

LYNNWOOD LINK EXTENSION

FINAL ENVIRONMENTAL IMPACT STATEMENT

Cultural, Archaeological, and Historic Resources Technical Report



 **SOUNDTRANSIT**

 U.S. Department of Transportation
Federal Transit
Administration

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Lynnwood Link Extension

Technical Report Cultural, Archaeological, and Historic Resources

401 South Jackson Street
Seattle, WA 98104-2826

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Preface

Part 1 of this report was prepared by Historical Research Associates, Inc. (HRA) Project Archaeologist Shari Maria Silverman, M.A., M.S.; Research Archaeologist Jenny Dellert, M.A.; Archaeological Technician Anthony Cagle, PhD; and HRA Principal Investigator Brent A Hicks, M.A., R.P.A., who meet the Secretary of the Interior's professional qualifications standards for archaeology. This report is intended for the exclusive use of the client and its representatives. It contains professional conclusions and recommendations concerning the potential for project-related effects to archaeological resources based on the results of HRA's investigation. It should not be considered to constitute project clearance with regard to the treatment of cultural resources or permission to proceed with the project described in lieu of review by the appropriate reviewing or permitting agency. This report should be submitted to the appropriate state and local review agencies for their comments prior to the commencement of the project.

Part 2, the built environment, was prepared by Mimi Sheridan, AICP, who meets the Secretary of Interior's professional qualification standards for architectural history and history.

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- A Maps of Pedestrian Survey and Subsurface Investigation Areas
- B Shovel/Auger Probe Table
- C Archaeological Site Forms
- D Section 106 Consultation Documentation
- E Table of Surveyed Historic Resources

Acronyms and Abbreviations

APE	Area of Potential Effects
Ballard Locks	Hiram S. Chittenden Locks
CFR	Code of Federal Regulations
DAHP	Department of Archaeology and Historic Preservation
EIS	environmental impact statement
FTA	Federal Transit Administration
GLO	General Land Office
GPS	global positioning system
HPI	Historic Property Inventory
HRA	Historical Research Associates, Inc.
I-5	Interstate 5
MOA	Memorandum of Agreement
NADB	National Archaeological Database
NEPA	National Environmental Policy Act
NHPA	National Historic Preservation Act
NRHP	National Register of Historic Places
RCW	Revised Code of Washington
SEPA	State Environmental Act
SHPO	State Historic Preservation Officer
SMC	Seattle Municipal Code
Sound Transit	Central Puget Sound Regional Transit Authority
TCPs	traditional cultural properties
SR	State Route
USC	United States Code
USGS	U.S. Geological Survey
USSG	United States Surveyor General
WAC	Washington Administrative Code
WSDOT	Washington State Department of Transportation

Executive Summary

The Central Puget Sound Regional Transit Authority (Sound Transit) and the Federal Transit Administration (FTA) have prepared this technical report to support the environmental impact statement (EIS) for the Lynnwood Link Extension in compliance with the National Environmental Policy Act (NEPA) and the Washington State Environmental Policy Act (SEPA). FTA is the federal lead agency for the NEPA EIS process, and Sound Transit is the state lead agency for SEPA. This technical report is also designed to support the requirements of Section 106 of the National Historic Preservation Act (NHPA), which requires federal agencies to take into account the effect of their undertakings on historic properties.

Historic properties are defined in 36 Code of Federal Regulations (CFR) 800.16(l)(1) as “any prehistoric or historic district, site, building, structure, or object included in, or eligible for inclusion in, the National Register of Historic Places maintained by the Secretary of the Interior,” and can also include traditional cultural properties (TCPs). Historic properties are identified and evaluated in consultation with the State Historic Preservation Officer (SHPO) at the Washington State Department of Archaeology and Historic Preservation (DAHP), tribes with jurisdiction or interest, local jurisdictions—the Cities of Seattle, Shoreline, Mountlake Terrace and Lynnwood—and other consulting parties.

To be eligible for National Register of Historic Places (NRHP) listing, a historic resource must meet standards of integrity and at least one of the following criteria (36 Code of Federal Regulations [CFR] 60.4):

- A. Is associated with an important event or series of events that have made a significant contribution to the broad patterns of American history;
- B. Is associated with an important individual who was significant in our past;
- C. Embodies the distinctive characteristics of a type, period, or method of construction, or represents the work of a master or possesses high artistic values; or represents a significant and distinguishable entity whose components lack individual distinction; or
- D. Has yielded, or may be likely to yield, information important in history or prehistory.

Regulations in 36 CFR 800 outline the process for satisfying the Section 106 requirements. The process includes the following steps: (1) initiate consultation with regulatory agencies, tribes with jurisdiction or interest, local governments, and other interested parties; (2) define the Area of Potential Effects (APE); (3) identify, record, and evaluate resources for potential NRHP eligibility; (4) identify project effects; and (5) consult with affected parties to resolve adverse effects, if any, on historic properties.

This report has been prepared in two parts and presents the methods, results, conclusions, and recommendations for conducting an inventory and evaluation of historic properties within the project APE. Part 1 (Chapters 1 through 5) includes all work conducted to identify, evaluate, and assess potential archaeological resources and TCPs; Part 2 (Chapters 6 through 10) presents the

methods and results of the identification and evaluation process for historic built environment resources within the APE and also includes an effects assessment and potential mitigation measures.

Summary of Findings

Archaeological Resources and TCPs

No NRHP-eligible archaeological resources or TCPs have been identified within the project APE. Archaeologists conducted an initial archaeological field survey in 2012, targeting locations within the APE that had some potential for having intact archaeological deposits. Most of the APE has been highly disturbed in recent decades due to roadway construction and residential development; as a result, the overall APE has a low to moderate probability for intact archaeological remains.

Two historic-period archaeological sites (the Seattle–Everett Interurban Trail Segment site, 45SN531, and the Scriber Creek Park site, 45SN609) were identified during the archaeological investigation, but neither site retains integrity or is considered historically or prehistorically significant. In consultation with the SHPO and affected tribes, FTA and Sound Transit have determined these sites are not eligible for listing in the NRHP and SHPO concurred (Attachment D). These sites are described in Part 1 of this report.

Historic Built Environment Resources

All building resources within the APE that were constructed in or prior to 1970 were identified and recorded on the Washington State Historic Property Inventory (HPI) database. The survey included the identification and recordation of over 650 resources. In consultation with the SHPO, FTA and Sound Transit identified five historic resources determined to be eligible for listing in the NRHP. The SHPO concurred with these determinations (see Attachment E). None of these properties would be adversely affected by any of the project alternatives. In October 2013, subsequent to publication of the Draft EIS, one of the NRHP eligible resources, Melody Hill Elementary School, was demolished by its owner, Edmonds School District No. 15. Therefore, it is no longer included in this analysis, and only four NRHP-eligible properties remain within the APE.

Introduction

The Central Puget Sound Regional Transit Authority (Sound Transit) is proposing the Lynnwood Link Extension to expand the regional light rail system north from Seattle to Lynnwood, Washington. The transportation corridor of the proposed project, which was previously known as the North Corridor Transit Project, would travel through Seattle and Shoreline in King County, and Mountlake Terrace and Lynnwood in Snohomish County.

The proposed Lynnwood Link Extension would begin at Northgate in north Seattle and end at the Lynnwood Transit Center (Figure 1-1). The approximately 8.5-mile-long project corridor generally follows Interstate 5 (I-5), which is the major north-south route through the state and serves a large commuter market traveling between Snohomish and King counties. The project transportation corridor served by I-5 is bounded by Puget Sound to the west, and the southern half of the corridor is bounded by Lake Washington to the east.

Description of Alternatives

The environmental impact statement (EIS) is evaluating a set of ground level (at-grade) and elevated profile light rail alignment and station alternatives generally following I-5 from the Northgate Transit Center in Seattle to the Lynnwood Transit Center. The Preferred Alternative and the other light rail alternatives are arranged in three geographic segments:

- **Segment A: Northgate to Shoreline.** There are seven alternatives being considered for Segment A from Northgate in Seattle to NE 185th Street in Shoreline. All are on the east side of I-5, with parking on the west side for one of the alternatives. They feature at-grade and elevated profile alignments with two to three stations, including some with park-and-ride facilities. The potential station sites are at NE 130th Street, NE 145th Street, NE 155th Street, and NE 185th Street.
- **Segment B: Shoreline to Mountlake Terrace.** Four alternatives are being considered for Segment B from NE 185th Street in Shoreline to 212th Street SW in Mountlake Terrace. All alternatives begin on the east side of I-5 but end either in the freeway median or on the west side of I-5. The alternatives feature one to two stations with park-and-ride facilities, including a station serving the existing Mountlake Terrace Transit Center (NE 234th Street), and a potential alternative for an additional station at 220th Street SW. One alternative has an option for a 280-stall parking garage on the existing surface lot at the Mountlake Terrace Transit Center.
- **Segment C: Mountlake Terrace to Lynnwood.** Segment C has four route alternatives each departing from the median or west side of I-5 to end at a terminus station with park-and-ride facilities at or near the existing Lynnwood Transit Center.

The Preferred Alternative has a mix of at-grade and elevated sections that run generally along the east side of I-5 from the Northgate Transit Center to the Mountlake Terrace Transit Center. It then crosses to the west side of I-5, where it runs at-grade until 220th Street SW in Mountlake Terrace, and is then elevated along the west side of I-5 until it approaches the Lynnwood Transit Center and park-and-ride,

where it turns northeast to a station adjacent to the Lynnwood Transit Center. The four stations for the Preferred Alternative would be at NE 145th Street, NE 185th Street, at the Mountlake Terrace Transit Center, and at the Lynnwood Transit Center. NE 130th Street is an optional station location; it could be built with the project or partly built and then completed and opened for service later.

The optional NE 130th Street station could also have approximately 100 leased parking spaces. About 1,500 new park-and-ride spaces are planned; about 500 spaces would be added at each of the stations except at the Mountlake Terrace Transit Center, which would maintain its current level of parking. For a Preferred Alternative option and Alternative B2A, a station is also considered at 220th Street SW in Mountlake Terrace, with either a 200-space parking garage or a surface lot.

Area of Potential Effects

The APE is the geographic area within which an undertaking may directly or indirectly cause alterations to the character or use of historic properties. For the Sound Transit Lynnwood Link Extension, FTA established the APE in consultation with affected tribes; the DAHP, which is the SHPO for Washington State; and other consulting parties. The APE extends 200 feet to either side of the center of at-grade and elevated profile sections of the alternative alignments and 200 feet from the boundaries of any station or other facility that is constructed as part of the project. The APE also would include an area 200 feet around any construction staging areas. The APE is shown on Figure 1-1.

Regulatory Environment

In April 2012, participating and cooperating agencies for the Lynnwood Link Extension EIS, including the DAHP, had the opportunity to review and comment on draft methodology reports covering a range of environmental topics—including historic and archaeological resources—for the EIS. The draft methodology reports were finalized for use in the Draft EIS in June 2012, after Sound Transit and FTA reviewed the comments received.

Federal Regulations

Sound Transit is conducting an environmental review for the Lynnwood Link Extension under the NEPA, which requires that the effects of federal projects on the environment (including historic resources) be identified and considered. The FTA must also comply with the following federal statutes relating to protection of historic resources.

Section 106 of the NHPA requires federal agencies to take into account the effect of their undertakings on historic properties. The NHPA also provides for consultation with American Indian groups when proposed projects might affect cultural or traditional places or resources (also known as traditional cultural properties) 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.

Regulations in 36 Code of Federal Regulations (CFR) 800 outline the process for complying with Section 106 requirements. The process includes the following steps: (1) initiate consultation with regulatory agencies, concerned Indian tribes, and other interested parties; (2) define the APE;

(3) identify, record, and evaluate resources for potential eligibility in the NRHP; (4) identify project effects; and (5) consult with consulting parties—including affected tribes, SHPO, and other interested parties—to resolve adverse effects, if any, on historic properties. “Historic properties” are historic or archaeological resources that are listed in or eligible for listing in the NRHP. To be eligible for NRHP listing, a historic resource must meet standards of integrity and at least one of the following criteria (36 CFR 60.4):

- A. Is associated with an important event or series of events that have made a significant contribution to the broad patterns of American history; or
- B. Is associated with an important individual who was significant in our past; or
- C. Embodies the distinctive characteristics of a type, period, or method of construction, or represents the work of a master or possesses high artistic values; or represents a significant and distinguishable entity whose components lack individual distinction.
- D. Has yielded, or may be likely to yield, information important in history or prehistory.

To consider the potential concerns of Indian tribes, this environmental review also used:

- American Indian Religious Freedom Act of 1978
- Executive Order 13007 (access to and/or ceremonial use of sacred sites by Indian religious practitioners)

Section 4(f) of the Department of Transportation Act of 1966, as amended (49 United States Code [USC] 303), also provides protections for historic sites. Section 4.18, Section 4(f) and 6(f) Evaluations, of the EIS discusses the project’s Section 4(f) uses and effects.

State Regulations

The SEPA and its implementing rules contained in Washington Administrative Code (WAC) 197-11 require the identification of historic, archaeological, and cultural resources listed in national, state, or local registers, and the identification of measures to reduce or control effects on these resources. For listing in the Washington Heritage Register (Revised Code of Washington [RCW] 27.34.200 and WAC 25-12), a property must typically be at least 50 years old, have a high-to-medium level of integrity, and have documented historic significance at the local, state, or federal level. Nine areas of significance are taken into consideration.

RCW 27.44 (Indian Graves and Records) protects Indian burials, while RCW 27.53 (Archaeological Sites and Resources) protects archaeological sites. RCW 76.09 (Confidentiality of Information) provides for the confidentiality of information on archaeological sites.

The Governor’s Executive Order 05.05 addresses the need for state agencies to consult with Indian tribes in acquiring or developing land for capital improvements. This analysis follows guidance provided by DAHP’s *Washington State Standards for Cultural Resources Reporting*.

Local Regulations

Three of the jurisdictions within the APE—the cities of Seattle, Shoreline, and Lynnwood—have a local preservation program with a board or commission that maintains a register of significant historic properties. The City of Shoreline’s ordinance incorporates the King County preservation ordinance. The City of Mountlake Terrace has not adopted a preservation ordinance. The agency coordinated with these cities to review properties meeting their age criteria and to identify any properties that were potentially eligible for their historic registers.

The criteria for listing in local registers are generally similar to, but broader than, the NRHP criteria cited above. The criteria for each jurisdiction in the project area are discussed below.

City of Seattle

The City of Seattle’s Landmarks Preservation Ordinance (Seattle Municipal Code [SMC] 25.12) provides that to be eligible for landmark designation a property must be at least 25 years old, possess integrity or the ability to convey its significance, and meet at least one of six criteria. Only the Seattle Landmarks Preservation Board can determine whether a property meets the criteria. A Certificate of Approval from the Board is required to alter or demolish a landmark. The six criteria (SMC 25.12.350) are:

- A. It is the location of, or is associated in a significant way with, a historic event with a significant effect upon the community, City, state, or nation; or
- B. It is associated in a significant way with the life of a person important in the history of the City, state, or nation; or
- C. It is associated in a significant way with a significant aspect of the cultural, political, or economic heritage of the community, City, state, or nation; or
- D. It embodies the distinctive visible characteristics of an architectural style, or period, or of a method of construction; or
- E. It is an outstanding work of a designer or builder; or
- F. Because of its prominence of spatial location, contrasts of siting, age, or scale, it is an easily identifiable visual feature of its neighborhood or the City and contributes to the distinctive quality or identity of such neighborhood or the City.

The City of Seattle Department of Neighborhoods and Department of Planning and Development have an Interdepartmental Agreement on Review of Historic Buildings during a SEPA review. This agreement requires that all buildings over 50 years old that are to be demolished or significantly altered must be reviewed by the City historic preservation program staff for potential landmark eligibility. If the staff determines that the building appears to meet the City’s landmark criteria, a landmark nomination application must be prepared and reviewed by the Seattle Landmarks Preservation Board.

Seattle’s SEPA policies also contain requirements for archaeological assessments in some circumstances, as explained in the Department of Planning and Development’s Director’s Rule 2-98.

City of Shoreline

The City of Shoreline has established a historic preservation program through an interlocal agreement with King County (Shoreline Municipal Code 15.20). The requirements and criteria are the same as those for King County's preservation program. Properties are eligible for designation if they are 40 years or older; possess integrity of location, design, setting, materials, workmanship, feeling, and association; and meet at least one of five criteria of significance. A Certificate of Appropriateness from the Landmarks Commission is required to alter or demolish a landmark. Shoreline also recognizes an honorary category of community landmarks. The criteria (King County Code 20.62.040) are generally the same as those for the NRHP:

- A. Is associated with events that have made a significant contribution to the broad patterns of national, state, or local history; or
- B. Is associated with the lives of persons significant in national, state, or local history; or
- C. Embodies the distinctive characteristics of a type, period, style, or method of design or construction, or that represents a significant and distinguishable entity whose components may lack individual distinction; or
- D. Have yielded or may be likely to yield information important in history or prehistory; or
- E. Is an outstanding work of a designer or builder who has made a substantial contribution to the art.

City of Lynnwood

The City of Lynnwood's historic preservation program (Lynnwood City Code 21.80.400) provides that properties are eligible for designation if they are 50 years of age or older; have integrity of location, design, setting, materials, workmanship, feeling, species, age, and association; and are significant in the history, archaeology, engineering, or cultural heritage of America, Washington state, and/or the City of Lynnwood. The Lynnwood Historical Commission considers the following criteria:

- A. Is associated with significant historic events; or
- B. Is associated with a person or persons who significantly contributed to the culture and development of the City of Lynnwood; or
- C. Embodies architectural characteristics of a type, period, style, or method of construction, architectural design, detail, material, craftsmanship, or that represents a work of a master, or that possesses high artistic values, or that represents a significant and distinguishable entity whose components may lack individual distinction; or
- D. Exemplifies the cultural, economic, social, or historic heritage of the City of Lynnwood; or
- E. Embodies distinguishing characteristics of an architectural type or specimen; or
- F. Embodies elements of architectural design, detail, materials, or craftsmanship that represent a significant architectural innovation; or
- G. That have a relationship to other distinctive areas that are eligible for preservation according to a plan based on an historic, cultural, or architectural motif; or

- H. That have a unique location or singular physical characteristic representing an established and familiar visual feature of a neighborhood, community, or the City of Lynnwood; or
- I. Has yielded, or may be likely to yield, information important to prehistory or history; or
- J. That by virtue of the species, age, scarcity, outstanding quality, location, or connection to an historic event or person such landscape trees or other plant material contribute significantly to the community or the city of Lynnwood.

Agency Consultation

State Historic Preservation Officer

FTA and Sound Transit consulted with SHPO on the methodology of the cultural resources surveys (historic and archaeological), on the definition of the APE and determination of effect, and received SHPO's concurrence on both.

Sound Transit and the FTA have produced the *Lynnwood Link Extension Environmental Impact Statement Technical Analysis Methodologies Report* (June 2012) describing the proposed methods to be used to analyze environmental impacts for the Lynnwood Link Extension EIS. Sound Transit continues to consult with SHPO regarding the NRHP eligibility of resources and potential effects on historic properties.

Tribes

FTA and Sound Transit also consulted with potentially affected Native American tribes regarding the proposed project and its cultural resources methodology, and invited the tribes to provide input on resources that might occur in the project study area. The affected federally recognized Native American tribes are the Muckleshoot Indian Tribe, Snoqualmie Tribe, Suquamish Tribe, Tulalip Tribes, and the Yakama Nation. Affected Native American tribes that are not federally recognized are the Duwamish Tribe and the Snohomish Tribe. The EIS *Technical Analysis Methodologies Report* was also provided to the tribes.

Other Consulting Parties

The Cities of Seattle, Shoreline, Mountlake Terrace, and Lynnwood are additional consulting parties.

Part 1: Archaeological Resources

1 INTRODUCTION

The proposed project is located in Township 26 North, Range 4 East, Sections 5, 8, 17, 20, 29, and 32, and Township 27 North, Range 4 East, Sections 21, 28, 29, and 32, Willamette Meridian (Figures 1-1 through 1-4).

1.1 Area of Potential Effects

The APE for the Lynnwood Link Extension has been defined to include all areas within a 200-foot-wide buffer on either side of the center of the proposed light rail guideway alignments, including at-grade or elevated profile sections. The APE also includes areas within 200 feet of the boundaries of any station, parking structure, staging area, or other facility that is constructed as part of the proposed project. The light rail alternatives have been composited to create the currently defined APE. This APE threshold will account for all potential direct and indirect effects on historic properties.

The APE encompasses the areas where prehistoric and historic-period archaeological resources could be directly disturbed by construction of the proposed project. Although not precisely known at this stage, the APE is anticipated to be within the 200-foot-wide buffer around project elements described above (Figures 1-1 through 1-4). The vertical APE for archaeological resources includes areas of ground disturbance associated with project construction; however, details regarding the depth of construction vary by alternative and will continue to be developed as the project continues through environmental review and design.

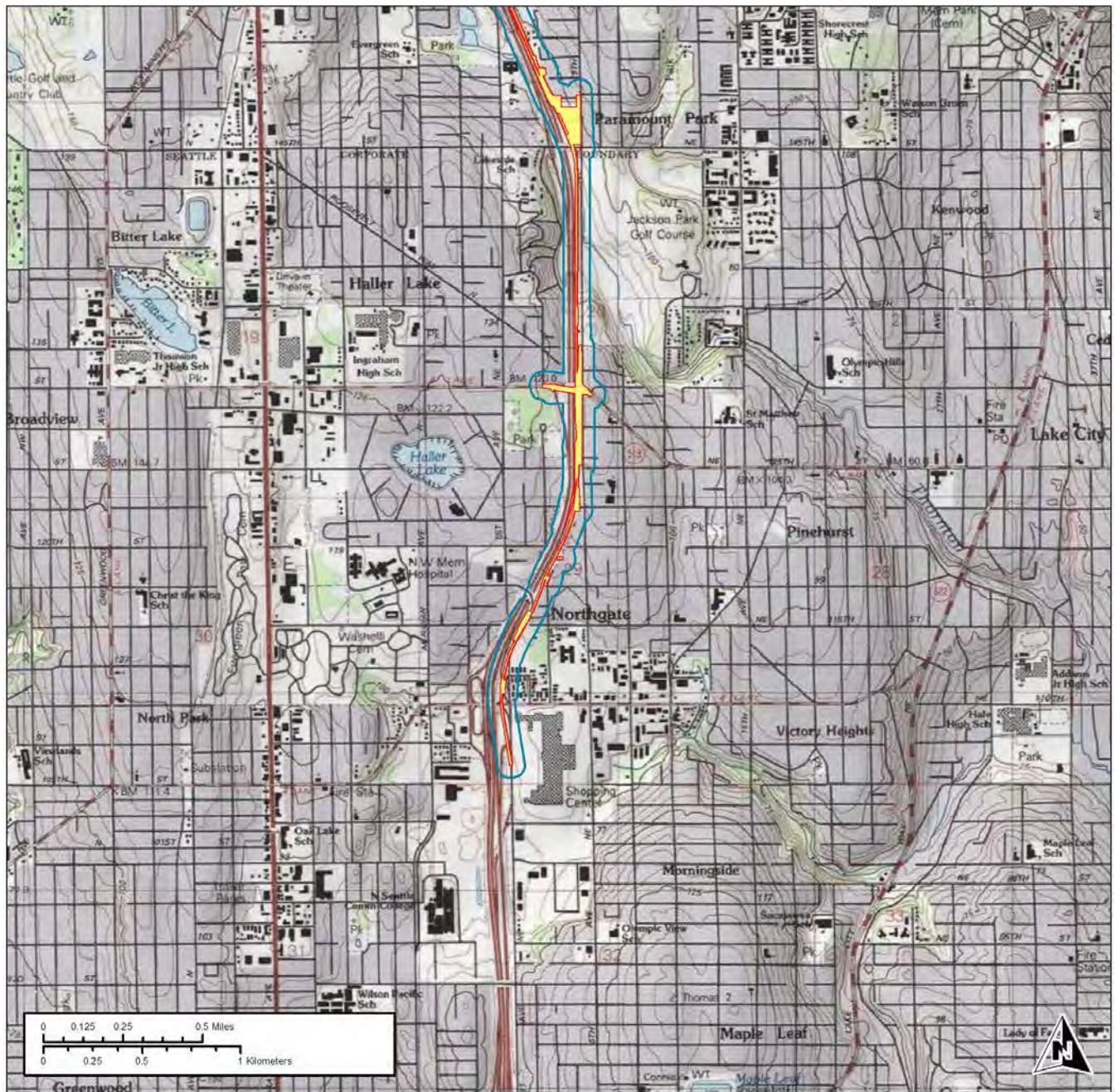


Legend

- Alignment Options
- Area of Potential Effects (APE)

Figure 1-1
Overview of Project APE
and Vicinity

Lynnwood Link Extension

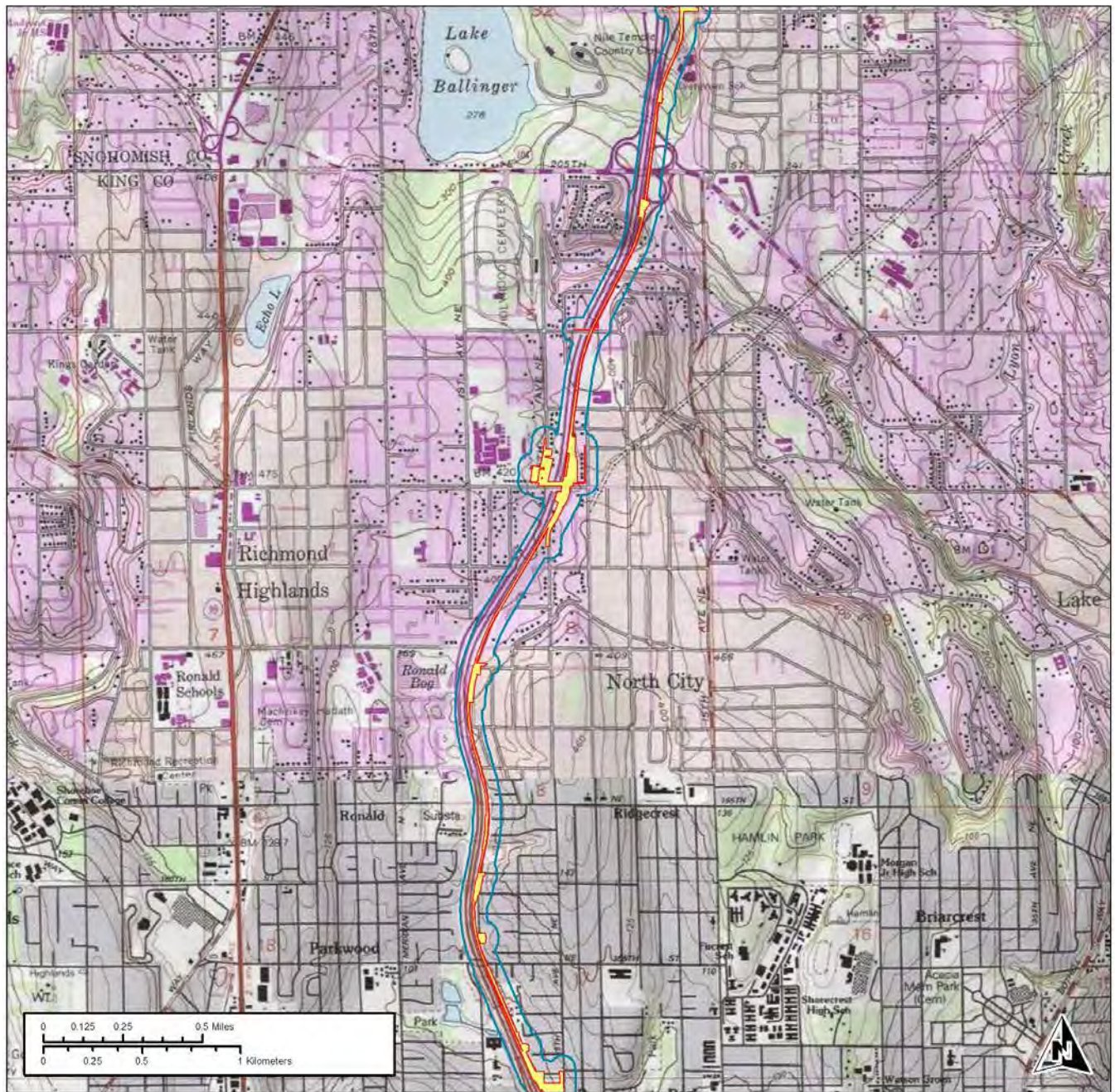


Legend

- Alignment Options
- Area of Potential Effects (APE)

Figure 1-2
Overview of Southern Portion
of Project APE and Vicinity

Lynnwood Link Extension

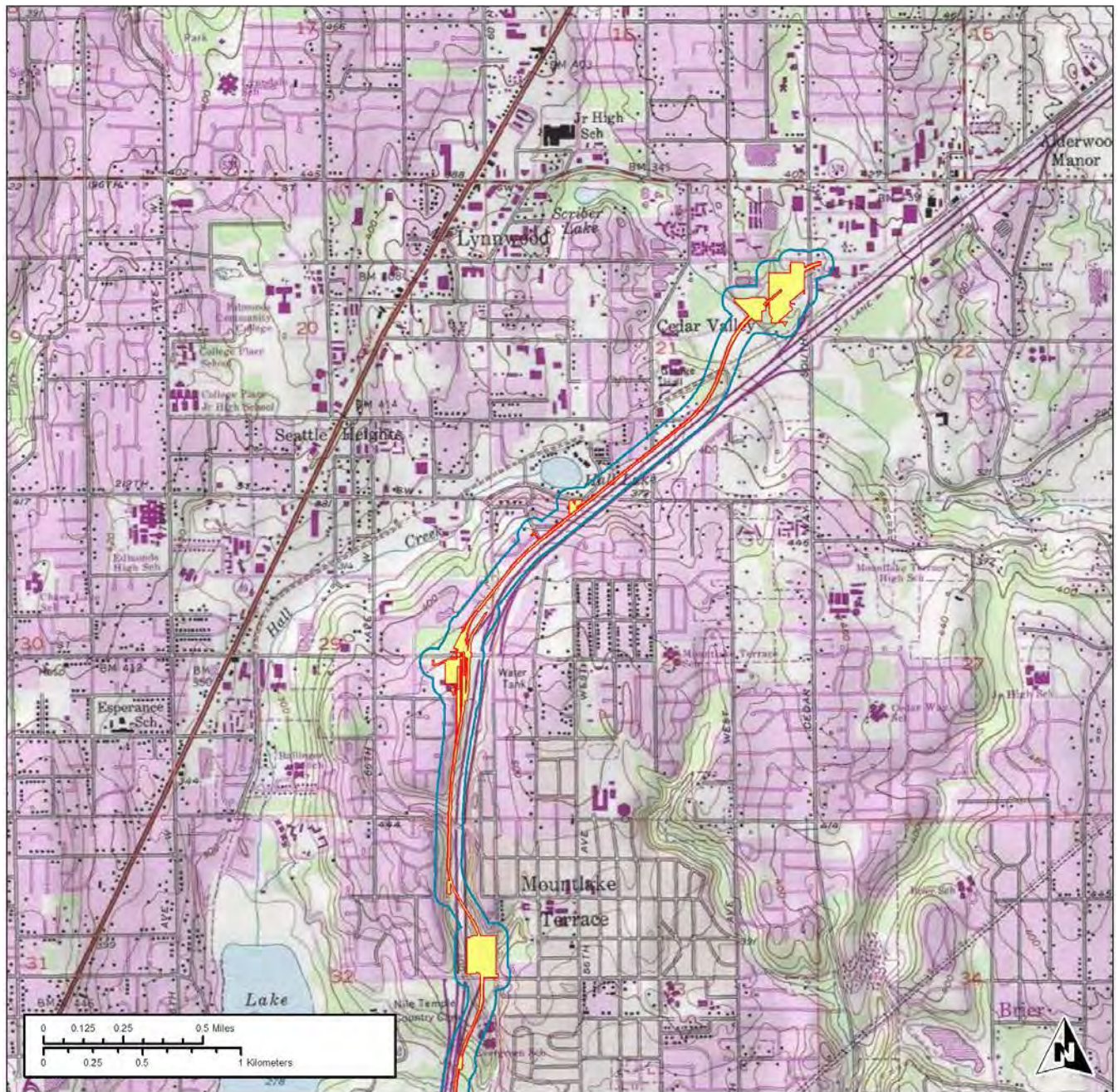


Legend

- Alignment Options
- Area of Potential Effects (APE)

Figure 1-3
Overview of Middle Portion of Project APE and Vicinity

Lynnwood Link Extension



Legend

- Alignment Options
- Area of Potential Effects (APE)

Figure 1-4
 Overview of Northern Portion
 of Project APE and Vicinity

Lynnwood Link Extension

2 METHODS

2.1 Archaeological Study

Historical Research Associates, Inc. (HRA) conducted an archaeological field survey in 2012, targeting a representative sample of the project alternatives, which are generally close to one another rather than in distinct corridors. The survey concentrated on high probability areas and lower probability areas as identified through the DAHP predictive model, archival research, and field observations. The survey addressed open and undeveloped areas as well as more developed, urbanized areas (Hicks 2012).

The initial project survey focused on land that is currently within the Washington State Department of Transportation's (WSDOT) right-of-way and other public lands for which rights of entry could be readily obtained.

2.2 Archaeological Sensitivity Model

The DAHP's archaeological predictive model uses standardized and repeatable statistical methods (Bayesian and Kriging) with statewide environmental and cultural resources data to define areas as having varied probability of the presence of prehistoric (or precontact) archaeological resources. Data on geology, soils, landform, elevation, aspect, slope percent, and distance to water, as well as information gleaned from historic-period General Land Office (GLO) plats, were correlated with locations of known archaeological sites to "... determine the probability that, under a particular set of environmental conditions, another location would be expected to contain an archaeological site" (Kauhi and Markert 2009:2-3).

DAHP's model combines local information from field surveys to identify locations with five resulting sensitivity management groups: Very High Risk (5), High Risk (4), Moderate Risk (3), Low Risk (2), and Very Low Risk (1); each group represents the predicted risk of disturbing archaeological materials. These were refined for management purposes, with groups 1 and 2 representing DAHP's conclusion of "Archaeological Survey Contingent upon Project Parameters," group 3 indicating "Archaeological Survey Recommended," and groups 4 and 5 representing "Archaeological Survey Required."

Because DAHP's probability model only addresses prehistoric archaeological materials, other records were reviewed in tandem with the project survey to help predict where historic-era archaeological materials might be present. The information reviewed included location and land use information gleaned from ethnohistoric information on Native American use of the area and historic-period maps. The resulting information was compared with DAHP's prehistoric archaeology sensitivity zones for the project APE. Areas deemed sensitive for historical archaeology have been included in the project survey record.

2.3 Archaeological Survey

Methods for Survey Tract Selection

HRA overlaid DAHP's sensitivity zones on the proposed project's APE maps to aid in the selection of archaeological survey tracts (Hicks 2012). Areas of known or demonstrated ground disturbance will be excluded if the extent of the disturbance exceeds the depth of anticipated construction impacts. As noted above, the project survey tracts are limited to areas within existing public rights-of-way or ownership.

Project Archaeological Survey Methods

The goal of the project survey was to provide additional information about areas of high archaeological sensitivity. Survey work was divided into two tasks. The first consisted of research into published literature, historical records, and maps to gather information on specific locations and land uses during the ethnographic period reflecting Native American use of the area (e.g., Hilbert et al. 2001) and historic-period maps (e.g., GLO plats, Sanborn Fire Insurance maps). The resulting information was compared with the historical and modern topographic features of the project APE to help verify sensitive landforms, such as stream terraces, and to identify areas where historical disturbance has altered the landform. Where appropriate, the results of this analysis were used, in tandem with DAHP's prehistoric archaeology sensitivity zones, to identify additional survey tracts that would be appropriate for further preconstruction surveys, based on further consultation with DAHP (Hicks 2012). The second task consisted of pedestrian survey and subsurface probes in areas described below.

Fourteen surface survey target areas were chosen prior to field reconnaissance and outlined in the work plan based on archaeological sensitivity overlain by the APE (Hicks 2012). The initial 10 areas overlap with locations selected for subsurface probes, and all occur in very high and high risk areas, according to the DAHP predictive model, while the remainder included some low and moderate risk locations. Although both lists are similar, the surface survey target areas are larger than the probe areas, which focus more intensely on areas with the highest potential for cultural materials according to DAHP's archaeological sensitivity model. During field reconnaissance, survey and subsurface investigation locations were refined based on conditions observed, such as topography, previous ground disturbance, dense vegetation, and rights of entry.

Archival Research Methods and Materials

HRA archaeologists conducted an archival record search for the proposed project. DAHP's online database (WISAARD) was searched for archaeological site records, cultural resource survey reports, historic register properties, and cemetery records. HRA staff used their in-house library to obtain information on the environmental, archaeological, and historical context of the APE. HRA reviewed historical 19th and 20th century maps from the United States Surveyor General (USSG) GLO and other historical maps for the presence of structures, sites, and features that might be extant within the APE. For ease of research and compilation, results were divided by county. A statewide

predictive model layer on DAHP's WISAARD was reviewed for probability estimates for archaeological resources and to aid in developing the field strategy.

Pedestrian Survey Areas

HRA archaeologists Shari Silverman, M.A., M.S.; Jenny Dellert, M.A.; Anthony Cagle, PhD; Angus Tierney, M.A.; and Colin Lothrop, B.A. conducted pedestrian survey and subsurface investigations of the APE between August 2 and 24, 2012 (Figures 2-1 through 2-8, Attachments A and B). HRA archaeologists conducted field reconnaissance in areas of proposed ground disturbance within the I-5 right-of-way and within parcels owned by public agencies along the project alternative alignments. Much of the APE is paved, covered in dense vegetation, or occurs in areas that are inaccessible due to fences and other barriers. Other locations had sparse to no vegetation or were groomed grass areas.

Pedestrian transects were spaced approximately 5 meters (approximately 16.4 feet) apart or closer, depending on available survey areas. HRA examined all soil exposures (non-paved areas such as lawn or ditches). Observations regarding vegetation, ground visibility, and disturbance were recorded in a field notebook and on shovel probe forms. Photographs were taken of the general APE and specific shovel probe areas. Shovel probe locations were recorded using a Trimble GeoXT global positioning system (GPS) unit.



Figure 2-1
Shari Silverman and Tony Cagle
surveying along the east side of I-5 in
Areas 3 and 4, view south



Figure 2-2
Overview of I-5 APE/right-of-way in Area 11, view north



Figure 2-3
Dense vegetation between fence and noise wall in Area 2, view southwest



Figure 2-4
Standing water and dense vegetation in
Area 7, view north



Figure 2-5
Overview of APE and area with
underground gas storage tanks in Area 7,
view north



Figure 2-6
Underground gas storage tank in Area 7,
view north



Figure 2-7
View of paved and fenced City of
Lynnwood Pump Station No. 10 (Parcel
170 adjacent to park-and-ride), view south



Figure 2-8
Colin Lothrop surveying along Cedar Valley
Road in Area 8, view northeast

Subsurface Survey Investigations

Thirty-two shovel probes were placed strategically, based on field observations, known locations of utilities and paved areas, and the locations of proposed ground disturbances associated with the project design (Figures 2-9 through 2-14, Attachments A and B). The shovel probe holes were augmented with an auger to increase the depth of the subsurface investigation. Soils typically consisted of modified fill; however, some alluvium was found in shovel probes directly adjacent to Scriber Creek, and glacial till was found in shovel probes east of I-5 between 220th and 221st Streets SW.

Excavated soils were screened through 0.25-inch hardware mesh. Sediments and depositional structure were recorded on standardized field forms, and the probe holes were then backfilled.



Figure 2-9
Overview of Shovel Probe 2-1 in Area 2,
view west



Figure 2-10
Jenny Dellert at Shovel Probe 12-1 and
utilities in Area 12, view south



Figure 2-11
Tony Cagle at Shovel Probe 7-2 in Area 7,
view west



Figure 2-12
Tony Cagle excavating Shovel Probe 10-1 in
Area 10, view southeast



Figure 2-13
Angus Tierney excavating Shovel
Probe 9-5 within Scriber Creek Park in
Area 9, view west



Figure 2-14
Overview of Shovel Probe 11-4 at
Ridgecrest Park in Area 11, view north

2.4 Evaluation of National Register Eligibility

Prehistoric and historic-period archaeological sites, TCPs, and buildings and structures are called historic properties if they are listed in, or eligible for, the NRHP. To be eligible for inclusion in the NRHP, a property must be at least 50 years old or be exceptionally important and meet one or more of the criteria for evaluation, as outlined in 36 CFR 60.4:

The quality of significance in American history, architecture, archeology, engineering, and culture is present in districts, sites, buildings, structures, and objects that possess integrity of location, design, setting, materials, workmanship, feeling, or association; and

- A. That are associated with events that have made a significant contribution to the broad patterns of our history; or
- B. That are associated with the lives of persons significant in our past; or
- C. That 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
- D. That have yielded or may be likely to yield, information important in prehistory or history.

Certain properties are unlikely to qualify, including cemeteries, birthplaces, and graves of historical figures; properties owned by religious institutions or used for religious purposes; structures that have been moved from their original locations; reconstructed historic buildings; properties primarily commemorative in nature; and properties that have achieved significance within the past 50 years. Archaeological sites typically are assessed for NRHP eligibility related to Criterion D, but certain rare sites can be found eligible under Criterion A or B if they strongly convey an association with events or persons important to the historical record. Properties can be eligible for the NRHP at the national, regional, or local level. Local registers, such as the City of Seattle's Landmarks Register, generally apply to historic buildings and structures.

In addition to meeting one or more of the criteria, a cultural resource must also retain integrity. The integrity of a cultural resource is a measure of how well it conveys its significance. To retain integrity, a property—or in this case, an archaeological site—must retain the majority of, if not all of, the seven aspects of integrity, which are as follows:

- Location: the place where the property was constructed or the place where the historic event occurred
- Design: the combination of elements that create the form, plan, space, structure, and style of a property
- Setting: the physical environment of a historic property
- Materials: the physical elements that were combined or deposited during a particular period of time, and in a particular pattern or configuration, to form a historic property

- **Workmanship:** the physical evidence of the crafts of a particular culture or people during any given period in history or prehistory
- **Feeling:** a property's expression of the aesthetic or historic sense of a particular period of time
- **Association:** the direct link between an important historic event or person and a historic property

2.5 Approach to Effects Analysis

The analysis for construction effects and operations effects follows the standard approach for historic properties, although this study limits consideration to prehistoric and historic-period archaeological sites and TCPs. The Advisory Council on Historic Preservation's regulations implementing Section 106 of the NHPA create a process by which federally assisted undertakings are reviewed for their effects on properties listed in, or eligible for listing in, the NRHP.

After the resource is identified and evaluated, the next step is to apply the Criteria of Adverse Effects, as outlined in 36 CFR 800.5. These criteria are used to determine whether the undertaking could change the characteristics that qualify the property for NRHP inclusion. If the undertaking could diminish the integrity of such characteristics, then it is considered to have an adverse effect. Adverse effects on archaeological sites and TCPs include, but are not limited to, the following:

- 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

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

2.6 Potential Minimization and Mitigation Measures

When an undertaking is found to have an adverse effect, Section 106 requires consultation with the SHPO, affected Indian tribes, and other interested parties regarding appropriate avoidance or mitigation measures. Some typical mitigation measures applicable to archaeological sites include modifying the undertaking through redesign, reorientation, or other similar changes; relocating the historic properties; and implementing data recovery of archaeological information and materials.

The product of consultation, when there is a finding of adverse effect, is an agreement document (Memorandum of Agreement [MOA] in accordance with 36 CFR 800.6[c]) that contains stipulations specifying measures to be implemented that would avoid or mitigate the adverse effects.

3 AFFECTED ENVIRONMENT

3.1 Environmental Context

Over time, human land use patterns have changed with and adapted to the dynamic nature of environmental variables, such as topography, geology, and the availability of floral and faunal resources. Examining these key factors is necessary to understand the use of the environment by past human populations. The following information gives an overview of the resources potentially available to people occupying, traveling through, or seasonally frequenting the project APE.

Geomorphic Setting

Local topography is an important variable that has affected human land use patterns in western Washington throughout the past 14,000 years. The proposed project APE is located in a glacial outwash zone near the northern portion of the Lake Washington embayment (Figure 1-1). The glacial outwash zone includes a series of north-south trending ridges and drainages formed during the advance and retreat of the Puget lobe of the Cordilleran ice sheet, between approximately 18,000 and 15,500 years ago (Porter and Swanson 1998). Radiocarbon dates from Carpenter Lake indicate that Puget Sound near the APE was deglaciated by approximately 16,950 calibrated years before present (Porter and Swanson 1998:208-209). Additionally, the maximum interval of ice coverage at Carpenter Lake is approximately 1,230 years (Porter and Swanson 1998). Human occupation could have occurred in the project area after the retreat of the glaciers.

Small lakes within the glacial recessional outwash (Klisch and Einberger 2009) surround the APE, particularly to the west. They include Scriber Lake, Hall Lake, Lake Ballinger, Twin Ponds, Ronald Bog, Bitter Lake, and Haller Lake. Lake Washington, which fills a deep glacial groove (Chrastowski 1983), is east of the APE. Streams within different watersheds link many of these lakes.

The project APE is located along the I-5 corridor, within three watersheds: Swamp Creek, Greater Lake Ballinger/McAleer Creek, and Thornton Creek. The northernmost portion is within the Scriber Creek Subbasin of the Swamp Creek watershed. Scriber Creek originates from drainage and groundwater at approximately Lynnwood's northeastern city limits. It flows south into Scriber Lake, then southeast from there through a wetland underneath I-5 into the Brier city limits (Leschine et al. 1997:30). Lake Ballinger is emptied by McAleer Creek into Lake Washington. Hall Creek, which drains into Lake Ballinger at its northern end, flows out of Hall Lake (Klisch and Einberger 2009:5; Simmler et al. 2009:6). Within the southern portion of the APE, historical studies indicate that a system of channels within the Thornton Creek watershed once linked several of the southern lakes in the study area. Thornton Creek may have previously originated from the Meridian Park wetland, but Thornton Creek was known to have originated out of Ronald Bog. Thornton Creek then flowed through Twin Ponds as the stream continued south through a system of wetlands (Tetra Tech/KCM, Inc. 2004:2-3). Thornton Creek slowly meandered southeast through the site of present-day Northgate Mall. It empties into Lake Washington (Nordstrand 2001).

All these watersheds empty into Lake Washington and have been affected by its alternating water surface level and water flow through time. Lake Washington was a marine embayment during the early postglacial period, approximately 15,000 years ago. The early postglacial surface elevations of Lake Washington, and the surrounding river and creek floodplains, were lower than they are today. This variable probably affected the drainage patterns of McAleer Creek and other tributaries; for their first few thousand years, these drainages were probably not deeply incised in glacial till and glacial outwash deposits and therefore likely did not support predictable salmon runs (Dragovich et al. 1994). By 14,000 years ago, areas outside of the riparian habitats in the Sammamish River and surrounding creek floodplains were a mosaic of forest-parkland (Brubaker 1991; Whitlock 1992). By 13,000 years ago, the Cedar River delta had advanced across the south end of the Lake Washington embayment, transforming the embayment from a marine fjord to a freshwater lake (Leopold et al. 1982).

After recession of the ice sheets, isostatic rebound occurred within Puget Sound from 8,000 to 5,000 years ago, which caused tributary stream gradients to fluctuate (Dragovich et al. 1994: Figure 7). The weight of the ice pushed the landscape into earth's mantle during the proglacial episodes, called isostatic depression. Isostatic rebound—upward movement of the earth's crust in order to achieve equilibrium—occurred following the recession of the ice sheets when the pressure or depression on the landscape relaxed, allowing the land to rise (Pidwirney and Jones 2010). Beginning in the late 1800s, humans altered gradients and the general topography of the area surrounding the project APE. Logging activity, which began during the early 1870s, depleted natural protections from stream erosion. Larger-scale changes began in 1916, when the Hiram S. Chittenden Locks (Ballard Locks) opened in Ballard. The locks linked Puget Sound with Lake Washington and resulted in lowering the lake level 9 feet. The change to the lake's water surface level altered the stream gradients that feed into the lake. These changes, combined with drainage alterations such as channelization, diminished the complexity of the streams and wetlands that fed the lake (Kerwin 2001:28). Agricultural use, such as farms, orchards, and dairies, dominated the landscape after logging (Hodges 2006:3), thus transforming the soils, streams, and wetlands. Post-World War II peat mining occurred in Ronald Bog and Twin Ponds and other areas of the region (Hodges 2006:3; Tetra Tech/KCM 2004:2-3). By 1953, this mining created a lake in Ronald Bog. Currently, the Thornton Creek watershed begins as a piped system from Ronald Bog (Tetra Tech/KCM 2004:2-3). The area has since been urbanized (Hodges 2006:3).

Natural Setting

Major climatic changes occurred in western Washington between 12,000 and 7,000 years ago. The climate changed to a warmer and drier regime, with less rainfall than today (Whitlock 1992). The surface elevation of Puget Sound reached a maximum low elevation approximately 8,000 years ago and then rose rapidly, affecting the elevation of Lake Washington and the gradient of the streams and rivers that flowed into the lake (Dragovich et al. 1994: Figure 7). The flow of drainages local to Lake Washington most likely slowed because of the lower gradients, and the lower reaches of some of the streams were able to absorb the decreased flow, thereby creating marshes and wetlands.

Pollen and spores also illustrate the warmer and drier climate before 7,000 years ago, when an open forest of Douglas fir (*Pseudotsuga menziesii*), red alder (*Alnus rubra*), or both grew along the margins of Lake Washington. Pollen directly overlying Mount Mazama ash deposits (6,700 years ago) implies that western redcedar (*Thuja plicata*) replaced the alder and some Douglas fir around 7,000 years ago. The change in dominant species points to a cooling climate. The abundance of western redcedar pollen continued to surface in the soil surrounding Lake Washington (Leopold et al. 1982:1306-1307), indicating its dominance until historical landscape changes in the late 19th and early 20th centuries.

Between 6,000 and 5,000 years ago, the climate became even cooler and wetter, thus causing the mosaic forest-parkland to be replaced by a closed canopy forest similar to that seen in contemporary western Washington, including western hemlock (*Tsuga heterophylla*), western redcedar, and Douglas fir (Barnosky et al. 1987; Brubaker 1991; Whitlock 1992). The wetter climate also caused higher groundwater levels and more surface runoff, which increased the flow of McAleer Creek and other tributary streams and lowered the overall water temperature. By 5,000 years ago, the surface elevation of Puget Sound was within 5 to 10 feet of its contemporary elevation, and sea level rise had begun to slow and stabilize (Dragovich et al. 1994). As a result, it was likely around this time that predictable salmon runs became established in Lake Washington and the Sammamish River system, along with their tributary streams. These runs included (and still consist of) Chinook (*Oncorhynchus tshawytscha*), coho (*O. kisutch*), and sockeye (*O. nerka*) salmon species (Williams et al. 1975:08-203).

The morphology of local drainages has changed within the historic period, notably through increased settlement and development (i.e., straightening and/or hardening of local stream beds). Before extensive Euroamerican influence in the area, the variety of regional vegetational environments provided fodder for an array of faunal resources. Larger terrestrial mammals in the area would have included elk (*Cervus canadensis*), deer (*Odocoileus hemionus*), black bear (*Ursus americanus*), coyote (*Canis latrans*), and mountain lion (i.e., cougar, *Felis concolor*). Smaller mammals would have included snowshoe hare (*Lepus americanus*), raccoon (*Procyon lotor*), red fox (*Vulpes vulpes*), porcupine (*Erethizon dorsatum*), and weasel (*Mustela frenata*) (Kruckeberg 1991; Larrison 1967). Lacustrine and riverine resources included species of waterfowl (*Aix* and *Anas* sp.), beaver (*Castor canadensis*), otter (*Lutra canadensis*), muskrat (*Ondatra zibethica*), freshwater fish (such as trout [*Oncorhynchus* sp.], whitefish [*Coregonus* sp.], eels [*Anguillidae* sp.]), and salmon species (Kruckeberg 1991; Larrison 1967; Suttles and Lane 1990).

3.2 Cultural Context

Previous Cultural Resource Management Studies

King County

Background research revealed that there are no previously recorded archaeological sites or previously conducted cultural resource studies within the proposed project APE. Within an approximately 1 mile radius of the project corridor, the review documented one archaeological resources study (Table 3-1), but no professionally documented archaeological resources were found

within 1 mile of the APE. Reports noted the presence of intact glacial materials, alluvium, and heavy disturbance within the area (Dellert et al. 2012; Berger 2008; Berger et al. 2007; Dugas and Robbins 2001:1; Gillis and Larson 2006; Gillis et al. 2006; Hodges 2006:3-5).

Table 3-1. Previous Cultural Resource Studies within 1 Mile of the APE in King County

National Archaeological Database (NADB) Number	Reference	Title	Within APE	Identified Cultural Resources
1339816	Courtois et al. 1998	Sound Transit: Central Link Light Rail Draft EIS: Historical and Archaeological Resources Technical Report	No	None
1339836	Courtois et al. 1999	Sound Transit: Central Link Light Rail Final EIS: Historical and Archaeological Resources Final Technical Report	No	None
1347421	Hodges 2006	Technical Memorandum: Results of Geoarchaeological Monitoring of Geotechnical Boreholes for the 3rd Avenue NE Street Extension Project, Seattle, Washington	No	None
1349658	CH2M HILL 2007	Aurora Avenue North Avenue Transit, Pedestrian, and Safety Improvements, North 110th Street to North 145th Street: NEPA Documented Categorical Exclusion: Final Historical, Archaeological, and Cultural Resources Discipline Report	No	None
1339881	Dugas and Robbins 2001	1st Avenue NE and NE 130th Street Signal Improvements Project, Seattle, King County, Washington, Cultural Resource Assessment	No	None
1350170	Berger et al. 2007	Cultural Resources Assessment for the Aurora Avenue North Multimodal Corridor Project: North 165th Street to North 205th Street, City of Shoreline, Washington	No	None
1351688	Berger 2008	Cultural Resources Assessment for the City of Shoreline's 15th Avenue NE/NE 170th Street Signal Project, Shoreline, Washington	No	None
1348255	Gillis and Larson 2006	Final Brightwater Conveyance Final Design Portals Field Reconnaissance, King and Snohomish Counties, Washington	No	None
1348253	Gillis et al. 2006	Final Brightwater Conveyance Final Design, King and Snohomish Counties, Washington: Archaeological Resources Monitoring and Review of Geotechnical Borings and Test Pit Monitoring	No	None
1684269	Dellert et al. 2012	Final Archaeological and Architectural Inventory for the Knickerbocker Floodplain Reconnection Project, City of Seattle, King County, Washington	No	None

Snohomish County

Nineteen previous cultural resource studies have been conducted within 1 mile of the APE in Snohomish County (Table 3-2). Most of these studies were completed for transportation-related projects (Chidley 2008; Hartmann 2008a; Juell et al. 2000; Lorenz 1977; Mighetto et al. 1992; Robbins 1999; Robinson 1981a, 1981b; Stone 2001; McWilliams and Cooper 2012). Three reports were completed for commercial development projects (Dellert and Butler 2010; Gillespie 2009; Silverman and Dellert 2010). Two projects were conducted for trail and bridge improvements for

the Interurban Trail (Dampf and Gilpin 2008; Gilpin and Gillespie 2009). Two series of documents were compiled for the Brightwater Regional Wastewater Treatment System Project (LAAS 2004, 2006). One project was for construction of a cellular tower (Hartman 2008b), and one project documented the history of Alderwood Manor (Mighetto 1992).

Table 3-2. Previous Cultural Resource Studies within 1 Mile of the APE in Snohomish County

National Archaeological Database (NADB) Number	Reference	Title	Within APE	Identified Cultural Resources
1330584	Lorenz 1977	Archaeological and Historic Sites Reconnaissance of Proposed Park and Ride Lots; Snohomish and King Counties, Washington	No	None
1331992	Robinson 1981a	An Archaeological Reconnaissance of SR5: Edmonds Park and Ride Lot (Preliminary Sites #19, 15, 17)	No	None
1332807	Robinson 1981b	An Archaeological Reconnaissance of SR5: 220th St SW Interchange Ramp Revision	Yes	None
1340278	Juell et al. 2000	Cultural Resources Inventory of the Proposed Washington Light Lanes Project Route 2 Backbone: Downtown Seattle to Interstate-5 (MP 164), Interstate-5 Seattle to Blaine (MP 164 to MP 276), and Blaine to the Canadian Border	Yes	Twelve potentially historic buildings near urban Seattle (not within the Lynnwood Link Extension APE)
1342623	Robbins 1999	Proposed Regional Express Lynnwood Project Cultural Resource Assessment	Yes	None
1343348	Stone 2001	A Cultural Resources Investigation of the Proposed Larch Way-Poplar Way Intersection Improvement Project, Snohomish County, Washington	No	None
1343407	Mighetto et al. 1992	I-5/196th Street SW Interchange Project Environmental Impact Statement Alderwood Manor, Archaeological and Historical Resources	No	Historic buildings associated with Alderwood Manor (not within the Lynnwood Link Extension APE)
1344008	LAAS 2004	Cultural Resources Documents Prepared for the Brightwater Regional Wastewater Treatment System	Yes	Several historic buildings (not within the Lynnwood Link Extension APE)
1348241	LAAS 2006	Cultural Resources Documents Prepared for the Brightwater Regional Wastewater Treatment System, Volume 1 of 2	Yes	Several historic buildings(not within the Lynnwood Link Extension APE)

Table 3-2. Previous Cultural Resource Studies within 1 Mile of the APE in Snohomish County

National Archaeological Database (NADB) Number	Reference	Title	Within APE	Identified Cultural Resources
1350195	Mighetto 1992	History of Alderwood Manor	No	None; no fieldwork
1351380	Hartmann 2008a	Cultural Resources Assessment for the Swift Bus Rapid Transit Project, Technical Memo 0711A-3, Snohomish County, Washington	No	None
1351904	Dampf and Gilpin 2008	Cultural Resources Assessment for the 44th Avenue West Interurban Trail and Trail Bridge Project, Snohomish County, Washington	Yes	None
1352059	Hartmann 2008b	Cultural Resources Assessment for the Lynnwood Cell Tower Project, Lynnwood, Snohomish County, Washington	No	None
13521118	Chidley 2008	Request for Determination of Effects Concurrence I5-196th Street (SR524) Interchange Project, Snohomish County, WA	No	None
1353293	Gillespie 2009	A Historical Resources Assessment of the Hall Lake East Project, Lynnwood, Snohomish County, Washington	Yes	Six historic buildings (not within the Lynnwood Link APE)
1353787	Gilpin and Gillespie 2009	Cultural Resources Assessment for the Edmonds Interurban Trail Project, Snohomish County, Washington	No	Interurban Trail
1354531	Dellert and Butler 2010	Cultural Resources Assessment for the Gorman Hotel & Storage/Retail Project, Snohomish County, Washington	No	Historic-period site (45SN559)
1354532	Silverman and Dellert 2010	Cultural Resources Assessment for the Hall Lake East Project, Snohomish County, Washington	Yes	Two historic-period sites (45SN552 and 45SN553) and one isolate (45SN564)
1682996	McWilliams and Cooper 2012	Cultural Resources Assessment for the 228th Street SW Corridor Improvement Project, Snohomish County, Washington	No	None

Prehistory

Human occupation of the Puget Sound region became possible soon after the retreat of the Vashon stade of the Fraser glaciation, which was the last glaciation episode that occurred 14,000 years ago. The oldest prehistoric sites in the region date to this time period and are primarily lithic scatters. Lack of faunal and organic remains is probably related to the highly acidic soils in the region, which produce a high decomposition rate (Nelson 1990:481). Lithic artifacts would still be preserved in such conditions.

However, new radiocarbon information and DNA analysis from the Manis Mastodon Site (45CA218) indicates that humans were in the Puget Sound region prior to approximately 13,800 years ago. This site, located near Sequim on the Olympic Peninsula, is one of the oldest archaeological sites in North America. This is a unique site because a bone point fragment was identified in the faunal remains (Waters et al. 2011:351).

The development of a cultural timeline extending back to the earliest times is difficult because of the paucity of artifacts and features. Although several cultural chronologies have been proposed, Ames and Maschner (1999) provided perhaps the most comprehensive chronology for the Puget Sound region (Table 3-3). The chronology is listed as five distinct time periods (Paleo-Indian, Archaic, Early Pacific, Middle Pacific, and Late Pacific), divided by changes in technology and increased sedentism.

Table 3-3. Model of Prehistoric Change in the Puget Basin

Dates	Period	Land Use	Settlement	Subsistence	Technology
~13,800 B.C. to 10,500 B.C.	Paleo-Indian	Generalized marine, littoral, and/or terrestrial	Short-term use pit houses and shelters	Generalized marine, littoral, and/or terrestrial	Stone; bone, antler, and perishable materials likely
10,500 B.C. to 4,400 B.C.	Archaic	Generalized littoral, neritic, and terrestrial	Short-term use pit houses and shelters	Generalized littoral, neritic, and terrestrial	Stone; some bone and antler; other perishable materials likely
4,400 B.C. to 1,800 B.C.	Pacific (Early Phase)	Littoral, neritic, and terrestrial	Increased sedentism in seasonal villages	Increased focus on littoral resources and expanded use of neritic resources	Increase in ground stone, bone, antler, and perishable materials
1,800 B.C. to A.D. 200/500	Pacific (Middle Phase)	Neritic, littoral, and terrestrial	Winter villages of plank houses and seasonal camps	Increased focus on marine and riverine resources. Food storage technologies developed	A decrease in stone and diversification of tools and tackle of bone, antler, and perishable materials
A.D. 200/500 to A.D. 1775	Pacific (Late Phase)	Neritic, littoral, and terrestrial	Large permanent villages and special use sites	Specialized marine, riverine, littoral, and terrestrial resource use and management. Extensive food storage	Tools and tackle of bone, antler, and perishable materials; very little stone

Sources: Ames and Maschner 1999:66; Waters et al. 2011
B.C. = Before the Common Era

Paleo-Indian (~13,800 B.C. to 10,500 B.C.)

The earliest phase of human occupation in the Puget Sound region is evidenced by scarce lithic sites, which were most likely temporary campsites or foraging locations. One of the earliest diagnostic tool assemblages in North America is the Clovis tradition (Ames and Maschner 1999:65). Clovis tools are found throughout the continent south of the glacial front but are relatively rare in the Pacific Northwest. A cache of Clovis tools was found at the Richey-Roberts site near Wenatchee; this was a rare find because Clovis tools usually are found as isolates (one or two artifacts occurring by themselves and not associated with an archaeological site) in the Northwest (Ames and Maschner 1999:66). The Clovis toolkit is defined by large, fluted lanceolate points; bone shafts; bone points with beveled bases; blades; blade cores; scrapers; retouched flakes; and hammerstones (Ames and Maschner 1999:65). Other tools representative of the Paleo-Indian phase include basalt cobble choppers and flaked scrapers. The sites are thought to represent small, highly mobile groups, with a general foraging subsistence pattern (Ames and Maschner 1999:24).

Archaic (10,500 B.C. to 4,400 B.C.)

Archaeological sites attributed to this time period are relatively scarce. Postglacial environmental changes were occurring in western Washington, such as fluctuations in sea level and isostatic rebound. These dynamic changes would have affected the way humans occupied and used the landscape as well as how well and where evidence of human use persisted (Ames and Maschner 1999:50, 53). Representative artifacts are largely lithic in nature, such as large projectile points for hunting large game, including the locally diagnostic Olcott point. The Olcott tradition consists of leaf-shaped projectile points and cobble tools (Nelson 1990:483). Some sites dating to the Archaic Period also include bone and antler tools. Olcott assemblages are typically found on older river terraces, primarily within the Snohomish River basin. The nearest recorded site to the APE dating to the Archaic period is 45SN72, near the town of Sultan.

Changes in settlement patterns are first noted in Archaic sites, with an increase in evidence of sedentism. Semi-subterranean pithouses are seen in semi-permanent and permanent villages (Ames and Maschner 1999:66). The seasonal round developed, with more focus on fishing, hunting, and gathering plants as they reached harvestable condition throughout the year in different microenvironments. As Ames and Maschner (1999:25) suggest, this indicates the beginning of a complex hunter-gatherer economy—a transitional time from the foraging economy in the Paleo-Indian phase.

Pacific (4,400 B.C. to A.D. 1775)

Ames and Maschner (1999) divided the Pacific Period into three phases: Early, Middle, and Late. The Pacific Period spans from prehistoric to the beginning of the ethnographic period, when native populations were first introduced to European influences, such as the smallpox epidemic of 1775.

Early Pacific (4,400 B.C. to 1,800 B.C.)

Littoral, estuarine, and riverine environments were affected by the stabilization of sea levels and draining of rivers approximately 5,000 to 3,000 years ago. As a result, resources flourished in these areas, which promoted more intensification of the use of these resources, as well as settlement. The use of specialized resources is first seen during the Early Pacific phase, including camas (*Camassia quamash*) and shellfish. This phase is characterized by an overall increase in food production, with a focus on intertidal resources, as illustrated by numerous thick shell midden sites, which indicates increased sedentism. Bone tools, while present during the Archaic Period, begin to dominate coastal assemblages during the Early Pacific phase, possibly due to better preservation in shell midden sites. However, many new forms of bone and antler tools were also identified in Early Pacific sites (Ames and Maschner 1990:91). Evidence of groundstone use and human burials are also seen as significant events in the Early Pacific Period (Ames and Maschner 1999:90-92).

Middle Pacific (1,800 B.C. to A.D. 200/500)

The stabilization of sea levels encouraged marine environments to flourish. Evidence of shell middens and the remnants of large rectangular cedar plank houses, villages, and large canoes indicate greater sedentism during the Middle Pacific phase. Intensification of marine resources, such as salmon fishing, is also indicated by the diversification and innovations of bone tools, such as toggling harpoons (Ames and Maschner 1999:93). Groundstone tools, such as net weights, further indicate an expansion in fishing (Ames and Maschner 1999:94). The emphasis on a storage-based economy, social inequality, warfare, and the development of coastal art and wooden boxes are seen for the first time as well (Ames and Maschner 1999:93).

Late Pacific (A.D. 200/500 to A.D. 1775)

Archaeological evidence shows cultural continuity between populations at the beginning of the Late Pacific phase and groups in ethnographic times; thus, Late Pacific peoples are the “direct biological and cultural ancestors to the coast’s modern Native peoples” (Ames and Maschner 1999:95). Although there is evidence of continuity, there is also evidence of change. An increase in warfare and population changes caused dramatic shifts in demographics (Ames and Maschner 1999:95). Major points in the Late Pacific Period include increasing mortuary rituals; decrease in shell midden burials for the most part, except for large sites such as the Tse-whit-zen Village Site (45CA523) in Port Angeles; decline in the use of chipped stone; changes in subsistence and settlement; and an escalation in warfare. Additionally, heavy-duty woodworking tools are seen for the first time in this period, indicating intensification in this skill (Ames and Maschner 1999:96).

Ethnography

The proposed project APE is in the aboriginal territory of the Duwamish, Sammamish, Snohomish, and Suquamish. These peoples are part of the Southern Coast Salish cultural group, which is composed of two language groupings, Twana and Lushootseed (further subdivided into Northern and Southern). The Duwamish, Sammamish, and Suquamish were part of the Southern Lushootseed

dialect group (Suttles and Lane 1990:486). The Snohomish were part of the Northern Lushootseed language group, although the Snohomish dialect was seen as distinct from other Coast Salish languages (Tweddell 1974:515). These groups followed the general Southern Coast Salish subsistence and settlement pattern.

Territories and Settlement Information

Duwamish

The Duwamish had villages along Lake Washington and the Duwamish, Cedar, and Black rivers (Suttles and Lane 1990:488). Duwamish territory extended along the length of the river of the same name to the confluence of the White and Green rivers (Swanton 1952:26). Duwamish territory also extended from the Muckleshoot lands in the south (around Auburn) to the Suquamish lands in the north (around Seattle), and were often referred to as the Renton Indians (Curtis 1913:174; Gibbs 1877:179; Haeberlin and Gunther 1930:8, 10; Spier 1936:34). The Duwamish had strong ties with other local groups such as the Sammamish and Snohomish, which often included marriage (Ruby and Brown 1992:72).

Duwamish winter village dwellings were constructed of cedar planks and typically had a single-pitch, shed-roof style and were used to house multiple families (Suttles and Lane 1990:491, 493-494). Seasonal campsite dwellings were smaller, single-family style with pole frames covered in mats (Haeberlin and Gunther 1930; Suttles 1990; Suttles and Lane 1990:491, 493-494).

Sammamish

Sammamish peoples inhabited the Sammamish River Valley, the shores of Lake Sammamish, and the eastern shoreline of Lake Washington (Curtis 1913:174; Spier 1936:34). The Sammamish had strong affiliations with the Duwamish to the west, as well as the Snoqualmie to the east.

The Sammamish winter villages had multiple family dwellings consisting of cedar planks attached to heavy wooden frames. Temporary, seasonal dwellings were made of a light pole framework covered with cattail mats that were easily transportable (Lane 1975a:24).

Snohomish

The Snohomish lived in the Snohomish River Valley and had four main villages: just south of Tulalip, at Priest Point, at Sandy Point, and at the southern tip of Whidbey Island. Other settlement locations were along the banks of major rivers, such as the Snohomish River, and along tributaries and at confluences (Gibbs 1877:179; Haeberlin and Gunther 1930:7; Swanton 1952:46). The hunting and fishing territory of the Snohomish extended east of the villages (Haeberlin and Gunther 1930:7). As was the norm with Southern Coast Salish groups, the Snohomish centered life on semi-permanent to permanent winter villages and temporary spring, summer, and fall campsites based on seasonally available resources. Dwellings consisted of cedar plank houses with cedar log poles and plank walls. Three types of roofs were used in the Puget Sound region: shed, gable, and gambrel. The Snohomish commonly had shed-roof dwellings in permanent villages (Waterman and Greiner

1921 in Suttles and Lane 1990:491). Occasionally, the shed-roof houses were also used for potlatches (Suttles and Lane 1990:491). The largest Snohomish potlatch house was located at Tulalip (Haeberlin and Gunther 1930:17). The Snohomish also incorporated stockades into some of their villages—a feature that was not typical for the region. The stockade around one Snohomish village included ditches and sharpened stakes (Gibbs 1877:223). Haeberlin and Gunther (1930:15) note that the village of Hebolb had a palisade, while the village at Priest Point stood unprotected.

The yearly migration from the winter village did not occur in one event for the Snohomish— younger, more energetic groups were the first to leave, followed later by more elderly groups (Haeberlin and Gunther 1930:10). Seasonal campsites were situated by resource locations, such as areas for hunting game and gathering berries. Summer dwellings housed from 2 to 10 families and were portable gable-roofed shelters with pole frames covered in mats or brush (Suttles and Lane 1990:491). The Snohomish summer house was similar to the square house used by the Nisqually, not the “tipi-like” house used by other Puget Sound groups (Haeberlin and Gunther 1930:19).

Suquamish

Suquamish territory included the west side of Puget Sound, from Apple Tree Cove in Kingston to Gig Harbor, including Bainbridge Island (Swanton 1952:48). On the east side of the Sound, the Suquamish inhabited the areas around Seattle and are associated with the Duwamish (Curtis 1913:174; Gibbs 1877:179; Spier 1936:34; Swanton 1952:48). The Suquamish also had marital, economic, and ceremonial ties with the Clallam and Twana (Suttles and Lane 1990:488).

Suquamish cedar plank dwellings were built in the winter villages and were large enough to house multiple families. Most cedar plank dwellings were used as houses, although occasionally they were constructed for potlatch events. The largest known potlatch house was Old Man House at the Suquamish village at Agate Pass (Suttles and Lane 1990:491). Built in the early 19th century, Old Man House was approximately 500 feet long and up to 60 feet wide. The house posts of Old Man House were “carved with grotesque figures of men, naked and about half size” (Gibbs 1877:215 in Suttles and Lane 1990:491). Seasonal campsite dwellings were typically gable-roofed structures with pole frames covered in housemats (Suttles and Lane 1990:491).

Subsistence

Subsistence for Southern Coast Salish groups such as the Duwamish, Sammamish, Snohomish, and Suquamish was based on a system of procuring seasonally available resources. Task groups set out to seasonal camps to hunt, fish, and gather plants, although during ethnographic times, the Snohomish did not hunt deer or elk. The Snohomish bought dressed deer and elk skins and mountain goat wool from the Snoqualmie, paid for with shell money (Haeberlin and Gunther 1930:7, 10). The principal diet of the Snohomish was seafood, not terrestrial game animals (Haeberlin and Gunther 1930:20).

Dietary staples included terrestrial game such as deer (*Odocoileus hemionus*), elk (*Cervus elephas*), and bear (*Ursus americanus*). Waterfowl and other birds were also used. Additionally, all five species of salmon were used, as well as other fish such as kokanee in the Sammamish River drainage (Suttles and Lane 1990:489; Williams et al. 1975:08-203). The Southern Coast Salish people caught salmon

during the spring and fall runs; some was processed for winter storage (Ballard 1957:41-2; Gibbs 1877:194). Weirs, traps, gaff hooks, harpoons, dip nets, leisters, traps, spears, gill nets, and trawl nets were used for fishing (Lane 1975a:24; Suttles and Lane 1990:489). They consumed salmon and other fish fresh, while they smoked and dried surplus for winter storage or trade. Commonly used shellfish species consisted of butter clam (*Saxidomus giganteus*), littleneck clam (*Protothaca staminea*), horse clam (*Schizothorus nuttalli*, *S. capax*), geoduck (*Panopea generosa*), thin-shelled clam (*Protothaca tenerrima*), razor clam (*Siliqua patula*), and bay mussel (*Mytilus edulis*) (Belcher 1985; Suttles 1990:28; Suttles and Lane 1990:489). The Sammamish also caught eels in the Sammamish River (Lane 1975a:24). Marine resources such as oysters, bottom fish, and marine mammals were procured in Puget Sound as well (Harrington ca. 1909:Frame 314).

Plants gathered for food and medicinal purposes included cattails, roots, sprouts, bulbs, and camas (Gibbs 1877:194; Gunther 1945; Lane 1975a:24; Suttles and Lane 1990:489). Additionally, a variety of berries, including blackberry, elderberry, salmonberry, thimbleberry, blackcap, salal berry, huckleberry, and blueberry, were noted by Gunther (1945). Plant resources were used not only for food, but also as material for such items as dwellings, mats, clothing, and baskets.

Ethnographic Place Names

Several ethnographic place names are in the vicinity of the APE. Figure 3-1 shows GLO maps from the USSG, with ethnographic place name information documented by T. T. Waterman in 1920 and enhanced by Hilbert et al. (2001:82-83, 343-346) and Thrush (2007:220-221, 250-254), in relation to the APE.

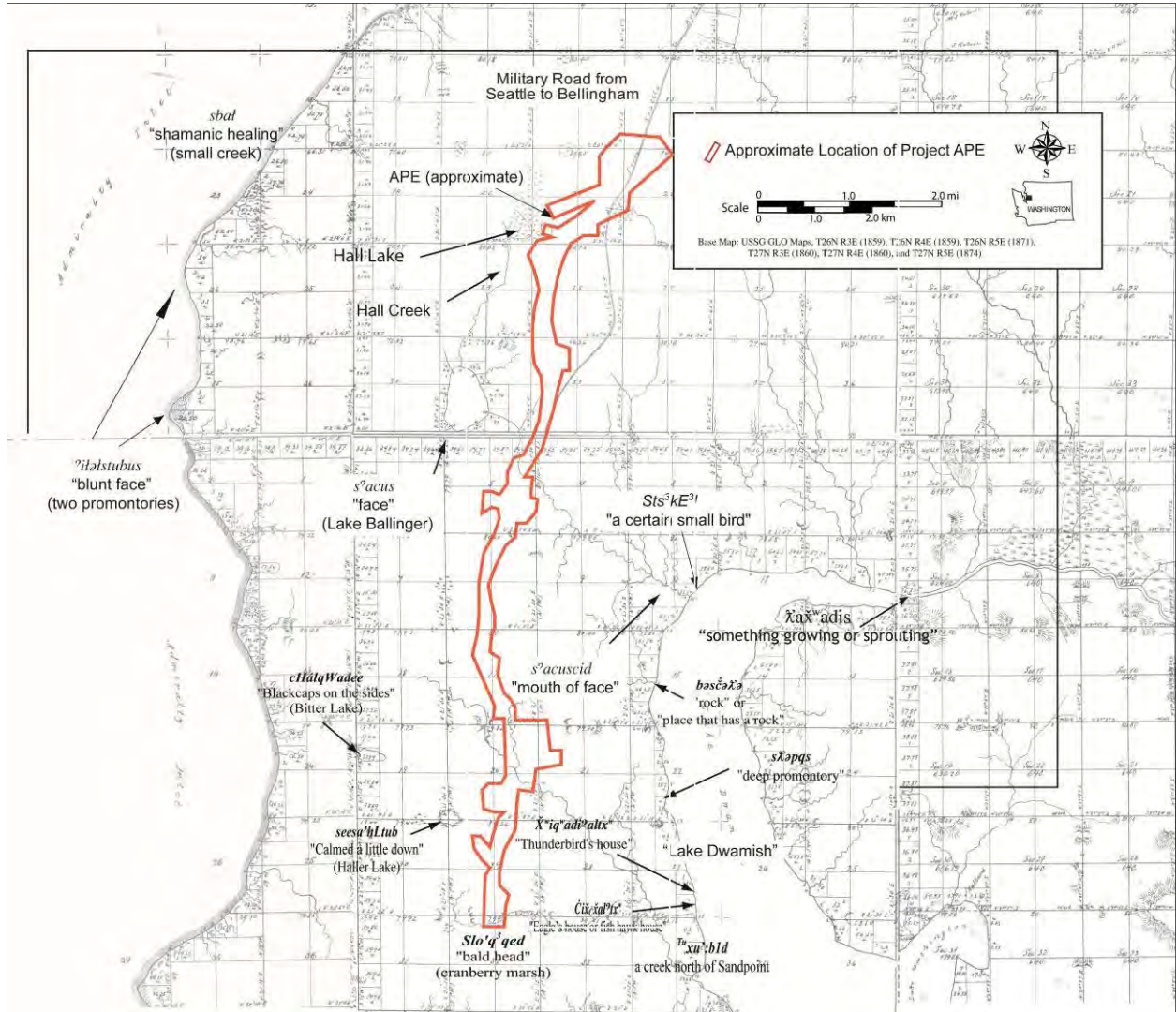


Figure 3-1
Ethnographic place names
in the APE vicinity

Lynnwood Link Extension

Beginning at the northern end of the APE, the nearest ethnographic place name is “*s?acus*” (Lake Ballinger, formerly Lake McAleer), meaning “face,” approximately 0.75 mile to the west (Hilbert et al. 2001:82-83; Waterman 1922:179, 190). Approximately 1 mile southwest of Lake Ballinger is Bitter Lake, which was called “*cHaÉlqWadee*,” meaning “blackcaps on the sides,” and referred to the native blackcap (*Rubus leucodermis*) berries and shoots harvested around the lake (Thrush 2007:220-221). A half mile southeast of Bitter Lake is Haller Lake, called “*seesaÉhLtub*,” meaning “calmed down a little,” and is a possible former hunting location (Thrush 2007:220-221). Both Bitter and Haller lakes have also been noted to be refuge areas during slave raids (Thrush 2007:220). At the far southern end of the APE is “*bLooQWqeed*,” meaning “bald (or peeled) head,” which refers to the bowl-shaped topography where North Seattle Community College and Northgate Mall are currently situated. Formerly, this area held an upland marsh/wetland that provided a source for Thornton Creek and would have been ideal for gathering highbush cranberries, marsh tea (*Ledum groenlandicum*), and other plants (Hilbert et al. 2001:82; Thrush 2007:254; Waterman 1922:179, 190).

In the general vicinity, the shorelines of water bodies were attractive locations for native groups during prehistoric and ethnographic times. “Lake Dwamish” to the south and east of the project study area includes eight ethnographic place names near the APE. The first place name is “*Sts³kE³l*,” meaning “a certain small bird,” which refers to a small creek, and is approximately 2 miles east of the APE (Hilbert et al. 2001:82-83). Just southwest of “*Sts³kE³l*” is “*s?acuscid*,” or “mouth of face,” referring to the creek that feeds Lake Ballinger (Hilbert et al. 2001:82-83).

Approximately 1.5 miles farther south is “*basčáǰə*,” meaning “rock or a place that has a rock,” which refers to a boulder on the shore of Lake Washington near Lake Forest Park (Hilbert et al. 2001:82, 83, 86; Waterman 1922:179, 190). Almost 2 miles farther south again is “*ésǰəpqs*,” meaning “deep promontory,” which refers to a place on the edge of Lake Washington (this is also approximately 2.5 miles east of Haller Lake) (Hilbert et al. 2001:82, 83, 86; Waterman 1922:179, 190). Approximately 0.75 mile south of “*ésǰəpqs*” is a cluster of three ethnographic place names. “*ǰ^wiq^wadi^waltx^w*,” meaning “Thunderbird’s house,” refers to a place on the shore of Lake Washington at the edge of a bluff. The mythical birds, who were believed to cause thunderstorms by flapping their wings and winking their eyes, were thought to nest in this location (Hilbert et al. 2001:82, 86; Waterman 1922:179, 190). “*Ćixčǰal^wtx^w*,” meaning “Eagle’s house or fish hawk house,” is a little promontory on Lake Washington where an eagle’s nest was located (Hilbert et al. 2001:82, 86; Waterman 1922:179, 190). “*“xu^w:b1d*” (Waterman orthography) does not have a specific meaning, but refers to a creek north of Sand Point (Hilbert et al. 2001:82, 85; Waterman 1922:179, 190).

To the west of the project study area, on the shoreline of Admiralty Inlet, there are two other ethnographic place names. “*Sbat*,” meaning “the supernatural power which makes one able to be a sucking doctor” or “shamanic healing,” is approximately 3.5 miles northwest of the APE and refers to a small creek north of Edmonds (Hilbert et al. 2001:343, 346). “Blunt face,” known as “*stubus*”

and *é'itat stubus*,” refers to a set of two promontories (Point Edwards and Point Wells) on the shoreline of Admiralty Inlet (Hilbert et al. 2001:343, 346). The two promontories are approximately a mile apart from each other and approximately 4 to 5 miles west of the APE.

History

Puget Sound was first explored by Europeans in 1792, with the expedition led by British Royal Navy Captain George Vancouver, who named the large water body in honor of Lieutenant Peter Puget. Vancouver’s expedition landed in Possession Sound, the large sea water inlet around Mukilteo, Everett, and Tulalip Bay. This area was so named because Vancouver officially docked there and claimed it for England in honor of the King’s birthday. However, this was not the first contact Northwest Native Americans had with Europeans. By the time of Vancouver’s exploration, at least one smallpox epidemic had swept through the groups in western Washington because of direct native/Euroamerican contact (Newcombe 1923; Suttles and Lane 1990).

Contact

King and Snohomish Counties

Euroamerican settlement did not begin in earnest in the Puget Sound region until the mid-19th century, when Great Britain ceded the area to the United States. In 1848, Congress created the Oregon Territory, which included what are now Washington and Idaho. King County was formed by the Oregon Territorial Legislature on December 22, 1852 (Riddle 2006). The passage of the Donation Land Act of 1850 and the establishment of the Washington Territory by Congress in 1853 also prompted increased settlement by Euroamericans (Long 2006). At that time, the area now known as Snohomish County only had three white male citizens (Broom 1990:1). Within half a century, the population was sufficient for Washington to become a state (Schwantes 1996:95-106).

The large influx of Euroamerican settlers caused issues with native groups and led to numerous conflicts. As a result, Washington’s first territorial governor, Isaac Stevens, was tasked with making agreements with native groups for land cessions. The goal was relocation of natives to reservations and continued settlement of the land by Euroamericans. More than 64 million acres of land were ceded in exchange for retention of fishing rights, title to circumscribed lands, and annuities. Many treaties were signed as a result. The Treaty of Point Elliott was signed in 1855, and the Sammamish, Suquamish, and Snohomish tribes were among the signatories. The Treaty of Point Elliott stipulated that native groups that traded lands to the United States would in return receive payment, services, and rights to traditional fishing and hunting grounds (Lane 1975b:3; Riddle 2006). As part of the treaty terms, native groups were to relocate to the Tulalip Indian Reservation or the Port Madison Indian Reservation (Ruby and Brown 1992:72-72). While many groups relocated, some resisted and stayed in their traditional lands. Tensions and conflicts surrounding the treaty terms led to resentment and warfare throughout the Puget Sound, known as the Indian Wars of 1855–1856 (Schwantes 1996:104-106). In response to the hostilities, by 1859 the army constructed a “Military

Road” on a former wagon route from Fort Steilacoom in Tacoma to Bellingham near the Canadian border. The Military Road ran roughly north-south along the present-day I-5 corridor (USSG 1860).

The region experienced population growth in the mid-to-late 19th century, with the influx of Euroamerican settlers caused by timber, agricultural, coal, fishing, and homesteading pursuits (Long 2006; Riddle 2006). With the arrival of the railroad, the population in Snohomish and King counties increased. Snohomish County, originally part of Island County, was officially established on January 14, 1861 (Riddle 2006).

Euroamerican settlement came to the Seattle vicinity with the arrival of the Denny Party on Alki Point in 1851. The following spring, three members of the group, Arthur Denny, Carson Boren, and William Bell, filed Donation Land Claims in a more sheltered area, including the most level section on the south part of Elliott Bay, and termed the settlement Duwamps (or Dewamps)(Crowley 2003a; Kirk and Alexander 1995:282). In the fall of 1852, Henry Yesler built the first steam-powered sawmill in the region, significantly raising the timber industry as an economic driver in the Puget Sound area. By December 1852, the Oregon Territorial Legislature approved the establishment of King County and Seattle was named the governmental seat (Crowley 1999, 2006). When the Washington Territory separated from the Oregon Territory in 1853, Seattle lost its claim as the governmental capital, to be replaced by Olympia. The first plats for the town of Seattle were filed on May 23, 1853 by Denny, Boren, and Dr. David Maynard in what is now Pioneer Square (Crowley 2000). Disagreements over the platting process resulted when Maynard platted his streets by compass cardinal points while Denny and Boren laid out streets parallel to the Elliott Bay shoreline. Subsequently, the streets around Yesler Way (formerly Skid Row or Mill Street) do not match up (Crowley 2000).

The following decade led to population and economic growth for Seattle. Citizens lobbied for a territorial university, which was granted in 1861 (the forerunner to the University of Washington) (Crowley 1999; Kirk and Alexander 1995:283). In 1864 and 1866, Asa Mercer traveled to the East Coast, with a letter of introduction from the territorial governor, to bring young ladies to serve as school teachers and as brides for the large population of bachelors, to increase the number of marriageable women in the territory (Kirk and Alexander 1995:284; Muhich 1999). Mercer brought a total of 57 ladies (termed the Mercer Girls) to Puget Sound, many of whom were part of founding families in Puget Sound (Muhich 1999).

On January 14, 1865, the Territory of Washington incorporated Seattle and provided a charter that the city appoint a town clerk, marshal, and magistrate (Lange and Tate 2004). Several ordinances were passed, but some of the leading citizens filed a petition for dissolution. Within 3 years, Seattle reverted to a precinct of King County again. Two years later, citizens petitioned the Legislature for another municipal government and on December 2, 1869, Seattle was reincorporated, with a new town charter (Lange and Tate 2004).

For additional information about the historic period context in these areas, including information on the Seattle-Everett Interurban Railway, please see Part II, Section 8.1 of this report.

3.3 Archaeological Context

Archaeological Properties

Isolated archaeological items, collections of artifacts (e.g., scatters), and buried archaeological deposits all might occur within the project study area. Environmental variables (e.g., flat terrain, proximity to fresh water, and availability of favored floral and faunal resources), ethnographic records, and the documentation of several sites on similar landforms in the vicinity suggest a moderate probability for intact archaeological remains in the APE. Hunter-fisher-gatherer and ethnographic period archaeological resources that may be identified within the project study area include low-density lithic scatters and isolated lithics, such as flakes of stone from tool-making; cores and core fragments; and projectile points. Archaeological resources from ethnographic period sites would be similar to those associated with prehistoric sites, with the addition of Euroamerican goods, such as beads, and a more diverse assemblage of artifacts. Early historic-period archaeological resources would most likely be isolated artifacts related to logging, such as sawdust, nails, stumps with springboard scars, or logging tools; homesteading, such as nails, canning jars, dishes, and other early domestic use items; and farming, such as agricultural equipment, seeds, and feed containers. Later historic-period, non-Indian archaeological resources are likely to be structure foundations and window pane fragments, and domestic and camp-related refuse, such as bottles, cups, other dishes, cans, and toys.

Previously Recorded Archaeological Sites

King County

No professionally documented archaeological sites have been found within 1 mile of the King County portion of the APE. Approximately 0.25 mile east of the APE, along Haller Lake's shoreline, at least four projectile points might have been found by property owners during the 1950s. However, these artifacts' evidence and provenience are not confirmed (Dugas and Robbins 2001:6). The closest confirmed site to the southern portion of the APE within King County is a submerged World War II-era aircraft (45KI424) in Lake Washington, over 2 miles east of the APE (Mester and Historic Aircraft Preservations, Inc. 1990). The closest documented sites in the northern portion of the APE within King County are two sites northwest of Lake Washington within an old delta, over 4 miles east of the APE: a precontact isolate (45KI1098) consisting of a cryptocrystalline piece of lithic debitage (Gilpin 2012a) and a historic-period dump dating from the 1900s to 1970s (45KI1096) (Gilpin 2012b).

Snohomish County

Three previously recorded archaeological sites and one isolate are within 1 mile of the APE in Snohomish County (Table 3-4). None of the previously recorded archaeological resources are within the APE; site 45SN552, site 45SN553, and isolate 45SN564 are approximately 200 to 500 feet to the west, and site 45SN559 is approximately 0.25 mile east of the APE. All of the sites date to the historic

period and are associated with development at Hall Lake (Silverman 2010a, 2010b, 2010c). The isolate consists of window pane glass fragments and could be related to a building constructed between 1945 and 1950 that was approximately 5 to 10 meters west of the identified area (Gilpin 2010).

Table 3-4. Previously Recorded Archaeological Sites and Isolate within 1 Mile of the APE in Snohomish County

Site Name and Number	Site/Isolate Type	Distance From APE	NRHP Status ^a	Reference
45SN552	Historic Structure-Unknown	~200 feet	Potentially Eligible	Silverman 2010a
45SN553	Historic Structure-Unknown	~225 feet	Potentially Eligible	Silverman 2010b
Gorman Property Notched Tree Stumps Site (45SN559)	Historic Logging Property/Historic Culturally Modified Trees	~0.25 mile	Potentially Eligible	Gilpin 2010
Isolate 45SN564	Historic Object	~500 feet	Not Evaluated	Silverman 2010c

^aNational Register of Historic Places status as listed on Washington State Department of Archaeology and Historic Preservation's WISAARD database

Results of Archaeological Sensitivity Mapping and Implications for Archaeological Resources

The DAHP predictive model for archaeological resources is based on statewide information, using large-scale factors. Information on geology, soils, site types, and landforms and from GLO maps was used to establish or predict probabilities for precontact archaeological resources throughout the state. The DAHP model uses five categories of prediction: Low Risk, Moderately Low Risk, Moderate Risk, High Risk, and Very High Risk. The DAHP predictive model map indicated a Low to Very High Risk for cultural resources within the APE. Most of the APE falls within Low, High, and Very High risks; almost none of it is of Moderate Risk. However, the disturbance to the APE during the historic period due to roadway construction and residential development could have affected resources; thus, the overall APE has a low-to-moderate probability for intact archaeological remains.

As Appendix B of the Work Plan shows, the probability areas assigned by DAHP vary along the alignment. The discussion below describes the probability per map, with the maps organized by county and going from south to north.

King County

Map 1—high probability

Map 2—high probability until approximately NE 120th Street, then low probability

Map 3—low probability until approximately NE 130th Street, then high probability

Map 4—high probability

Map 5—high probability until approximately Ridgecrest area, then moderate to low probability

Map 6—low probability with a sliver of high probability on west side of highway, then low probability until approximately NE 170th Street, then resumes to high probability

Map 7—high probability until approximately NE 175th Street, then low probability

Map 8—low probability

Map 9—low probability until approximately NE 195th Street

Map 10—high probability to county line

Snohomish County

Map 10—high probability from county line to approximately 230th Street SW, then moderate to low probability

Map 11—low probability with scattered moderate probability

Map 12—low probability with scattered moderate probability

Map 13—low probability to high probability

Map 14—high probability near Hall Lake, then moderate to low probability as alignment splits

Map 15—moderate to low probability as alignment splits, then high probability near Scriber Creek Park and Scriber Lake area

Map 16—high probability near Scriber Creek Park and Scriber Lake area to low probability at northern end of alignment

On a larger scale, when viewing the DAHP model maps, the high probability locations surround water bodies, such as Hall Lake and Lake Ballinger, and are along water course drainages, such as Scriber Creek, then taper off and sometimes are interspersed with moderate and low probability areas. Modifications to the APE vicinity during the historic period could have affected intact archaeological resources; as a result, the areas around such disturbances would have a decreased probability of such resources. Given the heavy disturbance of I-5, other roadways, and residential and commercial construction, the APE probability for intact archaeological resources would be moderate.

Historic-Period Maps

HRA consulted historic maps and atlases to locate historic-period properties or features within the APE (Table 3-5). No historic-period features or structures were documented on the 1859 GLO map (USSG 1859); the Military Road running from Seattle to Bellingham was constructed soon thereafter (USSG 1900). At the turn of the 20th century, Lake Ballinger, then known as Lake McAleer, was owned by Ira Bartholamue and included structures such as a house, barn, boat landing, and chicken yard documented on the island in the lake (USSG 1900). By 1927, the island was owned by R.A. Ballinger (Metsker 1927).

By the mid-20th century, several housing tract areas, developments, and parcels were platted on atlases in the APE (Anderson 1907, 1910; Kroll 1926, 1934, 1943 [revised 1952]; Metsker 1927, 1936, 1960; Sanborn 1930; USGS 1942, 1953) (Table 3-5).

Table 3-5. Features Documented on Historic-Period Maps in the APE

TRS Location	Reference	Comment
T27N R4E S21	USSG 1860	Military Road from Seattle to Bellingham bearing roughly north-south crosses APE in SE quadrant of section.
	Anderson 1910	Hall's Lake Tracts and parcels owned by Erick A. Wallene, H. W. Treat, A. C. Yost, W. B. Heworth, H. H. Burleson, D. C. Burleson, H. M. Andrews, W. Million and Geo. J. Nichols, and Puget Mill Company, also APE crosses the Seattle-Everett Interurban Line.
	Metsker 1927	Hall's Lake Tracts, Wallene Interurban Tracts, Scriber's Lake Tracts, Cedar Valley Tracts, and parcels owned by M. Callendar, R. Abbott, J. Kunst, J. A. Crookham, Larson, and other unnamed/illegible parcels.
	Kroll 1934	Hall's Lake Tracts, A. C. Yost's 5 Acre Tracts, Hall Lake Townsite, Scriber Lake Home Tracts, Wallene Interurban Tracts, Alderwood Manor Tracts, PMW Trac. Co. RY, and parcels owned by E. J. Landgren, F. Eagen, M. Beattie, O. Boyd, C. Boyd, Jacob Hill, Mary Danson, R. Abbott, Christensen, and B. Eckerson.
	USGS 1942	Structure documented in area of Scriber Creek Park.
	Kroll 1943 (revised 1952)	Hall Lake Townsite, A. C. Yost's 5 Acre Tracts, Scriber Lake Homes, Wallene Interurban Tracts, and parcels owned by B. Welon, Johnson, Bartle, Christensen, Agnes Arentsen, Harold Arentsen, Frank Lukas, Campbell, and other unnamed/illegible parcels; also the vacated PMC Trac. Co. RY.
	USGS 1953	Structures documented in area of Scriber Creek Park.
	Metsker 1960	Hall Lake Townsite, Grange Hall, A. C. Yost's 5 Acre Tracts, Caperton Homes, Lynnwood Evergreen Tracts, Met. Fed. Sav and Ln, and parcels owned by Church of Nazarene, A. I. Ensen, W. Axelson, M. Monk, C. Johnson, F. Bartele, B. Welch, I. Miller, R.E. Woodley, A. Arentsen, R. Bell, F. Lucus, Christensen, L. Aichlmey, P. Campbell, R. Ellis, Lee Park, R. Lockwood, Nettleton, C. Williams, H. Polker, and E. Vicklund.
T27N R4E S28	USSG 1860	Military Road from Seattle to Bellingham bearing roughly north-south in eastern half of section.
	Anderson 1910	Parcel owned by Carrie R. Orton.
	Metsker 1927	Seattle Heights Gardens Tracts and parcels owned by Orton Inv. Co., Mary E. Shore, J. Fleagle, C. Pearse, P. Van Arsdale, and C & H Rice.
	Kroll 1934	Seattle Heights Gardens Tracts and parcels owned by Orton Inv. Co., Schelda J. Leibley, C. Hansen, and other unnamed/illegible parcels.
	Kroll 1943 (revised 1952)	Zattu Hall Lake Tracts and Seattle Heights Gardens Tracts.
T27N R4E S29	Metsker 1960	Morrison's Tracts, Seattle Heights Gardens Tracts, Mount Lake Terrace Tracts, and parcels owned by Seat. Fed. Savings, Lyen White, Oscar Anderson, A. E. Crust, C. Singhts, Price, Jas. F. Ward, and W. S. Gibb.
	Anderson 1910	Appleton Acre Tracts and parcel owned by J. A. L. Crookham.
	Metsker 1927	Appleton Acre Tracts and parcel owned by J. A. L. Crookham.
	Kroll 1934	Appleton Acre Tracts and parcel owned by J. A. L. Crookham.
T27N R4E S29	Kroll 1943 (revised 1952)	Appleton Acre Tracts and parcel owned by Leslie Securities Inc.

Table 3-5. Features Documented on Historic-Period Maps in the APE

TRS Location	Reference	Comment
	Metsker 1960	House-o-Rama, Mount Lake Terrace Tracts, and parcels owned by B. R. McCormick, Jovanovich, Josie Perch, R. Stromberg, R. K. Slaughter, T. Norgson, Jos. H. Fleogle, Scott, Albert Gaiger, R. Michelton, M. M. Willough, and Corp. of Cath. Archbishop.
T27N R4E S32	USSG 1900	Homestead of Ira Bartholamue on island within Lake McAleer (now Lake Ballinger) that included a house, barn, chicken yard, and raft or float for a boat landing area.
	Anderson 1910	Parcels owned by W. W. Rinehart, Edw. J. Gould, Harry White, James B. Taylor, and L.E. Grant.
	Metsker 1927	Parcels owned by Nile Temple of Seattle, R. Ballinger, A & A Weage, C. Melburn, and H.K. Sander.
	Kroll 1934	Parcels owned by Nile Temple of Seattle, A & A Weage, C. Melburn, and Erma G. Preston.
	Kroll 1943 (revised 1952)	Mount Lake Terrace Tracts, island in Lake Ballinger owned by J. J. Hands, and parcels owned by Nile Temple of Seattle, C. Melburn, and W. H. Lilly and H. Schroepfel.
	Metsker 1960	Island in Lake Ballinger (McAleer) owned by Holland & Manos, Mount Lake Terrace Div. Tracts, and parcels owned by Nile Temple of Seattle, W. H. Lilly and H. F. Schroepfel, and Albert Pierce.
T26N R4E S5	Anderson 1907	Parcels owned by Frank J. Henson, Crawford & Co., and August A. Ernest.
	Kroll 1926	Echo Lake Garden Tracts 5th Division, Lake Ballinger Garden Tracts, and parcels owned by R. C. Baldwin, Ida M. McCrary, Eliz. Davis, A. G. Glass et al., and other unnamed/illegible parcels.
	Metsker 1936	Lake Ballinger Garden Tracts, Lago Vista Tracts, Whitman Home Tracts, and parcels owned by Crawford & Conover, I. B. McCrory, M. W. Salisbury, H. H. Brown, and Geo. B. Glass et al.
T26N R4E S8	Anderson 1907	Parcels owned by W. B. Wilson, H. H. Hamlin, R. M. Smith, NJNO, ACS, R. L. Graham, F. Munday, N. Boyle, and N. L. Woodring.
	Kroll 1926	Interurban Tracts and parcels owned by H. H. Hamlin, D. M. Stone, J. A. Haiferdam, Geo. Hill, J. M. Harmon, and F. Munday et al.
	Metsker 1936	Maywood Ac. Tracts, Hansbury's Country Club 5 Acre Tracts, Ronald Home Tracts, Brinker Hendrickson Hom Tracts, and parcels owned by Geo. Hill, L. R. Dumas, Fk. K. Munday et al. and other unnamed parcels.
T26N R4E S17	Anderson 1907	Green Lake 5 Acre Tracts and Marshall Blinn Est.
	Kroll 1926	Green Lake 5 Acre Tracts and parcel owned by George B. Saulsberry.
	Metsker 1936	Green Lake 5 Acre Tracts, A. B. Lord's County Club 0.25-Acre Tracts, Mitchell & Bronson 0.25-Acre Tracts, Powell's 0.25-Acre Tracts, and parcels owned by H. H. Hamlin, E. H. Wilson, and West & Wheeler.
T26N R4E S20	Anderson 1907	Parcels owned by H. H. Hamlin, C. C. Chittenden, and M. A. Jones.
	Kroll 1926	Country Home Plat, Jones Est., and parcel owned by National City Bank.
	Sanborn 1930	Platted streets .
	Metsker 1936	H. E. Orr Park Div., County Home Plat Div., and Golfcrest Div.
T26N R4E S29	Anderson 1907	Parcels owned by JM, JAM, MS, AA, MF, DNS, JCS, ECG, A. O. Lindsey, A. A. Aiken, and H. H. Hamlin.
	Kroll 1926	H. E. Orr Park and parcels owned by D. H. Griffith, H. C. Peter, M. P. Madsen, GL St. Bk., and other unnamed/illegible parcels.

Table 3-5. Features Documented on Historic-Period Maps in the APE

TRS Location	Reference	Comment
	Metsker 1936	H. E. Orr Park Div. and parcels owned by Owen-Farlin Co. Corp., E. Smith, M. Rothstein, J. H. Henry, R. H. Ellis, A. C. Yolkher, and other unnamed/illegible parcels.
T26N R4E S32	Anderson 1907	Parcels owned by J. W. Denny, A. Edwards, JNO Bruno, H. G. Niblet, W. R. Tompkins, RLM, JS, and S. C. Orton.
	Kroll 1926	Denny's 5th Ave, and parcels owned by Fred McCoy, J. J. Kointz, J. B. Carey, J. Carver, John Bruno, Alvin Heinrich, Frank Saloco, J. Stratham, Orton Inv. Co. Inc. and other unnamed/illegible parcels.
	Metsker 1936	Morrisette 1st Add., J. W. Denny's 5th Ave Add., Burke & Carrarslicton Springs Gardens, and parcels owned by Pac. Natl. Bank, J. J. Kunz, G. Nord, and other unnamed/illegible parcels.

TRS =Township, Range, Section

Archaeological Survey Results

Two archaeological sites (45SN531 and 45SN609) and one foundation that will be over 50 years old by 2020 were identified during the archaeological investigation. Additionally, areas with modern debris were also noted.

Interurban Trail (45SN531)

East of 52nd Avenue, the Interurban Trail consists of a paved bicycle and pedestrian trail (see Figures 3-2 and 3-3 and Attachment C). This area is a section of Interurban Trail, which has been previously recorded as archaeological site 45SN531. As such, an updated site form was prepared to document this portion although no remnants of railroad, including rails, ties, or associated facilities or equipment, are visible in the trail segment within the project APE. The railroad grade has been capped with asphalt, which is patched in places with concrete. Mowed grass lines both sides of the trail within its right-of-way. Power lines, which were constructed after the Interurban Railway's abandonment in 1939, parallel the right-of-way on both sides of the trail.

As noted in Section 8 of this report, the Interurban Railway operated between 1910 and 1939. It connected Seattle with the growing residential areas to the north, eventually transporting people between Seattle and Everett. The power lines were installed by Puget Power (now Puget Sound Energy) after the railroad's abandonment.



Figure 3-2
Overview of the Interurban Trail
(45SN531) in Area 10, view east



Figure 3-3
Overview of the Interurban Trail
(45SN531) in Area 10,
view south-southeast

Scriber Creek Park Site (45SN609)

The Scriber Creek Park site (45SN609) was identified during the excavation of Shovel Probe 9-2 when carpet remnants and a concrete slab were found. Additional investigation of the area and some vegetation clearing revealed the remnants of concrete foundation walls, steps, a possible copper pipe handrail, an intersecting rock wall, and a rock-lined pathway. The site is covered with dense vegetation, and it is possible that the boundaries could be expanded if the area was cleared. A scatter of domestic items included window glass fragments, a composite roof shingle fragment, a 2-gallon Red Eagle gas can, a men's shoe sole, a clear glass bottle, a fragment of red rubber, and a Royal Crystal glass-top, Edison screw-base fuse (see Figures 3-4 through 3-6 and Attachment C).



Figure 3-4
Overview of remnant concrete
foundation, view north



Figure 3-5
Overview of concrete steps,
handrail, and intersecting
rock wall, view west



Figure 3-6
Historic-period artifacts identified at
the Scriber Creek Park Site

Landowner documentation shows that Finnish settler Alexander Brunnell filed a land patent (BLM Serial No. WASAA 072207) for the site vicinity on November 23, 1891 (GLO 2012a). Brunnell was on the land for approximately 6 to 7 years, after which he lived at the county poor farm until his death in 1899 (Polk Directory 1894; *Snohomish County Tribune* 1899). An 1895 topographic map shows two structures and a roadway/pathway that correspond with the Scriber Creek Park site area (USGS 1895). The roadway/pathway appears to be the same alignment as the current Cedar Valley Road and was most likely a precursor to the road. Other notable settlers in the area include Peter Schreiber (for whom Scriber Lake, Scriber Creek, and the associated parks are named); Pope, Talbot, and Walker (of Pope and Talbot Mill fame); and William Loughridge (GLO 2012b, 2012c, 2012d).

The property was owned by Erick A. Wallene in the early 20th century (Anderson 1910). The area became more populated, and several housing tract developments were established. The site area became part of the Wallene Interurban Tracts (Metsker 1927; Kroll 1934, 1943 [revised 1952]; Metsker 1960). A few dwellings were also documented on 20th century topographic maps at the site location, one of which appears to coincide with a structure seen on the 1895 map (USGS 1895, 1942, 1953). By the late 1960s to early 1970s, the property was owned by Walter W. Sprague (Snohomish County Assessor 2012). In 1986, Mr. Sprague deeded a strip of land to the City of Lynnwood, and by 1991 the City had purchased the entire parcel, turning it into a passive park (Scriber Creek Park) (Snohomish County Assessor 2012). In 1995, the City added a paved parking lot near the site (City of Lynnwood 2012; Snohomish County Assessor 2012).

The foundation, wall segments, steps, and pathway could be associated with structures seen on the various topographic maps or a combination thereof. The scattering of historic-period artifacts appears to date to the 1940s and 1950s (Attachment C).

There are also two additional segments of aggregate concrete wall/foundation in the southern part of the park that may or may not be associated with the site location. The age of the concrete remnants is undetermined, and no additional artifacts were associated in conjunction with the location (near Shovel Probe 9-5); therefore, it was not recorded.

Foundation at Edmonds School District Parcel

An outbuilding foundation was found in parcel number 00619500000102, which is owned by Edmonds School District 15 (Figure 3-7). The foundation measures 78 feet (north to south) by 45 feet (east to west) and is composed of concrete aggregate reinforced with rebar. Aerial photographs show that construction began on the structure in 1970 (H. G. Chickering, Jr., Consulting Photogrammetrist, Inc. 1965; Washington State Department of Natural Resources 1970); therefore, it was not old enough to qualify as a historic property at the time of this recording. Because the foundation is not old enough to be a historic property, it was not formally recorded and thus does not have an archaeological site number.



Figure 3-7
Overview of foundation area with covered basketball court in background in Area 8, view north

Traditional Cultural Properties

For the Lynnwood Link Extension, The FTA and Sound Transit sought government-to-government consultation with potentially affected Native American tribes, and initially provided project information by mail and followed up by telephone.

Consultation with the tribes has identified no information regarding TCPs that would be affected by the project.

Evaluation of Archaeological Sites

Sound Transit recorded two archaeological sites and a concrete foundation within the project APE during the current study.

Interurban Trail (45SN531)

Archaeological Site 45SN531 (Seattle-Everett Interurban Trail Segment) dates to at least 1910 and was in operation from at least then until 1939. Thus, the resource is older than 50 years and was assessed for its eligibility for listing in the NRHP. FTA determined and the SHPO concurred that this portion of 45SN531 is not eligible for inclusion in the NRHP, based on the following assessment of criteria applicability and integrity:

- *Criterion A:* Broadly speaking, a resource such as the Interurban Trail could be considered eligible for the NRHP under Criterion A at a state or local level, due to its association with the longest-running electric railroad in Washington State (Bird 2000:1). The Interurban Railway is associated with the expansion of railroads across western Washington, and the subsequent suburban development that the transportation route entailed. The electric railroad was an early form of public transportation at a time when workers were increasingly moving into the suburbs and other communities surrounding Seattle, Everett, Tacoma, and other centers of business. At the inception of the Interurban, it was difficult to impossible for these outlying settlements to reach the urban centers by car (Crowley 2003b). However, the relatively small portion of the Interurban Trail that is present within the project APE (recorded as 45SN531) does not by itself present this association to a transportation trend of regional importance. Therefore, the site is not recommended eligible under Criterion A.
- *Criterion B:* This segment of the Interurban Trail cannot be ascribed to, or associated with, persons significant in our past, outside of the tangential connection to the founders of the Interurban Railroad. Therefore, the site is not recommended eligible under Criterion B.
- *Criterion C:* There are no original features or materials visible in this section of the Interurban Trail; any original grade sediments that remain below the currently paved surface are not distinctive. As a result, this segment of the Interurban Trail is not recommended eligible under Criterion C.

- *Criterion D:* This segment of the Interurban Trail does not contribute to understanding of the operation of the Interurban Railway or its subsequent uses. Therefore, the site is not recommended eligible under Criterion D.
- *Integrity:* Overall, the condition of this small portion of the Interurban Railway grade is poor. The remaining section of railroad grade within the project APE remains in its former alignment; however, it has been altered to beyond recognition of the railroad's presence. No rails, wooden ties, or additional equipment associated with its use as a specific form of transportation were observed during surface or subsurface survey, so little in the way of workmanship remains (besides the grade itself). The railroad's setting has become increasingly urbanized, and there are no associated buildings (e.g., stations) present within or adjacent to the project APE, thus diminishing its integrity of association and setting.

Scriber Creek Park Site (45SN609)

The Scriber Creek Park Site (45SN609) consists of remnants of a historic-period structure, steps, walls, and pathway. Associated artifacts include a scatter of historic-period glass, concrete, shoe sole, rubber fragment, gas can, and glass fuse. While the structure location appears to coincide with a structure shown on the 1895 U.S. Geological Survey (USGS) map, it is unclear whether this is the same structure or one built later, such as those seen on the 1942 and 1953 USGS maps. The site has been overgrown by dense vegetation and offers limited visibility.

FTA determined and the SHPO concurred that Site 45SN609 is not eligible for listing in the NRHP. This recommendation is based on the following assessment of criteria applicability and integrity observations:

- *Criterion A:* It is unlikely that the site is associated with historical events that made a contribution to the broad patterns of our history, as its apparent use has been as a private residence of relatively short period of occupation compared with residential development patterns in the region and local area. As a result, Site 45SN609 is not recommended eligible under Criterion A.
- *Criterion B:* The records reviewed for the location of the building remnant at Site 45SN609 find the property is not ascribed to, or associated with, persons significant in our past, so the site is not recommended eligible under Criterion B.
- *Criterion C:* The foundation remnants and associated rock wall and steps, or any other archaeological materials observed in the project APE, do not embody the distinctive characteristics of a type, period, or method of construction; nor do they represent the work of a master, possess high artistic values, or represent a significant and distinguishable entity whose components may lack individual distinction. As a result, Site 45SN609 is not recommended eligible under Criterion C.
- *Criterion D:* Site 45SN609 is not recommended eligible for listing in the NRHP under Criterion D. In the observed assemblage, few artifacts were found to be diagnostic, and

those that were diagnostic are more than likely too recent to be considered a contributing element to the historic-period scatter. It is unlikely that further investigation will produce materials that would greatly contribute to our understanding of the residential living patterns in the area. As a result, further study would not contribute significant understanding to the history of the local, regional, or national area.

- *Integrity:* Site 45SN609 retains few aspects of integrity. Only portions of the foundation and walls are present as a result of the building having been demolished, rather than having fallen into ruin by deterioration from abandonment, which would have preserved more of its context. The subsurface disturbance evident in test probes conducted in the area reflects the large-scale destructive force used in the demolition of the building, thereby offering little hope for intact, significant deposits. The foundation, steps, walls, pathway, and scatter of historic artifacts contain no unique features. In addition, the setting has been altered by the dense vegetation that has overtaken the area as well as its conversion to a public park, so the site no longer reflects a setting as a private residence.

Foundation at Edmonds School District Parcel

The concrete foundation recorded on Edmonds School District property in the APE does not meet the definition of a historic property under the NHPA because it was not yet 50 years old at the time of this inventory. Therefore, for it to be eligible for inclusion in the NRHP, it would need to be considered exceptionally important (Criterion G). It is unlikely that additional research into its function and chain of ownership would reveal such an exception for this resource, and no additional consideration will be given to it in project planning.

However, the concrete foundation will be 50 years old or older when the project is scheduled for construction; therefore, the foundation is evaluated here against the NRHP criteria for future use.

The foundation is associated with an outbuilding on the Edmonds School District property, which was built in 1970. The foundation consists of remnant aggregated concrete with evidence of doorways, walls, paint, drains, and pipes. The building has been demolished and is not extant.

FTA determined and the SHPO concurred that the concrete foundation is not eligible for listing in the NRHP. This recommendation is based on the following assessment of criteria applicability and integrity observations:

- *Criterion A:* It is unlikely that the foundation is associated with historical events that made a contribution to the broad patterns of our history. As a result, the foundation is not recommended eligible under Criterion A.
- *Criterion B:* The records reviewed for the location of the building remnant at the Edmonds School District parcel find the property is not ascribed to, or associated with, persons significant in the past, so the foundation is not recommended eligible under Criterion B.
- *Criterion C:* The foundation remnants observed in the project APE do not embody the distinctive characteristics of a type, period, or method of construction, nor do they represent

the work of a master, possess high artistic values, or represent a significant and distinguishable entity whose components may lack individual distinction. As a result, the foundation is not recommended eligible under Criterion C.

- *Criterion D:* The concrete foundation is not recommended eligible for listing in the NRHP under Criterion D. No diagnostic artifacts or features were observed associated with the foundation; furthermore, the foundation is the remnant of a building. It is unlikely that further investigation will produce materials that would greatly contribute to an understanding of the history of the education system in the area. As a result, further study would not contribute significant understanding to the history of the local, regional, or national area.
- *Integrity:* The concrete foundation retains few aspects of integrity. Only portions of the foundation are present as a result of the building having been demolished, rather than having fallen into ruin by deterioration from abandonment, which would have preserved more of its context. In addition, some research shows that the building may have caught fire. The foundation does not contain any unique features. Moreover, the setting has been altered by the overgrown vegetation adjacent to the area, as well as its apparent use as bus storage or a drop-off location by the school district. The foundation no longer reflects a setting as part of a school or related school building.

4 EFFECTS ON HISTORIC PROPERTIES (ARCHAEOLOGICAL RESOURCES)

The project survey recorded several historic-period archaeological resources that were observed on the ground surface; no unique resources were found through subsurface testing. However, many areas could not be tested because of paved or otherwise hardened surfaces, and developments and additional areas that may be affected by construction effects are outside of existing public rights-of-way and were not surveyed. It is possible that one or more archaeological sites may still exist beneath the ground surface in areas where project excavation would take place. This potential is heightened in parts of Segment C that were not affected by the construction of I-5.

The project analysis has not found archaeological resources within the APE that are listed in, or eligible for listing in, the NRHP. Project operation and construction could affect historic properties that have yet to be identified within the APE. Further study of the full APE might reveal unrecorded archaeological resources. In addition, continuing consultation with tribes and other interested or affected parties may result in the identification of TCPs within the APE. If so, assessment of effects on those historic properties would be conducted at that time.

There would be no effects on known archaeological resources with any of the project alternatives.

4.1 Long-Term Impacts

No effects on archaeological sites from operation of the proposed project are anticipated.

No Build Alternative

The No Build Alternative would not affect any known archaeological historic properties.

Light Rail Alternatives

None of the alternatives proposed within Segments A, B, and C would affect known archaeological properties, and SHPO has concurred.

4.2 Construction Impacts

No unique effects on archaeological sites from construction of the proposed project are known or anticipated based on this study. The location of many portions of the project alternatives within areas not considered sensitive for the occurrence of archaeological sites, or in high-sensitivity areas that have received previous disturbance, makes it unlikely, although not impossible, that the project would affect NRHP-eligible archaeological sites. Much of the APE has seen ground disturbance, fill, and development, particularly within the I-5 alignment of Segments A and B. In recent decades, roadway construction and residential or other urban development has disturbed much of the study area, and the overall APE has a low-to-moderate probability for intact archaeological remains.

No Build Alternative

The No Build Alternative would not affect any known archaeological historic properties.

Light Rail Alternatives

None of the alternatives proposed within Segments A, B, and C would affect known archaeological properties during project construction, and SHPO has concurred.

4.3 Cumulative Impacts

No NRHP-eligible archaeological resources have been recorded within the project APE to date. Therefore, no effects of this project in combination with other built or proposed projects would have cumulative effects on archaeological historic properties.

5 MINIMIZATION AND MITIGATION MEASURES

Although much of the project APE has seen ground disturbance, fill, and development, it is possible that one or more archaeological sites might exist beneath the ground surface in areas where project excavation would take place. Based on information gathered during the project's surveys to date, archaeological materials may be present in high probability areas that were not available for survey to date, such as under paved surfaces and/or on private property outside of the current I-5 right-of-way. In recent decades, roadway construction and residential or other urban development has disturbed much of the study area, and the overall APE has a low-to-moderate probability for intact archaeological remains. The following protocols for inadvertent discoveries of archaeological deposits will be implemented.

5.1 Inadvertent Discovery of Archaeological Resources

If potentially significant archaeological materials or sites (or evidence thereof) are discovered during the construction of the Lynnwood Link Extension, activities would be halted near the find. All reasonable measures would be taken to avoid or minimize harm to the property until such time as FTA and Sound Transit, in consultation with DAHP and the tribes, determine that appropriate measures have been taken to ensure that the project is in compliance with Section 106 of the NHPA, as outlined in 36 CFR 800 and RCW 27.53.

5.2 Inadvertent Discovery of Human Remains

Any human remains discovered during project construction would be treated with dignity and respect. If ground-disturbing activities were to encounter human skeletal remains during the course of construction, then all activity that may cause further disturbance to those remains must cease and the area of the find must be secured and protected from further disturbance. In addition, the finding of human skeletal remains must be reported to the King County or Snohomish County Medical Examiners and local law enforcement in the most expeditious manner possible. The remains should not be touched, moved, or further disturbed.

The applicable medical examiner would assume jurisdiction over the human skeletal remains, and make a determination of whether those remains are forensic or non-forensic. If the medical examiner determined the remains are non-forensic, that finding would be reported to the DAHP, which would then take jurisdiction over those remains and report them to the appropriate cemeteries and affected tribes. The State Physical Anthropologist would make a determination of whether the remains are Indian or non-Indian, and report that finding to any appropriate cemeteries and the affected tribes. The FTA and DAHP would conduct consultation with the affected parties as to the future preservation, excavation, and disposition of the remains.

Part 2: Historic Resources

6 INTRODUCTION

This part of the Cultural, Archaeological, and Historic Resources Technical Report describes the historic resources in the Lynnwood Link Extension study area and the effects that project alternatives could potentially have on historic resources. It also describes the methodology that Sound Transit used to identify and evaluate historic resources and possible measures to minimize or mitigate the potential effects. A brief history of local development is included to provide a historic context for understanding the buildings evaluated in the historic resources survey.

6.1 Summary of Findings

The historic resources survey conducted in 2012 identified five properties that are eligible for listing in the National Register of Historic Places (NRHP: the Northgate Plaza Apartments in Seattle, Seattle's Northgate Elementary School, a residence in Seattle, a residence in Shoreline, and the former Melody Hill School in Mountlake Terrace. In October 2013, subsequent to publication of the *Lynnwood Link Extension Draft Environmental Impact Statement* (Draft EIS, July 2013), one of the NRHP-eligible resources, Melody Hill Elementary School, was demolished by its owner, Edmonds School District No. 15. The four remaining properties are listed later in this report in Table 8-1 and their locations are shown on Figure 8-1 in Chapter 8, Affected Environment. None of these properties would be adversely affected by any of the light rail alternatives. The State Historic Preservation Officer (SHPO) concurred with the Federal Transit Administration's (FTA) preliminary determination of No Adverse Effect to historic properties on August 12, 2013 (Attachment D).

6.2 Area of Potential Effects for Historic Resources

The area of potential effects (APE) for historic resources includes all areas where one or more of the project alternatives could affect an NRHP-eligible historic resource. The APE was determined by the FTA in consultation with the Washington State Department of Archaeology and Historic Preservation (DAHP). The APE extends 200 feet to either side of the center of at-grade and elevated guideway light rail sections, and 200 feet from the boundaries of any station or other facility constructed as part of the Lynnwood Link Extension. The APE would also include an area 200 feet around any construction staging areas. The APE is shown on Figure 1-1 in Part 1 of this report.

7 METHODOLOGY

The methodology for this study was initially described in the *Lynnwood Link Extension Technical Methodology Report*, which described the APE; the federal, state, and local regulations regarding historic resources in the APE; and the research and field methods used to identify and evaluate these resources (Sound Transit 2012). Chapter 2 of the methodology report describes the research and field methods used to identify and evaluate historic built environment properties for the Lynnwood Link Extension. The objective of the investigations was to identify previously recorded historic properties located in the APE, assess the significance of resources in the APE, and identify additional historic properties in the APE through an intensive-level field survey. This chapter describes where and how the information was gathered and how it informs the results of the archival research and field survey.

7.1 Historic Resources Survey

The first step in identifying historically significant properties was to review lists of resources that have already been listed in a national, state, or local register. This review was supplemented by information from the Shoreline Historical Society, local history books, and archival records. To identify properties that are potentially eligible for listing, Sound Transit conducted a historic resources field survey. Every property within the APE that was built in or before 1970 was surveyed at an intensive level. While the standard NRHP age threshold is 50 years, Sound Transit used 1970 as the threshold year based on a conservative estimate of 2020 as the start of construction. More than 600 properties were surveyed.

For each surveyed property, a Historic Property Inventory (HPI) form was prepared and entered into DAHP's database. The forms contain a photograph; information on the property's location, characteristics, history, and significance; and a recommendation regarding NRHP eligibility. County tax assessor records and photographs, construction records, and other archival information were used to assess the historical integrity and significance of the properties. All the properties surveyed are listed in Attachment E to this report. The inventory form for each property is available electronically in DAHP's WISAARD database (available at <http://www.dahp.wa.gov>).

7.2 Identification of Historic Properties (Built Environment)

Section 106 of the National Historic Preservation Act (NHPA) requires the identification of all historic properties listed or eligible for listing in the NRHP that are located in the APE. Historians completed the identification of historic properties by evaluating properties within the APE in accordance with NRHP evaluation criteria and made recommendations for eligibility for listing in the NRHP on each property surveyed. The FTA then made determinations of eligibility and submitted the determinations to DAHP for concurrence. The DAHP concurred on the eligibility findings of all properties within the APE. The correspondence in Attachment D documents this concurrence.

7.3 Determination of Adverse Effects on Historic Properties

Section 106 of the NHPA and the implementing regulations require federal agencies to take into account the effects that a proposed undertaking may have on historic properties in the APE. This analysis includes applying the criteria of adverse effect as outlined in 36 Code of Federal Regulations (CFR) 800.5.

The first step in this effects analysis was to determine if any of the alternatives would have any effect on a property, either while in operation (permanently) or during construction (temporarily). In accordance with 36 CFR 800.5(a)(1), an adverse effect is found when an undertaking alters, directly or indirectly, any of the characteristics of a historic property that qualify the property for listing in the NRHP in a manner that would diminish the integrity of the property's location, design, setting, materials, workmanship, feeling, or association. Direct effects are generally defined as the physical destruction or modification of all or part of a resource. Indirect effects vary but are typically characterized as the introduction of audible, visual, and atmospheric elements that alter the qualities that make a property eligible for listing in the NRHP. Indirect effects, in the context of historic properties, are primarily defined as effects that are not caused by a physical impact on the property.

Adverse effects may also include reasonably foreseeable effects caused by the undertaking that may occur later in time or be farther removed in distance, or may be cumulative.

Potential adverse effects on cultural resources include, but are not limited to, the following (36 CFR 800.5):

- Physical destruction of or damage to all or part of the property
- Alteration of a property (including restoration, rehabilitation, or repair that is not consistent with the Secretary of the Interior's standards for the treatment of historic properties)
- Removal of the property from its historic location
- Change of the character of the property's use or of physical features within the property's setting that contribute to its historic significance
- Introduction of visual, atmospheric, or audible elements that diminish the integrity of the property's significant historic features

Sound Transit reviewed the project alternatives to determine if aspects of the Lynnwood Link Extension would affect historic properties through construction or operation.

Direct Effects

To determine the direct effects on historic resources, the following information was used:

- The location of project elements and their proximity to historic properties
- Potential partial or complete acquisition of historic properties
- Construction methods and location
- Potential for vibration (short or long term) that could damage historic properties

The extent to which these effects may alter the integrity of the historic properties was analyzed based on experience with previous similar projects and activities, including analyses completed for other environmental impact statements. If the project could diminish the integrity of the historic properties, then it is considered to have an adverse effect.

Indirect Effects

For indirect effects, Sound Transit identified and analyzed qualitatively any broader changes (such as changes in land use) that the proposed project could cause, based primarily on the effects seen from previous similar light rail projects. This analysis could include activities related to the project but not directly part of the project or known at the time of the analysis. Examples include transit-oriented development projects; mitigation or permit compliance activities needed to respond to other kinds of environmental impacts or permitting requirements, such as for stormwater management; or complementary activities that might be taken by others, such as street or trail improvement projects to enhance connections or access to the light rail project. Analyses of potential effects for other relevant elements of the environment are discussed in the Final EIS sections on Land Use, Visual and Aesthetic Resources, and Noise and Vibration.

Cumulative Effects

Cumulative effects are effects that result from the incremental impact of the proposed action when added to other past, present, and reasonably foreseeable future actions. The cumulative effects analysis focuses on the combined effects of the light rail alternatives with other projects that are anticipated to add to the effects on historic resources in the study area.

8 AFFECTED ENVIRONMENT

Northwest King County and the adjoining portion of Snohomish County have become intensively suburbanized since World War II. By 1910, settlers had established communities on Puget Sound and Lake Washington, with small groups of houses and farm plots covering the area in between. This scattered settlement pattern made the land very suitable for the large-scale subdivisions that were built in the 1940s to 1960s to meet the pent-up demand for single-family residences. The area has continued to grow into the 21st century, primarily with single-family residential areas with large-scale multifamily and commercial uses at each end.

8.1 Historic Context

Northwest King County

Early Settlement

At the beginning of the 20th century, when Seattle was already a bustling city, north King County remained heavily forested and sparsely populated. Although homesteaders filed scattered claims in the 1860s and 1870s, by the latter part of the 19th century the Puget Mill Company had acquired much of the area. The company logged the land over the subsequent decades, selling the cleared property for agricultural uses and residential plats (Bender 1989: 13). Small farm plots, dairies, and chicken farms were common, interspersed with scattered housing.

Early transportation was limited to travel by water or on horseback over rough trails. The first road north from Seattle was the Military-Telegraph Road, which had two branches through northern King County. One went directly north to what is now Mountlake Terrace in Snohomish County. The other went eastward around the north end of Lake Washington, past Bothell. It was scarcely a road, but rather a rough trail with telegraph lines strung from the trees (Bender 1989: 160).

The first rail service, limited in scope, was the Seattle, Lake Shore, and Eastern Railway that began service in 1888. This railway ran from Lake Union around the north end of Lake Washington and south to Issaquah. Its primary purpose was to carry logs and coal to Seattle for shipment. Passenger service was a secondary consideration, and the railway line seems to have had relatively little influence on surrounding development. Bothell was a significant port at the north end of Lake Washington because steamboats carried passengers and farm goods from eastern King County down the Sammamish River to the lake. The opening of the Ballard Locks in 1916 lowered the water level so that the river was no longer navigable, ending its function as a port.

On the east side of the project study area, near Lake Washington, the major settlement was Lake Forest Park, which was platted in 1909 and promoted heavily by its developers. The wagon road was graded by that time and was later paved farther north to Bothell and eventually to Everett. By the early 1920s this road (called Bothell Way or Victory Way and later, Lake City Way) became the major route to Everett and Snohomish County. Because of its importance to regional transportation,

it was designated as Primary State Highway 2 in 1951 and later as Secondary State Highway No. 1-J in 1961. It is now designated as State Route (SR) 522 (Wilma 2008).

The Seattle-Everett Interurban Railway

The area's earliest waterfront settlement was Richmond Beach, which was established in 1889 and served by Puget Sound steamers and, after 1890, by the Northern Pacific Railroad. However, the area's major transportation facility during this period was the Seattle-Everett interurban railway. The line was completed from Ballard to Hall's Lake-Richmond Highlands in 1907. The alignment ran just west of Fremont Avenue North up to North 85th Street, where it turned slightly west to run along Evanston Avenue North. At North 100th Street, it turned east in a sweeping curve to 103rd Street, and continued north along the western border of Evergreen Cemetery. In 1908, the line was acquired by Stone & Webster, owner of the Seattle Electric Company, which ran the streetcars within the city. The company extended service to Everett and laid tracks into downtown Seattle using a route down Greenwood Avenue and Phinney Avenue, through Fremont, and on to downtown along Westlake Avenue North and 5th Avenue. In 1910, through-service between Everett and downtown Seattle began, with a train every hour from 6 am to 8 pm (Wing 1988).

Completion of the interurban rail line encouraged growth, including for small farms that took advantage of the convenient transport of produce and eggs to markets. The line enabled people to buy homes away from the city yet get to downtown easily for work or shopping. Groups of houses and small commercial buildings clustered near the stops. Some early plats, such as Echo Lake Garden Tracts (1905), Murphy's Interurban Acres (1908), and Green Lake Five-Acre Tracts (1904), offered large lots particularly suitable for farm plots.

The Seattle Municipal Railway was used in conjunction with the interurban railway to provide service to metropolitan Seattle and to help defray the maintenance costs to city lines (Bird 2000). Ridership declined with the use of automobiles and buses for more flexible routes (Bird 2000; Long 2006). By 1936, the Seattle Municipal Railway converted from streetcars to electric buses, which increased maintenance costs for the Interurban.

With the increased costs and the general economic effects of the Great Depression, the interurban service was abandoned on February 20, 1939. The right-of-way was retained and converted to a power line corridor by Puget Power, with segments passed to Seattle City Light and Snohomish County Public Utility District No. 1. In the mid-1990s, Snohomish County and the Cities of Everett and Lynnwood opened the Interurban Trail, a pedestrian and bicycle trail, along 11.8 miles of the original railway alignment (Bird 2000). The City of Shoreline completed its section of the Interurban Trail by 2008.

Early Highway Development

The interurban railway era was relatively short. Completion of the Aurora Bridge in 1932 gave buses a considerable speed advantage over the trains. In 1936, the Seattle Municipal Railway began converting its streetcars to trolley buses, which did not run on rails and were more maneuverable in traffic. After train service on the interurban rail line ended in February 1939, Seattle City Light

acquired the right-of-way within King County. This right-of-way is now used partially as a transmission corridor and, in Shoreline, as the Interurban Trail. The right-of-way in Snohomish County has also been improved to form the Interurban Trail.

Aurora Avenue, in the same vicinity as the interurban line, began as a rough wagon road through the forest. In 1912, the route (then known as the Grand Trunk Road) was completed from Seattle to the Snohomish County line. In its early years, some observers considered the road pointless because of the low density of development. The establishment in 1911 of Firlands Sanatorium for tuberculosis patients at Fremont Avenue North and North 193rd Street provided an important destination, and an improved road was needed for staff and visitors. In 1927, the road was extended to Everett, thus making a more direct route to Everett than the old Bothell-Everett Highway (SR 522).

In the 1920s and 1930s, Aurora Avenue was part of a national phenomenon of highway building to accommodate the growing popularity of the automobile. It was one segment of the Pacific Highway, which was intended to stretch from Canada to Mexico. The most important improvement was the construction of the “speedway” section, which ran without intersections or traffic signals from Green Lake past the east side of Queen Anne Hill and on a high bridge over the Lake Washington Ship Canal. This section of highway opened in 1932 and offered a quick, direct automobile route from north Seattle to downtown Seattle. By this time, the state had identified this road as Pacific Highway 1; later, until 1969, it had a federal designation of U.S. Highway 99.

Suburban Growth

There was little development in northwest King County during World War II, even though Puget Sound was a national leader in defense production and troop support. The scarcity of building materials limited construction to projects related to the war effort. Some residential construction took place in northeast Seattle, near Sand Point Naval Air Station. However, most wartime residential construction was closer to defense plants in south Seattle. Gasoline rationing limited long commutes.

However, the post-war years ushered in tremendous residential growth throughout north Seattle. The prolonged period of limited construction during the Great Depression and World War II years (1930–1945) resulted in pent-up demand for family housing. Liberal federal loan programs encouraged development, and the large amount of available land in north King County brought construction on a scale never before seen in the Puget Sound region. Major subdivisions such as Ridgecrest (272 lots) included homes built by the block in the 1945–1950 period. These were typically minimal one-story homes with two or three bedrooms and a single garage (usually attached), located on small lots. Few of the vernacular or Craftsman houses from the pre-war, farming era were left standing.

In 1953, residents of north Seattle approved annexation by the City of Seattle. Voters were attracted by the City’s larger tax base, which would increase its ability to accommodate rapid growth and needed infrastructure improvements with lower taxes and utility fees. In January 1954, the entire area from Puget Sound eastward to Lake Washington up to NE 145th Street became part of Seattle

(Phelps 1978: 221–223). The area between NE 145th Street and the county line at North 205th Street, known as Shoreline, remained unincorporated until 1995.

As prosperity increased in the 1950s to 1960s, the typical house in the area became larger, usually split-level or single-level ranch houses with an attached single- or double-car garage. Homes were often sited on larger lots on cul-de-sacs, sometimes set among second-growth trees to provide a more rural atmosphere.

One of the first major events of the early post-war era was the 1947 announcement of a new shopping center to serve this burgeoning population. The location was between the two existing major highways, SR 99 (Aurora Avenue North) and the Bothell-Everett Highway (SR 522) and close to the planned Seattle Freeway corridor (the future Interstate 5 [I-5]), making it ideal for shoppers in automobiles. The new development was hailed as “America’s First Regional Shopping Center: Northgate Shopping City” when it opened in 1950. It initially occupied 50 acres, with a \$3 million Bon Marche as its anchor store and 77 specialty shops arranged around an open-air pedestrian mall. Nearby were a movie theater, a hospital with medical and dental offices, and large parking lots. After I-5 was completed, the center was expanded to 125 acres. In keeping with modern mall design, the shopping center was remodeled into a covered mall in December 1974. Over the next decades, the surrounding area attracted large numbers of additional stores and multifamily housing.

In 1970, North Seattle Community College opened just west of Northgate Mall and I-5. The 66-acre site was a swampy area that had originally been part of an 85-acre cranberry bog; fill dirt was obtained from the adjacent freeway construction. The campus opened in 1970 with five buildings; by 1972, it had an enrollment of 5,000 people.

The major change in the post-war years was the construction of the I-5 freeway. The state legislature authorized development of limited-access highways in 1947, envisioning that there would be a toll road between Everett and Tacoma. When the Federal Highway Act of 1956 made federal funds available, this route was the state’s highest transportation priority, and toll revenue was no longer needed. The freeway between Everett and Seattle opened in February 1965. The property acquisition process began in April 1957, with construction beginning in 1958 (Washington State Highway Commission 1962). The freeway alignment was located roughly equidistant between Puget Sound and Lake Washington, at some distance from the other north-south routes. Much of the land was vacant, used for small farms, or was wetlands. Some of the homes were moved to other nearby sites to escape demolition.

The opening of I-5 encouraged further development because people could easily commute longer distances to jobs in downtown Seattle. Commercial growth also occurred. The Northgate Mall expanded, with numerous retail businesses in the surrounding area. Because of the freeway and transit access, Northgate also became a job center, with several large office buildings. Multifamily development, which had started just after World War II, increased as residents sought affordable housing with easy transportation access.

Southwest Snohomish County

Early Settlement

The first major settlement in southwest Snohomish County was Edmonds, which was settled by George Brackett in 1876. By 1890, enough people had arrived to allow the settlement to be incorporated as a town, with Brackett as mayor. The town thrived with the coming of the Great Northern Railway in 1890 and as a major stop for the Mosquito Fleet steamers that connected settlements throughout Puget Sound. In 1923, Edmonds secured a more permanent position in maritime transportation as the terminus of the ferry between Snohomish County and the Kitsap Peninsula. Several shingle and sawmills provided employment through the Great Depression (LeWarne 2008). Like north King County, Edmonds saw significant population growth after World War II. Aurora Avenue (SR 99) was located toward the eastern edge of the city and its presence encouraged development away from central Edmonds, leading to the development of subdivisions and commercial centers farther east.

Lynnwood

Lynnwood, which is located east of Edmonds, benefited from the development impetus of both SR 99 and I-5. It was settled in 1889 by several homesteaders who found the heavily wooded land was not particularly good for agriculture. The Puget Mill Company, a subsidiary of Pope & Talbot from San Francisco, acquired 6,000 acres for logging. In 1917, rather than selling the property to developers, the company divided the logged-off land into 5- and 10-acre “ranchettes” suitable for small farms and sold them for \$200 an acre. The company named the new community Alderwood Manor. To promote sales, they sponsored a 30-acre demonstration farm to teach city dwellers how to raise crops and chickens, with all the supplies sold by Puget Mill. The interurban rail line was completed through the area in 1910 with seven stops that provided convenient access. By 1922, the Lynnwood area population had risen to nearly 1,500, along with 200,000 hens. The egg market dropped during the Great Depression, and most farmers had to diversify. Following World War II, Alderwood Manor experienced the residential growth seen throughout the Puget Sound region, and it incorporated as the City of Lynnwood in 1959. The completion of I-5 through the heart of the city in the 1960s led to the development of Alderwood Mall in 1979 (Wilma 2007).

Mountlake Terrace

Mountlake Terrace was developed by Albert LaPierre and Jack Peterson, who bought an abandoned airstrip in 1949 to build a new subdivision. The first development consisted of small (640-square-foot) cinder-block houses that sold for \$4,999 to returning soldiers. Peterson, a bricklayer, used an efficient construction model, with one crew laying foundations, a second crew erecting concrete-block exterior walls, and a third crew installing the roof and interior walls. LaPierre and Peterson had previously built the Ridgecrest Homes subdivision in Shoreline, but they moved to Snohomish County because land prices were lower (Tate 2008). Mountlake Terrace continued to grow, with the construction of more than 2,300 homes announced in 1951 (Cloud 1983: 222). It incorporated as a

city in 1954. The completion of I-5 in the 1960s encouraged further automobile-oriented commercial and residential development.

Recent Development

In the past two decades, the commercial area around Alderwood Mall has expanded with substantial retail and office buildings as well as large multifamily complexes. The opening of a major Boeing plant in Everett in 1968 provided a major job center north of Seattle, which resulted in an increased demand for housing in Snohomish County. The construction of subdivisions has continued.

However, as the population and the cost of land have increased, a larger percentage of residential development has been in multifamily complexes, both condominiums and apartments.

8.2 Historic Properties (Built Environment) in the Area of Potential Effect

Only one historic property was previously identified within the APE: a house at 727 NE 189th Street, which was identified in King County's Historic Resources Survey of Shoreline (Copass 1996) as meeting King County's and Shoreline's criteria for landmark designation. This house has been determined to not have sufficient integrity to be eligible for NRHP listing. The DAHP correspondence in Attachment D documents their concurrence with this finding and with the findings for the properties in Table 8-1. The project would not affect this property.

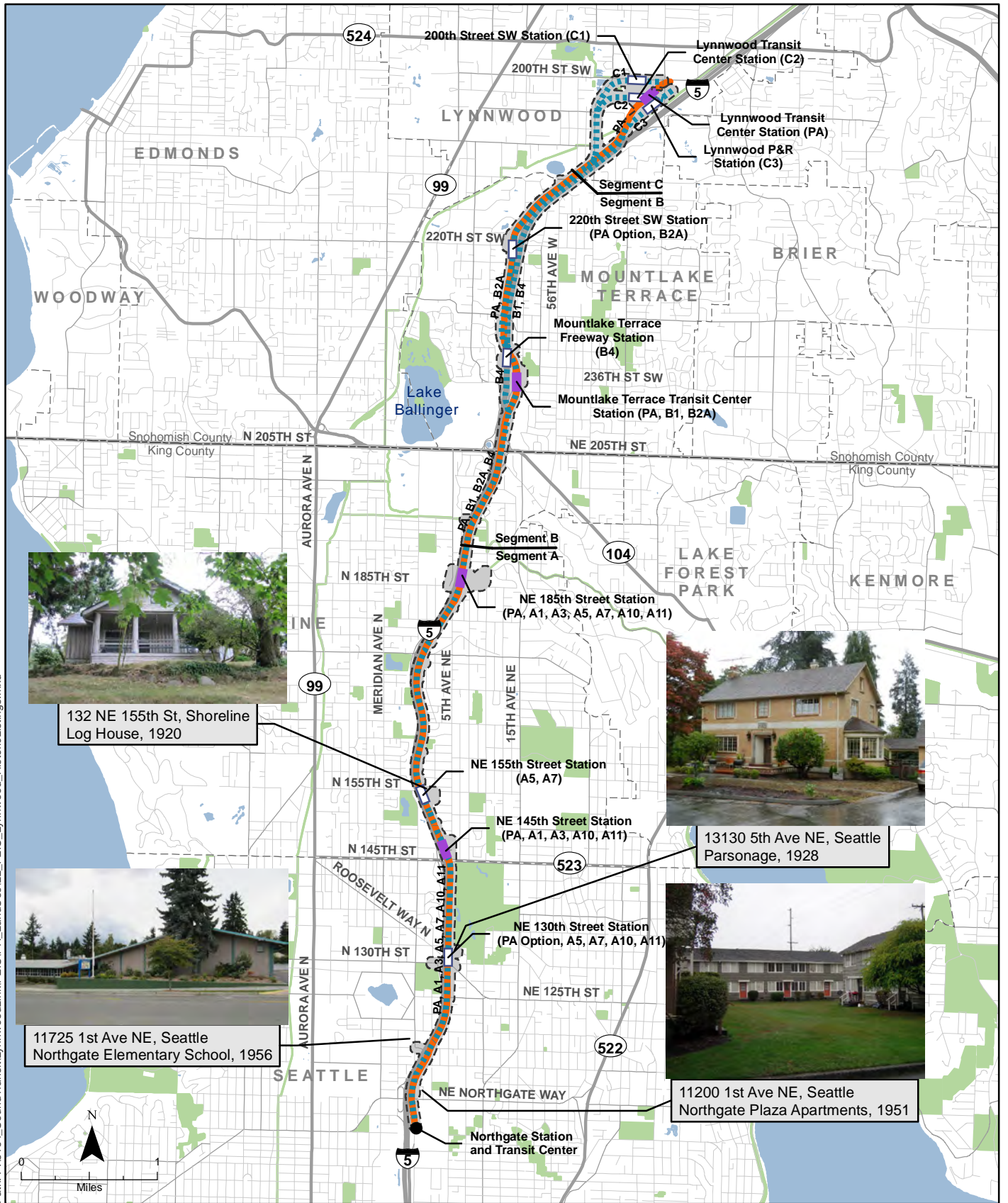
Historic Resources Survey Results

The historic resources survey evaluated more than 650 properties. Four of these, as listed below in Table 8-1, shown on Figure 8-1, and described in the subsequent text, were determined to be eligible for the NRHP and SHPO concurred (Attachment D).

Table 8-1. NRHP-Eligible Resources within the Area of Potential Effect ¹

Number	Address	Description	Construction Date	Historic Status Eligibility
1074	11207 1st Avenue NE, Seattle	Northgate Plaza Apartments	1951	Eligible for NRHP Criterion C
1033	11725 1st Avenue NE, Seattle	Northgate Elementary School	1956	Eligible for NRHP Criterion C
912	13130 5th Avenue NE, Seattle	Parsonage	1928	Eligible for NRHP Criterion C
819	132 NE 155th Street, Shoreline	Log house	1920	Eligible for NRHP Criterion C

¹ As described in Section 6.1, the former Melody Hill School was demolished in October 2013 by its owner, Edmonds School District No. 15. It is no longer included in this analysis.



Data Sources: (King County, Snohomish County, WSDOT, Sound Transit)

- Preferred Alternative (PA)
- Preferred Alternative Station Location
- Other Light Rail Alternatives
- Other Alternative Station Location
- Preferred Alternative and Other Alternatives
- Roadway
- Local Street
- City Boundary
- County Boundary
- Park
- Waterbody
- Area of Potential Effect

Figure 8-1
Map of Historic Properties

Lynnwood Link Extension

The four NRHP-eligible properties represent two of the area’s developmental periods. Both residences date from the early 20th century, when north King County was lightly settled with scattered houses, individually and in small groups. The other properties are a large apartment complex and a school dating from the mid-20th century—a period of intensive development. All four properties are eligible for the NRHP under Criterion C as embodying “the distinctive characteristics of a type, period, or method of construction.”

In addition to being NRHP-eligible, these properties are also eligible for listing in the Washington Heritage Register and for landmark designation in the Cities of Seattle and Shoreline. Mountlake Terrace does not have a local historic preservation program. The historic resources survey preliminarily identified one other property that appears likely to meet the Seattle landmark designation standards: the Seattle Latvian Evangelical Lutheran Church (11710 3rd Avenue NE, Seattle). The property, built in 1971, does not meet the 50-year age threshold for the NRHP, but does meet Seattle’s 25-year age threshold for eligibility. Only the Seattle Landmarks Preservation Board can determine if the property is eligible for designation. No other properties in the survey appear likely to meet local landmark criteria.

Sound Transit consulted with the Cities of Seattle, Shoreline, and Lynnwood regarding resources that may meet the criteria for designation under local historic preservation ordinances. The City of Seattle agreed with the assessment of potential eligibility for the Church Parsonage, Northgate Elementary School, Northgate Apartments, and the Seattle Latvian Evangelical Lutheran Church.

The City of Shoreline reviewed the list of historic resources and concurred that only one property in the APE is in the Shoreline Historic Property Inventory, the house at 727 NE 189th Street, which would not be affected by the project because of its distance from the light rail guideway. The City of Shoreline updated its Historic Resources Inventory in 2013. The NRHP-eligible Log House at 132 NE 155th Street was added to the inventory, but no additional buildings within the APE were added.

The City of Lynnwood noted two buildings that have been altered and lack integrity but have some historical importance to the City. The Cedar Valley Grange played an important role in the history of Lynnwood, serving as a community fixture. None of the project alternatives would remove this structure, and light rail located across 52nd Avenue West would not affect it. The City also noted that Hall’s Lake is important to local history as the location of one of the area’s first sawmills and an early church camp. None of the project alternatives would remove structures adjacent to Hall's Lake. The guideway would be located near the adjacent freeway and would not affect the lake. The City also noted the Interurban Trail, which has been built on the former Interurban line right-of-way. The importance of the Interurban is discussed in this report, but no visible evidence of the rail line remains.

Northgate Plaza Apartments is a garden apartment complex with 207 units in 34 buildings (see Figure 8-2). The complex was designed in 1950–51 by John Graham, Jr., the architect of nearby Northgate Mall, to help address the critical need for housing after World War II. jill



Figure 8-2
Northgate Plaza Apartments,
11207 1st Avenue NE, Seattle

Northgate Elementary School was built in 1956 to accommodate post-war population growth in North Seattle (see Figure 8-3). It was designed by Paul Thiry, one of Seattle’s premier Modernist architects.



Figure 8-3
Northgate Elementary School,
11725 1st Avenue NE, Seattle

The large residence shown in Figure 8-4, currently used as a parsonage by the North Seattle Church of the Nazarene, is a very good example of the Georgian Revival style, exhibiting an Italian Renaissance influence and an extensive use of terra cotta ornament.



Figure 8-4
Parsonage, 13130 5th
Avenue NE, Seattle

The house shown in Figure 8-5 is not only one of the oldest buildings in the vicinity but is an example of a log house, which is very unusual in north King County.



Figure 8-5
Log house, 132 NE 155th Street, Shoreline

9 EFFECTS ON HISTORIC PROPERTIES (BUILT ENVIRONMENT)

None of the light rail alternatives would adversely affect any of the historic properties within the APE; SHPO has concurred with this finding.

9.1 Long-Term Impacts

Long-term effects are those effects considered permanent, including impacts that would occur or continue to occur while the proposed project is in operation. The effect would be adverse if it diminishes a historic property's (NRHP-eligible) integrity of location, design, setting, materials, workmanship, feeling, or association, and thus alters any of the characteristics that qualify the property for inclusion in the NRHP.

None of the light rail alternatives would have permanent effects on any of the historic properties within the APE.

No Build Alternative

The No Build Alternative would have no effect on historic properties because it would involve no construction.

Light Rail Alternatives

Segment A: Seattle to Shoreline

Neither the Preferred Alternative nor the other Segment A alternatives would affect historic properties during operation of the Lynnwood Link Extension. All of the historic properties located within Segment A are far enough from the transportation facility so that vicinity impacts, such as noise, vibration, or visual effects, would be extremely minor. The introduction of the new transportation facility would not alter or diminish the buildings' integrity of setting because the guideway would be constructed adjacent to I-5. None of the Segment A alternatives would alter or diminish the historic properties' remaining aspects of integrity: location, design, workmanship, feeling, or association.

The **Northgate Plaza Apartments** are located across the street from the potential Lynnwood Link Extension alignment; all of the Segment A alternatives would involve light rail guideway construction between the 1st Avenue NE and I-5, west of the Northgate Plaza Apartments. This would cause a minor alteration of the apartments' integrity of setting, but because the new guideway would be adjacent to I-5, the effect would not be adverse. There would be no other long-term alteration of the apartments' integrity of location, design, materials, workmanship, feeling, or association.

Northgate Elementary School is located west of I-5 and adjacent to the 117th Street overpass, which would be rebuilt under Alternative A1. However, there would be no effect on the historic property because the overpass is being replaced, not newly located to the site. There would be no other long-term alteration to the building's integrity of location, design, setting, materials, workmanship, feeling, or association. Other Segment A alternatives, including the Preferred Alternative, would be west of I-5 and not affect this resource.

The **Parsonage** is located east of 5th Avenue NE, where all Segment A alternatives would include a guideway west of the Parsonage. Alternatives A5, A7, A10, and A11 would include a station at NE 130th Street; the Preferred Alternative also includes an option for a station at this location. Any of these would cause a minor alteration to the Parsonage's integrity of setting and feeling, but because the new guideway and station would be adjacent to I-5, these effects are not considered adverse. No other aspect of integrity (location, design, materials, workmanship, or association) would be altered as a result of the station operation. No other Segment A alternative would affect this resource.

The **Log House** is located across the street from the proposed parking facility that would be constructed under Alternatives A5 and A7. The parking facility would be across NE 155th Street and on the far side of the fire station next to I-5, causing a minor alteration of the building's integrity of setting and feeling. These effects are not considered adverse. No other aspect of integrity (location, design, materials, workmanship, or association) would be altered as a result of light rail operation. All of the Segment A alternatives would include a guideway west of the Log House adjacent to I-5.

The Lynnwood Link Extension could affect property owned by the **Seattle Latvian Evangelical Lutheran Church**, which is not NRHP-eligible, but may meet Seattle Landmarks eligibility criteria. The Preferred Alternative and Alternatives A1, A5, and A10 would displace the residence (caretaker's house) on the property, which has been determined not to be NRHP-eligible. None of the alternatives would result in loss of access or displacement of the church.

If the Seattle Landmarks Preservation Board were to designate the property as a Seattle Landmark, Sound Transit would seek a Certificate of Approval from the Board, if required, to undertake the necessary work on the site and would comply with the Board's requirements.

Segment B: Shoreline to Mountlake Terrace

None of the Segment B alternatives would affect historic properties because there are no historic properties within this segment of the APE. The house at 727 NE 189th Street is not NRHP-eligible but is on the City of Shoreline's Historic Property Inventory; the Lynnwood Link Extension would also not affect this property. It is located about one block east of the guideway, which would run along the east side of I-5.

Segment C: Mountlake Terrace to Lynnwood

None of the Segment C alternatives would affect historic properties because there are no historic properties within this segment of the APE.

During consultation, the City of Lynnwood noted two properties that have been altered and lack integrity, but continue to have some historical importance to the City. The Cedar Valley Grange played an important role in Lynnwood's development, becoming a community fixture. None of the project alternatives would alter or remove this structure and light rail located across 52nd Avenue West would not affect it. The City also noted that Hall's Lake is important to local history as the location of one of the area's first sawmills (no longer extant) and an early church camp. None of the project alternatives would remove structures near the lake. The guideway would be located adjacent to the freeway and would not affect the lake. The City also noted that the Interurban Trail has been built on the former Interurban rail line right-of-way. The Interurban is discussed above in section 3.3, but no visible evidence of the rail line remains.

9.2 Construction Impacts

Construction effects are those effects that would be temporary and occur only during project construction, such as noise, dust, or reduced access. While these may disturb occupants, they would be an adverse effect only if they diminished the qualities that make the property eligible for NRHP listing—integrity of location, design, setting, materials, workmanship, feeling, or association. An example would be vibration during construction that would cause substantial damage to the property.

In order to reduce construction-related effects, such as fugitive dust, noise, vibration, and other impacts, Sound Transit will implement standard BMPs throughout the entire Lynnwood Link Extension construction period. Construction noise and vibration impacts can be reduced with operational methods and scheduling, equipment choice, and acoustical treatments. Noise and vibration control will meet local regulatory requirements, ordinances, and permit or variance conditions.²

Potential construction-related effects on historic built environment properties are described below.

Segment A: Seattle to Shoreline

The **Northgate Plaza Apartments** are located across the street from the potential alignment. All of the Segment A alternatives would involve light rail guideway construction between the Northgate Plaza Apartments and I-5, which would have temporary minor effects, including noise, changed visual quality, and reduced access. These effects may temporarily alter the integrity of setting, but they would not permanently diminish any of the seven aspects of integrity; therefore, these effects are not considered adverse.

Northgate Elementary School would experience temporary, minor proximity effects from Alternative A1 during the rebuilding of the NE 117th Street overpass. These effects may include noise and visual intrusions. Integrity of setting may potentially be temporarily altered, but not

² For specific noise and vibration control measures during construction, please see Section 4.7, Noise and Vibration, of the Final EIS. For information on air quality, see Section 4.6, Air Quality and Greenhouse Gases.

diminished. These alternatives do not have the potential to alter or diminish the building's integrity of location, design, materials, workmanship, feeling, or association; therefore, the effects are not considered adverse.

The **Parsonage** would experience temporary, minor proximity effects from Alternatives A5, A7, A10, and A11 during construction of the NE 130th Street Station. Construction impacts, such as noise, vibration, reduced access, or visual intrusions, could temporarily alter the integrity of setting and feeling of this historic resource. However, setting and feeling would not be permanently diminished; therefore, these effects are not considered adverse. No other aspect of integrity (location, design, materials, workmanship, or association) would be altered.

The **Log House** would experience temporary, minor proximity effects from Alternatives A5 and A7 during construction of a parking facility across the street. Construction impacts, such as noise, vibration, reduced access, or visual intrusions, could temporarily alter the integrity of setting and feeling of this historic resource. However, setting and feeling would not be permanently diminished, and these effects are not considered adverse. No other aspect of integrity (location, design, materials, workmanship, or association) would be altered. No other Segment A alternative would affect this resource.

The **Seattle Latvian Evangelical Lutheran Church**, which is not NRHP-eligible but may meet Seattle Landmarks eligibility criteria, could have short-term restricted access during construction for all alternatives. Other construction impacts, such as construction traffic, visual changes and intrusions, noise and vibration, would also occur but would be temporary and minor.

Segment B: Shoreline to Mountlake Terrace

None of the Segment B alternatives would affect historic properties during construction because no historic properties are located within or adjacent to the proposed construction area.

Segment C: Mountlake Terrace to Lynnwood

None of the Segment C alternatives, including the Preferred Alternative, would affect historic properties during construction because no historic properties are located within or adjacent to the proposed construction area. None of the Segment C alternatives would affect landmarks or locally significant resources in Lynnwood.

9.3 Indirect Effects

Indirect or secondary effects would be limited because there are so few historic properties in the Lynnwood Link Extension corridor.

9.4 Cumulative Impacts

Cumulative impacts would be limited because few historic properties exist in the project corridor. Moreover, few pending projects have been identified that involve construction or other activities that would affect historic resources in the area.

10 MINIMIZATION AND MITIGATION MEASURES

Section 106 of the NHPA stipulates that the agency official, in consultation with the SHPO and other consulting parties, must “develop and evaluate alternatives or modifications to the undertaking that could avoid, minimize, or mitigate adverse effects on historic properties (36 CFR 800.6(a)).” Where adverse effects cannot be avoided or minimized, they would be resolved through mitigation measures and memorialized in a Memorandum of Agreement (MOA), pursuant to 36 CFR 800.14(b).

10.1 Minimization

The proposed Lynnwood Link Extension alternatives would avoid and minimize effects on historic properties. None of the alternatives would involve demolition or direct alteration of an NRHP-eligible property.

10.2 Mitigation

Because there would be no adverse effects on NRHP-eligible historic properties, no MOA is anticipated for the Lynnwood Link Extension.

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ATTACHMENT A

Maps of Pedestrian Survey and Subsurface Investigation Areas

MAPS OF PEDESTRIAN SURVEY AND SUBSURFACE INVESTIGATION AREAS















HRA Survey Results

-  Shovel Probe- Negative
-  Survey Transects
-  Lynnwood Link Preferred Alts Options
-  200ft Options APE Buffer

HRA Project
Survey Results Map
Date: 5/20/2014



HISTORICAL
RESEARCH
ASSOCIATES, INC.

Coord./Project.	Datum	Township/Range/Section	Quadrangle	Scale
NAD 1983 UTM Zone 10N Transverse Mercator	NAD83	T26N-R04E	EDMONDS EAST	1:10,000

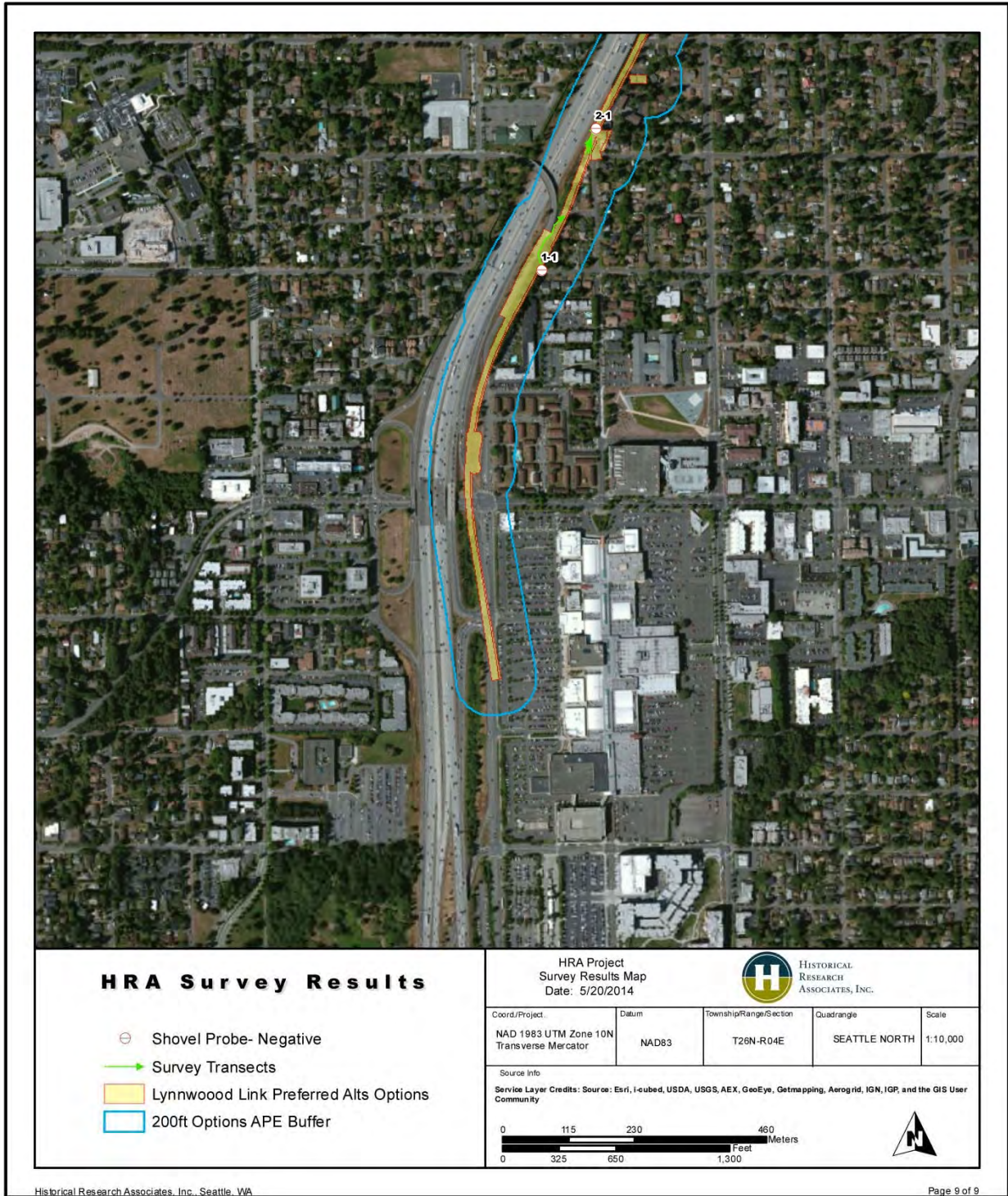
Source Info
Service Layer Credits: Source: Esri, i-cubed, USDA, USGS, AEX, GeoEye, Getmapping, Aerogrid, IGN, IGP, and the GIS User Community











ATTACHMENT B

Shovel/Auger Probe Table

SHOVEL/AUGER PROBE TABLE**Table B-1. Results of Shovel Test Probes in the APE**

Shovel Probe Number	Survey Area	Maximum Depth Below Surface	Description	Cultural Materials Identified
1-1	1	132 cm Augered 94 cm+	0–94 cm: Medium-brown very compact silty sand with 30% rounded to subangular gravel and cobbles to 15 cm diameter 94–132 cm: Light-brown very compact sand, no gravel	Broken bottle glass in top 20 cm (modern)
2-1	2	137 cm	0–28 cm: Light-gray to brown loose sand, 30% gravel road fill 28–83 cm: Fabric covering orangish-brown sand, 10% gravel fill 83–137 cm: Loose gray sand, 30% gravel fill	Landscape fabric at 28 cm (modern)
3-1	3	100 cm	0–80 cm: Compact sand & gravel (30%) road fill, chunks of asphalt 80–100 cm: Continued road fill, gray, strong hydrocarbon smell, probably crushed asphalt fill	None
3-2	3	120 cm Auger 100+ cm	0–50 cm: Grayish-brown fine sandy silt, 30% very small to large subrounded–subangular pebbles, 15% small-medium roots, gradual smooth boundary 50–88 cm: Light-brown slightly fine sandy silt, 25% very small–large subangular pebbles, diffuse, smooth boundary 88–120 cm: Brown slightly fine sandy silt, 25% very small–medium pebbles, 5–10% charcoal	None
3-3	3	110 cm	0–110 cm: Variously colored (gray, tan, brown) compact sand and gravel road fill, 20–30% rounded gravel, root obstructing @110 cm	None
3-4	3	58 cm	0–58 cm: Brownish-gray compact sandy silt road fill, 40% pebbles and gravel and 10% cobbles Terminated at old concrete	None
3-5	3	100 cm	0–24 cm: Brown slightly fine sandy silt (Fill) 20–25% small–large subrounded and subangular pebbles, 20% fine roots. Abrupt smooth boundary 24–60 cm: Gray and brown fine/medium sandy silt (disturbed with fill material), 35% small–large subangular pebbles, compact clear smooth boundary 60–79 cm: Reddish-brown clayey fine sandy silt, 15% small–medium subangular and angular pebbles abrupt smooth boundary 79–100 cm: Dark-brown clayey fine sandy silt (damp), 15% medium–large subrounded to angular pebbles	Ceramic and clear glass (modern) Plastic and green glass (modern) 3 shards clear glass, 1 thin copper metal strip (modern)
3-6	3	90 cm	0–25 cm: Grayish-brown fine sandy silt, 20% small–medium subrounded pebbles, 20% fine roots, abrupt smooth boundary 25–90 cm: Yellowish-brown fine/medium sandy silt fill material, 35% small–large subangular pebbles. At 90 cm, gravels increase to 90%, obstructing further excavation	None

Table B-1. Results of Shovel Test Probes in the APE

Shovel Probe Number	Survey Area	Maximum Depth Below Surface	Description	Cultural Materials Identified
3-7	3	100 cm	0–42 cm: Road fill with brownish-gray moderately compact sandy silt with 40% gravel, 10% cobbles. Ashy burned wood in east and south walls at 42 cm 42–100 cm: Black sandy silt with high organic content	None
3-8	3	100 cm	0–75 cm: Grayish-brown fine sandy silt fill material, 30% small–large subrounded to subangular pebbles, 20% rootlets first 30 cm only, abrupt smooth boundary 75–100 cm: Dark-brown slightly clayey silty fine sand, 15% small and medium subrounded pebbles, 15% charcoal, moderate amount of decaying organic material	Pieces of modern trash
3-9	3	110 cm	0–58 cm: Dark-gray semi-compact road fill, 40% rounded gravel 58–76 cm: Soft, loosely consolidated sandy silt, chunks of charcoal, <5% gravel 76–110 cm: Dark-gray with orangish-brown mottled clayey silt, <10% gravel 110+ cm: Dark-gray gravelly sand, possibly more road fill	None
3-10	3	100 cm	0–100 cm: Disturbed road fill with black sandy silt, 40% subrounded pebbles & cobbles, gravels	Worn, twisted metal fragments (20–30cm) in south wall, safety glass, metal fragments throughout but decreasing with depth (modern)
3-11	3	120 cm (Auger after 90 cm)	0–21 cm: Brown slightly sandy silt, 10% small subrounded pebbles, 5% rootlets, abrupt smooth boundary 21–53 cm: Gray to light-gray silty coarse sand fill, 35% small–large subangular pebbles, very compact, abrupt smooth boundary 53–80 cm: Black clayey silt or silty clay, 5% small pebbles, rounded, clear smooth boundary 80–120 cm: Grayish-brown coarse sand fill with 40% small–medium subangular pebbles, water at 120 cm	None
7-1	7	104 cm	0–5 cm: Forest duff 5–53 cm: Light-brown silty loam with roots/rootlets and few pebbles 53–104 cm: Moist dark-brown to reddish-brown silty clay	Cellophane and partial plastic bottle cap near surface (modern)
7-2	7	44 cm	0–12 cm: Cedar bark mulch, brown 12–32 cm: Road gravel with fill, brown, heavily compacted 32–44 cm: Cedar bark mulch	None

Table B-1. Results of Shovel Test Probes in the APE

Shovel Probe Number	Survey Area	Maximum Depth Below Surface	Description	Cultural Materials Identified
8-1	8	100 cm	0–19 cm: Brownish-tan compact sand with ~50% rounded to subrounded gravel, poorly developed A Horizon 19–100 cm: Orangish-tan sand with ~50% round to subrounded gravel, more loosely consolidated with depth (probable B Horizon)	None
8-2	8	75 cm	0–2 cm: Duff 2–15 cm: O Horizon, Blackish-gray silt with 30% subrounded gravel and pebbles 15–75 cm: Tan loose silt with 30% subrounded gravel and pebbles, a few cobbles increasing with depth Terminated due to cobble density	None
9-1	9	44 cm	0–44 cm: Brown silty sand, disturbed fill, <20% gravel. Large root obstruction @44 cm	Brown bottle glass fragments and Pay-Less Drug Store plastic bag (modern)
9-2	9	15 cm	0–15 cm: Duff with ivy roots and brown silt, lots of modern debris. Terminated at asphalt surface	Asphalt/concrete flooring, glass fragments, asphalt shingle fragments, and red carpeting (Site 45SN609)
9-3	9	15 cm	0–15 cm: Brown and gray moderately dense silty duff with 25% gravel. Terminated at thin, plastic-coated wires (green and black) at 10 cm	Clear and green glass fragments (modern)
9-4	9	100 cm	0–100 cm: Brown sandy silt, 20% subrounded to subangular gravel, disturbed/redeposited fill	Asphalt and charcoal chunks (<=1 cm) throughout (modern)
9-5	9	100 cm	0–20 cm: Brown sandy silt, moderately loose with 5% gravel & pebbles 20–100 cm: Brown sandy silt, moderately loose	Glass sherds (modern)
10-1	10	77 cm	0–77 cm: Dark-black organic silt, little or no gravel, dry for top ~20cm, progressively wetter with depth. Standing water at 48 cm	Modern (<20 years) trash through upper 30–40 cm
10-2	10	60 cm	0–25 cm: Organic-rich peat with brown silt 5% gravel and many roots 25–60 cm: Grayish-blue sand with pockets of clay. Terminated due to root obstruction	None
11-1	11	75 cm	0–75 cm: Road fill, grayish-brown compact silt with 80% pebbles and gravels. Terminated due to compact gravel density	None
11-2	11	80 cm	0–80 cm: Brown fill material. Coarse sand, 50% medium angular pebbles	None
11-3	11	135 cm (auger @35 cm)	0–24 cm: Compact gray sand with 20% subrounded gravel and pebbles 24–135 cm: Loose dark gray sand with <5% subrounded gravel	34–42 cm, white plastic utility pipe in south wall running east–west

Table B-1. Results of Shovel Test Probes in the APE

Shovel Probe Number	Survey Area	Maximum Depth Below Surface	Description	Cultural Materials Identified
11-4	11	132 cm (auger @34 cm)	0–21 cm: Grass cover over very compact, very dry silty sand, 25-50% subrounded gravel and cobbles 21–132 cm: Large cobbles in sidewall to 34 cm, slightly moist sand, 25% subrounded gravel and cobbles. Terminated due to cobble obstructions	None
11-5	11	137 cm (auger @77 cm)	0–137 cm: Brown loosely consolidated sand and 20% rounded gravel becoming more compact and gray with depth. Possibly redeposited plus in situ glacial till, same as observed in cut slope northeast corner of park	None
12-1	12	82 cm	0–60 cm: Brown silty sand with subangular to subrounded pebbles and gravels 60–82 cm: Light-brown silty sand with subrounded pebbles and gravels	1 white glazed earthenware rim fragment, possibly plate or insulator (modern)
13-1	13	40 cm	0–40 cm: Extremely compact, dry brown silt loam with ~25% subrounded pebbles, gravels, and cobbles (glacial till)	None
13-2	13	30 cm	0–30 cm: Extremely compact, dry brown silt loam with ~25% subrounded pebbles, gravels, and cobbles (glacial till)	None

cm-centimeters

ATTACHMENT C
Archaeological Site Forms



STATE OF WASHINGTON ARCHAEOLOGICAL SITE INVENTORY FORM

Smithsonian Number:

45SN531 Addendum

***County:** Snohomish

***Date:** 8/26/2012 ***Compiler:** Shari Maria Silverman

Location Information Restrictions (*Yes/No/Unknown*): No **Human Remains?**

SITE DESIGNATION

Site Name: Interurban Trail – Scriber Creek Segment

Field/ Temporary ID: 1792-2

***Site Type(s)** (*Refer to the DAHP Survey and Inventory Guidelines Page 19*): Historic Railroad

SITE LOCATION

***USGS Quad Map Name(s):** Edmonds East, WA

***Legal Description:** T27N R 4 E: **Section(s):**21

Quarter Section(s): SE 1/4

UTM: Zone 10 **Easting** 552566 **Northing** 5295708

Latitude: **Longitude:** **Elevation (ft/m):**

Other Maps: **Type:**

Scale: **Source:**

Drainage, Major: Swamp Creek **Drainage, Minor:** Scriber Creek **River Mile:**

Aspect: SE **Slope:** 0

***Location Description** (*General to Specific*): This section of the Interurban Trail/Railway alignment is located between Cedar Valley Road and 48th Street. It is north of I-5 and 212th Street, and south of 200th Street. The closest east-west oriented street is 206th Street, which is just north of the trail at its intersection with Cedar Valley Road.

***Directions** (*For Relocation Purposes*): From the intersection of 212th Street SW and 52nd Avenue, drive north on 52nd Avenue for .25 mile (mi). Turn right (east) onto 208th Street SW. Proceed for .35 mi until the end of 208th Street SW. The Interurban Railroad is the bike trail that you cross to reach the parking area.

SITE DESCRIPTION

***Narrative Description:** East of 52nd Avenue, the Interurban Trail consists of a paved trail (Sketch Maps 1 and 2; Photos 1 and 2). No remnants of railroad (e.g., rails or ties) are visible at this location. The railroad grade has been capped with asphalt and concrete. A mowed grass lawn lines both sides of the trail within its right of way (ROW). Power lines, constructed after the Interurban's abandonment in 1939, line both sides of the ROW.

The following description of the Interurban Trail History is taken from the original Interurban Trail Site Form (Gilpin 2012):

"The electric railway line known throughout the region as the Seattle-Everett Interurban was initially conceived in 1900 by Fred Sander, the man responsible for both the Yesler Way cable car line and the Grant Street Electric Railway from Seattle to Georgetown (Bird 2000:2; Crowley 2003). Such electric rail lines were popular across the country in the early 20th century, as a fast and reliable form of commuter transportation between urban and suburban areas (Wing 1988:13-14). By 1906, the line extended from Ballard (a Seattle suburb located a few miles north of downtown) to Hall's Lake" (approximately .2 mile southeast of this segment of trail). This was described as 'a forested semi-wilderness'. "The railroad transported both passengers and lumber (Wing 1988:14). Sander installed trolley wire support poles on the east side of the tracks – this practice was followed through the life of the railway (Wing 1988:21 [Gilpin 2012])."

"A subsidiary of the Stone & Webster firm – who were already managing the Seattle – Tacoma Interurban electric railway (renamed the Puget Sound Electric Railway) – purchased Sanders' company in 1908, renaming it the Seattle – Everett Traction Company. In 1912, the company was reorganized as the Pacific Northwest Traction company, and Stone & Webster set about expanding the line north to Everett (an additional 14 mi) and rerouting the southern end of the line, in Seattle (Bird 2000:3; Crowley 2003, Wing 1988:15, 19 [Gilpin 2012])."

The line operated in this area from 1910 to 1939 (Bird 2000:3).

*

Site Dimensions:

***Length:** 910 feet (ft) ***Direction:** NW-SE x ***Width:** 23 ft ***Direction:** NE-SW

***Method of Horizontal Measurement:** Length: Map measurement on computer;

Width: Measuring tape

***Depth:** Unknown * **Method of Vertical Measurement:** N/A

***Vegetation (On Site):** lawn grasses within ROW

Local: Armenian blackberries, trailing blackberries, lady fern, sword fern, big-headed sedge, ocean spray, creeping buttercup, golden rod, willow, red alder, dogwood, and cottonwood

Regional: *Tsuga heterophylla* zone (Puget Sound area) (Franklin and Dyrness 1973:44-45)

Landforms (On Site): creek and wetlands floodplain

Local: creek and wetlands floodplain

Water Resources (Type): Scriber Creek

Distance: 650 ft

Permanence: Permanent

CULTURAL MATERIALS AND FEATURES

***Narrative Description:** On the surface, the Interurban Railway has been completely replaced by a trail paved with asphalt and concrete. No ties or other railroad components were visible on the grade within the study area. However, utility poles line both sides (north and south) of the trail.

Grade Components:

The grade is flush with the ground surface ROW. A small ditch lines the ROW. The trail is paved with asphalt. However, west of the its intersection with the 48th Avenue, a scored, concrete rectangle replaces the asphalt (Photo Concrete). It extends the width of the pavement, measuring 12 ft, 4 in wide (NW-SE). Its length measures 5 ft, 8 in (NE-SW). On each side of the intersection with 48th Avenue are upright wooden poles separating the trail from the road. A mowed grass ROW lines both the southern and northern edges of the paved grade. The total N-S width from grass edge to grass edge is 23 ft.

Utility Poles:

Utility poles stand along the grade's ROW on both the north and south side of the Interurban Trail (Sketch Maps 1 and 2). They are constructed of straight wooden poles hewn at the top. The poles

vary in age, style, and size. Some are short with metal arms extending from the central shaft or multi-tiered, horizontal bars (Photo 5). Others are taller. Outside of the recorded area, but still within the Interurban ROW, are double poles connected by horizontal bars (Photo 4). After the Interurban line was abandoned in 1939, Puget Power converted the railway to a power line corridor. Snohomish County Public Utility District No. 1 continues the operation of the utility line in this segment (Bird 2000:5).

***Method of Collection:** No collection

***Location of Artifacts** (*Temporary/Permanent*): N/A

SITE AGE

***Component:** Historic ***Dates:** 1910 to Present ***Dating Method:** Literature Review (see Site Description)

Phase: N/A **Basis for Phase Designation:** N/A

SITE RECORDERS

Observed by: Shari Silverman, Tony Cagle, and Angus Tierney **Address:** 1904 Third Ave., Suite 240; Seattle, WA 98101

***Date Recorded:** August 24, 2012

***Recorded by** (*Professional Archaeologist*): Shari Maria Silverman

***Organization:** Historical Research Associates, Inc. **Organization Phone Number:** (206) 343-0226

***Organization Address:** 1904 Third Ave., Suite 240, Seattle, WA 98101 ***Organization E-mail:** ssilverman@hrassoc.com

Date Revisited: N/A **Revisited By:** N/A

SITE HISTORY

***Previous Archaeological Work** (*Done at Site*): A segment of 45SN531 was recorded near Lake Ballinger approximately 1.5 mi to the SE of this segment (e.g., Gilpin 2012). The current segment has not been previously recorded.

LAND OWNERSHIP

***Owner:** Public Utility District No. 1 Snohomish County

***Address:** No address, but; Owner's address: 2320 California, Everett, WA 98504-7014

***Tax Lot/ Parcel No:** 27042100403700

RESEARCH REFERENCES***Items/Documents Used In Research (Specify):** N/A

Bird, Frederick

2000 29 Miles of 29 Years, the Seattle – Everett Interurban Railway, 1910 – 1939. Snohomish County History Series. Electronic document, http://www.co.snohomish.wa.us/documents/County_Information/interurbmap.pdf, accessed August 29, 2012.

Crowley, Walt

2003 Interurban Rail Service Between Everett and Seattle Begins on April 30, 1910, HistoryLink. Electronic document, http://www.historylink.org/content/printer_friendly/pf_output.cfm?file_id=2669, accessed August 29, 2012.

Gilpin, Jennifer

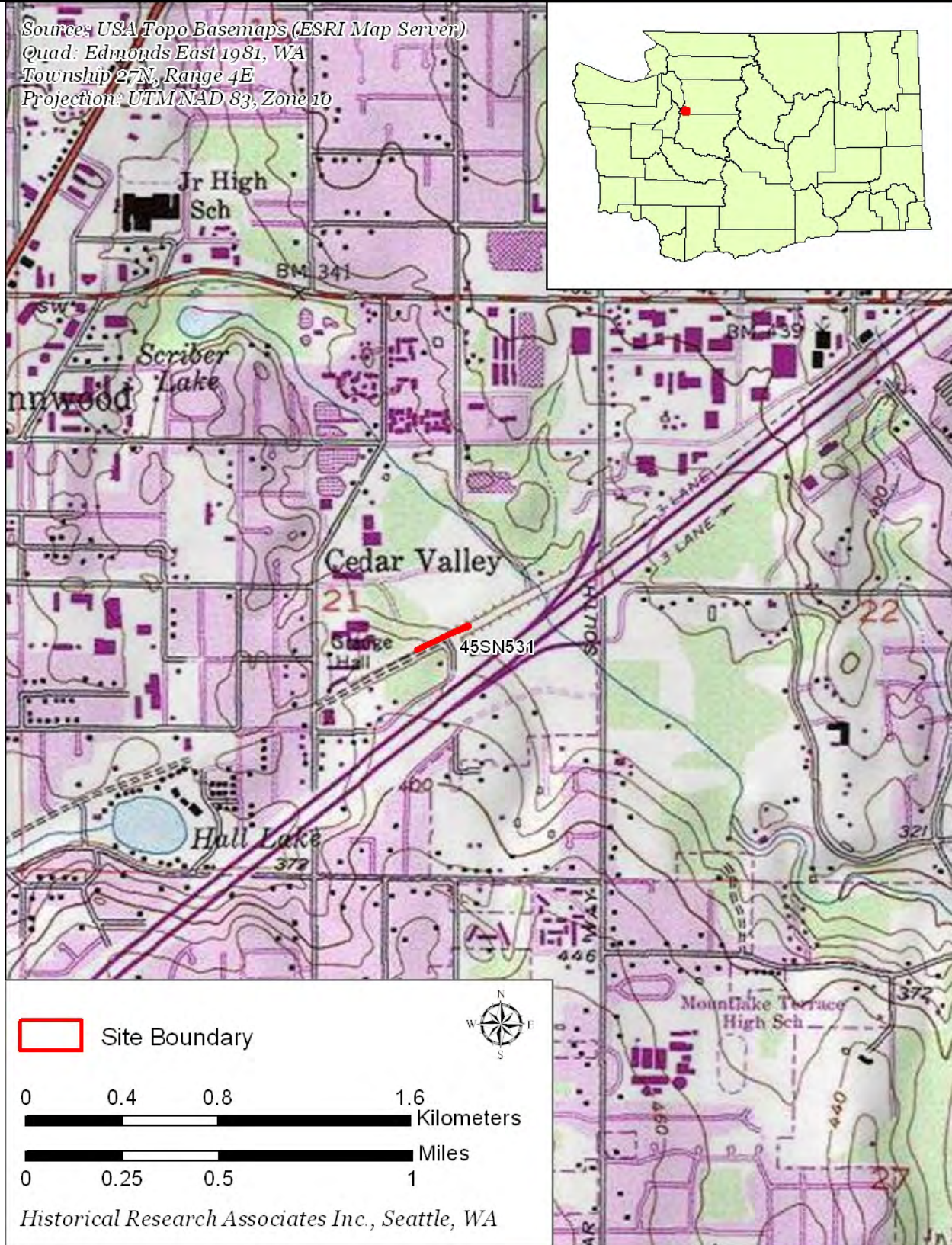
2009 Washington State Department of Archaeology and Historic Preservation (DAHP) Site Inventory Form 45SN531: Seattle – Everett Interurban Lake Ballinger Segment. Form on file at DAHP, Olympia, Washington

Wing, Warren W.

1988 To Seattle by Trolley: the Story of the Seattle – Everett Interurban and the "Trolley that Went to Sea". Pacific Fast Mail Box 57, Edmonds, Washington.

USGS MAP

Source: USA Topo Basemaps (ESRI Map Server)
Quad: Edmonds East 1981, WA
Township 27N, Range 4E
Projection: UTMNAD 83, Zone 10



 Site Boundary

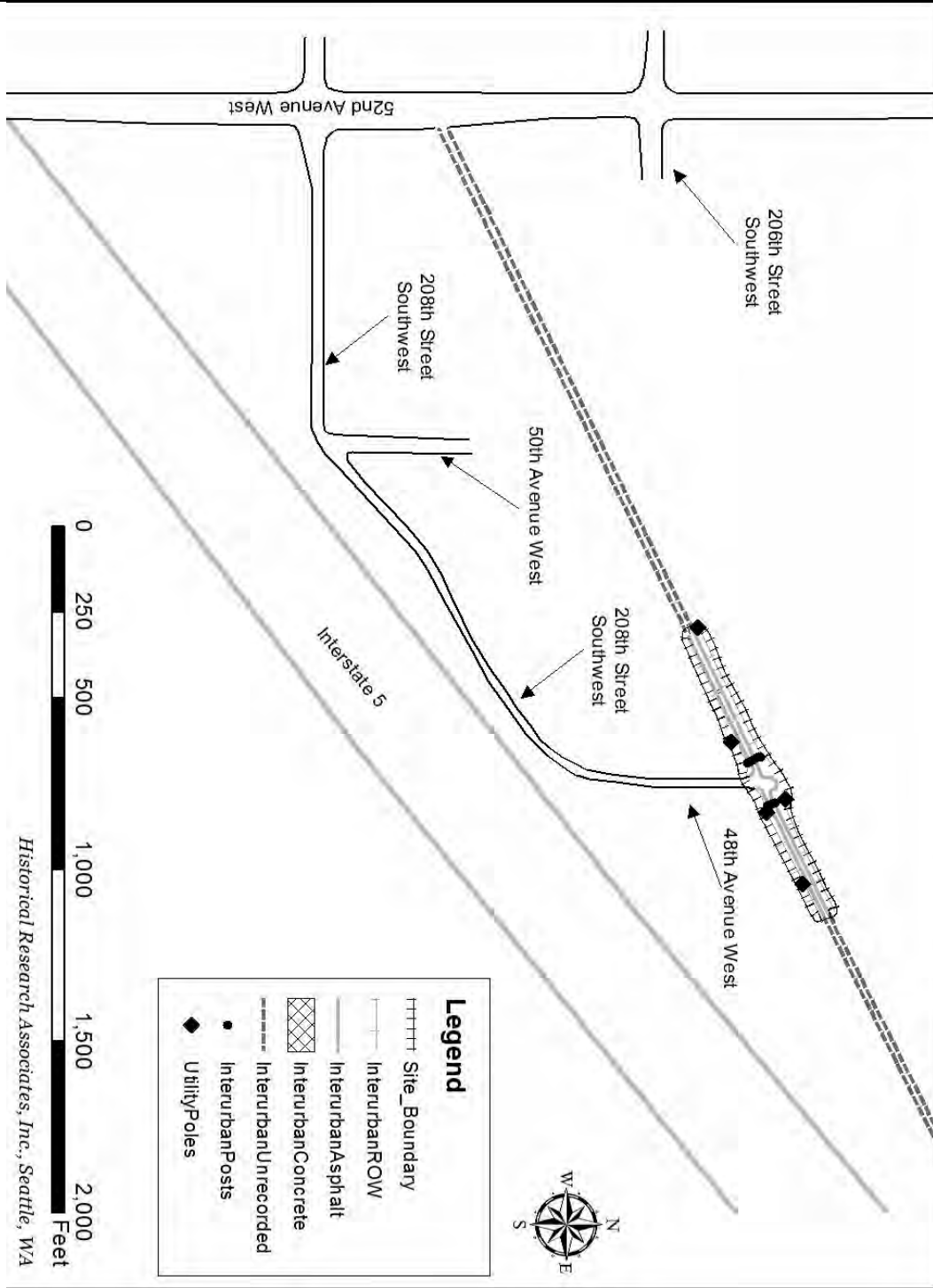


0 0.4 0.8 1.6 Kilometers

0 0.25 0.5 1 Miles

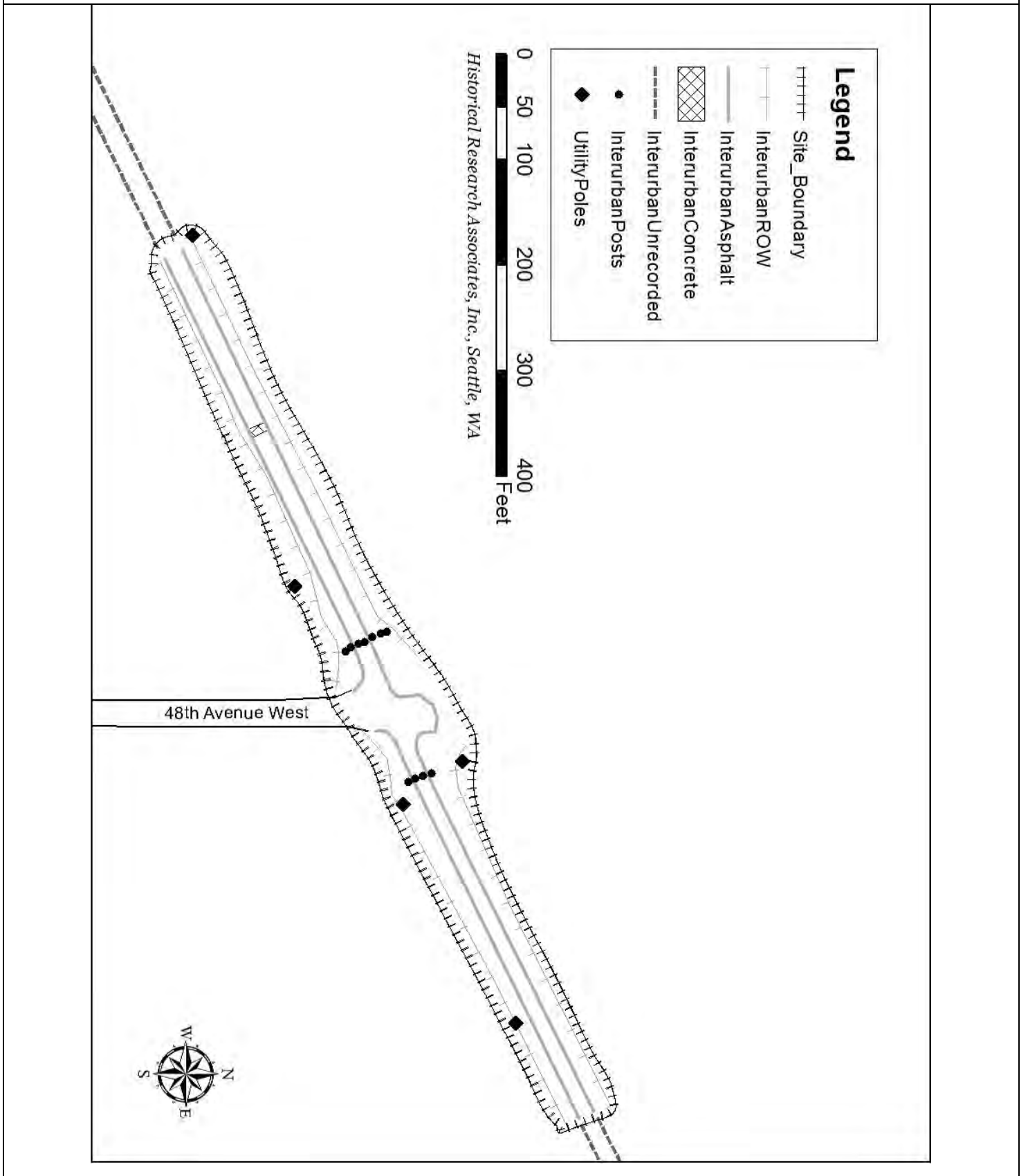
Historical Research Associates Inc., Seattle, WA

SKETCH MAP (1)



Historical Research Associates, Inc., Seattle, WA

SKETCH MAP (2)



PHOTOGRAPH(1 of 5)

***Photograph Description(s):** Overview of Scriber Creek Segment of Interurban Trail from south. This portion is east of its intersection with 208th Street SW. Photo faces SW.



PHOTOGRAPH(2 of 5)

***Photograph Description(s):** Overview of Interurban east of its intersection with 208th Street SW. Photo faces S-SE.



PHOTOGRAPH(3 of 5)

***Photograph Description(s):** Scored concrete west of Interurban's intersection with 208th Street SW.
Photo faces E-NE.



PHOTOGRAPH(4 of 5)

***Photograph Description(s):** Utility poles of different styles east of Interurban's intersection with 208th Street SW. Photo faces W-NW.



PHOTOGRAPH(5 of 5)

***Photograph Description(s):** Short utility pole with three horizontal tiers. This pole stands near the SW corner of the Interurban's intersection with 208th Street SW. Photo faces S.





STATE OF WASHINGTON ARCHAEOLOGICAL SITE INVENTORY FORM

Smithsonian Number:

45SN609

***County:** Snohomish

***Date:** 8-28-2012 ***Compiler:** Jenny Dellert, Angus Tierney, Anthony Cagle

Location Information Restrictions (Yes/No/Unknown): Yes

SITE DESIGNATION

Site Name: Scriber Creek Park Site

Field/ Temporary ID: 1792-1

***Site Type (Refer to the DAHP Survey and Inventory Guidelines Page 19):** Historic Structure-Unknown

SITE LOCATION

***USGS Quad Map Name:** Edmonds East

***Legal Description:** T27N R 4E Section(s): 21

Quarter Section(s): SW ¼ of NE ¼

***UTM: Zone 10 Easting 552380.96 Northing 5296188.27**

Latitude: 47° 49' 0.880" N **Longitude:** 122° 18' 1.020" W **Elevation (ft/m):** 337

Other Maps:

Type:

Scale:

Source:

Drainage, Major: Swamp Creek

Drainage, Minor: Scriber Creek **River Mile:**

Aspect: 180°

Slope: <5%

***Location Description (General to Specific):** The concrete foundation and wall structure and debris are located in the Cedar Valley area of Lynnwood, Washington (Figure 1). The site is within the City of Lynnwood's Scriber Creek Park, at 20015 Cedar Valley Road, Parcel Number 00608400300101, just south of the intersection of Cedar Valley Road and 200th Street SW. Remnants of a concrete walkway within a dirt path can be seen in the grass-covered picnic area adjacent to the parking lot. The pathway leads to the densely vegetated area where the concrete structure and debris are located, slightly downhill from the picnic area (Figure 2).

Approach (*For Relocation Purposes*): From Seattle take Interstate-5 (I-5) North to Exit 181B (for 44th Ave W toward Lynnwood/WA-524). In approximately 0.3 miles, turn left onto 44th Avenue W, travel approximately 0.3 miles until 200th Street SW and turn left. Travel down 200th Street SW for approximately 0.4 miles and turn left onto Cedar Valley Road. Scriber Creek Park is approximately 279 feet south of the intersection of Cedar Valley Road and 200th Street SW.

SITE DESCRIPTION

***Narrative Description:** The site consists of historic aggregate concrete foundation wall segments and asphalt or concrete floor covered with deteriorating red carpet. The floor was identified during excavation of a shovel probe. From the foundation/floor area a pathway leads to aggregate concrete steps, an intersecting rock-lined wall, and a possible copper pipe handrail. To the south of the step area is a rock-lined dirt pathway (Figure 2). A scatter of domestic items was also observed, including: window glass fragments, composite roof shingle fragment, a 2-gallon Red Eagle gas can, a men's shoe sole, a clear glass bottle, a fragment of red rubber, and a Royal Crystal glass top, Edison screw-base fuse.

***Site Type** (*Refer to the DAHP Survey and Inventory Guidelines Page 19*): Historic Structure-Unknown

***Site Dimensions** *Length: 25 m *Direction: N-S x *Width: 10 m *Direction: E-W

*Method of Horizontal Measurement: Roll tape

*Depth: Unknown * Method of Vertical Measurement: N/A

*Vegetation (**On Site**): Himalayan blackberry (*Rubus discolor*), reed canary grass (*Phalaris arundinacea*), ornamental trees (plum, dogwood, poplar, laurel), Douglas fir (*Pseudotsuga menziesii*), mountain ash, holly, ivy

Local: *Tsuga heterophylla* Zone, Puget Sound Area (Franklin and Dyrness 1973:44, 45, Figure 27)

Regional: *Tsuga heterophylla* Zone, Puget Sound Area (Franklin and Dyrness 1973:44, 45, Figure 27)

Landforms (*On Site*): Gently sloping hill **Local:**

Water Resources (*Type*): Scriber Creek, marsh/pond

Distance: 10 m East

Permanence: Permanent

CULTURAL MATERIALS AND FEATURES

***Narrative Description:** Historic aggregate concrete foundation walls and segments, w/ path leading to aggregate concrete stairs to the south and intersecting cobble & concrete walls. Possible copper pipe handrails by stairs, one section still set in concrete block. ~10 m south of stairs is a cobble-lined dirt path leading from parking area. Artifacts on site include window glass fragments; composite roof shingle fragments; red rug portion over aggregate concrete floor; red Eagle 2-gallon fuel can; Royal Crystal screw-in fuse; shoe sole; brown glass bottle fragments; red rubber fragment; section of PVC pipe; various dissociated chunks of aggregate concrete; 2 sections of aggregate concrete with a tall edge on one side and 3" tall base on raised side; clear glass bottle with screw-type cap with ABM underlined "G" on base; 30 cm high and 7 cm diameter.

There are also two additional segments of aggregate concrete wall/foundation in the southern part of the park that may or may not be associated with the site location. The age of the concrete remnants is undetermined and no additional artifacts were associated in conjunction with the location (near Shovel Probe 9-5), therefore, it was not included in this site form.

***Method of Collection(s):** Not collected

***Location of Artifacts (Temporary/Permanent):** Not collected

SITE AGE

***Component:** Historic ***Dates:** Possibly late 19th to early 20th Century

***Dating Method:** Historic maps (USGS 1895, 1942, 1953), visual inspection of artifacts

Phase: **Basis for Phase Designation:** Visual

SITE RECORDERS

Observed by: Jenny Dellert, Anthony Cagle, and Angus Tierney

Address:

***Date Recorded:** August 16, 2012

***Recorded by (Professional Archaeologist):** Jenny Dellert, Anthony Cagle, and Angus Tierney

***Affiliation:** Historical Research Associates (HRA) ***Affiliation Phone Number:** (206) 343-0226

***Affiliation Address:** 1904 Third Ave., Ste. 240 Seattle, WA 98101

***Affiliation E-mail:** jdellert@hrassoc.com

Date Revisited:

Revisited By:

SITE HISTORY

Previous Work (*Done on Archaeological Site*): None

Site History

The first record of Euroamerican landownership for the Scriber Creek Park Site was from the late nineteenth century. According to Bureau of Land Management General Land Office (GLO) documentation, the area was part of a land patent record for Alexander Brunnell, a Finnish settler who was one of the original settlers in the Cedar Valley area (GLO 2012a). Two structures are shown on the 1895 topographic map at the end of a pathway/roadway at the site area (USGS 1895). The pathway/roadway appears to be the same alignment as the current Cedar Valley Road. The land patent was for 80 acres and was issued on November 32, 1891 (BLM Serial No. WASAA 072207). Brunnell only lived on the land for approximately 6-7 years (Polk Directory 1894). His obituary, dated August 24, 1899, indicates that he lived on the county poor farm for two years (Snohomish County Tribune 1899). Other notable settlers in the area include Peter Schreiber (for whom Scriber Lake, Scriber Creek, and the associated parks are named), Pope, Talbot, and Walker (of Pope and Talbot Mill fame), and William Loughridge (GLO 2012b-d).

By 1910, the site area was owned by Erick A. Wallene (Anderson Map Company 1910). Historic maps from the early 20th century show the area became more popular and several housing developments were established. The land owned by Wallene was later divided into the Wallene Interurban Tracts (Metsker 1927; Kroll Map Company 1934; Kroll Map Company 1943 revised 1952; Metsker 1960). A few dwellings were also documented on topographic maps at the site location; one of which appears to coincide with a structure seen on the 1895 map (USGS 1895, 1942, and 1953). Detailed landowner documentation is scarce for the time between Wallene's ownership and the late 1960s-early 1970s. By 1971, the parcel was owned by Walter W. Sprague (Snohomish County Assessor 2012). Mr. Sprague deeded a strip of land to the City of Lynnwood in 1986 and by 1991 the City had purchased the entire parcel (Snohomish County Assessor 2012). The parcel became a passive park (Scriber Creek Park) in 1991 and in 1995 the City added a paved parking lot near the site location (City of Lynnwood 2012; Snohomish County Assessor 2012).

LAND OWNERSHIP
*Owner: City of Lynnwood
*Address: PO Box 5008, Lynnwood, WA 98046 *Tax Lot/ Parcel No: 00608400300101
RESEARCH REFERENCES
*Items/Documents Used In Research (Specify):
Anderson Map Company 1910 <i>Snohomish County 1910 Atlas</i> . Anderson Map Company, Seattle, Washington. Electronic document, http://www.historicmapworks.com , accessed August 14, 2012.
City of Lynnwood 2012 <i>Scriber Creek Park</i> . City of Lynnwood Parks, Recreation, and Cultural Arts website. Electronic document http://www.ci.lynnwood.wa.us
Franklin, Jerry, and C.T. Dyrness 1973 <i>Natural Vegetation of Oregon and Washington</i> . USDA Forest Service General Technical Report PNW-8, Portland, Oregon.
General Land Office (GLO) 2012a <i>Land Patent Record-Alexander Brunnell</i> . BLM Serial Nr. WASAA 072207. Bureau of Land Management, General Land Office Records. Electronic document http://www.glorerecords.blm.gov/details/patent/default.aspx?accession=WASAA072207&docClass=SER&sid=bvisr0o1.nml#patentDetailsTabIndex=0
2012b <i>Land Patent Record-Peter Schreiber</i> . BLM Serial Nr. WASAA 072182. Bureau of Land Management, General Land Office Records. Electronic document http://www.glorerecords.blm.gov/details/patent/default.aspx?accession=WASAA072182&docClass=SER&sid=bvisr0o1.nml#patentDetailsTabIndex=0
2012c <i>Land Patent Record-A.J. Pope, W.C. Talbot, and Cyrus Walker</i> . BLM Serial Nr. WASAA 072037. Bureau of Land Management, General Land Office Records. Electronic document http://www.glorerecords.blm.gov/details/patent/default.aspx?accession=WASAA072037&docClass=SER&sid=bvisr0o1.nml#patentDetailsTabIndex=0
2012d <i>Land Patent Record-William Loughridge</i> . BLM Serial Nr. WASAA 072073. Bureau of Land Management, General Land Office Records. Electronic document http://www.glorerecords.blm.gov/details/patent/default.aspx?accession=WASAA072073&docClass=SER&sid=bvisr0o1.nml#patentDetailsTabIndex=0
Kroll Map Company 1934 <i>Snohomish County 1934 Atlas</i> . Kroll Map Company, Seattle, Washington. Electronic document, http://www.historicmapworks.com , accessed August 14, 2012.
1943 <i>Snohomish County 1934 Atlas-Revised 1952</i> . Kroll Map Company, Seattle, Washington. Electronic document, http://www.historicmapworks.com , accessed August 14, 2012.
Metsker, Chas. F (Metsker) 1927 <i>Snohomish County 1927 Atlas</i> . Metsker Maps, Seattle, Washington. Electronic document, http://www.historicmapworks.com , accessed August 14, 2012.
1960 <i>Snohomish County 1960 Atlas</i> . Metsker Maps, Seattle, Washington. Electronic document, http://www.historicmapworks.com , accessed August 14, 2012.
Polk Directory

1894 *Polk Directory for Everett and Snohomish County*. Electronic document from Snohomish County, WA USGenWeb Project Page This page is part of the site located at <http://www.rootsweb.com/~wasnohom/>

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[https://www.snoco.org/proptax/\(f2m4xxnxgu12vy34txrm3k45\)/search.aspx](https://www.snoco.org/proptax/(f2m4xxnxgu12vy34txrm3k45)/search.aspx)

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1953 *Edmonds East Quadrangle, Washington, 7.5 Minute Series (Topographic)*. United States Geological Survey, Denver, Colorado.

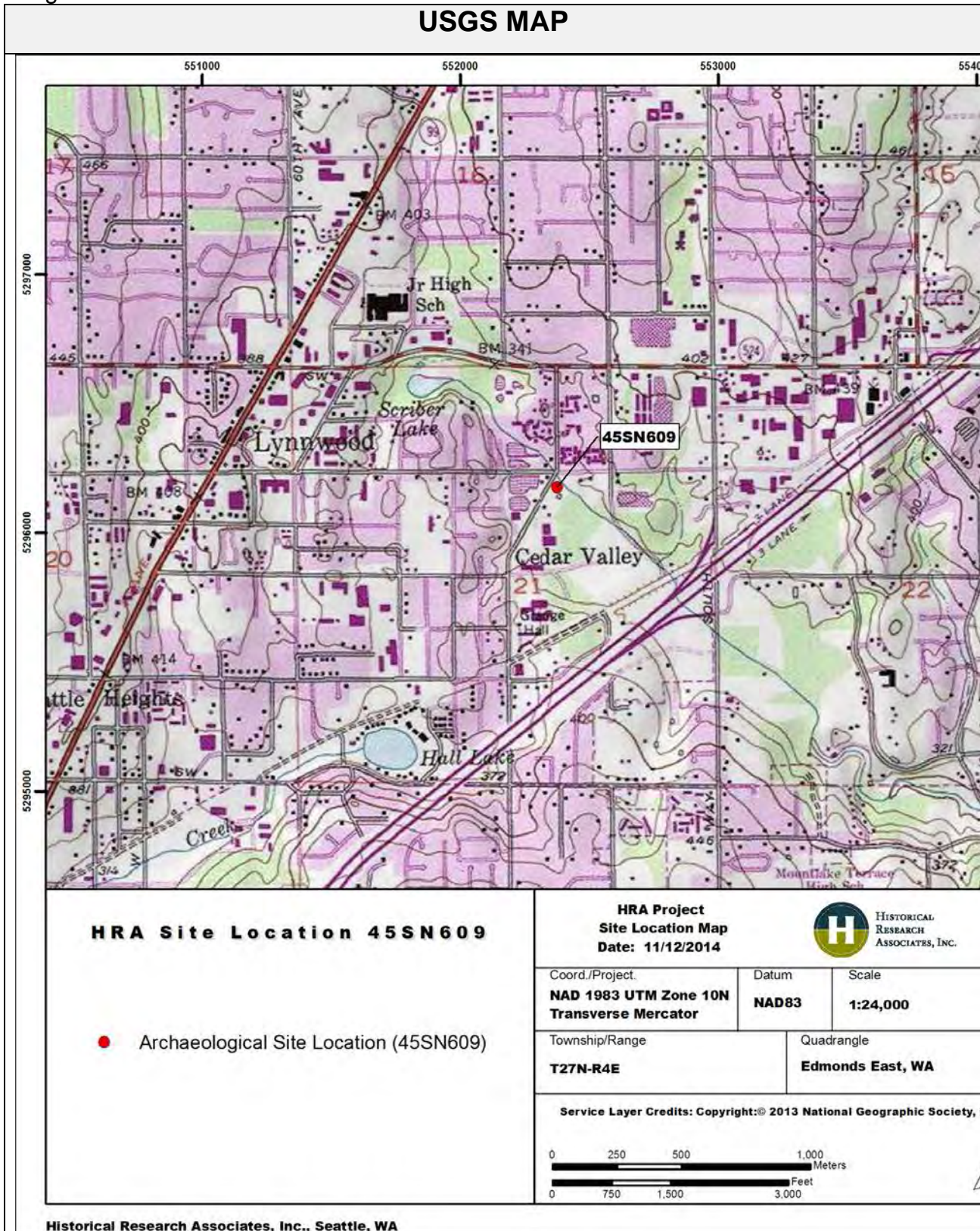
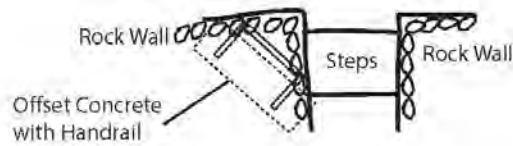
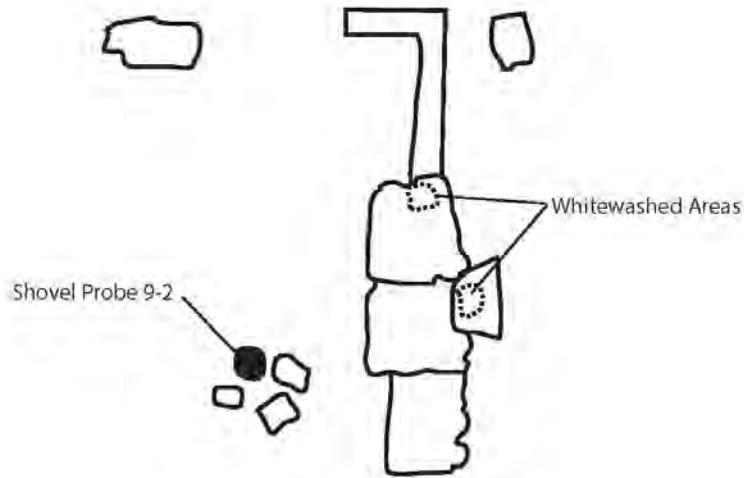


Figure 1. Location map for the Scriber Creek Park Site.

SKETCH MAP



Scriber Creek Park Site (45SN609)

- Concrete Segment
- Rock
- Handrail
- Offset Concrete

Scale: 0 1 2 m / 0 3 6 ft



Figure 2. Sketch map of Scriber Creek Park Site.

PHOTOGRAPH(S)



Figure 3. Remnant of red carpet, concrete/asphalt flooring, and concrete wall remnant identified at Shovel Probe 9-2, view west.

PHOTOGRAPH(S)



Figure 4. Remnant of concrete walls in dense vegetation, view north.



Figure 5. Remnant of concrete walls in dense vegetation, view south.



Figure 6. Remnant of concrete steps, handrail, and intersecting rock wall in dense vegetation, view west.



Figure 7. Rock-lined dirt pathway, view south.



Figure 8. Historic-period artifacts identified at the Scriber Creek Park Site, view down.



Figure 9. Close-up of Royal Crystal fuse, view down.



Figure 10. Gas can in dense vegetation, view down.

ATTACHMENT D

Section 106 Consultation Documentation



Allyson Brooks Ph.D., Director
State Historic Preservation Officer

DD - original
JW

August 12, 2013

Mr. Kenneth Feldman
Deputy Regional Administrator
Federal Transit Administration
915 Second Ave., Suite 3142
Seattle, WA 98174-1002

In future correspondence please refer to:

Log: 100611-07-FTA

Property: Sound Transit's Lynnwood Link Extension Light Rail Project

Re: Receipt of Draft Environmental Impact Statement, No Adverse Effect

Dear Mr. Feldman:

Thank you for contacting the Washington State Department of Archaeology and Historic Preservation (DAHP). The Lynnwood Link Extension Light Rail project has been reviewed on behalf of the State Historic Preservation Officer under provisions of Section 106 of the National Historic Preservation Act of 1966 (as amended) and 36 CFR Part 800. My review is based upon documentation contained in your communication.

Thank you for submitting the draft Environmental Impact Statement Summary. We have reviewed the document and concur with your preliminary finding that the project, as described, will have no adverse effect on historic properties and/or archaeological sites within the area of potential effects identified for the project.

If additional information on the project becomes available, construction plans are altered, or if any archaeological resources are uncovered during construction, please halt work in the area of discovery and contact the appropriate Native American Tribes and DAHP for further consultation.

Thank you for the opportunity to review and comment. If you have any questions, please contact me.

Sincerely,

Matthew Sterner, M.A.
Transportation Archaeologist
(360) 586-3082
matthew.sterner@dahp.wa.gov

AUG 15 2013 AM 11:57





April 15, 2013

Mr. Dan Drais
Federal Transit Administration
915 2nd Avenue
Federal Building, Suite 3142
Seattle, WA 98174-1002

In future correspondence please refer to:

Log: 100611-07-FTA

Property: Sound Transit's Lynnwood Link Extension Light Rail Project – Batch 4

Re: NOT Eligible

Dear Mr. Drais:

Thank you for contacting the Washington State Department of Archaeology and Historic Preservation (DAHP). The above referenced property has been reviewed on behalf of the State Historic Preservation Officer under provisions of Section 106 of the National Historic Preservation Act of 1966 (as amended) and 36 CFR Part 800. My review is based upon documentation contained in your communication dated April 3, 2013. This is in regard to additional inventory forms (Batch 4) for the Lynnwood Link Extension.

Our understanding is that refined alternatives for the project necessitate an adjustment of the APE and we concur with this revision. Such revisions included an additional 12 historic resources found at the proposed 220th Street location.

I have reviewed the following properties:

15408 2nd Ave NE
15414 2nd Ave NE
15450 4th Ave NE
15451 4th Ave NE
15455 4th Ave NE
15459 4th Ave NE
302 NE 155th St
303 NE 155th St
308 NE 155th St
309 NE 155th St
314 NE 155th St
315 NE 155th St

Based on the low level of architectural integrity of these properties, I concur with your assessment that they are NOT ELIGIBLE for the National Register of Historic Places. As a result of this finding, further contact with DAHP is not necessary regarding any alterations to these structures. However, if additional information on the property becomes available, or if any archaeological resources are uncovered during construction, please halt work in the area of



discovery and contact the appropriate Native American Tribes and DAHP for further consultation.

Thank you for the opportunity to review and comment. Should you have any questions, please contact me.

Sincerely,



Michael Houser
State Architectural Historian
(360) 586-3076
michael.houser@dahp.wa.gov

CC: Mathew Sterner, DAHP





STATE OF WASHINGTON

DEPARTMENT OF ARCHAEOLOGY & HISTORIC PRESERVATION

1063 S. Capitol Way, Suite 106 • Olympia, Washington 98501
Mailing address: PO Box 48343 • Olympia, Washington 98504-8343
(360) 586-3065 • Fax Number (360) 586-3067 • Website: www.dahp.wa.gov

December 20, 2012

Mr. David Powell
Federal Transit Administration
915 2nd Avenue
Federal Building, Suite 3142
Seattle, WA 98174-1002

In future correspondence please refer to:

Log: 100611-07-FTA
Property: Sound Transit's Lynnwood Link Extension Light Rail Project
Re: NOT Eligible

Dear Mr. Powell:

Thank you for contacting the Washington State Department of Archaeology and Historic Preservation (DAHP). Per your request, I have reviewed the last group of historic property inventory forms (HPIF's) for the **Lynnwood Link light rail extension project** on behalf of the State Historic Preservation Officer under provisions of Section 106 of the National Historic Preservation Act of 1966 (as amended) and 36 CFR Part 800. This group of inventory forms roughly covers the area between 238th St SW and 200th St SW. My review is based upon documentation contained in your communication.

Research indicates that none of the inventoried properties are currently listed in the Washington Heritage Register or National Register of Historic Places. After careful evaluation I have determined that none of the inventoried properties in Batch 3 rise to the level of eligible for listing on the National Register of Historic Places. I have attached a matrix which outlines these determinations for your files.

Overall the project has generated 646 HPIF's of which DAHP has determined 5 resources Eligible for listing on the NRHP. As a reminder these are as follows:

- 13130 5th Ave. NE (Church Parsonage),
- 11725 1st Ave NE (Northgate Elementary),
- 132 NE 155th St (Toyonaga property),
- 6205 222nd St SW (Melody Hill School),
- 11200 1st Ave NE (Northgate Plaza)

We look forward to working with you in the coming months as you determine if the project will have any effect on these eligible resources, and if so determining what mitigation might be. Thank you for the opportunity to review and comment. Should you have any questions, please contact me.

Sincerely,

Michael Houser
State Architectural Historian
(360) 586-3076
michael.houser@dahp.wa.gov

LYNNWOOD EXTENSION - GROUP 3 HPIF'S

Parcel_ID	Owner	Address	City	Year Built	ID #	Recommended NR Eligible?	SHPO Determination
00372600601404	YOURIST HARRY Shell station	19930 44TH AVE W	Lynnwood	1968	5	NO	Not Eligible
00608400300104	JEDI PROP LLC	20006 CEDAR VALLEY RD	Lynnwood	1961	9	NO	Not Eligible
00608400300203	TSUBOTA REIKO Stone Way Electric Supply	20121 CEDAR VALLEY RD	Lynnwood	1966	140	NO	Not Eligible
00401200000100	GRIFFITH TROY & KAREN	20302 52ND AVE W	Lynnwood	1960	161	NO	Not Eligible
00401200000200	WALKER JAMES	20306 52ND AVE W	Lynnwood	1959	163	NO	Not Eligible
00401200000300	BARTHOLET DAVID A	20316 52ND AVE W	Lynnwood	1959	164	NO	Not Eligible
27042100305400	GILLEN MARGARET	20400 54TH AVE W	Lynnwood	1930	231	NO	Not Eligible
00462600400800	WINGSNESS DAVID R	20430 52ND AVE W	Lynnwood	1942	175	NO	Not Eligible
00619500000900	MARTIN LLC R& R Towing	20610 48TH AVE W	Lynnwood	1956	179	NO	Not Eligible
00462600900400	HARRIS TIM & KATHY	20618 52ND AVE W	Lynnwood	1950	185	NO	Not Eligible
00462500800000	SORENSEN TERECA MAE AND MI	20706 52ND AVE W	Lynnwood	1951	190	NO	Not Eligible
00619500001000	TRI PAC	20715 50TH AVE W	Lynnwood	1966	191	NO	Not Eligible
00462601200100	ESCAMILLA ALMADERICA	20806 52ND AVE W	Lynnwood	1960	196	NO	Not Eligible
00462601200400	CHEN SAM & HUA LAI	20812 52ND AVE W	Lynnwood	1960	200	NO	Not Eligible
00462601200500	LIDDELL PAULETTE F	20818 52ND AVE W	Lynnwood	1960	203	NO	Not Eligible
00462601200800	ST MARYS COPTIC ORTHODOX CH	20830 52ND AVE W	Lynnwood	1959	208	NO	Not Eligible
27042100403800	BALDWIN DOUGLAS N	20909 52ND AVE W	Lynnwood	1930	213	NO	Not Eligible
00462601300400	MILLER SU JA Lee Manor	20918 52ND AVE W	Lynnwood	1968	215	NO	Not Eligible
00516600000702	ECKERSON RICHARD L	20924 49TH AVE W	Lynnwood	1956	221	NO	Not Eligible
00462601500200	PULIDO JUVENAL & NELHYDA/VA	21007 54TH AVE W	Lynnwood	1925	226	NO	Not Eligible
00462601500600	BURTIS JAMES D & TAMARA R	21019 54TH AVE W	Lynnwood	1933	232	NO	Not Eligible
00462601500700	SURFACE NICOLE STACIA	21031 54TH AVE W	Lynnwood	1952	233	NO	Not Eligible
00525100002200	MELCHOR LUIS	21307 59TH PL W	Mountlake T	1955	268	NO	Not Eligible
00619900001702	CARSWELL JOLI	21404 56TH AVE W	Mountlake T	1969	277	NO	Not Eligible
00619900004700	SCHAFFER DAYLEN L & TINA A	21528 58TH AVE W	Mountlake T	1944	286	NO	Not Eligible
00525400000100	FERGUSON ANN L	22001 64TH AVE W	Mountlake T	1961	296	NO	Not Eligible
00525400000800	QUACKENBUSH JUDY	22005 64TH AVE W	Mountlake T	1961	300	NO	Not Eligible
00524000005700	CARLSON PAUL & LAURA	22201 62ND AVE W	Mountlake T	1954	307	NO	Not Eligible
00523000100100	PERRINE RALPH E	22202 60TH AVE W	Mountlake T	1953	306	NO	Not Eligible
00524000009401	CASTILLO LIBBY D	22202 62ND AVE W	Mountlake T	1954	311	NO	Not Eligible
00524000005600	KHA STANLEY J & LIA C	22203 62ND AVE W	Mountlake T	1954	310	NO	Not Eligible
00523000100200	COOPER MARGARET	22204 60TH AVE W	Mountlake T	1953	309	NO	Not Eligible
00524000009301	MERRIAM KAREN	22204 62ND AVE W	Mountlake T	1954	314	NO	Not Eligible
00524000005500	PERINGER F M & S A / PERINGER	22205 62ND AVE W	Mountlake T	1954	313	NO	Not Eligible
00523000100300	DAVIS THOMAS M	22206 60TH AVE W	Mountlake T	1953	312	NO	Not Eligible
00524000009200	WHALEN MARY C	22206 62ND AVE W	Mountlake T	1954	319	NO	Not Eligible
00524000005400	CLARK JOHN	22207 62ND AVE W	Mountlake T	1954	316	NO	Not Eligible
00523000100400	SAETEURN SAENG & MUANG CHA	22208 60TH AVE W	Mountlake T	1953	315	NO	Not Eligible
00524000005100	MARTIN ROBERT M	22209 62ND AVE W	Mountlake T	1960	320	NO	Not Eligible
00523000100500	ABILLE FELICITO & SUSAN	22210 60TH AVE W	Mountlake T	1953	317	NO	Not Eligible
00523000100600	KING WILLIAM H	22302 60TH AVE W	Mountlake T	1953	321	NO	Not Eligible
00524000008500	DIAZ PEDRO R	22302 62ND AVE W	Mountlake T	1954	326	NO	Not Eligible
00523000100700	LEASK PAUL H	22304 60TH AVE W	Mountlake T	1953	322	NO	Not Eligible
00524000004900	MACKAY JOHN	22305 63RD AVE W	Mountlake T	1954	328	NO	Not Eligible
00523000100800	EARLY MARK E & TERI	22306 60TH AVE W	Mountlake T	1953	324	NO	Not Eligible
00524000004800	KEMPF JANET I	22307 62ND AVE W	Mountlake T	1954	329	NO	Not Eligible
00524000004700	MARK JOHN P	22309 62ND AVE W	Mountlake T	1960	330	NO	Not Eligible
00524000004600	HORD KELLI K/HUGHES D STONEY	22403 62ND AVE W	Mountlake T	1955	332	NO	Not Eligible
00524000004500	RADCLIFF BRYAN	22405 62ND AVE W	Mountlake T	1954	333	NO	Not Eligible
00524000004400	WILLIAMS MELVIN D	22407 62ND AVE W	Mountlake T	1954	334	NO	Not Eligible
00524000004300	MILLER JERRY F	22501 62ND AVE W	Mountlake T	1954	335	NO	Not Eligible
00524000004200	KIMMET AMANDA EVE	22503 62ND AVE W	Mountlake T	1954	336	NO	Not Eligible
00524000004100	FITZGERALD RICHARD W	22505 62ND AVE W	Mountlake T	1954	337	NO	Not Eligible
00524000004000	LACHNER GREGORY L & JODI R	22601 62ND AVE W	Mountlake T	1954	338	NO	Not Eligible
00524000003400	CHAPPELL BRADLEY	22610 62ND AVE W	Mountlake T	1954	341	NO	Not Eligible

LYNNWOOD EXTENSION - GROUP 3 HPIF'S

Parcel_ID	Owner	Address	City	Year Built	ID #	Recommended NR Eligible?	SHPO Determination
0052400003501	HARBAUGH ALLEN G	22611 62ND AVE W	Mountlake T	1954	342	NO	Not Eligible
00522400007400	CASE WILLIAM D	22901 63RD AVE W	Mountlake T	1954	350	NO	Not Eligible
00522400007300	METZER DEREK L & BECKY J	22903 63RD AVE W	Mountlake T	1954	352	NO	Not Eligible
00522300307200	SERRANO JUAN C	23001 63RD AVE W	Mountlake T	1954	355	NO	Not Eligible
00522300307100	SCOTT ROBERT P & CLARK CAROL	23003 63RD AVE W	Mountlake T	1954	356	NO	Not Eligible
00522300307000	MEYERS RICHARD & CARMEN	23005 63RD AVE W	Mountlake T	1954	357	NO	Not Eligible
00522300306900	WHITTAKER BLAINE	23007 63RD AVE W	Mountlake T	1954	358	NO	Not Eligible
00522000302900	ERSPAMER JEFFREY S	23008 61ST AVE W	Mountlake T	1951	362	NO	Not Eligible
00522300306800	MILLER JENNIFER M	23009 63RD AVE W	Mountlake T	1954	359	NO	Not Eligible
00522300306700	HIGBY MARJORIE J	23011 63RD PL W	Mountlake T	1954	360	NO	Not Eligible
00522300306600	KIRK ANDREA D	23013 63RD PL W	Mountlake T	1954	361	NO	Not Eligible
00522300306400	EYRISH BARBARA L	23014 63RD PL W	Mountlake T	1954	364	NO	Not Eligible
00522300306500	WOOLSEY ERIC & DOYLE MANDI	23015 63RD PL W	Mountlake T	1954	363	NO	Not Eligible
00522000302700	CRAIN DEREK A	23102 61ST AVE W	Mountlake T	1951	365	NO	Not Eligible
00522000302500	ERAL LLC	23106 61ST AVE W	Mountlake T	1951	366	NO	Not Eligible
00522000600600	CHARTRAND KURT W & SANDRA	23109 61ST AVE W	Mountlake T	1951	368	NO	Not Eligible
00522000302400	ROBLES RONALD & MICHELLE	23110 61ST AVE W	Mountlake T	1951	369	NO	Not Eligible
00522000302300	DAVIES ALLEN L & KRISTYNA	23112 61ST AVE W	Mountlake T	1951	373	NO	Not Eligible
00522300305400	RUTHFORD LESLIE L	23113 63RD AVE W	Mountlake T	1954	367	NO	Not Eligible
00522300305300	LAUNDERS DAVID K	23115 63RD AVE W	Mountlake T	1954	370	NO	Not Eligible
00524700000200	HAWES JAESON & SHAUNA	23203 63RD AVE W	Mountlake T	1953	378	NO	Not Eligible
00524700000300	BUCHANAN BENJAMIN	23205 63RD AVE W	Mountlake T	1955	381	NO	Not Eligible
00524700000400	HAUGEN CHAD D & LARA C	23207 63RD AVE W	Mountlake T	1953	383	NO	Not Eligible
00524700002600	ADOLPHSON JANET L	23210 63RD AVE W	Mountlake T	1955	389	NO	Not Eligible
00524700002700	SLY RUSSELL W	23212 63RD AVE W	Mountlake T	1955	391	NO	Not Eligible
00524700002800	MCANALLY KELLY	23300 63RD AVE W	Mountlake T	1955	393	NO	Not Eligible
00524700002900	MACMULLEN DAVID R	23302 63RD AVE W	Mountlake T	1953	397	NO	Not Eligible
00524700003000	NGUYEN VIEN & VU TAM	23304 63RD AVE W	Mountlake T	1955	398	NO	Not Eligible
00524100001200	VIERRA KANOE C	23501 59TH PL W	Mountlake T	1954	400	NO	Not Eligible
00524100001300	BELAIR RONALD H & SHANNON L	23502 59TH PL W	Mountlake T	1954	401	NO	Not Eligible
00524100001400	TAYLOR JAMES L	23504 59TH PL W	Mountlake T	1954	402	NO	Not Eligible
00524100001500	FLEMING FAMILY LOVING TRUST	23506 59TH PL W	Mountlake T	1954	403	NO	Not Eligible
00372600600600	4711 200TH STREET LLC Cambridge Square	4727 200TH ST SW	Lynnwood	1969	1	NO	Not Eligible
00608400200401	OXFORD SQUARE LTD PRTNSHP	4807 200TH ST SW	Lynnwood	1968	3	NO	Not Eligible
27042100403400	CLOCKSIN DUANE B JR & SANDRA	5016 208TH ST SW	Lynnwood	1968	198	NO	Not Eligible
00401200000400	LONG VIRGINIA	5207 204TH ST SW	Lynnwood	1959	168	NO	Not Eligible
00401200000500	SHARMA SANJEEV & MANSI	5215 204TH ST SW	Lynnwood	1959	169	NO	Not Eligible
27042800201600	5302 212TH ST LLC	5302 212TH ST SW	Mountlake T	1937	250	NO	Not Eligible
27042800202200	LEWIS CRAIG A	5522 212TH ST SW	Mountlake T	1948	246	NO	Not Eligible
27042100310500	GILLEN MARGARET	5525 212TH ST SW	Lynnwood	1960	242	NO	Not Eligible
00619900002700	FARRAR TYLER	5602 212TH ST SW	Mountlake T	1941	247	NO	Not Eligible
00619900002000	ZHANG AIZHONG	5604 212TH ST SW	Mountlake T	1956	253	NO	Not Eligible
27042100307700	GILLEN MARGARET	5605 212TH ST SW	Lynnwood	1936	241	NO	Not Eligible
00619900002102	DAVIS HOLLY L	5610 212TH ST SW	Mountlake T	1945	248	NO	Not Eligible
27042100306900	TODD RUSSELL	5615 212TH ST SW	Lynnwood	1947	239	NO	Not Eligible
00619900002202	WICK LOUIS A	5625 213TH ST SW	Mountlake T	1951	257	NO	Not Eligible
00619900002303	SPICUZZA ROBIN L	5627 213TH ST SW	Mountlake T	1958	255	NO	Not Eligible
00404100000100	MATTOX TERESA	5632 213TH ST SW	Mountlake T	1962	259	NO	Not Eligible
00404100000200	AMOS-PITTS SANDI	5710 213TH ST SW	Mountlake T	1962	260	NO	Not Eligible
00619900002402	SPICUZZA ROBIN L	5711 213TH ST SW	Mountlake T	1953	256	NO	Not Eligible
00404100000300	JACOBS RAYMOND	5720 213TH ST SW	Mountlake T	1962	261	NO	Not Eligible
00525100002400	PLANTE J J	5801 214TH ST SW	Mountlake T	1955	264	NO	Not Eligible
00525100002300	RAUCH TERRY	5803 214TH ST SW	Mountlake T	1955	266	NO	Not Eligible
00525100000200	ERICKSON PHILIP	5804 214TH ST SW	Mountlake T	1955	269	NO	Not Eligible
00525100000300	STRASBURG GERALD L	5806 214TH ST SW	Mountlake T	1955	271	NO	Not Eligible

LYNNWOOD EXTENSION - GROUP 3 HPIF'S

Parcel_ID	Owner	Address	City	Year Built	ID #	Recommended NR Eligible?	SHPO Determination
0052510000500	BAXTER SANDRA	5810 214TH ST SW	Mountlake T	1955	276	NO	Not Eligible
00525100001602	WAYT/FRANK	5901 214TH ST SW	Mountlake T	1955	272	NO	Not Eligible
00525100000600	SANCHEZ RENE	5902 214TH ST SW	Mountlake T	1955	278	NO	Not Eligible
00525100001500	VAN HAL FRED	5903 214TH ST SW	Mountlake T	1955	275	NO	Not Eligible
00525100000700	GALLAGHER GERALD F JR	5904 214TH ST SW	Mountlake T	1955	279	NO	Not Eligible
00525100000800	HERRMANN BRENT & JENNIFER	5906 214TH ST SW	Mountlake T	1955	283	NO	Not Eligible
00525100000900	HAARSTAD RODNEY	5908 214TH ST SW	Mountlake T	1955	281	NO	Not Eligible
00525100001000	RICHARDSON LYNN M	5910 214TH ST SW	Mountlake T	1955	280	NO	Not Eligible
00525100001100	RUELAS JOSE R & FRANCESCA	5912 214TH ST SW	Mountlake T	1955	282	NO	Not Eligible
00524800001100	HEINZ DANA L	6001 233RD PL SW	Mountlake T	1960	388	NO	Not Eligible
00524800001502	DRESSER FRED & ALICIA	6002 233RD PL SW	Mountlake T	1960	394	NO	Not Eligible
00520900200600	JENSEN RICHARD	6002 237TH ST SW	Mountlake T	1959	407	NO	Not Eligible
00523000100900	LOES MARY L	6003 224TH ST SW	Mountlake T	1955	327	NO	Not Eligible
00524800000600	CARBARY LESLIANNE	6003 232ND PL SW	Mountlake T	1960	379	NO	Not Eligible
00522000600900	JEFFERS JAY D & EMILY S	6003 232ND ST SW	Mountlake T	1951	372	NO	Not Eligible
00524800001200	GILBERT DAVID	6003 233RD PL SW	Mountlake T	1960	387	NO	Not Eligible
00524800000900	FORSYTHE STEVEN J	6004 232ND PL SW	Mountlake T	1960	384	NO	Not Eligible
00524800000300	BURNS MARY A	6004 232ND ST SW	Mountlake T	1960	376	NO	Not Eligible
00524800001400	DANIELSON ROBERT & HOLLY	6004 233RD PL SW	Mountlake T	1960	396	NO	Not Eligible
00524800000700	TRIEMSTRA DONNA MARIE	6005 232ND PL SW	Mountlake T	1960	380	NO	Not Eligible
00524800001300	OSTBY DONALD A	6005 233RD PL SW	Mountlake T	1960	390	NO	Not Eligible
00524800000800	CARTER NINA E	6006 232ND PL SW	Mountlake T	1960	382	NO	Not Eligible
00524800000200	JONES RICHARD	6006 232ND ST SW	Mountlake T	1960	375	NO	Not Eligible
00522000600800	DAVIES ADAM L	6007 232ND ST SW	Mountlake T	1951	371	NO	Not Eligible
00524800000100	DAVIDSON DAVID A JR	6102 232ND ST SW	Mountlake T	1960	374	NO	Not Eligible
27042900100800	RED MORTGAGE CAPITAL - Lakeside Apartments	6102 ST ALBION WAY	Mountlake T	1969	304	NO	Not Eligible
00524000000600	LAYNE JEFFREY A	6103 227TH ST SW	Mountlake T	1954	347	NO	Not Eligible
00524000009100	LOBB HOWARD J	6201 223RD PL SW	Mountlake T	1954	318	NO	Not Eligible
00524000000700	CARIKER DEAN A	6201 227TH ST SW	Mountlake T	1954	346	NO	Not Eligible
00524000009500	BAKER HENRY	6202 222ND ST SW	Mountlake T	1954	308	NO	Not Eligible
00524000008600	NGUYEN THANH HIEP	6202 223RD PL SW	Mountlake T	1954	323	NO	Not Eligible
00524000000800	KINTZ SCOTT J	6203 227TH ST SW	Mountlake T	1954	345	NO	Not Eligible
00524000000900	ASBURY LARRY R	6205 227TH ST SW	Mountlake T	1954	344	NO	Not Eligible
00525400000500	LOISEAU LOREN	6302 220TH PL SW	Mountlake T	1961	299	NO	Not Eligible
00525400000400	HAILU DAWIT	6303 220TH PL SW	Mountlake T	1961	298	NO	Not Eligible
00525400001200	WEBBER LORETTA T	6303 221ST PL SW	Mountlake T	1961	305	NO	Not Eligible
00525400000600	MUELLER GEORGE J	6304 220TH PL SW	Mountlake T	1961	302	NO	Not Eligible
00525400000300	SHEEHY EJ	6305 220TH PL SW	Mountlake T	1961	295	NO	Not Eligible
00525400001100	DIAZ NINO	6305 221ST PL SW	Mountlake T	1961	303	NO	Not Eligible
00525400000700	LIBERTY RYAN T	6306 220TH PL SW	Mountlake T	1961	301	NO	Not Eligible
00525400000200	KIM CHU S	6307 220TH PL SW	Mountlake T	1961	297	NO	Not Eligible



DEPARTMENT OF ARCHAEOLOGY & HISTORIC PRESERVATION

Protect the Past. Shape the Future

Allyson Brooks, Director
State Historic Preservation Officer

December 4, 2012

Mr. Dan Drais
Federal Transit Administration
915 2nd Avenue
Federal Building, Suite 3142
Seattle, WA 98174-1002

In future correspondence please refer to:

Log: 100611-07-FTA

Property: Sound Transit's Lynnwood Link Extension Light Rail Project

Re: Concur on Five Eligible Properties

Dear Mr. Drais:

Thank you for contacting our office. Mr. Michael Houser and I have reviewed the materials you provided to our office. Our review comments are as follows:

- We concur that the four built environment properties identified by your consultant are eligible for listing in the National Register of Historic Places (NRHP). These include the properties at 13130 5th Ave. NE (Church Parsonage), 11725 1st Ave NE (Northgate Elementary), 132 NE 155th St (Toyonaga property), and 6205 222nd St SW (Melody Hill School).
- Mr. Houser also identified an additional property that he believes is eligible for listing in the NRHP, the Northgate Plaza property at 11200 1st Ave NE. Unless you have objections, DAHP would like to list this property in our Historic Property Inventory database as *eligible* for listing in the NRHP.
- After reviewing the archaeological site forms submitted for a segment of the former Interurban Railway alignment and the Scriber Creek Park site (please have a Smithsonian trinomial assigned at your earliest convenience), I concur with your determination that the Scriber Creek Park site is not eligible for listing in the NRHP. I do appreciate your determination that the remnant of the Interurban alignment is a continuation of a previously identified resource (45SN531) and appending that site form with the newly discovered segment of that resource. Since this is a small fraction of the resource known as the Interurban Railroad, and the objective of this undertaking was not to evaluate the entire resource, I will concur that the segment defined within your area of potential effect can be considered a 'non-contributing segment' to the larger resource known as the Interurban Railway alignment.

We look forward to further consultation regarding your determination of effect to those resources that are eligible for listing in the NRHP.

I would appreciate receiving any correspondence or comments from concerned tribes or other parties that you receive as you consult under the requirements of 36CFR800.4(a)(4) and the survey report when it is available.

State of Washington
Department of Archaeology & Historic Preservation
P.O. Box 48343 • Olympia, Washington 98504-8343
360.586.3065
www.dahp.wa.gov

DEC 10 2012 PM 1:37

These comments are based on the information available at the time of this review and on behalf of the State Historic Preservation Officer pursuant to Section 106 of the National Historic Preservation Act and its implementing regulations 36CFR800.

Thank you for the opportunity to review and comment. If you have any questions, please feel free to contact me.

Sincerely,



Matthew Sterner, M.A.
Transportation Archaeologist
(360) 586-3082
matthew.sterner@dahp.wa.gov



STATE OF WASHINGTON

DEPARTMENT OF ARCHAEOLOGY & HISTORIC PRESERVATION

1063 S. Capitol Way, Suite 106 • Olympia, Washington 98501
Mailing address: PO Box 48343 • Olympia, Washington 98504-8343
(360) 586-3065 • Fax Number (360) 586-3067 • Website: www.dahp.wa.gov

October 24, 2012

Mr. Ron Krochalis
Federal Transit Administration
915 2nd Avenue
Federal Building, Suite 3142
Seattle, WA 98174-1002

In future correspondence please refer to:

Log: 100611-07-FTA
Property: Sound Transit's Lynnwood Link Extension Light Rail Project
Re: NOT Eligible

Dear Mr. Krochalis:

Thank you for contacting the Washington State Department of Archaeology and Historic Preservation (DAHP). Per your request, I have reviewed the first group of historic property inventory forms (HPIF's) for the **Lynnwood Link light rail extension project** on behalf of the State Historic Preservation Officer under provisions of Section 106 of the National Historic Preservation Act of 1966 (as amended) and 36 CFR Part 800. This group of inventory forms roughly covers the area between NE 170th St and the Snohomish County line at NE 205th Street. My review is based upon documentation contained in your communication.

Research indicates that none of the inventoried properties are currently listed in the Washington Heritage Register or National Register of Historic Places. After careful evaluation I have determined that none of the inventoried properties rise to the level of eligible for listing on the National Register of Historic Places. I have attached a matrix which outlines these determinations for your files. Please note that this differs slightly from your consultant's determination which believed that two properties were eligible for listing. While these two resource have a moderate level of architectural integrity, they do not rise to the level of individual listing on the National Register.

I look forward to a second group of inventoried properties within the APE for this project in the coming weeks. Thank you for the opportunity to review and comment. Should you have any questions, please contact me.

Sincerely,

Michael Houser
State Architectural Historian
(360) 586-3076
michael.houser@dahp.wa.gov

Lynnwood Link Extension
Forms to DAHP - Batch 1

	A	B	C	D	E	F	G	H
1	LYNNWOOD LINK EXTENSION - GROUP 1 HPIF'S							
2	Unique ID #	Parcel #	Owner	Address	City	Year Built	Recommended NRHP eligible?	SHPO Determination
3	435	3971700705	MCCAFFERTY MATT J+MCCAFFERTY	1002 NE 198TH ST	Shoreline	1950	no	NOT ELIGIBLE
4	518	2555300091	GUTSCH DOROTHY M+KLUSS AND	1005 NE 188TH ST	Shoreline	1951	no	NOT ELIGIBLE
5	441	7805300160	FILE THOMAS+KIM SALDIN	1010 NE 197TH ST	Shoreline	1953	no	NOT ELIGIBLE
6	432	3971700700	JAEGER D M	1010 NE 198TH ST	Shoreline	1962	no	NOT ELIGIBLE
7	517	2555300090	FERREIRA MONICA	1011 NE 188TH ST	Shoreline	1950	no	NOT ELIGIBLE
8	521	2555900070	MENNING SHAWN+KERRY ENGLISH	1017 NE 188TH ST	Shoreline	1951	no	NOT ELIGIBLE
9	704	7305300205	ALFI ELIASS & LISA F	104 NE 170TH ST	Shoreline	1948	no	NOT ELIGIBLE
10	673	7305300275	LOWE WILLIAM G+RUTH ELLEN	105 NE 174TH ST	Shoreline	1948	no	NOT ELIGIBLE
11	709	5727500120	GREEN TERRY L	109 NE 170TH ST	Shoreline	1951	no	NOT ELIGIBLE
12	705	7305300280	DUNSTAN JAMIE	110 NE 170TH ST	Shoreline	1948	no	NOT ELIGIBLE
13	670	7305300010	HAYWORTH DANNY L	110 NE 174TH ST	Shoreline	1948	no	NOT ELIGIBLE
14	428	3971700560	PHILLIPS TRACIE E+JONATHAN	1103 NE 200TH ST	Shoreline	1942	no	NOT ELIGIBLE
15	674	7305300350	JOHNSTON JOSEPH M	111 NE 174TH ST	Shoreline	1948	no	NOT ELIGIBLE
16	666	7305300015	WANG PHILIP FUEN+ESTHER ZAI	116 NE 174TH ST	Shoreline	1948	no	NOT ELIGIBLE
17	708	7305900115	ALCANTARA KENNETH L II	119 NE 170TH ST	Shoreline	1948	no	NOT ELIGIBLE
18	707	5727500130	STRATTON DENIESE C	121 NE 170TH ST	Shoreline	1952	no	NOT ELIGIBLE
19	667	7305300020	HOMAN ANTHONY D	122 NE 174TH ST	Shoreline	1948	no	NOT ELIGIBLE
20	668	7305300025	JACOBSEN PATRICIA A	128 NE 174TH ST	Shoreline	1948	no	NOT ELIGIBLE
21	706	5727500131	GIORDANO GEORGE	16761 3RD AVE NE	Shoreline	1952	no	NOT ELIGIBLE
22	702	7305300210	ORTEGA JOEL+DIANA K	17010 1ST AVE NE	Shoreline	1948	no	NOT ELIGIBLE
23	703	7305300285	METCALF NADIA C	17011 2ND AVE NE	Shoreline	1948	no	NOT ELIGIBLE
24	700	7305300215	BROCKMAN JAMES C	17016 1ST AVE NE	Shoreline	1948	no	NOT ELIGIBLE
25	701	7305300290	LIAO AMY+HENZMAN BRIAN+LIAO	17017 2ND AVE NE	Shoreline	1948	no	NOT ELIGIBLE
26	698	7305300220	MARTINEZ GEORGE L JR	17022 1ST AVE NE	Shoreline	1948	no	NOT ELIGIBLE
27	699	7305300295	ELLIS DARREL D+PATRICIA	17023 2ND AVE NE	Shoreline	1948	no	NOT ELIGIBLE
28	696	7305300225	TURNBOUGH CLAY G	17028 1ST AVE NE	Shoreline	1948	no	NOT ELIGIBLE
29	697	7305300300	HOWSON WILLIAM P	17029 2ND AVE NE	Shoreline	1948	no	NOT ELIGIBLE
30	694	7305300230	MCMAHON JOANNA	17034 1ST AVE NE	Shoreline	1948	no	NOT ELIGIBLE
31	695	7305300305	TEODORO ROLAND	17035 2ND AVE NE	Shoreline	1948	no	NOT ELIGIBLE
32	692	7305300235	GUZMAN INEZ+CASTELLON JOSE	17040 1ST AVE NE	Shoreline	1948	no	NOT ELIGIBLE
33	693	7305300310	CHURCH VIRGIL E	17041 2ND AVE NE	Shoreline	1948	no	NOT ELIGIBLE
34	690	7305300240	MYERS DENNIS	17046 1ST AVE NE	Shoreline	1948	no	NOT ELIGIBLE
35	691	7305300315	BEHRMAN JEFFREY H+LISA M	17047 2ND AVE NE	Shoreline	1948	no	NOT ELIGIBLE
36	688	7305300245	ELMORE MICHAEL A	17052 1ST AVE NE	Shoreline	1948	no	NOT ELIGIBLE

Lynnwood Link Extension
Forms to DAHP - Batch 1

	A	B	C	D	E	F	G	H
37	689	7305300320	FANG HAO QIANG+LI QING PENG	17053 2ND AVE NE	Shoreline	1948	no	NOT ELIGIBLE
38	686	7305300250	POTESTIVO DEBERA D+MADDOX J	17058 1ST AVE NE	Shoreline	1948	no	NOT ELIGIBLE
39	687	7305300325	GROUT JONATHAN M+STRAHAN AN	17059 2ND AVE NE	Shoreline	1948	no	NOT ELIGIBLE
40	684	7305300255	GRIFFIN THOMAS M	17204 1ST AVE NE	Shoreline	1948	no	NOT ELIGIBLE
41	685	7305300330	HAYNES GARRET	17205 2ND AVE NE	Shoreline	1948	no	NOT ELIGIBLE
42	682	7305300260	KUBICKA MARIAN	17210 1ST AVE NE	Shoreline	1948	no	NOT ELIGIBLE
43	683	7305300335	BAINBRIDGE JAMES R+LIU STARRY J	17211 2ND AVE NE	Shoreline	1948	no	NOT ELIGIBLE
44	679	7305300265	HERNANDEZ GUILLERMO+JUANA M	17216 1ST AVE NE	Shoreline	1948	no	NOT ELIGIBLE
45	681	7305300415	CALMA ILUMINADO Y	17216 2ND AVE NE	Shoreline	1948	no	NOT ELIGIBLE
46	680	7305300340	HAGER SARAH L	17217 2ND AVE NE	Shoreline	1948	no	NOT ELIGIBLE
47	676	7305300270	MIRANDA BERNARD C	17222 1ST AVE NE	Shoreline	1948	no	NOT ELIGIBLE
48	678	7305300420	PARR ARNOLD	17222 2ND AVE NE	Shoreline	1948	no	NOT ELIGIBLE
49	677	7305300345	MAEHL DAVE	17223 2ND AVE NE	Shoreline	1948	no	NOT ELIGIBLE
50	653	7772400150	MCCUE PATRICK J	17733 2ND PL NE	Shoreline	1966	no	NOT ELIGIBLE
51	654	7772400140	FLOREZ JORGE+HAZEL	17734 2ND PL NE	Shoreline	1966	no	NOT ELIGIBLE
52	651	7772400160	SALVATION ARMY	17737 2ND PL NE	Shoreline	1965	no	NOT ELIGIBLE
53	652	7772400130	MENTELE CHRISTOPHER C+CYNTH	17738 2ND PL NE	Shoreline	1966	no	NOT ELIGIBLE
54	649	7772400170	LOI HOA TANG & HONG DIEP	17741 2ND PL NE	Shoreline	1965	no	NOT ELIGIBLE
55	646	7772400180	JONES NIKO	17747 2ND PL NE	Shoreline	1967	no	NOT ELIGIBLE
56	648	7772400120	BINGE DWIGHT E+MARY LOUISE	17748 2ND PL NE	Shoreline	1966	no	NOT ELIGIBLE
57	644	7772400190	ROGERS MARK A+JACQUIE D	17753 2ND PL NE	Shoreline	1966	yes	NOT ELIGIBLE
58	641	7772400010	HO ANH-TUAN+QUYNH-UYEN+QUYNH	17803 3RD AVE NE	Shoreline	1966	no	NOT ELIGIBLE
59	643	7772400090	WHITEHILL LEROY L	17804 3RD AVE NE	Shoreline	1963	no	NOT ELIGIBLE
60	638	7772400020	RIZVI SYED ALI ABBAS+SYEDA	17809 3RD AVE NE	Shoreline	1965	no	NOT ELIGIBLE
61	639	7772400080	DAILEY DAVID E H	17810 3RD AVE NE	Shoreline	1964	no	NOT ELIGIBLE
62	636	7772400030	VALENZUELA OSCAR J	17815 3RD AVE NE	Shoreline	1965	no	NOT ELIGIBLE
63	637	7772400070	BORNONG WALLACE L	17816 3RD AVE NE	Shoreline	1966	no	NOT ELIGIBLE
64	633	7772400040	STEVENS TAMARA	17821 3RD AVE NE	Shoreline	1965	no	NOT ELIGIBLE
65	635	7772400060	LEE ALYSSA	17822 3RD AVE NE	Shoreline	1966	no	NOT ELIGIBLE
66	632	7772400050	GREEN LARRY J	17825 3RD AVE NE	Shoreline	1963	no	NOT ELIGIBLE
67	627	1115100137	NOYES JAMES A & MARGARET A	17861 5TH AVE NE	Shoreline	1955	no	NOT ELIGIBLE
68	620	0927100070	NIEVES RODRIGO	18016 5TH AVE NE	Shoreline	1956	no	NOT ELIGIBLE
69	619	6084100110	COSS GUY O	18017 5TH AVE NE	Shoreline	1913	no	NOT ELIGIBLE
70	614	6084100100	DALE ERIC C	18027 5TH AVE NE	Shoreline	1941	no	NOT ELIGIBLE
71	615	0927100076	WILLITS RALPH	18032 5TH AVE NE	Shoreline	1942	no	NOT ELIGIBLE
72	609	0927100082	URDAHL RANCE & KELLY	18036 5TH AVE NE	Shoreline	1942	no	NOT ELIGIBLE
73	601	5662100050	COOK KATHERINE ANN	18057 7TH AVE NE	Shoreline	1954	no	NOT ELIGIBLE
74	599	5662100055	PAINTER BRUCE	18063 7TH AVE NE	Shoreline	1954	no	NOT ELIGIBLE

Lynnwood Link Extension
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	A	B	C	D	E	F	G	H
75	595	5662100060	HANSEN KARI L+ALBERTA J	18069 7TH AVE NE	Shoreline	1954	no	NOT ELIGIBLE
76	592	5662100065	DORGAN RICHARD A	18301 7TH AVE NE	Shoreline	1954	no	NOT ELIGIBLE
77	590	5662100070	FULENWIDER WANDA JANESE	18307 7TH AVE NE	Shoreline	1954	no	NOT ELIGIBLE
78	589	5662100090	HALL DANIEL C	18308 7TH AVE NE	Shoreline	1954	no	NOT ELIGIBLE
79	598	0927100094	MCCA HILL FRANCIS D+MARY JO	18310 5TH AVE NE	Shoreline	1951	no	NOT ELIGIBLE
80	587	5662100075	RALSTON KENNETH R+CHRISTINE	18313 7TH AVE NE	Shoreline	1954	no	NOT ELIGIBLE
81	586	5662100080	JOHNSTON ROBERT ALLAN JR	18316 7TH AVE NE	Shoreline	1954	no	NOT ELIGIBLE
82	585	5662100085	FURNEY THOMAS R	18317 8TH AVE NE	Shoreline	1954	no	NOT ELIGIBLE
83	594	0927100098	LOPEZ RICARDO	18320 5TH AVE NE	Shoreline	1968	no	NOT ELIGIBLE
84	584	0927100016	SANCHEZ MIKE G	18323 8TH AVE NE	Shoreline	1952	no	NOT ELIGIBLE
85	581	0927100015	BALTAZAR-LUNA ARCADIO+EUGEN	18329 8TH AVE NE	Shoreline	1953	no	NOT ELIGIBLE
86	574	6163900092	BOYLE CHRISTINE M & SEARLE	18342 8TH AVE NE	Shoreline	1951	no	NOT ELIGIBLE
87	583	6163900121	JOHNSEN LAUREN M	18342 9TH AVE NE	Shoreline	1947	no	NOT ELIGIBLE
88	582	6163900091	MCDERMOTT JOANN S	18343 9TH AVE NE	Shoreline	1947	no	NOT ELIGIBLE
89	578	6163900110	HOULTON DENNIS W+LISA M	18348 9TH AVE NE	Shoreline	1950	no	NOT ELIGIBLE
90	579	6163900093	RAMOS ALBERTO D	18349 9TH AVE NE	Shoreline	1947	no	NOT ELIGIBLE
91	569	6163900094	VALERA JANET B	18353 9TH AVE NE	Shoreline	1950	no	NOT ELIGIBLE
92	571	6163900112	CHU CHIH HUNG+QING CAO	18354 9TH AVE NE	Shoreline	1950	no	NOT ELIGIBLE
93	566	2555300055	BAIL SHELLY J #18622	18504 10TH AVE NE	Shoreline	1949	no	NOT ELIGIBLE
94	564	3235100270	LAMA NYIMA C+DOLKAR TSERING	18504 8TH AVE NE	Shoreline	1948	no	NOT ELIGIBLE
95	563	0526049030	WHITMORE KAREN M+WILLIAM N	18509 8TH AVE NE	Shoreline	1955	no	NOT ELIGIBLE
96	561	2555300060	KATZENMAIER GARY L	18510 10TH AVE NE	Shoreline	1949	no	NOT ELIGIBLE
97	555	3235100265	MORI ELLEN C	18510 8TH AVE NE	Shoreline	1948	no	NOT ELIGIBLE
98	554	2555300065	BLUE MARK & JONITA	18516 10TH AVE NE	Shoreline	1949	no	NOT ELIGIBLE
99	550	3235100260	MEARNS J S	18516 8TH AVE NE	Shoreline	1948	no	NOT ELIGIBLE
100	553	0526049028	O'NEAL ALETTA	18517 8TH AVE NE	Shoreline	1949	no	NOT ELIGIBLE
101	547	2555300070	COLBERG STEPHEN R+JANET O	18522 10TH AVE NE	Shoreline	1949	no	NOT ELIGIBLE
102	544	3235100255	PEHRSON JEAN I	18522 8TH AVE NE	Shoreline	1948	no	NOT ELIGIBLE
103	546	0526049040	ETELAMAKI CYNTHIA R	18523 8TH AVE NE	Shoreline	1951	no	NOT ELIGIBLE
104	548	3235100295	MARTIN-VEGUE DOUGLAS	18525 10TH AVE NE	Shoreline	1948	no	NOT ELIGIBLE
105	542	2555300075	RAMSTEAD ARNE L	18528 10TH AVE NE	Shoreline	1949	no	NOT ELIGIBLE
106	538	0526049044	PHILLIPS MICHAEL A	18528 7TH AVE NE	Shoreline	1953	no	NOT ELIGIBLE
107	537	3235100249	MORGAN ALLAN R	18528 8TH AVE NE	Shoreline	1948	no	NOT ELIGIBLE
108	540	0526049054	GOMEZ NELSON E+VIVIAN L	18529 8TH AVE NE	Shoreline	1937	no	NOT ELIGIBLE
109	543	3235100300	DEANGELO DEAN A+DAVID A	18531 10TH AVE NE	Shoreline	1948	no	NOT ELIGIBLE
110	534	0526049055	MURPHY FRANK A+MIA L	18533 8TH AVE NE	Shoreline	1966	no	NOT ELIGIBLE
111	536	2555300080	MCDOWELL SCOTT+HEATHER	18534 10TH AVE NE	Shoreline	1949	no	NOT ELIGIBLE
112	533	0526049015	WICKERSHAM JOHN & LYNNETTE	18534 7TH AVE NE	Shoreline	1965	no	NOT ELIGIBLE

Lynnwood Link Extension
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	A	B	C	D	E	F	G	H
113	532	3235100244	MORGAN ALLAN R+HOPE A	18534 8TH AVE NE	Shoreline	1948	no	NOT ELIGIBLE
114	535	3235100305	RICE RICHARD STANLEY	18537 10TH AVE NE	Shoreline	1948	no	NOT ELIGIBLE
115	528	0526049050	BURNS KARIE L+MARK J	18539 8TH AVE NE	Shoreline	1955	no	NOT ELIGIBLE
116	531	2555300085	GOLOB RICHARD+ANNA	18540 10TH AVE NE	Shoreline	1949	no	NOT ELIGIBLE
117	526	3235100240	LEDBETTER ELI J+ANNIKA BRIT	18540 8TH AVE NE	Shoreline	1948	no	NOT ELIGIBLE
118	524	0526049025	PRANGER STEPHEN W+CATHERINE	18547 8TH AVE NE	Shoreline	1943	no	NOT ELIGIBLE
119	525	2555300092	BURKE MILISSA E	18548 10TH AVE NE	Shoreline	1949	no	NOT ELIGIBLE
120	509	0526049032	MCCOY GEORGE JR+THERESA M	18552 7TH AVE NE	Shoreline	1951	no	NOT ELIGIBLE
121	510	0526049024	EDWARDS CHRISTOPHER+DANELLE	18553 8TH AVE NE	Shoreline	1949	no	NOT ELIGIBLE
122	514	3235100205	PHILLIPS WARREN B	18554 8TH AVE NE	Shoreline	1948	no	NOT ELIGIBLE
123	513	0526049022	GROHS HARLAN C+IDA M TRUST	18556 5TH AVE NE	Shoreline	1948	no	NOT ELIGIBLE
124	507	0526049011	SHIRLEY JUDY L	18559 8TH AVE NE	Shoreline	1941	no	NOT ELIGIBLE
125	504	0526049051	CHOUN RURT	18560 5TH AVE NE	Shoreline	1954	no	NOT ELIGIBLE
126	491	2555300005	SIN HENRY H & LEE BO KWUN	18804 10TH AVE NE	Shoreline	1949	no	NOT ELIGIBLE
127	499	3971702311	MARTINEZ CAMILO+RENEE	18807 8TH AVE NE	Shoreline	1956	no	NOT ELIGIBLE
128	492	3971702354	ZENG HUI+RU	18808 5TH AVE NE	Shoreline	1952	no	NOT ELIGIBLE
129	503	3235100155	SCOTT IAN+SABINA BURD	18809 10TH AVE NE	Shoreline	1948	no	NOT ELIGIBLE
130	490	3971702353	VICENCIO HUMBERTO+ADELINA	18814 5TH AVE NE	Shoreline	1952	no	NOT ELIGIBLE
131	489	3235100150	HOWE KATHLEEN R+NIELSEN SHAW	18819 10TH AVE NE	Shoreline	1948	no	NOT ELIGIBLE
132	482	3971702355	SCHWEGEL KATHLEEN+JOSHUA A	18820 5TH AVE NE	Shoreline	1951	no	NOT ELIGIBLE
133	486	3235100105	ALMAJANO PIA L	18820 8TH AVE NE	Shoreline	1948	no	NOT ELIGIBLE
134	481	3235100100	OLEGARIO MARCEO	18910 8TH AVE NE	Shoreline	1948	no	NOT ELIGIBLE
135	478	3971702210	CRISP MARSHALL S+TIMOTHY C	18915 8TH AVE NE	Shoreline	1957	no	NOT ELIGIBLE
136	477	3235100005	ARAGON FRAULEIN+HECTOR	18920 8TH AVE NE	Shoreline	1948	no	NOT ELIGIBLE
137	476	3971702215	ARAGON HECTOR+FRAULEIN	18921 8TH AVE NE	Shoreline	1943	no	NOT ELIGIBLE
138	461	9373300015	BENTZ ESSUKO SUZUKI	19160 7TH AVE NE	Shoreline	1939	no	NOT ELIGIBLE
139	454	9373300020	PURSE ELVIRA V	19164 7TH AVE NE	Shoreline	1966	no	NOT ELIGIBLE
140	445	3985300320	MICIANO DINO S+MARIA NEOAMI	19520 7TH AVE NE	Shoreline	1928	no	NOT ELIGIBLE
141	446	7805300020	CIRVES LAURA J	19605 10TH AVE NE	Shoreline	1954	no	NOT ELIGIBLE
142	442	7805300030	WALLER JAMES A+STRAUSS,MAID	19705 10TH AVE NE	Shoreline	1953	no	NOT ELIGIBLE
143	439	7805300170	ROCK DENNIS W+COLLEEN M	19728 10TH AVE NE	Shoreline	1953	no	NOT ELIGIBLE
144	437	7805300060	HAMMON PAUL C III	19731 10TH AVE NE	Shoreline	1953	no	NOT ELIGIBLE
145	436	7805300070	MACCULLY WILLIAM BARTON+JUD	19741 10TH AVE NE	Shoreline	1956	no	NOT ELIGIBLE
146	422	3985300268	TORRES LUIS+MARTA RIVERA	20017 12TH AVE NE	Shoreline	1962	no	NOT ELIGIBLE
147	421	3985300261	CAMERON MICHAEL F	20035 12TH AVE NE	Shoreline	1937	no	NOT ELIGIBLE
148	420	3985300263	THAETE GERALD A	20039 12TH AVE NE	Shoreline	1962	no	NOT ELIGIBLE
149	419	3985300262	BOLIN RICHARD N J	20041 12TH AVE NE	Shoreline	1962	no	NOT ELIGIBLE
150	417	0308000070	HARBIN TAMMY L	20101 12TH AVE NE	Shoreline	1949	no	NOT ELIGIBLE

Lynnwood Link Extension
Forms to DAHP - Batch 1

	A	B	C	D	E	F	G	H
151	669	7305300030	JOHNSON JENNIFER H	204 NE 174TH ST	Shoreline	1948	no	NOT ELIGIBLE
152	675	7305300425	ZIELKE CAROL ANN	205 NE 174TH ST	Shoreline	1948	no	NOT ELIGIBLE
153	662	1115100230	KOZOREZOVA LARISA V+KOZOREZOV	208 NE 175TH ST	Shoreline	1926	no	NOT ELIGIBLE
154	672	7305300035	KNOX MICHAEL J	210 NE 174TH ST	Shoreline	1948	no	NOT ELIGIBLE
155	663	7305300085	DEHAVEN WILLIAM S+KATHY	211 NE 175TH ST	Shoreline	1948	no	NOT ELIGIBLE
156	671	7305300040	TINDAL ROBERT A+SWAILS JESS	216 NE 174TH ST	Shoreline	1948	no	NOT ELIGIBLE
157	645	7772400110	ALCANTARA RODIL	239 NE 178TH ST	Shoreline	1968	no	NOT ELIGIBLE
158	647	1115100181	KAJA JEAN	311 NE 178TH ST	Shoreline	1962	no	NOT ELIGIBLE
159	570	6084100020	BLANCHARD MICHELLE A	327 NE 185TH ST	Shoreline	1965	no	NOT ELIGIBLE
160	557	2225300440	JS PROPERTIES	328 NE 185TH ST	Shoreline	1947	no	NOT ELIGIBLE
161	558	2225300445	YOUSUF MURAD M+NASREEN	330 NE 185TH ST	Shoreline	1943	no	NOT ELIGIBLE
162	626	1115100110	HEADINGS ALICE E	331 NE 180TH ST	Shoreline	1967	no	NOT ELIGIBLE
163	625	6084100118	KLEIN ADAM R+STEPHANIE L	332 NE 180TH ST	Shoreline	1925	no	NOT ELIGIBLE
164	628	1115100112	COLELLO DOUGLAS F	333 NE 180TH ST	Shoreline	1964	no	NOT ELIGIBLE
165	630	1115100113	DEPANO DANILO+NORMITA B	335 NE 180TH ST	Shoreline	1966	no	NOT ELIGIBLE
166	567	6084100025	COOK KAREN WILLIVER	335 NE 185TH ST	Shoreline	1939	no	NOT ELIGIBLE
167	631	1115100111	KNIGHT DENNIS W+GLORIANNE	337 NE 180TH ST	Shoreline	1965	no	NOT ELIGIBLE
168	621	6084100117	EVANS HOWARD E JR	338 NE 180TH ST	Shoreline	1925	no	NOT ELIGIBLE
169	572	6084100030	BARCEGA RUBY R	341 NE 185TH ST	Shoreline	1957	no	NOT ELIGIBLE
170	634	1115100121	TILLMAN CHARLIE+LOPEZ MARGIE	344 NE 178TH ST	Shoreline	1936	no	NOT ELIGIBLE
171	622	6084100114	BUTERBAUGH WILLIAM K	344 NE 180TH ST	Shoreline	1925	no	NOT ELIGIBLE
172	623	6084100116	GUMBEL BILLIE K	350 NE 180TH ST	Shoreline	1930	no	NOT ELIGIBLE
173	573	6084100035	QUINBY ROBERT HOWARD	351 NE 185TH ST	Shoreline	1942	no	NOT ELIGIBLE
174	624	6084100115	MORGAN JOHN P+ANITA	356 NE 180TH ST	Shoreline	1925	no	NOT ELIGIBLE
175	483	3971702351	BRIGGS LARRY A+CAROLYN S	511 NE 189TH ST	Shoreline	1928	no	NOT ELIGIBLE
176	448	6135300035	HAAS C MICHELLE	524 NE 195TH ST	Shoreline	1953	no	NOT ELIGIBLE
177	455	9373300130	WU RICHARD+ JOYLEE	525 NE 195TH ST	Shoreline	1952	no	NOT ELIGIBLE
178	449	3985300326	SERKA BRADLEY P+MARIA E GUE	702 NE 195TH ST	Shoreline	1952	no	NOT ELIGIBLE
179	450	3985300325	HINES SHAWN	706 NE 195TH ST	Shoreline	1928	no	NOT ELIGIBLE
180	485	3971702320	HERMANN JANELLE	715 NE 189TH ST	Shoreline	1931	no	NOT ELIGIBLE
181	480	3971702295	GEBERESSASSIE ALEMESGED G	718 NE 189TH ST	Shoreline	1930	no	NOT ELIGIBLE
182	576	0927100011	BLOWER JOHN K	721 NE 185TH ST	Shoreline	1946	no	NOT ELIGIBLE
183	485	3971702310	PATTERSON GERALDINE A	727 NE 189TH ST	Shoreline	1929	yes	NOT ELIGIBLE
184	479	3971702305	NAVARRO GIL A JR+DOMINGA A	728 NE 189TH ST	Shoreline	1963	no	NOT ELIGIBLE
185	575	0927100008	PETERSEN JOAN MARIE	731 NE 185TH ST	Shoreline	1947	no	NOT ELIGIBLE
186	468	5490700080	MERRYMAN CARRIE A	805 NE 194TH ST	Shoreline	1956	no	NOT ELIGIBLE
187	515	3235100210	WILSON TRACY LAVONNE	811 NE 188TH ST	Shoreline	1948	no	NOT ELIGIBLE
188	462	5490700070	WHITNALL DAVID+GERALDINE B	812 NE 194TH ST	Shoreline	1956	no	NOT ELIGIBLE

Lynnwood Link Extension
Forms to DAHP - Batch 1

	A	B	C	D	E	F	G	H
189	456	5490700010	LAZARO LUIS L JR	815 NE 195TH ST	Shoreline	1956	no	NOT ELIGIBLE
190	474	0526049007	SHORELINE SCHOOL DIST 412	816 NE 190TH ST	Shoreline	1957	no	NOT ELIGIBLE
191	516	3235100215	VOLKMAN MELVIN R	817 NE 188TH ST	Shoreline	1948	no	NOT ELIGIBLE
192	470	5490700085	HOXTER PHILLIP R	817 NE 194TH ST	Shoreline	1956	no	NOT ELIGIBLE
193	463	5490700065	MILNES THOMAS J+NORMA	818 NE 194TH ST	Shoreline	1956	no	NOT ELIGIBLE
194	457	5490700015	MANFRED PHILIP+NAOMI P	821 NE 195TH ST	Shoreline	1956	no	NOT ELIGIBLE
195	519	3235100220	MERDANOVIC EMIR	823 NE 188TH ST	Shoreline	1948	no	NOT ELIGIBLE
196	469	5490700090	FUNK ONE LLC	823 NE 194TH ST	Shoreline	1956	no	NOT ELIGIBLE
197	464	5490700060	LELAND B L	824 NE 194TH ST	Shoreline	1956	no	NOT ELIGIBLE
198	458	5490700020	GLOBSTAD RANDY S+LINDA K	827 NE 195TH ST	Shoreline	1956	no	NOT ELIGIBLE
199	494	3235100180	BIDDLE CAROLE	828 NE 188TH ST	Shoreline	1948	no	NOT ELIGIBLE
200	522	3235100224	JORGENSEN SCOTT G	829 NE 188TH ST	Shoreline	1948	no	NOT ELIGIBLE
201	465	5490700051	DELISANTI DEANNA M	830 NE 194TH ST	Shoreline	1956	no	NOT ELIGIBLE
202	496	3235100175	FLEMING PERRY	834 NE 188TH ST	Shoreline	1948	no	NOT ELIGIBLE
203	452	7805300180	RUIZ CESAR	834 NE 195TH ST	Shoreline	1957	no	NOT ELIGIBLE
204	520	3235100230	ORMSBY VICTORIA V	835 NE 188TH ST	Shoreline	1948	no	NOT ELIGIBLE
205	498	3235100170	GRAYBILL R	840 NE 188TH ST	Shoreline	1948	no	NOT ELIGIBLE
206	453	7805300010	HAUSMAN DERIK	840 NE 195TH ST	Shoreline	1956	no	NOT ELIGIBLE
207	512	3235100235	PHAMBOTA RAJIV K	841 NE 188TH ST	Shoreline	1948	no	NOT ELIGIBLE
208	500	3235100165	ROQUE REYNALDO R	846 NE 188TH ST	Shoreline	1948	no	NOT ELIGIBLE
209	487	3235100140	ANDREASEN ADAM R	847 NE 189TH ST	Shoreline	1948	no	NOT ELIGIBLE
210	501	3235100160	OWENS SUSAN	852 NE 188TH ST	Shoreline	1948	no	NOT ELIGIBLE
211	488	3235100145	DUNCAN JOHN H+DENICE	853 NE 189TH ST	Shoreline	1948	no	NOT ELIGIBLE
212	559	3235100285	SEATTLE CITY OF SCL	910 NE 185TH ST	Shoreline	1967	no	NOT ELIGIBLE
213	451		195th St. Pedestrian Bridge			1964	no	NOT ELIGIBLE
214								
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ATTACHMENT E

Table of Surveyed Historic Resources

Attachment E - Surveyed Buildings and Structures

Parcel Number	Name	Address	City	Year	NRHP Eligible
00372600600600	Cambridge Square North	4727 200TH ST SW	Lynnwood	1969	no
00608400200401	Oxford Square Apartments	4807 200TH ST SW	Lynnwood	1968	no
00372600601404	Lynnwood Shell station	19930 44TH AVE W	Lynnwood	1968	no
00608400300104	Cedar Valley Office Park	20006 CEDAR VALLEY RD	Lynnwood	1961	no
00608400300203	Stone Way Electric Supply	20121 CEDAR VALLEY RD	Lynnwood	1966	no
00401200000100	residence	20302 52ND AVE W	Lynnwood	1960	no
00401200000200	residence	20306 52ND AVE W	Lynnwood	1959	no
00401200000300	residence	20316 52ND AVE W	Lynnwood	1959	no
00401200000400	residence	5207 204TH ST SW	Lynnwood	1959	no
00401200000500	residence	5215 204TH ST SW	Lynnwood	1959	no
00462600400800	residence	20430 52ND AVE W	Lynnwood	1942	no
00619500000900	R & R Star Towing	20610 48TH AVE W	Lynnwood	1956	no
00462600900400	residence	20618 52ND AVE W	Lynnwood	1950	no
00462600800400	Cedar Valley Grange	20526 52ND AVE SW	Lynnwood	1926	no
00462500800000	residence	20706 52ND AVE W	Lynnwood	1951	no
00619500001000	Proctor Sales	20715 50TH AVE W	Lynnwood	1966	no
00462601200100	residence	20806 52ND AVE W	Lynnwood	1960	no
27042100403400	Active Engineering	5016 208TH ST SW	Lynnwood	1968	no
00462601200400	residence	20812 52ND AVE W	Lynnwood	1960	no
00462601200500	residence	20818 52ND AVE W	Lynnwood	1960	no
00462601200800	St. Mary's Coptic Orthodox Church	20830 52ND AVE W	Lynnwood	1959	no
27042100403800	residence	20909 52ND AVE W	Lynnwood	1930	no
00462601300400	Lee Manor	20918 52ND AVE W	Lynnwood	1968	no
00516600000702	residence	20924 49TH AVE W	Lynnwood	1956	no
00462601500200	residence	21007 54TH AVE W	Lynnwood	1925	no
27042100305400	residence	20400 54TH AVE W	Lynnwood	1930	no
00462601500600	residence	21019 54TH AVE W	Lynnwood	1933	no
00462601500700	residence	21031 54TH AVE W	Lynnwood	1952	no
27042100306900	residence	5615 212TH ST SW	Lynnwood	1947	no
27042100307700	residence	5605 212TH ST SW	Lynnwood	1936	no
27042100310500	residence	5525 212TH ST SW	Lynnwood	1960	no
27042800202200	residence	5522 212TH ST SW	Mountlake Terrace	1948	no
00619900002700	residence	5602 212TH ST SW	Mountlake Terrace	1941	no
00619900002102	residence	5610 212TH ST SW	Mountlake Terrace	1945	no
27042800201600	residence	5302 212TH ST SW	Mountlake Terrace	1937	no
00619900002000	residence	5604 212TH ST SW	Mountlake Terrace	1956	no
00619900002303	residence	5627 213TH ST SW	Mountlake Terrace	1958	no
00619900002402	residence	5711 213TH ST SW	Mountlake Terrace	1953	no
00619900002202	residence	5625 213TH ST SW	Mountlake Terrace	1951	no
00404100000100	residence	5632 213TH ST SW	Mountlake Terrace	1962	no
00404100000200	residence	5710 213TH ST SW	Mountlake Terrace	1962	no
00404100000300	residence	5720 213TH ST SW	Mountlake Terrace	1962	no
00525100002400	residence	5801 214TH ST SW	Mountlake Terrace	1955	no
00525100002300	residence	5803 214TH ST SW	Mountlake Terrace	1955	no
00525100002200	residence	21307 59TH PL W	Mountlake Terrace	1955	no
00525100000200	residence	5804 214TH ST SW	Mountlake Terrace	1955	no
00525100000300	residence	5806 214TH ST SW	Mountlake Terrace	1955	no
00525100001602	residence	5901 214TH ST SW	Mountlake Terrace	1955	no
00525100001500	residence	5903 214TH ST SW	Mountlake Terrace	1955	no
00525100000500	residence	5810 214TH ST SW	Mountlake Terrace	1955	no
00619900001702	residence	21404 56TH AVE W	Mountlake Terrace	1969	no
00525100000600	residence	5902 214TH ST SW	Mountlake Terrace	1955	no
00525100000700	residence	5904 214TH ST SW	Mountlake Terrace	1955	no
00525100001000	residence	5910 214TH ST SW	Mountlake Terrace	1955	no
00525100000900	residence	5908 214TH ST SW	Mountlake Terrace	1955	no
00525100001100	residence	5912 214TH ST SW	Mountlake Terrace	1955	no
00525100000800	residence	5906 214TH ST SW	Mountlake Terrace	1955	no
00619900004700	residence	21528 58TH AVE W	Mountlake Terrace	1944	no
00378200300600	Melody Hill Elementary School	6205 222ND ST SW	Mountlake Terrace	1959	yes
00525400000300	residence	6305 220TH PL SW	Mountlake Terrace	1961	no
00525400000100	residence	22001 64TH AVE W	Mountlake Terrace	1961	no
00525400000200	residence	6307 220TH PL SW	Mountlake Terrace	1961	no
00525400000400	residence	6303 220TH PL SW	Mountlake Terrace	1961	no
00525400000500	residence	6302 220TH PL SW	Mountlake Terrace	1961	no
00525400000800	residence	22005 64TH AVE W	Mountlake Terrace	1961	no
00525400000700	residence	6306 220TH PL SW	Mountlake Terrace	1961	no
00525400000600	residence	6304 220TH PL SW	Mountlake Terrace	1961	no
00525400001100	residence	6305 221ST PL SW	Mountlake Terrace	1961	no
27042900100800	Lakeside Apartments	6102 ST ALBION WAY	Mountlake Terrace	1969	no

Attachment E - Surveyed Buildings and Structures

Parcel Number	Name	Address	City	Year	NRHP Eligible
00525400001200	residence	6303 221ST PL SW	Mountlake Terrace	1961	no
00523000100100	residence	22202 60TH AVE W	Mountlake Terrace	1953	no
00524000005700	residence	22201 62ND AVE W	Mountlake Terrace	1954	no
00524000009500	residence	6202 222ND ST SW	Mountlake Terrace	1954	no
00523000100200	residence	22204 60TH AVE W	Mountlake Terrace	1953	no
00524000005600	residence	22203 62ND AVE W	Mountlake Terrace	1954	no
00524000009401	residence	22202 62ND AVE W	Mountlake Terrace	1954	no
00523000100300	residence	22206 60TH AVE W	Mountlake Terrace	1953	no
00524000005500	residence	22205 62ND AVE W	Mountlake Terrace	1954	no
00524000009301	residence	22204 62ND AVE W	Mountlake Terrace	1954	no
00523000100400	residence	22208 60TH AVE W	Mountlake Terrace	1953	no
00524000005400	residence	22207 62ND AVE W	Mountlake Terrace	1954	no
00523000100500	residence	22210 60TH AVE W	Mountlake Terrace	1953	no
00524000009100	residence	6201 223RD PL SW	Mountlake Terrace	1954	no
00524000009200	residence	22206 62ND AVE W	Mountlake Terrace	1954	no
00524000005100	residence	22209 62ND AVE W	Mountlake Terrace	1960	no
00523000100600	residence	22302 60TH AVE W	Mountlake Terrace	1953	no
00523000100700	residence	22304 60TH AVE W	Mountlake Terrace	1953	no
00524000008600	residence	6202 223RD PL SW	Mountlake Terrace	1954	no
00523000100800	residence	22306 60TH AVE W	Mountlake Terrace	1953	no
00524000008500	residence	22302 62ND AVE W	Mountlake Terrace	1954	no
00523000100900	residence	6003 224TH ST SW	Mountlake Terrace	1955	no
00524000004900	residence	22305 63RD AVE W	Mountlake Terrace	1954	no
00524000004800	residence	22307 62ND AVE W	Mountlake Terrace	1954	no
00524000004700	residence	22309 62ND AVE W	Mountlake Terrace	1960	no
00524000004600	residence	22403 62ND AVE W	Mountlake Terrace	1955	no
00524000004500	residence	22405 62ND AVE W	Mountlake Terrace	1954	no
00524000004400	residence	22407 62ND AVE W	Mountlake Terrace	1954	no
00524000004300	residence	22501 62ND AVE W	Mountlake Terrace	1954	no
00524000004200	residence	22503 62ND AVE W	Mountlake Terrace	1954	no
00524000004100	residence	22505 62ND AVE W	Mountlake Terrace	1954	no
00524000004000	residence	22601 62ND AVE W	Mountlake Terrace	1954	no
00524000003400	residence	22610 62ND AVE W	Mountlake Terrace	1954	no
00524000003501	residence	22611 62ND AVE W	Mountlake Terrace	1954	no
00524000000900	residence	6205 227TH ST SW	Mountlake Terrace	1954	no
00524000000800	residence	6203 227TH ST SW	Mountlake Terrace	1954	no
00524000000700	residence	6201 227TH ST SW	Mountlake Terrace	1954	no
00524000000600	residence	6103 227TH ST SW	Mountlake Terrace	1954	no
00522400007400	residence	22901 63RD AVE W	Mountlake Terrace	1954	no
00522400007300	residence	22903 63RD AVE W	Mountlake Terrace	1954	no
00522300307200	residence	23001 63RD AVE W	Mountlake Terrace	1954	no
00522300307100	residence	23003 63RD AVE W	Mountlake Terrace	1954	no
00522300307000	residence	23005 63RD AVE W	Mountlake Terrace	1954	no
00522300306900	residence	23007 63RD AVE W	Mountlake Terrace	1954	no
00522300306800	residence	23009 63RD AVE W	Mountlake Terrace	1954	no
00522300306700	residence	23011 63RD PL W	Mountlake Terrace	1954	no
00522300306600	residence	23013 63RD PL W	Mountlake Terrace	1954	no
00522000302900	residence	23008 61ST AVE W	Mountlake Terrace	1951	no
00522300306500	residence	23015 63RD PL W	Mountlake Terrace	1954	no
00522300306400	residence	23014 63RD PL W	Mountlake Terrace	1954	no
00522000302700	residence	23102 61ST AVE W	Mountlake Terrace	1951	no
00522000302500	residence	23106 61ST AVE W	Mountlake Terrace	1951	no
00522300305400	residence	23113 63RD AVE W	Mountlake Terrace	1954	no
00522000600600	residence	23109 61ST AVE W	Mountlake Terrace	1951	no
00522000302400	residence	23110 61ST AVE W	Mountlake Terrace	1951	no
00522300305300	residence	23115 63RD AVE W	Mountlake Terrace	1954	no
00522000600800	residence	6007 232ND ST SW	Mountlake Terrace	1951	no
00522000600900	residence	6003 232ND ST SW	Mountlake Terrace	1951	no
00522000302300	residence	23112 61ST AVE W	Mountlake Terrace	1951	no
00524800000100	residence	6102 232ND ST SW	Mountlake Terrace	1960	no
00524800000200	residence	6006 232ND ST SW	Mountlake Terrace	1960	no
00524800000300	residence	6004 232ND ST SW	Mountlake Terrace	1960	no
00524700000200	residence	23203 63RD AVE W	Mountlake Terrace	1953	no
00524800000600	residence	6003 232ND PL SW	Mountlake Terrace	1960	no
00524800000700	residence	6005 232ND PL SW	Mountlake Terrace	1960	no
00524700000300	residence	23205 63RD AVE W	Mountlake Terrace	1955	no
00524800000800	residence	6006 232ND PL SW	Mountlake Terrace	1960	no
00524700000400	residence	23207 63RD AVE W	Mountlake Terrace	1953	no
00524800000900	residence	6004 232ND PL SW	Mountlake Terrace	1960	no

Attachment E - Surveyed Buildings and Structures

Parcel Number	Name	Address	City	Year	NRHP Eligible
00524800001200	residence	6003 233RD PL SW	Mountlake Terrace	1960	no
00524800001100	residence	6001 233RD PL SW	Mountlake Terrace	1960	no
00524700002600	residence	23210 63RD AVE W	Mountlake Terrace	1955	no
00524800001300	residence	6005 233RD PL SW	Mountlake Terrace	1960	no
00524700002700	residence	23212 63RD AVE W	Mountlake Terrace	1955	no
00524700002800	residence	23300 63RD AVE W	Mountlake Terrace	1955	no
00524800001502	residence	6002 233RD PL SW	Mountlake Terrace	1960	no
00524800001400	residence	6004 233RD PL SW	Mountlake Terrace	1960	no
00524700002900	residence	23302 63RD AVE W	Mountlake Terrace	1953	no
00524700003000	residence	23304 63RD AVE W	Mountlake Terrace	1955	no
00524100001200	residence	23501 59TH PL W	Mountlake Terrace	1954	no
00524100001300	residence	23502 59TH PL W	Mountlake Terrace	1954	no
00524100001400	residence	23504 59TH PL W	Mountlake Terrace	1954	no
00524100001500	residence	23506 59TH PL W	Mountlake Terrace	1954	no
00520900200600	residence	6002 237TH ST SW	Mountlake Terrace	1959	no
0308000070	residence	20101 12TH AVE NE	Shoreline	1949	no
3985300262	residence	20041 12TH AVE NE	Shoreline	1962	no
3985300263	residence	20039 12TH AVE NE	Shoreline	1962	no
3985300261	residence	20035 12TH AVE NE	Shoreline	1937	no
3985300268	residence	20017 12TH AVE NE	Shoreline	1962	no
3971700560	residence	1103 NE 200TH ST	Shoreline	1942	no
3971700700	residence	1010 NE 198TH ST	Shoreline	1962	no
3971700705	residence	1002 NE 198TH ST	Shoreline	1950	no
7805300070	residence	19741 10TH AVE NE	Shoreline	1956	no
7805300060	residence	19731 10TH AVE NE	Shoreline	1953	no
7805300170	residence	19728 10TH AVE NE	Shoreline	1953	no
7805300160	residence	1010 NE 197TH ST	Shoreline	1953	no
7805300030	residence	19705 10TH AVE NE	Shoreline	1953	no
3985300320	residence	19520 7TH AVE NE	Shoreline	1928	no
7805300020	residence	19605 10TH AVE NE	Shoreline	1954	no
6135300035	residence	524 NE 195TH ST	Shoreline	1953	no
3985300326	residence	702 NE 195TH ST	Shoreline	1952	no
3985300325	residence	706 NE 195TH ST	Shoreline	1928	no
	195th St. Pedestrian Bridge			1964	no
7805300180	residence	834 NE 195TH ST	Shoreline	1957	no
7805300010	residence	840 NE 195TH ST	Shoreline	1956	no
9373300020	residence	19164 7TH AVE NE	Shoreline	1966	no
9373300130	residence	525 NE 195TH ST	Shoreline	1952	no
5490700010	residence	815 NE 195TH ST	Shoreline	1956	no
5490700015	residence	821 NE 195TH ST	Shoreline	1956	no
5490700020	residence	827 NE 195TH ST	Shoreline	1956	no
9373300015	residence	19160 7TH AVE NE	Shoreline	1939	no
5490700070	residence	812 NE 194TH ST	Shoreline	1956	no
5490700065	residence	818 NE 194TH ST	Shoreline	1956	no
5490700060	residence	824 NE 194TH ST	Shoreline	1956	no
5490700051	residence	830 NE 194TH ST	Shoreline	1956	no
5490700080	residence	805 NE 194TH ST	Shoreline	1956	no
5490700090	residence	823 NE 194TH ST	Shoreline	1956	no
5490700085	residence	817 NE 194TH ST	Shoreline	1956	no
0526049007	North City Elementary School	816 NE 190TH ST	Shoreline	1957	no
3971702215	residence	18921 8TH AVE NE	Shoreline	1943	no
3235100005	residence	18920 8TH AVE NE	Shoreline	1948	no
3971702210	residence	18915 8TH AVE NE	Shoreline	1957	no
3971702305	residence	728 NE 189TH ST	Shoreline	1963	no
3971702295	residence	718 NE 189TH ST	Shoreline	1930	no
3235100100	residence	18910 8TH AVE NE	Shoreline	1948	no
3971702355	residence	18820 5TH AVE NE	Shoreline	1951	no
3971702351	residence	511 NE 189TH ST	Shoreline	1928	no
3971702310	residence	727 NE 189TH ST	Shoreline	1929	no
3971702320	residence	715 NE 189TH ST	Shoreline	1931	no
3235100105	residence	18820 8TH AVE NE	Shoreline	1948	no
3235100140	residence	847 NE 189TH ST	Shoreline	1948	no
3235100145	residence	853 NE 189TH ST	Shoreline	1948	no
3235100150	residence	18819 10TH AVE NE	Shoreline	1948	no
3971702353	residence	18814 5TH AVE NE	Shoreline	1952	no
2555300005	residence	18804 10TH AVE NE	Shoreline	1949	no
3971702354	residence	18808 5TH AVE NE	Shoreline	1952	no
3235100180	residence	828 NE 188TH ST	Shoreline	1948	no
3235100175	residence	834 NE 188TH ST	Shoreline	1948	no

Attachment E - Surveyed Buildings and Structures

Parcel Number	Name	Address	City	Year	NRHP Eligible
3235100170	residence	840 NE 188TH ST	Shoreline	1948	no
3971702311	residence	18807 8TH AVE NE	Shoreline	1956	no
3235100165	residence	846 NE 188TH ST	Shoreline	1948	no
3235100160	residence	852 NE 188TH ST	Shoreline	1948	no
3235100155	residence	18809 10TH AVE NE	Shoreline	1948	no
0526049051	residence	18560 5TH AVE NE	Shoreline	1954	no
0526049011	residence	18559 8TH AVE NE	Shoreline	1941	no
0526049032	residence	18552 7TH AVE NE	Shoreline	1951	no
0526049024	residence	18553 8TH AVE NE	Shoreline	1949	no
3235100235	residence	841 NE 188TH ST	Shoreline	1948	no
0526049022	residence	18556 5TH AVE NE	Shoreline	1948	no
3235100205	residence	18554 8TH AVE NE	Shoreline	1948	no
3235100210	residence	811 NE 188TH ST	Shoreline	1948	no
3235100215	residence	817 NE 188TH ST	Shoreline	1948	no
2555300090	residence	1011 NE 188TH ST	Shoreline	1950	no
2555300091	residence	1005 NE 188TH ST	Shoreline	1951	no
3235100220	residence	823 NE 188TH ST	Shoreline	1948	no
3235100230	residence	835 NE 188TH ST	Shoreline	1948	no
2555900070	residence	1017 NE 188TH ST	Shoreline	1951	no
3235100224	residence	829 NE 188TH ST	Shoreline	1948	no
0526049025	residence	18547 8TH AVE NE	Shoreline	1943	no
2555300092	residence	18548 10TH AVE NE	Shoreline	1949	no
3235100240	residence	18540 8TH AVE NE	Shoreline	1948	no
0526049050	residence	18539 8TH AVE NE	Shoreline	1955	no
2555300085	residence	18540 10TH AVE NE	Shoreline	1949	no
3235100244	residence	18534 8TH AVE NE	Shoreline	1948	no
0526049015	residence	18534 7TH AVE NE	Shoreline	1965	no
0526049055	residence	18533 8TH AVE NE	Shoreline	1966	no
3235100305	residence	18537 10TH AVE NE	Shoreline	1948	no
2555300080	residence	18534 10TH AVE NE	Shoreline	1949	no
3235100249	residence	18528 8TH AVE NE	Shoreline	1948	no
0526049044	residence	18528 7TH AVE NE	Shoreline	1953	no
0526049054	residence	18529 8TH AVE NE	Shoreline	1937	no
2555300075	residence	18528 10TH AVE NE	Shoreline	1949	no
3235100300	residence	18531 10TH AVE NE	Shoreline	1948	no
3235100255	residence	18522 8TH AVE NE	Shoreline	1948	no
0526049040	residence	18523 8TH AVE NE	Shoreline	1951	no
2555300070	residence	18522 10TH AVE NE	Shoreline	1949	no
3235100295	residence	18525 10TH AVE NE	Shoreline	1948	no
3235100260	residence	18516 8TH AVE NE	Shoreline	1948	no
0526049028	residence	18517 8TH AVE NE	Shoreline	1949	no
2555300065	residence	18516 10TH AVE NE	Shoreline	1949	no
3235100265	residence	18510 8TH AVE NE	Shoreline	1948	no
2225300440	residence	328 NE 185TH ST	Shoreline	1947	no
2225300445	residence	330 NE 185TH ST	Shoreline	1943	no
3235100285	North City Mower and Saw	910 NE 185TH ST	Shoreline	1967	no
2555300060	residence	18510 10TH AVE NE	Shoreline	1949	no
0526049030	residence	18509 8TH AVE NE	Shoreline	1955	no
3235100270	residence	18504 8TH AVE NE	Shoreline	1948	no
2555300055	residence	18504 10TH AVE NE	Shoreline	1949	no
6084100025	residence	335 NE 185TH ST	Shoreline	1939	no
6163900094	residence	18353 9TH AVE NE	Shoreline	1950	no
6084100020	residence	327 NE 185TH ST	Shoreline	1965	no
6163900112	residence	18354 9TH AVE NE	Shoreline	1950	no
6084100030	residence	341 NE 185TH ST	Shoreline	1957	no
6084100035	residence	351 NE 185TH ST	Shoreline	1942	no
6163900092	residence	18342 8TH AVE NE	Shoreline	1951	no
0927100008	residence	731 NE 185TH ST	Shoreline	1947	no
0927100011	residence	721 NE 185TH ST	Shoreline	1946	no
6163900110	residence	18348 9TH AVE NE	Shoreline	1950	no
6163900093	residence	18349 9TH AVE NE	Shoreline	1947	no
0927100015	residence	18329 8TH AVE NE	Shoreline	1953	no
6163900091	residence	18343 9TH AVE NE	Shoreline	1947	no
6163900121	residence	18342 9TH AVE NE	Shoreline	1947	no
0927100016	residence	18323 8TH AVE NE	Shoreline	1952	no
5662100085	residence	18317 8TH AVE NE	Shoreline	1954	no
5662100080	residence	18316 7TH AVE NE	Shoreline	1954	no
5662100075	residence	18313 7TH AVE NE	Shoreline	1954	no
5662100090	residence	18308 7TH AVE NE	Shoreline	1954	no

Attachment E - Surveyed Buildings and Structures

Parcel Number	Name	Address	City	Year	NRHP Eligible
5662100070	residence	18307 7TH AVE NE	Shoreline	1954	no
5662100065	residence	18301 7TH AVE NE	Shoreline	1954	no
0927100098	residence	18320 5TH AVE NE	Shoreline	1968	no
5662100060	residence	18069 7TH AVE NE	Shoreline	1954	no
0927100094	residence	18310 5TH AVE NE	Shoreline	1951	no
5662100055	residence	18063 7TH AVE NE	Shoreline	1954	no
5662100050	residence	18057 7TH AVE NE	Shoreline	1954	no
0927100082	residence	18036 5TH AVE NE	Shoreline	1942	no
6084100100	residence	18027 5TH AVE NE	Shoreline	1941	no
0927100076	residence	18032 5TH AVE NE	Shoreline	1942	no
6084100110	residence	18017 5TH AVE NE	Shoreline	1913	no
0927100070	residence	18016 5TH AVE NE	Shoreline	1956	no
6084100117	residence	338 NE 180TH ST	Shoreline	1925	no
6084100114	residence	344 NE 180TH ST	Shoreline	1925	no
6084100116	residence	350 NE 180TH ST	Shoreline	1930	no
6084100115	residence	356 NE 180TH ST	Shoreline	1925	no
6084100118	residence	332 NE 180TH ST	Shoreline	1925	no
1115100110	residence	331 NE 180TH ST	Shoreline	1967	no
1115100137	residence	17861 5TH AVE NE	Shoreline	1955	no
1115100112	residence	333 NE 180TH ST	Shoreline	1964	no
1115100113	residence	335 NE 180TH ST	Shoreline	1966	no
1115100111	residence	337 NE 180TH ST	Shoreline	1965	no
7772400050	residence	17825 3RD AVE NE	Shoreline	1963	no
7772400040	residence	17821 3RD AVE NE	Shoreline	1965	no
1115100121	residence	344 NE 178TH ST	Shoreline	1936	no
7772400060	residence	17822 3RD AVE NE	Shoreline	1966	no
7772400030	residence	17815 3RD AVE NE	Shoreline	1965	no
7772400070	residence	17816 3RD AVE NE	Shoreline	1966	no
7772400020	residence	17809 3RD AVE NE	Shoreline	1965	no
7772400080	residence	17810 3RD AVE NE	Shoreline	1964	no
7772400010	residence	17803 3RD AVE NE	Shoreline	1966	no
7772400090	residence	17804 3RD AVE NE	Shoreline	1963	no
7772400190	residence	17753 2ND PL NE	Shoreline	1966	no
7772400110	residence	239 NE 178TH ST	Shoreline	1968	no
7772400180	residence	17747 2ND PL NE	Shoreline	1967	no
1115100181	residence	311 NE 178TH ST	Shoreline	1962	no
7772400120	residence	17748 2ND PL NE	Shoreline	1966	no
7772400170	residence	17741 2ND PL NE	Shoreline	1965	no
7772400160	residence	17737 2ND PL NE	Shoreline	1965	no
7772400130	residence	17738 2ND PL NE	Shoreline	1966	no
7772400150	residence	17733 2ND PL NE	Shoreline	1966	no
7772400140	residence	17734 2ND PL NE	Shoreline	1966	no
1115100230	residence	208 NE 175TH ST	Shoreline	1926	no
7305300085	residence	211 NE 175TH ST	Shoreline	1948	no
7305300015	residence	116 NE 174TH ST	Shoreline	1948	no
7305300020	residence	122 NE 174TH ST	Shoreline	1948	no
7305300025	residence	128 NE 174TH ST	Shoreline	1948	no
7305300030	residence	204 NE 174TH ST	Shoreline	1948	no
7305300010	residence	110 NE 174TH ST	Shoreline	1948	no
7305300040	residence	216 NE 174TH ST	Shoreline	1948	no
7305300035	residence	210 NE 174TH ST	Shoreline	1948	no
7305300275	residence	105 NE 174TH ST	Shoreline	1948	no
7305300350	residence	111 NE 174TH ST	Shoreline	1948	no
7305300425	residence	205 NE 174TH ST	Shoreline	1948	no
7305300270	residence	17222 1ST AVE NE	Shoreline	1948	no
7305300345	residence	17223 2ND AVE NE	Shoreline	1948	no
7305300420	residence	17222 2ND AVE NE	Shoreline	1948	no
7305300265	residence	17216 1ST AVE NE	Shoreline	1948	no
7305300340	residence	17217 2ND AVE NE	Shoreline	1948	no
7305300415	residence	17216 2ND AVE NE	Shoreline	1948	no
7305300260	residence	17210 1ST AVE NE	Shoreline	1948	no
7305300335	residence	17211 2ND AVE NE	Shoreline	1948	no
7305300255	residence	17204 1ST AVE NE	Shoreline	1948	no
7305300330	residence	17205 2ND AVE NE	Shoreline	1948	no
7305300250	residence	17058 1ST AVE NE	Shoreline	1948	no
7305300325	residence	17059 2ND AVE NE	Shoreline	1948	no
7305300245	residence	17052 1ST AVE NE	Shoreline	1948	no
7305300320	residence	17053 2ND AVE NE	Shoreline	1948	no
7305300240	residence	17046 1ST AVE NE	Shoreline	1948	no

Attachment E - Surveyed Buildings and Structures

Parcel Number	Name	Address	City	Year	NRHP Eligible
7305300315	residence	17047 2ND AVE NE	Shoreline	1948	no
7305300235	residence	17040 1ST AVE NE	Shoreline	1948	no
7305300310	residence	17041 2ND AVE NE	Shoreline	1948	no
7305300230	residence	17034 1ST AVE NE	Shoreline	1948	no
7305300305	residence	17035 2ND AVE NE	Shoreline	1948	no
7305300225	residence	17028 1ST AVE NE	Shoreline	1948	no
7305300300	residence	17029 2ND AVE NE	Shoreline	1948	no
7305300220	residence	17022 1ST AVE NE	Shoreline	1948	no
7305300295	residence	17023 2ND AVE NE	Shoreline	1948	no
7305300215	residence	17016 1ST AVE NE	Shoreline	1948	no
7305300290	residence	17017 2ND AVE NE	Shoreline	1948	no
7305300210	residence	17010 1ST AVE NE	Shoreline	1948	no
7305300285	residence	17011 2ND AVE NE	Shoreline	1948	no
7305300205	residence	104 NE 170TH ST	Shoreline	1948	no
7305300280	residence	110 NE 170TH ST	Shoreline	1948	no
5727500131	residence	16761 3RD AVE NE	Shoreline	1952	no
5727500130	residence	121 NE 170TH ST	Shoreline	1952	no
7305900115	residence	119 NE 170TH ST	Shoreline	1948	no
5727500120	residence	109 NE 170TH ST	Shoreline	1951	no
5727500138	residence	16753 3RD AVE NE	Shoreline	1952	no
5727500136	residence	16747 3RD AVE NE	Shoreline	1952	no
5727500139	residence	16742 2ND AVE NE	Shoreline	1953	no
5727500113	residence	16741 2ND AVE NE	Shoreline	1951	no
5727500110	residence	16735 2ND AVE NE	Shoreline	1952	no
5727500137	residence	16738 2ND AVE NE	Shoreline	1960	no
5727500111	residence	16731 2ND AVE NE	Shoreline	1952	no
5727500148	residence	16728 2ND AVE NE	Shoreline	1953	no
5727500102	residence	16729 2ND AVE NE	Shoreline	1949	no
5727500149	residence	16722 2ND AVE NE	Shoreline	1953	no
5727500100	residence	16723 2ND AVE NE	Shoreline	1949	no
5727500150	residence	16716 2ND AVE NE	Shoreline	1953	no
5727500103	residence	16719 2ND AVE NE	Shoreline	1949	no
5727500155	residence	126 NE 167TH ST	Shoreline	1949	no
5727500087	residence	118 NE 167TH ST	Shoreline	1950	no
5727500086	residence	114 NE 167TH ST	Shoreline	1950	no
9235900015	residence	111 NE 167TH ST	Shoreline	1948	no
9235900025	residence	123 NE 167TH ST	Shoreline	1948	no
9235900030	residence	133 NE 167TH ST	Shoreline	1948	no
5727500363	residence	120 NE 166TH ST	Shoreline	1960	no
5727500361	residence	124 NE 166TH ST	Shoreline	1953	no
9235900040	residence	130 NE 166TH ST	Shoreline	1950	no
5727500355	residence	119 NE 166TH ST	Shoreline	1968	no
5727500350	residence	123 NE 166TH ST	Shoreline	1968	no
5727500300	residence	131 NE 166TH ST	Shoreline	1955	no
5727500303	residence	137 NE 166TH ST	Shoreline	1955	no
7307000040	residence	134 NE 165TH PL	Shoreline	1964	no
7307000030	residence	140 NE 165TH PL	Shoreline	1964	no
7307000050	residence	124 NE 165TH PL	Shoreline	1964	no
7301500010	residence	132 NE 165TH ST	Shoreline	1962	no
7301500020	residence	140 NE 165TH ST	Shoreline	1962	no
7301400050	residence	127 NE 165TH ST	Shoreline	1962	no
7301300035	residence	135 NE 165TH ST	Shoreline	1962	no
7301300030	residence	141 NE 165TH ST	Shoreline	1962	no
7301400060	residence	132 NE 164TH ST	Shoreline	1961	no
7301300040	residence	134 NE 164TH ST	Shoreline	1961	no
7301300046	residence	140 NE 164TH ST	Shoreline	1961	no
7301400200	residence	127 NE 164TH ST	Shoreline	1962	no
7301300125	residence	135 NE 164TH ST	Shoreline	1962	no
7301300120	residence	139 NE 164TH ST	Shoreline	1962	no
7301400211	residence	124 NE 163RD ST	Shoreline	1968	no
7301300130	residence	304 NE 163RD ST	Shoreline	1955	no
7301300135	residence	310 NE 163RD ST	Shoreline	1955	no
7301400220	residence	128 NE 163RD ST	Shoreline	1962	no
7301400120	residence	121 NE 163RD ST	Shoreline	1962	no
7301400110	residence	129 NE 163RD ST	Shoreline	1962	no
7301300295	residence	303 NE 163RD ST	Shoreline	1955	no
7301300290	residence	309 NE 163RD ST	Shoreline	1955	no
2111600040	residence	114 NE 161ST ST	Shoreline	1961	no
2111600035	residence	122 NE 161ST ST	Shoreline	1959	no

Attachment E - Surveyed Buildings and Structures

Parcel Number	Name	Address	City	Year	NRHP Eligible
2111600030	residence	128 NE 161ST ST	Shoreline	1960	no
2111600025	residence	134 NE 161ST ST	Shoreline	1959	no
2111600095	residence	15924 1ST AVE NE	Shoreline	1966	no
2111600090	residence	115 NE 161ST ST	Shoreline	1961	no
2111600085	residence	123 NE 161ST ST	Shoreline	1960	no
2111600080	residence	129 NE 161ST ST	Shoreline	1960	no
2111600075	residence	139 NE 161ST ST	Shoreline	1952	no
2111600100	residence	15918 1ST AVE NE	Shoreline	1966	no
6159400045	residence	104 NE 159TH ST	Shoreline	1964	no
6159400037	residence	114 NE 159TH ST	Shoreline	1966	no
6159400035	residence	118 NE 159TH ST	Shoreline	1966	no
6159400030	residence	124 NE 159TH ST	Shoreline	1960	no
6159400025	residence	130 NE 159TH ST	Shoreline	1958	no
6159400090	residence	105 NE 159TH ST	Shoreline	1964	no
6159400085	residence	113 NE 159TH ST	Shoreline	1960	no
6159400080	residence	117 NE 159TH ST	Shoreline	1960	no
8142000090	residence	104 NE 158TH ST	Shoreline	1960	no
8142000080	residence	110 NE 158TH ST	Shoreline	1960	no
8142000070	residence	116 NE 158TH ST	Shoreline	1960	no
8142000180	residence	105 NE 158TH ST	Shoreline	1960	no
8142000170	residence	111 NE 158TH ST	Shoreline	1960	no
8142000160	residence	117 NE 158TH ST	Shoreline	1960	no
2881700227	residence	108 NE 157TH ST	Shoreline	1940	no
2881700232	residence	15625 3RD AVE NE	Shoreline	1953	no
2881700229	residence	235 NE 157TH ST	Shoreline	1942	no
2881700239	residence	241 NE 157TH ST	Shoreline	1953	no
2881700234	residence	15621 3RD AVE NE	Shoreline	1953	no
2881700233	residence	15615 3RD AVE NE	Shoreline	1953	no
2241700035	residence	108 NE 156TH ST	Shoreline	1942	no
2241700030	residence	122 NE 156TH ST	Shoreline	1969	no
2241700025	residence	130 NE 156TH ST	Shoreline	1969	no
2241700020	residence	136 NE 156TH ST	Shoreline	1956	no
2241700015	residence	142 NE 156TH ST	Shoreline	1955	no
2241700010	residence	148 NE 156TH ST	Shoreline	1955	no
2241700005	residence	156 NE 156TH ST	Shoreline	1955	no
2241700040	residence	104 NE 156TH ST	Shoreline	1942	no
2241700050	residence	125 NE 156TH ST	Shoreline	1942	no
2241700055	residence (log house)	132 NE 155TH ST	Shoreline	1920	yes
2241700060	residence	137 NE 156TH ST	Shoreline	1956	no
2241700065	residence	143 NE 156TH ST	Shoreline	1956	no
2241700070	residence	151 NE 156TH ST	Shoreline	1961	no
2241700075	residence	157 NE 156TH ST	Shoreline	1956	no
0411100050	residence	165 NE 155TH ST	Shoreline	1950	no
0411100005	residence	301 NE 155TH ST	Shoreline	1950	no
0411100045	residence	15425 2ND AVE NE	Shoreline	1950	no
0411100010	residence	15420 2ND AVE NE	Shoreline	1950	no
0411100040	residence	15419 2ND AVE NE	Shoreline	1950	no
0411100035	residence	15407 2ND AVE NE	Shoreline	1950	no
0411100030	residence	15401 2ND AVE NE	Shoreline	1950	no
0411100025	residence	15404 2ND AVE NE	Shoreline	1950	no
2881700300	residence	15240 3RD AVE NE	Shoreline	1917	no
2634500050	residence	305 NE 152ND ST	Shoreline	1949	no
2634500045	residence	311 NE 152ND ST	Shoreline	1949	no
2881700311	residence	15121 3RD AVE NE	Shoreline	1970	no
3222200010	residence	15112 3RD AVE NE	Shoreline	1967	no
8022900035	residence	316 NE 151ST ST	Shoreline	1957	no
8022900030	residence	324 NE 151ST ST	Shoreline	1956	no
3222200020	residence	306 NE 151ST ST	Shoreline	1967	no
8022900040	residence	321 NE 151ST ST	Shoreline	1957	no
3222200050	residence	313 NE 151ST ST	Shoreline	1967	no
8022900041	residence	327 NE 151ST ST	Shoreline	1956	no
3222200030	residence	301 NE 151ST ST	Shoreline	1967	no
3222200040	residence	307 NE 151ST ST	Shoreline	1967	no
2004100040	residence	314 NE 149TH ST	Shoreline	1955	no
2004100045	residence	308 NE 149TH ST	Shoreline	1967	no
2004100035	residence	320 NE 149TH ST	Shoreline	1954	no
2004100030	residence	326 NE 149TH ST	Shoreline	1954	no
2004100055	residence	321 NE 149TH ST	Shoreline	1954	no
2004100060	residence	327 NE 149TH ST	Shoreline	1954	no

Attachment E - Surveyed Buildings and Structures

Parcel Number	Name	Address	City	Year	NRHP Eligible
2004100050	residence	309 NE 149TH ST	Shoreline	1967	no
2004100065	residence	333 NE 149TH ST	Shoreline	1953	no
2004100075	residence	339 NE 149TH ST	Shoreline	1954	no
2004100080	residence	345 NE 149TH ST	Shoreline	1953	no
2004100085	residence	351 NE 149TH ST	Shoreline	1955	no
2004100090	residence	357 NE 149TH ST	Shoreline	1955	no
7568700360	residence	14808 5TH AVE NE	Shoreline	1939	no
8680300005	residence	14807 5TH AVE NE	Shoreline	1952	no
8680300040	residence	316 NE 148TH ST	Shoreline	1967	no
8680300035	residence	324 NE 148TH ST	Shoreline	1952	no
8680300030	residence	330 NE 148TH ST	Shoreline	1952	no
7568700355	residence	14802 5TH AVE NE	Shoreline	1939	no
8680300025	residence	336 NE 148TH ST	Shoreline	1952	no
8680300020	residence	342 NE 148TH ST	Shoreline	1952	no
8680300015	residence	348 NE 148TH ST	Shoreline	1952	no
8680300010	residence	358 NE 148TH ST	Shoreline	1952	no
7568700836	residence	14578 5TH AVE NE	Shoreline	1940	no
7568700710	residence	515 NE 148TH ST	Shoreline	1932	no
2881700402	residence	14727 5TH AVE NE	Shoreline	1950	no
8680300045	residence	327 NE 148TH ST	Shoreline	1952	no
8680300050	residence	333 NE 148TH ST	Shoreline	1952	no
8680300055	residence	339 NE 148TH ST	Shoreline	1952	no
8680300060	residence	345 NE 148TH ST	Shoreline	1952	no
7568700830	residence	14570 5TH AVE NE	Shoreline	1937	no
7568700715	residence	14567 6TH AVE NE	Shoreline	1939	no
7568700825	residence	14560 5TH AVE NE	Shoreline	1948	no
7568700720	residence	14565 6TH AVE NE	Shoreline	1944	no
7568700820	residence	14556 5TH AVE NE	Shoreline	1963	no
7568700725	residence	14555 6TH AVE NE	Shoreline	1948	no
7568700815	residence	14552 5TH AVE NE	Shoreline	1946	no
7568700810	residence	14544 5TH AVE NE	Shoreline	1948	no
7568700734	residence	14541 6TH AVE NE	Shoreline	1968	no
7568700805	residence	14540 5TH AVE NE	Shoreline	1947	no
7568700800	residence	14532 5TH AVE NE	Shoreline	1948	no
7568700745	residence	14525 6TH AVE NE	Shoreline	1939	no
7568700795	residence	14526 5TH AVE NE	Shoreline	1939	no
7568700755	residence	14521 6TH AVE NE	Shoreline	1960	no
7568700785	residence	14512 5TH AVE NE	Shoreline	1948	no
7568700760	residence	14515 6TH AVE NE	Shoreline	1947	no
7568700780	Seattle Public Utilities	501 NE 145TH ST	Shoreline	1937	no
7568700770	residence	516 NE 145TH ST	Shoreline	1948	no
2026049004	Jackson Park Golf Course Clubhouse	1000 NE 145TH ST	Seattle	1933	no
2470900035	residence	13080 8TH CT NE	Seattle	1954	no
2470900040	residence	13085 8TH CT NE	Seattle	1954	no
2470900030	residence	13078 8TH CT NE	Seattle	1954	no
1787600085	N. Seattle Church of the Nazarene parsonage	13130 5th AVE NE	Seattle	1938	yes
2470900015	residence	13071 8TH CT NE	Seattle	1954	no
2470900010	residence	13037 8TH CT NE	Seattle	1954	no
1787600094	residence	510 131ST PL NE	Seattle	1953	no
1787600093	residence	520 NE 131ST PL	Seattle	1953	no
1787600092	residence	526 NE 131ST PL	Seattle	1953	no
1787600066	residence	530 131ST PL NE	Seattle	1953	no
1787600178	residence	13047 ROOSEVELT WAY NE	Seattle	1950	no
1787600185	residence	13020 3RD AVE NE	Seattle	1950	no
1787600200	residence	13017 3RD AVE NE	Seattle	1918	no
1787600201	residence	13015 3RD AVE NE	Seattle	1959	no
1787600202	residence	13013 3RD AVE NE	Seattle	1959	no
1787600098	residence	505 131ST PL NE	Seattle	1952	no
1787600095	residence	511 NE 131ST PL	Seattle	1952	no
1787600096	residence	519 NE 131ST PL	Seattle	1952	no
1787600097	residence	525 NE 131ST PL	Seattle	1952	no
1787600062	residence	527 131ST AVE NE	Seattle	1964	no
1787600186	residence	13014 3RD AVE NE	Seattle	1950	no
1787600060	residence	529 NE 131ST PL	Seattle	1935	no
1787600190	residence	13008 3RD AVE NE	Seattle	1951	no
1787600197	residence	138 NE 130TH ST	Seattle	1957	no
1787600198	residence	144 NE 130TH ST	Seattle	1957	no
1787600199	residence	150 NE 130TH ST	Seattle	1957	no
1854700015	residence	516 NE 130TH ST	Seattle	1957	no

Attachment E - Surveyed Buildings and Structures

Parcel Number	Name	Address	City	Year	NRHP Eligible
1854700020	residence	520 NE 130TH ST	Seattle	1955	no
1854700025	residence	526 NE 130TH ST	Seattle	1954	no
1854700030	residence	534 NE 130TH ST	Seattle	1951	no
1854700035	residence	540 NE 130TH ST	Seattle	1951	no
1854700080	residence	523 NE 130TH ST	Seattle	1952	no
1854700075	residence	529 NE 130TH ST	Seattle	1950	no
1854700070	residence	535 NE 130TH ST	Seattle	1951	no
1854700095	residence	12752 ROOSEVELT WAY NE	Seattle	1954	no
1854700100	residence	12742 ROOSEVELT WAY NE	Seattle	1951	no
6414100750	residence	12732 5TH AVE NE	Seattle	1951	no
6414100752	residence	12749 ROOSEVELT WAY NE	Seattle	1951	no
6414100751	residence	12726 5TH AVE NE	Seattle	1951	no
6414100740	residence	12718 5TH AVE NE	Seattle	1946	no
6414100730	residence	12708 5TH AVE NE	Seattle	1945	no
6414100731	residence	514 NE 127TH ST	Seattle	1945	no
6414100733	residence	522 NE 127TH ST	Seattle	1950	no
6414100732	residence	502 NE 127TH ST	Seattle	1951	no
6414100035	residence	503 NE 127TH ST	Seattle	1949	no
6414100036	residence	509 NE 127TH ST	Seattle	1949	no
6414100037	residence	515 NE 127TH ST	Seattle	1949	no
6414100038	residence	521 NE 127TH ST	Seattle	1949	no
6414100030	residence	12542 5TH AVE NE	Seattle	1936	no
6414100032	residence	12546B 5TH AVE NE	Seattle	1965	no
6414100027	residence	12534 5TH AVE NE	Seattle	1961	no
6414100026	residence	12532 5TH AVE NE	Seattle	1961	no
6414100020	residence	12520 5TH AVE NE	Seattle	1949	no
6414100024	residence	12512 5TH AVE NE	Seattle	1939	no
6414100023	residence	12514 5TH AVE NE	Seattle	1962	no
6414100021	residence	12518 5TH AVE NE	Seattle	1967	no
6414100010	residence	502 NE 125TH ST	Seattle	1952	no
6414100013	residence	510 NE 125TH ST	Seattle	1952	no
6414100012	residence	514 NE 125TH ST	Seattle	1952	no
6414100011	residence	516 NE 125TH ST	Seattle	1947	no
6413600375	residence	505 NE 125TH ST	Seattle	1947	no
6413600376	residence	513 NE 125TH ST	Seattle	1947	no
6413600377	residence	523 NE 125TH ST	Seattle	1947	no
9509900005	residence	500 NE 124TH ST	Seattle	1958	no
9509900010	residence	508 NE 124TH ST	Seattle	1958	no
9509900015	residence	514 NE 124TH ST	Seattle	1958	no
9509900030	residence	503 NE 124TH ST	Seattle	1958	no
9509900035	residence	509 NE 124TH ST	Seattle	1958	no
6413600345	residence	12316 5TH AVE NE	Seattle	1946	no
6413600337	residence	12308 5TH AVE NE	Seattle	1947	no
6413600339	residence	12302 5TH AVE NE	Seattle	1947	no
6412100084	residence	12051 5TH AVE NE	Seattle	1941	no
6413600050	residence	12054 5TH AVE NE	Seattle	1941	no
6412100081	residence	12049 5TH AVE NE	Seattle	1950	no
6413600045	residence	12048 5TH AVE NE	Seattle	1941	no
6412100082	residence	12045 5TH AVE NE	Seattle	1951	no
6413600040	residence	12042 5TH AVE NE	Seattle	1941	no
6413600035	residence	12036 5TH AVE NE	Seattle	1941	no
6412100080	residence	12035 5TH AVE NE	Seattle	1951	no
6412100094	residence	12025 5TH AVE NE	Seattle	1940	no
6412100093	residence	12021 5TH AVE NE	Seattle	1954	no
6412100090	residence	12015 5TH AVE NE	Seattle	1954	no
6412100092	residence	344 NE 120TH ST	Seattle	1954	no
6412100097	residence	338 NE 120TH ST	Seattle	1954	no
6412100091	residence	332 NE 120TH ST	Seattle	1940	no
6412100095	residence	348 NE 120TH ST	Seattle	1954	no
6412100096	residence	12001 5TH AVE NE	Seattle	1954	no
2238000050	residence	331 NE 120TH ST	Seattle	1949	no
2238000045	residence	337 NE 120TH ST	Seattle	1949	no
2238000040	residence	343 NE 120TH ST	Seattle	1949	no
6411600312	Northgate Elementary	11725 1ST AVE NE	Seattle	1956	yes
6411600450	residence	11725 5TH AVE NE	Seattle	1958	no
6411600464	residence	11723 5TH AVE NE	Seattle	1958	no
6411600420	residence		Seattle	1930	no
6411600413	residence	11708 3RD AVE NE	Seattle	1947	no
6411600410	residence	322 NE 117TH ST	Seattle	1949	no

Attachment E - Surveyed Buildings and Structures

Parcel Number	Name	Address	City	Year	NRHP Eligible
6411600414	residence	308 NE 117TH ST	Seattle	1947	no
6411600099	residence	2355 N 117TH ST	Seattle	1953	no
6411600095	residence	2341 N 117TH ST	Seattle	1940	no
6411600132	residence	11550 1ST AVE NE	Seattle	1950	no
6411600186	residence	11622 3RD AVE NE	Seattle	1934	no
6411600187	residence	321 NE 117TH ST	Seattle	1949	no
6411600100	residence	11551 1ST AVE NE	Seattle	1953	no
6411600146	residence	157 NE 117TH ST	Seattle	1949	no
6411600098	residence	11545 1ST AVE NE	Seattle	1953	no
6411600185	residence	11610 3RD AVE NE	Seattle	1955	no
6411600133	residence	11542 1ST AVE NE	Seattle	1950	no
7810300005	residence	150 NE 116TH ST	Seattle	1950	no
6411600147	residence	156 NE 116TH ST	Seattle	1949	no
6411600182	residence	11606 3RD AVE NE	Seattle	1947	no
6411600097	residence	11537 1ST AVE NE	Seattle	1953	no
6411600188	residence	11600 3RD AVE NE	Seattle	1953	no
6411600172	residence	11526 3RD AVE NE	Seattle	1916	no
7810300025	residence	11523 3RD AVE NE	Seattle	1949	no
6411600170	residence	11522 3RD AVE NE	Seattle	1944	no
7810300030	residence	11519 3RD AVE NE	Seattle	1949	no
6411600162	residence	142 NE 115TH ST	Seattle	1947	no
6411600163	residence	148 NE 115TH ST	Seattle	1947	no
6411600164	residence	154 NE 115TH ST	Seattle	1947	no
6411600161	residence	136 NE 115TH ST	Seattle	1930	no
2926049011	Northgate Plaza Apartments	11200 1ST AVE NE	Seattle	1951	yes
0411100015	residence	15414 2nd Avenue NE	Shoreline	1950	no
0411100020	residence	15408 2nd Avenue NE	Shoreline	1950	no
2610100100	residence	302 NE 155th Street	Shoreline	1947	no
2881700454	residence	303 NE 155th Street	Shoreline	1942	no
2610100095	residence	308 NE 155th Street	Shoreline	1947	no
2881700456	residence	309 NE 155th Street	Shoreline	1942	no
2610100090	residence	314 NE 155th Street	Shoreline	1947	no
2881700457	residence	315 NE 155th Street	Shoreline	1947	no
2807600040	residence	15450 4th Avenue NE	Shoreline	1969	no
2807600030	residence	15451 4th Avenue NE	Shoreline	1970	no
2807600020	residence	15455 4th Avenue NE	Shoreline	1969	no
2807600010	residence	15459 4th Avenue NE	Shoreline	1941	no