of the environment, including cultural resources. One of the mandates of NEPA is to "preserve important historic, cultural, and natural aspects of our national heritage" (Section 101 [42 USC § 4331]).

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

2.2 Washington State Laws

Washington State laws that protect cultural resources include the Washington State Environmental Policy Act (SEPA) (Chapter 43.21C Revised Code of Washington [RCW]) and the WHR (27.34.200 RCW) administered by DAHP. Under SEPA, project effects on historic properties must be considered in weighing the overall effect of the project on the environment. SEPA requires the consideration of significant impacts on cultural and historic resources, requires that effects on cultural and historic resources be taken into account in the threshold determination process (Washington Administrative Code [WAC] 197-11-330) and be considered in the final environmental impact statement (EIS) (WAC 197-11-440), and stipulates that historic and cultural preservation is an element of the environment (WAC 197-11-444). The WHR functions within the State of Washington as the state-wide version of the NRHP and follows similar criteria. It is administered by DAHP and emphasizes local and statewide significance, with a lower threshold for eligibility. Any building or site listed in the NRHP is automatically listed in the WHR.

Native American burial sites are protected under RCW 27.44, and effects on archaeological sites are regulated by RCW 27.53. Under Washington state law, any alteration to an archaeological site requires a permit from DAHP.

2.3 Local Regulations

In addition to federal and state recognition, historic and cultural resources can also be recognized and protected at the local level. Properties within unincorporated areas of King County may be designated and protected as King County landmarks. This designation occurs under the King County Historic Preservation Program by the King County Landmarks Commission. This Commission also acts as a municipal landmarks board for cities and towns that have entered into interlocal agreements with the County for historic preservation services, including Des Moines and Kent in the study area. The criteria to qualify as a King County Landmark are the same as those for the NRHP, with one important difference. The King County Landmarks Commission ordinance, King County Code 20.62, states "an historic resource may be designated as a King County Landmark if it is more than 40 years old or, in the case of a landmark district, contains resources that are more than 40 years old" (King County, 2002). This differs from NRHP criteria, which require that a property be 50 years old unless it is exceptionally important.

As noted above, the cities of Des Moines and Kent entered into interlocal agreements with King County for the designation and protection of historic properties in December 2004 and September 2007, respectively. The City of SeaTac and the City of Federal Way do not have local regulations affecting cultural resources or historic properties. The King County Landmarks Commission determines if a property is eligible as a King County Landmark. Any discussions of King County Landmark eligibility made in this report are recommendations only, based on a review of the King County Landmarks Commission ordinance. King County administers a Certificate of Appropriateness process for changes proposed to landmarks, but it only applies to properties that have gone through the formal designation process. There are no designated King County Landmarks in the APE.

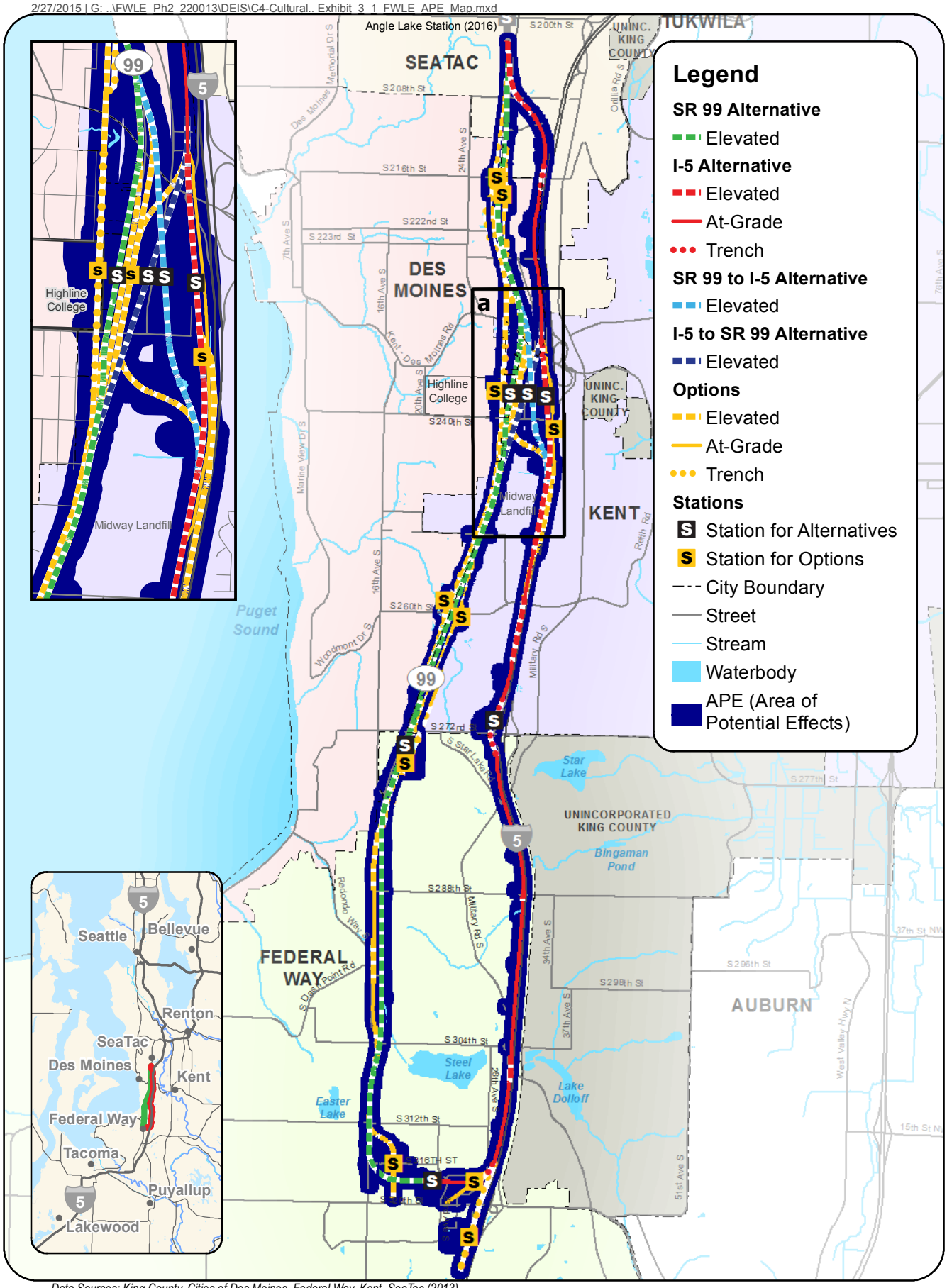
3.0 Methods

Regulations in 36 CFR 800 provide a step-by-step process for satisfying the Section 106 process, including: initiate consultation with regulatory agencies and identify concerned Native American tribes and other interested parties; identify (inventory) and evaluate historic properties; identify project effects; and consult with affected parties to resolve adverse effects to historic properties. Properties are evaluated in consultation with the SHPO. The investigation for FWLE was designed to identify historic and prehistoric archaeological sites, traditional cultural properties (TCPs), and historic built environment properties, and evaluate them. The FTA and Sound Transit consulted with the Washington SHPO at DAHP, local jurisdictions, and Indian Tribes as part of the historic and archaeological resource investigations. Cultural resource specialists prepared a methodology to be used to inventory and evaluate historic properties and to determine potential project effects and potential mitigation measures. In March 2014, FTA provided the methodology to DAHP, the Confederated Tribes and Bands of the Yakama Nation, Muckleshoot Indian Tribe, Puyallup Tribe of Indians, Duwamish Tribe, Snohomish Tribe, Snoqualmie Indian Tribe, Stillaguamish Tribe of Indians of Washington, and Suquamish Indian Tribe of the Port Madison Reservation for review.

3.1 Area of Potential Effects

Consistent with 36 CFR 800.16(D), the project APE represents the area within which the undertaking may "directly or indirectly cause alterations in the character or use of historic properties if such properties exist." FTA, in consultation with DAHP, determined an appropriate APE for built environment and archaeological resources for each alternative evaluated. The FWLE APE for archaeology includes areas within 61 m (200 ft) of the project alternative centerlines, stations, and ancillary facilities. On December 30, 2013, DAHP concurred with FTA on the archaeology APE. The background research study area for archaeology is an area larger than the APE and includes a 0.8-km (0.5-mi) radius of the project corridor, measuring from the alternative centerlines. The study area was used for the literature review in order to provide further context for the type of historic properties that may be encountered.

The FWLE APE for the built environment includes buildings and structures within 61 m (200 ft) of the project alternative long-term footprint, including stations, parking, ancillary facilities and road improvements. The standard NRHP age threshold is 50 years. Sound Transit used 1970 as the threshold year to include all properties that would be 50 years old in 2020, at which time FWLE would have completed approximately one year of construction activity (i.e., acquisition and demolition of structures in the project right-of-way). Although all of Highline College's buildings are located more than 61 m (200 ft) from the Kent/Des Moines Highline College (HC) Campus Station Option, the nine NRHP-eligible buildings located on the eastern edge of the campus were included in the APE because one station option would be constructed partially within the eastern edge of Highline College's property, on the same parcel as the buildings. On December 30, 2013, DAHP concurred with FTA on the built environment APE (Exhibit 3-1).



Data Sources: King County, Cities of Des Moines, Federal Way, Kent, SeaTac (2013).

N

0 0.5 1 2 Miles

EXHIBIT 3-1
APE Map

Federal Way Link Extension

3.2 Data Collection

To identify previously evaluated properties, qualified architectural historians collected information on historic districts and individual buildings in the vicinity to construct a developmental history of the area. The historians used a variety of sources, including nomination forms for properties listed in the NRHP, WHR, and King County Historic Register; state and local historic resources databases including WISAARD; and previous historic resource surveys and environmental studies within the study area. They conducted a literature search to find published histories, university theses, and similar sources. For further information, the historians consulted records and published and unpublished information, such as building data from city directories, building permit files, and County tax assessor records, as well as historical maps, real estate atlases, and historic photographs.

A qualified archaeologist conducted a file search of the study area using DAHP's WISAARD database on March 22, 2013, and on June 10, 2014, to determine if previously recorded cultural resources are within or near the project footprint and if any part of the project vicinity had been surveyed previously for cultural resources. To help guide archaeological field investigations, archaeologists first identified non-impervious surfaces (where native soils are likely to be visible or present) and cross-referenced those with high-probability areas (HPAs) identified in DAHP's archaeological predictive model as further described in 3.3.1). These areas are the focus of archaeological investigations for the project. By this process, archaeologists were able to establish the potential for encountering surface or buried prehistoric and historic archaeological sites to increase the likelihood that existing sites were identified during reconnaissance.

The NHPA also provides for consultation with Indian tribe groups when a proposed project might affect cultural or traditional places or resources that have value to an Indian tribal group derived from the role the property plays in the community's historically rooted beliefs, customs, and practices (NHPA Section 110). FTA and Sound Transit gathered data pertinent to identifying TCPs within the APE through tribal consultation and through research into ethnographic sources that discuss Indian place names, especially the geographical data that T.T. Waterman prepared for the Puget Sound area in the 1920s (Hilbert et al., 2001; Waterman, 1920).

3.3 Archaeology

3.3.1 Archaeological Sensitivity Mapping

Most of the study area is heavily developed and much is paved or otherwise covered with impermeable surfaces of concrete or asphalt. Without the ability to examine native surfaces, the usual and practicable means of archaeological investigation are not useful. To identify areas where investigations could be conducted, a GIS analysis was completed to identify overlap in HPAs from DAHP's predictive model with parcels identified as having non-impervious surfaces. The predictive model is a state-wide geospatial model used by DAHP and cultural resource managers to identify areas likely to contain archaeological materials. The model was constructed in 2009 for DAHP using GIS software and Bayesion and Kriging techniques. Variables considered by the model include elevation, slope percent, slope aspect, distance to water, geology, soils, and landforms. In addition to these seven

variables, the model uses seven archaeological assumptions based on the known interaction of humans and their environment. The model analysis breaks down the predictive results into five probabilities for areas to contain archaeological materials: very high, high, moderate, low, and very low. The areas that had moderate, high, or very high probability (referred to here as HPAs) and identified as non-impervious locations were the focus of the FWLE investigation (Appendix A).

3.3.2 Archaeological Survey

Access to the privately owned HPA parcels was not obtained for this phase of work; therefore, the Phase I investigation was limited to background research of areas recently surveyed, review of the statewide predictive model provided by DAHP, a review of available geologic information from the Washington State Department of Natural Resources (DNR), and a reconnaissance-level survey of a small number of publicly owned parcels where access was provided for wetland surveys (see Appendix A). The DNR maps indicate that geologic deposits for the entire APE are Pleistocene glacial till and outwash deposited prior to 10,000 years before present, with small pockets of peat and modern artificial fill. The reconnaissance-level survey included inspecting the limited amount of investigation area identified by cross-referencing the DAHP model and non-impervious surfaces with accessible areas. The areas identified for investigation were where the moderate to very high probability area overlapped the areas identified as non-impervious. It also included inspecting areas of interest identified during the survey within the APE that were not identified in the GIS analysis. Per the research design, the purpose of this type of in-progress investigation was to identify areas appropriate for further archaeological investigations based on professional judgment to supplement and ground truth the DAHP model. This resulted in the inspection of a mix of both HPAs and non-HPAs as defined by the DAHP model. Crew members surveyed in parallel linear transects spaced no more than 30 m (98 ft) apart. No areas for subsurface testing were identified and no subsurface testing was completed.

3.4 Buildings and Structures

A preliminary review of WISAARD records indicated that no historic era properties in the APE are listed in the NRHP. The standard NRHP age threshold is 50 years. Sound Transit used 1970 as the threshold year to include all properties that would be 50 years old in 2020, at which time FWLE would have completed approximately one year of construction activity (i.e., acquisition and demolition of structures in the project right-of-way).

On October 17, 2012, Lori Price, a Secretary of the Interior-qualified architectural historian, conducted a windshield survey of the APE. The purpose of the survey was to review buildings and structures that were constructed in 1970 or earlier and evaluate if any of them had the potential to qualify as historic properties. The WISAARD database at DAHP was also checked to determine if any of the properties had been previously surveyed and had an eligibility determination on file.

MaryNell Nolan-Wheatley, a Secretary of the Interior-qualified architectural historian, conducted field investigations in SeaTac, Des Moines, Kent, and Federal Way over a 2-week period in October 2013. At that time, the first phase of an intensive survey covering 285 parcels containing built environment resources was conducted. After design refinements, an additional phase of fieldwork involved survey

of an additional 70 properties in January 2014 and 33 properties in July 2014. During the two phases of survey, all built environment resources in the APE built in or before 1970 were documented with digital photography, and methodical visual observations were made to evaluate the architectural integrity of each resource. HPI forms were completed for all built environment resources within the APE built in or before 1970 that had not previously received a determination of eligibility (Appendix E). In addition, buildings or structures in the APE that had been previously evaluated for other projects were reevaluated for this project. HPI forms included the mapped location of each building, photographs, property descriptions, historical contexts, eligibility findings, and other pertinent data. Each surveyed property was evaluated for NRHP/WHR eligibility and entered into the WISAARD database. Eligibility determinations were submitted by Sound Transit and FTA to DAHP for concurrence. Through the consultation process, DAHP concurred with the eligibility determinations on March 14, 2014; August 18, 2014; and December 24, 2014. A list of all surveyed properties and a map showing their corresponding locations are included in Appendices B and C, respectively.

3.5 Evaluation of NRHP Eligibility

To be eligible for inclusion in the NRHP, a property must meet the requirements of at least one of the four primary NRHP criteria (NPS, 1997):

- Associated with events that have made a significant contribution to the broad patterns of our history; or
- Associated with the lives of persons significant in our past; or
- 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; or
- Yielded, or may be likely to yield, information important in prehistory or history.

In addition, properties must exhibit significance within their particular historic context and must retain enough integrity to demonstrate that significance under the criteria. The NRHP recognizes seven aspects of integrity: setting, feeling, association, location, materials, design, and workmanship. Even if a property meets the criteria, it must retain sufficient integrity to convey that it is also significant within its historic context in order to be eligible for listing in the NRHP. Generally, properties must be at least 50 years of age to be eligible for the NRHP, unless they are proven to have exceptional importance. Any building or site listed in the NRHP is automatically listed in the WHR.

3.6 Approach to Effects Analysis

Under NEPA, direct impacts on historic properties are those that are caused by the action and occur at the same time and place. They are not limited to physical impacts on the building; they can also include impacts on the setting. Indirect impacts are caused by the action and are later in time or farther removed in distance but still are reasonably foreseeable, such as changes in land use patterns and related effects on air quality. Cumulative impacts result from the proposed action's incremental impact

when added to those of other past, present, and reasonably foreseeable future actions, regardless of what agency (federal or non-federal) or person undertakes such other actions.

The Advisory Council on Historic Preservation's regulations implementing Section 106 of the NHPA create a process by which federally assisted projects are reviewed for their effects on properties listed in, or eligible for listing in, the NRHP. After the resource is identified and evaluated, the Criteria of Adverse Effect are applied. These criteria are used to determine whether the undertaking could change the characteristics that qualify the property for inclusion in the NRHP in a manner that would diminish the integrity of the property's location, design, setting, materials, workmanship, feeling, or association. Section 106 of the NHPA allows three findings for effects on historic properties:

- No Historic Properties Affected
- No Adverse Effect
- Adverse Effect

An adverse effect is found when an undertaking may alter, directly or indirectly, any characteristics of a historic property that qualify the property for inclusion in the NRHP in a manner that would diminish the integrity of the property's location, design, setting, materials, workmanship, feeling, or association. Adverse effects include, but are not limited to:

- Demolition or alteration of the property
- Alteration of the property's setting
- Introduction of visual, audible, or atmospheric elements that are out of character with the setting of the historic property
- Physical encroachment upon an archaeological site

FTA makes a determination of effect for each NRHP-eligible property potentially affected by the project. Based on these determinations, an overall finding of effect for the undertaking is submitted by FTA to SHPO for concurrence. FTA will not request concurrence until a Preferred Alternative is identified, which will be after the Draft EIS is published but before the Final EIS is prepared. Consultation with DAHP is ongoing regarding concurrence on the findings of effect provided in the Draft EIS.

Cumulative effects are discussed in Section 10.0 using readily available information on past, present, and foreseeable projects.

3.7 Determining Potential Mitigation Measures

As stipulated in 36 CFR 800.1(a), the goal of consultation is to identify historic properties potentially affected by the undertaking, assess effects to it, and seek ways to avoid, minimize, or mitigate any adverse effects on historic properties. When an undertaking is found to have an adverse effect, Section 106 requires consultation with SHPO, affected Indian Tribes, and other interested parties regarding appropriate avoidance or potential mitigation measures. Potential mitigation measures

might include redesigning aspects of the project, relocating or documenting buildings and/or structures, or recovering data from archaeological sites. If a finding of adverse effect were determined, the product of consultation would be a Memorandum of Agreement, per 36 CFR 800.6(c), between SHPO, Sound Transit, FTA, and possibly other consulting parties that would contain stipulations specifying measures to be implemented that would avoid, minimize, or mitigate the adverse effects.

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4.0 Agency and Tribal Consultation

Sound Transit and FTA consulted with the Washington SHPO, local jurisdictions, and Indian Tribes as part of the historic and archaeological resource investigations. The methodology and archaeological survey plan were provided for agency and tribal review. Sound Transit coordinated with staff members at the cities of Federal Way, Kent, and Des Moines, as well as King County. FTA led consultation with DAHP and non-federal tribes, and government-to-government consultation with federally recognized tribes.

On June 13, 2013, FTA, in cooperation with Sound Transit, initiated Section 106 consultation with DAHP, the federally recognized Muckleshoot Indian Tribe, Puyallup Tribe of Indians, Snoqualmie Indian Tribe, Stillaguamish Tribe of Indians of Washington, Suquamish Indian Tribe of the Port Madison Reservation, and Confederated Tribes and Bands of the Yakama Nation. Sound Transit also initiated consultation with the non-federally recognized Duwamish Tribe and Snohomish Tribe. Letters were prepared and sent to DAHP and the tribes that notified them of the undertaking, invited them to participate in the environmental review process, provided a scoping notice, and initiated Section 106 consultation.

FTA, in cooperation with Sound Transit, solicited information from the tribes about the presence of any known archaeological sites, TCPs, or other cultural resources that might be affected by construction of the project. A draft Archaeological Survey Plan was provided to DAHP on April 2, 2014 for review, and the APE and draft Archaeological Survey Plan were provided to the tribes previously listed on April 2, 2014.

Table 4-1 lists the letters that resulted from agency and tribal consultation. Copies of consultation letters appear in Appendix D.

TABLE 4-1
Consultation Summary to Date

Date	Form	Participants	General Topic(s)
June 11, 2013	Letter	FTA to DAHP	Invitation to participate in the Environmental Review Process, Scoping Notice and Initiation of Section 106 Consultation
June 11, 2013	Letter	FTA to Muckleshoot Indian Tribe, Puyallup Tribe of Indians, Snoqualmie Indian Tribe, Stillaguamish Tribe of Indians of Washington, Suquamish Indian Tribe of the Port Madison Reservation, Confederated Tribes and Bands of the Yakama Nation	Invitation to participate in the Environmental Review Process, Scoping Notice and Initiation of Section 106 Consultation
June 12, 2013	Letter	Sound Transit to Duwamish Tribe and Snohomish Tribe	Invitation to participate in the environmental review process, scoping notice and initiation of Section 106 consultation
November 27, 2013	Letter	FTA to DAHP	Proposed area of potential effects
December 30, 2013	Letter	DAHP to FTA	Concurrence on proposed area of potential effects

TABLE 4-1
Consultation Summary to Date

Date	Form	Participants	General Topic(s)
February 20, 2014	Letter	FTA to DAHP	Request for concurrence with eligibility and non-eligibility determinations
March 14, 2014	Letter	DAHP to FTA	Concurrence on NRHP determinations of eligibility and ineligibility; failure to concur on Highline Water District water tanks eligibility
April 2, 2014	Letter	FTA to DAHP	Provision of draft Archaeological Survey Plan for review
April 2, 2014	Letter	FTA to Muckleshoot Indian Tribe, Puyallup Tribe of Indians, Snoqualmie Indian Tribe, Stillaguamish Tribe of Indians of Washington, Suquamish Indian Tribe of the Port Madison Reservation, Confederated Tribes and Bands of the Yakama Nation	Provision of APE and draft Archaeological Survey Plan for review
April 28, 2014	Letter	FTA to DAHP	Request for reconsideration of concurrence on the Highline Water District water tanks determination of eligibility; provided additional information
July 3, 2014	Letter	DAHP to FTA	Restatement of denial of concurrence on determination of eligibility for Highline Water District water tanks
August 18, 2014	Letter	DAHP to FTA	Reevaluation of determination of eligibility for Highline Water District water tanks; concurrence that the 1968 ground-level water tank is not eligible for the NRHP
August 29, 2014	Letter	FTA to DAHP	Submittal of Administrative Draft Historic and Archaeological Resources Technical Report for review
August 29, 2014	Letter	FTA to Muckleshoot Indian Tribe, Puyallup Tribe of Indians, Snoqualmie Indian Tribe, Stillaguamish Tribe of Indians of Washington, Suquamish Indian Tribe of the Port Madison Reservation, Confederated Tribes and Bands of the Yakama Nation	Submittal of Administrative Draft Historic and Archaeological Resources Technical Report for review
October 2, 2014	Letter	DAHP to FTA	Concurrence with determinations on 386 properties, requested additional information on 6
November 20, 2014	Email	FTA to DAHP	Submittal of 10 new and revised HPI forms
December 24, 2014	Letter	DAHP to FTA	Concurrence with determination of non-eligibility for 398 properties. Concurrence that the Highline Water District tanks are not NRHP-eligible. Conclusion that US Bank building, five previously evaluated Highline College buildings, and Calvary Lutheran Church are NRHP-eligible. Request for a more robust evaluation of potential effects to archaeological sites once a preferred alternative is selected.

5.0 Environmental Context

5.1 Natural Setting

The FWLE would be located in the Puget Lowland physiographic province. The Puget Lowland is within the western hemlock vegetation zone as defined by Franklin and Dyrness (1973). Although western hemlock may be the dominant species in most areas, Douglas fir, western red cedar, and grand fir are almost as common. Smaller numbers of red alder, big leaf maple, madrone, and chinquapin are found throughout. Understory vegetation in wetter areas includes sword fern, oxalis, and skunk cabbage, while dryer areas contain oceanspray and salal. Oregon grape, huckleberry, Oregon oak, and non-native scotch broom also occur in the Puget Lowland. Logging in the early 1900s and subsequent agricultural and industrial development have since cleared most of this region of its native vegetation. Today, native vegetation is largely restricted to steep slopes along streams (Adolfson and Associates, 2004:7).Where vegetation is present in the study area, it is largely weeds and grasses, with scattered black cottonwood, red alder, and big leaf maple. Himalayan blackberry, scotch broom, and English ivy in those areas not covered with impermeable surfaces.

Soils in the study area reflect their glacial origin and are generally gravelly, sandy loams of the Alderwood and Everett series (Snyder et al., 1973). The upper layers are dark brown to yellowish very gravelly loams with coarse sand with around 30 percent gravels. Underlying this is a layer of grayish to yellowish brown gravelly to very gravelly sandy loam that extends to between 30 and 60 centimeters (cm) (1 to 2 ft) below ground surface. These soils are described as having been disturbed and altered by urban development (Snyder et al., 1973).

5.2 Geomorphic Setting

Project lands are located in the Puget Lowland, which is a low-elevation region containing Puget Sound, situated between the Olympic Mountains to the west and the Cascade Mountains to the east. The Puget Lowland is a structural depression that runs north from the Willamette Lowlands through the Puget Sound. It was created by long-term deformation of the North American tectonic plate as the Pacific plate moves beneath it (Franklin and Dyrness, 1973). Recurring episodes of glaciation filled the lowland with deep deposits of glacial till and other debris, in some places to a depth of 915 m (3,000 ft) (Alt and Hyndman, 1993:251). The Vashon lobe of the Cordilleran ice sheet, which covered northern Washington and parts of Canada about 15,000 years ago, was the last of these episodes. Some 1,500 years later, as the climate gradually warmed, the Vashon glacier began retreating toward the north, and had left the Puget Sound area at around 11,000 years ago. Puget Sound, Hood Canal, and Lake Tapps are all glacial features resulting from the Vashon and other glaciers.

Part of the study area contains recessional outwash deposits of stratified sand and gravel. These were deposited during the Vashon stade in outwash channels that drained meltwater during glacial retreat. Lower elevations nearer Des Moines Creek contain glacial till in the form of subrounded to well-rounded clasts in massive sand or silt deposits (Booth and Waldron, 2004).

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6.0 Cultural Context

This section discusses the previous cultural resource management studies, prehistory, ethnography, and history of the project vicinity.

6.1 Previous Cultural Resource Studies

The file search indicated that there were 10 previous cultural resource studies in the 0.8-km (0.5-mi) study area, but no archaeological resources have been recorded within the APE or the study area. The locations and results of the 10 studies are presented in Table 6-1.

TABLE 6-1
Previous Cultural Resource Investigations within the 0.8-km (0.5-mi) Study Area

Title	Location	Description	Results	Reference
Cultural Resources Report, Pacific Highway S (SR 99), Phase IV Improvements Project, Federal Way, Washington	SR 99 from S 312th Street to SR 509	Pedestrian and shovel test survey; historic structures survey	No archaeological resources recorded; Eight built environment properties recorded between S 310th Street and S 304th Street; none recommended as eligible for the NRHP	Tingwall et al., 2008
Cultural Resources Assessment for the SR 99: 284th-272nd Street Project, King County, Washington	SR 99 between 284th and 272nd Streets	Pedestrian and shovel test archaeological survey; historic structures survey	No archaeological resources recorded; two built environment properties recorded; neither assessed for the NRHP	Hamilton, 2005
Regional Express/ Federal Way and Star Lake Project Cultural Resource Assessment, Star Lake Alternative	Adjacent to SR 99 south of Star Lake Road; I-5 north of Star Lake	Pedestrian and shovel test archaeological survey; no historic structures survey conducted	No archaeological resources recorded	Larson Anthropological Archaeological Services Limited, 2000
Pacific Highway S [SR 99] High-occupancy Vehicle Lanes Cultural Resources Assessment, King County, Washington	SR 99 between Kent-Des Moines Road and S 272nd Street	Pedestrian and shovel test survey; historic structures survey	One isolated find, not recorded with DAHP; nine previously recorded built environment resources identified, none of which were recommended as eligible for the NRHP	Iversen et al., 2001a
S 228th Street Extension Archaeological Resources and Traditional Cultural Places Assessment, King County, Washington	About 244 m (800 ft) west of I-5 on Military Road	Pedestrian and shovel test survey; no historic structures survey conducted	No archaeological resources recorded	Iversen et al., 2001b
Report: Cultural Resources Assessment for the City of Des Moines Transportation Gateway Project, Des Moines, Washington	216th Street between SR 99 and I-5	Shovel test archaeological survey; historic structures pedestrian survey	No archaeological resources recorded; 29 built environment resources recorded, none of which were recommended eligible for the NRHP	Goetz et al., 2009

TABLE 6-1
Previous Cultural Resource Investigations within the 0.8-km (0.5-mi) Study Area

Title	Location	Description	Results	Reference
Port of Seattle, Seattle-Tacoma International Airport Master Plan, Proposed Third Runway Archaeological Resources and Traditional Cultural Places Assessment, King County, Washington	About 305 m (1,000 ft) west of SR 99 adjacent to the west side of 24th Avenue S from S 216th Street, continuing to north of S 200th Street	Pedestrian and shovel test archaeological survey; no historic structures survey conducted	No archaeological resources recorded	Iversen et al., 2000
Cultural Resource Inventory for the Des Moines Kingdom Hall, King County, Washington	About 305 m (1,000 ft) west of SR 99 south of 216th St.	Pedestrian and shovel test archaeological survey; historic structures pedestrian survey	No archaeological resources recorded; no historic structures identified.	Brethower et al., 2009
Central Link Light Rail Transit Project, Seattle, Tukwila and SeaTac, Washington Final Technical Report, Historic and Prehistoric Archaeological Site, Historic Resources, Native American Traditional Cultural Properties, and Paleontological Sites	SR 99 and International Blvd from S 204th Street to north of the FWLE	Pedestrian and shovel test survey; historic structures survey	No archaeological resources recorded; no historic structures in or adjacent to the FWLE study area	Courtois et al., 1999
Letter to Steve Shipe regarding I-5 Pierce County Line to Tukwila Interchange Stage 2N	I-5 east of Military Road	Archaeological literature review and surface survey; no historic structures survey conducted	No archaeological resources recorded	Hudson, 2003

6.2 Prehistory

The project vicinity has not been well-studied by archaeologists. The study area prehistory is expected to follow the general regional prehistory that has been presented below.

The cultural sequences proposed by Ames and Maschner (1999) and Morgan (1998) are used here to provide a general overview of the prehistory of the Northwest Coast region, which includes the lands traversed by the FWLE. Five broad chronological periods are used in this report to define cultural change over time: the Paleo Indian, prior to circa (ca.) 12,500 years before the present (BP); the Archaic Period, from ca. 12,500 to ca. 6,400 years BP; the Early Pacific Period from ca. 6,400 to ca. 3,800 BP; the Middle Pacific Period from ca. 3,800 to 1,800-1,500 BP; and the Late Pacific Period from ca. 1,800-1,500 BP to ca. 225 BP.

6.2.1 Paleo Indian Period, Prior to ca. 12,500 BP

The earliest migrations of people to North America across the Bering land bridge and the Pacific Northwest coast represent the Paleo Indian Period. The first such migration may have occurred around 15,000 to 16,000 years ago, or earlier, as glacial retreat along the coastline of western North America exposed the shoreline. Pollen analyses and other investigations suggest that food resources and

firewood were present along the coast and would have been available for use by the early coastal explorers (Ames and Maschner, 1999).

Archaeological evidence documenting these migrations is relatively scarce, the result of rising sea levels following deglaciation at the end of the Pleistocene. As sea levels rose, the shoreline that had been exposed during early episodes of migration became inundated, and thus precluded the discovery of archaeological sites dating to this period. A second migration is thought to have occurred about 13,000 and 12,000 BP. Within the Northwest Coast cultural region, sites dating to this period have been found in Alaska, although the best known and most completely studied sites are associated with the Clovis culture, which occurs throughout North America. Clovis sites date to approximately 12,500 BP and are characterized by the eponymous projectile point, which is large, fluted, and unique to the period. Although isolated finds of surficial Clovis points are recorded across the Pacific Northwest, sites containing other Clovis materials are quite rare.

Although Paleo Indian sites are rare, those that have been recorded and studied tend to occur along the coastline and in river valleys, often on higher terraces. Artifact assemblages in such sites usually contain a variety of stone tools as well as tools of bone, antler, and other materials where alkaline soil conditions preserve such materials. The similarity of these Paleo Indian tool kits and the wide distribution of sites across the region suggest a lifeway of generalized hunting, fishing, and gathering.

6.2.2 Archaic Period, ca. 12,500 – 6400 BP

Few sites correlating with the Archaic Period have been excavated in the Northwest Coast culture area, and consequently this period is not well known. The paucity of Archaic Period sites, especially on the coast, can be at least partly attributed to rising sea levels following the end of the Pleistocene. Coastal sites dating to this period were situated on now-submerged shorelines following the addition of glacial meltwater to the world's oceans and the subsequent rise of sea levels. Inland sites are thought likely to exist but few have been found. This period is characterized by extensive environmental changes and the development of early subsistence economies that preceded the rise of permanent settlements, resource intensification, and complex social organizations.

Perhaps the archetypal site of the Archaic Period is the Glenrose Cannery site on the Fraser River in British Columbia, Canada, just south of Vancouver. R. G. Matson excavated the site and classified its components, dating to between ca. 9,000-6,300 BP, as “Old Cordilleran.” Artifacts associated with the Old Cordilleran include leaf-shaped lanceolate bifaces, cobble and cobble-flake tools, and antler wedges (Ames and Maschner, 1999). Two sites (45WH83 and 25WH84) recorded near Cherry Point, on the coast northwest of Bellingham, Washington (Morgan, 1998) date to the Archaic Period and may be associated with the Olcott phase, a variation of the Old Cordilleran. The Olcott phase is similar to the Cascade phase of the interior Pacific Northwest. Representative Olcott tools and artifacts include "pebble" (cobble) tools and folate (Cascade-style) points. A microblade tradition and the use of contracting stemmed points is shown at the end of the phase (Carlson, 1990). Attributes of the Olcott phase include sites located on upland, non-marine terraces, and few organic materials such as bone or shell, groundstone tools, and domestic features such as hearths. Instead, there is a focus on the use of scrapers and choppers, Cascade-style points, and use of coarse-grained lithic toolstone such as basalt

and argillite (Morgan et al., 1998). Olcott peoples were likely ancestral to the ethnographic Coast Salish.

6.2.3 Early Pacific Period, ca. 6,400 – 3,800 BP

By 6,400 BP, sea levels were within 1.8 to 3.05 m (6 to 10 ft) of their present levels (Ames and Maschner, 1999). Prehistoric peoples at this time began to intensively exploit littoral environments and coastal habitats. Concurrently, these peoples became more sedentary. Their resource base was focused on the shallow coastal waters and beaches, "although terrestrial and riverine habitats were also important" (Ames and Maschner, 1999).

Bone tools began to dominate artifact assemblages of Early Pacific coastal sites, most commonly in the form of unilaterally and bilaterally barbed harpoon heads. Groundstone slate was used for lance points and incised and decorated ground-slate objects. Adze blades, made of slate and marine shell, suggest a new focus on woodworking and processing of woodstuffs. Labrets, flaked stone drills, pendants and abraders also appeared during this period (Ames and Maschner, 1999). Bone, antler, and groundstone tools appear at this time and their technological variability may represent the beginnings of distinct ethnic patterns that continued to the ethnographic period (Matson and Coupland, 1995; Morgan et al., 1998).

6.2.4 Middle Pacific Period, ca. 3,800 BP to 1,800 – 1,500 BP

Sea levels were stable at modern levels during this period. Archaeological evidence for the use of plank houses and villages, and social stratification based on wealth or prestige appear at this time. Storage methods designed to preserve foodstuffs over the winter were developed and resource use began to focus on salmon. The use of food storage techniques as well as increases in technological efficiency may have resulted in increased population growth (Morgan et al., 1998).

As tool and other technologies of this period became more sophisticated, an increased focus on seasonal resources occurred. Numerous and varied bone tools such as toggle harpoons were perfected, indicating an increasing use of shallow coastal waters and beaches. Canoes, groundstone net sinkers, and wooden fish weirs became common.

Middle Pacific Period sites have been temporally and technologically divided by archaeologists into the Locarno Beach phase (ca. 3,500-2,600 BP) and the Marpole phase (ca. 2,600-1,500 BP). During the Locarno Beach phase, people used stemmed points and pebble and cobble tools, as well as microblade cores and blades (Ames and Maschner, 1999). Groundstone tools include ground slate points and blades, adzes, labrets, net sinkers, manos, and abraders. Bone and antler were used to make unilaterally and bilaterally barbed harpoon points, harpoon heads, and wedges, often decorated with incised zoomorphic and geometric designs (Ames and Maschner, 1999). Other artifacts that appear at this time include cordage, basketry, and hats. Plank houses were not yet in common use.

Many items of personal adornment such as stone and shell beads and items made of native copper are associated with this period and indicate increased differentiation in social status. In the Gulf of Georgia/Puget Sound Region, this phase is characterized by winter villages made of large plank houses, extensive use of storage, seasonal use of specialized resource locations, and sophisticated art (Morgan

et al., 1998). Unique stone and antler sculpture also occurs during the Marpole phase (Ames and Maschner, 1999).

6.2.5 Late Pacific Period, ca. 1,800 – 1,500 BP to ca. 250 BP

The Late Pacific Period represents the ethnographic culture type and shows evidence of cultural continuity. Permanent plank houses and associated fortifications such as ditches and embankments located in winter villages were used. A salmon-based economy, extensive use of storage techniques, and ascribed social status became common (Morgan et al., 1998). Regional differences appear in artifact types and art, which may relate to both functional needs as well as to cultural/ethnic differences among the groups of the Northwest Coast area. Coastal populations at this time may have peaked by ca. 1,000 BP before diminishing as a result of introduced diseases and other factors.

6.3 Ethnography

Extensive and thorough documentation of the ethnography and ethnohistory of indigenous Coast Salish peoples who lived in the lands through which the FWLE passes has been forwarded by Smith et al., 2004; Caywood et al., 1993; Chapman et al., 1996; and others, whose work focused on specific regions (e.g., Wilt and Roulette, 2007; Murphy et al., 2000). All described the lifeways of Native peoples prior to Euroamerican contact using works by mostly 19th century ethnographers and early travelers through western Washington. Because these works have provided substantial documentation of the lifeways of the precontact and protocontact peoples who lived in the vicinity of the FWLE, the following is a summary of this information.

The FWLE is within the ethnographic territory of the Coast Salish. The term Coast Salish refers to the peoples of western Washington who were speakers of a common language family whose territory extended from southwestern British Columbia to just north of the Columbia River. Most of the ethnographic information concerning the Coast Salish was collected in the nineteenth and early part of the twentieth century by explorers and ethnographers who observed their lifeways as they appeared at the time of Euroamerican contact. These observations took place at a time when the societies of native groups in the region had already been significantly changed as a result of catastrophic population losses from exotic disease, as well as by partial assimilation into Euroamerican culture.

Although significant local cultural variation existed between Coast Salish groups, all shared certain broad characteristics in common. Perhaps the most significant and well-documented was a reliance on anadromous fish as a dietary staple, including various species of salmon as well as steelhead. Among other important economic resources were land mammals, shellfish, and vegetal resources that were acquired on a seasonal basis (Suttles and Lane, 1990).

The Coast Salish lived in permanent winter villages generally located along streams or river valleys. Villages were composed of plank houses, specifically shed-roof houses, although gambrel- and gable-roofed houses were sometimes used. Plank houses were shared by families such that each occupied one part of the plank house (Suttles and Lane, 1990). The wealthiest head of a household functioned as a leader of the village, although there was no formal “chief.” Other shared cultural characteristics

include an emphasis on personal wealth and status, multi-family households, and complex exchange systems (Matson and Coupland, 1995).

The earliest Euroamerican settlers in the vicinity of what is today the FWLE and vicinity arrived in the 1850s, drawn by the agricultural potential, timber resources, and abundant salmon of the region (Kirk and Alexander, 1995). In response to the influx of settlers, Isaac Stevens, the first governor of Washington Territory, negotiated treaties with most of the native inhabitants of Puget Sound in 1854 and 1855, including those in the vicinity of the current project. The treaties stipulated that these peoples would cede their traditional territories and agree to be relocated (Ruby and Brown, 2010).

The ensuing loss of traditional lands and removal to reservations, as well as Euroamerican possession of the tribes' native lands and the delay in ratifying treaties, led to what is known today as the Puget Sound War of 1855-1856. The duration of the war was brief, and by the spring of 1856 the conflict had subsided and Governor Stevens had established new reservations throughout western Washington. Although many Coast Salish peoples were removed to these reservations, a few refused to leave their native lands. Eventually these people either relocated to reservations or were at least partly assimilated into Euroamerican culture.

6.4 History

Construction of the original Highway 1 in the State of Washington commenced in 1913. By October 1923, 1,126 km (700 mi) of a two-lane highway had been completed connecting Vancouver, British Columbia, to the Oregon-California border. Just after the highway was completed in 1924, however, plans began to reroute and improve the conditions of the highway. The project involved creating a new, wider, four-lane route further west that would connect Seattle and Tacoma, Washington, more directly (Kramak, 2010). The new roadway was completed in 1928 and acquired the title of Highway 1, while the original eastern route was renamed Highway 5 (Caster, 2007). The new Highway 1 became known as the Pacific Highway. Over the years, various parts of Highway 1 acquired alternative names, including the portion known as Pacific Highway S, which starts near Federal Way, Washington, and continues north, through Kent, Des Moines, and SeaTac, Washington (Kramak, 2010).

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

The City of SeaTac, which was incorporated in 1990, is named for the Seattle-Tacoma International Airport (Sea-Tac Airport), which is now surrounded by the city. Before the airport was constructed in the 1940s, however, the rural area was commonly referred to by locals as Angle Lake, an allusion to the body of water in the Highline region next to where the airport now stands (City of SeaTac, 2013; Highline Historical Society, 2013). Early development in the area started after the 1883 construction of

Northern Pacific's transcontinental railroad to Puget Sound, which brought an influx of settlers and farmers. During the 1930s and 1940s, a wave of new businesses opened along the new Pacific Highway, which passed Angle Lake, to serve the needs of those traveling by automobile (Dorpat and Crowley, 2004). Construction on Sea-Tac Airport started in January 1943. The new airport and the adjacent I-5 freeway that was completed in the 1960s changed many aspects of the community. Much of the existing housing stock in SeaTac dates to the period of planning and construction for the airport, from the 1930s-1950s.

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

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

Federal Way was originally settled as a rural logging community in the late 1800s. In 1928, when the Pacific Highway (Highway 1/U.S. 99) between Tacoma and Seattle opened, it linked Federal Way to the larger neighboring communities, spurring economic and residential development. The name "Federal Way" came from an eponymous school built in 1929 on Pacific Highway S (SR 99) (Caster, 2007). During the 1950s, Federal Way witnessed substantial growth, transforming from a small lumber town into a metropolitan area. Auto-oriented businesses emerged and thrived along the Pacific Highway. Community growth was bolstered by the Boeing and Weyerhaeuser industries in the 1960s. In 1968, Weyerhaeuser purchased 174 hectares (ha) (430 acres [ac]) of land for its corporate headquarters, which opened in April 1971 (Caster, 2007). Federal Way was incorporated as a city in 1990.

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7.0 Affected Environment

7.1 Archaeological Properties

7.1.1 Previously Recorded Archaeological Sites

The file search of the study area using DAHP's WISAARD database indicated that there are no previously recorded archaeological resources within the APE.

7.1.2 Results of Archaeological Sensitivity Mapping

Appendix A provides the locations where the DAHP predictive model's moderate to very high probability areas overlap with the areas identified as non-impervious (see section 3.3.1). Although much of the APE is identified as moderate or high probability by the DAHP model, in reality a good deal of the HPAs is either in standing water or is covered by impervious surfaces, and is not available for survey. In addition to areas targeted for investigation based on the predictive model, some areas were identified in-progress using professional "on-the-ground" judgment in order to supplement and ground truth the DAHP predictive model. These areas also have the potential to contain cultural resources. This reconnaissance-level survey provided an opportunity to identify locations for practicable archaeological survey after the Preferred Alternative is identified. Where access can be obtained, the locations identified along the Preferred Alternative would be surveyed for archaeological resources prior to construction activities.

7.1.3 Results of Archaeological Survey

The archaeological investigation was limited to publicly owned parcels made available for wetland surveys. No archaeological sites were recorded or encountered during the survey.

7.2 Traditional Cultural Properties

The Confederated Tribes and Bands of the Yakama Nation, Muckleshoot Indian Tribe, Puyallup Tribe of Indians, Duwamish Tribe, Snohomish Tribe, Snoqualmie Indian Tribe, Stillaguamish Tribe of Indians of Washington, and Suquamish Indian Tribe of the Port Madison Reservation were consulted in order to discuss the project and its potential effects on archaeological sites and TCPs. Consultation with the tribes, which began in June 2013, revealed no TCPs or other culturally sensitive resources in the project vicinity.

7.3 Historic Buildings and Structures

7.3.1 Literature Review

The literature search indicated that there are no NRHP- or WHR-listed built environment resources or designated King County landmarks located within the APE. Four buildings on Highline College's campus located within the APE—Buildings 4, 5, 6 and 11—were previously determined eligible for the NRHP under Criterion C for their architectural significance as examples of 1960s-era tilt-up construction (DAHP, 2012; DAHP 2013a; DAHP, 2013b; DAHP, 2013c). These four buildings, which are located in a

row along the eastern boundary of the campus, are eligible for listing in the WHR and are recommended as meeting King County landmark designation criteria (King County Code 20.62.040). All Highline College buildings are located on one parcel. One property, Federal Way High School (built in 1929), was formally determined not eligible for the NRHP/WHR with SHPO concurrence on March 19, 2008 (DAHP, 2008). Two elevated water towers constructed in 1958 and 1962, respectively, and located within the Highline Water District, were previously determined as eligible for the NRHP with SHPO concurrence on January 28, 2013. The elevated water towers were determined eligible under Criterion C for embodying the distinctive characteristics of a type, period, or method of construction (DAHP, 2013d; DAHP, 2013e). The HPI forms for the two water towers were reviewed as part of this project and were found to contain incomplete information. Further research was completed and the structures on the Highline Water District property were re-evaluated. The previously recorded historic buildings and structures and their previous determinations of eligibility are presented in Table 7-1.

TABLE 7-1
Built Environment Resources Previously Recorded in the APE

Property Name	Year Built	Address	NRHP/WHR Eligibility/Year of SHPO Concurrence	King County Landmark Status
Highline College Building 4	1964	2400 S 240th Street, Des Moines	Eligible/2013	Appears to meet designation criteria
Highline College Building 5 (Faculty Building)	1964	2400 S 240th Street, Des Moines	Eligible/2013	Appears to meet designation criteria
Highline College Building 6 (Student Union)	1964	2400 S 240th Street, Des Moines	Eligible/2013	Appears to meet designation criteria
Highline College Building 11 (Faculty Building)	1967	2400 S 240th Street, Des Moines	Eligible/2013	Appears to meet designation criteria
Federal Way High School	1929	31031 Pacific Hwy S, Federal Way	Not Eligible/2008	Does not appear to meet designation criteria due to loss of integrity
Highline Water District elevated water tower	1958	21400 31st Avenue S, Des Moines	Eligible/2013	Does not appear to meet designation criteria
Highline Water District elevated water tower	1962	21400 31st Avenue S, Des Moines	Eligible/2013	Does not appear to meet designation criteria

7.3.2 Field Survey

There are 388 parcels in the APE with buildings that meet the age criteria of construction in or before 1970. They include a mix of commercial and residential properties that were constructed between 1910 and 1970. The majority of buildings date to the 1950s and 1960s. Fieldwork in 2013 and 2014 determined that three of the 388 parcels surveyed within the APE contain historic buildings that are eligible for listing in the NRHP/WHR. One of these three parcels contains the majority of the Highline College campus in Des Moines, including nine buildings on the eastern side of the campus. Five of these nine buildings were determined eligible as part of this project. The other four were previously determined eligible in 2013. Although the Highline College parcel contains approximately 29 buildings and various support structures, only the buildings on campus that have been determined individually

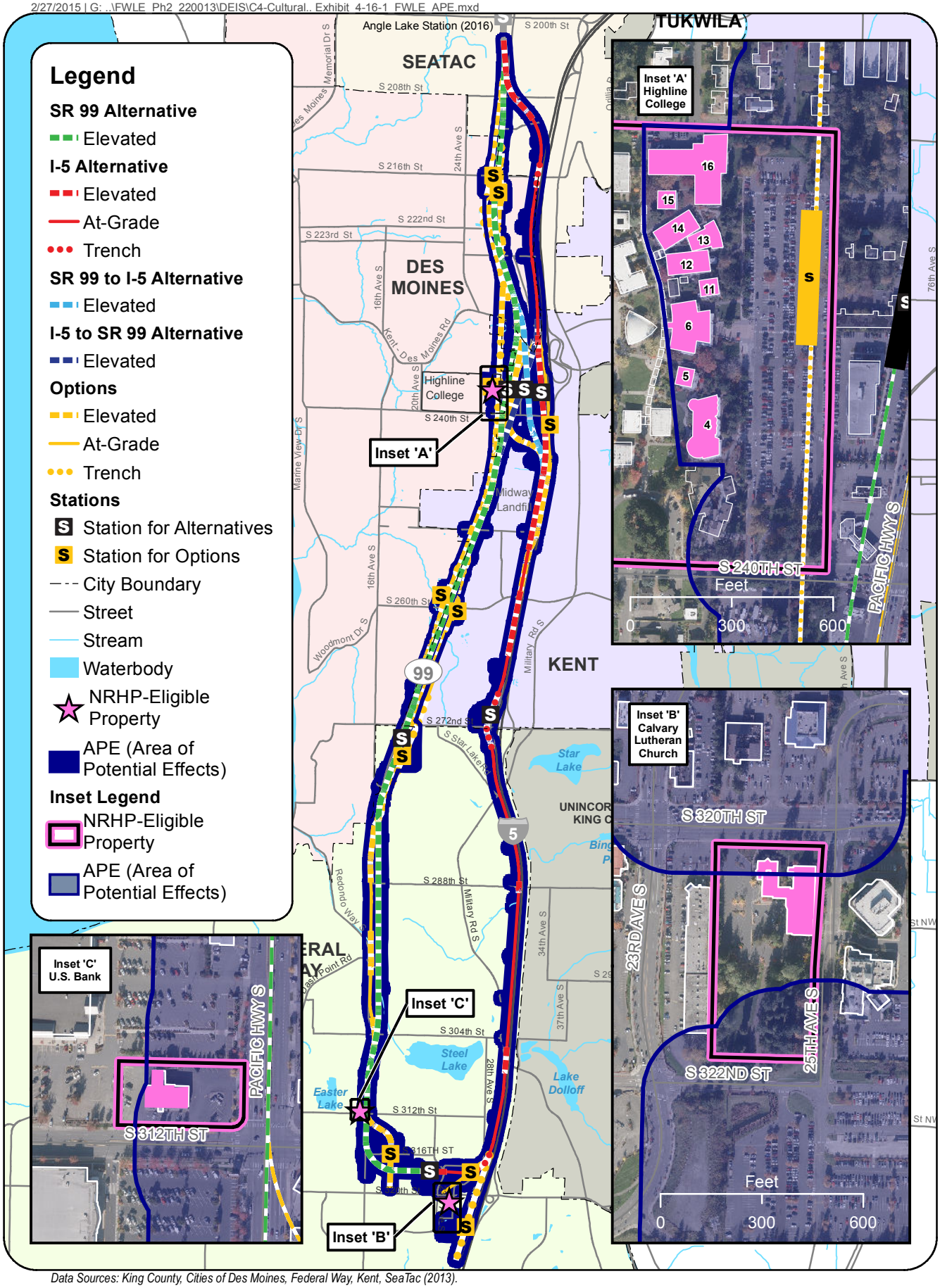
eligible for the NRHP are recognized as historic properties. Nine individually eligible buildings are located within the APE. These nine buildings are also recommended as meeting the King County landmark designation criteria (King County Code 20.62.040). The other two historic parcels contain the Calvary Lutheran Church and the US Bank building, both located in Federal Way. SHPO concurred with the eligibility determinations for Highline College Buildings 12, 13, 14, 15, and 16, and Calvary Lutheran Church on March 14, 2014. The eligibility determination for the US Bank building was reached through consultation with the SHPO and documented in correspondence dated December 24, 2014. All other surveyed properties were determined not eligible for listing in the NRHP/WHR with SHPO concurrence received on August 18, 2014, and December 24, 2014.

Consultation with DAHP occurred regarding the eligibility determinations for the Highline Water District parcel in SeaTac, which was reevaluated as part of this project. The large parcel contains four water tanks. Two of these tanks, elevated water towers constructed in 1958 and 1962, were previously evaluated and determined eligible for listing in the NRHP. The water tanks were reevaluated in 2014, and, after extensive research, were found to not meet the NRHP-criteria for eligibility. DAHP concurred with this determination on December 24, 2014.

Table 7-2 provides the addresses, dates of construction, and respective eligibility determinations of the historic properties, and Exhibit 7-1 illustrates their locations. All properties recorded, including their addresses, the date of inventory, and the proposed eligibility determination or prior determination of eligibility, are listed in Appendix B. The map attached as Appendix C shows the locations of all surveyed parcels and their NRHP evaluation status. Completed HPI forms are attached to this report in Appendix E.

TABLE 7-2
NRHP Eligible Built Environment Resources Recorded in the APE

Property Name	Year Built	Address		King County Landmark Status
Highline College – Building 12	1964	2400 S 240th Street, Des Moines		Appears to meet designation criteria
Highline College – Building 13	1964	2400 S 240th Street, Des Moines		Appears to meet designation criteria
Highline College – Building 14	1964	2400 S 240th Street, Des Moines		Appears to meet designation criteria
Highline College – Building 15	1967	2400 S 240th Street, Des Moines		Appears to meet designation criteria
Highline College – Building 16	1967	2400 S 240th Street, Des Moines		Appears to meet designation criteria
Calvary Lutheran Church	1956, 1968	2415 S 320th Street, Federal Way		Not applicable
US Bank	1960	1436 S 312th Street, Federal Way		Not applicable



Data Sources: King County, Cities of Des Moines, Federal Way, Kent, SeaTac (2013).

N

0 0.5 1 2 Miles

EXHIBIT 7-1
Location of Historic Properties in the APE

Federal Way Link Extension

7.3.3 Highline College

Highline Community College was founded in 1961; in 2014 the college's name was changed to Highline College. It spent its first 3 years on the campus of Glacier High School until a 32-ha (80-ac) site for Highline College in the current location west of Pacific Highway S (SR 99) in Des Moines was procured, and groundbreaking ceremonies were held on August 12, 1963 (McMannon, 2012). Ralph Burkhard (1908-1993), who was known for his educational buildings and unusual techniques, was the architect. Burkhard had already received a Seattle American Institute of Architects (AIA) Honor Award for Southgate Elementary School and a National Honor Award for Foster Junior-Senior High School, both in Seattle (Docomomo WEWA, 2012). His unusual techniques included the first major use of triangular glue-laminated beams on the West Coast (at Mountlake Terrace High School, 1960); a corrugated, thin-shell roof at Kenmore Elementary School (ca. 1955); and cable-suspended walls and roof plates for buildings at Central Washington University (ca. 1964) (Docomomo WEWA, 2012).

He continued his innovative designs at Highline College. His plan called for 30 buildings constructed in two phases. Construction of the first phase, which included 16 buildings, occurred from 1963 to 1965. These buildings were concentrated along a curved path on what is currently the eastern edge of the campus and were steel-reinforced concrete construction with Chewelah marble aggregate cladding. Although completion of the campus was intended for fall 1964, a few of the buildings were not completed until 1965, after the school year had already started (McMannon, 2012). Despite this, on January 31, 1965, the campus was dedicated, with 2,800 people in attendance (McMannon, 2012).

In 1966, the American Association of School Administrators gave the campus an award for exceptional design. In the summer of that same year the second phase of construction was started, which included 10 new buildings. According to Highline College history instructor Timothy McMannon, "When classes started in fall 1967, all of the buildings were completed [except for the Instructional Guidance Center and Performing Arts Center]… The new construction added 9,569 square meters (m^2) (103,000 square feet [ft2]) of building space to the existing 13,471 m^2 (145,000 ft^2) and more than doubled the number of classrooms and faculty offices" (McMannon, 2012). Most of the buildings from these two phases of construction are still extant. The Highline College campus contains six buildings that were previously determined individually eligible for the NRHP/WHR, but only four of these are in the APE. They were all determined individually eligible under Criterion C for their architectural significance as examples of 1960s era tilt-up construction (Buildings 4, 5, 6, 11, 19, and 28) (DAHP, 2012; DAHP, 2013a; DAHP, 2013b; DAHP, 2013c). Buildings 19 and 28 are both located outside of the project APE. An additional five buildings at Highline College within the APE were determined individually eligible for their architectural significance as part of this study, with SHPO concurrence received on March 14, 2014 (Buildings 12, 13, 14, 15, and 16). The boundary for each individually NRHP/WHR-eligible historic property on the Highline College campus is limited to the building and its immediate setting, which includes the landscaping and paved pathways directly adjacent to each building.

Buildings 12, 13, 14, 15 and 16, which are all located along the eastern edge of the campus adjacent to the east parking lot, were all determined individually eligible for listing in the NRHP/WHR under Criterion C for their architectural significance as examples of 1960s era tilt-up construction with

exposed aggregate concrete exteriors. This method of construction enabled builders to use concrete in order to produce the structural elements of a building on the project site, decreasing cost and labor time. Walls and other supports were cast horizontally and then raised (or "tilted") to their permanent upright position.

Highline College Building 4, West Elevation

Highline College Building 5, Northwest Corner

Highline College Building 6, West Elevation

Highline College Building 11, Southwest Corner

Highline College Building 12, Northeast Elevation

Highline College Building 13, West Elevation

Highline College Building 14, North Elevation

Highline College Building 15, West Elevation

Highline College Building 16, Northeast Elevation

7.3.3.1 Building 12

Building 12 on Highline College's campus, which currently serves as the Life Sciences classroom building, is located along the eastern edge of the campus adjacent to the east parking lot and sits on a concrete slab foundation. Built in 1964, the one-story rectangular plan building was part of the first phase of campus construction and is clad in concrete exterior walls with Chewelah marble aggregate. The steel-reinforced concrete building has a flat built-up roof encased in low parapets on the side elevations, with deep concrete eave overhangs over the main elevations. Large, prominent concrete rafter tails are exposed under the eaves, emphasizing the building's weighty feel. Smooth, vertical concrete support beams protrude slightly from the main elevations and line up with the horizontal rafters. Individual classrooms are accessible through several exterior pedestrian doors on the north and south elevations. Building 14 is located north of Building 12 and is very similar in appearance. Some original doors and windows have been replaced on Building 12. As a result, the building has lost some integrity of materials, although it retains integrity of location, design, setting, workmanship, feeling, and association. Because the building embodies the distinctive characteristics of a type, period, and method of construction, and also retains enough integrity to convey that significance, Building 12 is individually eligible for listing in the NRHP/WHR.

7.3.3.2 Building 13

Building 13 on Highline College's campus, which currently serves as a classroom building, is located along the eastern edge of the campus, adjacent to the east parking lot, and sits on a concrete slab

foundation. Built in 1964, the one-story, essentially T-shaped building was part of the first phase of campus construction and is clad in concrete exterior walls with Chewelah marble aggregate. The steel-reinforced concrete building has a flat built-up roof that extends into deep concrete eave overhangs over the north, south, and west elevations and has a low, rectangular parapet on the rear elevation. Large, prominent concrete rafter tails are exposed under the north and south elevation's eaves. Between each rafter tail, the concrete underside of the overhang forms a very shallow, upside down V shape, which is repeated along the building's primary elevations, creating a zigzag effect along the edge of the overhang. A circular patio area with concrete benches and some landscaping is located to the west of Building 13. Some of Building 13's original doors and windows have been replaced. As a result, the building has lost some integrity of materials. Overall, however, Building 13 retains integrity of location, design, setting, workmanship, feeling, and association. Because the building embodies the distinctive characteristics of a type, period, and method of construction, and also retains enough integrity to convey that significance, Building 13 is individually eligible for listing in the NRHP/WHR.

7.3.3.3 Building 14

Building 14 on Highline College's campus, which currently serves as the Physical Sciences classroom building, is located along the eastern edge of the campus adjacent to the east parking lot and sits on a concrete slab foundation. Built in 1964, the one-story rectangular plan building was part of the first phase of campus construction and is clad in concrete exterior walls with Chewelah marble aggregate. The steel-reinforced concrete building has a flat built-up roof with low parapets on the side elevations and deep concrete eave overhangs over the main elevations. Large, prominent, concrete rafter tails are exposed under the eaves, emphasizing the building's heavy feel. Smooth, vertical concrete support beams protrude slightly from the main elevations and line up with the horizontal rafters. Individual classrooms are accessible through several exterior pedestrian doors on the north and south elevations. A circular patio is located in front of the south façade. Building 12 is located south of Building 14 and is very similar in appearance. Some of Building 14's original windows and sections of original siding have been replaced. As a result, it has lost some integrity of materials. However, the building retains integrity of location, design, setting, workmanship, feeling, and association. Because the building embodies the distinctive characteristics of a type, period, and method of construction, and also retains enough integrity to convey that significance, Building 14 is individually eligible for listing in the NRHP/WHR.

7.3.3.4 Building 15

Building 15 on Highline College's campus, which currently serves as a Faculty Office building, is located along the eastern edge of the campus adjacent to the east parking lot and sits on a concrete slab foundation. Built in 1967, the two-story irregular plan building was part of the second phase of campus construction and is clad in concrete exterior walls with Chewelah marble aggregate. The steel-reinforced concrete building has a low-pitch, corrugated metal, gable-on-hip roof. Aerial images indicate that a rectangular sunroof is located at the gabled roof's ridge board. A metal and glass pedestrian door in the center of the front elevation is shaded by an attached flat roof overhang supported by two narrow, rectangular reinforced concrete pillars. Building 15's exterior appearance remains largely unchanged. As a result, the building retains integrity of location, design, setting,

materials, workmanship, feeling, and association. Because the building embodies the distinctive characteristics of a type, period, and method of construction, and also retains enough integrity to convey that significance, Building 15 is individually eligible for listing in the NRHP/WHR.

7.3.3.5 Building 16

Building 16 on Highline College's campus, which currently serves as the Engineering Lab, Print Technology, and Visual Communications building, is located in the northeastern corner of the campus adjacent to the east parking lot and sits on a concrete slab foundation. Built in 1967, the one-story, essentially L-shaped building was part of the second phase of campus construction and is clad in concrete exterior walls with Chewelah marble aggregate. The building is composed of a south, rectangular plan wing and a west, rectangular plan wing. A later addition wraps around the northeast corner of the building, making the L-shape slightly irregular. The steel-reinforced concrete building has a flat built-up roof that extends into deep concrete eave overhangs over the main elevations, with low, rectangular parapets on the side elevations. Prominent concrete rafter tails are exposed under the eaves. The south elevation of the west wing and the west elevation of the south wing face a large courtyard area. Concrete sidewalks run along these elevations and are covered by a flat roof, concrete awning that is lower than the roof height of the building and is supported by large, concrete, cylindrical columns clad in aggregate concrete siding. Originally, Building 16 was constructed as two separate buildings: the Vocational Building, and the Technical Building. Additions to the buildings connected them, forming one large, L-shaped plan building. Additionally, some of Building 16's original windows have been replaced. As a result, Building 16 has lost some integrity of materials and design. However, the building retains integrity of location, setting, workmanship, feeling, and association. Because the building embodies the distinctive characteristics of a type, period, and method of construction, and also retains enough integrity to convey that significance, Building 16 is individually eligible for listing in the NRHP/WHR.

7.3.4 Calvary Lutheran Church

The first service and organizational meeting of Federal Way's Calvary Lutheran Church was held in a rented space on November 28, 1954, with Edward Flatness designated as the lay pastor. The new congregation, which included 113 charter members, temporarily used the Lutherland Bible Camp's chapel and eventually chose Reverend Luther William Youndahl in 1955 to serve as the first pastor (Harris, 2012; Calvary Lutheran Church of Federal Way, 2014). Within the year, church members bought 4 ha (10 ac) of land along Peasley Canyon Road (now S 320th Street), just off Pacific Highway, in order to build a new church facility (Harris, 2012). The original, two-story, rectangular plan church with a front gabled roof was constructed in 1956 and the first service was held on September 16 of that year, 3 months before the

Calvary Lutheran Church, North Elevation

building's dedication on December 9. In 1957, an office and Sunday school addition, funded by a donation from the Immanuel Lutheran Church in Dunnell, Minnesota, was built and dedicated (Calvary Lutheran Church of Federal Way, 2014).

Nearly 10 years later, on August 28, 1966, construction started on a new sanctuary and adult education unit, completed in June 1967 (Calvary Lutheran Church of Federal Way, 2014). The new sanctuary was designed by Robert D. Theriault of the local Seattle firm, Steinhart, Theriault & Anderson. Theriault, a native of Tacoma, Washington, attended the University of Washington after serving in World War II and joined Steinhart & Stanley in 1952, making partner just 3 years later. The prolific firm was known for their church, school, and community building designs in the south Seattle region. Although most of their projects were collaborative, Theriault is generally remembered as the mastermind behind their conceptual design work (Docomomo WEWA, 2014). By 1969, the congregation included 631 confirmed members and 1,068 baptized members (Harris, 2012). Over the next decades, several changes to the property occurred. The rear section of the property was sold to the State of Washington in 1978 for use as a park-and-ride lot in order to pay off the mortgage (Calvary Lutheran Church of Federal Way, 2014). In 1981 several structural alterations were made to the main buildings: the education wing was remodeled, a Tracker pipe organ was installed, the parking lot was paved, and the entrance area across from the main altar (narthex) was expanded in order to connect the two buildings (Harris, 2012; Calvary Lutheran Church of Federal Way, 2014). A groundbreaking ceremony was held on June 7, 1992, for the construction of new church offices, which were subsequently dedicated on March 28, 1993. A new accessory building attached to the northwest corner of the building was completed in 2003 and the building's interior was remodeled in 2010 and 2012 (King County Department of Assessments, 2013).

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

The Calvary Lutheran Church is composed of the original 1956 church, which is now a classroom building, and the larger sanctuary constructed in 1967 (King County Department of Assessments, 2013; Calvary Lutheran Church of Federal Way, 2014). These two main sections of the building are connected by an enclosed corridor that runs east to west. A two-story 2003 addition wraps around the northwest corner of the 1956 building, obstructing the front view of the original church. The building has an irregular plan and sits on a 1.79-ha (4.43-ac) property in Federal Way (DAHP, 2009; King County Department of Assessments, 2013). The building is wood construction with a poured concrete foundation. Adjacent to the now hidden original building, on the east side, is the large 1,085-ha (11,680-ft^2) sanctuary constructed in 1967. The Neo-Expressionist, wood frame building designed by Steinhart, Theriault & Anderson has an exaggerated, tall hipped roof with flared eaves, typical of the architectural style. The roof is covered in composite shingles. A triangular-shaped stained glass window has been placed at an angle to the north face of the hipped roof, creating the illusion of a steeple that has been cut off at a sharp angle. This abstract, leaded, stained glass window functions as a skylight,

illuminating the interior of the sanctuary. A large, plain cross is affixed to the north face of the hipped roof. The roof extends south over the rear of the essentially rectangular plan 1967 section of the building, becoming an exaggerated mansard roof. The building is primarily clad in brick veneer. The rear of the 1967 building is covered with the composite shingle mansard roof and was remodeled in 1981 (Harris, 2012). A 1981 two-story addition with a flat, built-up roof serves as a corridor connecting the sanctuary to the original building. A large, two-story platform frame addition that was constructed in 2003 wraps around the northwest corner of the original building. A paved parking lot wraps around the southwest corner of the building.

The Calvary Lutheran Church is eligible for listing in the NRHP under Criterion C for its architectural significance. The 1967 sanctuary is a good example of the Neo-Expressionist architectural style with its exaggerated, tall hipped roof and flared eaves (DAHP, 2009). The Neo-Expressionist style was popular during the mid-twentieth century and was used primarily for religious and public buildings. Certain construction methods and materials, including stucco, brick veneer, and concrete, were used to form unusual, asymmetrical curves and sculptural building elements that defined the architectural style. These dramatic designs attempted to communicate meaning through the onlooker's emotional response rather than through a traditionally accepted lexicon of symbols (Recent Past Revealed, 2014). The property has undergone several additions and renovations that have mainly affected the integrity of the 1956 building, particularly its integrity of materials, workmanship, and design. However, the 1968 sanctuary is the defining section of the property in terms of its overall design and retains integrity of location, design, setting, materials, workmanship, feeling, and association. Therefore, despite the loss of some integrity in the 1956 section of the building, the property as a whole retains enough integrity to demonstrate its architectural significance and is eligible for listing in the NRHP/WHR under Criterion C.

7.3.5 US Bank

The US Bank building is a two-story, steel-frame building with a flat roof and a low parapet. Clad primarily in painted brick veneer, the bank has an essentially rectangular plan with a drive-thru banking canopy that extends from the rear (north) elevation. The front (south) façade is defined by a glass curtain wall, composed of two rows of large, fixed, single-light windows. The large ground floor windows each have a small, narrow, horizontally–oriented, operable awning window at the bottom and the top. The bottom row of windows flanks a small vestibule with a flat roof that projects from just west of center and contains the main entrance, while the 14 upper windows are darkly tinted and line the upper half of the exterior wall. A small steel and glass shelter with a shed roof is attached to the façade and covers the ATM machine, which replaced a lower row of original windows. The glass curtain

US Bank, Southwest Corner

wall on the façade is not centered; the windows extend all the way to the west end of the façade, while the east end is clad in a section of narrow brick veneer. The north end of the west elevation is clad in a decorative, honeycomb brickwork pattern. The center of the rear elevation, which is clad in smooth stucco, projects out slightly from the rest of the elevation. A large, flat roof canopy extends from the rear elevation's center section and covers three drive-through banking lanes. The building is surrounded by pavement used for parking.

The US Bank building employs certain materials and design elements that were commonly used in the 1950s and 1960s, making it an important example of mid-century architectural design and eligible for listing in the NRHP under Criterion C for its architectural significance. The defining characteristics of the building include the glass curtain wall on the building's front elevation, the flat roof, and the brick veneer walls with decorative honeycomb brickwork on the west elevation. Other features of the building, such as the drive-through banking overhang, are utilitarian features common to bank buildings of the era. The paint covering the original brick veneer and the glass enclosure for the ATM machine on the front elevation have slightly diminished the building's integrity of materials and design. However, the building retains overall integrity of design, workmanship, feeling, setting, location, and association. Therefore, despite some alterations, the property as a whole retains enough integrity to demonstrate its architectural significance and is eligible for listing in the NRHP/WHR under Criterion C.

8.0 Environmental Effects

The construction and operation of the FWLE could affect historic properties directly or indirectly. Under NEPA, direct impacts are those that are caused by the action and occur at the same time and place. Direct impacts are not limited to physical impacts on the building, but can also include impacts on the setting. Reasonably foreseeable impacts caused by the action at a later time or at a distance that is farther removed from the project location, per 40 CFR 1508.8, are referred to as indirect impacts. Under the NHPA, effects to a historic property are assessed to determine if they are adverse. The Criteria of Adverse Effect are discussed in Section 3.6. The following sections discuss the potential direct effects of project construction and operation on archaeological sites, TCPs, and historic buildings and structures.

The No Build Alternative would not affect any historic properties.

The project alternatives would have no significant impact on the eligible Highline College buildings, Calvary Lutheran Church, or US Bank.

8.1 Archaeological Sites

To date, research and surveys have not identified any NRHP/WHR-eligible archaeological sites within the APE. However, only a limited number of high-probability areas were surveyed. Although much of the APE has previously seen ground disturbance, fill, and development, it is possible that one or more archaeological sites may exist beneath the ground surface in areas where project excavation would take place. As the project is refined, the APE will narrow to the area of disturbance and further investigations can be performed. If prehistoric or historic-period archaeological sites are encountered before or during construction, Sound Transit would evaluate the sites and consult with DAHP, affected tribes, and FTA to avoid or mitigate adverse effects from construction or operation of the FWLE project. Therefore, no adverse effects are anticipated.

8.2 Traditional Cultural Properties

Consultation with the tribes has revealed no TCPs in the project vicinity; therefore, no known TCPs would be affected by the FWLE.

8.3 Historic Buildings and Structures

The following subsections discuss the potential effects during construction and operation of the project on historic properties by alternative. The I-5 to SR 99 Alternative, which has no historic properties within the APE, would result in no impacts and no historic properties affected, and therefore is not discussed further in this section. Impacts on eligible historic built environment properties and their approximate relationship to the alternatives are summarized in Table 8-1.

8.3.1 Effects During Construction

Construction impacts on historic buildings and structures can include temporary loss of access, visual effects, noise, vibration, and the dust and debris of construction activities. Sound Transit implements avoidance measures to minimize these effects; however, some noise and dust is inevitable. These effects are temporary and would not adversely affect any identified historic properties.

TABLE 8-1
Historic Properties Impacted by the FWLE Alternatives and the Corresponding Finding of Effect

Property Name	Alternative	Proximity to the Alternative	Potential Impact	Section 106 Finding
Highline College Building 4	Kent/Des Moines HC Campus Station Option with the SR 99 Alternative	63 m (206 ft)	Minor Alteration to Setting	No Adverse Effect
Highline College Building 5 (Faculty Building)	Kent/Des Moines HC Campus Station Option with the SR 99 Alternative	84 m (277 ft)	Minor Alteration to Setting	No Adverse Effect
Highline College Building 6 (Student Union)	Kent/Des Moines HC Campus Station Option with the SR 99 Alternative	76 m (249 ft)	Minor Alteration to Setting	No Adverse Effect
Highline College Building 11 (Faculty Building)	Kent/Des Moines HC Campus Station Option with the SR 99 Alternative	71 m (233 ft)	Minor Alteration to Setting	No Adverse Effect
Highline College Building 12	Kent/Des Moines HC Campus Station Option with the SR 99 Alternative	76 m (249 ft)	Minor Alteration to Setting	No Adverse Effect
Highline College Building 13	Kent/Des Moines HC Campus Station Option with the SR 99 Alternative	66 m (215 ft)	Minor Alteration to Setting	No Adverse Effect
Highline College Building 14	Kent/Des Moines HC Campus Station Option with the SR 99 Alternative	88 m (289 ft)	Minor Alteration to Setting	No Adverse Effect
Highline College Building 15	Kent/Des Moines HC Campus Station Option with the SR 99 Alternative	110 m (362 ft)	Minor Alteration to Setting	No Adverse Effect
Highline College Building 16	Kent/Des Moines HC Campus Station Option with the SR 99 Alternative	64 m (210 ft)	Minor Alteration to Setting	No Adverse Effect
Calvary Lutheran Church	Federal Way I-5 Station Option with the I-5 Alternative and with the SR 99 and I-5 Alternative	46 m (152 ft)	None	No Historic Properties Affected
US Bank	SR 99 Alternative and Federal Way SR 99 Station Option to the SR 99 Alternative	52 m (172 ft)	Minor Alteration to Setting	No Adverse Effect

8.3.1.1 SR 99 Alternative

Construction of the Kent/Des Moines HC Campus Station Option for the SR 99 Alternative would alter the historic setting of the nine NRHP-eligible buildings along the eastern boundary of Highline College's campus (Buildings 4, 5, 6, 11, 12, 13, 14, 15, and 16) by introducing a new transportation facility in

proximity to the buildings. However, the station facilities would be constructed below grade in an open trench on the eastern edge of Highline College's extant east parking lot and the temporary noise effects of the project construction on the NRHP-eligible buildings would be minimal and not considered adverse. Construction of the station would occur partially within the extant east parking lot and would cause some noise and visual effects that could affect the setting of the adjacent historic properties. However, the effects during construction are temporary and would not adversely affect the Highline College historic properties. The above-grade improvements required to construct the station plaza would not alter the buildings' integrity of materials, workmanship, design, feeling, association, or location. Therefore, construction of this option would result in no adverse effect to historic properties.

Construction of the SR 99 Alternative and the Federal Way SR 99 Station Option for the SR 99 Alternative would require the acquisition of part of the parcel on which the US Bank building is located. The acquisition of this narrow piece of land would be used to widen the roadway, during which time construction would slightly alter the setting of the NRHP-eligible building. However, no physical changes would occur to the NRHP-eligible building as a result of construction. Construction associated with widening the roadway would occur partially within the eastern edge of the bank's east parking lot, but noise and visual effects to the historic bank building's setting would be temporary and minor and would not result in adverse effects. The bank's large paved parking lot would serve as a barrier between construction activities and the historic building. Additionally, the noise from construction would not be significantly higher than the noise that the US Bank building already experiences from the traffic on Pacific Highway S. The integrity of the building's materials, workmanship, design, feeling, association, and location would not be altered by roadway construction. Therefore, construction of the SR 99 Alternative or the Federal Way SR 99 Station Option would result in no adverse effect to historic properties.

8.3.1.2 I-5 Alternative and SR 99 to I-5 Alternative

Construction of the Federal Way Transit Center I-5 Station Option for the I-5 Alternative and the SR 99 to I-5 Alternative is expected to have no impact on the NRHP-eligible Calvary Lutheran Church. All construction would occur across S 320th Street, which is a heavily trafficked, multi-lane thoroughfare that already creates noise and visual impacts. Because of the church's distance from the station option construction site and the active nature of its current surroundings, the option would result in no direct impact with no historic properties affected as a result of construction.

8.3.2 Effects During Operation

8.3.2.1 SR 99 Alternative

The Kent/Des Moines HC Campus Station Option for the SR 99 Alternative would alter the historic setting of nine NRHP-eligible buildings along the eastern boundary of Highline College's campus (Buildings 4, 5, 6, 11, 12, 13, 14, 15, and 16). With this option, the light rail station plaza would be approximately 63 m (206 ft) from the nearest NRHP/WHR-eligible building. The station would operate in a below-grade, open trench, on the eastern edge of Highline College's extant east parking lot, which is in proximity to the eligible buildings. The addition of the station would be noticeable, but the changes to the setting of the nine NRHP/WHR-eligible buildings (Building 4, 5, 6, 11, 12, 13, 14, 15, and

16) would be minimal and would result in little, if any, loss of integrity. While the surrounding campus and the parking lot are part of the setting of the historic buildings, the campus property and parking lot are not historic and are not a contributing component to the historic buildings. The new station, which would encompass an approximately 37-m-wide (122-ft-wide) segment along the eastern edge of the existing east parking lot, would not appreciably alter the physical setting of the nine historic properties and would be a minimal impact because the front facades of the contributing buildings currently face west, oriented away from the parking lot and potential station and toward the interior of the campus. Additionally, the nine affected buildings are located on a lower grade than the existing parking lot, at the bottom of a small slope that creates a visual barrier that separates the eligible buildings from the existing parking lot and station. The only impacts on the buildings would be to their setting, and that impact would be minor; it would not affect the aspects of integrity that qualify the nine Highline College buildings for listing in the NRHP/WHR. The buildings' integrity of materials, workmanship, design, feeling, association, and location would remain intact. Therefore, the option would result in no adverse effect to historic properties.

The SR 99 Alternative and the Federal Way SR 99 Station Option for the SR 99 Alternative would involve widening Pacific Highway S along the eastern side of the US Bank building's property and would slightly alter the setting of the NRHP-eligible building. However, since the US Bank building is set back on the west side of the parcel, the historic building is located approximately 52 m (172 feet) away from the project alternative. Operation of the alternative and station option would not occur directly adjacent to the historic building. Currently, a large paved parking lot creates a barrier between Pacific Highway S and the historic building. The east elevation of the building, which faces Pacific Highway S, is a side elevation clad in brick veneer with a service entrance but no other fenestration. The most significant character-defining features of the building, including the decorative honeycomb brickwork on the west elevation and the glass curtain wall on the building's front (south) elevation, do not face Pacific Highway S and would not be significantly affected by the operation of the SR 99 Alternative or the station option. The loss a narrow sliver of the bank's parking lot and a widened roadway would be a minor impact to the setting of the building, and it would not compromise any aspects of the building that qualify it as eligible for the NRHP/WHR. The US Bank building is situated on a corner parcel that already experiences heavy traffic along Pacific Highway S to the east and S 312th Street to the south. A slightly wider roadway along Pacific Highway S would not likely result in a significant increase in visual or noise effects. Therefore, operation of the SR 99 Alternative and Federal Way SR 99 Station Option would result in no adverse effect to historic properties.

8.3.2.2 I-5 Alternative and SR 99 to I-5 Alternative

The Federal Way I-5 Station Option for the I-5 Alternative and the SR 99 to I-5 Alternative would have no impact on the NRHP-eligible Calvary Lutheran Church. The station plaza, which would be constructed partially in a trench and partially at-grade, would be located approximately 158 m (518 ft) away from the historic property. The station area surface parking and a tail track would extend beyond the southwestern boundary of the station and terminate on the north side of S 320th Street near Gateway Center Boulevard S, across S 320th Street and approximately 46 m (152 ft) from the church. The location already experiences the visual and noise effects of heavy street traffic, and no additional

impacts are expected to occur from operation of the project. Because the station, surface parking area, and tail track would replace an extant parking lot currently separated from the church by a wide and busy street, no changes to the church's setting would occur. Therefore, operations of the station option would result in no historic properties affected.

In conclusion, construction and operation of the Kent/Des Moines HC Campus Station Option for the SR 99 Alternative would result in a minor alteration to the setting of nine historic buildings located on the eastern edge of Highline College's campus. However, under Section 106, no adverse effects on the historic properties would result from this impact on the setting. Construction and operation of the SR 99 Alternative and the Federal Way SR 99 Station Option would result in a minor alteration to the setting of the NRHP-eligible US Bank building. This impact to the building's setting, however, would result in no adverse effects to historic properties under Section 106.

The Federal Way I-5 Station Option with the I-5 Alternative and SR 99 to I-5 Alternative would result in no historic properties affected.

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9.0 Potential Mitigation Measures

9.1 Archaeological Sites

No identified archaeological sites are located in the APE. Therefore, no mitigation measures are required. Sound Transit is committed to conducting archaeological surveys (which may include subsurface testing before construction) or monitoring ground-disturbing activities in areas identified in the DAHP predictive model as HPAs during construction. An archaeological resources monitoring and treatment plan and an inadvertent discovery plan would be prepared to provide guidance on the treatment of archaeological resources during FWLE construction. FTA and Sound Transit would consult with SHPO, tribes, and other interested parties, as appropriate, to review these plans.

9.2 Historic Buildings and Structures

No adverse effects to historic properties were identified. Therefore, no mitigation measures are required.

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10.0 Cumulative Effects

As defined in 40 CFR 1508.7, cumulative impacts on the environment result "from the incremental impact of the action when added to other past, present, and reasonably foreseeable future actions, regardless of what agency or person undertakes such other actions. Cumulative impacts can result from individually minor but collectively significant actions taking place over a period of time." The public and government agencies need to consider cumulative impacts on evaluate a proposed action and its alternatives in a broad perspective, including how the project might interact with impacts that persist from past actions, with present-day activities, and with other planned projects. A cumulative impact assessment can reveal unintended consequences that might not be apparent when FWLE is evaluated in isolation instead of in a broader context.

Cumulative impacts on historic and archaeological resources for the FWLE would be negligible because only 10 historic properties are located within the APE, and none of them would be removed or adversely affected by the project. Additionally, there are no known pending projects involving construction or other developments that could affect known historic buildings and structures or archaeological resources in areas where the FWLE could also have effects.

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Appendices

Appendices for the Historic and Archaeological Technical Report are provided on compact disc. They are:

A Archaeological Survey Maps

B All Recorded Properties Spreadsheet

C Mapped Locations of All Parcels Surveyed for Built Environment Resources

D Agency and Tribal Consultation Letters

E Historic Property Inventory Forms

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Appendix A

Archaeological Survey Maps

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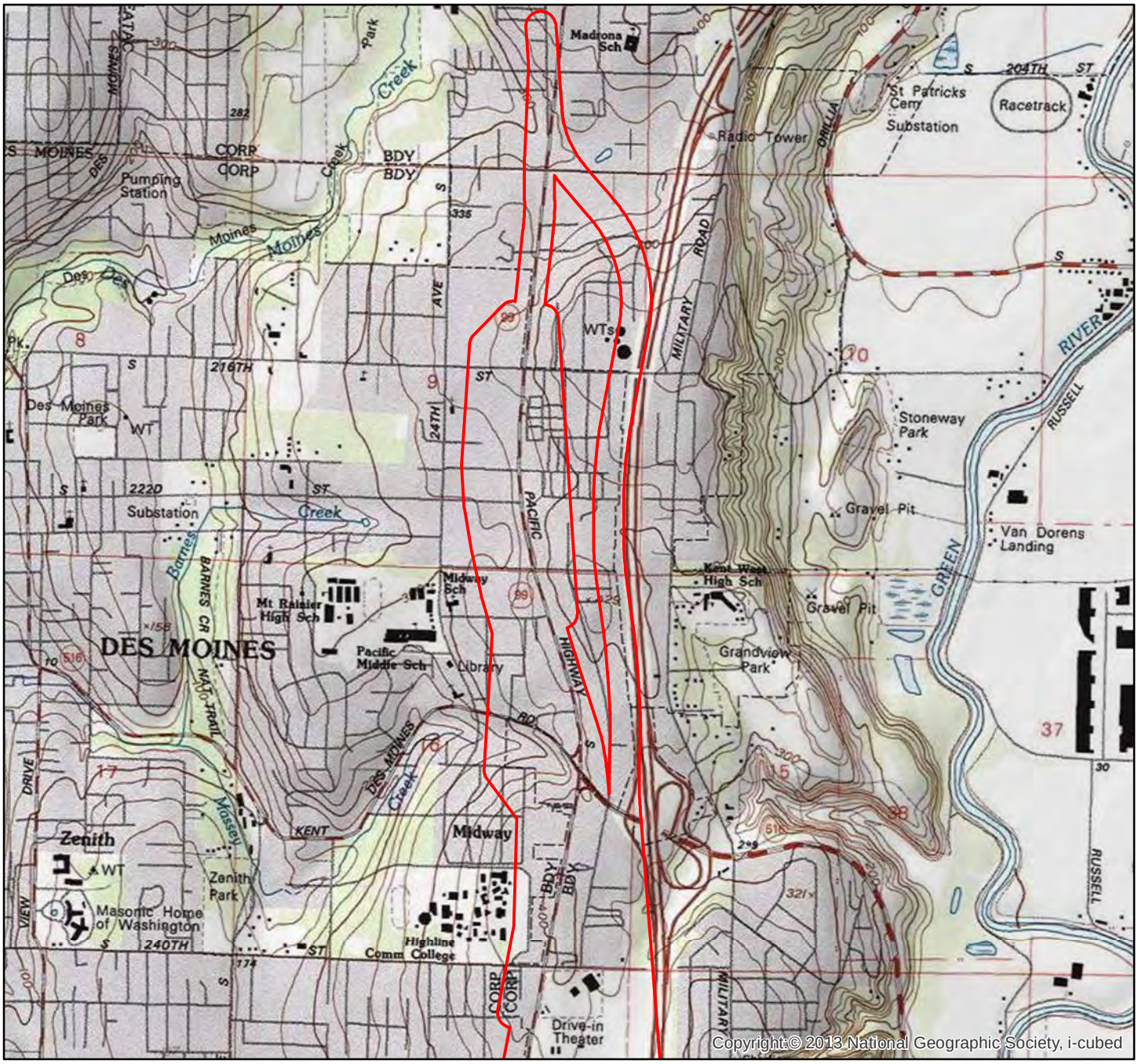

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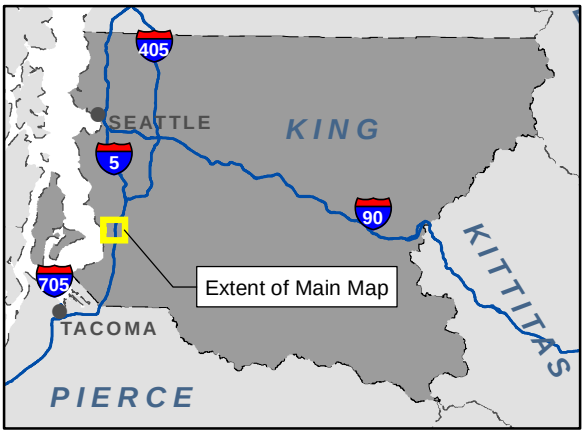

Des Moines, WA / Poverty Bay, WA 7.5' USGS Quads
Township 21 N Range 4 E
Sections 4, 5, 8, 9 & 16
Township 22 N Range 4 E
Sections 4, 9, 10, 15, 16, 21, 22, 28, 32 & 33

N

0 0.25 0.5 0.75 1 mi

FIGURE 1
Area of Potential Effects (APE)
Federal Way Link Extension Project
King County, WA

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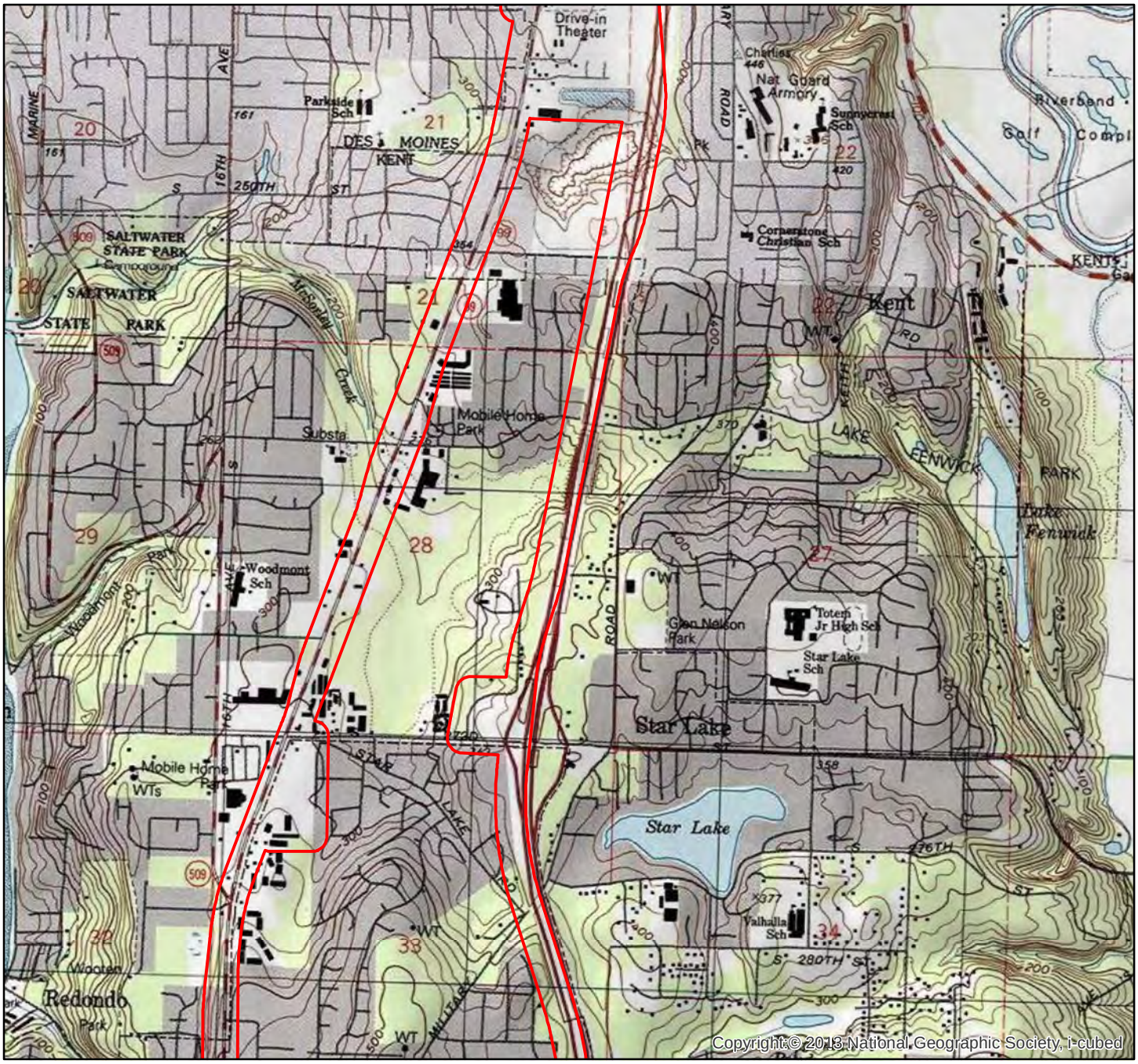

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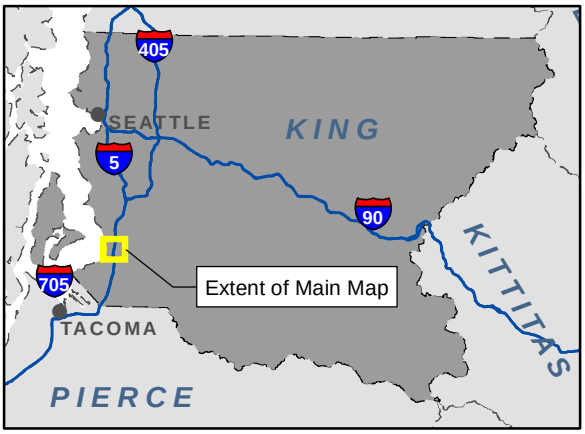
Area of Potential Effects (APE)



Des Moines, WA / Poverty Bay, WA 7.5' USGS Quads
Township 21 N Range 4 E
Sections 4, 5, 8, 9 & 16
Township 22 N Range 4 E
Sections 4, 9, 10, 15, 16, 21, 22, 28, 32 & 33

N

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FIGURE 1
Area of Potential Effects (APE)
Federal Way Link Extension Project
King County, WA

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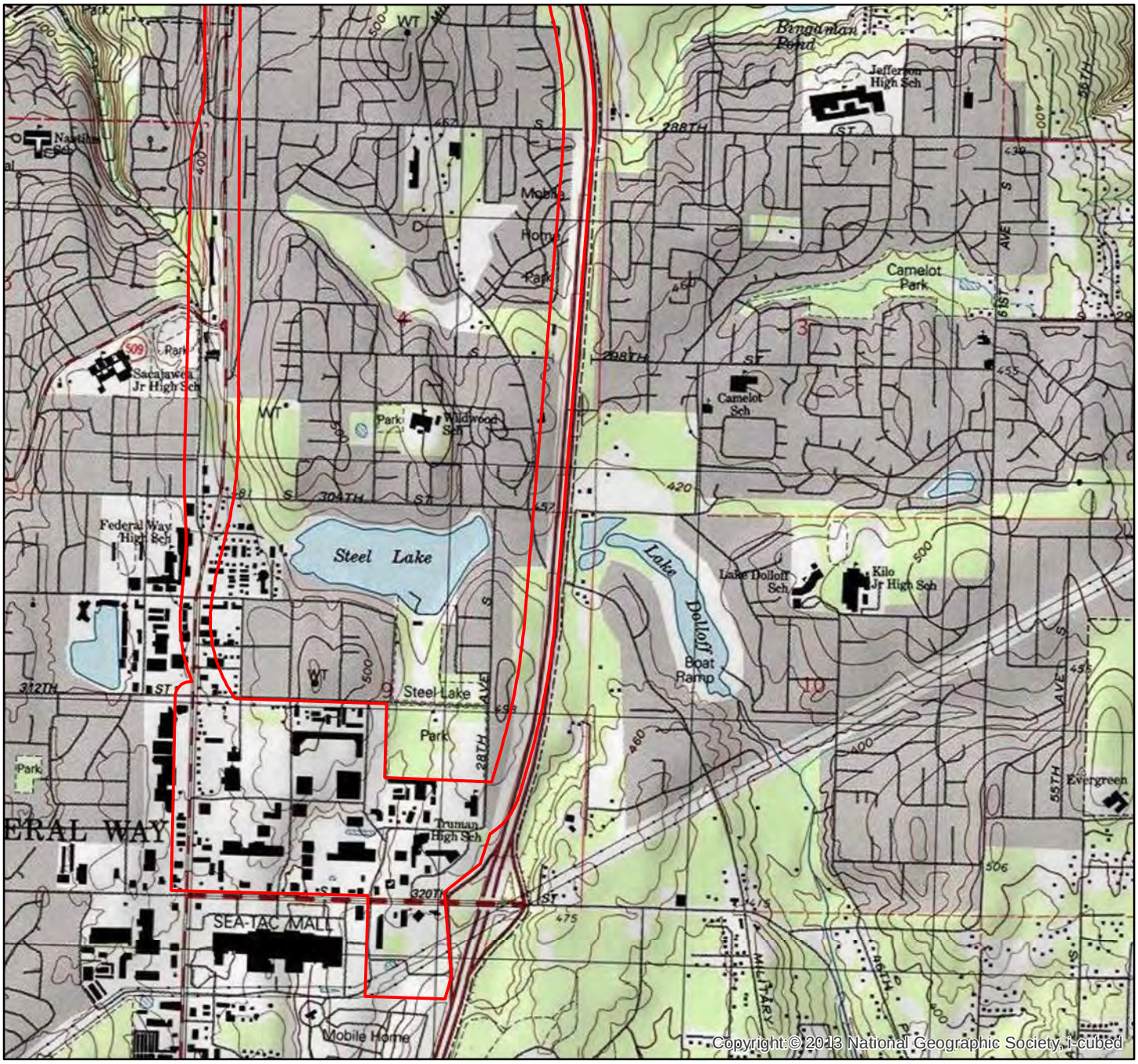

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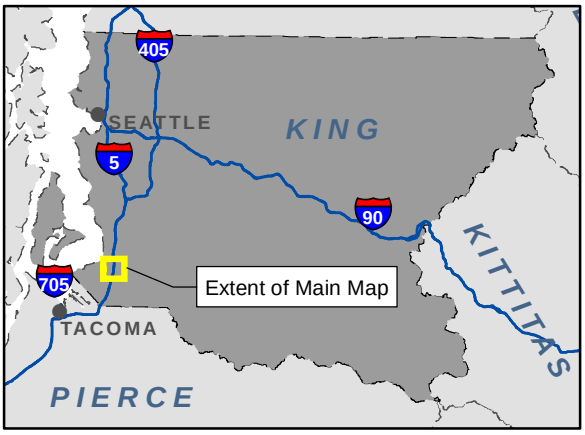
Area of Potential Effects (APE)



Des Moines, WA / Poverty Bay, WA 7.5' USGS Quads
Township 21 N Range 4 E
Sections 4, 5, 8, 9 & 16
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Sections 4, 9, 10, 15, 16, 21, 22, 28, 32 & 33

N

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FIGURE 1
Area of Potential Effects (APE)
Federal Way Link Extension Project
King County, WA

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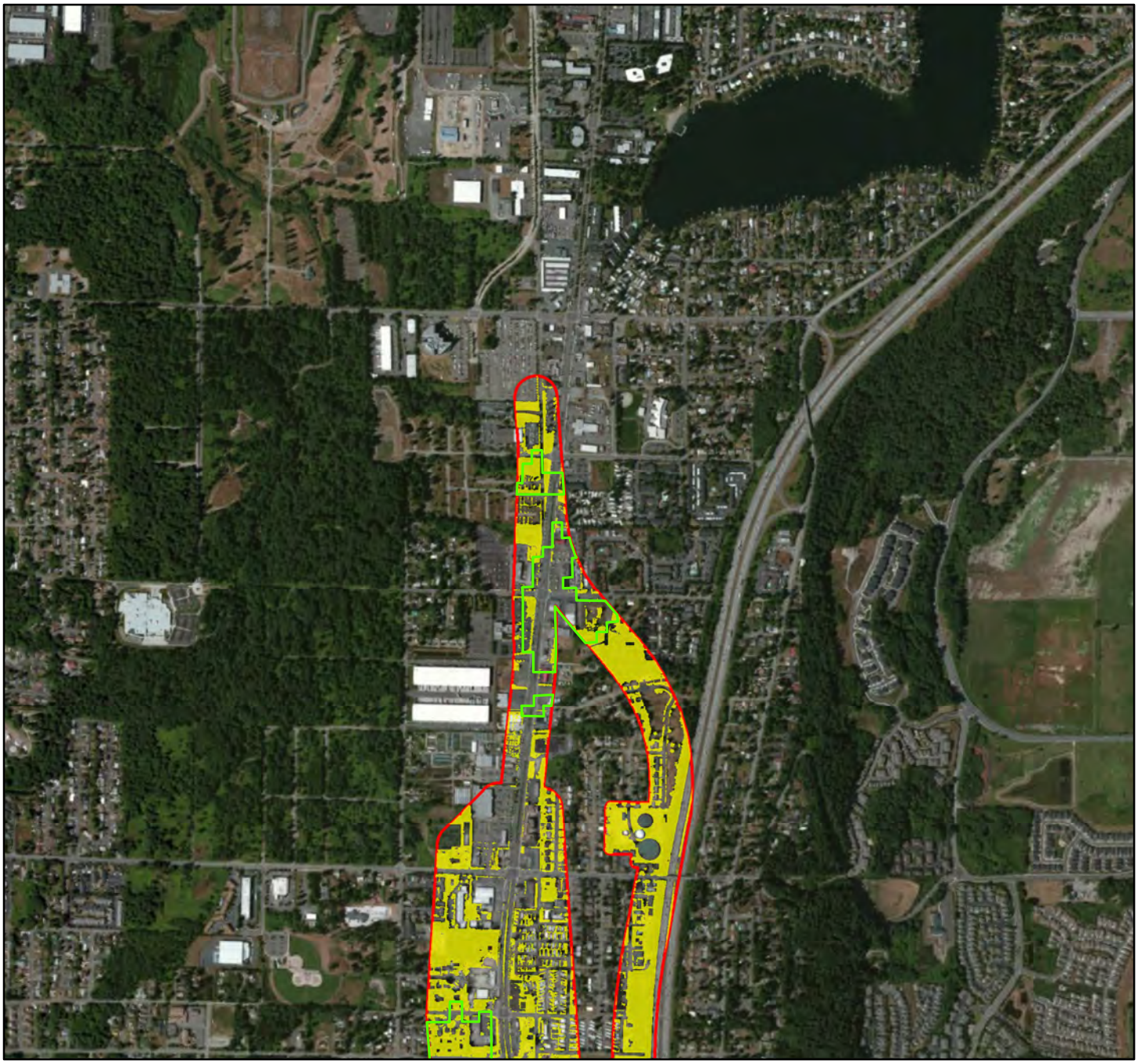

Legend

- Area of Potential Effects (APE)
- Moderate To Very High Risk Cultural
- Non-Impervious

Sources:
Statewide Predictive Model: Environmental Factors with Archaeological Resources Results. Washington Information System for Architectural and Archaeological Records Data, Department of Archaeology and Historic Preservation. 2014.
Impervious/Impacted Surface Interpretation. King County GIS Center. 2009.

Aerial Image Credits: Source: Esri, DigitalGlobe, GeoEye, i-cubed, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AEX, Getmapping, Aerogrid, IGN, IGP, swisstopo, and the GIS User Community

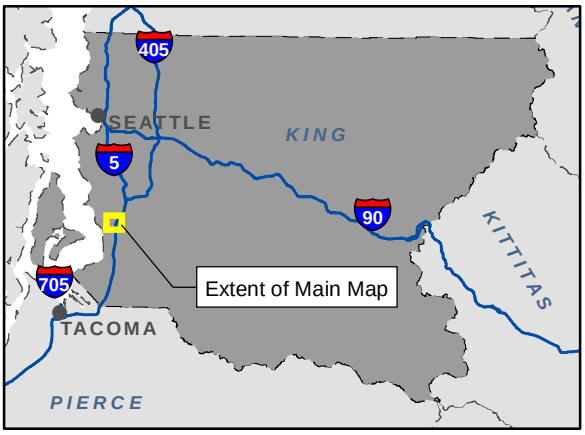

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FIGURE 2
APE & Impervious Surface
Federal Way Link Extension Project
King County, WA

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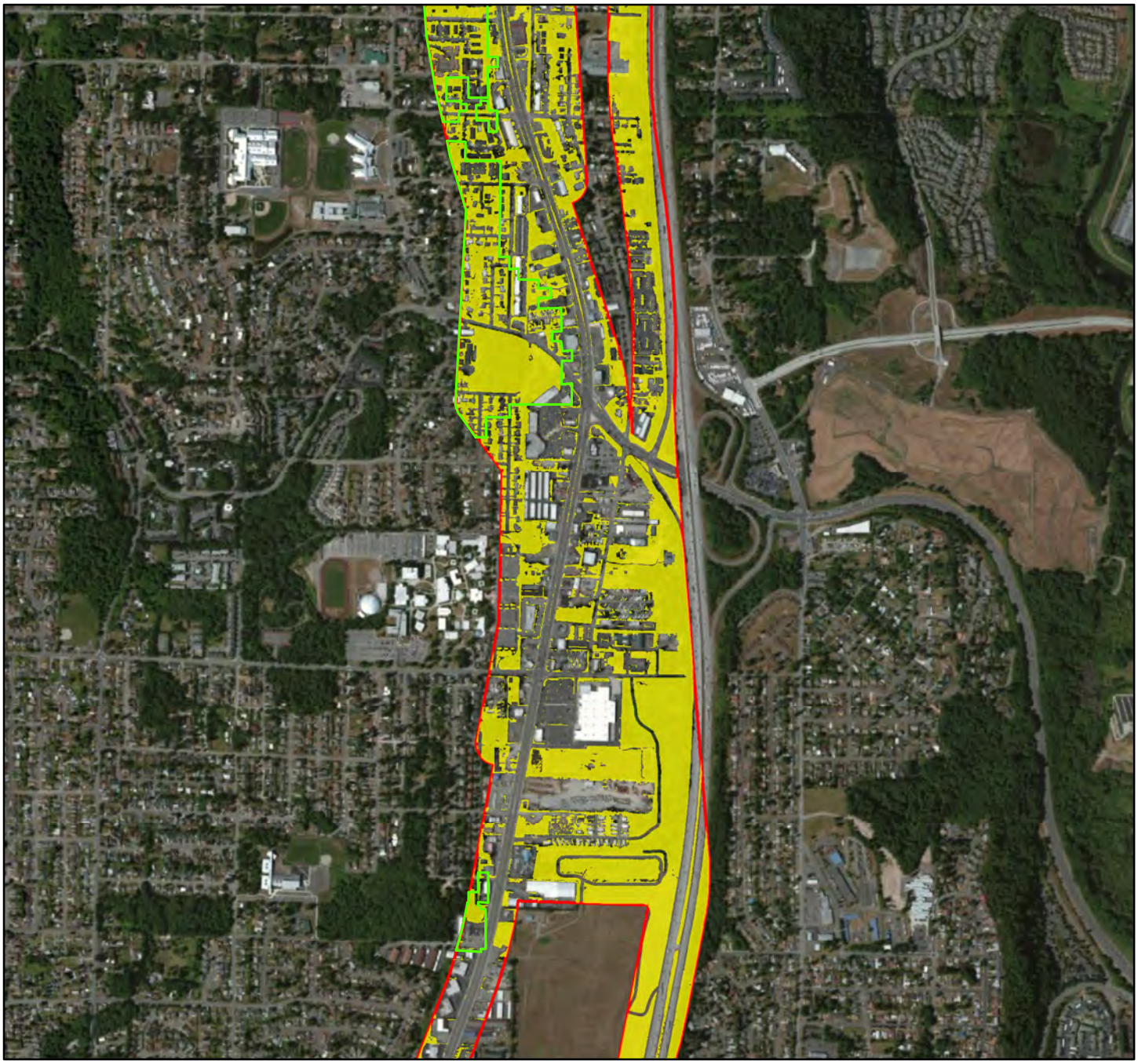

Legend

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- Non-Impervious

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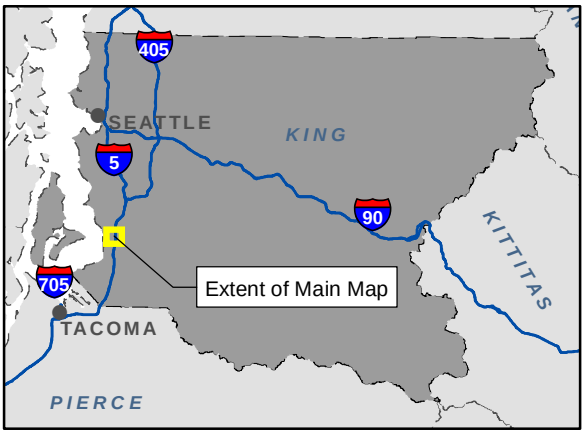

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FIGURE 2
APE & Impervious Surface
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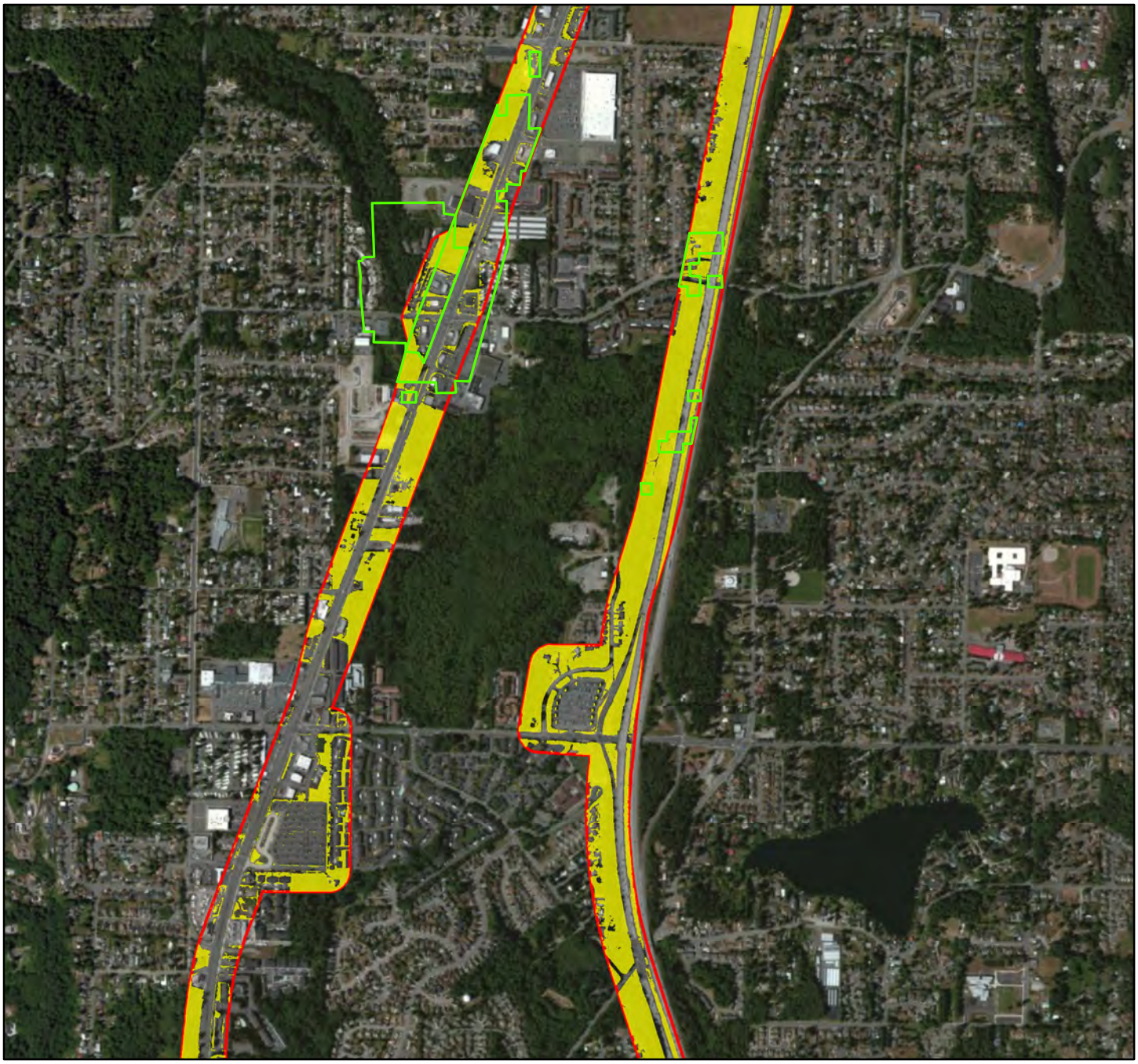

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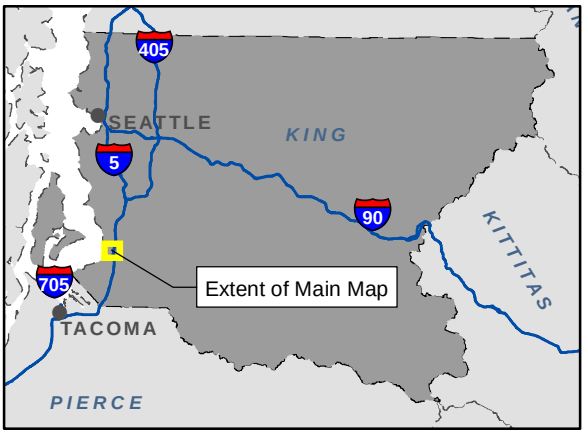

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FIGURE 2
APE & Impervious Surface
Federal Way Link Extension Project
King County, WA

Legend

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Statewide Predictive Model: Environmental Factors with Archaeological Resources Results. Washington Information System for Architectural and Archaeological Records Data, Department of Archaeology and Historic Preservation. 2014.
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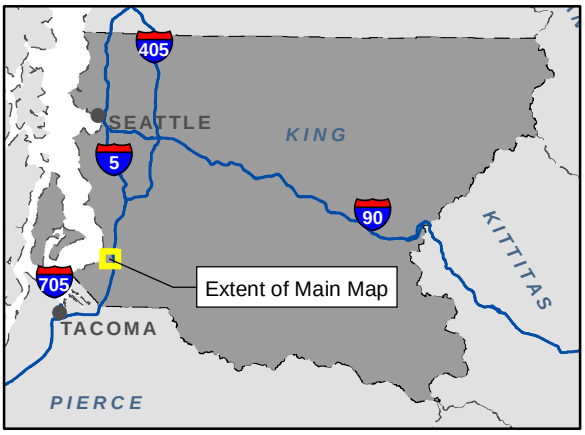

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FIGURE 2
APE & Impervious Surface
Federal Way Link Extension Project
King County, WA

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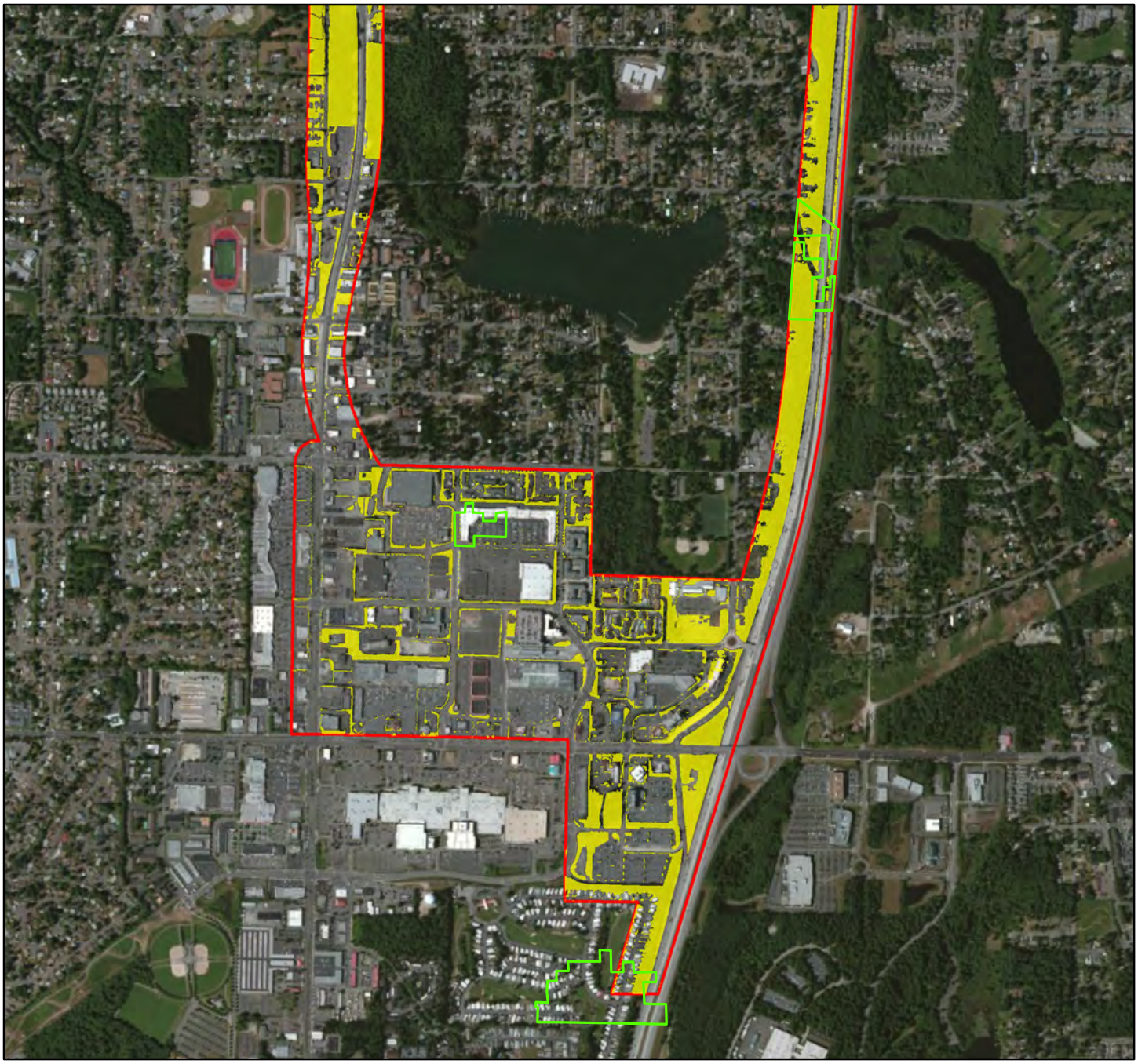

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Statewide Predictive Model: Environmental Factors with Archaeological Resources Results. Washington Information System for Architectural and Archaeological Records Data, Department of Archaeology and Historic Preservation. 2014.
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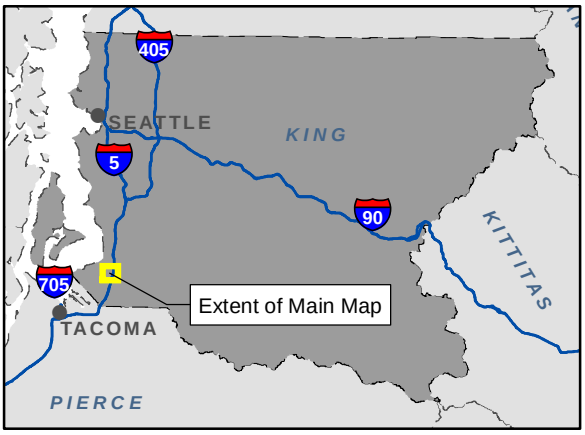

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FIGURE 2
APE & Impervious Surface
Federal Way Link Extension Project
King County, WA

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FIGURE 3
Surveyed Parcels (Des Moines)
Federal Way Link Extension Project
King County, WA

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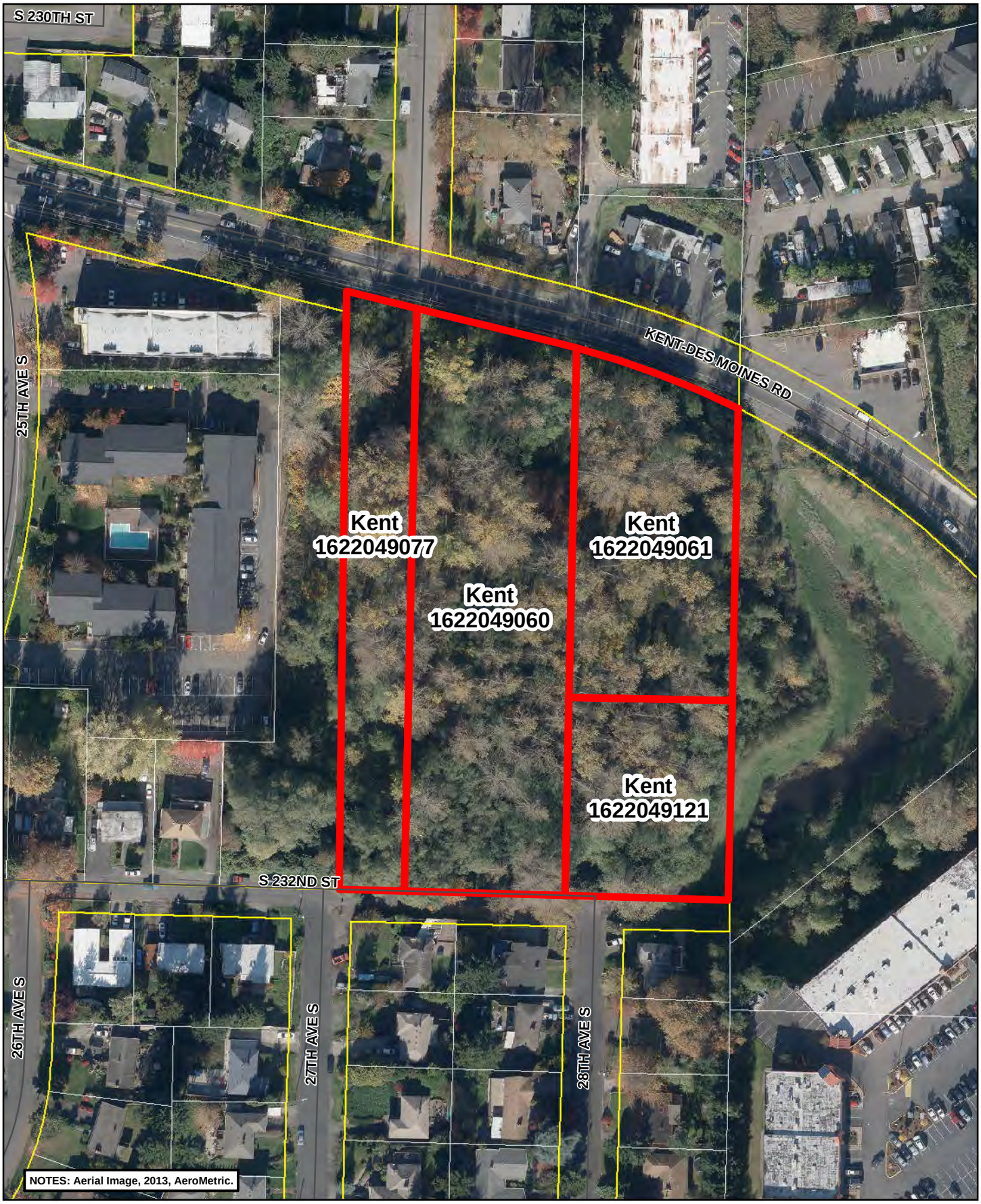

FIGURE 3
Surveyed Parcels (Kent)
Federal Way Link Extension Project
King County, WA

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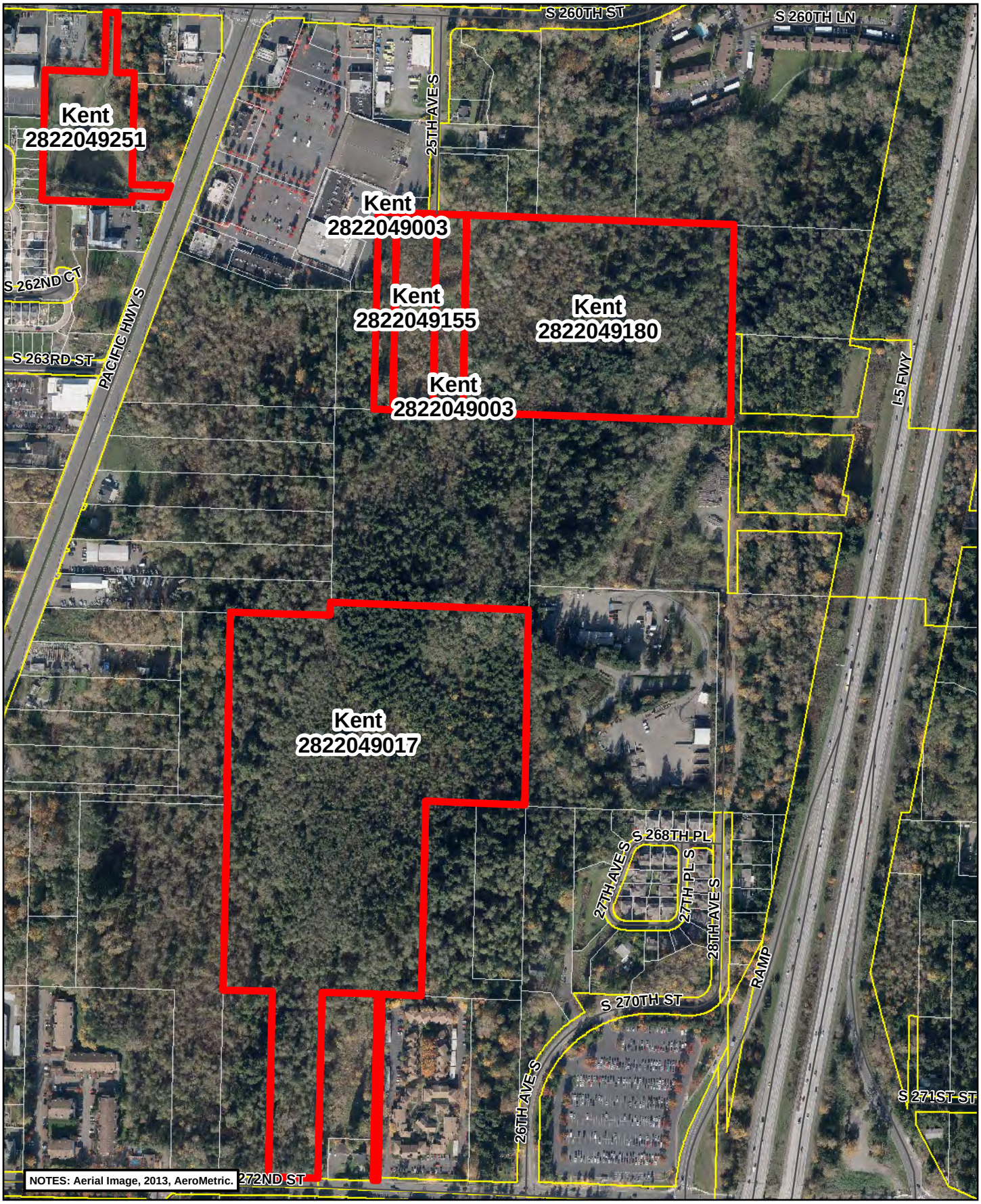

N

Parcel of Interest | Parcel | Right-of-Way | Streets

0 310 620 930 Feet

FIGURE 3
Surveyed Parcels (Kent)
Federal Way Link Extension Project
King County, WA

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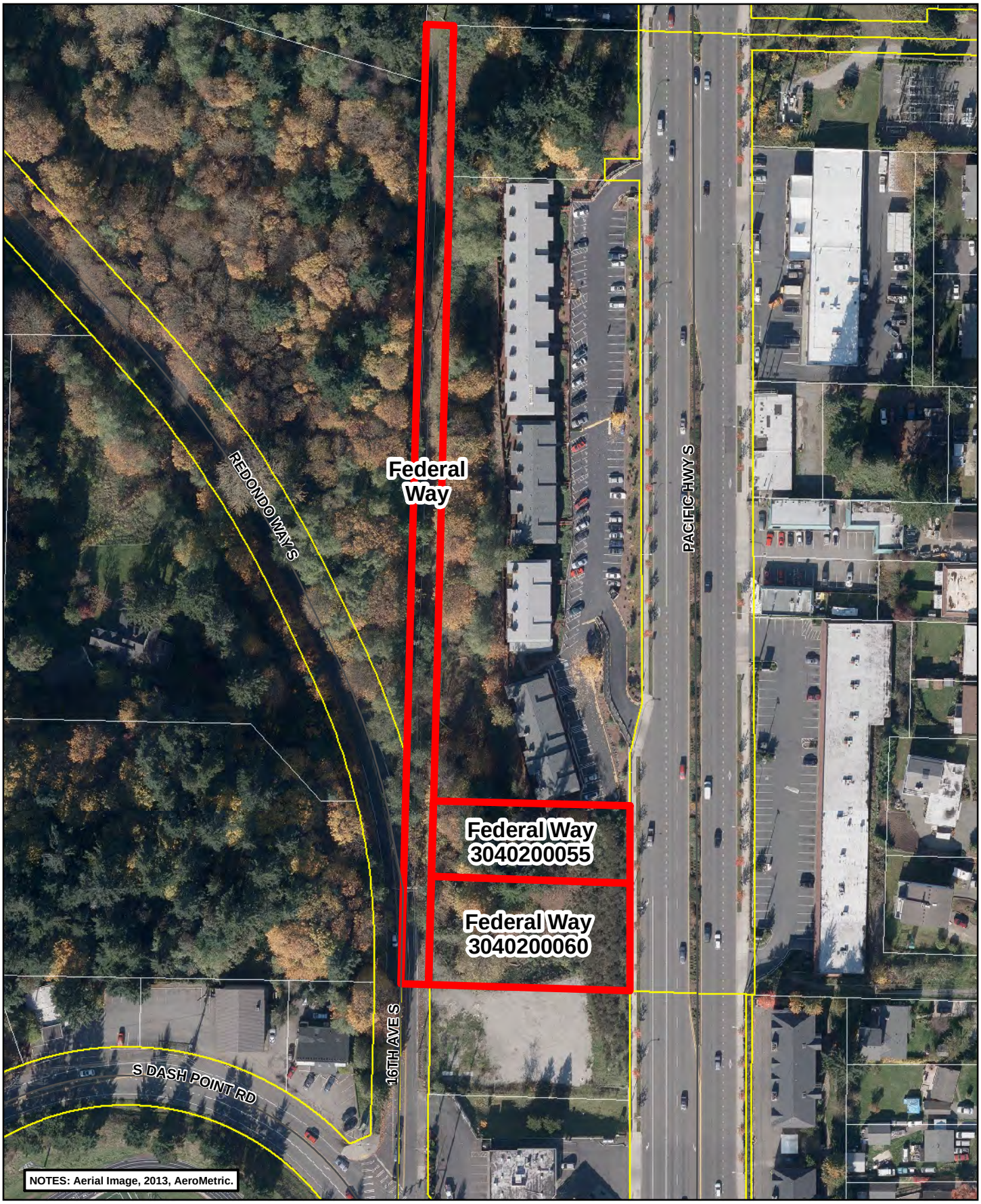

FIGURE 3
Surveyed Parcels (Federal Way)
Federal Way Link Extension Project
King County, WA

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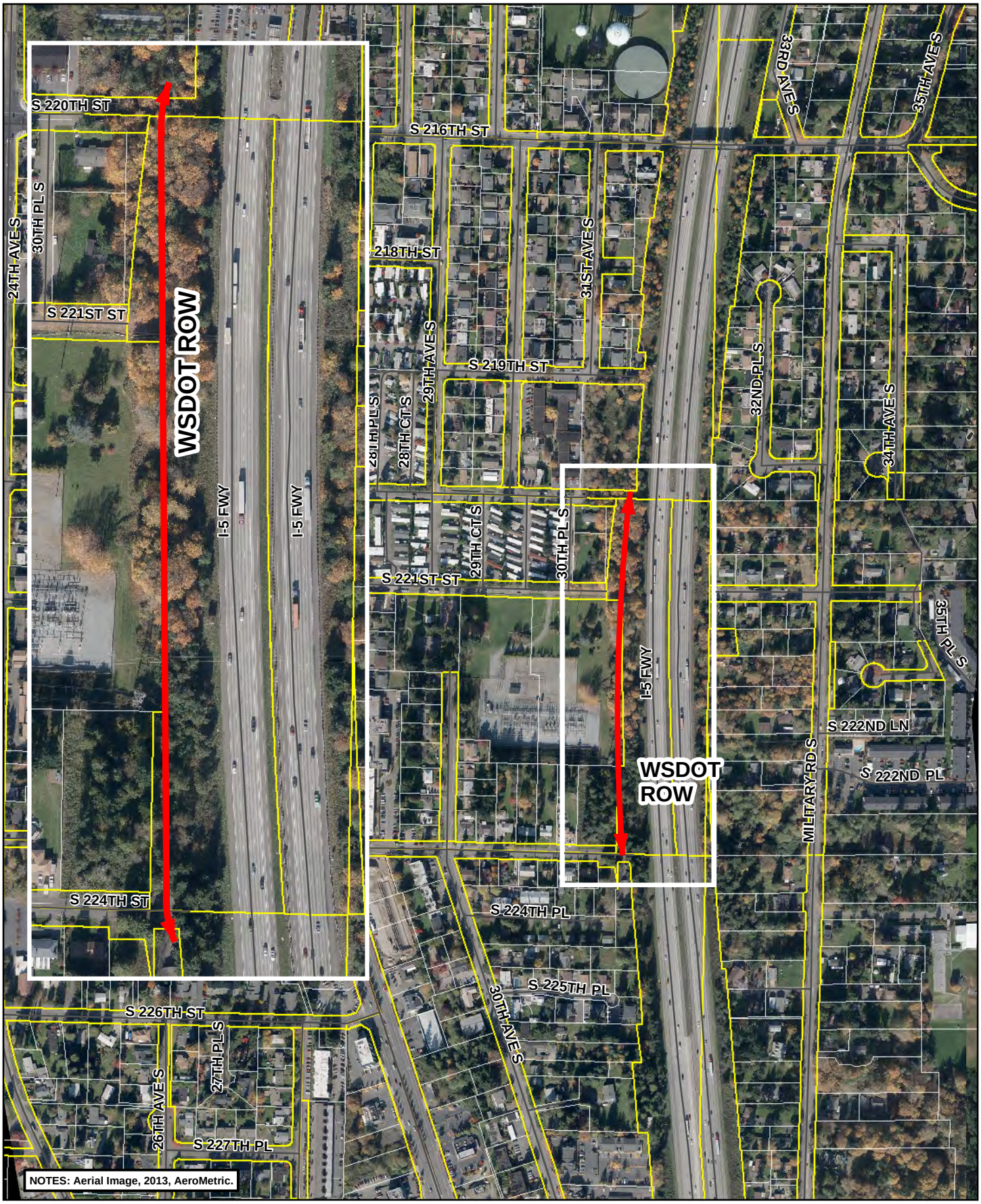

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Parcel of Interest | Parcel | Right-of-Way

Streets

0 350 700 1,050 Feet

FIGURE 3
Surveyed Parcels (WSDOT)
Federal Way Link Extension Project
King County, WA

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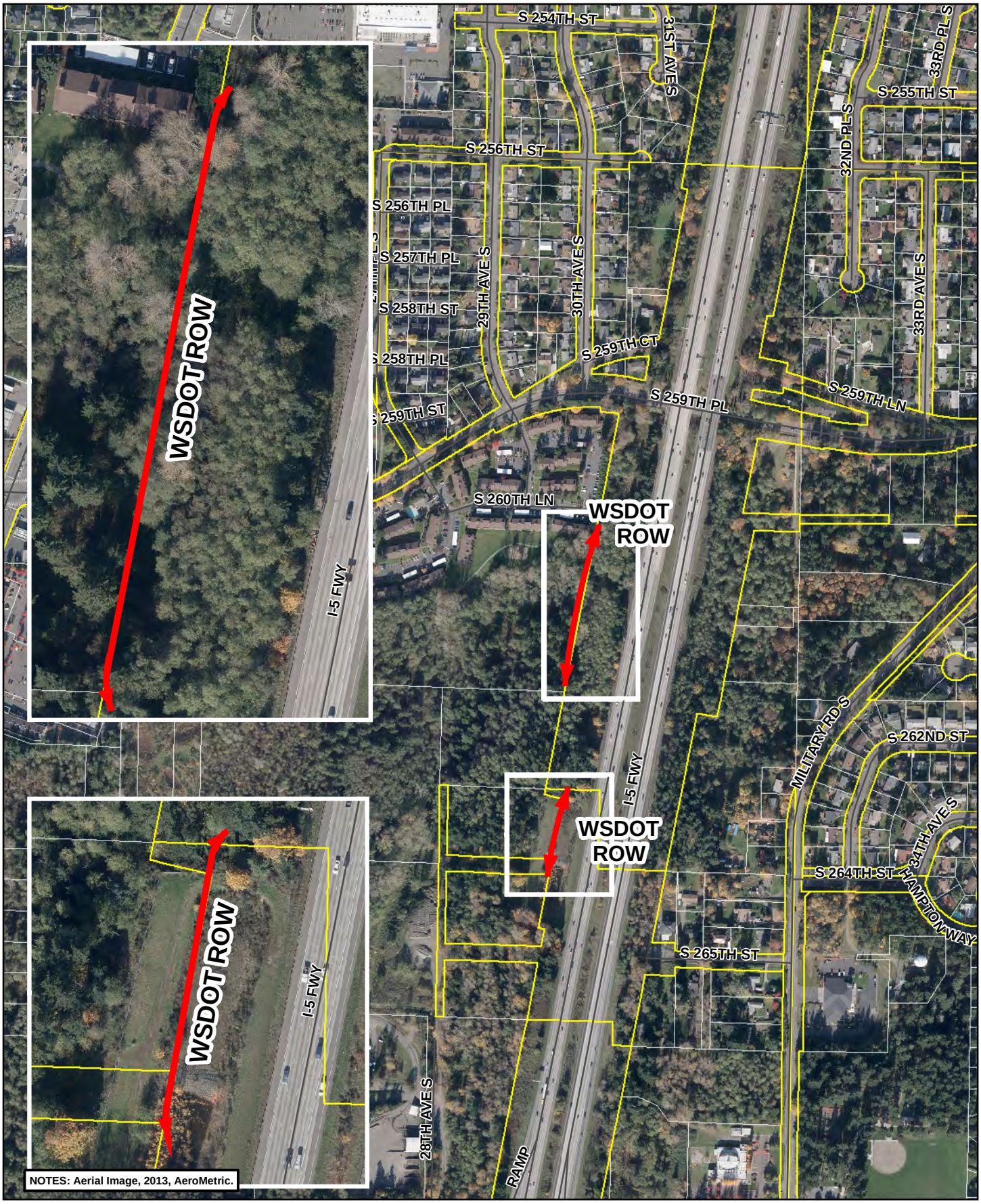

Parcel of Interest | Parcel | Right-of-Way | Streets

N

0 350 700 1,050 Feet

FIGURE 3
Surveyed Parcels (Des Moines)
Federal Way Link Extension Project
King County, WA

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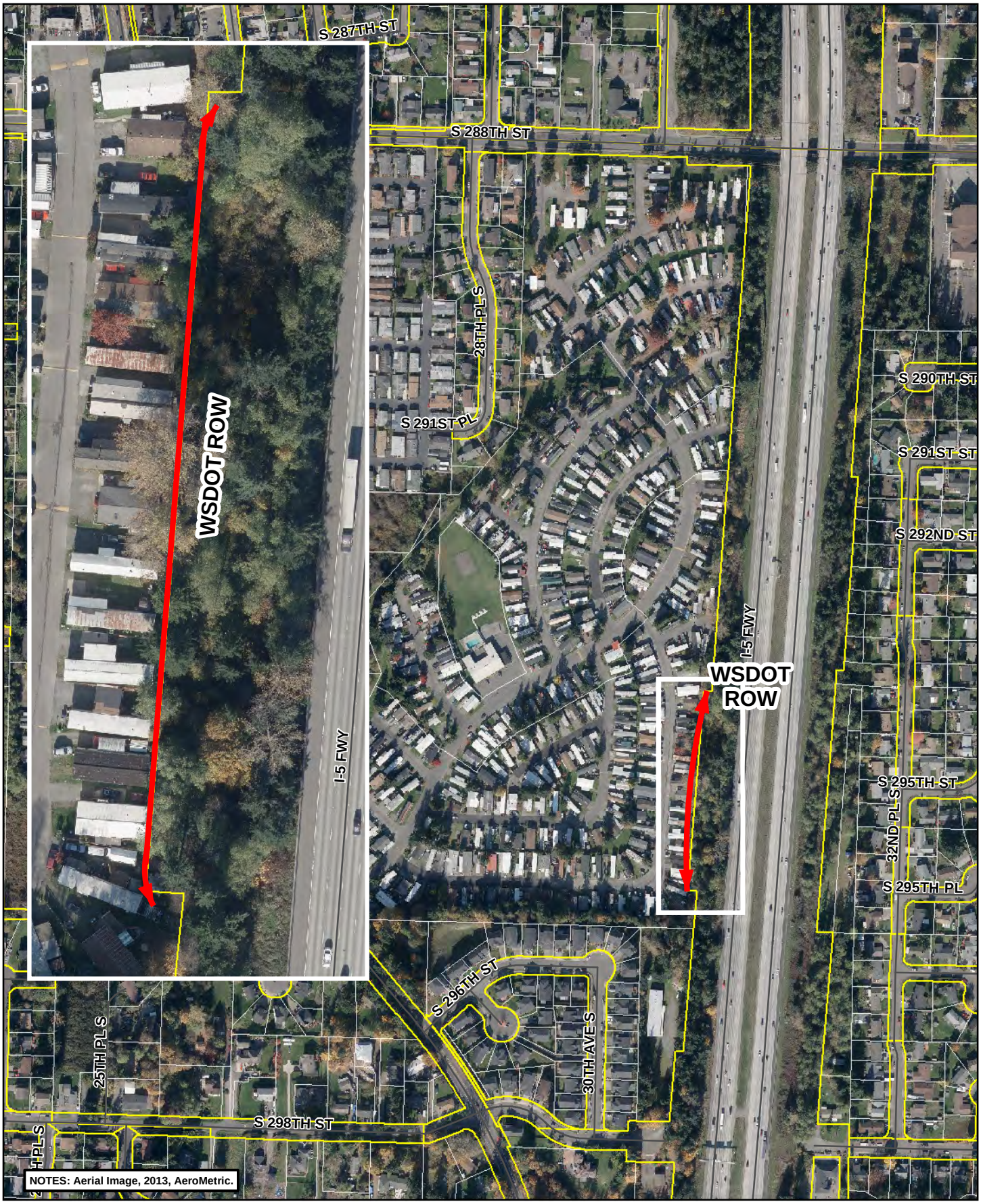

Parcel of Interest | Parcel | Right-of-Way | Streets

N

0 290 580 870 Feet

FIGURE 3
Surveyed Parcels (WSDOT)
Federal Way Link Extension Project
King County, WA

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Appendix B

All Recorded Properties Spreadsheet

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Appendix B
Recorded Properties

FWLE_PIN	Parcel #	Property Name / Type	Site Address	Site City	Year Built	Survey Date	Determination of Eligibility
0056	0253000005	Residential	1472 S 302ND ST 98003	Federal Way	1954	Oct-13	Not Eligible
0057	0253000010	Residential	1464 S 302ND ST 98003	Federal Way	1954	Oct-13	Not Eligible
0070	0253000070	Residential	1471 S 302ND ST 98003	Federal Way	1954	Oct-13	Not Eligible
0071	0253000075	Residential	1463 S 302ND ST 98003	Federal Way	1954	Oct-13	Not Eligible
0094	0253000190	Residential	1464 S 303RD ST 98003	Federal Way	1954	Oct-13	Not Eligible
0095	0253000195	Residential	1472 S 303RD ST 98003	Federal Way	1954	Oct-13	Not Eligible
0096	0253000200	Residential	1471 S 303RD ST 98003	Federal Way	1954	Oct-13	Not Eligible
0180	0253050000	Granite Kitchens Fabrication & Installation	29418 PACIFIC HWY S 98003	Federal Way	1965	Jan-14	Not Eligible
0220	0421049007	Awards By Wilson	29223 PACIFIC HWY S 98003	Federal Way	1963	Oct-13	Not Eligible
0227	0421049023	Residential	30228 MILITARY RD S 98003	Federal Way	1959	Oct-13	Not Eligible
0229	0421049026	Crestwood Animal Hospital	28822 PACIFIC HWY S 98003	Federal Way	1966	Oct-13	Not Eligible
0243	0421049041	commercial	29005 PACIFIC HWY S 98003	Federal Way	1929	Oct-13	Not Eligible
0247	0421049047	Verrazano's Italian Restaurant	28835 PACIFIC HWY S 98003	Federal Way	1928	Oct-13	Not Eligible
0258	0421049072	Jim's Auto Refinishing and Collision Center	28872 PACIFIC HWY S 98003	Federal Way	1955	Oct-13	Not Eligible
0260	0421049074	Thomas Kinkaid	29001 PACIFIC HWY S 98003	Federal Way	1955	Oct-13	Not Eligible
0261	0421049075	Residential	30064 MILITARY RD S 98003	Federal Way	1947	Oct-13	Not Eligible
0263	0421049077	Lake Highline Grange	2902 S 298TH ST 98003	Federal Way	1970	Oct-13	Not Eligible
0273	0421049095	Residential	30028 MILITARY RD S 98003	Federal Way	1954	Oct-13	Not Eligible
0280	0421049106	commercial	30390 PACIFIC HWY S 98003	Federal Way	1949	Oct-13	Not Eligible
0306	0421049135	Residential	29868 18TH AVE S 98003	Federal Way	1960	Jan-14	Not Eligible
0315	0421049144	Residential	30052 MILITARY RD S 98003	Federal Way	1961	Oct-13	Not Eligible
0325	0421049157	Payless Auto Mart	29805 PACIFIC HWY S 98003	Federal Way	1970	Oct-13	Not Eligible
0326	0421049158	Residential	30246 MILITARY RD S 98003	Federal Way	1963	Oct-13	Not Eligible
0344	0421049188	Church of Christ Federal Way	30012 MILITARY RD S 98003	Federal Way	1965	Oct-13	Not Eligible
0376	0421049232	Residential	30036 MILITARY RD S 98003	Federal Way	1955	Oct-13	Not Eligible
0383	0421049242	Vacant Commercial	28866 PACIFIC HWY S 98003	Federal Way	1946	Oct-13	Not Eligible
0416	0521049064	Residential	30011 16TH AVE S 98003	Federal Way	1953	Oct-13	Not Eligible
0423	0521049158	commercial	1520 S DASH POINT RD 98003	Federal Way	1966	Oct-13	Not Eligible
0424	0521049171	Residential	29425 REDONDO WAY S 98003	Federal Way	1939	Oct-13	Not Eligible
0616	0821049060	US Bank	1436 S 312TH ST 98003	Federal Way	1960	Jan-14	Eligible
0620	0821049064	commercial	30833 PACIFIC HWY S 98003	Federal Way	1970	Oct-13	Not Eligible
0639	0821049245	Drew Beaty Family and Cosmetic Dentistry	31003 PACIFIC HWY S 98003	Federal Way	1954	Oct-13	Not Eligible
0682	0921049009	Residential	31016 28TH AVE S 98003	Federal Way	1963	Oct-13	Not Eligible
0689	0921049026	Steel Lake Maintenance Facility	31201 28TH AVE S 98003	Federal Way	1959	Oct-13	Not Eligible
0729	0921049085	Residential	31004 28TH AVE S 98003	Federal Way	1943	Oct-13	Not Eligible
0734	0921049096	Residential	30614 28TH AVE S 98003	Federal Way	1944	Oct-13	Not Eligible
0736	0921049100	Pat's Plumbing Inc.	30459 MILITARY RD S 98003	Federal Way	1966	Oct-13	Not Eligible
0738	0921049102	commercial	30640 PACIFIC HWY S 98003	Federal Way	1965	Oct-13	Not Eligible
0740	0921049106	Al Holz	30402 PACIFIC HWY S 98003	Federal Way	1930	Oct-13	Not Eligible
0741	0921049107	commercial	30412 PACIFIC HWY S 98003	Federal Way	1927	Oct-13	Not Eligible
0744	0921049110	commercial	31220 PACIFIC HWY S 98003	Federal Way	1947	Oct-13	Not Eligible
0746	0921049112	commercial	31218 PACIFIC HWY S 98003	Federal Way	1962	Oct-13	Not Eligible
0748	0921049115	Residential	31000 28TH AVE S 98003	Federal Way	1943	Oct-13	Not Eligible
0752	0921049120	Oriental Garden Center	30650 PACIFIC HWY S 98003	Federal Way	1962	Oct-13	Not Eligible
0755	0921049124	View at the Lake Apartments	30602 PACIFIC HWY S 98003	Federal Way	1969	Oct-13	Not Eligible

Appendix B
Recorded Properties

FWLE_PIN	Parcel #	Property Name / Type	Site Address	Site City	Year Built	Survey Date	Determination of Eligibility
0758	0921049129	Elephant Car Wash	31458 PACIFIC HWY S 98003	Federal Way	1970	Jan-14	Not Eligible
0763	0921049136	Residential	1651 S 304TH ST 98003	Federal Way	1929	Oct-13	Not Eligible
0781	0921049162	Blue Spring Chiropractic	1627 S 312TH ST 98003	Federal Way	1960	Oct-13	Not Eligible
0794	0921049182	Residential	30642 28TH AVE S 98003	Federal Way	1949	Oct-13	Not Eligible
0808	0921049197	Residential	31250 28TH AVE S 98003	Federal Way	1968	Oct-13	Not Eligible
0817	0921049214	Residential	31228 28TH AVE S 98003	Federal Way	1943	Oct-13	Not Eligible
0818	0921049217	commercial	30421 PACIFIC HWY S 98003	Federal Way	1963	Oct-13	Not Eligible
0820	0921049220	Residential	30425 MILITARY RD S 98003	Federal Way	1961	Oct-13	Not Eligible
0832	0921049232	The Hair Joint	30423 PACIFIC HWY S 98003	Federal Way	1964	Oct-13	Not Eligible
0833	0921049233	Vacant Commercial	31405 18TH AVE S 98003	Federal Way	1959	Oct-13	Not Eligible
0845	0921049245	Residential	31612 28TH AVE S 98003	Federal Way	1951	Oct-13	Not Eligible
0850	0921049250	Residential	31104 28TH AVE S 98003	Federal Way	1959	Oct-13	Not Eligible
0851	0921049251	Residential	30802 28TH AVE S 98003	Federal Way	1954	Oct-13	Not Eligible
0853	0921049253	Federal Way Auto Glass	30419 PACIFIC HWY S 98003	Federal Way	1966	Oct-13	Not Eligible
0865	0921049265	commercial strip	31254 PACIFIC HWY S 98003	Federal Way	1961	Jan-14	Not Eligible
0893	0921049311	Residential	2834 S 308TH LN 98003	Federal Way	1955	Oct-13	Not Eligible
0894	0921049312	Residential	2840 S 308TH LN 98003	Federal Way	1954	Oct-13	Not Eligible
0896	0921049314	Residential	2833 S 308TH LN 98003	Federal Way	1954	Oct-13	Not Eligible
0897	0921049315	Residential	2839 S 308TH LN 98003	Federal Way	1956	Oct-13	Not Eligible
0914	0922049036	New West Motel	21450 PACIFIC HWY S 98198	SeaTac	1955	Oct-13	Not Eligible
0920	0922049053	Furney's Nursery	21215 PACIFIC HWY S 98198	Des Moines	1968	Oct-13	Not Eligible
0922	0922049056	Residential	3010 S 216TH ST 98198	SeaTac	1939	Jan-14	Not Eligible
0928	0922049069	Furney's Nursery	21215 PACIFIC HWY S 98198	Des Moines	1930	Jan-14	Not Eligible
0942	0922049119	Residential	3009 S 208TH ST 98198	SeaTac	1959	Oct-13	Not Eligible
0983	0922049242	Carniceria Aguilera	20856 PACIFIC HWY S 98198	SeaTac	1949	Oct-13	Not Eligible
0984	0922049243	Vacant	20848 PACIFIC HWY S 98198	SeaTac	1947	Oct-13	Not Eligible
0985	0922049245	Residential	3001 S 208TH ST 98198	SeaTac	1910	Oct-13	Not Eligible
0995	0922049291	T&C Premier Auto	21104 PACIFIC HWY S 98198	SeaTac	1965	Oct-13	Not Eligible
1006	0922049316	NAPA Auto Parts/ Angle Lake Cyclery	20804 PACIFIC HWY S 98198	SeaTac	1953	Oct-13	Not Eligible
1432	1397800040	Residential	26904 28TH AVE S 98032	Kent	1957	Oct-13	Not Eligible
1437	1522049018	Park of the Pines Auditorium	23458 32ND AVE S 98032	Kent	1969	Oct-13	Not Eligible
1621	1555300490	Residential	24837 34TH AVE S 98032	Kent	1967	Oct-13	Not Eligible
1622	1555300500	Residential	24829 34TH AVE S 98032	Kent	1969	Oct-13	Not Eligible
1623	1555300510	Residential	3316 S 248TH PL 98032	Kent	1969	Oct-13	Not Eligible
1626	1555300540	Residential	24803 35TH AVE S 98032	Kent	1969	Jan-14	Not Eligible
1629	1622049016	Highline College (HC): Buildings 12, 13, 14, 15, 16	2400 S 240th St 98198	Des Moines	1964	Oct-13	Eligible
1633	1622049040	Residential	2635 S 226TH ST 98198	Des Moines	1955	Jan-14	Not Eligible
1639	1622049066	Residential	2712 S KENT-DES MOINES RD 98198	Des Moines	1961	Jan-14	Not Eligible
1640	1622049068	Seaview Apartments	22816 28TH AVE S 98198	Des Moines	1969	Jan-14	Not Eligible
1674	1622049163	Midway Auto Repair	2802 S KENT-DES MOINES RD 98198	Des Moines	1962	Jan-14	Not Eligible
1686	1622049200	Terrace Apartments	22620 28TH AVE S 98198	Des Moines	1968	Oct-13	Not Eligible
1691	1622049228	Residential	22609 28TH AVE S 98198	Des Moines	1960	Jan-14	Not Eligible
1718	1950900125	Residential	3025 S 252ND ST 98032	Kent	1959	Oct-13	Not Eligible
1719	1950900130	Residential	3019 S 252ND ST 98032	Kent	1957	Oct-13	Not Eligible
1783	1951300080	Residential	25636 30TH AVE S 98032	Kent	1958	Oct-13	Not Eligible

Appendix B
Recorded Properties

FWLE_PIN	Parcel #	Property Name / Type	Site Address	Site City	Year Built	Survey Date	Determination of Eligibility
1784	1951300085	Residential	25644 30TH AVE S 98032	Kent	1958	Oct-13	Not Eligible
1786	1951300095	Residential	25660 30TH AVE S 98032	Kent	1958	Oct-13	Not Eligible
1791	1951500015	Residential	3018 S 253RD ST 98032	Kent	1959	Oct-13	Not Eligible
1792	1951500020	Residential	3022 S 253RD ST 98032	Kent	1959	Oct-13	Not Eligible
1793	1951500025	Residential	3017 S 253RD ST 98032	Kent	1959	Oct-13	Not Eligible
1804	1951500080	Residential	25338 31ST AVE S 98032	Kent	1959	Oct-13	Not Eligible
1805	1951500085	Residential	25344 31ST AVE S 98032	Kent	1959	Oct-13	Not Eligible
1806	1951500090	Residential	25404 31ST AVE S 98032	Kent	1959	Oct-13	Not Eligible
1807	1951500095	Residential	25410 31ST AVE S 98032	Kent	1959	Oct-13	Not Eligible
1808	1951500100	Residential	25416 31ST AVE S 98032	Kent	1959	Oct-13	Not Eligible
1809	1951500105	Residential	25422 31ST AVE S 98032	Kent	1959	Oct-13	Not Eligible
1810	1951500110	Residential	25425 31ST AVE S 98032	Kent	1959	Oct-13	Not Eligible
1815	1951500135	Residential	3020 S 256TH ST 98032	Kent	1959	Oct-13	Not Eligible
1816	1951500140	Residential	3026 S 256TH ST 98032	Kent	1959	Oct-13	Not Eligible
1868	1953400220	Residential	23203 28TH AVE S 98198	Des Moines	1961	Jan-14	Not Eligible
1869	1953400225	Residential	23211 28TH AVE S 98198	Des Moines	1961	Jan-14	Not Eligible
1870	1953400230	Residential	23219 28TH AVE S 98198	Des Moines	1960	Jan-14	Not Eligible
1871	1953400235	Residential	23227 28TH AVE S 98198	Des Moines	1957	Jan-14	Not Eligible
1872	1953400240	Residential	23235 28TH AVE S 98198	Des Moines	1957	Jan-14	Not Eligible
1873	1953400245	Residential	23243 28TH AVE S 98198	Des Moines	1957	Jan-14	Not Eligible
1874	1953400250	Residential	23251 28TH AVE S 98198	Des Moines	1956	Jan-14	Not Eligible
1875	1953400255	Residential	23259 28TH AVE S 98198	Des Moines	1956	Jan-14	Not Eligible
1884	1953400300	Residential	23208 28TH AVE S 98198	Des Moines	1959	Jan-14	Not Eligible
1885	1953400305	Residential	23216 28TH AVE S 98198	Des Moines	1958	Jan-14	Not Eligible
1886	1953400310	Residential	23222 28TH AVE S 98198	Des Moines	1957	Jan-14	Not Eligible
1887	1953400315	Residential	23226 28TH AVE S 98198	Des Moines	1957	Jan-14	Not Eligible
1888	1953400320	Residential	23234 28TH AVE S 98198	Des Moines	1957	Jan-14	Not Eligible
1889	1953400325	Residential	23242 28TH AVE S 98198	Des Moines	1958	Jan-14	Not Eligible
1890	1953400330	Residential	23252 28TH AVE S 98198	Des Moines	1957	Jan-14	Not Eligible
1891	1953400335	Residential	23260 28TH AVE S 98198	Des Moines	1957	Jan-14	Not Eligible
1892	1953400340	Residential	23404 28TH AVE S 98198	Des Moines	1959	Jan-14	Not Eligible
1893	1953400345	Residential	23410 28TH AVE S 98198	Des Moines	1959	Jan-14	Not Eligible
1894	1953400350	Residential	23418 28TH AVE S 98198	Des Moines	1958	Jan-14	Not Eligible
1895	1953400355	Residential	23426 28TH AVE S 98198	Des Moines	1958	Jan-14	Not Eligible
1896	1953400360	Residential	23436 28TH AVE S 98198	Des Moines	1957	Jan-14	Not Eligible
1897	1953400365	Residential	23438 28TH AVE S 98198	Des Moines	1957	Jan-14	Not Eligible
1898	1953400370	Residential	23450 28TH AVE S 98198	Des Moines	1957	Jan-14	Not Eligible
1899	1953400375	Residential	23456 28TH AVE S 98198	Des Moines	1957	Jan-14	Not Eligible
1900	1953400380	Residential	2721 S 234TH ST 98198	Des Moines	1957	Jan-14	Not Eligible
1901	1953400385	Residential	23411 28TH AVE S 98198	Des Moines	1957	Jan-14	Not Eligible
1902	1953400390	Residential	23419 28TH AVE S 98198	Des Moines	1957	Jan-14	Not Eligible
1903	1953400395	Residential	23427 28TH AVE S 98198	Des Moines	1957	Jan-14	Not Eligible
1904	1953400400	Residential	23435 28TH AVE S 98198	Des Moines	1957	Jan-14	Not Eligible
1905	1953400405	Residential	23443 28TH AVE S 98198	Des Moines	1957	Jan-14	Not Eligible
1906	1953400410	Residential	23449 28TH AVE S 98198	Des Moines	1957	Jan-14	Not Eligible

Appendix B
Recorded Properties

FWLE_PIN	Parcel #	Property Name / Type	Site Address	Site City	Year Built	Survey Date	Determination of Eligibility
1907	1953400415	Residential	2720 S 236TH ST 98198	Des Moines	1957	Jan-14	Not Eligible
1983	2122049006	Contour Countertops	24602 PACIFIC HWY S 98032	Kent	1968	Oct-13	Not Eligible
1988	2122049015	US Towing Office	24816 PACIFIC HWY S 98032	Kent	1957	Oct-13	Not Eligible
2003	2122049046	Widing Transportation	24300 PACIFIC HWY S 98032	Kent	1951	Oct-13	Not Eligible
2005	2122049052	Sunset Motel	25006 PACIFIC HWY S 98032	Kent	1950	Oct-13	Not Eligible
2012	2122049062	Residential	25460 22ND AVE S 98198	Des Moines	1952	Oct-13	Not Eligible
2034	2122049106	Midway Mobile Mansions	24426 PACIFIC HWY S 98032	Kent	1949	Oct-13	Not Eligible
2052	2122049142	JC Marble Expo	25447 PACIFIC HWY S 98198	Des Moines	1968	Oct-13	Not Eligible
2062	2122049155	Pacific Fleet Sales	24432 PACIFIC HWY S 98032	Kent	1955	Oct-13	Not Eligible
2064	2122049160	Les Schwab Tires	25101 PACIFIC HWY S 98032	Kent	1966	Oct-13	Not Eligible
2120	2156400201	Commercial	22247 PACIFIC HWY S 98198	Des Moines	1948	Oct-13	Not Eligible
2121	2156400202	Emerald Thai Cuisine	22228 PACIFIC HWY S 98198	Des Moines	1948	Oct-13	Not Eligible
2123	2156400220	Legend Motel	22204 PACIFIC HWY S 98198	Des Moines	1959	Oct-13	Not Eligible
2124	2156400221	Residential	2628 S 222ND ST 98198	Des Moines	1966	Oct-13	Not Eligible
2125	2156400223	Vacant Commercial	22205 PACIFIC HWY S 98198	Des Moines	1938	Oct-13	Not Eligible
2128	2156400242	Southwest Auto Repair	22017 28TH AVE S 98198	Des Moines	1928	Oct-13	Not Eligible
2130	2156400259	Des Moines Veterinary Hospital	21935 PACIFIC HWY S 98198	Des Moines	1964	Oct-13	Not Eligible
2134	2156400270	Pete's Welding	21841 PACIFIC HWY S 98198	Des Moines	1955	Oct-13	Not Eligible
2137	2156400301	Bartell Drugs	21615 PACIFIC HWY S 98198	Des Moines	1957	Oct-13	Not Eligible
2138	2156400302	Adult Airport Video	21635 PACIFIC HWY S 98198	Des Moines	1958	Oct-13	Not Eligible
2140	2156400305	Spa Warehouse	21665 PACIFIC HWY S 98198	Des Moines	1960	Oct-13	Not Eligible
2141	2156400320	Winston 99 Auto Repair	21606 PACIFIC HWY S 98198	Des Moines	1963	Oct-13	Not Eligible
2142	2156400321	Los Pinitos Mexican Restaurant	21624 PACIFIC HWY S 98198	Des Moines	1963	Oct-13	Not Eligible
2143	2156400322	West View Motel	2717 S 216TH ST 98198	Des Moines	1953	Oct-13	Not Eligible
2159	2156400461	Residential	3018 S 221ST ST 98198	Des Moines	1953	Oct-13	Not Eligible
2161	2156400467	Residential	3027 S 220TH ST 98198	Des Moines	1962	Oct-13	Not Eligible
2250	2500600017	Residential	2812 S 226TH ST 98198	Des Moines	1943	Jan-14	Not Eligible
2255	2500600050	Residential	22659 PACIFIC HWY S 98198	Des Moines	1950	Jan-14	Not Eligible
2256	2500600060	Light industrial warehouse	22805 PACIFIC HWY S 98198	Des Moines	1966	Oct-13	Not Eligible
2258	2500600071	SAV-ON Insurance Agency	22815 PACIFIC HWY S 98198	Des Moines	1966	Oct-13	Not Eligible
2259	2500600080	Commercial	22837 PACIFIC HWY S 98198	Des Moines	1959	Oct-13	Not Eligible
2261	2500600090	Midway Casino	22855 PACIFIC HWY S 98198	Des Moines	1955	Oct-13	Not Eligible
2262	2500600092	Mobile Home Park	22865 PACIFIC HWY S 98198	Des Moines	1962	Oct-13	Not Eligible
2263	2500600095	7-Eleven	2904 KENT-DES MOINES RD 98198	Des Moines	1969	Jan-14	Not Eligible
2268	2500600126	Edgecliff Apartments	22405 30TH AVE S 98198	Des Moines	1964	Oct-13	Not Eligible
2269	2500600135	Villette Apartments	22415 30TH AVE S 98198	Des Moines	1961	Jan-14	Not Eligible
2272	2500600141	Winlo Apartments	22421 30TH AVE S 98198	Des Moines	1959	Jan-14	Not Eligible
2273	2500600145	Residential	22431 30TH AVE S 98198	Des Moines	1958	Jan-14	Not Eligible
2274	2500600146	Salon Belleza Latina/State Farm	22444 PACIFIC HWY S 98198	Des Moines	1955	Oct-13	Not Eligible
2275	2500600148	Residential	22437 30TH AVE S 98198	Des Moines	1953	Jan-14	Not Eligible
2277	2500600152	Barber Shop/Smoke Shop	22456 PACIFIC HWY S 98198	Des Moines	1956	Oct-13	Not Eligible
2280	2500600160	Residential	22515 30TH AVE S 98198	Des Moines	1957	Oct-13	Not Eligible
2281	2500600165	Residential	22521 30TH AVE S 98198	Des Moines	1964	Oct-13	Not Eligible
2284	2500600176	Vacant Commercial	22624 PACIFIC HWY S 98198	Des Moines	1952	Oct-13	Not Eligible
2293	2500600200	Canopy World, Inc.	22820 PACIFIC HWY S 98198	Des Moines	1966	Jan-14	Not Eligible

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Recorded Properties

FWLE_PIN	Parcel #	Property Name / Type	Site Address	Site City	Year Built	Survey Date	Determination of Eligibility
2295	2500600215	MD Clothing/ Allstar Barbers	22850 PACIFIC HWY S 98198	Des Moines	1950	Oct-13	Not Eligible
2296	2500600220	Residential	22843 30TH AVE S 98198	Des Moines	1940	Oct-13	Not Eligible
2298	2500600222	Pacific Ridge Apartments	22855 30TH AVE S 98198	Des Moines	1958	Oct-13	Not Eligible
2299	2500600226	Secrets Adult Entertainment	22862 PACIFIC HWY S 98198	Des Moines	1934	Oct-13	Not Eligible
2305	2500600270	Residential	23205 A 30TH AVE S 98198	Des Moines	1939	Oct-13	Not Eligible
2306	2500600275	Residential	23215 30TH AVE S 98198	Des Moines	1959	Oct-13	Not Eligible
2309	2500600288	Residential	3043 S 224TH ST 98198	Des Moines	1955	Oct-13	Not Eligible
2310	2500600289	Residential	3033 S 224TH ST 98198	Des Moines	1951	Oct-13	Not Eligible
2313	2500600292	Residential	3049 S 224TH ST 98198	Des Moines	1953	Oct-13	Not Eligible
2325	2500600300	Residential	22426 30TH AVE S 98198	Des Moines	1938	Oct-13	Not Eligible
2327	2500600302	Residential	3025 S 225TH ST 98198	Des Moines	1943	Oct-13	Not Eligible
2335	2500600310	Residential	22610 30TH AVE S 98198	Des Moines	1948	Oct-13	Not Eligible
2336	2500600311	Residential	22606 30TH AVE S 98198	Des Moines	1955	Oct-13	Not Eligible
2337	2500600312	Residential	22600 30TH AVE S 98198	Des Moines	1946, 1955	Oct-13	Not Eligible
2342	2500600321	Residential	22624 30TH AVE S 98198	Des Moines	1954	Jan-14	Not Eligible
2343	2500600322	Residential	22706 30TH AVE S 98198	Des Moines	1960	Oct-13	Not Eligible
2344	2500600323	Residential	3030 S 227TH ST 98198	Des Moines	1963	Oct-13	Not Eligible
2347	2500600355	Residential	3027 S 231ST ST 98198	Des Moines	1958	Oct-13	Not Eligible
2349	2500600358	Residential	3026 S 231ST ST 98198	Des Moines	1950	Oct-13	Not Eligible
2351	2500600361	Residential	23116 30TH AVE S 98198	Des Moines	1956	Oct-13	Not Eligible
2352	2500600362	Residential	23124 30TH AVE S 98198	Des Moines	1956	Oct-13	Not Eligible
2355	2500600365	Residential	23214 30TH AVE S 98198	Des Moines	1950	Oct-13	Not Eligible
2356	2500600366	Residential	23208 30TH AVE S 98198	Des Moines	1946	Oct-13	Not Eligible
2358	2500600370	King's Arms Motel	23226 30TH AVE S 98198	Des Moines	1963	Oct-13	Not Eligible
2360	2500600396	A to B Auto Sales	23418 30TH AVE S 98032	Kent	1950	Oct-13	Not Eligible
2363	2500600410	Commercial warehouse	23448 30TH AVE S 98032	Kent	1965	Oct-13	Not Eligible
2365	2500600415	Light industrial commercial	23454 30TH AVE S 98032	Kent	1968	Oct-13	Not Eligible
2369	2500600419	Murray's Collision Center	23608 30TH AVE S 98032	Kent	1964	Oct-13	Not Eligible
2371	2500600425	Park of the Pines (Lot 8)	23634 30TH AVE S 98032	Kent	1936	Oct-13	Not Eligible
2381	2500600455	Vacant Commercial	23250 PACIFIC HWY S 98032	Kent	1955	Oct-13	Not Eligible
2383	2500600465	Dollar Tree	23418 PACIFIC HWY S 98032	Kent	1962	Oct-13	Not Eligible
2386	2500600485	Commercial	23434 PACIFIC HWY S 98032	Kent	1935	Oct-13	Not Eligible
2392	2500600505	Miday Moto Sports Auto Sales	23616 PACIFIC HWY S 98032	Kent	1962	Oct-13	Not Eligible
2394	2500600515	College Inn Apartments	23634 PACIFIC HWY S 98032	Kent	1955	Oct-13	Not Eligible
2395	2500600520	Cocina Mexicana	23646 PACIFIC HWY S 98032	Kent	1946	Oct-13	Not Eligible
2396	2500600525	KMB Garage	23647 30TH AVE S 98032	Kent	1961	Oct-13	Not Eligible
2397	2500600530	Kim's Nails/Barber Shop	23800 PACIFIC HWY S 98032	Kent	1947	Oct-13	Not Eligible
2401	2500600541	JJ's Bar and Grill	23826 PACIFIC HWY S 98032	Kent	1932	Oct-13	Not Eligible
2402	2500600543	Briarwood Apartments	23829 30TH AVE S 98032	Kent	1962	Oct-13	Not Eligible
2403	2500600555	Tip Top Mobile Home Park	2912 S 240TH ST 98032	Kent	1931	Oct-13	Not Eligible
2415	2500600615	TL Sea Diving	23405 PACIFIC HWY S 98198	Des Moines	1930	Oct-13	Not Eligible
2417	2500600622	Vacant Commercial	23407 PACIFIC HWY S 98198	Des Moines	1947	Oct-13	Not Eligible
2420	2500600641	Vacant Commercial	23601 PACIFIC HWY S 98198	Des Moines	1949	Oct-13	Not Eligible
2421	2500600650	KB Kitchen and Bath	23609 PACIFIC HWY S 98198	Des Moines	1947	Oct-13	Not Eligible
2424	2500600665	Tool Town	23639 PACIFIC HWY S 98198	Des Moines	1954	Oct-13	Not Eligible

Appendix B
Recorded Properties

FWLE_PIN	Parcel #	Property Name / Type	Site Address	Site City	Year Built	Survey Date	Determination of Eligibility
2425	2500600670	Midway Cleaners	23647 PACIFIC HWY S 98032	Kent	1946	Oct-13	Not Eligible
2426	2500600675	Tea Garden/Midway Insurance	23655 PACIFIC HWY S 98032	Kent	1960	Oct-13	Not Eligible
2427	2500600677	Birchtree Apartments	23653 PACIFIC HWY S 98198	Kent	1966	Oct-13	Not Eligible
2446	2503000035	Hair Essentials	1443 S 308TH ST 98003	Federal Way	1954	Oct-13	Not Eligible
2447	2503000040	Lake Village Apartments	1453 S 308TH ST 98003	Federal Way	1957	Oct-13	Not Eligible
2448	2558170010	commercial	30504 PACIFIC HWY S 98003	Federal Way	1962	Oct-13	Not Eligible
2460	2558170130	Animal Hospital	1700 S 305TH PL 98003	Federal Way	1968	Oct-13	Not Eligible
2500	2724200390	Residential	3118 S 219TH ST 98198	Des Moines	1950	Oct-13	Not Eligible
2504	2724200490	Residential	21810 31ST AVE S 98198	Des Moines	1958	Oct-13	Not Eligible
2505	2724200495	Residential	21804 31ST AVE S 98198	Des Moines	1954	Oct-13	Not Eligible
2509	2724200600	Residential	21636 31ST AVE S 98198	Des Moines	1940	Oct-13	Not Eligible
2518	2724200730	Residential	21635 31ST AVE S 98198	Des Moines	1966	Oct-13	Not Eligible
2525	2724200825	Residential	21807 31ST AVE S 98198	Des Moines	1959	Oct-13	Not Eligible
2526	2724200840	Residential	21815 31ST AVE S 98198	Des Moines	1938	Oct-13	Not Eligible
2605	2822049027	Residential	2211 S 260TH ST 98198	Des Moines	1956	Oct-13	Not Eligible
2616	2822049053	Pacific Rod and Custom	26460 PACIFIC HWY S 98032	Kent	1952	Oct-13	Not Eligible
2651	2822049123	Ranger Tugs Boat and Trailer Sales	25802 PACIFIC HWY S 98032	Kent	1947	Oct-13	Not Eligible
2653	2822049127	Residential	3015 S 259TH CT 98032	Kent	1958	Oct-13	Not Eligible
2669	2822049154	Lupita's Tires and Wheels	27050 PACIFIC HWY S 98032	Kent	1961	Oct-13	Not Eligible
2671	2822049156	Shell	26010 PACIFIC HWY S 98032	Kent	1960	Oct-13	Not Eligible
2679	2822049175	Residential	3014 S 259TH CT 98032	Kent	1946	Oct-13	Not Eligible
2692	2822049196	Residential	26802 28TH AVE S 98032	Kent	1967	Oct-13	Not Eligible
2693	2822049197	Residential	26810 28TH AVE S 98032	Kent	1967	Oct-13	Not Eligible
2694	2822049198	Residential	26818 28TH AVE S 98032	Kent	1967	Oct-13	Not Eligible
2695	2822049199	Residential	26826 28TH AVE S 98032	Kent	1967	Oct-13	Not Eligible
2699	2822049203	commercial	26701 28TH AVE S 98032	Kent	1970	Jan-14	Not Eligible
2776	3040200070	commercial	29314 PACIFIC HWY S 98003	Federal Way	1961	Oct-13	Not Eligible
2781	3040200081	Vacant Commercial	29404 PACIFIC HWY S 98003	Federal Way	1928	Oct-13	Not Eligible
2787	3040200095	Residential	29431 18TH AVE S	Federal Way	1952	Oct-13	Not Eligible
3059	3322049042	La Madera Apartments	28620 PACIFIC HWY S 98003	Federal Way	1946	Oct-13	Not Eligible
3062	3322049055	State Farm Insurance	27203 PACIFIC HWY S 98003	Federal Way	1926	Oct-13	Not Eligible
3063	3322049057	commercial	28707 PACIFIC HWY S 98003	Federal Way	1966	Oct-13	Not Eligible
3108	3322049140	Residential	28212 29TH AVE S 98003	Federal Way	1965	Oct-13	Not Eligible
3119	3322049155	J n B Furniture	28631 PACIFIC HWY S 98003	Federal Way	1948	Oct-13	Not Eligible
3121	3322049157	Blue Ridge Apartment	28606 PACIFIC HWY S 98003	Federal Way	1964	Oct-13	Not Eligible
3122	3322049158	commercial	28717 PACIFIC HWY S 98003	Federal Way	1946	Oct-13	Not Eligible
3126	3322049162	Residential	2920 S 284TH ST 98003	Federal Way	1945	Oct-13	Not Eligible
3218	3445000070	Skyway Inn	20045 INTERNATIONAL BLVD 98198	SeaTac	1947	Oct-13	Not Eligible
3237	3445000126	The Firs Mobile Home Park	20440 PACIFIC HWY S 98198	SeaTac	1968	Oct-13	Not Eligible
3253	3445000215	Payless Car	20636 PACIFIC HWY S 98198	SeaTac	1956	Oct-13	Not Eligible
3389	3601800076	Apker's Classics Car Sales	24620 PACIFIC HWY S 98032	Kent	1968	Oct-13	Not Eligible
3390	3601800101	State Farm/All Sight Vision Care	24800 PACIFIC HWY S 98032	Kent	1965	Oct-13	Not Eligible
3393	3601800160	Pawn Depot	24615 PACIFIC HWY S 98032	Kent	1962	Oct-13	Not Eligible
3394	3601800165	Cabinet Trends	24619 PACIFIC HWY S 98032	Kent	1966	Oct-13	Not Eligible
3397	3601800295	Seattle Full Gospel Church	24645 PACIFIC HWY S 98032	Kent	1966	Oct-13	Not Eligible

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FWLE_PIN	Parcel #	Property Name / Type	Site Address	Site City	Year Built	Survey Date	Determination of Eligibility
3399	3601800380	Residential	24603 27TH AVE S 98032	Kent	1948	Oct-13	Not Eligible
3444	3602400154	Seutsay Auto Body and Used Car Sales	24401 PACIFIC HWY S 98032	Kent	1963	Oct-13	Not Eligible
3445	3602400160	Iolani One Bedroom Apartments	24415 PACIFIC HWY S 98032	Kent	1943	Oct-13	Not Eligible
3446	3602400163	National Business Systems, Inc.	24425 PACIFIC HWY S 98032	Kent	1966	Oct-13	Not Eligible
3447	3602400166	Skip's Auto Body	24433 PACIFIC HWY S 98032	Kent	1967	Oct-13	Not Eligible
3448	3602400178	Puget Sound Alignment	24441 PACIFIC HWY S 98032	Kent	1969	Oct-13	Not Eligible
3449	3602400182	Vacant Commercial	24443 PACIFIC HWY S 98032	Kent	1960	Oct-13	Not Eligible
3459	3602400186	Joe's Auto Repair	24453 PACIFIC HWY S 98032	Kent	1958	Oct-13	Not Eligible
3460	3602400202	Residential	24444 27TH AVE S 98032	Kent	1961	Oct-13	Not Eligible
3513	3603600330	Alaska Trailer Park	2703 S 240TH ST	Kent	1956	Oct-13	Not Eligible
3517	3603600530	Residential	2803 S 240TH ST 98198	Kent	1930	Oct-13	Not Eligible
3518	3603600540	Residential	2809 S 240TH ST 98198	Kent	1947	Oct-13	Not Eligible
3519	3603600565	Midway Tropical Fish and Pet	24101 PACIFIC HWY S 98198	Kent	1965	Oct-13	Not Eligible
3592	3674400010	Residential	29603 18TH AVE S 98003	Federal Way	1956	Oct-13	Not Eligible
3593	3674400015	Residential	29609 18TH AVE S 98003	Federal Way	1955	Oct-13	Not Eligible
3594	3674400030	Residential	29615 18TH AVE S 98003	Federal Way	1955	Oct-13	Not Eligible
3595	3674400035	Residential	29621 18TH AVE S 98003	Federal Way	1959	Oct-13	Not Eligible
3596	3674400050	Residential	29627 18TH AVE S 98003	Federal Way	1959	Oct-13	Not Eligible
3597	3674400055	Residential	29633 18TH AVE S 98003	Federal Way	1952	Oct-13	Not Eligible
3613	3674400160	Residential	29850 18TH AVE S 98003	Federal Way	1949	Oct-13	Not Eligible
3806	4013200006	Vilma's Signs	30432 MILITARY RD S 98003	Federal Way	1944	Oct-13	Not Eligible
4491	5018200005	Residential	21463 29TH AVE S 98198	SeaTac	1959	Jan-14	Not Eligible
4498	5018200040	Residential	21405 29TH AVE S 98198	SeaTac	1958	Oct-13	Not Eligible
4533	5083000075	Residential	21203 32ND AVE S 98198	SeaTac	1956	Oct-13	Not Eligible
4534	5083000080	Residential	21211 32ND AVE S 98198	SeaTac	1956	Oct-13	Not Eligible
4535	5083000085	Residential	21215 32ND AVE S 98198	SeaTac	1956	Oct-13	Not Eligible
4536	5083000090	Residential	21223 32ND AVE S 98198	SeaTac	1957	Oct-13	Not Eligible
4537	5083000095	Residential	21231 32ND AVE S 98198	SeaTac	1956	Oct-13	Not Eligible
4538	5083000100	Residential	21239 32ND AVE S 98198	SeaTac	1956	Oct-13	Not Eligible
4539	5083000105	Residential	21243 32ND AVE S 98198	SeaTac	1956	Oct-13	Not Eligible
4551	5083000260	Residential	3120 S 211TH ST 98198	SeaTac	1957	Oct-13	Not Eligible
4552	5083000265	Residential	3112 S 211TH ST 98198	SeaTac	1957	Oct-13	Not Eligible
4553	5083000270	Residential	3104 S 211TH ST 98198	SeaTac	1956	Oct-13	Not Eligible
4593	5083100020	Residential	3121 S 211TH ST 98198	SeaTac	1955	Oct-13	Not Eligible
4594	5083100025	Residential	3111 S 211TH ST 98198	SeaTac	1955	Oct-13	Not Eligible
4595	5083100030	Residential	3105 S 211TH ST 98198	SeaTac	1955	Jan-14	Not Eligible
4596	5083100035	Residential	21114 31ST AVE S 98198	SeaTac	1955	Oct-13	Not Eligible
4597	5083100040	Residential	21122 31ST AVE S 98198	SeaTac	1955	Oct-13	Not Eligible
4598	5083100045	Residential	21130 31ST AVE S 98198	SeaTac	1955	Oct-13	Not Eligible
4599	5083100050	Residential	21138 31ST AVE S 98198	SeaTac	1955	Oct-13	Not Eligible
4600	5083100055	Residential	21144 31ST AVE S 98198	SeaTac	1955	Oct-13	Not Eligible
4601	5083100060	Residential	21150 31ST AVE S 98198	SeaTac	1955	Oct-13	Not Eligible
4602	5083100065	Residential	21149 32ND AVE S 98198	SeaTac	1955	Oct-13	Not Eligible
4842	5514600005	Stafford Healthcare	2800 S 224TH ST 98198	Des Moines	1958	Oct-13	Not Eligible
4854	5514600090	Residential	3028 S 224TH ST 98198	Des Moines	1951	Oct-13	Not Eligible

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4855	5514600097	Residential	3040 S 224TH ST 98198	Des Moines	1952	Oct-13	Not Eligible
5031	7138000100	Residential	2699 S 227TH PL 98198	Des Moines	1961	Jan-14	Not Eligible
5043	7138000220	Residential	22615 28TH AVE S 98198	Des Moines	1962	Jan-14	Not Eligible
5044	7138000230	Residential	22631 28TH AVE S 98198	Des Moines	1961	Jan-14	Not Eligible
5045	7138000240	Residential	22645 28TH AVE S 98198	Des Moines	1961	Jan-14	Not Eligible
5046	7138000250	Residential	22665 28TH AVE S 98198	Des Moines	1961	Jan-14	Not Eligible
5051	7138100010	Residential	22802 27TH AVE S 98198	Des Moines	1962	Jan-14	Not Eligible
5052	7138100020	Residential	22832 27TH AVE S 98198	Des Moines	1962	Jan-14	Not Eligible
5053	7138100030	Residential	22864 27TH AVE S 98198	Des Moines	1962	Jan-14	Not Eligible
5054	7138100040	Residential	22902 27TH AVE S 98198	Des Moines	1962	Jan-14	Not Eligible
5055	7138100050	Residential	22934 27TH AVE S 98198	Des Moines	1962	Jan-14	Not Eligible
5056	7138100060	Residential	2691 S 228TH PL 98198	Des Moines	1962	Jan-14	Not Eligible
5201	7204800010	Mark Twain Elementary School	2450 S STAR LAKE RD 98003	Federal Way	1969	Oct-13	Not Eligible
5219	7204800167	commercial	27802 PACIFIC HWY S 98003	Federal Way	1969	Oct-13	Not Eligible
5230	7204800195	Billiards 911	27721 PACIFIC HWY S 98003	Federal Way	1946	Oct-13	Not Eligible
5234	7204800210	Crestview West Apartments	27912 PACIFIC HWY S 98003	Federal Way	1969	Oct-13	Not Eligible
5262	7205400125	Vacant residential	27905 PACIFIC HWY S 98198	Federal Way	1926	Oct-13	Not Eligible
5482	7303200490	Residential	3007 S 284TH ST 98003	Federal Way	1945	Oct-13	Not Eligible
6014	7682800010	Residential	26631 PACIFIC HWY S 98198	Des Moines	1955	Oct-13	Not Eligible
6019	7682800035	Hanwoori Mission Church	26421 PACIFIC HWY S 98198	Des Moines	1962	Oct-13	Not Eligible
6022	7682800055	Residential	26430 PACIFIC HWY S 98032	Kent	1943	Oct-13	Not Eligible
6023	7682800060	Residential	26448 PACIFIC HWY S 98032	Kent	1944	Oct-13	Not Eligible
6024	7682800065	Residential	26632 PACIFIC HWY S 98032	Kent	1943	Oct-13	Not Eligible
6026	7682800075	commercial	26650 PACIFIC HWY S 98032	Kent	1943	Oct-13	Not Eligible
6029	7682800095	Don Willis Furniture	26830 PACIFIC HWY S 98032	Kent	1969	Oct-13	Not Eligible
6055	7682800252	Residential	2002 S 272ND ST 98032	Kent	1958	Jan-14	Not Eligible
6118	7695000000	Residential	29089 17TH PL S 98000	Federal Way	1957	Oct-13	Not Eligible
6141	7827200100	Wintergreen Place Apartments	3011 S 219TH ST 98198	Des Moines	1967	Oct-13	Not Eligible
6215	7853600215	HairLounge.com	1626 S 310TH ST 98003	Federal Way	1946	Oct-13	Not Eligible
6216	7853600220	New Lumber and Hardware	30854 PACIFIC HWY S 98003	Federal Way	1945	Oct-13	Not Eligible
7499	7978200525	Calvary Lutheran Church	2415 S 320TH ST 98003	Federal Way	1956	Oct-13	Eligible
8019	1621049037	Belmor Park mobile home	2101 S 324TH ST 98003	Federal Way	1966	Jan-14	Not Eligible
0980	0922049235	Highline Water District 1968 water tank	21420 31ST AVE S 98198	SeaTac	1950	Oct-13	Not Eligible
2370	2500600425	Park of the Pines (Lot 7)	23458 30th Ave S 98032	Kent	1947	Oct-13	Not Eligible
0848	0921049248	Shell Gas Station and Food Mart	31660 Pacific Hwy S 98003	Federal way	1957	Jul-14	Not Eligible
0911	0922049003	Greenhouse/nursery	21454 24th Ave S 98198	Des Moines	1949	Jul-14	Not Eligible
1720	1950900135	Residential	3011 S 252nd St 98032	Kent	1958	Jul-14	Not Eligible
1721	1950900140	Residential	3005 S 252nd St 98032	Kent	1958	Jul-14	Not Eligible
1781	1951300070	Residential	25620 30th Ave S 98032	Kent	1958	Jul-14	Not Eligible
1782	1951300075	Residential	25628 30th Ave S 98032	Kent	1958	Jul-14	Not Eligible
1908	1953400420	Residential	23458 S 27th Ave 98198	Des Moines	1957	Jul-14	Not Eligible
1909	1953400425	Residential	23450 27th Ave S 98198	Des Moines	1957	Jul-14	Not Eligible
2131	2156400260	Residential	2602 S 220th St 98198	Des Moines	1947	Jul-14	Not Eligible
2312	2500600291	Residential	3021 S 224th St 98198	Des Moines	1946	Jul-14	Not Eligible
2315	2500600296	Residential	3027 S 224th St 98198	Des Moines	1956	Jul-14	Not Eligible

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2561	2724201615	Buena Vida Apartments	21639 29th Ave S 98198	Des Moines	1968	Jul-14	Not Eligible
2707	2822049218	Pioneer Buildings Supply Co., Inc.	2427 S 260th St 98032	Kent	1958, 1978	Jul-14	Not Eligible
3609	3674400141	Residential	29810 18th Ave S 98003	Federal Way	1967	Jul-14	Not Eligible
3614	3674400165	Residential	29854 Pacific Hwy S 98003	Federal Way	1956	Jul-14	Not Eligible
4495	5018200025	Residential	21431 29th Ave S 98198	SeaTac	1958	Jul-14	Not Eligible
4496	5018200030	Residential	21423 29th Ave S 98198	SeaTac	1959	Jul-14	Not Eligible
4540	5083000110	Residential	21246 31st Ave S 98198	SeaTac	1956	Jul-14	Not Eligible
4541	5083000115	Residential	21238 31st Ave S 98198	SeaTac	1956	Jul-14	Not Eligible
4542	5083000120	Residential	21232 31st Ave S 98198	SeaTac	1956	Jul-14	Not Eligible
4852	5514600080	Residential	3018 S 224th St 98198	Des Moines	1955	Jul-14	Not Eligible
4853	5514600085	Residential	3024 S 224th St 98198	Des Moines	1951	Jul-14	Not Eligible
5109	7203000240	Residential	1560 S 288th St 98003	Federal Way	1968	Jul-14	Not Eligible
5214	7204800121	Residential	2009 S 276th St 98003	Federal Way	1959	Jul-14	Not Eligible
5428	7263200015	Residential	29921 Military Rd S 98003	Federal Way	1969	Jul-14	Not Eligible
5429	7263200020	Residential	29929 Military Rd S 98003	Federal Way	1946	Jul-14	Not Eligible
5648	7523700510	Residential	25127 25th Ave S 98032	Kent	1958	Jul-14	Not Eligible
5701	7523800095	Residential	25128 25th Ave S 98032	Kent	1958	Jul-14	Not Eligible
6041	7682800165	Residential	2602 S 270th St 98032	Kent	1952	Jul-14	Not Eligible
6043	7682800195	Residential	2526 S 272nd St 98032	Kent	1943	Jul-14	Not Eligible
6706	7984900230	Residential	30008 28th Pl S 98003	Federal Way	1966	Jul-14	Not Eligible
8004	0821049077	Fast Food restaurant (vacant)	31675 Pacific Hwy S 98003	Federal Way	1968	Jul-14	Not Eligible
8007	0821049229	Church's Chicken	31717 Pacific Hwy S 98003	Federal Way	1969	Jul-14	Not Eligible
0415	0521049058	Federal Way Baptist Church	30029 16TH AVE S 98003	Federal Way	1953, 1958, 1966	Oct-13	Not Eligible
2367	2500600417	Life Safer	23454 30th Ave S 98032	Kent	1962	Oct-13	Not Eligible
2378	2500600446	Terry Villa Apartments	3012 S 240th St 98032	Kent	1966	Oct-13	Not Eligible
2379	2500600447	Residential	23854 30th Ave S 98032	Kent	1955	Oct-13	Not Eligible
2877	3222049142	Residential	1560 S 284TH ST 98003	Federal Way	1952	Oct-13	Not Eligible
4497	5018200035	Residential	21415 29TH AVE S 98198	SeaTac	1959	Oct-13	Not Eligible

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