

Attachment N.5A
Table of Surveyed Properties

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Table N.5A-1. Historic Built Environment Linear Resources Surveyed

Survey Number	WISAARD Property Number	Parcel Number	Construction Date	Property Name	Address	National Register Eligibility Status	Segment
LIN-2	708606	Not Applicable	1883	Seattle & Walla Walla Railroad/Puget Sound Shore Railroad Company/Seattle, Lake Shore & Eastern Railroad/Northern Pacific Railway Black River Junction to the Lake Washington Ship Canal	South Lander Street	Eligible	Various
LIN-5	720981	7666204413	1907	Oregon & Washington Railroad Company/Oregon-Washington Railroad & Navigation Company Portland to Seattle Passenger Mainline	Seattle, Washington	Not Eligible	Various
LIN-6	721225	182404UNKN	1908	Milwaukee Terminal Railway/Chicago, Milwaukee, Saint Paul & Pacific Railway - Argo to Stacey Street	Seattle, Washington	Contributes to National Register Eligible Spokane Street Manufacturing Historic District	Duwamish
LIN-7	720982	1824049053	1909	Northern Pacific Railway - Argo to Seattle Waterfront	Seattle, Washington	Contributes to National Register Eligible Spokane Street Manufacturing Historic District	Various
LIN-8	721010	1824049031	1909	Milwaukee Terminal Railway Company/Chicago, Milwaukee, Saint Paul & Pacific Railway- Argo to Waterfront Yard	Seattle, Washington	Contributes to National Register Eligible Spokane Street Manufacturing Historic District	Duwamish
LIN-9	36270	Not Applicable	1904	Northern Pacific Railway Bridge No. 20	Seattle, Washington	Not Eligible	Duwamish

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LIN-10	721226	Not Applicable	1916	Oregon-Washington Railroad & Navigation Company Harbor Island Spur Line	Seattle, Washington	Not Eligible	Duwamish
LIN-11	720985	Not Applicable	1909	Northern Pacific Railway Harbor Island Spur Line	Seattle, Washington	Not Eligible	Duwamish
LIN-12	44440	Not Applicable	1911	Northern Pacific Railway Bridge over the West Duwamish Waterway	South of Spokane Street, near Klickitat Way Southwest	Eligible, designated Seattle landmark	Duwamish
LIN-13	720983	7666701221	1909	Northern Pacific Railway West Seattle Line	Seattle, Washington	Contributes to National Register Eligible Spokane Street Manufacturing Historic District	Duwamish
LIN-17	730874	Not Applicable	1922	Spokane Street East and West Towers, Harbor Island-Delridge-West Seattle 230kV Transmission Line	Marginal Way Southwest and Spokane Street Southwest	Eligible (Criteria A and C)	Duwamish

Table N5.A-2. Historic Built Environment Resources Surveyed

Survey Number	WISAARD Property Number	Parcel Number	Construction Date	Property Name	Address	National Register Eligibility Status	Segment
1013	342266	7666204225	1930	Mine & Mill Supply Company Warehouse	2700 4th Avenue South	Not Eligible	SODO
1014	706647	7666204256	1947	Tricoach Company Manufacturing Plant	2730 4th Avenue South	Not Eligible	SODO
1015	720347	7666204280	1970	Warehouse	2760 4th Avenue South	Not Eligible	SODO
1017	720350	7666204391	1950	Fruehauf Trailer Company Factory Branch	2411 6th Avenue South	Not Eligible	SODO
1019	341819	7666204411	1960	Light Industrial Building	409 South Walker Street	Not Eligible	SODO
1021a	341982	7666204430	1931	Pacific Iron & Metal	2230 4th Avenue South	Not Eligible	SODO
1021b	720626	7666204430	1962	Commercial Warehouse	2250 4th Avenue South	Not Eligible	SODO
1024	720376	7666204449	1959	Commercial Building	2231 6th Avenue South	Not Eligible	SODO
1025	720348	7666204450	1972	Light Industrial Building	2225 6th Avenue South	Not Eligible	SODO
1026	341817	7666204452	1958	Light Industrial Building	2201 6th Avenue South	Not Eligible	SODO
1028	342325	7666204465	1966	Lincoln Moving & Storage, Alaska Orient Van Lines Building	1924 4th Avenue South	Eligible	SODO
1029	337152	7666204480	1917	Washington Furniture Manufacturing Company Factory Building	1964 4th Avenue South	Not Eligible	SODO
1030	720609	7666204495	1960	Graybar Electric Company Building	1919 6th Avenue South	Eligible	SODO
1032	720371	7666204520	1960	Automotive Service Shop	465 South Holgate Street	Not Eligible	SODO

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1043	43691	7666204576	1925	General Electric Company Warehouse	440 South Holgate Street	Not Eligible	SODO
1276	720594	7666204300	1970	Platt Electric Supply Co.	2757 6th Avenue South	Eligible	SODO
1278	45158	7666204320	1941	Light Industrial Building	2739 6th Avenue South	Not Eligible	SODO
1280	720497	7666204340	1926	Commercial Building	2715 6th Avenue South	Not Eligible	SODO
1281	341973	7666204346	1958	Cragin & Company; Western Safety Products, Inc.	505 South Lander Street	Not Eligible	SODO
1899	342236	7666203440	1960	Holgate Terminals Incorporated	1762 6th Avenue South	Eligible	SODO
2077	342009	7666203467	1951	Taylor-Edwards Warehouse & Transfer Co.	1930 6th Avenue South	Not Eligible	SODO
2083	720501	7666203530	1951	Industrial Transfer & Storage	2450 6th Avenue South	Not Eligible	SODO
2084	45157	7666203660	1910	Canal Boiler Works	2702 6th Avenue South	Not Eligible	SODO
2085a	343198	7666203710	1953	Mill & Mine Supply Co. Building & Warehouse	625 South Lander Street	Eligible	SODO
2085b	720516	7666203710	1963	Paint Logic	625b South Lander Street	Not Eligible	SODO
2086	720553	7666204345	1945	National Transfer Building	555 South Lander Street	Not Eligible	SODO
2088a	720446	7666204375	1952	Performance Radiator	2447 6th Avenue South	Not Eligible	SODO
2088b	720559	7666204375	1956	Warehouse	2443 6th Avenue South	Not Eligible	SODO
2089	706638	7666205280	1968	Shell Gas Station	2461 4th Avenue South	Not Eligible	SODO
2090	341991	7666205290	1948	Firestone Automotive Shop	2701 4th Avenue South	Not Eligible	SODO

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3312	723084	7666203485	1961	Colorado Fuel & Iron Corporation Office Building and Warehouse	2200 6th Avenue South	Not Eligible	SODO
3314	723094	7666203501	1956	Office and Warehouse Building	2400 6th Avenue South	Not Eligible	SODO
3315	721854	7666203664	1910	Beebe Brothers Factory	2724 6th Avenue South	Not Eligible	SODO
3317	721855	7666203675	1947	Northwest Wire Works	2752 6th Avenue South	Eligible	SODO
3332	337660	7666204380	1943	Fairbanks Drill Company	2437 6th Avenue South	Not Eligible	SODO
3333	723191	7666204385	1949	Warehouse and Office Building	2425 6th Avenue South	Not Eligible	SODO
3336	340361	7666205260	1962	Dag's Drive-In	2425 4th Avenue South	Not Eligible	SODO
3338	723196	7666205295	1970	Light-Industrial Building	2723 4th Avenue South	Not Eligible	SODO
247	337260	1327300006	1945	Commercial Building	423 South Horton Street	Not Eligible	Duwamish
248	720281	1327300010	1948	Commercial Building	3314 4th Avenue South	Not Eligible	Duwamish
249	720282	1327300065	1975	Light Industrial Building	3317 6th Avenue South	Not Eligible	Duwamish
250	720283	1327300066	1979	Light Industrial Building	3301 6th Avenue South	Not Eligible	Duwamish
272	342293	1824049047	1924	Edwards Ice Machine Co./Eagle Metals Co.	3628 East Marginal Way South	Contributes to National Register Eligible Spokane Street Manufacturing Historic District	Duwamish
710	654586	2848700125	1928	Residential Building	3804 23rd Avenue Southwest	Not Eligible	Duwamish

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Survey Number	WISAARD Property Number	Parcel Number	Construction Date	Property Name	Address	National Register Eligibility Status	Segment
881	342274	6172900005	1968	Seattle Pacific Sales Company Warehouse	3800 1st Avenue South	Eligible	Duwamish
882	720286	6172900015	1980	Warehouse	3601 2nd Avenue South	Not Eligible	Duwamish
998	343949	7666204120	1945	Union Carbide and Carbon Company Building	3404 4th Avenue South	Not Eligible	Duwamish
999	342127	7666204121	1958	Warehouse	3412 4th Avenue South	Not Eligible	Duwamish
1001	720298	7666204125	1952	Commercial Building	3414 4th Avenue South	Not Eligible	Duwamish
1002	342237	7666204130	1952	Light Industrial Building	3434 4th Avenue South	Not Eligible	Duwamish
1003	720300	7666204140	1974	Light Industrial Building	3454 4th Avenue South	Not Eligible	Duwamish
1005	45159	7666204155	1946	Link-Belt Company Property	3405 6th Avenue South	Eligible	Duwamish
1009	45084	7666204180	1937	Milwaukee Sausage Company Factory	2900 4th Avenue South	Not Eligible	Duwamish
1011a	337208	7666204190	1947	Warehouse	2932 4th Avenue South	Not Eligible	Duwamish
1011b	723073	7666204190	1977	Warehouse	2928 4th Avenue South	Not Eligible	Duwamish
1072	342244	7666205580	1954	Commercial Building	3434 2nd Avenue South	Not Eligible	Duwamish
1073	7310009	7666205610	1978	Warehouse	3453 4th Avenue South	Not Eligible	Duwamish
1074a	720494	7666205625	1940	Washington Lumber Co./Aqua-Quip	3447 4th Avenue South	Not Eligible	Duwamish
1074b	720495	7666205625	1975	Industrial Building	3447 4th Avenue South	Not Eligible	Duwamish

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1074c	720496	7666205625	1975	Industrial Building	3447 4th Avenue South	Not Eligible	Duwamish
1075	720433	7666205630	1955	Commercial Building	3433 4th Avenue South	Not Eligible	Duwamish
1076	720434	7666205635	1976	Commercial Building	3429 4th Avenue South	Not Eligible	Duwamish
1077	342969	7666205640	1948	Commercial Building	3423 4th Avenue South	Not Eligible	Duwamish
1080	720484	7666205806	1910	Rex Metal Company Building	115 South Spokane Street	Not Eligible	Duwamish
1083	718431	7666205862	1964	Viking Automatic Sprinkler Company	3434 1st Avenue South	Eligible	Duwamish
1084	720486	7666205876	1950	Quonset Hut	120 South Spokane Street	Not Eligible	Duwamish
1086	342055	7666205881	1942	Commercial Building	126 South Spokane Street	Not Eligible	Duwamish
1087	720487	7666205882	1948	Commercial Building	132 South Spokane Street	Not Eligible	Duwamish
1088a	720506	7666205895	1980	Industrial Building	3441 2nd Avenue South	Not Eligible	Duwamish
1088b	720507	7666205895	1957	Industrial Building	3441 2nd Avenue South	Not Eligible	Duwamish
1090a	720509	7666207491	1967	Transportation Equipment Rentals Office Building	3443 1st Avenue South	Eligible	Duwamish
1090b	720510	7666207491	1967	Transportation Equipment Rentals Maintenance Warehouse	3443 1st Avenue South	Eligible	Duwamish
1091	344500	7666207506	1926	The Simmons Company Metal Beds, Springs & Mattress Warehouse	99 South Spokane Street	Contributes to National Register Eligible Spokane Street Manufacturing Historic District	Duwamish

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1093	720482	7666207555	1918	Nelson Iron Works Blacksmith & Machinist Shop	45 South Spokane Street	Contributes to National Register Eligible Spokane Street Manufacturing Historic District	Duwamish
1094a	720511	7666207560	1941	Acme Tool Works	3626 East Marginal Way South	Individually Eligible & Contributes to National Register Eligible Spokane Street Manufacturing Historic District	Duwamish
1094b	720513	7666207560	1947	Lindmark Machine Works	3626 East Marginal Way South	Contributes to National Register Eligible Spokane Street Manufacturing Historic District	Duwamish
1095	340118	7666207570	1968	Lindmark Machine Works	49 South Spokane Street	Contributes to National Register Eligible Spokane Street Manufacturing Historic District	Duwamish
1096	38529	7666207580	1949	Seattle Terminal	3420 East Marginal Way South	Not Eligible	Duwamish
1097	38531	7666207583	1952	Seattle Terminal	3440 East Marginal Way Southwest	Not Eligible	Duwamish
1098	38530	7666207585	1952	Seattle Terminal	3430 East Marginal Way South	Not Eligible	Duwamish
1103a	38527	7666700281	1916	Air Reduction Company	3623 East Marginal Way South	Contributes to National Register Eligible Spokane Street Manufacturing Historic District	Duwamish
1103b	720564	7666700281	1951	Air Reduction Company Carbide Storage Building	3621 East Marginal Way South	Contributes to National Register Eligible Spokane Street Manufacturing Historic District	Duwamish

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Survey Number	WISAARD Property Number	Parcel Number	Construction Date	Property Name	Address	National Register Eligibility Status	Segment
1103c	720563	7666700281	1951	Air Reduction Company Auto Repair Garage	3621 East Marginal Way South	Contributes to National Register Eligible Spokane Street Manufacturing Historic District	Duwamish
1104a	38525	7666700285	1942	Puget Sound Sheet Metal Works	3651 East Marginal Way	Contributes to National Register Eligible Spokane Street Manufacturing Historic District	Duwamish
1104b	720542	7666700285	1968	Light Industrial Building	3633 East Marginal Way South	Contributes to National Register Eligible Spokane Street Manufacturing Historic District	Duwamish
1105	720599	7666700315	1980	PCC Logistics	3629 Duwamish Avenue South	Not Eligible	Duwamish
1107	721566	7666701220	1955	Anchor Marina	1317 Southwest Spokane Street	Not Eligible	Duwamish
1109	721563	7666701275	1924	Pioneer Sand & Gravel	910 Southwest Spokane Street	Not Eligible	Duwamish
1112a	721988	7666702155	1979	Warehouse	3444 13th Avenue Southwest	Not Eligible	Duwamish
1112b	721989	7666702155	1966	Warehouse	3444 13th Avenue Southwest	Not Eligible	Duwamish
1112c	721990	7666702155	1966	Warehouse	3444 13th Avenue Southwest	Not Eligible	Duwamish
1112d	333212	7666702155	1959	Warehouse	3444 13th Avenue Southwest	Not Eligible	Duwamish
1113	721567	7666702165	1929	Schorn Paint Manufacturing Company	1128 Southwest Spokane Street	Not Eligible	Duwamish
1116a	721568	7666702200	1928	R.M. Bunten Company Machine Shop/Harbor Island Machine Works Office Building	3431 11th Avenue Southwest	Not Eligible	Duwamish

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Survey Number	WISAARD Property Number	Parcel Number	Construction Date	Property Name	Address	National Register Eligibility Status	Segment
1116b	722777	7666702200	1955	Harbor Island Machine Works Warehouse	3432 11th Avenue Southwest	Not Eligible	Duwamish
1116c	722789	7666702200	1976	Harbor Island Machine Works Storage Warehouse	3433 11th Avenue Southwest	Not Eligible	Duwamish
1118	721573	7666703095	1969	Columbia Cement Company Silos	3423 Klickitat Avenue Southwest	Not Eligible	Duwamish
1122a	721620	7666703290	1968	Pacific Forge Company/Bethlehem Steel Nut and Bolt Factory Office	3800 West Marginal Way Southwest	Contributes to National Register Eligible Pacific Forge Company Historic District	Duwamish
1122b	721624	7666703290	1917	Pacific Forge Company/Bethlehem Steel Nut and Bolt Factory Pacific Coast Forge Building	3800 West Marginal Way Southwest	Contributes to National Register Eligible Pacific Forge Company Historic District	Duwamish
1122c	721625	7666703290	1968	Pacific Forge Company/Bethlehem Steel Nut and Bolt Factory North Warehouse	3800 West Marginal Way Southwest	Contributes to National Register Eligible Pacific Forge Company Historic District	Duwamish
1122d	721628	7666703290	1948	Pacific Forge Company/Bethlehem Steel Nut and Bolt Factory South Warehouse	3800 West Marginal Way Southwest	Contributes to National Register Eligible Pacific Forge Company Historic District	Duwamish
1122e	721629	7666703290	1968	Pacific Forge Company/Bethlehem Steel Nut and Bolt Factory East Warehouse	3800 West Marginal Way Southwest	Contributes to National Register Eligible Pacific Forge Company Historic District	Duwamish
1124	333386	7666703920	1966	Fraser Boiler Services	3601 West Marginal Way Southwest	Not Eligible	Duwamish

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1125	721972	7666703967	1966	Warehouse	3456 Chelan Avenue Southwest	Not Eligible	Duwamish
1127	721973	7666703985	1975	Warehouse	3542 West Marginal Way Southwest	Not Eligible	Duwamish
1129	725860	7666704000	1976	Ole & Charlie's High & Dry Company Office	3568 W Marginal Way SW	Not Eligible	Duwamish
1131	721155	7666705020	1925	Chelan Café	2300 Southwest Spokane Street	Not Eligible	Duwamish
1138	45086	7674800085	1922	Fire Station Number 14	3224 4th Avenue South	Eligible; designated Seattle Landmark	Duwamish
1191	721007	7966600065	1904	Multi-Family Residence	3645 22nd Avenue Southwest	Not Eligible	Duwamish
1193	388987	7966600080	1906	Triplex	3631 22nd Avenue Southwest	Not Eligible	Duwamish
1194	466039	7966600095	1905	Single-Family Residence	3624 22nd Avenue Southwest	Not Eligible	Duwamish
1233	721168	9349900195	1927	Single-Family Residence	3617 19th Avenue Southwest	Not Eligible	Duwamish
1234	721487	9349900225	1949	Single-Family Residence	3712 19th Avenue Southwest	Not Eligible	Duwamish
1273	343706	1324039043	1972	Seattle Fire Station #36	3600 23rd Avenue Southwest	Eligible	Duwamish
1274	45085	7666204165	1931	Pacific Hoist and Warehouse Company	3200 4th Avenue South	Eligible	Duwamish
1275a	342730	7666204210	1952	Langendorf United Bakeries	2901 6th Avenue South	Eligible	Duwamish
1275b	720593	7666204210	1955	Langendorf United Bakeries Repair Garage	2901 6th Avenue South	Eligible	Duwamish
1378a	720595	1327300050	1954	Commercial Property	3300 4th Avenue South	Not Eligible	Duwamish

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1378b	720596	1327300050	1954	Commercial Building	3300 4th Avenue South	Not Eligible	Duwamish
1378c	720598	1327300050	1980	Commercial Building	3300 4th Avenue South	Not Eligible	Duwamish
1388	38533	1824049055	1945	A.M. Castle and Company	3640-60 East Marginal Way South	Individually Eligible & Contributes to National Register Eligible Spokane Street Manufacturing Historic District	Duwamish
1777	721177	2848700160	1980	Duplex	3816 23rd Avenue Southwest	Not Eligible	Duwamish
1914	342134	7666207496	1969	Ross Display Fixture Co	3417 1st Avenue South	Not Eligible	Duwamish
1915	38532	7666207550	1918	Alaskan Copper Works/Eagle Brass Foundry Company	3600 East Marginal Way South	Individually Eligible & Contributes to National Register Eligible Spokane Street Manufacturing Historic District	Duwamish
1941	342160	7666705088	1964	Pacific Reefer Fisheries	3480 West Marginal Way Southwest	Eligible	Duwamish
1943	48502	7674800055	1953	Alaskan Copper and Brass Company	3223 6th Avenue South	Eligible	Duwamish
1971	416747	7966600135	1911	Single-Family Residence	3711 21st Avenue Southwest	Not Eligible	Duwamish
1996	721039	9349900075	1961	Single-Family Residence	3707 20th Avenue Southwest	Not Eligible	Duwamish
1998	478924	9349900105	1905	Single-Family Residence	3704 20th Avenue Southwest	Not Eligible	Duwamish
2231c	721576	7666703440	1943	General Construction Company Storage Shed	3838 West Marginal Way Southwest	Not Eligible	Duwamish

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2233	86168	7966600105	1917	Residence	3646 22nd Avenue Southwest	Not Eligible	Duwamish
3053	721853	1327300012	1955	Warehouse	3300 6th Avenue South	Not Eligible	Duwamish
3108	458032	2444600390	1907	Single-Family Residence	4046 23rd Avenue Southwest	Not Eligible	Duwamish
3110	378306	2444600405	1918	Single-Family Residence	4056 23rd Avenue Southwest	Not Eligible	Duwamish
3111	373536	2444600416	1905	Single-Family Residence	4058 23rd Avenue Southwest	Not Eligible	Duwamish
3211	722759	2848700175	1979	Duplex	3824 23rd Avenue Southwest	Not Eligible	Duwamish
3212	468826	2848700185	1918	Single-Family Residence	3832 23rd Avenue Southwest	Not Eligible	Duwamish
3213	468007	2848700195	1917	Single-Family Residence	3836 23rd Avenue Southwest	Not Eligible	Duwamish
3214	294616	2848700205	1914	Single-Family Residence	3842 23rd Avenue Southwest	Eligible	Duwamish
3215	722655	2848700325	1912	Single-Family Residence	3821 22nd Avenue Southwest	Not Eligible	Duwamish
3216	387935	2848700335	1913	Single-Family Residence	3817 22nd Avenue Southwest	Not Eligible	Duwamish
3217	112579	2848700345	1916	Duplex	3813 22nd Avenue Southwest	Not Eligible	Duwamish
3218	722663	2848700360	1918	Single-Family Residence	3805 22nd Avenue Southwest	Not Eligible	Duwamish
3277	723027	7547300667	1971	Global Diving Warehouse	3801 Marginal Place Southwest	Not Eligible	Duwamish
3319	721856	7666203720	1951	Bearing Sales & Service Incorporated Warehouse	2908 6th Avenue South	Not Eligible	Duwamish

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3320a	721875	7666203730	1969	Bru Pep Commercial Building	2920 6th Avenue South	Not Eligible	Duwamish
3320b	722007	7666203730	1951	NW Motor Parts Corporation Building	2930 6th Avenue South	Eligible	Duwamish
3321	721857	7666203735	1954	M.J.B. Coffee Company Warehouse	2940 6th Avenue South	Eligible	Duwamish
3322a	342997	7666203736	1941	Alaskan Copper Company Employment Office	2958 6th Avenue South	Eligible	Duwamish
3322b	721997	7666203736	1948	Auto Repair Garage	2958 6th Avenue South	Eligible	Duwamish
3324	340010	7666203765	1945	Los Angeles-Seattle Motor Express Company	3200 6th Avenue South	Eligible	Duwamish
3326	722031	7666203810	1978	Commercial Building	3440 6th Avenue South	Not Eligible	Duwamish
3327	342709	7666203825	1954	Scientific Supplies Company	600 South Spokane Street	Eligible	Duwamish
3328	344499	7666203850	1931	Commercial Building	3433 Airport Way South	Not Eligible	Duwamish
3329a	86871	7666204145	1931	Department of Highways District Number 1 Headquarters/Maintenance Facility - Office/Administrative Building	450 South Spokane Street	Eligible	Duwamish
3329b	722096	7666204145	1931	Department of Highways District Number 1 Headquarters/Maintenance Facility - Maintenance Building	450 South Spokane Street	Eligible	Duwamish
3329c	722098	7666204145	1931	Department of Highways District Number 1 Headquarters/Maintenance Facility - Storage Building	450 South Spokane Street	Eligible	Duwamish

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3329d	722100	7666204145	1931	Department of Highways District Number 1 Headquarters/Maintenance Facility - Car/Paint Building	450 South Spokane Street	Eligible	Duwamish
3329e	722101	7666204145	1959	Department of Highways District Number 1 Headquarters/Maintenance Facility - Maintenance/Garage Building	450 South Spokane Street	Eligible	Duwamish
3339	342259	7666207515	1954	Riches & Adams Company/Seattle Opportunities Industrialization Center, Incorporated	3627 1st Avenue South	Eligible	Duwamish
3342	342787	7666207600	1967	James A. Robertson Company	3429 Colorado Avenue South	Not Eligible	Duwamish
3343	723197	7666207605	1964	Warehouse	3401 Colorado Avenue South	Not Eligible	Duwamish
3344	344061	7666703442	1931	General Construction Company Office	3840 West Marginal Way Southwest	Eligible	Duwamish
3362	368224	7891600395	1919	Residence	4102 23rd Avenue Southwest	Not Eligible	Duwamish
3363	447743	7966600115	1926	Residence	3636 22nd Avenue Southwest	Not Eligible	Duwamish
3364	722953	7966600120	1926	Residence	3638 22nd Avenue Southwest	Not Eligible	Duwamish
3436	653929	9349900055	1906	Residence	3723 20th Avenue Southwest	Not Eligible	Duwamish
3437	453726	9349900065	1912	Residence	3719 20th Avenue Southwest	Not Eligible	Duwamish
3446	406669	9349900170	1916	Residence	3711 19th Avenue Southwest	Not Eligible	Duwamish

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Survey Number	WISAARD Property Number	Parcel Number	Construction Date	Property Name	Address	National Register Eligibility Status	Segment
5133	725821	7666203935	1960	Commercial Building	3700 6th Avenue South	Not Eligible	Duwamish
5134	725822	7666203970	1950	Commercial Heat Treaters	3614 6th Avenue South	Not Eligible	Duwamish
5136	725824	7666204094	1953	Air Mac, Inc.	3838 4th Avenue South	Eligible	Duwamish
5137	725825	7666204100	1961	Warehouse and Office Building	3623 6th Avenue South	Eligible	Duwamish
5138	725827	7666204110	1962	Commercial Building	3601 6th Avenue South	Not Eligible	Duwamish
5139a	45089	7666205660	1938	Seattle City Light South Receiving Substation	3839 4th Avenue South	Eligible	Duwamish
5139b	725921	7666205660	1924	Seattle City Light South Receiving Substation Switchyard	3839 4th Avenue South	Eligible	Duwamish
5139c	45088	7666205660	1924	Seattle City Light South Substation Warehouse and Shops	400 South Spokane Street	Not Eligible	Duwamish
5139d	730783	7666205660	1965	Seattle City Light Warehouse and Office Building	400 South Spokane Street	Eligible	Duwamish
5139e	730784	7666205660	1952	Seattle City Light South Rectifier Substation	400 South Spokane Street	Eligible	Duwamish
5141	725828	7886100060	1963	Gull Oil Company	4001 6th Avenue South	Not Eligible	Duwamish
6012	728870	7666204275	1968	Denny's	2742 4th Avenue South	Eligible	Duwamish
242	717063	1324039014	1936	West Seattle Golf Course	4600 35th Avenue Southwest	Eligible	Delridge
243	721974	1324039030	1915	Delridge Playfield	4501 Delridge Way Southwest	Not Eligible	Delridge
268	720914	1772600735	1940	Single-Family Residence	4401 26th Avenue Southwest	Not Eligible	Delridge

Attachment N.5A Table of Surveyed Properties

Survey Number	WISAARD Property Number	Parcel Number	Construction Date	Property Name	Address	National Register Eligibility Status	Segment
443	344641	2444600005	1960	Bethlehem Pacific Coast Steel Company Office Building	4045 Delridge Way Southwest	Eligible	Delridge
444	721070	2444600240	1906	Residence	4030 Delridge Way Southwest	Eligible	Delridge
445	342085	2444600250	1947	Commercial Building	4034 Delridge Way Southwest	Not Eligible	Delridge
447	340839	2444600275	1950	Four-Plex	4050 Delridge Way Southwest	Not Eligible	Delridge
449	38466	2445100110	1905	Seattle Steel Company/Bethlehem Pacific Coast Steel Corporation	2424 Southwest Andover Street	Eligible	Delridge
450	407232	2445100295	1910	Residence	3852 Delridge Way Southwest	Not Eligible	Delridge
452	336828	2445100310	1949	Commercial Building	3850 Delridge Way Southwest	Not Eligible	Delridge
453	47869	2445100315	1930	Mrachke And Son	3860 - 3864 Delridge Way Southwest	Eligible	Delridge
704	344278	2848700005	1923	William H. Beyers Hardware	3801 Delridge Way Southwest	Not Eligible	Delridge
705	337170	2848700015	1906	Residential Building - Altered	3805 Delridge Way Southwest	Not Eligible	Delridge
706	720887	2848700020	1952	Commercial Building	3809 Delridge Way Southwest	Not Eligible	Delridge
707	386518	2848700050	1925	Duplex	3823 Delridge Way	Not Eligible	Delridge
708	720915	2848700060	1918	Duplex	3831 23rd Avenue Southwest	Not Eligible	Delridge
709a	334757	2848700075	1915	Multi-Family Residence	3838 Delridge Way Southwest	Not Eligible	Delridge
709b	720926	2848700075	1919	Craftsman-Style House	3837 23rd Avenue Southwest	Not Eligible	Delridge

Attachment N.5A Table of Surveyed Properties

Survey Number	WISAARD Property Number	Parcel Number	Construction Date	Property Name	Address	National Register Eligibility Status	Segment
724	640597	3574300005	1918	Single-Family Residence	4218 26th Avenue Southwest	Not Eligible	Delridge
725	451324	3574300010	1910	Single-Family Residence	4222 26th Avenue Southwest	Not Eligible	Delridge
730	370713	3574300055	1907	Single-Family Residence	2512 Southwest Genesee Street	Not Eligible	Delridge
731	442847	3574300056	1907	Single-Family Residence	2518 Southwest Genesee Street	Not Eligible	Delridge
732	366890	3574300065	1907	Single-Family Residence	4159 25th Avenue Southwest	Not Eligible	Delridge
733	387617	3574300070	1907	Duplex	4155 25th Avenue Southwest	Not Eligible	Delridge
738	367386	3574300095	1909	Single-Family Residence	4143 25th Avenue Southwest	Not Eligible	Delridge
747	720975	3574300145	1907	Single-Family Residence	4140 25th Avenue Southwest	Not Eligible	Delridge
748	372244	3574300150	1907	Single-Family Residence	4144 25th Avenue Southwest	Not Eligible	Delridge
753	280297	3574300165	1917	Single-Family Residence	4150 25th Avenue Southwest	Not Eligible	Delridge
754	387858	3574300170	1945	Duplex	2414 Southwest Genesee Street	Not Eligible	Delridge
755	721275	3574300205	1936	Multi-Family Residence	4147 Delridge Way Southwest	Not Eligible	Delridge
758	389313	3574300225	1911	Multi-Family Residence - Altered	4137 Delridge Way Southwest	Not Eligible	Delridge
759	721337	3574300235	1915	Single-Family Residence	4131 Delridge Way Southwest	Not Eligible	Delridge
1148	38515	7881500285	1928	Residence	4018 Delridge Way Southwest	Not Eligible	Delridge

Attachment N.5A Table of Surveyed Properties

Survey Number	WISAARD Property Number	Parcel Number	Construction Date	Property Name	Address	National Register Eligibility Status	Segment
1149	38510	7881500295	1928	Residence	4022 Delridge Way Southwest	Not Eligible	Delridge
1150	721751	7881500310	1912	Residence	4028 Delridge Way Southwest	Not Eligible	Delridge
1155	351274	7891600065	1908	Single-Family Residence	4216 26th Avenue Southwest	Not Eligible	Delridge
1156	406996	7891600070	1909	Single-Family Residence	4127 25th Avenue Southwest	Not Eligible	Delridge
1157	721388	7891600075	1907	Single-Family Residence	4123 25th Avenue Southwest	Not Eligible	Delridge
1161	721390	7891600125	1917	Single-Family Residence	4109 25th Avenue Southwest	Not Eligible	Delridge
1162	294347	7891600135	1905	Single-Family Residence	2501 Southwest Dakota Street	Not Eligible	Delridge
1163	45874	7891600155	1907	Single-Family Residence	4100 25th Avenue Southwest	Not Eligible	Delridge
1164	415397	7891600160	1907	Single-Family Residence	4102 25th Avenue Southwest	Not Eligible	Delridge
1166	376099	7891600165	1907	Single Family Craftsman Residence	4108 25th Avenue Southwest	Eligible	Delridge
1171	472210	7891600215	1941	Single-Family Residence	4127 Delridge Way Southwest	Not Eligible	Delridge
1181	721063	7891600270	1905	Single-Family Residence	4101 Delridge Way Southwest	Not Eligible	Delridge
1207a	338438	9297300765	1956	Edgewood Apartments	3101 Southwest Avalon Way	Not Eligible	Delridge
1207b	721569	9297300765	1958	Edgewood Apartments	3101 Southwest Avalon Way	Not Eligible	Delridge
1207c	721571	9297300765	1958	Edgewood Apartments	3101 Southwest Avalon Way	Not Eligible	Delridge

Attachment N.5A Table of Surveyed Properties

Survey Number	WISAARD Property Number	Parcel Number	Construction Date	Property Name	Address	National Register Eligibility Status	Segment
1207d	721572	9297300765	1958	Edgewood Apartments	3101 Southwest Avalon Way	Not Eligible	Delridge
1207e	721574	9297300765	1958	Edgewood Apartments	3101 Southwest Avalon Way	Not Eligible	Delridge
1208	721075	9297300965	1918	Single-Family Residence	3166 Southwest Genesee Street	Not Eligible	Delridge
1238	475034	9358001980	1900	Single-Family Residence	2609 Southwest Nevada Street	Not Eligible	Delridge
1242	721324	9358002180	1977	Duplex	2616 Southwest Genesee Street	Not Eligible	Delridge
1246	721326	9358002200	1955	Residence	4313 26th Avenue Southwest	Not Eligible	Delridge
1251	377039	9358002350	1909	Residence	2852 Southwest Genesee Street	Not Eligible	Delridge
1254	721328	9358002365	1961	Single-Family Residence	2842 Southwest Genesee Street	Not Eligible	Delridge
1257	721329	9358002390	1980	Duplex	2834 Southwest Genesee Street	Not Eligible	Delridge
1259	721334	9358002400	1979	Triplex	2828 Southwest Genesee Street	Not Eligible	Delridge
1260	721343	9358002410	1979	Triplex	2822 Southwest Genesee Street	Not Eligible	Delridge
1263	387779	9358002430	1911	Residence	2808 Southwest Genesee Street	Not Eligible	Delridge
1442	387579	2444600315	1918	Single-Family Residence	4049 23rd Avenue Southwest	Not Eligible	Delridge
1445	444457	2444600335	1920	Single-Family Residence	4033 23rd Avenue Southwest	Not Eligible	Delridge
1787	721178	3574300100	1909	Single-Family Residence	4139 25th Avenue Southwest	Eligible	Delridge

Attachment N.5A Table of Surveyed Properties

Survey Number	WISAARD Property Number	Parcel Number	Construction Date	Property Name	Address	National Register Eligibility Status	Segment
1788	289720	3574300110	1910	Single-Family Residence	4137 25th Avenue Southwest	Not Eligible	Delridge
1789	280921	3574300115	1904	Single-Family Residence	4131 25th Avenue Southwest	Not Eligible	Delridge
1949	290302	7881500320	1918	Single-Family Residence	4029 23rd Avenue Southwest	Not Eligible	Delridge
1950	279903	7881500330	1925	Single-Family Residence	4021 23rd Avenue Southwest	Not Eligible	Delridge
1951	419394	7891600005	1918	Single-Family Residence	4102 26th Avenue Southwest	Not Eligible	Delridge
1953	723352	7891600015	1910	Residence	4108 26th Avenue Southwest	Not Eligible	Delridge
1956	721029	7891600035	1903	Single-Family Residence	4200 26th Avenue Southwest	Not Eligible	Delridge
1957	721032	7891600140	1909	Single-Family Residence	2507 Southwest Dakota Street	Not Eligible	Delridge
1958	667697	7891600175	1907	Single-Family Residence	4110 25th Avenue Southwest	Not Eligible	Delridge
1959	407358	7891600180	1909	Single-Family Residence	4116 25th Avenue Southwest	Not Eligible	Delridge
1961	291336	7891600200	1907	Single-Family Residence	4122 25th Avenue Southwest	Not Eligible	Delridge
1967	721180	7891600320	1979	Multi-Family Residence	4120 Delridge Way Southwest	Not Eligible	Delridge
1976	38407	9297300750	1926	Single-Family Residence	3055 Southwest Avalon Way	Not Eligible	Delridge
1977	418305	9297300966	1959	Contemporary Ranch House	4150 32nd Avenue Southwest	Eligible	Delridge
2001	721055	9358001956	1916	Single-Family Residence	4217 26th Avenue Southwest	Not Eligible	Delridge

Attachment N.5A Table of Surveyed Properties

Survey Number	WISAARD Property Number	Parcel Number	Construction Date	Property Name	Address	National Register Eligibility Status	Segment
2002	659535	9358001995	1908	Residence	2611 Southwest Nevada Street	Not Eligible	Delridge
2004	721056	9358002005	1906	Single-Family Residence	2613 Southwest Nevada Street	Not Eligible	Delridge
2008	721059	9358002025	1904	Duplex	2623 Southwest Nevada Street	Not Eligible	Delridge
2013	293584	9358002060	1915	Single-Family Residence	2641 Southwest Nevada Street	Not Eligible	Delridge
2029	345270	9358002265	1968	Duplex	2827 Southwest Nevada Street	Not Eligible	Delridge
2037	473130	9358002300	1957	Single-Family Residence	2843 Southwest Nevada Street	Not Eligible	Delridge
2159	405213	1772600725	1920	Residence	4409 26th Avenue Southwest	Not Eligible	Delridge
2160	38509	1772600730	1920	Residence	4405 26th Avenue Southwest	Not Eligible	Delridge
2198	451911	2848700095	1912	Residence	3847 23rd Avenue Southwest	Not Eligible	Delridge
2232	721493	7732800000	1980	City View West Condominiums	3000 Southwest Avalon Way	Not Eligible	Delridge
2234	721975	8602230000	1980	Condominium Building	3001 Southwest Avalon Way	Not Eligible	Delridge
2235	721481	9297300710	1940	West Seattle Church of God	3025 Southwest Avalon Way	Not Eligible	Delridge
2237	721482	9297300740	1970	Triplex Residence	3047 Southwest Avalon Way	Not Eligible	Delridge
2238	38406	9297300745	1926	Single-Family Residence	3051 Southwest Avalon Way	Not Eligible	Delridge
2239	721504	9297300835	1924	Single-Family Residence	3010 Southwest Avalon Way	Not Eligible	Delridge

Attachment N.5A Table of Surveyed Properties

Survey Number	WISAARD Property Number	Parcel Number	Construction Date	Property Name	Address	National Register Eligibility Status	Segment
2240	366215	9297300840	1946	Single-Family Residence	3014 Southwest Avalon Way	Not Eligible	Delridge
2241	721505	9297300845	1944	Multi-Family Residence	3018 Southwest Avalon Way	Not Eligible	Delridge
2247	38405	9297300865	1924	Single-Family Residence	3036 Southwest Avalon Way	Not Eligible	Delridge
2248	721507	9297300870	1978	Apartment Complex	3040 Southwest Avalon Way	Not Eligible	Delridge
2249	721517	9297300875	1978	Apartment Complex	3046 Southwest Avalon Way	Not Eligible	Delridge
2251	721518	9297300895	1968	Apartment Complex	3060 Southwest Avalon Way	Not Eligible	Delridge
2254	335189	9297300920	1967	Kirlow Four-Plex	3074 Southwest Avalon Way	Eligible	Delridge
2258	298211	9297300975	1941	Residence	4144 32nd Avenue Southwest	Not Eligible	Delridge
2265	38422	9358000575	1900	Residence	2841 Southwest Yancy Street	Not Eligible	Delridge
2266	38404	9358000595	1910	Residence	2851 Southwest Yancy Street	Not Eligible	Delridge
2267	408438	9358000600	1910	Residence	2853 Southwest Yancy Street	Not Eligible	Delridge
2272	335065	9358000615	1958	Apartments	4060 30th Avenue Southwest	Not Eligible	Delridge
3052	337871	1324039010	1906	Residence	2970 Southwest Avalon Way	Not Eligible	Delridge
3103	402836	2444600310	1918	Single-Family Residence	4053 23rd Avenue Southwest	Not Eligible	Delridge
3208	296041	2848700105	1924	Single-Family Residence	3853 23rd Avenue Southwest	Not Eligible	Delridge

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Survey Number	WISAARD Property Number	Parcel Number	Construction Date	Property Name	Address	National Register Eligibility Status	Segment
3209	417442	2848700115	1920	Salvation Army Hall	3857 23rd Avenue Southwest	Not Eligible	Delridge
3221	721841	3574300185	1940	Residence	4155 Delridge Way Southwest	Not Eligible	Delridge
3345	287692	7881500340	1907	Residence	4017 23rd Avenue Southwest	Eligible	Delridge
3346	467418	7881500350	1938	Residence	4011 23rd Avenue Southwest	Not Eligible	Delridge
3347	449833	7881500360	1938	Residence	4007 23rd Avenue Southwest	Not Eligible	Delridge
3348	722942	7881500370	1920	Residence	2203 Southwest Andover Street	Not Eligible	Delridge
3371	378592	9297300645	1931	Residence	3004 Southwest Andover Street	Not Eligible	Delridge
3372	721764	9297300650	1931	Residence and Storefront	2992 Southwest Avalon Way	Not Eligible	Delridge
3373	356658	9297300665	1931	Residence	3008 Southwest Andover Street	Not Eligible	Delridge
3374	721770	9297300670	1932	Residence	3014 Southwest Andover Street	Not Eligible	Delridge
3375	346982	9297300675	1962	Residence	3018 Southwest Andover Street	Not Eligible	Delridge
3376	451429	9297300680	1954	Residence	3024 Southwest Andover Street	Not Eligible	Delridge
3377	335935	9297300807	1965	The Spar	4209 30th Avenue Southwest	Not Eligible	Delridge
3378	291560	9297300980	1925	Residence	4140 32nd Avenue Southwest	Not Eligible	Delridge
3379	721781	9297300985	1941	Residence	4136 32nd Avenue Southwest	Not Eligible	Delridge

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Survey Number	WISAARD Property Number	Parcel Number	Construction Date	Property Name	Address	National Register Eligibility Status	Segment
3381	637041	9297300995	1927	Residence	4130 32nd Avenue Southwest	Not Eligible	Delridge
3382	472205	9297301000	1926	Residence	4126 32nd Avenue Southwest	Not Eligible	Delridge
3383	279708	9297301005	1956	Residence	4122 32nd Avenue Southwest	Not Eligible	Delridge
3384	660012	9297301010	1957	Residence	4118 32nd Avenue Southwest	Not Eligible	Delridge
3386	440987	9297301020	1927	Residence	4110 32nd Avenue Southwest	Not Eligible	Delridge
3387	366285	9297301025	1927	Residence	4106 32nd Avenue Southwest	Not Eligible	Delridge
3388	474476	9297301029	1967	Residence	4104 32nd Avenue Southwest	Not Eligible	Delridge
3389	299790	9297301030	1967	Residence	4100 32nd Avenue Southwest	Not Eligible	Delridge
3390	359463	9297301040	1942	Residence	4046 32nd Avenue Southwest	Not Eligible	Delridge
3391	300990	9297301045	1925	Residence	4044 32nd Avenue Southwest	Eligible	Delridge
3392	722967	9297301050	1925	Residence	4040 32nd Avenue Southwest	Not Eligible	Delridge
3393	722968	9297301055	1926	Residence	4036 32nd Avenue Southwest	Not Eligible	Delridge
3394	448859	9297301060	1928	Residence	4030 32nd Avenue Southwest	Not Eligible	Delridge
3396	45978	9297301065	1928	Cettolin House	4022 32nd Avenue Southwest	Eligible	Delridge
3398	444901	9297301080	1931	Residence	4014 32nd Avenue Southwest	Not Eligible	Delridge

Attachment N.5A Table of Surveyed Properties

Survey Number	WISAARD Property Number	Parcel Number	Construction Date	Property Name	Address	National Register Eligibility Status	Segment
3399	409898	9297301085	1918	Residence	4012 32nd Avenue Southwest	Not Eligible	Delridge
3401	721842	9297301095	1957	Residence	3021 Southwest Andover Street	Not Eligible	Delridge
3402	721789	9297301100	1952	Residence	4005 32nd Avenue Southwest	Not Eligible	Delridge
3403	721792	9297301106	1952	Residence	4009 32nd Avenue Southwest	Not Eligible	Delridge
3404	721795	9297301115	1935	Residence	4015 32nd Avenue Southwest	Not Eligible	Delridge
3405	652084	9297301120	1925	Residence	4017 32nd Avenue Southwest	Not Eligible	Delridge
3406	369678	9297301125	1928	Residence	4025 32nd Avenue Southwest	Not Eligible	Delridge
3407	376703	9297301130	1923	Residence	4029 32nd Avenue Southwest	Not Eligible	Delridge
3408	441633	9297301134	1926	Residence	4031 32nd Avenue Southwest	Not Eligible	Delridge
3409	721798	9297301135	1974	Residence	4035 32nd Avenue Southwest	Not Eligible	Delridge
3410	285410	9297301145	1964	Residence	4039 32nd Avenue Southwest	Not Eligible	Delridge
3411	721800	9297301150	1926	Residence	4045 32nd Avenue Southwest	Not Eligible	Delridge
3413	289975	9297301160	1938	Residence	4051 32nd Avenue Southwest	Not Eligible	Delridge
3414	721983	9297301165	1947	Residence	4055 32nd Avenue Southwest	Not Eligible	Delridge
3416	721843	9297301175	1953	Residence	4107 32nd Avenue Southwest	Not Eligible	Delridge

Attachment N.5A Table of Surveyed Properties

Survey Number	WISAARD Property Number	Parcel Number	Construction Date	Property Name	Address	National Register Eligibility Status	Segment
3417	721844	9297301180	1925	Residence	4115 32nd Avenue Southwest	Not Eligible	Delridge
3418	721845	9297301190	1925	Residence	4121 32nd Avenue Southwest	Not Eligible	Delridge
3425	721985	9298300015	1927	Residence	3221 Southwest Andover Street	Not Eligible	Delridge
3426	721986	9298300020	1925	Residence	3215 Southwest Andover Street	Not Eligible	Delridge
3427	721987	9298300025	1952	Residence	4001 32nd Avenue Southwest	Not Eligible	Delridge
3428	721851	9298300030	1929	Residence	3200 Southwest Andover Street	Not Eligible	Delridge
3450	352607	9358000485	1906	Residence	2803 Southwest Yancy Street	Not Eligible	Delridge
3451	85606	9358000490	1906	Residence	2805 Southwest Yancy Street	Not Eligible	Delridge
3452	373469	9358000500	1906	Residence	2807 Southwest Yancy Street	Not Eligible	Delridge
3457	653697	9358000560	1906	Residence	2835 Southwest Yancy Street	Not Eligible	Delridge
3464	296541	9358000635	1919	Residence	2844 Southwest Dakota Street	Not Eligible	Delridge
3467	722970	9358001235	1978	Residence	4117 26th Avenue Southwest	Not Eligible	Delridge
6000	277005	9358000645	1919	Single-Family Residence	2842 Southwest Dakota Street	Not Eligible	Delridge
6001	728867	9358000650	1916	Single-Family Residence	2840 Southwest Dakota Street	Not Eligible	Delridge
6002	728847	9358000675	1971	Duplex	2826 Southwest Dakota Street	Not Eligible	Delridge

Attachment N.5A Table of Surveyed Properties

Survey Number	WISAARD Property Number	Parcel Number	Construction Date	Property Name	Address	National Register Eligibility Status	Segment
6003	728855	9358000510	1920	Single-Family Residence	2816 Southwest Dakota Street	Not Eligible	Delridge
6004	419584	9358000710	1916	Single-Family Residence	2810 Southwest Dakota Street	Not Eligible	Delridge
6005	728856	9358000725	1978	Duplex	4067 28th Avenue Southwest	Not Eligible	Delridge
6006	728857	9358000715	1978	Duplex	4061 28th Avenue Southwest	Not Eligible	Delridge
6007	728858	9358000486	1910	Single-Family Residence	4059 28th Avenue Southwest	Not Eligible	Delridge
6008	411806	9358000780	1922	Single-Family Residence	2623 Southwest Yancy Street	Not Eligible	Delridge
6009	38514	9358000930	1918	Single-Family Residence (former)	2620 Southwest Dakota Street	Not Eligible	Delridge
6010	728863	9358000945	1980	Duplex	2616 Southwest Dakota Street	Not Eligible	Delridge
6011	329564	9358000970	1905	Single-Family Residence	4065 26th Avenue Southwest	Not Eligible	Delridge
7059	730023	9297301405	1926	Single-Family Residence	4005 Fauntleroy Way Southwest	Not Eligible	Delridge
7060	730024	9297301415	1929	Single-Family Residence	4009 Fauntleroy Way Southwest	Not Eligible	Delridge
7061	730025	9297301420	1958	Single-Family Residence	3307 Southwest Andover Street	Not Eligible	Delridge
7062	730027	9297301425	1927	Single-Family Residence	4015 Fauntleroy Way Southwest	Not Eligible	Delridge
7063	730028	9297301428	1931	Single-Family Residence	4019 Fauntleroy Way Southwest	Eligible	Delridge
7064	730029	9297301430	1967	Single-Family Residence	4023 Fauntleroy Way Southwest	Not Eligible	Delridge

Attachment N.5A Table of Surveyed Properties

Survey Number	WISAARD Property Number	Parcel Number	Construction Date	Property Name	Address	National Register Eligibility Status	Segment
7065	730030	9297301600	1947	Single-Family Residence	4028 34th Avenue Southwest	Not Eligible	Delridge
7066	730031	9297301605	1927	Single-Family Residence	4022 34th Avenue Southwest	Not Eligible	Delridge
7067	730032	9297301610	1929	Single-Family Residence	4018 34th Avenue Southwest	Not Eligible	Delridge
7068	730033	9297301615	1940	Single-Family Residence	4014 34th Avenue Southwest	Not Eligible	Delridge
7069	667541	9297301620	1929	Single-Family Residence	4010 34th Avenue Southwest	Not Eligible	Delridge
7070	730034	9297301650	1925	Single-Family Residence	4011 34th Avenue Southwest	Not Eligible	Delridge
7071	730035	9297301655	1928	Single-Family Residence	4017 34th Avenue Southwest	Not Eligible	Delridge
7072	730037	9297301660	1926	Single-Family Residence	4021 34th Avenue Southwest	Not Eligible	Delridge
7073	730038	9297301665	1925	Single-Family Residence	4025 34th Avenue Southwest	Not Eligible	Delridge
7074	730039	9297301670	1926	Single-Family Residence	4029 34th Avenue Southwest	Not Eligible	Delridge
7075	730040	9297301705	1932	Single-Family Residence	4032 35th Avenue Southwest	Eligible	Delridge
7076	730041	9297301710	1940	Single-Family Residence	4030 35th Avenue Southwest	Not Eligible	Delridge
7077	730042	9297301715	1929	Single-Family Residence	4026 35th Avenue Southwest	Not Eligible	Delridge
7078	730043	9297301720	1929	Single-Family Residence	4020 35th Avenue Southwest	Not Eligible	Delridge
7079	730044	9297301730	1929	Single-Family Residence	4014 35th Avenue Southwest	Not Eligible	Delridge

Attachment N.5A Table of Surveyed Properties

Survey Number	WISAARD Property Number	Parcel Number	Construction Date	Property Name	Address	National Register Eligibility Status	Segment
76	720824	0952003805	1921	Single-Family Residence	4158 37th Avenue Southwest	Not Eligible	West Seattle Junction
77	719318	0952003915	1956	Limcrest Apartments	3600 Southwest Genesee Street	Eligible	West Seattle Junction
78	341493	0952004047	1947	Commercial Storefront	3518 Southwest Genesee Street	Not Eligible	West Seattle Junction
79	342179	0952004048	1947	Commercial Building	4159 Fauntleroy Way Southwest	Not Eligible	West Seattle Junction
80	340456	0952004049	1946	Commercial Store	3520 Southwest Genesee Street	Not Eligible	West Seattle Junction
85b	43319	0952004435	1924	Myers Motor Company Dealership	4417 Fauntleroy Way Southwest	Not Eligible	West Seattle Junction
86	343806	0952004465	1964	Alki Lumber Storage Building	4440 Fauntleroy Way Southwest	Not Eligible	West Seattle Junction
88	720832	0952004540	1922	Single-Family Residence	4400 37th Avenue Southwest	Not Eligible	West Seattle Junction
91	720871	0952004620	1946	Carlsen & Winqvist Auto	4480 Fauntleroy Way Southwest	Eligible	West Seattle Junction
92a	720873	0952004640	1948	Auto Shop	4460 37th Avenue Southwest	Not Eligible	West Seattle Junction
92b	720875	0952004640	1948	West Seattle Brake Service	4464 37th Avenue Southwest	Eligible	West Seattle Junction
93	380127	0952004705	1926	Residence	4403 37th Avenue Southwest	Not Eligible	West Seattle Junction
94	412947	0952004715	1939	Residence	4407 37th Avenue Southwest	Not Eligible	West Seattle Junction
95	466669	0952004725	1939	Residence	4413 37th Avenue Southwest	Not Eligible	West Seattle Junction
97	720988	0952004790	1965	Jim's Shell Service	4457 Fauntleroy Way Southwest	Eligible	West Seattle Junction

Attachment N.5A Table of Surveyed Properties

Survey Number	WISAARD Property Number	Parcel Number	Construction Date	Property Name	Address	National Register Eligibility Status	Segment
98	656419	0952004820	1944	Single-Family Residence	4402 38th Avenue Southwest	Not Eligible	West Seattle Junction
99	720845	0952004830	1944	Single-Family Residence	4406 38th Avenue Southwest	Not Eligible	West Seattle Junction
100	639196	0952004840	1944	Single-Family Residence	4412 38th Avenue Southwest	Not Eligible	West Seattle Junction
101	720989	0952004925	1917	Duplex	3714 Southwest Oregon Street	Not Eligible	West Seattle Junction
102	720990	0952004985	1925	Residence	4403 38th Avenue Southwest	Not Eligible	West Seattle Junction
103	420560	0952004995	1924	Residence	4407 38th Avenue Southwest	Eligible	West Seattle Junction
104	405520	0952005000	1925	Residence	4411 38th Avenue Southwest	Not Eligible	West Seattle Junction
105	721745	0952005015	1925	Residence	4417 38th Avenue Southwest	Not Eligible	West Seattle Junction
106	720996	0952005105	1910	Residence	4402 39th Avenue Southwest	Not Eligible	West Seattle Junction
107	376466	0952005115	1960	Residence	4406 39th Avenue Southwest	Not Eligible	West Seattle Junction
108	720997	0952005125	1927	Residence	4414 39th Avenue Southwest	Not Eligible	West Seattle Junction
109	720998	0952005135	1963	Residence	4416 39th Avenue Southwest	Not Eligible	West Seattle Junction
110	721746	0952005145	1919	Residence	4420 39th Avenue Southwest	Not Eligible	West Seattle Junction
111	351763	0952005270	1909	Single-Family Residence	4403 39th Avenue Southwest	Not Eligible	West Seattle Junction
113	450864	0952005290	1915	Single-Family Residence	4413 39th Avenue Southwest	Not Eligible	West Seattle Junction

Attachment N.5A Table of Surveyed Properties

Survey Number	WISAARD Property Number	Parcel Number	Construction Date	Property Name	Address	National Register Eligibility Status	Segment
114	415868	0952005300	1909	Single-Family Residence	4417 39th Avenue Southwest	Not Eligible	West Seattle Junction
115	720867	0952005305	1977	Single-Family Residence	4421 39th Avenue Southwest	Not Eligible	West Seattle Junction
116	453467	0952005320	1908	Single-Family Residence	4427 39th Avenue Southwest	Not Eligible	West Seattle Junction
117	721747	0952005330	1947	Residence	4433 39th Avenue Southwest	Not Eligible	West Seattle Junction
118	653234	0952005390	1928	Residence	4402 40th Avenue Southwest	Not Eligible	West Seattle Junction
119	419045	0952005400	1917	Single-Family Residence	4414 40th Avenue Southwest	Not Eligible	West Seattle Junction
120	473135	0952005415	1906	Single-Family Residence	4416 40th Avenue Southwest	Not Eligible	West Seattle Junction
121	721004	0952005425	1910	Residence	4418 40th Avenue Southwest	Not Eligible	West Seattle Junction
122	721006	0952005435	1923	Residence	4422 40th Avenue Southwest	Not Eligible	West Seattle Junction
123	657458	0952005445	1944	Residence	4426 40th Avenue Southwest	Not Eligible	West Seattle Junction
125	291729	0952005460	1909	Residence	4432 40th Avenue Southwest	Not Eligible	West Seattle Junction
126	461848	0952005470	1908	Residence	4438 40th Avenue Southwest	Not Eligible	West Seattle Junction
135	465540	0952005560	1948	Single-Family Residence	4421 40th Avenue Southwest	Not Eligible	West Seattle Junction
136	720869	0952005580	1940	Single-Family Residence	4433 40th Avenue Southwest	Not Eligible	West Seattle Junction
137	274964	0952005590	1940	Single-Family Residence	4437 40th Avenue Southwest	Not Eligible	West Seattle Junction

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Survey Number	WISAARD Property Number	Parcel Number	Construction Date	Property Name	Address	National Register Eligibility Status	Segment
138	441271	0952005600	1940	Single-Family Residence	4441 40th Avenue Southwest	Not Eligible	West Seattle Junction
139	641843	0952005610	1907	Single-Family Residence	4449 40th Avenue Southwest	Not Eligible	West Seattle Junction
140	472982	0952005620	1914	Single-Family Residence	4453 40th Avenue Southwest	Not Eligible	West Seattle Junction
141	403533	0952005630	1918	Single-Family Residence	4457 40th Avenue Southwest	Not Eligible	West Seattle Junction
144	279161	0952005680	1918	Single-Family Residence	4424 41st Avenue Southwest	Not Eligible	West Seattle Junction
145	720882	0952005690	1918	Single-Family Residence	4426 41st Avenue Southwest	Not Eligible	West Seattle Junction
147	404787	0952005741	1944	Single-Family Residence	4446 41st Avenue Southwest	Not Eligible	West Seattle Junction
148	366394	0952005750	1958	Single-Family Residence	4452 41st Avenue Southwest	Not Eligible	West Seattle Junction
149	637282	0952005760	1911	Single-Family Residence	4456 41st Avenue Southwest	Not Eligible	West Seattle Junction
150	720890	0952005770	1980	West Seattle Christian School	4425 41st Avenue Southwest	Not Eligible	West Seattle Junction
160	721018	0952005850	1952	Multi-Family Dwelling	4443 41st Avenue Southwest	Not Eligible	West Seattle Junction
168	338826	0952005960	1952	Hope Lutheran Church	4456 42nd Avenue Southwest	Not Eligible	West Seattle Junction
177	721552	0952006375	1918	Campbell Building	4554 California Avenue Southwest	Eligible; designated Seattle Landmark	West Seattle Junction
181	721486	0952006465	1979	Alaska House	4545 42nd Avenue Southwest	Eligible	West Seattle Junction
188	636034	0952006560	1950	Residence	4526 42nd Avenue Southwest	Not Eligible	West Seattle Junction

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Survey Number	WISAARD Property Number	Parcel Number	Construction Date	Property Name	Address	National Register Eligibility Status	Segment
191	299777	0952006715	1945	Residence	4531 41st Avenue Southwest	Not Eligible	West Seattle Junction
192	721019	0952006725	1945	Residence	4537 41st Avenue Southwest	Not Eligible	West Seattle Junction
193	720913	0952006775	1953	Triplex	4019 Southwest Oregon Street	Not Eligible	West Seattle Junction
198	386303	0952006795	1910	Duplex	4512 41st Avenue Southwest	Not Eligible	West Seattle Junction
199	408235	0952006805	1927	Single-Family Residence	4514 41st Avenue Southwest	Not Eligible	West Seattle Junction
209	721020	0952006845	1910	Residence	4532 41st Avenue Southwest	Not Eligible	West Seattle Junction
211	382732	0952006855	1940	Residence	4536 41st Avenue Southwest	Not Eligible	West Seattle Junction
215	721022	0952006865	1959	Residence	4542 41st Avenue Southwest	Not Eligible	West Seattle Junction
228	343136	0952007370	1946	Commercial Building	4545 Fauntleroy Way Southwest	Not Eligible	West Seattle Junction
233	338071	0952007600	1930	Commercial and Auto Building	4520 Fauntleroy Way Southwest	Not Eligible	West Seattle Junction
234	339208	0952007615	1930	Commercial Building	4528 Fauntleroy Way Southwest	Not Eligible	West Seattle Junction
236	343799	0952007725	1949	Wardrobe Cleaners	4500 Fauntleroy Way Southwest	Eligible	West Seattle Junction
238	721582	095200PUBL	1930	Fauntleroy Place Park	4501 Fauntleroy Way Southwest	Not Eligible	West Seattle Junction
239	365276	1297300120	1906	Craftsman Bungalow	4015 Southwest Hudson Street	Eligible	West Seattle Junction
892	338655	7579200120	1956	Bank	4200 Southwest Edmunds Street	Not Eligible	West Seattle Junction

Attachment N.5A Table of Surveyed Properties

Survey Number	WISAARD Property Number	Parcel Number	Construction Date	Property Name	Address	National Register Eligibility Status	Segment
900	407707	7579200491	1920	Single-Family Residence	4023 Southwest Edmunds Street	Not Eligible	West Seattle Junction
901	640682	7579200530	1920	Single-Family Residence	4812 41st Avenue Southwest	Not Eligible	West Seattle Junction
902a	720999	7579200540	1948	Single-Family Residence	4816 41st Avenue Southwest	Not Eligible	West Seattle Junction
902b	721000	7579200540	1948	Single-Family Residence	4818 41st Avenue Southwest	Not Eligible	West Seattle Junction
903	721001	7579200550	1954	Single-Family Residence	4822 41st Avenue Southwest	Not Eligible	West Seattle Junction
904	721002	7579200560	1912	Single-Family Residence	4830 41st Avenue Southwest	Not Eligible	West Seattle Junction
907	387514	7579200590	1956	Duplex	4840 41st Avenue Southwest	Not Eligible	West Seattle Junction
908	721005	7579200600	1956	Duplex	4846 41st Avenue Southwest	Not Eligible	West Seattle Junction
910	660915	7579200620	1911	Single-Family Residence	4856 41st Avenue Southwest	Not Eligible	West Seattle Junction
913	360341	7579200785	1918	Residence	4812 42nd Avenue Southwest	Not Eligible	West Seattle Junction
914	721073	7579200795	1925	Residence	4816 42nd Avenue Southwest	Not Eligible	West Seattle Junction
915	275323	7579200805	1919	Residence	4822 42nd Avenue Southwest	Not Eligible	West Seattle Junction
916	419213	7579200815	1916	Residence	4828 42nd Avenue Southwest	Not Eligible	West Seattle Junction
917	360029	7579200825	1910	Residence	4832 42nd Avenue Southwest	Not Eligible	West Seattle Junction
918	721103	7579200835	1967	Residence	4836 42nd Avenue Southwest	Not Eligible	West Seattle Junction

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Survey Number	WISAARD Property Number	Parcel Number	Construction Date	Property Name	Address	National Register Eligibility Status	Segment
919	404393	7579200845	1957	Residence	4840 42nd Avenue Southwest	Not Eligible	West Seattle Junction
920	721104	7579200855	1922	Residence	4846 42nd Avenue Southwest	Not Eligible	West Seattle Junction
921	721105	7579200865	1913	Residence	4852 42nd Avenue Southwest	Not Eligible	West Seattle Junction
922	721107	7579200875	1916	Residence	4856 42nd Avenue Southwest	Not Eligible	West Seattle Junction
923	329541	7579200885	1917	Residence	4857 41st Avenue Southwest	Not Eligible	West Seattle Junction
924	721250	7579200895	1918	Residence	4853 41st Avenue Southwest	Not Eligible	West Seattle Junction
925	655262	7579200905	1916	Residence	4847 41st Avenue Southwest	Not Eligible	West Seattle Junction
929	303196	7579200945	1918	Residence	4827 41st Avenue Southwest	Not Eligible	West Seattle Junction
930	721251	7579200955	1979	Residence	4823 41st Avenue Southwest	Not Eligible	West Seattle Junction
932	86606	7579200975	1929	Residence	4811 41st Avenue Southwest	Not Eligible	West Seattle Junction
933	387394	7579200985	1946	Duplex	4807 41st Avenue Southwest	Not Eligible	West Seattle Junction
937	721230	7579201125	1918	Residence	4857 42nd Avenue Southwest	Not Eligible	West Seattle Junction
938	331677	7579201135	1916	Residence	4853 42nd Avenue Southwest	Not Eligible	West Seattle Junction
939	291313	7579201145	1918	Residence	4847 42nd Avenue Southwest	Not Eligible	West Seattle Junction
940	381464	7579201155	1918	Residence	4843 42nd Avenue Southwest	Not Eligible	West Seattle Junction

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Survey Number	WISAARD Property Number	Parcel Number	Construction Date	Property Name	Address	National Register Eligibility Status	Segment
941	86271	7579201165	1918	Residence	4837 42nd Avenue Southwest	Not Eligible	West Seattle Junction
942	345853	7579201175	1940	Residence	4833 42nd Avenue Southwest	Not Eligible	West Seattle Junction
943	721231	7579201185	1918	Residence	4827 42nd Avenue Southwest	Not Eligible	West Seattle Junction
944	405889	7579201195	1918	Residence	4823 42nd Avenue Southwest	Not Eligible	West Seattle Junction
945	406173	7579201205	1918	Residence	4817 42nd Avenue Southwest	Not Eligible	West Seattle Junction
946	386398	7579201215	1910	Residence	4811 42nd Avenue Southwest	Not Eligible	West Seattle Junction
948	414236	7624700005	1940	Single-Family Residence	4101 Southwest Hudson Street	Not Eligible	West Seattle Junction
949	332567	7624700060	1925	Single-Family Residence	5002 42nd Avenue Southwest	Not Eligible	West Seattle Junction
950	642220	7624700065	1925	Single-Family Residence	5005 42nd Avenue Southwest	Not Eligible	West Seattle Junction
1145	721157	7865200000	1980	Sound Crest Condominiums	4806 42nd Avenue Southwest	Not Eligible	West Seattle Junction
1209	461297	9297301750	1950	Single-Family Residence	3127 Southwest Genesee Street	Not Eligible	West Seattle Junction
1210	721013	9297301751	1951	Single-Family Residence	3119 Southwest Genesee Street	Not Eligible	West Seattle Junction
1211	461220	9297301755	1918	Single-Family Residence	3201 Southwest Genesee Street	Not Eligible	West Seattle Junction
1212	295718	9297301760	1918	Single-Family Residence	3205 Southwest Genesee Street	Not Eligible	West Seattle Junction
1213	374019	9297301765	1923	Single-Family Residence	3211 Southwest Genesee Street	Not Eligible	West Seattle Junction

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Survey Number	WISAARD Property Number	Parcel Number	Construction Date	Property Name	Address	National Register Eligibility Status	Segment
1214	385877	9297301770	1919	Single-Family Residence	3215 Southwest Genesee Street	Not Eligible	West Seattle Junction
1215	442141	9297301775	1959	Contemporary Ranch House	3221 Southwest Genesee Street	Eligible	West Seattle Junction
1216	668301	9297301780	1925	Single-Family Residence	3225 Southwest Genesee Street	Not Eligible	West Seattle Junction
1217	452298	9297301785	1928	Single-Family Residence	3227 Southwest Genesee Street	Not Eligible	West Seattle Junction
1218	416105	9297301790	1925	Duplex	3229 Southwest Genesee Street	Not Eligible	West Seattle Junction
1219	408756	9297301800	1924	Single-Family Residence	3237 Southwest Genesee Street	Not Eligible	West Seattle Junction
1222	721106	9297301815	1958	Norman Demeyer Real Estate Office	4400 35th Avenue Southwest	Not Eligible	West Seattle Junction
1223	721026	9297301820	1980	Gas Station	4414 35th Avenue Southwest	Not Eligible	West Seattle Junction
1227	334477	9297301865	1960	Apartment Building	3246 Southwest Avalon Way	Not Eligible	West Seattle Junction
1230	338613	9297301925	1967	Golden Tee Apartments	3201 Southwest Avalon Way	Eligible	West Seattle Junction
1306	721587	0952003055	1953	Garrison, Tom and Hazel, Residence	4156 40th Avenue Southwest	Not Eligible	West Seattle Junction
1307	292354	0952003175	1950	Single-Family Residence	4157 39th Avenue Southwest	Not Eligible	West Seattle Junction
1308	721596	0952003295	1944	Single-Family Residence	4156 39th Avenue Southwest	Not Eligible	West Seattle Junction
1309	303008	0952003445	1956	Single-Family Residence	4157 38th Avenue Southwest	Eligible	West Seattle Junction
1310	462103	0952003565	1944	Single-Family Residence	4156 38th Avenue Southwest	Not Eligible	West Seattle Junction

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Survey Number	WISAARD Property Number	Parcel Number	Construction Date	Property Name	Address	National Register Eligibility Status	Segment
1311	383391	0952003685	1943	Single-Family Residence	4155 37th Avenue Southwest	Not Eligible	West Seattle Junction
1312	721598	0952004250	1980	Commercial Building	3501 Southwest Avalon Way	Not Eligible	West Seattle Junction
1313a	723341	0952004355	1968	Alki Lumber Office	4422 36th Avenue Southwest	Not Eligible	West Seattle Junction
1313b	723342	0952004355	1968	Alki Lumber Building	4422 36th Avenue Southwest	Not Eligible	West Seattle Junction
1313c	723343	0952004355	1938	Alki Lumber - Lumber Shed	4426 36th Avenue Southwest	Not Eligible	West Seattle Junction
1314	414063	0952004560	1912	Single-Family Residence	4410 37th Avenue Southwest	Not Eligible	West Seattle Junction
1315	381028	0952004570	1911	Single-Family Residence	4414 37th Avenue Southwest	Not Eligible	West Seattle Junction
1316	721748	0952005480	1944	Residence	4442 40th Avenue Southwest	Not Eligible	West Seattle Junction
1318	721750	0952005500	1917	Residence	4452 40th Avenue Southwest	Not Eligible	West Seattle Junction
1319	360518	0952005510	1907	Single-Family Residence	4456 40th Avenue Southwest	Not Eligible	West Seattle Junction
1320	721599	0952005570	1940	Single-Family Residence	4429 40th Avenue Southwest	Not Eligible	West Seattle Junction
1321	449893	0952005719	1939	Single-Family Residence	4436 41st Avenue Southwest	Not Eligible	West Seattle Junction
1322	721600	0952005737	1939	Single-Family Residence	4440 41st Avenue Southwest	Not Eligible	West Seattle Junction
1332	721601	0952006120	1927	Former Residence	4204 Southwest Oregon Street	Not Eligible	West Seattle Junction
1363	721602	0952006965	1910	Single-Family Residence	4531 40th Avenue Southwest	Not Eligible	West Seattle Junction

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Survey Number	WISAARD Property Number	Parcel Number	Construction Date	Property Name	Address	National Register Eligibility Status	Segment
1365	721169	0952006975	1953	Single-Family Residence	4537 40th Avenue Southwest	Not Eligible	West Seattle Junction
1368	721172	0952006985	1917	Single-Family Residence	4541 40th Avenue Southwest	Not Eligible	West Seattle Junction
1371	656460	0952006995	1918	Single-Family Residence	4545 40th Avenue Southwest	Not Eligible	West Seattle Junction
1844	717832	6126600235	1946	West Seattle Sales & Service Dealership	3801 Southwest Alaska Street	Not Eligible	West Seattle Junction
1978	360834	9297301230	1931	Residence	3200 Southwest Genesee Street	Not Eligible	West Seattle Junction
1979	453358	9297301235	1928	Residence	3206 Southwest Genesee Street	Not Eligible	West Seattle Junction
1981	721385	9297301245	1925	Residence	3218 Southwest Genesee Street	Not Eligible	West Seattle Junction
1983	721386	9297301255	1925	Residence	3224 Southwest Genesee Street	Not Eligible	West Seattle Junction
1984	338612	9297301930	1967	Golden Tee Apartments	3211 Southwest Avalon Way	Eligible	West Seattle Junction
1992	38409	9297302035	1923	Single-Family Residence	3279 Southwest Avalon Way	Not Eligible	West Seattle Junction
1993	389069	9297302040	1925	Triplex	3281 Southwest Avalon Way	Not Eligible	West Seattle Junction
2068	679043	0952006365	1929	Bartell Drugs	4548 California Avenue Southwest	Eligible	West Seattle Junction
2105	419699	0952003795	1946	Residence	4150 37th Avenue Southwest	Not Eligible	West Seattle Junction
2108	658355	0952004745	1923	Single-Family Residence	4421 37th Avenue Southwest	Not Eligible	West Seattle Junction
2109	636575	0952004755	1916	Single-Family Residence	4427 37th Avenue Southwest	Not Eligible	West Seattle Junction

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Survey Number	WISAARD Property Number	Parcel Number	Construction Date	Property Name	Address	National Register Eligibility Status	Segment
2110	334059	0952004765	1959	Chinook Apartments	4431 37th Avenue Southwest	Eligible	West Seattle Junction
2111	294785	0952004885	1919	Residence	4432 38th Avenue Southwest	Not Eligible	West Seattle Junction
2112	287845	0952004895	1919	Residence	4436 38th Avenue Southwest	Not Eligible	West Seattle Junction
2113	292884	0952004905	1911	Residence	4442 38th Avenue Southwest	Not Eligible	West Seattle Junction
2114	362242	0952004915	1926	Residence	4446 38th Avenue Southwest	Not Eligible	West Seattle Junction
2115	115410	0952004930	1917	Residence	3718 Southwest Oregon Street	Not Eligible	West Seattle Junction
2117a	721232	0952005065	1923	Residence	4441 38th Avenue Southwest	Not Eligible	West Seattle Junction
2117b	721233	0952005065	1920	Residence	4441 38th Avenue Southwest	Not Eligible	West Seattle Junction
2118	658464	0952005075	1909	Residence	4451 38th Avenue Southwest	Not Eligible	West Seattle Junction
2119	281844	0952005085	1907	Residence	4453 38th Avenue Southwest	Not Eligible	West Seattle Junction
2120	721234	0952005095	1907	Residence	4457 38th Avenue Southwest	Not Eligible	West Seattle Junction
2121a	721190	0952005215	1917	Duplex	4448 39th Avenue Southwest	Not Eligible	West Seattle Junction
2121b	721191	0952005215	1917	Single-Family Residence	4448 39th Avenue Southwest	Not Eligible	West Seattle Junction
2122	721194	0952005224	1918	Single-Family Residence	4452 39th Avenue Southwest	Not Eligible	West Seattle Junction
2123	721205	0952005230	1910	Single-Family Residence	3812 Southwest Oregon Street	Not Eligible	West Seattle Junction

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Survey Number	WISAARD Property Number	Parcel Number	Construction Date	Property Name	Address	National Register Eligibility Status	Segment
2124	476754	0952005249	1919	Single-Family Residence	4456 39th Avenue Southwest	Not Eligible	West Seattle Junction
2125	302150	0952005380	1907	Single-Family Residence	4457 39th Avenue Southwest	Not Eligible	West Seattle Junction
2126	365104	0952005490	1908	Residence	4446 40th Avenue Southwest	Eligible	West Seattle Junction
2127	721456	0952006905	1945	Residence	4503 40th Avenue Southwest	Not Eligible	West Seattle Junction
2128	476647	0952006915	1945	Residence	4507 40th Avenue Southwest	Not Eligible	West Seattle Junction
2129	656825	0952006925	1945	Residence	4511 40th Avenue Southwest	Not Eligible	West Seattle Junction
2134	463332	0952007065	1930	Residence	4506 40th Avenue Southwest	Not Eligible	West Seattle Junction
2137	406951	0952007080	1930	Residence	4508 40th Avenue Southwest	Not Eligible	West Seattle Junction
2140	330302	0952007090	1930	Residence	4514 40th Avenue Southwest	Not Eligible	West Seattle Junction
2141	288834	0952007105	1930	Residence	4518 40th Avenue Southwest	Not Eligible	West Seattle Junction
2142	295034	0952007120	1930	Residence	4522 40th Avenue Southwest	Not Eligible	West Seattle Junction
2143	388140	0952007125	1930	Residence	4526 40th Avenue Southwest	Not Eligible	West Seattle Junction
2149	721460	0952007165	1928	Residence	4538 40th Avenue Southwest	Not Eligible	West Seattle Junction
2150	343495	0952007220	1948	West Seattle Bowl	4505 39th Avenue Southwest	Eligible	West Seattle Junction
2151	338867	0952007350	1950	West Seattle Assembly of God	3817 Southwest Oregon Street	Not Eligible	West Seattle Junction

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Survey Number	WISAARD Property Number	Parcel Number	Construction Date	Property Name	Address	National Register Eligibility Status	Segment
2152	342940	0952007460	1946	Commercial Building	4501 38th Avenue Southwest	Not Eligible	West Seattle Junction
2153a	721564	0952007745	1940	Commercial Building	4518 37th Avenue Southwest	Not Eligible	West Seattle Junction
2153b	721565	0952007745	1942	Multiple Family Dwelling	4513 37th Avenue Southwest	Not Eligible	West Seattle Junction
2156	721462	1297300110	1914	Residence	5012 41st Avenue Southwest	Not Eligible	West Seattle Junction
2157	721463	1297300115	1939	Residence	5006 41st Avenue Southwest	Not Eligible	West Seattle Junction
2169	721466	2492700000	1980	Condominiums	4800 Fauntleroy Way Southwest	Not Eligible	West Seattle Junction
2213	679059	7579200105	1910	Carlisle Furniture	4750 California Avenue Southwest	Not Eligible	West Seattle Junction
2214	721496	7579201005	1926	Commercial Building	4215 Southwest Edmunds Street	Not Eligible	West Seattle Junction
2216	721497	7579201045	1928	Commercial Building	4822 California Avenue Southwest	Not Eligible	West Seattle Junction
2217	343979	7579201055	1963	Venable & Wing Law Office	4826 California Avenue Southwest	Eligible	West Seattle Junction
2218	344432	7579201065	1950	Mixed Use Building	4830 California Avenue Southwest	Not Eligible	West Seattle Junction
2219a	721509	7579201075	1913	Residence	4836 California Avenue Southwest	Not Eligible	West Seattle Junction
2219b	721510	7579201075	1978	Commercial Building	4836 California Avenue Southwest	Not Eligible	West Seattle Junction
2220	335689	7579201085	1958	San Juan Apartments	4840 California Avenue Southwest	Not Eligible	West Seattle Junction
2222	374370	7624700006	1914	Residence	4111 Southwest Hudson Street	Not Eligible	West Seattle Junction

Attachment N.5A Table of Surveyed Properties

Survey Number	WISAARD Property Number	Parcel Number	Construction Date	Property Name	Address	National Register Eligibility Status	Segment
2224	721512	7624700015	1925	Residence	5011 41st Avenue Southwest	Eligible	West Seattle Junction
2225	296910	7624700020	1910	Residence	5017 41st Avenue Southwest	Not Eligible	West Seattle Junction
2226	721513	7624700025	1910	Residence	5021 41st Avenue Southwest	Not Eligible	West Seattle Junction
2228	278849	7624700061	1913	Residence	4115 Southwest Hudson Street	Eligible	West Seattle Junction
3016	365121	0952003785	1944	Residence	4146 37th Avenue Southwest	Not Eligible	West Seattle Junction
3017	335132	0952003905	1955	4 - Plex	4147 36th Avenue Southwest	Not Eligible	West Seattle Junction
3018	721615	0952004035	1952	4 - Plex	4146 36th Avenue Southwest	Not Eligible	West Seattle Junction
3021	722461	0952004645	1973	Tom's Automotive Service	3616 Southwest Oregon Street	Not Eligible	West Seattle Junction
3023	274639	0952004850	1916	Residence	4416 38th Avenue Southwest	Not Eligible	West Seattle Junction
3024	447341	0952004860	1917	Residence	4420 38th Avenue Southwest	Not Eligible	West Seattle Junction
3025	721673	0952004865	1917	Residence	4422 38th Avenue Southwest	Not Eligible	West Seattle Junction
3026	654505	0952004875	1932	Residence	4426 38th Avenue Southwest	Eligible	West Seattle Junction
3027	659353	0952005025	1925	Residence	4423 38th Avenue Southwest	Not Eligible	West Seattle Junction
3028	357673	0952005035	1924	Residence	4427 38th Avenue Southwest	Not Eligible	West Seattle Junction
3029	721682	0952005045	1923	Residence	4433 38th Avenue Southwest	Not Eligible	West Seattle Junction

Attachment N.5A Table of Surveyed Properties

Survey Number	WISAARD Property Number	Parcel Number	Construction Date	Property Name	Address	National Register Eligibility Status	Segment
3030	721687	0952005055	1968	Residence	4437 38th Avenue Southwest	Not Eligible	West Seattle Junction
3031	448997	0952005155	1921	Residence	4424 39th Avenue Southwest	Not Eligible	West Seattle Junction
3032	403183	0952005160	1921	Residence	4428 39th Avenue Southwest	Not Eligible	West Seattle Junction
3033	721697	0952005165	1949	Residence	4434 39th Avenue Southwest	Not Eligible	West Seattle Junction
3034	450574	0952005185	1920	Residence	4436 39th Avenue Southwest	Not Eligible	West Seattle Junction
3035	402643	0952005195	1917	Residence	4440 39th Avenue Southwest	Not Eligible	West Seattle Junction
3036	721708	0952005200	1919	Residence	4442 39th Avenue Southwest	Not Eligible	West Seattle Junction
3037	403565	0952005205	1917	Residence	4446 39th Avenue Southwest	Not Eligible	West Seattle Junction
3038	721712	0952005340	1965	Residence	4437 39th Avenue Southwest	Not Eligible	West Seattle Junction
3039	446545	0952005349	1924	Residence	4441 39th Avenue Southwest	Not Eligible	West Seattle Junction
3040	655862	0952005359	1948	Residence	4447 39th Avenue Southwest	Not Eligible	West Seattle Junction
3041	294991	0952005370	1910	Residence	4451 39th Avenue Southwest	Not Eligible	West Seattle Junction
3042	721838	0952006290	1926	J.C. Penney/Russell Building	4520 California Avenue Southwest	Eligible	West Seattle Junction
3043	721839	0952006315	1928	Marier Foto Studio	4528 California Avenue Southwest	Eligible	West Seattle Junction
3044	679040	0952006330	1948	West Seattle Sporting Goods	4538 California Avenue Southwest	Not Eligible	West Seattle Junction

Attachment N.5A Table of Surveyed Properties

Survey Number	WISAARD Property Number	Parcel Number	Construction Date	Property Name	Address	National Register Eligibility Status	Segment
3050	362387	1297300005	1918	Single-Family Residence	5003 40th Avenue Southwest	Not Eligible	West Seattle Junction
3051	721658	1297300095	1951	Single-Family Residence	5028 41st Avenue Southwest	Not Eligible	West Seattle Junction
3243	722760	6126600221	1939	Single-Family Residence	4714 38th Avenue Southwest	Eligible	West Seattle Junction
3245	417886	6126600300	1948	Single-Family Residence	4727 38th Avenue Southwest	Not Eligible	West Seattle Junction
3246	404998	6126600310	1948	Single-Family Residence	4731 38th Avenue Southwest	Not Eligible	West Seattle Junction
3247	359238	6126600320	1957	Single-Family Residence	4737 38th Avenue Southwest	Not Eligible	West Seattle Junction
3250	722762	6126600360	1957	Single-Family Residence	4755 38th Avenue Southwest	Eligible	West Seattle Junction
3251a	723076	6126600815	1957	Apartment Complex - South Building	4821 Fauntleroy Way Southwest	Eligible	West Seattle Junction
3251b	723077	6126600815	1957	Apartment Complex - North Building	4821 Fauntleroy Way Southwest	Eligible	West Seattle Junction
3253	369688	6126601050	1922	Single-Family Residence	4807 38th Avenue Southwest	Not Eligible	West Seattle Junction
3254	375837	6126601060	1928	Single-Family Residence	4811 38th Avenue Southwest	Not Eligible	West Seattle Junction
3287	722764	7579200490	1920	Duplex	4017 Southwest Edmunds Street	Not Eligible	West Seattle Junction
3290	722766	7579200665	1914	Single-Family Residence	4845 40th Avenue Southwest	Not Eligible	West Seattle Junction
3291	644242	7579200675	1918	Single-Family Residence	4843 40th Avenue Southwest	Not Eligible	West Seattle Junction
3292	443782	7579200685	1922	Single-Family Residence	4837 40th Avenue Southwest	Not Eligible	West Seattle Junction

Attachment N.5A Table of Surveyed Properties

Survey Number	WISAARD Property Number	Parcel Number	Construction Date	Property Name	Address	National Register Eligibility Status	Segment
3293	461546	7579200695	1913	Single-Family Residence	4831 40th Avenue Southwest	Not Eligible	West Seattle Junction
3294	722768	7579200705	1913	Single-Family Residence	4827 40th Avenue Southwest	Not Eligible	West Seattle Junction
3295	356840	7579200715	1918	Single-Family Residence	4823 40th Avenue Southwest	Not Eligible	West Seattle Junction
3296	347886	7579200725	1912	Single-Family Residence	4817 40th Avenue Southwest	Not Eligible	West Seattle Junction
3302	347304	7624700035	1912	Single-Family Residence	5026 42nd Avenue Southwest	Not Eligible	West Seattle Junction
3303	644393	7624700040	1923	Single-Family Residence	5022 42nd Avenue Southwest	Not Eligible	West Seattle Junction
3304	273109	7624700045	1916	Single-Family Residence	5016 42nd Avenue Southwest	Not Eligible	West Seattle Junction
3305	722774	7624700050	1921	Single-Family Residence	5012 42nd Avenue Southwest	Not Eligible	West Seattle Junction
3306	722778	7624700055	1910	Single-Family Residence	5006 42nd Avenue Southwest	Not Eligible	West Seattle Junction
3307	722791	7624700070	1912	Single-Family Residence	5007 42nd Avenue Southwest	Not Eligible	West Seattle Junction
3419	721846	9297301200	1951	Residence	4125 32nd Avenue Southwest	Not Eligible	West Seattle Junction
3420	45979	9297301205	1951	Residence	4129 32nd Avenue Southwest	Not Eligible	West Seattle Junction
3421	721847	9297301210	1977	Residence	4135 32nd Avenue Southwest	Not Eligible	West Seattle Junction
3422	721848	9297301215	1933	Residence	4139 32nd Avenue Southwest	Not Eligible	West Seattle Junction
3423	721849	9297301220	1963	Residence	4143 32nd Avenue Southwest	Not Eligible	West Seattle Junction

Attachment N.5A Table of Surveyed Properties

Survey Number	WISAARD Property Number	Parcel Number	Construction Date	Property Name	Address	National Register Eligibility Status	Segment
3424	721850	9297301225	1951	Residence	4149 32nd Avenue Southwest	Not Eligible	West Seattle Junction
7001	403741	0952000085	1954	Single-Family Residence	4035 35th Avenue Southwest	Not Eligible	West Seattle Junction
7002	729967	0952000095	1925	Single-Family Residence	4041 35th Avenue Southwest	Not Eligible	West Seattle Junction
7003	729970	0952000105	1948	Single-Family Residence	4045 35th Avenue Southwest	Not Eligible	West Seattle Junction
7004	729971	0952000115	1942	Single-Family Residence	4049 35th Avenue Southwest	Not Eligible	West Seattle Junction
7005	729972	0952000215	1948	Single-Family Residence	4034 36th Avenue Southwest	Not Eligible	West Seattle Junction
7006	729975	0952000230	1926	Single-Family Residence	4040 36th Avenue Southwest	Not Eligible	West Seattle Junction
7007	729976	0952000240	1944	Single-Family Residence	4044 36th Avenue Southwest	Not Eligible	West Seattle Junction
7008	729977	0952000246	1944	Single-Family Residence	4048 36th Avenue Southwest	Not Eligible	West Seattle Junction
7009	729978	0952000260	1926	Single-Family Residence	4054 36th Avenue Southwest	Not Eligible	West Seattle Junction
7010	729979	0952000365	1953	Single-Family Residence	4039 36th Avenue Southwest	Eligible	West Seattle Junction
7011	729980	0952000370	1948	Single-Family Residence	4045 36th Avenue Southwest	Eligible	West Seattle Junction
7012	729981	0952000385	1946	Single-Family Residence	4051 36th Avenue Southwest	Not Eligible	West Seattle Junction
7013	729982	0952000395	1946	Single-Family Residence	4055 36th Avenue Southwest	Not Eligible	West Seattle Junction
7014	729983	0952000405	1918	Single-Family Residence	4061 36th Avenue Southwest	Not Eligible	West Seattle Junction

Attachment N.5A Table of Surveyed Properties

Survey Number	WISAARD Property Number	Parcel Number	Construction Date	Property Name	Address	National Register Eligibility Status	Segment
7015	729984	0952000505	1926	Single-Family Residence	4044 37th Avenue Southwest	Not Eligible	West Seattle Junction
7016	729985	0952000520	1951	Single-Family Residence	4050 37th Avenue Southwest	Not Eligible	West Seattle Junction
7017	729986	0952000525	1951	Single-Family Residence	3616 Southwest Dakota Street	Not Eligible	West Seattle Junction
7018	729987	0952000530	1951	Single-Family Residence	4060 37th Avenue Southwest	Not Eligible	West Seattle Junction
7019	729989	0952000650	1925	Single-Family Residence	4049 37th Avenue Southwest	Not Eligible	West Seattle Junction
7020	729990	0952000665	1944	Single-Family Residence	4055 37th Avenue Southwest	Not Eligible	West Seattle Junction
7021	729991	0952000675	1944	Single-Family Residence	4059 37th Avenue Southwest	Not Eligible	West Seattle Junction
7022	729992	0952000805	1951	Single-Family Residence	4054 38th Avenue Southwest	Not Eligible	West Seattle Junction
7023	729993	0952000815	1951	Single-Family Residence	3720 Southwest Dakota Street	Not Eligible	West Seattle Junction
7024	729994	0952000955	1949	Single-Family Residence	4059 38th Avenue Southwest	Not Eligible	West Seattle Junction
7028	729995	0952002920	1976	Single-Family Residence	4151 40th Avenue Southwest	Not Eligible	West Seattle Junction
7030	729998	0952003005	1923	Single-Family Residence	4132 40th Avenue Southwest	Not Eligible	West Seattle Junction
7031	729999	0952003015	1941	Single-Family Residence	4136 40th Avenue Southwest	Not Eligible	West Seattle Junction
7032	730000	0952003025	1950	Single-Family Residence	4140 40th Avenue Southwest	Not Eligible	West Seattle Junction
7033	730001	0952003035	1952	Single-Family Residence	4146 40th Avenue Southwest	Not Eligible	West Seattle Junction

Attachment N.5A Table of Surveyed Properties

Survey Number	WISAARD Property Number	Parcel Number	Construction Date	Property Name	Address	National Register Eligibility Status	Segment
7034	730002	0952003045	1951	Single-Family Residence	4150 40th Avenue Southwest	Not Eligible	West Seattle Junction
7035	730003	0952003095	1925	Single-Family Residence	4117 39th Avenue Southwest	Not Eligible	West Seattle Junction
7037	730004	0952003115	1926	Single-Family Residence	4125 39th Avenue Southwest	Not Eligible	West Seattle Junction
7038	730005	0952003125	1926	Single-Family Residence	4129 39th Avenue Southwest	Not Eligible	West Seattle Junction
7039	730006	0952003135	1953	Single-Family Residence	4137 39th Avenue Southwest	Not Eligible	West Seattle Junction
7040	730007	0952003145	1950	Single-Family Residence	4141 39th Avenue Southwest	Not Eligible	West Seattle Junction
7041	730008	0952003155	1950	Single-Family Residence	4147 39th Avenue Southwest	Not Eligible	West Seattle Junction
7042	730009	0952003165	1952	Single-Family Residence	4153 39th Avenue Southwest	Not Eligible	West Seattle Junction
7043	730010	0952003184	1923	Single-Family Residence	3817 Southwest Dakota Street	Not Eligible	West Seattle Junction
7044	730011	0952003188	1922	Single-Family Residence	4104 39th Avenue Southwest	Not Eligible	West Seattle Junction
7045	730012	0952003203	1922	Single-Family Residence	4110 39th Avenue Southwest	Not Eligible	West Seattle Junction
7047	730013	0952003220	1959	Single-Family Residence	4118 39th Avenue Southwest	Not Eligible	West Seattle Junction
7048	730014	0952003230	1922	Single-Family Residence	4124 39th Avenue Southwest	Not Eligible	West Seattle Junction
7050	730015	0952003305	1919	Single-Family Residence	4103 38th Avenue Southwest	Not Eligible	West Seattle Junction
7052	730016	0952003330	1919	Single-Family Residence	4109 38th Avenue Southwest	Eligible	West Seattle Junction

Attachment N.5A Table of Surveyed Properties

Survey Number	WISAARD Property Number	Parcel Number	Construction Date	Property Name	Address	National Register Eligibility Status	Segment
7053	730017	0952003340	1919	Single-Family Residence	4111 38th Avenue Southwest	Eligible	West Seattle Junction
7054	730018	0952003350	1915	Single-Family Residence	4117 38th Avenue Southwest	Not Eligible (pending consultation)	West Seattle Junction
7055	642335	0952003455	1946	Single-Family Residence	4102 38th Avenue Southwest	Not Eligible	West Seattle Junction
7056	730020	0952003459	1946	Single-Family Residence	4106 38th Avenue Southwest	Not Eligible	West Seattle Junction
7057	730021	0952003575	1943	Single-Family Residence	4103 37th Avenue Southwest	Not Eligible	West Seattle Junction
7058	730022	0952003695	1909	Single-Family Residence	3617 Southwest Dakota Street	Not Eligible	West Seattle Junction

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Attachment N.5B
Photographs of Historic Properties

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Attachment N.5B Photographs of Historic Properties

Linear

Figure N.5B-Lin-1. #LIN-2, Seattle and Walla Walla Railroad/Puget Sound Shore Railroad Company/Seattle, Lake Shore and Eastern Railroad/Northern Pacific Railway Black River Junction to the Lake Washington Ship Canal, Railroad Right-of-Way from Black River Junction near Renton to Lake Washington Ship Canal in Interbay (WISAARD #708606)



SODO

Figure N.5B-WSS-1. #1028, Lincoln Moving & Storage, Alaska Orient Van Lines Building, 1924 4th Avenue South (WISAARD #342325)



Figure N.5B-WSS-2. #1030, Graybar Electric Company Building, 1919 6th Avenue South (WISAARD #720609)



Figure N.5B-WSS-3. #1276, Platt Electric Supply Co., 2757 6th Avenue South (WISAARD #720594)



Figure N.5B-WSS-4. #1899, Holgate Terminals Incorporated, 1762 6th Avenue South (WISAARD #342236)



Figure N.5B-WSS-5. #2085a, Mill & Mine Supply Co. Building and Warehouse, 625 South Lander Street (WISAARD #343198)



Figure N.5B-WSS-6. #3317, Northwest Wire Works, 2752 6th Avenue South (WISAARD #721855)



Duwamish

Figure N.5B-DUW-1. #272, Edwards Ice Machine Company/Eagle Metals Company, 3628 East Marginal Way South (WISAARD # 342293)



Figure N.5B-DUW-2. #881, Seattle Pacific Sales Company Warehouse, 3800 1st Avenue South (WISAARD # 342274)



**Figure N.5B-DUW-3. #1005, Link-Belt Company Property, 3405 6th Avenue South
(WISAARD #45159)**



**Figure N.5B-DUW-4. #1083, Viking Automatic Sprinkler Company, 3434 1st Avenue South
(WISAARD #718431)**



Figure N.5B-DUW-5. #1090a, Transportation Equipment Rentals Office Building, 3343 1st Avenue South (WISAARD #720509)



Figure N.5B-DUW-6. #1090b, Transportation Equipment Rentals Maintenance Warehouse, 3443 1st Avenue South (WISAARD # 720510)



Figure N.5B-DUW-7. #1091, The Simmons Company Metal Beds, Springs and Mattress Warehouse, 99 South Spokane Street (WISAARD # 344500)



Figure N.5B-DUW-8. #1093, Nelson Iron Works Blacksmith and Machinist Shop, 45 South Spokane Street (WISAARD # 720482)



**Figure N.5B-DUW-9. #1094a, Acme Tool Works, 3626 East Marginal Way South
(WISAARD #720511)**



**Figure N.5B-DUW-10. #1094b, Lindmark Machine Works, 3626 East Marginal Way South
(WISAARD # 720513)**



**Figure N.5B-DUW-11. #1095, Lindmark Machine Works, 49 South Spokane Street
(WISAARD # 340118)**



**Figure N.5B-DUW-12. #1103a, Air Reduction Company, 3623 East Marginal Way South
(WISAARD # 38527)**



Figure N.5B-DUW-13. #1103b, Air Reduction Company Carbide Storage Building, 3621 East Marginal Way South (WISAARD # 720563)



Figure N.5B-DUW-14. #1103c, Air Reduction Company Auto Repair Garage, 3621 East Marginal Way South (WISAARD # 720564)



Figure N.5B-DUW-15. #1104a, Puget Sound Sheet Metal Works, 3651 East Marginal Way South (WISAARD #38525)



Figure N.5B-DUW-16. #1104b, Light Industrial Building, 3633 East Marginal Way South (WISAARD # 720542)



Figure N.5B-DUW-17. #1122a, Pacific Forge Company/Bethlehem Steel Nut and Bolt Factory Office, 3800 West Marginal Way Southwest (WISAARD #721620)



Figure N.5B-DUW-18. #1122b, Pacific Forge Company/Bethlehem Steel Nut and Bolt Factory Pacific Coast Forge Building (Original Forge buildings), 3800 West Marginal Way Southwest (WISAARD #721624)



Figure N.5B-DUW-19. #1122c, Pacific Forge Company/Bethlehem Steel Nut and Bolt Factory North Warehouse, 3800 West Marginal Way Southwest (WISAARD #721625)



Figure N.5B-DUW-20. #1122d, Pacific Forge Company/Bethlehem Steel Nut and Bolt Factory South Warehouse, 3800 West Marginal Way Southwest (WISAARD #721628)



Figure N.5B-DUW-21. #1122e, Pacific Forge Company/Bethlehem Steel Nut and Bolt Factory East Warehouse, 3800 West Marginal Way Southwest (WISAARD #721629)



Figure N.5B-DUW-22. #1138, Fire Station Number 14, 3224 4th Avenue South (WISAARD #45086)



Figure N.5B-DUW-23. #1273, Seattle Fire Station #36, 3600 23rd Avenue Southwest (WISAARD #343706)



Figure N.5B-DUW-24. #1274, Pacific Hoist and Warehouse Company, 3200 4th Avenue South (WISAARD #45085)



Figure N.5B-DUW-25. #1275a, Langendorf United Bakeries, 2901 6th Avenue South (WISAARD #342730)



Figure N.5B-DUW-26. #1275b, Langendorf United Bakeries Repair Garage, 2901 6th Avenue South (WISAARD #720593)



Figure N.5B-DUW-27. #1388, A.M. Castle and Company, 3640-60 East Marginal Way South (WISAARD #38533)



Figure N.5B-DUW-28. #1915, Alaskan Copper Works/Eagle Brass Foundry Company, 3600 East Marginal Way South (WISAARD #38532)



Figure N.5B-DUW-29. #1941, Pacific Reefer Fisheries, 3480 West Marginal Way South (WISAARD #342160)



Figure N.5B-DUW-30. #1943, Alaskan Copper and Brass Company, 3223 6th Avenue South (WISAARD #48502)



Figure N.5B-DUW-31. #3214, Single-Family Residence, 3842 23rd Avenue Southwest (WISAARD #294616)



Figure N.5B-DUW-32. #3320b, NW Motor Parts Corporation Building, 2930 6th Avenue South (WISAARD #722007)



Figure N.5B-DUW-33. #3321, M.J.B. Coffee Company Warehouse, 2940 6th Avenue South (WISAARD #721857)



Figure N.5B-DUW-34. #3322a, Alaska Copper Co. Employment Office, 2958 6th Avenue South (WISAARD #342997)



**Figure N.5B-DUW-35. #3322b, Auto Repair Garage, 2958 6th Avenue South
(WISAARD #721997)**



Figure N.5B-DUW-36. #3324, Los Angeles-Seattle Motor Express Company, 3200 6th Avenue South (WISAARD #340010)



Figure N.5B-DUW-37. #3327, Scientific Supplies Company, 600 South Spokane Street (WISAARD #342709)



Figure N.5B-DUW-38. #3329a, Department of Highways District No. 1 Headquarters/Maintenance Facility - Office/Administrative Building, 450 South Spokane Street (WISAARD #86871)



**Figure N.5B-DUW-39. #3329b, Department of Highways District No. 1
Headquarters/Maintenance Facility - Maintenance Building, 450 South Spokane Street
(WISAARD #722096)**



**Figure N.5B-DUW-40. #3329c, Department of Highways District No. 1
Headquarters/Maintenance Facility - Storage Building, 450 South Spokane Street
(WISAARD #722098)**



**Figure N.5B-DUW-41. #3329d, Department of Highways District No. 1
Headquarters/Maintenance Facility - Car/Paint Building, 450 South Spokane Street
(WISAARD #722100)**



**Figure N.5B-DUW-42. #3329e, Department of Highways District No. 1
Headquarters/Maintenance Facility - Maintenance Building, 450 South Spokane Street
(WISAARD #722101)**



Figure N.5B-DUW-43. #3339, Riches and Adams Co./Seattle Opportunities Industrialization Center, Inc., 3627 1st Avenue South (WISAARD #342259)



Figure N.5B-DUW-44. #3344, General Construction Company Office, 3840 West Marginal Way Southwest (WISAARD #344061)



Figure N.5B-DUW-45. #5136, Air Mac, Inc., 3838 4th Avenue South (WISAARD #725824)



Figure N.5B-DUW-46. #5137, Warehouse and Office Building, 3623 6th Avenue South (WISAARD #725825)



Figure N.5B-DUW-47. #5139a, Seattle City Light South Receiving Substation, 3839 4th Avenue South (WISAARD #45089)



Figure N.5B-DUW-48. #5139b, Seattle City Light South Receiving Substation Switchyard, 3839 4th Avenue South (WISAARD #725921)



Figure N.5B-DUW-49. #5139d, Seattle City Light Warehouse and Office Building, 3613 4th Avenue South (WISAARD #730783)



Figure N.5B-DUW-50. #5139e, Seattle City South Rectifier Substation, 3613 4th Avenue South (WISAARD #730784)



Figure N.5B-DUW-51. #6012, Denny's, 2742 4th Avenue South (WISAARD #728870)



Figure N.5B-DUW-52. #LIN-6, Milwaukee Terminal Railway Company/Chicago, Milwaukee, St. Paul & Pacific Railway - Argo to Stacey Street, Seattle, Washington (WISAARD #721225)



Figure N.5B-DUW-53. #LIN-7, Northern Pacific Railway - Argo to Seattle Waterfront, Seattle, Washington (WISAARD #720982)



Figure N.5B-DUW-54. #LIN-8, Milwaukee Terminal Railway Company/Chicago, Milwaukee, St. Paul & Pacific Railway-Argo to Waterfront Yard, Seattle, Washington (WISAARD #721010)



Figure N.5B-DUW-55. #LIN-12, Northern Pacific Railway Bridge Over the West Duwamish Waterway, South of Spokane Street, near Klickitat Way Southwest (WISAARD #44440)



Figure N.5B-DUW-56. #LIN-13, Northern Pacific Railway West Seattle Line, Seattle, Washington (WISAARD # 720983)



Figure N.5B-DUW-57. #LIN-17, Spokane Street East and West Towers, Harbor Island-Delridge-West Seattle 230kV Transmission Line, Marginal Way Southwest to Spokane Street Southwest (WISAARD # 730874)



Delridge

Figure N.5B-DEL-1. #242, West Seattle Golf Course, 4600 35th Avenue Southwest (WISAARD #717063)



Figure N.5B-DEL-2. #443, Bethlehem Pacific Coast Steel Company Office Building, 4045 Delridge Way Southwest (WISAARD # 344641)



Figure N.5B-DEL-3. #444, Residence, 4030 Delridge Way Southwest (WISAARD # 721070)



Figure N.5B-DEL-4. #449, Seattle Steel Company/Bethlehem Pacific Coast Steel Corporation, 2424 Southwest Andover Street (WISAARD #38466)



Figure N.5B-DEL-5. #453, Mrachke and Son, 3860 - 3864 Delridge Way Southwest (WISAARD #47869)



Figure N.5B-DEL-6. #1166, Single-Family Craftsman Residence, 4108 25th Avenue Southwest (WISAARD #376099)



**Figure N.5B-DEL-7. #1787, Single-Family Residence, 4139 25th Avenue Southwest
(WISAARD #721178)**



**Figure N.5B-DEL-8. #1977, Contemporary Ranch House, 4150 32nd Avenue Southwest
(WISAARD #418305) (National Register eligibility status is pending consultation.)**



Figure N.5B-DEL-9. #2254, Kirlow Four-Plex, 3074 Southwest Avalon Way (WISAARD #335189)



Figure N.5B-DEL-10. #3345, Residence, 4017 23rd Avenue Southwest (WISAARD #287692)



**Figure N.5B-DEL-11. #3391, Residence, 4044 32nd Avenue Southwest
(WISAARD #300990)**



**Figure N.5B-DEL-12. #3396, Cettolin House, 4022 32nd Avenue Southwest (WISAARD
#45978)**



Figure N.5B-DEL-13. #7063, Single-Family Residence, 4019 Fauntleroy Way Southwest (WISAARD #730028)



Figure N.5B-DEL-14. #7075, Single-Family Residence, 4032 35th Avenue Southwest (WISAARD #730040)



West Seattle Junction

**Figure N.5B-WSJ-1. #77, Limcrest Apartments, 3600 Southwest Genesee Street
(WISAARD #719318)**



**Figure N.5B-WSJ-2. #91, Carlsen and Winquist Auto, 4480 Fautleroy Way Southwest
(WISAARD #720871)**



Figure N.5B-WSJ-3. #92b, West Seattle Brake Service, 4464 37th Avenue Southwest (WISAARD #720875)



Figure N.5B-WSJ-4. #97 Jim's Shell Service, 4457 Fauntleroy Way Southwest (WISAARD #720988)



Figure N.5B-WSJ-5. #103, Residence, 4407 38th Avenue Southwest (WISAARD #420560)



Figure N.5B-WSJ-6. #177, Campbell Building, 4554 California Avenue Southwest (WISAARD #721552)



**Figure N.5B-WSJ-7. #181 Alaska House, 4545 42nd Avenue Southwest
(WISAARD #721486)**



**Figure N.5B-WSJ-8. #236, Wardrobe Cleaners, 4500 Fautleroy Way Southwest
(WISAARD #343799)**



**Figure N.5B-WSJ-9. #239, Craftsman Bungalow, 4015 Southwest Hudson Street
(WISAARD #365276)**



**Figure N.5B-WSJ-10. #1215, Contemporary Ranch House, 3221 Southwest Genesee
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**Figure N.5B-WSJ-11. #1230, Golden Tee Apartments, 3201 Southwest Avalon Way
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**Figure N.5B-WSJ-12. #1309, Single-Family Residence, 4157 38th Avenue Southwest
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**Figure N.5B-WSJ-13. #1984, Golden Tee Apartments, 3211 Southwest Avalon Way
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**Figure N.5B-WSJ-14. #2068, Bartell Drugs, 4548 California Avenue Southwest
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**Figure N.5B-WSJ-15. #2110, Chinook Apartments, 4431 37th Avenue Southwest
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**Figure N.5B-WSJ-16. #2126, Residence, 4446 40th Avenue Southwest
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Figure N.5B-WSJ-17. #2150, West Seattle Bowl, 4505 39th Avenue Southwest (WISAARD #343495)



Figure N.5B-WSJ-18. #2217, Venable and Wing Law Office, 4826 California Avenue Southwest (WISAARD #343979)



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(WISAARD #721839)**



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(WISAARD #722760)**



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(WISAARD #722762)**



**Figure N.5B-WSJ-26. #3251a, Apartment Complex, 4821 Fauntleroy Way Southwest
(WISAARD #723076)**



**Figure N.5B-WSJ-27. #3251b, Apartment Complex, 4821 Fauntleroy Way Southwest
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**Figure N.5B-WSJ-29. #7011, Single-Family Residence, 4045 36th Avenue Southwest
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**Figure N.5B-WSJ-30. #7052, Single-Family Residence, 4109 38th Avenue Southwest
(WISAARD #730016)**



**Figure N.5B-WSJ-31. #7053, Single-Family Residence, 4111 38th Avenue Southwest
(WISAARD #730017)**



Attachment N.5C

Built Environment Inventory Plan

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West Seattle and Ballard

Link Extensions

Built Environment Inventory Plan

April 2020

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Attachment N.5C

Built Environment Inventory Plan

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West Seattle and Ballard

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Acronyms and Abbreviations

FTA	Federal Transit Administration
NEPA	National Environmental Policy Act
National Register	National Register of Historic Places
WSBLE	West Seattle and Ballard Link Extensions

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1 INTRODUCTION

1.1 Overview

Sound Transit is implementing a Built Environment Resources Inventory Plan for the West Seattle and Ballard Link Extensions (WSBLE) Project. The WSBLE Project will expand light rail service in the metropolitan Seattle area of King County, Washington. Sound Transit completed a three-level alternatives screening process for the project as part of the local planning process in 2018. The Federal Transit Administration (FTA) issued a Notice of Intent to Prepare an Environmental Impact Statement on February 12, 2019. In coordination with FTA, the Sound Transit Board identified alternatives to study in the Draft Environmental Impact Statement in May and October 2019. The project involves federal funding and permits; therefore, it is required to satisfy requirements established under the National Environmental Policy Act (NEPA) (United States Code Title 42, Chapters 4321 through 4347 [42 United States Code 4321-4347]) and Section 106 of the National Historic Preservation Act of 1966, as amended (16 United States Code 470 et seq.). The alternatives to be studied in the Draft Environmental Impact Statement are shown on Figure 1-1.

Section 106 of the National Historic Preservation Act, as amended, requires federal agencies to consider the effects of their undertakings on historic properties (precontact or historical-period archaeological sites, districts, buildings, structures, objects or landscapes that are listed in or eligible for listing in the National Register of Historic Places [National Register]). This document provides an initial framework for how built environment resources will be identified and evaluated for National Register eligibility. Following the identification and evaluation of historic properties, FTA will evaluate the project's effects on National Register-eligible properties. These analyses will be documented in a Historic and Archaeological Resources Technical Report that meets Section 106 and NEPA requirements.

This plan will be implemented according to guidelines established in the Secretary of the Interior's Standards and Guidelines for Archeology and Historic Preservation (48 *Federal Register* 44716-42) under the supervision of archaeologists and historians whose professional qualifications meet those standards.

Attachment N.5C1 provides a framework for how built environment resources will be identified and evaluated for National Register eligibility, with a focus on Criterion A on a local, state-wide, or national level. The results of identification and evaluation of historic properties will be documented in a Historic and Archaeological Resources Technical Report that meets Section 106 and NEPA requirements.

Figure 1-1. West Seattle and Ballard Link Extensions



2 BUILT ENVIRONMENT INVENTORY

This plan describes the built environment inventory methods proposed for the WSBLE Project. The WSBLE Project is generally broken into four phases:

- Phase 1 – Draft Environmental Impact Statement
- Phase 2 – Final Environmental Impact Statement
- Phase 3 – Final Design
- Phase 4 – Construction

The built environment inventory is anticipated to occur within Phase 1. Depending on access to properties and information available, some inventory may need to occur during Phase 2. It is not anticipated that inventory would need to occur beyond Phase 2 unless the project is modified after publication of the Final Environmental Impact Statement.

2.1 Built Environment Inventory Approach

To identify historic resources that are potentially eligible for listing in the National Register, the survey process will include preparation of Historic Property Inventory forms for all properties within the area of potential effects that meet the National Register criterion of being 50 years or older. This analysis assumes 2030 as the year of action because it is expected that any potential direct impacts will have occurred by that point in construction. Based on this, the inventory will consider all properties within the area of potential effects that were built in 1980 or earlier. Attachment N.5C1, West Seattle and Ballard Link Extensions Historic Context Statements, provides a historic context for each of the eight neighborhoods in the area of potential effects, from approximately 1851 until 1980, and identifies prevailing historic themes that are reflected in the built environment.

To identify known historic properties and/or designated landmarks within the area of potential effects, information will be collected on the developmental history of the area, the historic districts, and the individual buildings, using the following sources:

- Federal, state, and local lists and nomination forms of identified historic properties, including the National Register, the Washington Heritage Register, online register lists for the King County Historic Preservation Program and the City of Seattle, and local landmark or historic designations
- Various sources and databases, including those maintained by the Department of Archaeology and Historic Preservation and the City of Seattle regarding existing historic resources in the area of potential effects, including historical maps, photographs, and local histories
- Fire insurance maps, historical maps and photographs, and oral histories, including those on record with the University of Washington and public libraries

- Mapping of buildings, structures, objects, and districts in the area of potential effects by construction date from city directories, building permit files, and County tax assessor records

The inventory will consider information for any properties that have been previously recorded in the Department of Archaeology and Historic Preservation historic property inventory database (WISAARD). In general, previous determinations by others can be the basis for a determination of eligibility, but federal agencies may make their own assessments regarding eligibility for the National Register, and they may also augment existing information by others.

To identify potential historic properties not yet identified, an extensive field survey will be undertaken. The survey will involve examining and photographing buildings and structures in the area of potential effects that were determined to have been built in or before 1980. Properties that were surveyed and inventoried over 5 years ago will be photographed, and the Historic Property Inventory entries will be updated and included in the survey. The following steps will be taken to identify, evaluate, and record historic resources:

- Construction dates will be established using data from the King County Tax Assessor
- A parcel-by-parcel pedestrian survey of properties located in the area of potential effects and built in or before 1980 will be conducted by architectural historians meeting the Secretary of Interior's Qualifications
- Each resource will be visually evaluated, photographed from the public right of way, and noted for its significant visual characteristics. When properties are inaccessible, Sound Transit will request right of entry
- Archival research will be conducted by consulting the following sources and repositories, as appropriate:
 - Baist Real Estate Atlas of Seattle
 - Historic Aerial Photographs (historicaerials.com)
 - King County Department of Assessments
 - Kroll Atlas Maps
 - Museum of History and Industry Photograph Archive
 - Pacific Coast Architecture Database (PCAD)
 - Polk's Seattle City Directories
 - Sanborn Fire Insurance Maps
 - *Seattle Times* Archives
 - Seattle Department of Construction and Inspections Side Sewer Cards
 - Seattle Historical Sites (Department of Neighborhoods)
 - Seattle Municipal Archives Photograph Database
 - Seattle Historical Sites (Department of Neighborhoods)
 - Seattle Public Library
 - U.S. Federal Census Records (ancestry.com)
 - U.S. Geological Survey Topographical Maps

A Historic Property Inventory form will be prepared for each resource using information on the physical description of each resource collected in the field. A Statement of Significance for each resource will be prepared based on historic research of the history of the project area and neighborhoods. As described in the following section, senior historians will complete the

identification of historic properties by evaluating the surveyed properties in the area of potential effects in accordance with National Register evaluation criteria and will make recommendations for eligibility for listing in the National Register on each property surveyed.

Sound Transit and FTA will maintain ongoing coordination with Department of Archaeology and Historic Preservation and provide additional information as needed, such as project tours and photos.

2.2 National Register Eligibility

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

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

Prior to FTA making an eligibility determination, FTA and Sound Transit will send the eligibility recommendations to Department of Archaeology and Historic Preservation for informal review and comment. Following the informal coordination, FTA will make a determination of National Register eligibility for each property. Sound Transit and FTA will then submit inventory forms to Department of Archaeology and Historic Preservation with a request for concurrence with FTA’s determinations on National Register eligibility.

2.3 Reporting

Data collected will be incorporated into the Historic and Archaeological Resources Technical Report prepared as an appendix to the Draft Environmental Impact Statement. Any data collected as part of Phase 2, Final Environmental Impact Statement, will be incorporated into the Historic and Archaeological Resources Technical Report prepared as an appendix to the Final Environmental Impact Statement. In addition, and in accordance with 36 Code of Federal Regulations 800.5, the data will inform FTA’s finding of effect for the project.

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West Seattle and Ballard

Link Extensions

Attachment N.5C1

**Historic Context and National Register of
Historic Places Criterion A Eligibility
Requirements**

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Attachment N.5C1
West Seattle and Ballard Link Extensions
Historic Context and National Register of
Historic Places Criterion A Eligibility
Requirements

July 2021

Sound Transit

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Acronyms and Abbreviations

FTA	Federal Transit Administration
National Register	National Register of Historic Places
SLS & E	Seattle, Lake Shore & Eastern Railroad
WISAARD	Washington Information System for Architectural and Archaeological Records Database
WSBLE	West Seattle and Ballard Link Extensions

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1 INTRODUCTION

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

1.1 Purpose

The Federal Transit Administration (FTA) and Sound Transit have developed this historic context to guide and standardize inventory and evaluation of built environment historic properties, consistent with National Park Service Bulletin 15, *How to Apply the National Register Criteria for Evaluation* (National Park Service 1997a) and *The Components of a Historic Context: A National Register White Paper* (Wyatt 2009).

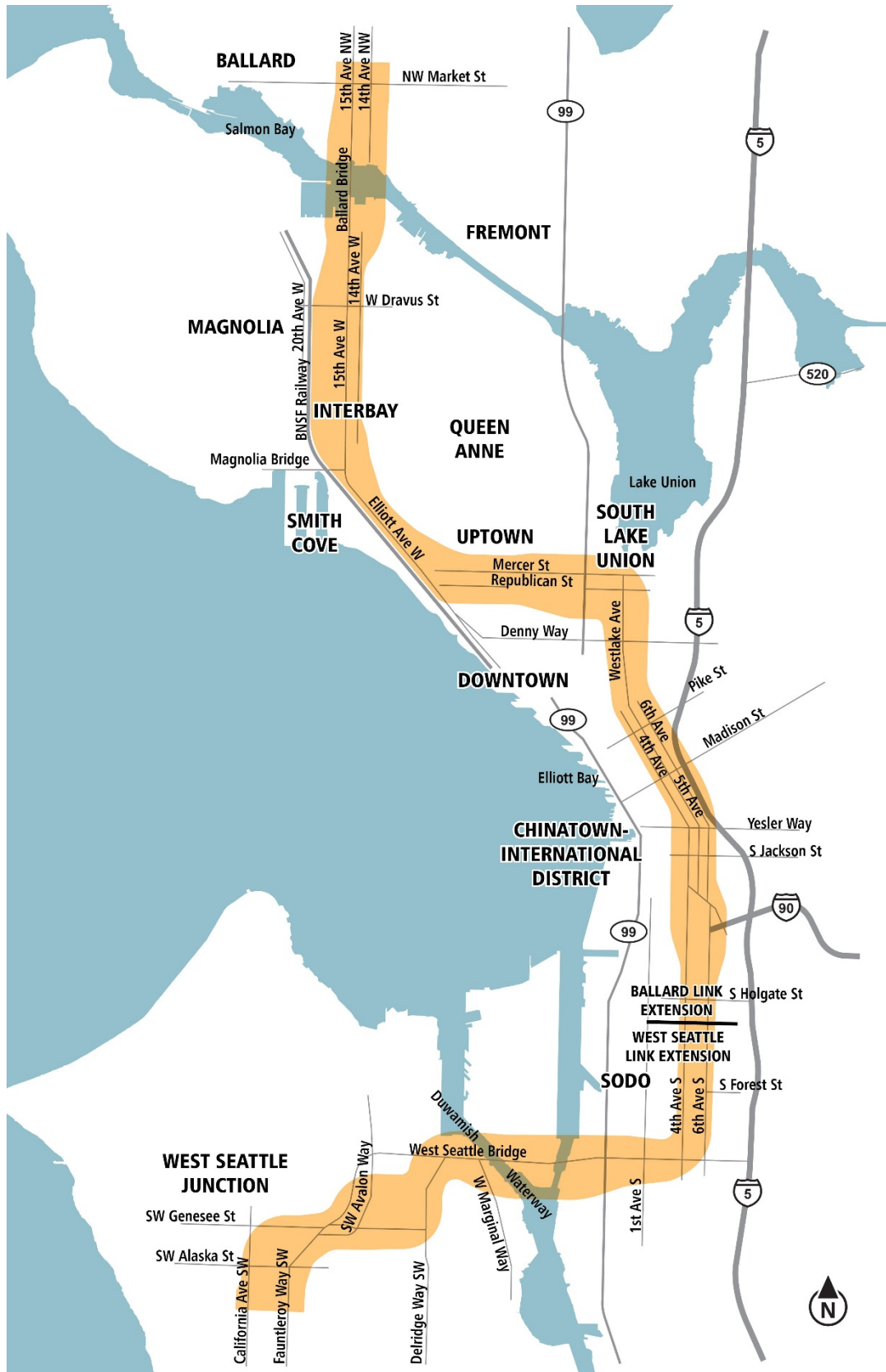
This document, which is part of the Built Environment Inventory Plan, provides a historic context for Seattle and each of the eight neighborhoods in the WSBLE area of potential effects from approximately 1851 until 1980 and identifies prevailing historic themes that are reflected in the built environment. As described in this plan, historic resources within the area of potential effects will be surveyed and inventoried, and recorded in the Washington Information System for Architectural and Archaeological Records Database (WISAARD) on Historic Property Inventory forms. The inventory will consider all properties within the area of potential effects that were built in 1980 or earlier.

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

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

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

Figure 1-1. West Seattle and Ballard Link Extensions Project Corridor



1.2 Report Organization

This report is organized into six sections, with Sections 2 through 4 being the primary content sections. Section 2, Historic Overview, is organized chronologically to cover distinct time periods in Seattle's development. The section is subdivided geographically into a discussion of neighborhoods that generally follows the growth of the city through time.

Section 3, Associated Themes and Areas of Significance, discusses the main historic themes identified by the historic context. These themes are represented by specific property types within the area of potential effects. This section also identifies areas of significance for which a property may be eligible for the National Register. The areas of significance are defined by the National Park Service's bulletin *How to Complete the National Register Registration Form* (National Park Service 1997b).

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

Section 5, Summary, provides a brief summary of this document, and Section 6, References, lists the references cited in this document.

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2 HISTORIC OVERVIEW

This section provides an overview of Seattle's development and identifies specific events and trends that impacted the city. This overview is divided into six distinct periods:

- Early Years (1851 to 1894).
- Expansion Era (1895 to 1909).
- Improvement Era (1910 to 1928).
- The Great Depression and World War II (1929 to 1945).
- Post-World War II Boom (1946 to 1969).
- Contemporary Seattle (1970 to 1980).

These time periods are also identified for the eight neighborhoods within the area of potential effects. The neighborhoods are organized beginning with the oldest neighborhoods, which are Downtown, Pioneer Square, and the Chinatown-International District, in Section 2.2. The neighborhoods to the north (South Lake Union, Lower Queen Anne, Interbay, and Ballard) are discussed in Section 2.3, Additional Ballard Link Extension Neighborhoods. SODO and West Seattle are addressed in Section 2.4, West Seattle Link Extension Neighborhoods.

2.1 Overview of Seattle's Development

Seattle is in King County, Washington, on land between Puget Sound, which is salt water, and Lake Washington, which is fresh water. The Olympic mountain range lies to the west and the Cascade Mountains are to the east (City of Seattle 2020a). As of June 2020, the population of Seattle was approximately 761,000 residents. Eight neighborhoods—Downtown and Pioneer Square, Chinatown-International District, South Lake Union, Lower Queen Anne, Interbay, Ballard, SODO (short for south of downtown), and West Seattle—are in the area of potential effects. The neighborhoods share similar development patterns, but each is unique.

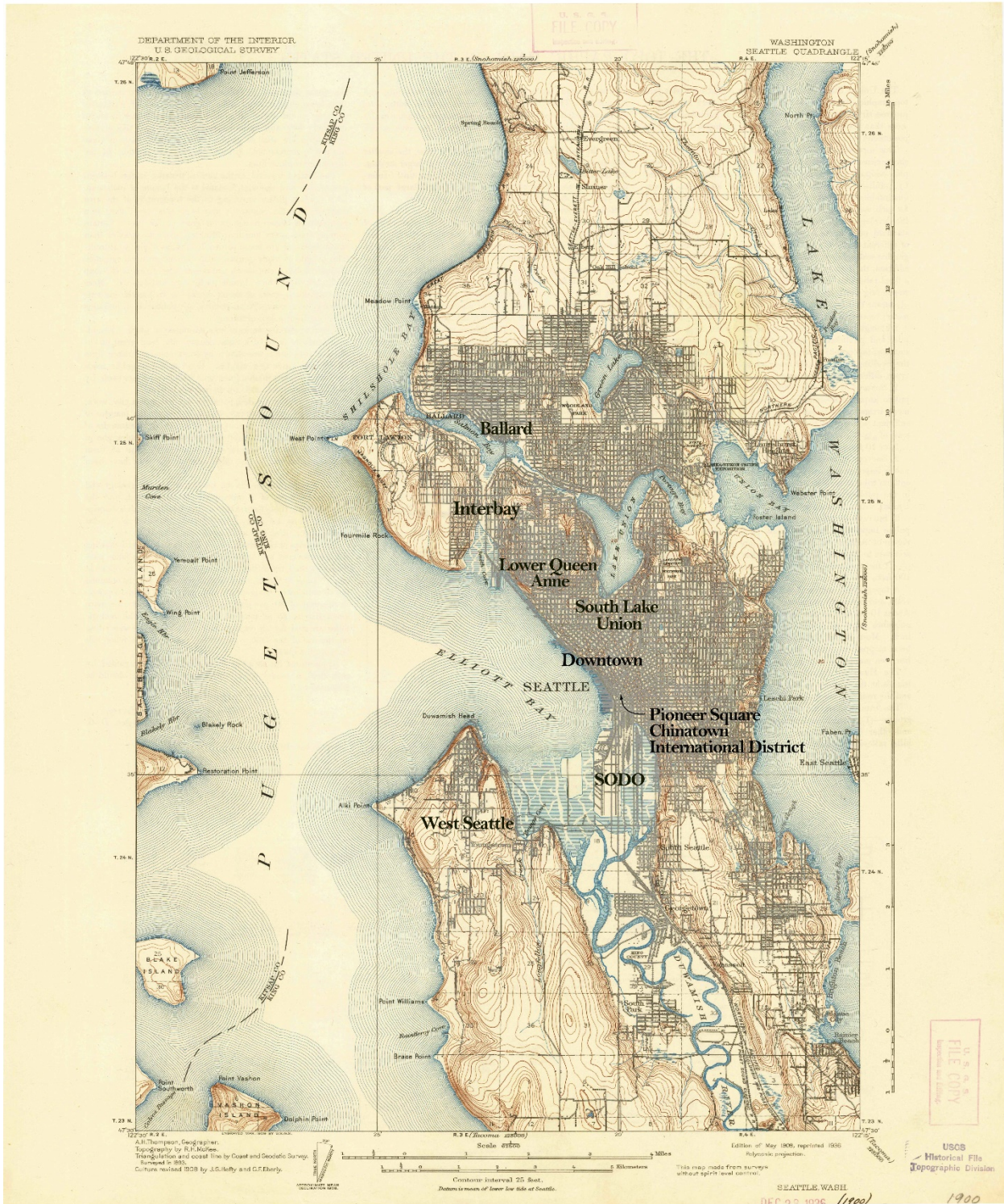
An early twentieth century topographic map of the Seattle area, including what is now West Seattle, Downtown Seattle, and Ballard, is presented in Figure 2-1.

2.1.1 Early Years (1851 to 1894)

The first Euroamerican settlers landed on Alki Point at the northern tip of the West Seattle peninsula in 1851, led by Arthur Denny. Shortly after, the majority of the party left in search of a more hospitable location on the east side of Elliott Bay (Tate 2001). Today, this area is known as Pioneer Square in the Downtown neighborhood.

Lumber became the town's early economic driver, with Henry Yesler's lumber mill, built in 1853, being the center of production. Lumber from Seattle supplied West Coast cities like San Francisco, California, and other towns in the Puget Sound region (City of Seattle 2020a). The area was named Seattle, honoring the Duwamish Indian leader who had befriended the settlers. By 1855, there were 300 people in Seattle (Crowley 2001). In 1869, Seattle was incorporated, and there were more than 2,000 residents (City of Seattle 2020a).

Figure 2-1. Topographic Map of Seattle (1909), Including Approximate Locations of Neighborhoods Within the Area of Potential Effects



Note: Neighborhood designations shown in Figure 2-1 are for illustrative purposes only. They do not reflect official City of Seattle neighborhood designations and are solely intended for clarification within the context of this document.

Seattle was tied to maritime trade in lumber and salmon through the 1860s and 1870s (Crowley and McRoberts 1999). Having the natural early shipping connections to other ocean-connected municipalities, such as Portland, Oregon, and San Francisco, also helped generate business for the city. The San Francisco connection is notable because by the late 1870s, Seattle exported large amounts of coal via ship to San Francisco. Viable railroad connections to Seattle were still some years off.

The Northern Pacific Railroad completed its transcontinental line with a terminus in Tacoma in 1873, which left Seattle without access to the same national markets as Tacoma. In 1876, Seattle responded by establishing its own railroad company, the Seattle and Walla Walla Railroad and Transportation Company connecting Salmon Bay to Black River Junction to the south (MacIntosh 1999). The railroad was sold in 1880 and renamed the Columbia and Puget Sound Railway (Northwest Railway Museum 2020). In 1885, the Seattle, Lake Shore & Eastern Railroad (SLS & E) formed to connect Seattle to the Canadian border. City officials granted the SLS & E a 120-foot right-of-way along the waterfront and west of the old Seattle and Walla Walla tracks (now owned by Northern Pacific Railroad), which became known as Railroad Avenue. In the late 1880s, Northern Pacific Railroad introduced transcontinental service to Seattle, and in 1892, it acquired the SLS & E and built a passenger station on Railroad Avenue between Madison and Columbia streets (MacIntosh and Crowley 1999; Northwest Railway Museum 2020).

The prospect of a major railroad connection caused Seattle's first residential real estate boom. Between 1882 and 1883, developers platted more than 60 new subdivisions. In 1888, more than 1,500 residences were constructed during a 12-month period within a block of the new commuter cable car line that opened the same year. In 1889, there were 151 plats filed for residential development (Lange and Veith 2009:6, 9, 12).

The Panic of 1893 effectively closed this period of prosperity for Seattle when the national economy collapsed. Seattle was hit particularly hard by this depression because the city was still rebuilding after the Great Fire of 1889, which destroyed most of downtown, and depended on capital from east coast financiers (Pierce 1999).

2.1.2 Expansion Era (1895 to 1909)

The end of the nineteenth century brought a brief but devastating decline in the national economy during the Panic of 1893, followed by full-fledged recovery jump-started by the Alaskan Klondike Gold Rush in 1897. Seattle's population doubled between 1890 and 1900; by 1910, the population had almost tripled again (Lentz and Sheridan 2005). The early 1890s saw a continuing high number of single-family housing developments as newcomers poured into the city and the economy remained strong (Lentz and Sheridan 2005).

Seattle's electrical power was initially distributed and controlled by private utilities. An 1890 amendment to the City's charter allowed the City Council to establish a municipal electric system. In 1896, under a new charter, the Board of Public Works was reorganized and created a Superintendent of Lighting and Water Works, which included the responsibility of overseeing the purchase of the City's electricity from private utilities and eventually a municipal electric system (Ossa 2017:18).

Seattle's streetcar system began expanding in the 1880s. Private streetcar lines operated throughout the city, covering approximately 48 miles of streetcar line and 22 miles of cable railways by the early 1890s. The system was consolidated in 1898, under the management of the Seattle Electric Railway Company. This early system served the areas of Ballard and West Seattle, among others (Crowley 2000).

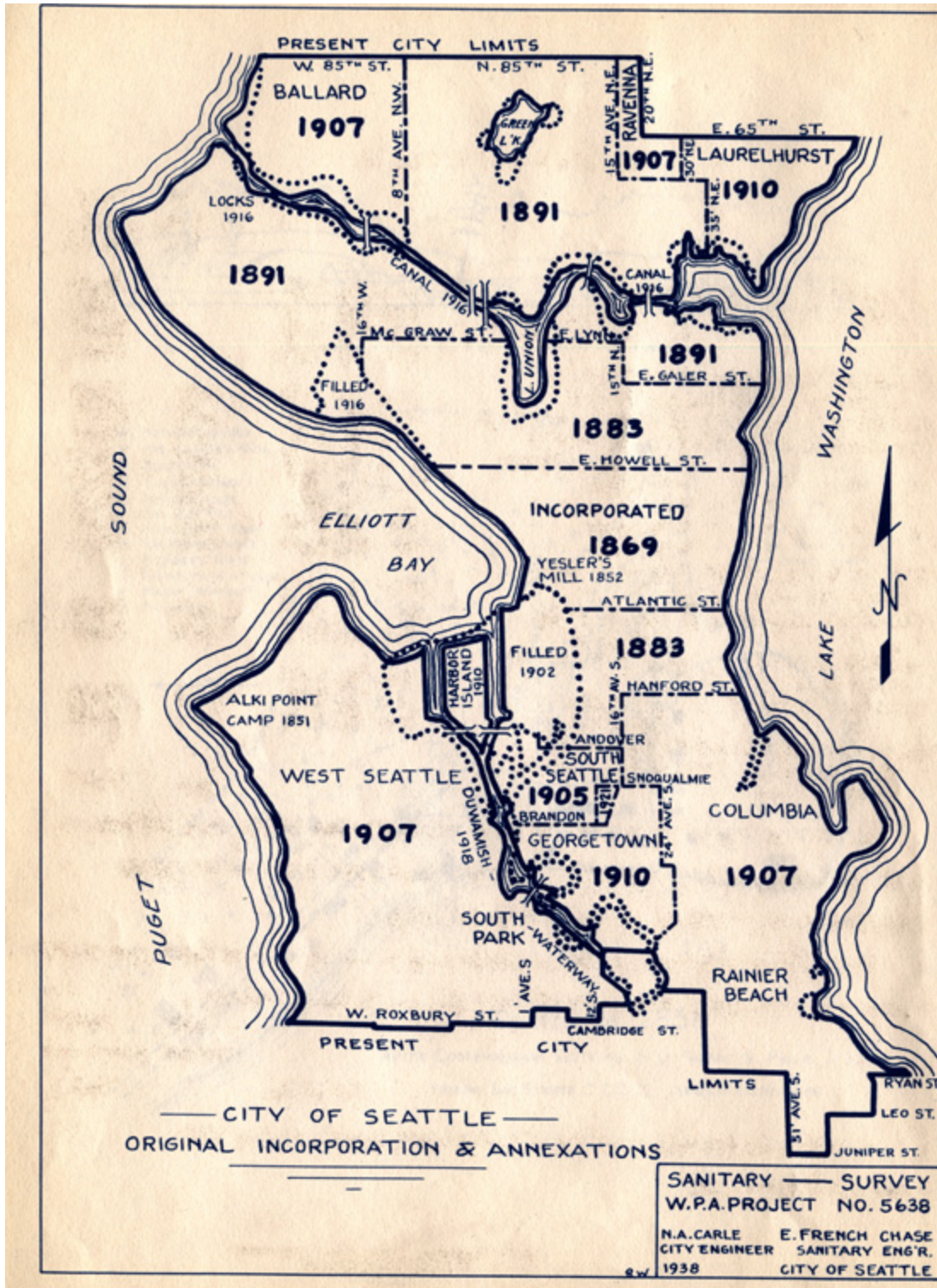
As Seattle neared the twentieth century, expansion outside of Downtown had already begun. In the late nineteenth and early twentieth century, Seattle experienced changes topographically and economically. Reginald H. Thomson, the city engineer, believed Denny Hill was preventing Seattle from expanding northward. In 1897, Thompson began plans for an extensive regrade project in an attempt to flatten the city's terrain. The Denny Regrade was the largest of the 60 regrade projects undertaken by Seattle. Denny Hill covered 62 city blocks and was 240 feet high and 107 feet above the highest point Downtown (City Engineering Department 1951; Seattle Public Library 2020). The project was done in two phases. The first phase was started in 1903, along the western side of 5th Avenue, and lasted 8 years. The Jackson Regrade occurred in 1907, and the Dearborn Regrade was done between 1909 and 1911. More than 16 million cubic yards of earth were moved in the regrade effort (Seattle Public Library 2020). The earth was used as fill for part of the reclamation of the tideflats, which began in the mid-1890s.

Seattle also undertook creating Harbor Island, an artificial island in the mouth of Seattle's Duwamish Waterway, south of Downtown and east of West Seattle. The Seattle General Construction Company obtained a permit in 1900 to fill the tideflats at the mouth of the Duwamish River. Puget Sound Bridge and Dredging Company contracted to undertake the work. Dredges brought up silt from the bottom of the Duwamish River, which contributed to the creation of the island and simultaneously deepened the river channel. Approximately 24 million cubic yards of soils sluiced from the Beacon Hill regrades were also used to create Harbor Island. The artificial island was finished in 1909 (Wilma 2001a).

Seattle's city limits expanded through a series of annexations between 1905 and 1910 (Figure 2-2). Eight small towns and cities were annexed during this period, including Ballard and West Seattle, both in 1907. These communities agreed to annexation because they struggled with issues surrounding a growing population: clean water, utilities, street improvements, and public safety (police and fire). The annexation of these communities nearly doubled the size of Seattle. The annexations also resulted in another residential building boom. By 1910, there were more than 43,000 residences constructed in Seattle (Lange and Veith 2009:19; Seattle Municipal Archives 2020a).

In 1909, the Alaska-Yukon-Pacific Exposition took place in Seattle, which was one of a series of Pacific Coast fairs. Its purpose was to draw attention to Alaska's wealth of resources, focus on Seattle as a major port city, and celebrate Seattle's achievements as a city (Ochsner 2014:11). The fair took place on the grounds of the University of Washington and was attended by more than 3 million people (Historylink.org 2004).

Figure 2-2. Map of Seattle Showing Early Annexations



Source: Seattle Municipal Archives 2020a.

2.1.3 Improvement Era and World War I (1910 to 1928)

Several major improvements occurred in Seattle between 1910 and 1928. In 1911, the Washington state legislature passed the Port District Act, which authorized voters in any Washington county to create a port district as an independent government body run by three commissioners elected by voters. The Act allowed commissioners to levy taxes and, with voter approval, issue bonds for improving and maintaining harbors, terminal facilities, and waterways (Oldham 2010). Although strongly opposed by the railroads who dominated the waterfront, King County voters approved the proposition to create the Port of Seattle on September 5, 1911, by a vote of 12,915 in support to 4,118 against (*The Seattle Daily Times* 1911:4; Oldham 2020). It became the largest of Washington's 75 public port districts. The Port of Seattle had equipment to handle special commodities that no other port on the West Coast could handle. This made the Port of Seattle the leading port on the West Coast by 1916 (Berner 1992:151). The Port District's first commissioners were Charles E. Remsberg, a Fremont banker; Robert Bridges, a previous land commissioner; and retired United States Army Corps of Engineers General Hiram M. Chittenden. The Port of Seattle's early projects were the construction of Fishermen's Terminal on Salmon Bay and Piers 40 and 41 (known today as Piers 90 and 91) on Smith Cove in the Interbay neighborhood.

The United States Army Corps of Engineers constructed the Lake Washington Ship Canal and the Hiram M. Chittenden Locks between 1911 and 1917. The project consisted of two cuts, the Fremont Cut between Salmon Bay and Lake Union and the Montlake Cut between Lake Union and Lake Washington for the ship canal, and the two locks in Ballard (Williams 2017). The project allowed the United States Army Corps of Engineers to modulate the water level in Lake Washington and Lake Union, which was a critical effort that resulted in the residential and commercial development in these areas (McDowell Group 2017:8). Seattle established its own municipal railway in 1914 that connected Downtown to Ballard. The cost for the system was \$15 million, which voters approved in 1918 (Crowley 2000). The more suburban areas of the city, which were those annexed in the early twentieth century, were growing because of an expanded automobile culture and less reliance on the streetcar system that was previously so important in defining the boundaries of Seattle's expansion (Ochsner 2014:13). This impacted the aging Municipal Railway System, which proved to be increasingly unprofitable (Berner 1992:44).

Seattle's economy began to stagnate around 1915 because of the national recession. This would impact most of the neighborhoods in the area of potential effects. The economic situation changed with the onset of World War I. Seattle demonstrated its support for the United States' entry into the war with a large parade on April 7, 1917, with more than 50,000 people in attendance (Lange 1999). A similar parade was held on March 12, 1919, celebrating the return of Seattle's soldiers.

During the World War I years, manufacturing in the city's shipyards and sawmills boomed, as did Seattle's population—the city saw an increase of about 25 percent (Lentz and Sheridan 2005). Workers came to Seattle and settled in the city's various neighborhoods like West Seattle, Ballard, and Interbay. Boeing, a company that would become one of Seattle's largest employers for decades to come, began building its facility in Seattle (Boeing 2020).

Industrial employment stalled immediately following the end of the war, and Seattle experienced slow growth. The boom from the shipbuilding industry and lumber trade dwindled (City of Seattle 2020a). Seattle then entered a stable period of maturation in the 1920s, and construction labor was stimulated. In 1926, more than 5,000 new residential dwellings were constructed, and 1928 saw a peak in construction for all classes of building (commercial and residential) (Berner 1992:178–179).

In 1920, Seattle's Zoning Commission was established in order to "make a survey of the City of Seattle with a view of dividing the same into zones or districts, and report to the City Council a zoning or districting ordinance which shall specify the uses to which property in each district may be devoted..." (Seattle Municipal Archives 2020c). In 1923, the result of the Zoning Commission's work was adopted, which created "an ordinance regulating and restricting the location of trades and industries; regulating and limiting the use of buildings and premises and the heights and size of buildings; providing for yards, courts or other open spaces; establishing districts for the said purposes; defining offenses; prescribing penalties and repealing all ordinances or parts of ordinances in conflict therewith" (Seattle Municipal Archives 2020c). Lentz and Sheridan (2005) succinctly summarize the pattern of residential development during this period:

The influx of people during the previous decades had created a housing shortage that was felt in every Seattle neighborhood. Low real estate prices, together with a shortage of rentals, fostered sustained building activity through the late 1910s and 1920s, as Seattle essentially caught up with the population growth of previous decades. Single-family home permits nearly tripled from 1920 to 1925, and apartment house construction flourished again in the late 1920s.

The zoning changes further impacted the development of each neighborhood in the area of potential effects, particularly South Lake Union, Lower Queen Anne, and West Seattle.

2.1.4 The Great Depression and World War II (1929 to 1945)

The population growth gains during the 1920s slowed and stagnated, manufacturing stalled, and the lumber industry saw declines during the 1930s after the 1929 stock market crash. Despite an oversupply of housing from the previous decades, many renters could no longer pay their rents, and homeowners' mortgages were foreclosed. As a result, Hooverilles—shantytowns built during the Great Depression, named after then President Herbert Hoover—could be seen in Lower Queen Anne, Interbay, and SODO. Nearly all new building in Seattle, except for public works, came to a standstill during the 1930s and 1940s until after World War II because of lack of funding and because much of the raw materials previously used for residential and commercial construction projects went to the war effort (Lentz and Sheridan 2005:20). In 1931, Seattle witnessed a 16 percent drop in residential construction, and there were no permits issued between 1933 and 1934 (Berner 1992:183).

Seattle was the recipient of several New Deal projects, particularly from the Works Progress Administration. These projects included sewer construction, parks improvements, and engineering projects (Seattle Municipal Archives 2020d). Within the area of potential effects, Works Progress Administration projects can be seen in the Downtown, Lower Queen Anne, Interbay, and West Seattle neighborhoods.

World War II brought great change. Every sector of business and domestic life was affected by the war effort, and much of Seattle's building resources shifted to the imperative mission to construct military aircraft and warships (Warren 1999a). During this wartime period, Seattle ranked as one of the top three cities in the nation in war contracts per capita (Warren 1999a).

Between 1939 and 1944, war production was at its peak. The Boeing Company grew from 4,000 employees to 50,000 employees. Civil defense measures and fund drives began locally in 1940 (Lentz and Sheridan 2005:20). Between 1941 and 1945, Seattle's population jumped from 368,000 to 480,000. Thousands of workers flooded into the area to work at defense plants on Harbor Island.

2.1.5 Post-World War II Boom (1946 to 1969)

When World War II ended, Seattle experienced another surge of economic growth. Seattle's booming economy was closely tied to The Boeing Company as it employed half of all King County factory workers. This was manifested in commercial, industrial, manufacturing, and residential development. Each neighborhood discussed in the subsequent sections experienced development similarly, but with some differences.

Seattle also witnessed an increase in its Native American population. This was a result of the federal government's 1953 policy of termination, which ended the protected trust status of all Native American-owned land. In response the Bureau of Indian Affairs introduced a voluntary urban relocation program to large metropolitan cities like Seattle (National Archives 2016). In 1950, the Native American population in Seattle was 500 people (Allen 2021). This would dramatically increase in the subsequent decades. Many who arrived in Seattle had difficulty finding employment and access to health care and education, and they experienced a disconnect from their communities and cultures. In 1958, the American Indian Women's Service League was organized to assist Seattle's Native American community. The organization played a critical role in providing essential social services to the Native American community. It was also a driving factor in creating the Seattle Indian Center,¹ which opened in 1960 (Smith 2021).

The increasing popularity of suburban living resulted in a decline in urban Seattle. Federal urban renewal programs provided funding for the acquisition, demolition, and reconstruction of buildings deemed as blighted in urban areas. In 1956, the City prepared a Comprehensive Plan, which did not specifically address redevelopment of such areas in Seattle. A consultant was hired to amend that plan, focusing on the central business district in Downtown Seattle. It was used to guide urban land use and transportation planning (Ott 2013).

In 1957, Seattle passed a new comprehensive zoning ordinance that regulated land use and specified residential, business, commercial, manufacturing, and light industrial zones. The intent of the ordinance was to encourage a standardized land use pattern for each neighborhood. The ordinance further regulated the size, bulk, and location of such development and established requirements for off-street parking and loading facilities, as well as onsite parking for apartment buildings and businesses (Seattle Municipal Archives 2020c; Sheridan 2008:E-40).

King County's population was predicted to reach 20 million by 1985, and there was concern that the county and Seattle were not prepared for the upcoming changes (Mullins 2020). In 1953, James Ellis, a lawyer for the Municipal League of Seattle and King County, gave a speech promoting a new form of government to address the county's problems that would come from an increased population and the suburbanization of Seattle. Ellis called for public rapid transportation that would move citizens around Seattle more efficiently, for more parks, for public waterfront access, for widening and beautification of urban arterials, and for renovating deteriorating neighborhoods (Oldham 2006; Mullins 2020). A committee was formed, and in 1957, citizens approved of a regional governmental agency, Metro (Municipality of Metropolitan Seattle). Metro was responsible for addressing the multijurisdictional problem of sewage that had contaminated Lake Washington (Oldham 2006; Ochsner 2014: 22). The Forward Thrust bond initiatives, also promoted by Ellis, were passed by voters in 1968 as well as an additional package in 1970. This program would influence each neighborhood in the area of potential effects.

¹ Not located in the area of potential effects.

In 1963, the “Monson Plan” or the Plan for Central Business District, was introduced by the City of Seattle and the Central Association (later known as the Downtown Seattle Association). The plan detailed improvements for the entire central core of Seattle, including the waterfront. It was intended to guide Seattle’s urban renewal attempts and bolster its application for federal funding for such efforts. This plan called for reshaping this area of Seattle to keep the Downtown core vibrant. It was approved by the City Council on November 26, 1963 (Ott 2013).

Local communities began to rebel against high-rise zoning in the 1960s. The new zoning changes allowed new, larger buildings to dwarf existing ones or replace them altogether (Williams and Miller 2015). The extended battle culminated in the 1970s with court decisions requiring the City to evaluate the environmental consequences of proposed projects.

Like many metropolitan cities, Seattle was touched by the civil rights movement. Organizations like the National Association for the Advancement of Colored People, the National Urban League, the Student Nonviolent Coordinating Committee, and the Black Panther Party were all active in Seattle during this time period (Shaefer 2021a). Seattle’s branch of the Black Panther Party was created in 1968 and was the first branch established outside of California. In 1969, the Black Panther Party instituted what it named survival programs within the African-American communities. In Seattle, the focus was in the Central Area of the city. The Party created a breakfast program for children, and one of its most successful programs was a medical clinic with all of the funding, materials, and professional time coming from donations. The program began with well-baby checkups and expanded to adult care. Programs included sickle-cell anemia testing and genetic counseling. The clinic was still in operation into the 2000s and is known as the Carolyn Downs Medical Center² (Shaefer 2021b).

2.1.6 Contemporary Seattle (1970 to 1980)

In the early 1970s, Seattle experienced what is known as the “Boeing Bust.” The federal government’s cancellation of supersonic transport projects and a dramatic decline in airplane orders impacted Boeing (Ochsner 2014:22). Boeing was one of Seattle’s largest employers, and unemployment rose when the company began layoffs. Without a source of employment, many citizens moved away, housing prices fell, and restaurants and retailers suffered a loss of customers (Stein 2019). The 1970 census showed that Seattle had lost approximately 5 percent of its population since 1960 (Schwartz 1971:A16). The impact of the Boeing Bust would be felt by each of the neighborhoods in the area of potential effects.

Redevelopment efforts in Seattle, which began in the 1960s and were largely taken from the adopted Monson Plan, spurred the historic preservation movement in Seattle. The proposed plans were met with opposition, and historic districts (Pioneer Square and Pike Place Market) were listed on the National Register. In 1973, Seattle City Council adopted the Landmarks Preservation Ordinance to protect the city’s historic and architecturally significant places. Preservation efforts would have an impact on several neighborhoods in the area of potential effects.

The early 1970s also saw an increase in frustration among Native American communities throughout the United States, but also organized efforts to draw awareness to their cause. Seattle’s Fort Lawton, which is outside of the area of potential effects, was designated as surplus land and the City of Seattle lobbied to have it preserved for parks and recreation. The Native American communities lobbied to have a portion of the land set aside to accommodate a

² Not located in the area of potential effects.

Native American cultural center. City officials repeatedly denied the request and referred leaders to the Bureau of Indian Affairs. However, the policies established in the late 1950s by the federal government had no authority over Native Americans.

To draw political attention to their cause, more than 100 Native Americans began an occupation of Fort Lawton on March 8, 1970. While they were removed from the federal land, they protested at the gates until the beginning of April. The United Indians of All Tribes Foundation was created, and temporary hold was placed on transferring Fort Lawton property to Seattle. Negotiations for a portion of the land began in 1971, and on March 29, 1972, an agreement was reached that leased 20 acres for a 99-year period, with an option for a successive 99-year lease without negation, was signed between the federal government and the United Indians of All Tribes Foundation. In 1973, Seattle designated \$500,000 of its general revenue sharing funds for the development of the Daybreak Star Indian Cultural Center, which opened in 1977 (Allen 2021).

2.2 Seattle’s “Original” Neighborhoods

Most of the historic events that are described in Section 2.1, Historic Overview, contributed to the development of Seattle’s neighborhoods and the growth and vitality of the city. The neighborhood-specific overviews in the following sections augment, but do not supersede, the Seattle-wide historic overview. Downtown, Pioneer Square, and Chinatown-International District represent the oldest of Seattle’s neighborhoods and date back to when Seattle incorporated in 1869.

2.2.1 Downtown and Pioneer Square

The Downtown neighborhood fostered industrial, commercial, social, and high-density residential activities within an area bounded by Denny Way to the north, Elliott Bay to the west, Interstate 5 to the east, and South Dearborn Street on the south. The earliest settlement of Downtown consisted of wood-frame, plank, and clapboard buildings. Commercial buildings were clustered along Front and Commercial streets, and by the early 1880s, a scattered collection of fashionable residences and small dwellings dominated the hillside above Elliott Bay stretching from Cherry to Pike streets (Crowley and McRoberts 1999). Seattle’s population increased twelvefold to more than 40,000 with the arrival of railroads in the 1880s (City of Seattle 2020a).

2.2.1.1 Early Years (1851 to 1894)

As discussed in Section 2.1.1, Seattle was a well-established city by the 1880s. On June 6, 1889, a fire started in a woodworking shop on Front Street (now First Avenue) and Madison Avenue. The fire, known as the Great Seattle Fire, quickly spread because of the wood-frame construction of Downtown’s buildings and an inadequate water supply to fight the fire. Hydrants were only located on every other street; the system lacked pipes and instead had hollowed out logs that burned during the fire. In addition, the increased number of attached hoses reduced the water pressure, and at Elliott Bay the tide was out and the hoses were too short to reach from the bay to the closest burning building. When the fire was over, it had destroyed 25 city blocks of the primarily wood-frame commercial buildings and waterfront industrial and shipping facilities that had developed in the prior 35 years (University of Washington 2020).

The reconstruction effort began immediately and was mostly completed in approximately 18 months. City leaders developed new building code provisions that mandated safer and more fire-resistant building construction, streets were regraded, and modern water and sewer utilities

were installed. While the specific geographic areas that had been dominated by industrial, commercial, and residential uses became more clearly defined, the reconstructed commercial district remained very diverse. Residential hotels, apartments, and lodging houses were typically above retail storefronts, and various commercial, warehouse, entertainment, and manufacturing uses were intermixed on the same city block. Much of the previous wood-constructed two- and three-story buildings were replaced with four-to-six-story buildings constructed of brick, stone, and timber with terra-cotta and cast iron details (Ochsner 2014:5).

The economic downturn of the late nineteenth century (the Panic of 1893) put many in the labor force out of work and curtailed the construction of buildings and other development in the Downtown Seattle area. Within a year, 11 Seattle banks closed their doors and land values sank by nearly 80 percent (Pierce 1999).

2.2.1.2 Expansion Years (1895 to 1909)

The Klondike Gold Rush in the late 1890s helped revive Seattle from its economic depression of the early decade. In 1901, Seattle's city engineer, Reginald H. Thomson, began an aggressive regrading project that leveled 94 acres of land in Downtown (Pierce 1999). This spurred the development of the Downtown commercial core. Within the area of potential effects, that development is represented by such buildings as the Rainer Club (411 Columbia Street), Dover Apartments (901 6th Avenue), and First Methodist Episcopal Church (809 5th Avenue), which were all built before 1910 (City of Seattle 2020c). Between 1900 and 1910, the Downtown commercial core expanded to the north of Downtown and west as the tideflats along Elliott Bay were gradually reclaimed and platted, becoming Railroad Avenue (now Alaskan Way). In 1901, Wallin & Nordstrom opened at 4th Avenue and Pike Street (Warren 1999b). The construction of King Street Station (1906) and Union Station (1911) made the commercial district even more desirable for future development during the first decade of the twentieth century because of the easier access for workers. This also encouraged construction of manufacturing and industrial warehouse buildings, which required easy access to the railroads for supplies (City of Seattle 2020c). A photograph of the extant Pioneer Square Pergola circa 1910, at the intersection of 1st Avenue South and Yesler Avenue, can be seen on Figure 2-3.

Figure 2-3. Pioneer Square Pergola in 1910



Source: Seattle Municipal Archives 2021a.

Between 1907 and 1908, the area just north of Pioneer Square on 4th Avenue between University Street and Yesler Way was regraded (Link 2005). At that time, the retail and business core began to shift north along 2nd Avenue and cluster around 4th and University (City of Seattle 2020c). Beginning in 1907, this area was developed by a series of Seattle entrepreneurs and became the new center of the business district. By then Pioneer Square was viewed as the southern portion of Downtown and not the city's main commercial core (Link 2005).

2.2.1.3 Improvements Era and World War I (1910 to 1928)

In 1914, construction of the Smith Tower was complete, and at 36 stories and 462 feet it was considered the tallest building west of Ohio. Buildings in the area of potential effects constructed during this building boom include the O'Shea Building (1914) at 501 Pine Street, YWCA Building (1914) at 1118 5th Avenue, Seattle Times Building (1916) at 414 Olive Way, Arctic Building (1916) at 306 Cherry Street, and the Frederick & Nelson Building (1918) at 500 Pine Street. These buildings represent the building boom that occurred in Downtown in the years before and during World War I.

An economic downturn during the early 1920s was felt in Downtown, when little development occurred. This changed starting in 1923 when zoning laws allowed for more dense development, including major high-rise office buildings, banks, and department stores. From 1923 to 1929, construction of buildings such as the Western Auto Supply (1923), Shafer Building (1923), Olympic Hotel (1924), Lloyd Building (1926), Vance Hotel (1926), Bergonian Hotel (1927), Great Northern Building (1928), and the Washington Athletic Club (1929)—all of which are in the area of potential effects—helped transform Downtown. As the automobile became more popular after World War I, large parking garages were constructed downtown, some capable of holding hundreds of automobiles. Dealerships and showrooms began appearing Downtown (City of Seattle 2020c:18, 22).

2.2.1.4 The Great Depression and World War II (1929 to 1945)

As automobiles continued to gain in popularity, city officials approved the Second Avenue Extension project, a large public works project built between 1928 and 1929. Its purpose was to remove a traffic barrier and clear a direct path from the new business center to the train terminals. The extension cut a swath through Downtown from Yesler Way to past Jackson Street, near the train terminals. This project demolished buildings and improved streets such as Yesler Way, South Washington Street, and South Main Street, from 1st Avenue South to at least 4th Avenue South. Active construction continued until the 1929 stock market crash, when development capital faded (City Seattle 2020c). Following the completion of the 2nd Avenue Extension and the King County Courthouse in 1931, very few buildings were added to Downtown because the private capital needed for the construction evaporated at the onset of the Great Depression (Link 2005).

During this period, the Works Progress Administration undertook or financed some projects in the Downtown area, including financing for various city parks, construction of the former Central Library, and construction of the (now) William K. Nakamura Federal Courthouse.

By the mid-1940s, federal, state, and local government agencies took the lead in planning for construction in the post-war period. However, because of the focus on government buildings, relatively few buildings were constructed overall (Ochsner 2014:19).

2.2.1.5 Post-World War II Boom (1946 to 1969)

By the late 1950s, the Boeing Company's renewed success helped to lift Seattle's economy, and Downtown saw a number of construction projects in the 1950s and 1960s. Transportation projects in Downtown influenced construction and business patterns to a great degree. The Alaskan Way project had its roots in an older design of Railroad Avenue that used wooden piers to circumvent road traffic along the waterfront and around the challenging topography of the Seattle landscape. The traffic problems in Downtown worsened after World War II. By 1947, local government representatives met with federal staff and commenced the planning and financing of a double-deck, six-lane structure. Amidst calls that the new structure would cause visual impacts and local traffic concerns, the Alaskan Way Viaduct project commenced in 1953 with the Battery Street tunnel and was completed in the early 1960s (Ott 2011). The viaduct separated Downtown from its waterfront, and the new Interstate 5 freeway, constructed in 1963, divided Downtown from the Capitol Hill and First Hill neighborhoods.

2.2.1.6 Contemporary Downtown (1970 to 1980)

Publicly voted development programs Downtown took place in the late 1960s and 1970s under Forward Thrust. These programs included the construction of the Seattle Aquarium on the waterfront and other parks improvements, highway improvements, and sewer work. Freeway Park is a notable result of the Forward Thrust parks improvements in Downtown Seattle. This 5.4-acre park constructed between 1974 and 1976 (renovated between 2008 and 2010) represented an attempt to reverse the disconnect that resulted from the construction of Interstate 5 through Downtown (Ochsner 2014:23).

During the 1960s and 1970s, plans for urban renewal and transportation projects effectively removed much of Seattle's older building stock and led citizens to champion historic preservation. During this period, citizens organized to preserve notable Downtown areas such as Pioneer Square and Pike Place Market and recognize them as historic landmarks.

2.3 Chinatown-International District

The current location of the Seattle Chinatown Historic District is technically the third Chinatown location in Seattle. Seattle's Chinatown-International District is a National Register-listed historic district, a locally designated historic district, and a City of Seattle special review district. Today, the International District is the physical and cultural epicenter of the city's Asian-American communities.

The National Register-listed district boundaries are largely defined by man-made barriers. Due west are railroad lines and the Pioneer Square-Skid Road National Historic District; at the south is South Dearborn Street and the boundary of SODO. Interstate 5 defines and intersects the eastern portion of this neighborhood.

According to the National Register nomination:

Although the general area was originally referred to as "Chinatown," the district has been home for many nationalities, and different streets within the district are associated with different ethnic groups. Chinese, Japanese, Filipino, Italian, Native American, and black residents have all lived in the district—each adding to the life and look of the area. The name "Chinatown"—in common usage throughout the historic period—has remained, however, despite the rich ethnic heterogeneity of the area (Kreisman 1986:7-1).

2.3.1 Early Years (1851 to 1894)

The first Chinese settlers arrived in the Pacific Northwest as early as the 1860s. However, they did not move to Seattle until the 1870s (Dougherty 2013). The immigrants worked in such industries as lumber mills, fishing, and road and railroad construction. They were considered an inexpensive source of labor for such enterprises. Chinese businessmen in Seattle contracted the laborers to these operations, assisted the workers, and constructed boarding houses in a confined area of downtown that became Seattle's first Chinatown. The vast majority of the immigrants were single, adult males who were only in Seattle temporarily. Chinatown was a densely populated area that by 1876 had reached approximately 250 people (Kreisman 1986:8-1).

The confined area of Seattle's early Chinatown reinforced cultural and kinship ties and offered some security against the white (Euroamerican) citizenry, which was often hostile towards the community. The community was prohibited from owning land, were taxed differently, and were not allowed to marry whites (Takami 1998). In 1882, the United States passed the Chinese Exclusion Act that placed a 10-year moratorium on Chinese labor immigration (National Archives 1999). Despite the 1882 Act, there were approximately 950 Chinese living in Seattle by 1885, which accounted for almost 10 percent of Seattle's population (Dougherty 2013).

The Chinese Exclusion Act of 1882 limited the number of newly immigrated Chinese workers. These restrictions did not apply to Japanese immigrants, who began arriving in the 1880s. Japanese immigrants worked for the region's logging companies, railroads, canneries, and farms in Washington. The first to arrive were single men who were the second- or third-born sons and were unable to inherit land in Japan. Many would settle in Seattle. As with the Chinese immigrants, there were restrictive real estate covenants and employment restrictions that forced the Japanese to live in a concentrated area of the city. Seattle's Nihonmachi, or Japantown, originally centered on Dearborn Street and later moved up Yesler Way and Jackson Street. Eventually, Japantown was recognized as an area bounded by Yesler Way to the north, 4th Avenue to the west, Dearborn Street to the south, and 14th Avenue to the east. The community flourished during the early twentieth century, with Japanese-owned businesses, bathhouses, newspapers, sports leagues, language schools, and religious institutions supporting economic development and cultural life (Tsutakawa 2020).

The West Coast experienced a heightened anti-Chinese sentiment in the mid-1880s. At the beginning of February 1886, more than half of Seattle's Chinese population left the city because of earlier violence in cities like Tacoma. In Seattle, this peaked in 1886 when populist agitators demanded approximately 350 Chinese be expelled from Seattle for violating Seattle's cubic-air ordinance, which required all lodging to have at least 512 cubic feet of air space for each person sleeping there, which in the crowded conditions where Chinese immigrants lived was impossible. On the morning of February 7, a mob of men forced the remaining Chinese residents to the *Ocean Dock* at the foot of Main Street to board a steamer headed to San Francisco, California. A stalemate was briefly reached, but the next day violence erupted. It was eventually quelled, and the Chinese returned to Chinatown. Governor Squire declared martial law in Seattle, and on February 9, President Grover Cleveland ordered federal troops to Seattle. By February 14, nearly all of the Chinese had left Seattle and only a few dozen remained. Federal troops stayed in Seattle through the summer of 1886. As the economy took an upswing, the anti-Chinese sentiment subsided as white males in Seattle again were finding employment (Dougherty 2013).

Seattle's first Chinatown did not survive the 1889 Great Seattle Fire. To ensure the future safety of their businesses, a group of Chinese businessmen built and leased a string of brick buildings on both sides of lower Washington Street at 2nd Avenue (three blocks west of the current Seattle Chinatown Historic District), which became the first recognized Chinatown. An influx of

single male laborers resulted in crowded conditions in the restricted confines of South Washington Street, and the regrading and widening of South Jackson Street and South King Street in 1907 allowed the Chinese community to relocate from the older quarters to the regraded area east of the railroad tracks (Kreisman 1986:8-2).

2.3.2 Expansion Era (1895 to 1909)

A Chinese investment group, Kwong Kick (Quong Yick) Company, led by the community leader Goon Dip, built a series of buildings on the south side of King Street from 8th Avenue South to Maynard Avenue South. The construction proved to be the catalyst for the building of a new Chinatown in the King Street area. Many of the buildings from that phase of development still stand. The proximity of King Street Station and Union Station combined with the renewed influx of seasonal laborers provided a strong stimulus for further construction of hotels and single-room-occupancy hotels; in some cases, the latter were operated by Chinese family associations (Kreisman 1986:8-3).

Many of the buildings in the Seattle Chinatown Historic District are associated with business and social organizations unique to the Chinese community and were built during the early 1900s. For example, the merchant shop owners built large hotels to house transient and immigrant contract laborers. In addition, Chinese family and district associations built substantial workers' hotels for their members, many embellished with traditional balconies in the style of their homelands in southern China (Kreisman 1986: 8-3).

The 1908 Gentlemen's Agreement between the United States and Japan limited the immigration of laboring men, but it did allow for wives to enter. Immigrant men would marry "picture brides" from their native villages in Japan. These marriages were not recognized by the United States as legal until 1917, when group marriage ceremonies were conducted in immigration offices (Takami 1998). Along Seattle's Main Street, Japanese immigrants established hotels, businesses, and clubs on the northern edge of today's International District (Tsutakawa 2020).

2.3.3 Improvement Era and World War I (1910 to 1928)

Between 1910 and 1912, the three largest merchant shops in Seattle moved to hotel buildings in the new Chinatown location, and soon many other commercial enterprises followed. The move away from the older quarters on Washington Street was made permanent in the mid-1920s when the Second Avenue Extension project cut through the center of the old Chinatown. After 1925, there were only a handful of Chinese residences and businesses remaining on Washington Street (Kreisman 1986:8-3). During these years, the Immigration Act of 1924 essentially ended all immigration from Japan (Takami 1998).

2.3.4 The Great Depression and World War II (1929 to 1945)

Despite immigration limitations, Seattle had a sizable Japanese population. In 1930, more than 8,000 Japanese were living in Seattle (Tsutakawa 2020). That same year, the Japanese American Citizens League held its first convention in Seattle. During the Great Depression, Japanese businesses suffered but were not decimated. Many Japanese left Seattle for other parts of Washington, moved to California, or returned to Japan during the 1930s (Takami 1998).

Following the bombing of Pearl Harbor in December 1941, activity in Japantown shrank dramatically. Japanese bank accounts were frozen, and businesses were confiscated. A curfew was issued, which impacted many Japanese people with jobs as well as students studying at

universities. Executive Order 9066 ordered Japanese immigrants (Issei) and their American-born children (Nisei) in Seattle and across the nation into internment camps in April 1942 (Tsutakawa 2020). Nearly all of Seattle's Japanese population was sent to Puyallup Assembly Center (known as "Camp Harmony") at the Western Washington Fairgrounds in Puyallup. Later they were transferred to Minidoka War Relocation Center in Idaho (Fiset 2020; Wakatsuki 2020). The impacts of this forced relocation are described in the following section.

2.3.5 Post-World War II Boom (1946 to 1969)

After World War II ended, Japanese-Americans returned to Seattle, but many no longer had homes and were living in temporary hostels. Many of their old neighborhoods and employers were openly hostile to their return. Numerous Japanese-Americans moved away from Japantown and, as a result, Japantown's boundaries shrank. The Japanese and Japanese-American population was never again as high as it was before World War II (Tsutakawa 2020). A portion of Japantown was demolished for the city's first public housing project, Yesler Terrace (Crowley 1999).

In 1951, Mayor William F. Devin issued a proclamation designating Chinatown and Japantown with the new name International Center. It was defined as the area bounded by 4th and 14th avenues, Yesler Way, and Dearborn Street (*The Seattle Times* 1951: 25). The renaming was to recognize the community's mix of Chinese, Japanese, Filipino, and African-American ancestry (Crowley 1999a). The Immigration and Nationality Act of 1965 lifted immigration restrictions set by the 1924 Act and allowed for broader immigration from Asia (Takami 1998). Koreans and Pacific Islanders began arriving in the 1960s (Crowley 1999a).

2.3.6 Contemporary Chinatown-International District (1970 to 1980)

During the 1970s, thousands of refugees from wars in Southeast Asia settled in Seattle. Vietnamese-Americans opened businesses in a cluster around the intersection of 12th Avenue and Jackson Street east of Interstate 5, which became known as Little Saigon (Tsutakawa 2020).

By the 1970s, the International District was seen as blighted (Tsutakawa 2020). The construction of Interstate 5 through the heart of the International District did not help the district's dwindling appearance. As early as 1960, there were plans by the Chinese Improvement Association to improve and beautify the area to help combat Seattle's urban renewal efforts. The initial plans were drawn by engineer William S. Tsao (Jones 1960:10). Young activists protested the construction of the Kingdome because of the negative impacts it would have on the International District (Tsutakawa 2020). In 1973, the City created a Special Review Board that helped protect the historical and cultural assets from those negative impacts (Crowley 1999a).

These same activists and young Asian professionals established more social service organizations for health and food distribution for the community's low-income aging population. They also established childcare for working members of the community (Tsutakawa 2020). The Seattle Chinatown-International District Public Development Authority, which formed in 1975, made further community improvements (Crowley 1999a). Senior housing apartments were built, including the International Terrace (1973) at 202 6th Avenue South and Imperial House Apartments (1979) at 520 South Main Street. This activism strengthened the multi-Asian ethnic leadership of the International District (Tsutakawa 2020).

The Seattle Chinatown Historic District was listed in the National Register in 1986. The neighborhood is now known as Chinatown-International District and is the center of Seattle's Asian-American community.

2.4 Additional Ballard Link Extension Neighborhoods

South Lake Union, Lower Queen Anne, Interbay, and Ballard are all situated north of Downtown and the Chinatown-International District. The neighborhoods are a mixture of residential and commercial development. South Lake Union and Lower Queen Anne were annexed by Seattle in 1883 as part of a city charter amendment; Interbay was annexed in 1891; and Ballard joined Seattle in 1907.

2.4.1 South Lake Union

This context was adapted from the *2014 Historic Resources Survey Report: South Lake Union & Cascade Neighborhoods, Seattle, Washington* (Krafft and Meisner 2014), which was prepared for the City of Seattle Department of Neighborhoods.

As the name suggests, the South Lake Union neighborhood is at the southern end of Lake Union, roughly bounded by State Route 99/Aurora Avenue North, Interstate 5, and Denny Way. As early as the late nineteenth century, the South Lake Union neighborhood was established as a booming industrial hub because it was convenient and accessible for both farmsteads and early industries dependent on waterborne transportation. The concentrated industry around the lake attracted new residents to the area. By the turn of the twentieth century, the area was densely populated with industrial, commercial, and residential properties. In the early 1920s, the newly created zoning code decreased residential use in the area and increased industrial and manufacturing use, with a concentration of automotive showrooms cropping up on and along Westlake Avenue North. South Lake Union remained a manufacturing district, largely unchanged, through the 1980s.

Within the South Lake Union neighborhood, the areas of significance represented in the area of potential effects include Commerce, Community Planning and Development, Ethnic Heritage, Politics/Government, Religion, Social History, and Transportation. Property types include commercial buildings, apartments, and garages.

2.4.1.1 Early Years (1851 to 1894)

A substantial portion of South Lake Union was originally part of the 640-acre land claim of David T. and Louisa Boren Denny, both of whom were part of the Denny party who settled in Seattle in 1851. Their land claim ran adjacent to the southern shore of Lake Union and extended westward to Elliott Bay and south to the alignment of Denny Way. Thomas Mercer also staked a claim to the north and west of the Denny property. They both established homesteads and farms near the lake and worked to construct the earliest wagon road connection to the settlement townsite on Elliott Bay and near Yesler's mill and pier. In 1864, Louisa and David Denny donated a 5-acre portion of their claim to establish a public cemetery, which later became the site of Denny Park³, Seattle's first public park. In 1872, David Denny subdivided his cleared land into 500 buildable lots, but the area was slow to develop as compared to more accessible platted parcels in Belltown and closer to the original settlement townsite.

³ This resource is located outside of the area of potential effects.

The historic settlement and subsequent industrial development and land use patterns of South Lake Union can be directly attributed to its advantageous geographic location. The heavily wooded shore of Lake Union, situated directly north of the original Seattle settlement, was connected to Salmon Bay and Puget Sound to the north and west by way of a slough or narrow stream known as “the Outlet.” South Lake Union was a convenient and accessible site for both farmsteads and early industries dependent on waterborne transportation. Thus, as it presented a natural path for early commerce such as the movement of logs, lumber and coal, and eventually modern rail and roadway transportation systems, it became one of the first industrial and transportation centers in the city.

In 1882, a large industrial sawmill was established at the south end of the lake, near the present-day intersection of Westlake Avenue North and Mercer Street. The Lake Union Lumber and Manufacturing Company Mill was the first major industrial facility to operate outside the original townsite. By 1883, the entire geographic area of the South Lake Union neighborhood was annexed to Seattle. In 1888, the cultural landscape south of Mercer Street was still dominated by farmlands and unplatted and undeveloped parcels, amongst which was a scattered collection of modest single-family dwellings, double houses, barns, stables, and outhouses.

By 1891, there were 13 separate streetcar lines operating throughout the city, which spurred suburban residential development outside the original settlement area along Elliott Bay. The streetcar line that served the Lake Union area ran along Eastlake Avenue, with stops between Pioneer Square and the intersection of Northeast 55th Street and 22nd Avenue Northeast.

2.4.1.2 Expansion Era (1895 to 1909)

Beginning in 1907, shore lands around the edge of Lake Union were filled in order to build modern shipping piers and create new railway freight routes. Westlake Avenue was created the same year. Industrial building types included mill complexes, brewery facilities, and commercial steam laundry companies.

During this period, industry remained concentrated along the Lake Union shoreline and provided local employment and attracted new residents to the area, which resulted in a significant increase in home construction. By 1905, the neighborhood was characterized by dense residential development, including family dwellings, older homes that were converted to flats, modern flats, double houses, and buildings identified as “tenements” or “lodgings.” Historical residential dwellings were modest in size and design and accommodated working class families. Due to zoning changes, transportation patterns, and modern development pressure, very few intact single-family residences remain from this period. The development of multi-family housing near major arterials (along Eastlake Avenue and Dexter Avenue) is typical of apartment buildings development during this era. A rare extant example of this is the two-story apartment building at 800 Harrison Street (1911).

2.4.1.3 Improvement Era and World War I (1910 to 1928)

Before the end of World War I, the South Lake Union neighborhood was characterized by increased industrial and, to a lesser degree, commercial development spurred by the construction of a rail line for the Northern Pacific Railway, built in 1909. A depot was constructed at Terry Avenue and Thomas Street by 1914. These spur lines attracted new enterprises to South Lake Union. New commercial and industrial ventures were connected with Northern Pacific Railway shipping routes and facilitated further development in the area. Other factors in the continued industrialization of the area included the construction of the Lake Union Steam

Plant in 1914 that provided much-needed electricity for the major manufacturing plants built near Lake Union.

During the immediate post-World War I era, industrial land use patterns began to change. A 1923 zoning map reflects the continued concentration of industrial and manufacturing uses north of Mercer Street and adjacent to Terry Avenue. By this year, Westlake Avenue to the south of Republican was targeted for commercial development and use, as was most of the remainder of the neighborhood to the east and south. Residential buildings were relegated primarily to the blocks east of Fairview Avenue in the Cascade neighborhood.

The area transitioned from manufacturing to automobile-related development as personal motor vehicles became increasingly popular. The construction of the Ford Motor Assembly Plant and Showroom in 1914⁴ shifted the development of automobile-related businesses from the Pike-Pine corridor to the South Lake Union area. During the 1920s, a host of automobile-related businesses emerged along Westlake Avenue, which became known as Auto Row. Many of these buildings were architect-designed with exuberantly decorated terracotta cladding in Art Deco styles. One such example is the William O. McKay Ford dealership at 601 Westlake Avenue, designed by Warren H. Milner & Co. in 1922 (completely rebuilt in about 2009, which left only the façade of the original building). Another distinctive example is the Durant Motor Co. Dealership building (1928) at 333 Westlake Avenue North. Many others were utilitarian in character yet representative of the changing land use patterns.

2.4.1.4 The Great Depression and World War II (1929 to 1945)

The biggest and most dramatic impact to the landscape of the southwestern section of the neighborhood was the second phase of the Denny Hill regrade project, which occurred between 1929 and 1931. This regrade work removed about 20 city blocks from Denny Way north to Harrison Street and east from 5th Avenue to 9th Avenue. The regrade project included the removal of residential properties and reconstruction of Denny Park; the final phase of this project was completed between late 1930 and early 1931. As a result, all extant properties in this geographic area post-date 1931. Although due to the Great Depression, a great majority of the properties in the regrade area were left undeveloped until after World War II and later. The other big landscape shift during this time included the construction of Highway 99/Aurora Avenue North in a below-grade right-of-way, which effectively cut off the South Lake Union neighborhood from adjacent Queen Anne to the west.

During the 1930s, the South Lake Union neighborhood had a concentration of manufacturing- and construction-related businesses that supplied, retailed, contracted, and warehoused these services. These businesses were typically housed in two- to three-story brick buildings, typically purpose-built.

2.4.1.5 Post-World War II Boom (1946 to 1969)

The post-World War II period in the South Lake Union neighborhood was characterized by a rapid development of light industrial, automobile, and construction-related businesses. By 1947, the South Lake Union area was completely rezoned for industrial, manufacturing, and commercial uses, with no new residential dwellings permitted. Automobile-related buildings, low-scale light industrial, and construction-related businesses dominated the area as far as new construction after the war. A significant number of one- to two-story office buildings and combination showroom-warehouse buildings were also constructed during this time. The

⁴ This resource is located outside of the area of potential effects.

automobile dealerships in the area became larger because they required additional space to allow for display lots on the property and for large interior showrooms. The revised 1951 Sanborn Fire Insurance map of the area show automobile businesses, typically one-story in height, predominant along two commercial corridors: Dexter Avenue North and Westlake Avenue North (Sanborn Map Company 1951).

During the late 1950s and early 1960s, the construction of Interstate 5 east of Lake Union significantly altered the relationship and access to neighborhoods to the east and northeast.

2.4.1.6 Contemporary South Lake Union (1970 to 1980)

By 1973, the City of Seattle zoning maps identified this neighborhood almost entirely as a manufacturing district, with many of the previously commercial parcels rezoned for manufacturing.

2.4.2 Lower Queen Anne

Situated at the base of Queen Anne Hill, Lower Queen Anne is a little over a mile northwest of Downtown, between the northern extent of Elliott Bay and the base of Lake Union. Recognized as one of Seattle's oldest residential neighborhoods, the character of Queen Anne has been shaped by both its steep topography and its relative accessibility to Downtown Seattle. Streetcar lines fostered rapid platting, intensive residential construction, and the eventual emergence of multi-family housing. Thanks to its desirable territorial and water views, larger and more expensive residences were built on Queen Anne Hill, while the more accessible Lower Queen Anne attracted more robust commercial and civic development. The development of the Century 21 World's Fair complex (now Seattle Center) in 1962 had a substantial impact on Lower Queen Anne's identity in subsequent decades and established the neighborhood as a cultural hub for the rest of Seattle.

Within the Lower Queen Anne neighborhood, the areas of significance represented in the area of potential effects include Commerce, Community Development and Planning, Education, Entertainment/Recreation, Ethnic Heritage, Politics/Government, Religion, Social History, and Transportation. Property types include commercial buildings, residences, school-related buildings, apartments, and churches.

2.4.2.1 Early Years (1851 to 1894)

The Lower Queen Anne neighborhood, between what is now Denny Way and Mercer Street, was part of the donation land claim belonging to the Denny family. Thomas Mercer claimed a similar tract of land higher up on Queen Anne Hill. In the early years of Euroamerican settlement, development was slow, and Queen Anne remained a remote wilderness, even as the core of Seattle institutions developed farther south.

Between 1870 and 1889, the built environment of the newly named Queen Anne Town changed dramatically, spurred by the subdivisions of large land holdings by the Denny and Mercer families. By 1890, the hill's south side was logged until it was treeless. Nearly 75 percent of the hill was platted on paper, although actual development was limited mostly to Lower Queen Anne and the south slope, known for its Queen Anne style of architecture. Waterways and rail lines at the western base of the hill were dotted with small industrial operations. In 1887, George and Angie Kinnear donated part of their land to the City of Seattle, creating Kinnear Park, on the condition that the City would keep and maintain the property as a public park. Although Kinnear Park was the third public park in Seattle, following Denny and Volunteer parks, it was the first to be developed, largely because of community involvement (Smith 2012).

Transportation improvements in this period opened up both Seattle and Queen Anne Hill to growth. Local interests built the Seattle Lake Shore and Eastern Railroad in 1887, which ran west of Queen Anne Hill through Interbay. A telegraph station, railroad shops, and a commissary were constructed at Boulevard, in the vicinity of present-day Dravus Street and 15th Avenue West. By 1888, two cable car routes were in operation. Queen Anne residents could ride from Downtown Seattle via cable car up Queen Anne Hill along Temperance Street (now Queen Anne Avenue) as far as Highland Drive. Another car turned west along West Olympic Place past the new Kinnear Park. These routes marked future arterials and developing commercial districts (Lentz and Sheridan 2005).

2.4.2.2 Expansion Era (1895 to 1909)

Beginning in the late nineteenth century, the flat hilltop and east, north, and west slopes of the Queen Anne Hill began to fill in with both modest homes for middle-class families as well as more high-style homes built in the latest architectural fashion. The five homes that make up the Fourteenth Avenue West Group of homes exemplify single-family home development during this period. These homes were built between 1891 and 1906 in the Victorian and Queen Anne styles.

The turn of the twentieth century also brought major improvements to Queen Anne's infrastructure and development. Plats were filed, streets were laid out, sewer and water systems were in place, and major parks were established. Commercial development also blossomed during this time. Businesses were clustered along the streetcar lines, of which, ran up Queen Anne Avenue, Taylor Avenue, and Roy Street. Typically, these commercial buildings were one- and two-story wood, or more frequently brick, buildings. They were built closer together in small nodes and at key intersections like Queen Anne Avenue and Galer Street, farther up on Queen Anne Hill (outside of the area of potential effects). Numerous small groceries, meat markets, and other shops for daily needs were at the bottom of Queen Anne Avenue near Roy and Mercer streets (Lentz and Sheridan 2005).

In response to the growing population, Lower Queen Anne's first real apartment house construction began about 1905. The prospect of the 1909 Alaska-Yukon-Pacific Exposition further instigated a number of elegant structures.

2.4.2.3 Improvement Era and World War I (1910 to 1928)

Many more apartment houses on Lower Queen Anne were built through the first half of the 1910s, from the south slope to the crest of the hill, adjacent to the streetcar lines. Apartment construction slowed in 1914 and did not resume until after World War I (Lentz and Sheridan 2005; Sheridan 1994). A Sanborn Fire Insurance map from 1917 shows commercial buildings mixed with single-family homes and apartment buildings, all along Queen Anne Avenue and 1st Avenue West from Denny Way to Mercer Street (Sanborn Map Company 1917). The 1917 Sanborn shows a number of buildings constructed in Lower Queen Anne for new automotive uses—including two gas stations—and a pattern of light industrial development that included such businesses as a dye shop, a laundry business, greenhouses, a bakery, and a contractor (Sanborn Map Company 1917). Improvements to the existing infrastructure on Queen Anne Hill proceeded with some regularity through the 1920s. In 1923, Elliott Avenue was completed all the way from Downtown Seattle to 15th Avenue West at Interbay, making it a primary north-south arterial on the west side of Queen Anne (Lentz and Sheridan 2005). While automobile ownership increased during this period, the majority of Seattle residents still traversed the city mostly by foot or by trolley. Queen Anne residents continued to enjoy the four streetcar lines in place since 1905.

Apartment development ranging from basic housing to luxury units became a major element of the streetscape in Queen Anne, specifically in Lower Queen Anne, starting around 1925. On the hill's southwest slope, the new zoning enacted in 1923 allowed for apartments, hotels, and boarding houses amidst the single-family homes in some areas. This boom in multi-family housing transformed the south slope of Queen Anne to the densely urban neighborhood it is today (Lentz and Sheridan 2005).

During the late 1910s and into the 1920s, commercial districts on Queen Anne Hill and in Lower Queen Anne took on much of their present form and dimension. Lower Queen Anne's main commercial enclave at the foot of Queen Anne along Mercer and Roy streets, between First Avenue West and Queen Anne Avenue, was built out with one-story brick shops and stores. These buildings filled in the vacant spaces between light industrial concerns and apartment houses. The Uptown Theater, the Five-Point Café, and the Mecca Café were small businesses established in this area during this period, while the Seattle Engineering School was constructed to train blacksmiths to work at the nearby Ford assembly plant (Lentz and Sheridan 2005). This period also saw the first development iteration of what would become Seattle Center. In 1927, the City constructed the Civic Auditorium, Ice Area, Civic Field, and a small Veterans of Foreign Wars facility that also served as a field house (Artifacts Consulting, Inc. and Historylink.org 2013). These structures occupied the four-block area bordered by Mercer and Harrison streets and 3rd Avenue North and 4th Avenue North.

2.4.2.4 The Great Depression and World War II (1929 to 1945)

Works Progress Administration-funded public works projects in this neighborhood included the completion of Aurora Avenue on the east side of Queen Anne Hill, the Aurora Avenue bridge over the Ship Canal, and many of the footpaths and stairways that provide today's extensive pedestrian network throughout Queen Anne (Lentz and Sheridan 2005).

Apartment house construction, so strong in the late 1920s, wrapped up by 1931, after which it came to a near halt, although some buildings planned and designed during the previous decade were ultimately constructed in the early 1930s. Single-family development was similarly nearly non-existent during this time.

Despite the residential development stand-still, a handful of notable community buildings were established in the 1930s. Among them, the massive Washington State Armory⁵ was constructed in 1939 to house the National Guard on the block bordered by Harrison Street, Thomas Street, Nob Hill Avenue, and Third Avenue North. The Armory was used for military purposes and also as a large gathering space (Artifacts Consulting, Inc. and Historylink.org 2013). The old Armory still stands as the Center House, the heart of Seattle Center. Although short-lived, the former Naval Supply Depot at Interbay was also developed during this time.

2.4.2.5 Post-World War II Boom (1946 to 1969)

By the 1960s, the Lower Queen Anne neighborhood was almost entirely developed, leaving new growth in upcoming years limited to difficult sloping parcels and by demolition of existing buildings and infill. Large commercial, office, and mixed-use buildings were constructed along the main arterials in Lower Queen Anne, including Queen Anne Avenue, while single-family residences predominated on Queen Anne Hill. The 1962 Century 21 Exposition (or Seattle World's Fair) transformed the Lower Queen Anne neighborhood with new structures, many of which remain in the Seattle Center (Lentz and Sheridan 2005; Williams and Miller 2015).

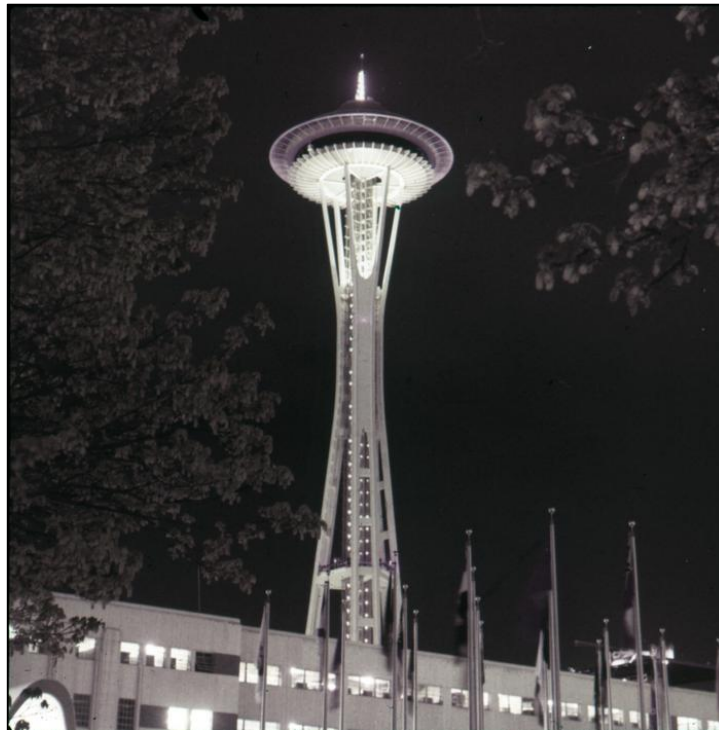
⁵ This resource is located outside of the project's area of potential effects.

In the post-war era, business prospered on Queen Anne Avenue, especially while Queen Anne High School (on Queen Anne Hill) remained open. Businesses on Lower Queen Anne also flourished in this more urban mixed-use environment. An emerging trend, however, was the consolidation of various kinds of small businesses. Smaller, family-owned groceries began to close, replaced by larger “anchor” stores (Sheridan and Lentz 2005).

The City and the Seattle School District made some physical refinements to public parks and playfields. Having used Civic Field for football games ever since its opening in 1928, the Seattle School District purchased the field for one dollar and enlarged its seating capacity to 12,000. It re-opened as High School Memorial Field in 1948 and continues to host high school sporting events today.

The 1962 Seattle World’s Fair was perhaps the most transfiguring single event in the history of Lower Queen Anne. For several good reasons, fair organizers looked to the existing Civic Center complex—the Auditorium, the Armory, and Memorial Field already served as citywide venues for dances, concerts, and athletic events. The location was easily accessible from Downtown. In addition, the area surrounding this complex had grown shabby by the late 1950s. The “Warren Avenue slum” contained some of the oldest housing stock, apartments, and commercial buildings in the city. Redeveloping this neighborhood would further the City’s goals of reducing slum and blight around Downtown (Lentz and Sheridan 2005). Seattle voters approved a \$7.5 million bond issue to acquire land and build a civic center; by its completion in 1962, 74 acres of land originally platted as D.T. Denny’s Third Addition (1880) and D.T. Denny’s Home Addition (1889) were incorporated into the fairgrounds. Within its boundaries, streets were vacated, all but four major buildings were removed, and more than 200 structures were demolished (Artifacts Consulting, Inc. and Historylink.org 2013; Lentz and Sheridan 2005). The dominant structure built for the fair, the Space Needle (Figure 2-4), has become the enduring symbol of Seattle.

Figure 2-4. Seattle’s Space Needle in 1962



Source: Seattle Municipal Archives 2021b.

2.4.2.6 Contemporary Lower Queen Anne (1970 to 1980)

After the World's Fair closed, some Century 21 Exposition buildings that were clearly intended to be temporary were demolished or sold for salvage, and other larger and/or pre-existing buildings were repurposed for post-fair use. The site became known as Seattle Center, and over subsequent decades its built environment was periodically pruned and edited to serve changing needs and to open the campus to its surroundings (Artifacts Consulting, Inc. and Historylink.org 2013).

Clustered around Mercer Street, Queen Anne Avenue North, and 1st Avenue North, Lower Queen Anne's commercial district saw periods of growth following the Century 21 Exposition, with both new construction and through the rehabilitation of existing buildings. This area continued to serve both tourists and locals visiting Seattle Center and attending cultural and sporting events, with numerous bars and restaurants to choose from after their various activities. One such restaurant, Dick's Drive-In, the beloved local Seattle burger restaurant chain, opened their first sit-down location on the corner of Queen Anne Avenue North and Republican Street in 1974.

Following the drop in population in the early 1970s caused by the Boeing Bust, Lower Queen Anne saw consistent growth both in population and housing units built in the subsequent decades. Increased density and population occurred primarily along the arterials that surround the hill (15th Avenue West, Elliott Avenue West, Dexter Avenue North, Westlake Avenue North, and Mercer Street) (Williams and Miller 2015).

In the 1960s and 1970s, multiple preservation-minded groups formed to combat this type of development. These organizing efforts reflected a larger movement to protect historic resources at the local, state, and federal levels (Williams and Miller 2015). Persistent efforts of these preservation groups led to specific south slope down-zoning, making it so that even larger buildings were not built in Lower Queen Anne (Williams and Miller 2015).

2.4.3 Interbay

The Interbay neighborhood is roughly bounded by Salmon Bay to the north, Smith Cove to the south, 15th Avenue West to the east, and the Magnolia neighborhood to the west. Historically this area had vast tidelands that extended south from Salmon Bay and north from Smith Cove. Today, the Interbay landscape is largely manmade, shaped from the filling of tidelands with soil from regrade projects and the Lake Washington Ship Canal, as well as long-term use as a public sanitary fill area. The first single-track railroad line through Interbay arrived in 1876, and over the years changed ownership and expanded. Today, this rail corridor consists of areas with over a dozen parallel tracks and a large switching yard in north Interbay. The maritime uses and shipping lanes associated with Salmon Bay and Smith Cove Piers 90 and 91 (historically known as Piers 40 and 41) and the railroad contribute to the highly industrial character of this neighborhood. From 1941 to the 1970s, the United States Navy had a large Naval Depot at Smith Cove. Properties within the Interbay neighborhood predominantly relate to the areas of significance of transportation, maritime history, industry, military, community planning and development, and commerce. Property types include industrial, light industrial, transportation-related, maritime, and single-family and multi-family residential. Inventoried single-family residences are predominantly from the early twentieth century and are in non-fill areas.

2.4.3.1 Early Years (1851 to 1894) and Expansion Era (1895 to 1909)

The early development of Interbay is associated with the construction of railroads. The early SLS & E railroad line through Interbay extended from the south side of Salmon Bay along upland dry areas to the top of Smith Cove tidelands, where the railroad traveled on wooden piers above the water until the line curved east to follow the Seattle waterfront tidelands.

The area between Salmon Bay and Smith Cove was named Boulevard in 1891, the same year it was annexed into Seattle. Three years later, the area's name changed to Interbay. After the Seattle fire of 1889, many Seattle mills moved to locations near Salmon Bay (Wilma 2001a). A 1903 United States Geological Survey map shows the sparsely developed area with the north-south railway line intersecting the east-west oriented Grand Boulevard (current-day West Dravus Street). Grand Boulevard served as the neighborhood's earliest trestle over the tidelands connecting Magnolia and Queen Anne (BOLA 2005). Early road access to Interbay included West Dravus Street and present-day 15th Avenue West (Nationwide Environmental Title Research 2020). Historian David Wilma described early Interbay, noting, "The flat area collected industries that could take advantage of transportation. The hillsides became home to workers. Slavic and Finnish immigrants employed in nearby mills established a community there" (Wilma 2001a).

In 1893, James J. Hill's Great Northern Railway completed its transcontinental railway with a terminus at Smith Cove. Hill purchased 600 acres at Smith Cove and built Piers 38 and 39 (east of present-day Piers 90 and 91). The company proceeded to build two of the largest cargo carriers in the world and established trade agreements for regular shipping to Tokyo. As a result of these actions, Seattle quickly became a leading port in the nation, and growth in Interbay stemmed from these developments (BOLA 2005).

2.4.3.2 Improvement Era and World War I (1910 to 1928)

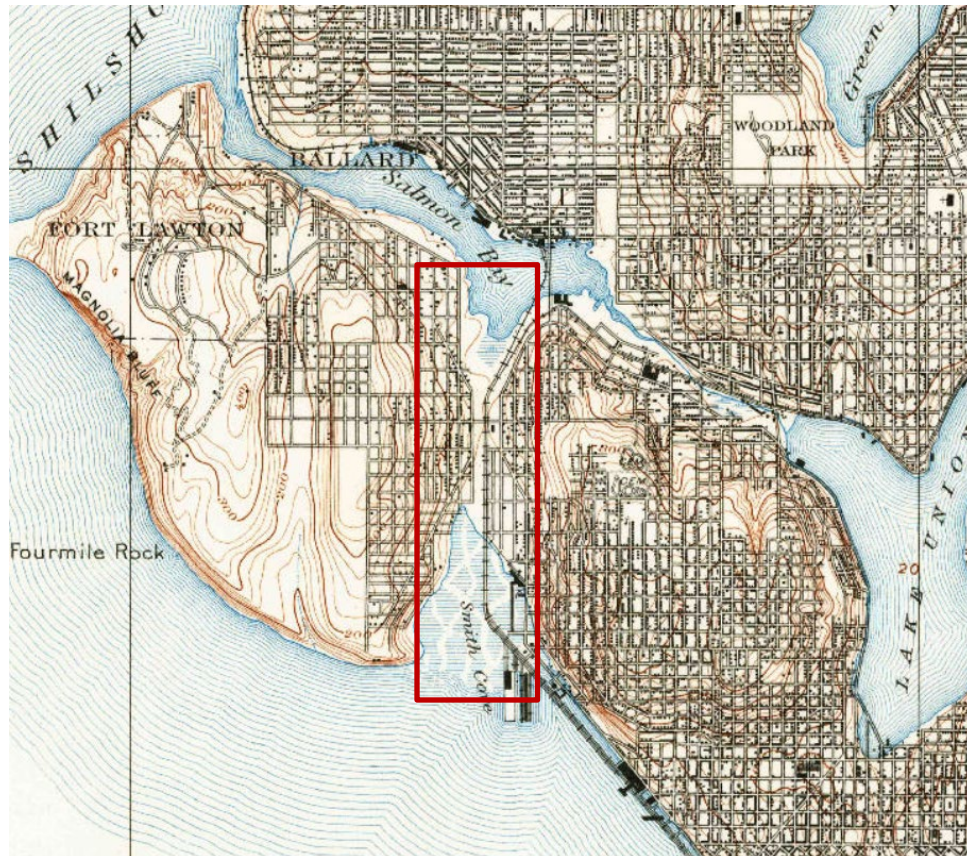
From 1911 to 1928 was a formative period that literally shaped the Interbay landscape and spurred the local economy. The following four projects, all initiated in 1911, contributed to the filling of the Interbay tidelands (Figure 2-5): Fishermen's Terminal, Smith Cove Piers 40 and 41 (currently named Piers 90 and 91)⁶, Lake Washington Ship Canal, and Sanitary Landfill No. 2.

In north Interbay, the Port of Seattle identified a location for a cargo-handling pier on the south side of Salmon Bay that would become Fishermen's Terminal. Moorage space for boats was becoming increasingly scarce in Seattle's downtown port, and fishing vessels did not have their own dedicated home port. The proposed site in Salmon Bay offered proximity to the city, which in turn meant access to transportation infrastructure, labor, and supplies. Its capacity for mooring many vessels would also allow fishermen to share resources and reduce costs. Fishermen's Terminal was approved by voters in 1912. The Port began construction on the 45-acre Fishermen's Terminal property in February 1913. A bulkhead wall was constructed along the southern end of the site, raising the terminal land above the level to which Salmon Bay would rise when the Ballard Locks were finished in 1916. Onshore facilities that were constructed included a warehouse for nets and gear and office space; the terminal also included four piers and marine ways, which were used to haul vessels out of the water. The terminal was officially dedicated on January 10, 1914. In the following decades, Fishermen's Terminal continued to grow. The Fishing Vessel Owners' Association, a trade organization of longline vessel operators, was established at Fishermen's Terminal in 1919 and is still in operation

⁶ Piers are located outside the area of potential effects.

today. Since its dedication in 1914, Fishermen's Terminal has been the home of the North Pacific fishing fleet (Oldham 2010). The commercial, industrial, and residential areas that grew up around the terminal largely supported the fishing industry.

Figure 2-5. 1908 United States Geological Survey Seattle Quadrangle Map Showing General Vicinity of Interbay (indicated by red rectangle) and the Original Extent of the Salmon Bay and Smith Cove Tidelands



Map source: United States Geological Survey 2020.

Concurrent with the start of the Salmon Bay facility in 1911, the Port of Seattle began developing a large deep-sea terminal at Smith Cove Waterway in south Interbay. The Port purchased 20 acres of land from the Great Northern Railway to develop Piers 40 and 41. The latter pier was thought to be the largest concrete pier in the world at that time (BOLA 2005). Coal, lumber, and other bulk shipments were shipped from the Smith Cove piers. The Smith Cove dock used a track-mounted crane that dramatically reduced loading time and costs so that exporters diverted their business to Seattle. The commission also cut shipping rates, which made Seattle surpass California in foreign trade by 1915 and become the nation's second busiest port behind New York City in 1918 (Oldham 2010).

In addition to the Port of Seattle's projects at Salmon Bay and Smith Cove, the United States Army Corps of Engineers began work on the Lake Washington Ship Canal and the Hiram M. Chittenden Locks in 1911. The excess soil from excavating the canal was used to fill tidelands in north and south Interbay. In Smith Cove alone, 150 acres of tidelands were filled from this project.

Beyond the Interbay waterfront improvement projects that began in 1911, that same year marked the beginning of a long-term fill project with the creation of Seattle Sanitary Landfill No. 2. This city garbage dump operated from 1911 until 1963, when the fill was completed. The 55-acre site was bordered on the east by 15th Avenue West, on the west by the railroad tracks, on the north by West Dravus and Barrett streets, and West Wheeler Street to the south. The site received waste from Seattle west of Aurora Avenue and north of Denny Way (King County Department of Health 1984).

The period from 1911 to 1928 reflects an important period of growth that slowed with the onset of the Great Depression. Remarkably, four of the key projects (Fishermen's Terminal, Piers 90 and 91, the Lake Washington Ship Canal, and Sanitary Landfill No. 2) that shaped the physical and economic development of the neighborhood were all initiated in 1911. These developments spurred growth of new and existing industries, including manufacturers of rope, vinegar, steel pipes, and other products. Growing commercial and industrial operations attracted immigrants seeking work. Numerous immigrants with a strong fishing heritage relocated to Interbay. Common ethnic backgrounds of early residents of Interbay consisted of Poles, Russians, Germans, Austrians, and Scots (BOLA 2005).

2.4.3.3 The Great Depression and World War II (1929 to 1945)

Prior to the Great Depression, Interbay experienced its most formative growth through engineering projects that reshaped the landscape and the thriving shipping industry that brought raw silk, tea, and other goods from Asia. The Great Depression resulted in Seattle losing its position as a shipping port leader on the West Coast (BOLA 2005).

Like other neighborhoods, a Hooverville developed in Interbay near West Dravus Street and 17th Avenue West on a portion of the Sanitary Landfill No. 2.

The federal response to the Great Depression included programs like the Works Progress Administration. At Fishermen's Terminal, the Works Progress Administration rebuilt the bulkhead and made other minor improvements in 1934.

Poor working conditions led to the Maritime Strike of 1934, which resulted in violence at Smith Cove, referred to as the "Battle of Smith Cove" (Oldham 2012). The Longshoremen of the West Coast struck for better working conditions for 83 days during the spring and summer of 1934. An article describes "The ranks of longshoremen were soon strengthened by the other craft workers in the marine industries" and a total of 35,000 maritime workers throughout the West (Palmquist n.d.). The Port of Seattle only had one ship that managed to leave the harbor during the 83-day strike. In Seattle, the struggle resulted in several deaths. In late July, Seattle Mayor Charles Smith led police in confronting 1,200 strikers using tear gas and clubs. Five days later the strike was settled, with organized labor gaining more control over hiring (Palmquist n.d.).

In the midst of slow economic growth, some new companies were established in Interbay, including the U.S. Plywood Company mill on the south shore of the Lake Washington Ship Canal directly east of the Ballard Bridge. This location is technically east of the Interbay neighborhood. First established in 1929 as Aircraft Plywood Company, this mill property produced floorboards and other auto body parts for Fisher Body Company, a Detroit-based automobile coachbuilder. In 1937, U.S. Plywood Corporation, which was headquartered in New York City, purchased Aircraft Plywood Co., and the site became the first manufacturing plant of U.S. Plywood Corp., a company founded in 1919 by Lawrence Ottinger that grew into one of the largest manufacturers and distributors in the country (*The Seattle Times* 1956).

The onset of World War II transformed Interbay with industrial activities supporting the war. The greatest change in Interbay occurred at Smith Cove, where the United States Navy purchased

the 253 acres and transformed it for use as a Naval Depot used by the military until 1970, when the Port leased the property (eventually purchasing it in 1976). Near Smith Cove, the Naval Depot property included areas both east and west of the railroad tracks. The closure of the Naval Depot at Smith Cove in 1970 marked the end of military uses in Interbay.

Figure 2-6 shows a commercial strip along 15th Avenue West in Interbay, around 1960.

Figure 2-6. Photograph of the 3200 Block of 15th Avenue West (East Side of Street), January 27, 1960



Source: Seattle Municipal Archives 2021c.

Soon after World War II began in 1939, the United States Navy identified Washington state, with its network of railroads and many ports, as a key location for the development of naval depots. In December 1941, the Navy leased the Smith Cove Pier 40 and in January 1942 purchased it along with Pier 41 from the Port of Seattle. These piers, later renamed by the Navy as Piers 90 and 91 following a uniform numbering system, were some of the largest in the nation. The Navy expanded the facilities inland, ultimately building out the site to include 20 warehouses with over 2 million square feet of covered storage, as well as barracks and shops. During World War II, it was common for the Port of Seattle to ship up to 2.5 million board feet a day of lumber from these piers for the construction of barracks across the Pacific (Denfeld 2014). During its occupation of Smith Cove, the Navy filled in the last of the Smith Cove tidelands, which generated more land for naval use (BOLA 2005). The Naval Depot played a role in the Korean War and a lesser role in the Vietnam War.

2.4.3.4 Post-World War II Boom (1946 to 1969)

The post-World War II era resulted in sustained growth throughout Interbay. In 1948, King County voters approved a bond measure to expand Fishermen's Terminal facilities in response to growth in North Pacific fisheries; the bond supported creating easier access to the terminal by automobile. This project began with the construction of the West Emerson Street interchange, which opened in 1950 to provide direct automobile access to the Terminal from 15th Avenue Northwest. The Port of Seattle acquired 20 additional acres along the west side of the property and constructed the West Wall bulkhead. The project added two new 625-foot-long sawtooth piers and two additional net sheds. In addition, an administration building with restaurant space was constructed on the site of the current Central Plaza. The project was completed in 1952. By

1954, the State Department of Fisheries moved its headquarters to an office building on the West Wall at Fishermen's Terminal. In 1968, the Port added a parking lot and improved landscaping, with the hope of attracting more visitors to Fishermen's Terminal (Ott 2017).

In 1961, portions of the landfill site were prepared as parking for the World's Fair but left largely unused. By 1963, the City had filled Sanitary Landfill No. 2 and turned it over to the Parks Department for recreational purposes (King County Department of Health 1984). During the mid-century period, portions of the historical commercial core near West Dravus Street and 15th Avenue West were redeveloped with small commercial and service buildings (King County 2020).

2.4.3.5 Contemporary Interbay (1970 to 1980)

In 1970, the Port of Seattle leased the former U.S. Navy piers and purchased them by 1976. The Port redeveloped the piers and removed old naval buildings. The Boeing Bust made renewed Port of Seattle activities at Smith Cove particularly beneficial. The Port of Seattle re-established trade with Asia and established a contract to serve as the port of entry for Datsun automobiles (BOLA 2005; Denfeld 2014).

In 1973, the old Naval Receiving Station portion of the Naval Depot was developed for use as the Washington State National Guard Armory and remains in use today. Historical aerials indicate that the armory property was filled with rows of narrow, rectangular buildings in 1969, but that these were demolished and replaced by 1980 (Nationwide Environmental Title Research 2020). These changes likely occurred circa 1973, when the Seattle Armory Building and the Field Maintenance Shop Building were constructed on the property. Additional warehouses and storage structures were constructed after 1980 (Nationwide Environmental Title Research 2020).

Few changes occurred at Fishermen's Terminal between 1970 and 1980. The Sanitary Landfill No. 2 site remained open space, and in the 1970s a neighborhood pea patch developed on the site. By the 1990s, the construction of a nine-hole golf course necessitated that the pea patch shift its location, although it remains in operation today as the Interbay P-Patch Community Garden (City of Seattle 2020b).

After 1970, areas of undeveloped land filled with light industrial, commercial, and multi-unit residential properties.

2.4.4 Ballard

Ballard is 6 miles northwest of Downtown Seattle in what was historically a self-contained and independent city before being annexed in 1907. Once a thriving, independent community best known for its shingle production and largely populated by people of Scandinavian descent, Ballard's early industry and development grew from its proximity to water. Outside of the area of potential effects, the Ballard Avenue Landmark District is the symbolic heart of the neighborhood, but the community also boasts single- and multi-family residences, light industrial areas, small commercial buildings, and big box stores. The southern boundary of Ballard was shaped by the Lake Washington Ship Canal and Hiram M. Chittenden Locks, which were completed in 1916 and turned Salmon Bay into a freshwater harbor. Fishermen's Terminal, across the Ship Canal from Ballard, was established in 1914 and provided a base for Seattle's fishing fleet. Throughout the twentieth century, Ballard would continue to prosper with industrial and commercial-related properties, the primary resources within the area of potential effects.

Within the Ballard neighborhood, the areas of significance represented in the area of potential effects include Commerce, Community Planning and Development, Government, Industry, and Transportation. Property types include commercial buildings, fire stations, apartments, residences, warehouses, and substations.

2.4.4.1 Early Years (1851 to 1894)

In 1853, Ira W. Utter and others made the first donation land claims around Salmon Bay (Denny 1888: 51; Wandrey 1975: 17). D.W. Crooks purchased 720 acres from Utter in 1871, and in 1882 the area was divided into 10-acre plots with 60-foot-wide streets. It was named Farmdale (Ballard Historical Society 2018). In 1887, Captain William Ballard joined Thomas Burke, John Leary, and Boyd Tallman to form the West Coast Improvement Company, which platted the area into 73 parcels, naming it Gilman Park. Their intent was to promote the area for residential and commercial development. The largest parcels were along the waterfront and were intended for sale to lumber and shingle mills (Lang 1975:5).

Some of Ballard's earliest residents were Norwegian, Scandinavian, Swedish, and Danish immigrants who began arriving in the 1880s and were drawn to Ballard because of its landscape and industry (Forssblad 2001; Pheasant-Albright 2007:7). They worked as loggers, farmers, boat builders, and fisherman. Ballard's commercial interests prospered, and by 1888, there were 10 mills operating there (Dorpat 1988:6). The 1889 fire in Seattle destroyed 25 city blocks, and the majority of the lumber needed for rebuilding the city's downtown came from Ballard. This resulted in an unprecedented industrial boom for the town (Pheasant-Albright 2007:7). Ballard was the center of the shingle industry, which employed more than 500 men (Lang 1975: 5).

The growing success of the lumber industry necessitated industrial forms of transportation to ship and move lumber and goods in and out of Ballard. In 1889, financiers Judge Thomas Burke and Daniel Gilman constructed a spur line for their SLS & E Railway into Ballard along the northern shore of Salmon Bay (Roedel et al. 2004:19; Prasse 2008). The construction of this spur line allowed commodities to be transported via rail at all hours, as opposed to relying on ships that could only enter the harbor during high tide (Crowley 1999b; Roedel et al. 2004). When the Lake Washington Ship Canal and Hiram M. Chittenden Locks opened, sawmills and factories along Salmon Bay were able to load lumber and goods directly onto large vessels, and naval ships and coal-carrying vessels were able to sail inland (McRae 1988: 90; Roedel et al. 2004; Williams 2017).

The 1890 census states there were more than 1,500 residents in Ballard between Salmon Bay and present-day Northwest 65th Street. The introduction of a railroad and streetcar service resulted in steady growth and attracted future home buyers. In 1890, the town incorporated as a city of the third class (meaning having a population more than 1,500 but less than 10,000) and was named for Captain Ballard.

2.4.4.2 Expansion Era (1895 to 1909)

Streetcar and trolley lines were an important driver of development in Ballard at the turn of the twentieth century. Trolley lines to Ballard made it more accessible to people wanting to buy property and own homes. Before 1907, 14th Avenue Northwest in Ballard was called Railroad Avenue and the #27 trolley ran the length of the street, taking passengers north to East Sloop Street, which is today Northwest 70th Street (Vintage West Woodland 2016). Trolleys crossed Salmon Bay to Ballard first on the 14th Avenue Northwest bridge, which was a wagon-road trestle aligned with 14th Avenue Northwest. This was a Howe-truss swing drawbridge completed in 1910 (Long 2017). In 1902, Seattle Cedar Mill opened, and by 1904 there were 20

shingle mills producing 3 million shingles per day—the highest yield in the world at the time—earning the city the nickname Shingletown (Wandrey 1975; Dorpat 1988:6; Pheasant-Albright 2007:57).

The successful industries brought more people to Ballard, and the population grew steadily. Many families moved to Ballard, which spurred residential development to the north of the commercial core and east between 14th Avenue Northwest and 11th Avenue Northwest (City of Seattle 2014:23). Most of these were small, single-family dwellings. Central School, built in 1891, was the first two-story building in Ballard. The schools were important to the immigrant community. Children were taught during the day, and in the evenings, adults attended classes to learn English and prepare for citizenship. By 1905, the community had electric lights, two weekly papers, a sewage system, a hospital, and other systems and businesses necessary for a growing city (Pheasant-Albright 2007:11).

In 1904, there were approximately 10,000 people living in Ballard, which made it the seventh largest city in Washington (Lang 1975:5). Its tremendous growth strained its infrastructure, particularly its water supply system (Lang 1975:5). Ballard entered into agreement with the City of Seattle in 1902 for Seattle to provide water to Ballard from the Cedar River watershed. That agreement was extended in 1905. When the agreement terminated, the question of annexation was put to a vote and was defeated. Two years later, voters favored annexation (Seattle Municipal Archives 2020b). After annexation, Ballard's streets were renamed to conform with Seattle's naming conventions. For example, Main Street became 15th Avenue Northwest. Those that could not fit Seattle's grid kept their original names, including Shilshole Avenue (Ballard Historical Society 2018).

2.4.4.3 Improvement Era and World War I (1910 to 1928)

In the years after annexation, Ballard saw added services that included more police, fire, schools, and telephone lines as well as infrastructure and public works. In 1910, as a response to the growth and expansion of Seattle's municipal system, a charter amendment was passed that created what would become known as the Seattle City Light. Between 1910 and 1920, Seattle City Light completed a number of small-scale projects, including the Ballard Substation at 1415 Northwest 49th Street, which is in the area of potential effects (Ossa 2017:19; see Figure 2-7). In July 1918, the Board of Public Works authorized \$10,000 to complete the substation, which also supplied electrical power to Ballard's downtown core, including the Ballard Locks (*The Seattle Daily Times* 1918:2; *The Seattle Daily Times* 1937:5; *The Seattle Times* 1940:2; *The Seattle Times* 1956a:22).

The financial problems of the Seattle Municipal Railway caused the Old Ballard North Route (Route #27) to stop running in about 1927 (Archives West 2018).

Ballard continued to attract industries, including iron foundries, shipyards, wood pipe works, and food manufacturing. The Superior Biscuit Company, a Seattle-based company that made crackers and biscuits such as the Superior Red Arrow Crackers, began operations at the northeast corner of Northwest 46th Street and 14th Avenue Northwest by 1919 (in the area of potential effects) (*Seattle Sunday Times* 1919:8). This company continued to expand its operations through the early 1950s (*The Seattle Times* 1952:51). Because of the Hiram M. Chittenden Locks and the Lake Washington Ship Canal, the freshwater harbor combined with Seattle's saltwater harbor provided what was considered among the best navigational facilities in the world for its time. The completion of these two engineering structures furthered Ballard's growth in the manufacturing and commercial fishing industries, as well as commercial boating (Potter 1978:8-2).

Figure 2-7. Ballard Substation, 1950



Source: Seattle Municipal Archives 2021d.

The Ballard Bridge (listed in the National Register in 1982 and in the area of potential effects) carries 15th Avenue Northwest across the Lake Washington Ship Canal and connects Ballard and Interbay to the south. As the canal was being built, City Engineer Arthur H. Dimock noted in his annual report that there was a need for a permanent bridge to span the canal. In 1915, voters passed a bond measure to build the bridge. This was followed with authorization from the City Council to have the Board of Public Works begin work on the bridge. The Ballard Bridge was designed by F.A. Rapp as a Chicago-style, double-leaf trunnion bascule bridge. The piers were concrete; the roadway had blocks of creosoted wood; and the approaches were timber trestles. It opened to traffic on December 15, 1917 (Long 2017).

After annexation, Ballard fought to maintain its identity. By the mid-1920s, Ballard had the highest percentage of homeownership compared to other parts of Seattle. With the construction of new public and parochial schools, the neighborhood also retained a high scholastic average in comparison to other neighborhoods in the city (Lang 1975:8).

2.4.4.4 The Great Depression and World War II (1929 to 1945)

As the principal route in and out of Ballard, the Ballard Bridge was heavily traveled. As the bridge aged, it became a hazard for travelers and the City of Seattle was lobbied to replace the decking and the approaches. In 1934, the road deck was replaced with an open-mesh-steel deck. In 1937, work began to replace the timber trestle approaches with concrete and steel approaches. The Works Progress Administration funded 45 percent of the construction costs, and the remaining funds came from a city gasoline tax. The work was completed in 1940, and the “new” Ballard Bridge re-opened to traffic (Long 2017). Ballard experienced another New Deal project, the renovation of Ballard High School, which had originally opened in 1901. The work was done by the Civil Works Administration between 1933 and 1934 (The Living New Deal 2020).

The World War II years brought new commercial and light industrial warehouses to Ballard (Potter 1978:7-5). Within the area of potential effects, this includes warehouses for the Northwest Bolt & Nut Company, which was established in 1903 by Willard R. Yeakel and specialized in hot-dip galvanized fasteners for the marine industry (Sanborn Map Company 1951:575; Northwest Bolt & Nut Company 2020; Fitten 1992:B4; *The Seattle Daily Times* 1940:22). The company established operations at its facility on the southeast corner of Northwest 46th Street and 14th Avenue Northwest in 1935 (*The Seattle Daily Times* 1935a:22). Later that same year, the company was awarded the contract to supply bolts and rods in the concrete forms used to build the Grand Coulee Dam (*The Seattle Daily Times* 1935b:1). In 1941, the company expanded their facility and built a second warehouse (*The Seattle Times* 1941:29). The company's key product was the Timber Bolt, nicknamed the Economy Bolt because its large head reduced the need for an additional washer (Northwest Bolt & Nut Company 2020).

2.4.4.5 Post-World War II Boom (1946 to 1969)

At the end of World War II, there was a demand for housing because building materials were diverted to the war effort and during the 1930s people could not afford to build new houses. The residents who came to Seattle during the war stayed, which resulted in a building boom. Much of this residential development that occurred in Ballard lies outside the area of potential effects, the exception being a few apartment complexes constructed in the late-1950s at 5700 14th Avenue Northwest and 1441 Northwest 52nd Avenue.

A 1947 zoning map indicates that much of the area of potential effects, particularly between 15th Avenue Northwest and 11th Avenue Northwest, was zoned for commercial and business. West of 15th Avenue Northwest, it was zoned for commercial only. South of Northwest Leary Way was zoned for manufacturing (City of Seattle 1947). The area remained as such until the 1970s.

In 1968, Ballard voters opposed most Forward Thrust initiatives and only voted for bonds to build new fire stations and improve the existing youth center (Ochsner 2014:22; Schwartz 1971:A16).

2.4.4.6 Contemporary Ballard (1970 to 1980)

Because of the Boeing Bust, the 1970 census indicated that Ballard lost 15 percent of its population (Schwartz 1971:A16). To combat this downturn, the City of Seattle led a two-phased rehabilitation plan in Ballard. The first phase included the widening and beautification of Northwest 57th Street and the beautification of 24th Avenue Northwest, development of parks and recreation areas around the neighborhood schools, and widening of 15th Avenue Northwest. The Ballard Avenue Historic District was listed on the National Register to further improve Ballard Avenue. For the second phase, new businesses were sought to construct new buildings and fill existing vacant ones. This increased the desirability of the residential living close to the area (Lang 1975:6). In the 1970s, new commercial and industrial business continued to flourish in Ballard.

Older historic buildings and neighborhoods were threatened with demolition to meet the demands of the continued growth throughout Seattle. Ballard was no different, and many of the old millworker houses were demolished to construct apartments because zoning for apartments was spreading. Ballard's historic district designation was one of several in Seattle. The threats of development and the historic designations encouraged the passing of a broad city historic preservation ordinance in 1973, which established the Office of Urban Conservation (today's Historic Preservation Program) in 1975 (Schwartz 1971:A16; Ochsner 2014:25).

Development pressures continued into the 1980s in Ballard.

2.5 West Seattle Link Extension Neighborhoods

SODO was created across a 20-year period as the tideflats south of Downtown Seattle were filled; filling was completed in 1902. West Seattle was its own city until it was annexed by Seattle in 1907.

2.5.1 SODO

SODO is bounded by the Duwamish River on the west, Spokane Street Bridge on the south, Interstate 5 to the east, and Pioneer Square and Chinatown-International District to the north. SODO covers approximately 800 acres. The railroad, light industry, manufacturing, and warehousing contributed greatly to SODO's development beginning as early as the 1890s, when the tideflats on which SODO is built were filled. As of the early 2000s, nearly 60 percent of that acreage was owned by the public or the railway, which reflected the location of the Port of Seattle, BNSF Railway tracks, the sports stadiums, and King County's regional transit facilities all in SODO (City of Seattle 2007:25). SODO retains its light industrial and warehouse businesses, but those businesses are now joined by offices, retail stores, bars, and restaurants, which has led to SODO being an eclectic area.

In SODO, the areas of significance represented in the area of potential effects include Commerce, Industry, Government, and Transportation. Property types in SODO include warehouses, light industrial complexes, banks, and commercial buildings,

2.5.1.1 Early Years (1851 to 1894)

Historically, SODO was nothing but tideflats from the Duwamish River. Mounds and ridges of silt and sediment that were visible at low tide would disappear under about 16 feet of water at high tide (Raley 2010). The city's founders considered filling in the tideflats as early as the 1860s. However, it would not happen until the 1890s, when the Washington State Harbor Line Commission redrew the high tide shoreline boundary and redefined state-owned tidelands and upland properties. In 1893, the state legislature authorized excavation of waterways in publicly owned tidelands with excavation materials to be used to expand cities. The following year, the Seattle and Lake Washington Waterways Company was formed (Gordon 2005:10). Beginning in 1895, dirt and fill were taken from the Denny, Jackson, and Beacon Hill regrades to fill these approximately 3,000 acres of tideflats (Gordon 2005:10; Raley 2020).

The land was developed sporadically in a patchwork of square islands that were primarily clustered around the railroad tracks (MacIntosh 2020). The Northern Pacific Railroad came to Seattle in 1884, and trestles were built along the tideflats. At the peak of this railroad yard operations, there were 25 tracks to assemble all the freight trains leaving Seattle or to break up those that had arrived from Tacoma.

2.5.1.2 Expansion Era (1895 to 1909)

By 1902, the tideflats were filled and manufacturers began building their enterprises on completed areas (*The Seattle Daily Times* 1902:7). The Seattle City Council's street committee allocated money to plank the streets and then to improve them permanently (*The Seattle Daily Times* 1903:8). It took nearly 20 years to fill more than half the tidelands at cost of about \$20 million (Raley 2010). First Avenue was known as Machinery Row, and Occidental Avenue South became known as Produce Row. These industries were supported by the easy access to the railroads that passed through SODO transporting goods.

As industries moved into SODO, it was necessary to provide them with localized fire protection services. In 1907, Fire Station 14 was built at the southwest corner of 1st Avenue South and South Holgate Street. This was one of nine fire stations built between 1894 and 1907, including Fire Station 19 at 672 South Nevada Street near the south end of Harbor Island (Gordon 2005:11).

2.5.1.3 Improvement Era and World War I (1910 to 1928)

In SODO, where newly reclaimed land was generally cheap and plentiful, manufacturing and warehousing spread rapidly during World War I. In 1917, Alaskan Copper Works built their two-story machine shop at 3600 East Marginal Way, and the following year Nelson Iron Works constructed their machine shop at 45 South Spokane Street (American Machinist 1918:80e).

However, in the early 1920s, Seattle's manufacturing declined because there was a decrease in shipbuilding, an industry that surged during World War I (Berner 1992:172, 175). This contributed to the overall unemployment of Seattle, which at the end of 1920 was estimated at 6,000 people, mostly ex-servicemen (Berner 1992:16). By the mid-1920s, more companies, particularly manufacturing and industrial, were building in SODO. Within the area of potential effects, this includes properties along 4th Avenue South (1555 4th Avenue South, built in 1924), 6th Avenue South (2715 6th Ave South, built in 1926), Southwest Spokane Street, and South Holgate Street.

2.5.1.4 The Great Depression and World War II (1929 to 1945)

During this period, the SODO neighborhood was relatively small and compact, with much of the development occurring closer to the waterfront and along 4th Avenue South on vacant parcels (Nationwide Environmental Title Research 2020). Companies like Pacific Iron & Metal, founded in 1917, built a two-story building at 2230 4th Avenue South for its scrap metal warehouse in 1931. That same year, the Washington State Department of Highways established a maintenance yard on land it owned at 450 South Spokane Street. In the late-1930s, the Milwaukee Sausage Company, which opened in SODO in 1912 at 6th Avenue South and Lander Street, erected a new building at 2900 4th Avenue South. The company hired architect Walter C. Jackson to design its sausage-making facility that opened in 1937 (*Seattle Sunday Times* 1936:12).

In 1931, one of Seattle's Hoovervilles was created on lands owned by the Seattle Port Commission. It was at the harbor's edge between Connecticut Street (now Royal Brougham Way) to the south, Railroad Avenue (now East Marginal Way) to the east, and Charles Street to the north. This Hooverville was populated mostly by men between 18 and 60 (Demirel 2009). Hooverville existed until the spring of 1941, when Seattle City Council made the decision to eliminate it and the temporary shelters were removed (Neighly 2010).

By mid-1940, defense orders were coming into Seattle, and more than 500 manufacturers of various machinery were operating on Machinery Row (1st Avenue). The war in Europe created a demand for plywood for airplane manufacturing. This in turn created an equal demand for companies that supplied that industry with winches and engines. Road improvements across Washington, Oregon, and Montana likewise resulted in the increased manufacturing of tractors and heavy trucks in the factories and warehouses on Machinery Row (*Seattle Sunday Times* 1940:13). Despite shortages in building materials, new enterprises and existing companies supporting the war efforts were built in SODO during the war years, including the Washington Lumber Company at 3447 4th Avenue South and Bethlehem Pacific Coast Steel Company at 3633 East Marginal Way South, both built in 1942 (*The Seattle Times* 1943:26). Both properties

are extant and are in the area of potential effects. However, they are owned by different companies than they were historically.

2.5.1.5 Post-World War II Boom (1946 to 1969)

The post-World War II period saw tremendous growth in SODO. The area's waterfront expansion began in earnest following the end of World War II. Piers were reclaimed and rebuilt, and development expanded in the Duwamish Waterway. Figure 2-8 shows the 4th Avenue South and South Lander Street intersection in 1949, several blocks east of the Port of Seattle.

Figure 2-8. 4th Avenue South and South Lander Street Looking South, August 23, 1949



Source: Seattle Municipal Archives 2021e.

In 1947, engineers began designing the Alaskan Way Viaduct⁷, a planned double-deck, fast-traffic bypass of the Downtown Seattle central business district. The idea was that this would alleviate Downtown's traffic congestion (*The Seattle Times* 1947:3). The viaduct was finished in 1953 and facilitated truck shipments to and from the waterfront. At the same time, the City Planning Commission designated land west of the new viaduct as industrial use only, and all properties east of it would be considered for commercial or major business (Raley 2010). Within the area of potential effects, there are more than 70 commercial-, light industrial-, and warehouse-type buildings that were constructed during this 23-year period. Most are one- to two-story and generally unadorned.

2.5.1.6 Contemporary SODO (1970 to 1980)

In 1972, groundbreaking ceremonies were held for the new sports stadium being constructed in SODO. King County voters approved the funding as part of the Forward Thrust initiatives. The King County Multipurpose Domed Stadium, commonly referred to as the Kingdome (imploded in 2000), opened on March 27, 1976. Located where today's Lumen (formerly CenturyLink) Field

⁷ This resource is outside of the area of potential effects.

exists at the northern end of SODO, the Kingdome gave this area its first nickname SODO, short for “south of the Dome.” The site of the stadium was not without controversy, but it was ultimately selected because the land was considered commercially fallow and inexpensive. Considering it was being constructed during the Boeing Bust, these were important factors (Stein 1999; MacIntosh 2004).

Throughout the 1970s and 1980s, SODO remained a light industrial area dotted with large single- and two-story warehouses.

2.5.2 West Seattle

The West Seattle neighborhood, which is one of the city’s largest, is a collection of communities on the West Seattle peninsula. Within the area of potential effects, several distinct communities (Youngstown, Alki, Riverside) emerged on the West Seattle peninsula around the turn of the twentieth century. These communities have interconnected histories and indistinct geographic boundaries, but exhibit discrete and significant periods of history.

West Seattle includes and is considered to have grown in tandem with Harbor Island. Connection to the mainland historically was of great importance to West Seattle, and at least eight different bridges spanned the Duwamish River to connect the West Seattle communities to Seattle.

2.5.2.1 Early Years (1851 to 1894)

Industries established toward the end of the nineteenth century added to the development of the West Seattle peninsula’s northern and eastern portions. By 1880, a strip of land near today’s Harbor Avenue on the northeast side of the peninsula became an industrial center with a sawmill, several shipbuilding yards, and a salmon cannery. More industries were attracted to the area after 1895, when the United States Army Corps of Engineers began dredging the Duwamish River and filling in the tideflats at its mouth, thus creating the East and West Waterways with manmade Harbor Island in the middle (Tate 2001).

The small-scale business and commercial center on the peninsula shifted to the town of West Seattle, in today’s Admiral District, which is just west of Youngstown and just north of what became the West Seattle Junction. Residential development in the area, which was platted in 1885, was slow because the lots were inaccessible. The West Seattle Land and Improvement Company platted additional land in 1888 and aggressively marketed the area. The company began ferry service from Seattle, and by 1890 the West Seattle Land and Improvement Company also had a cable car line along California Avenue. The line closed in 1897, 3 years after an economic panic slowed the area’s growth (Sheridan Consulting Group 2016).

Other real estate developers filed early plats during this period. The Boston Company’s plat of West Seattle was filed in 1888 by Herman Chapin. This plat contained 64 blocks that extended northeast from what is today California Avenue Southwest and Southwest Alaska Street, north to Southwest Andover Street and east to 35th Avenue Southwest. Each block was divided by a north/south alley, and the lots were deep and narrow. This plat was followed in 1890 by Holbrook & Clark’s Addition to West Seattle. This was a smaller area, covering only four blocks west of California Avenue Southwest between Southwest Oregon and Southwest Alaska streets (Sheridan Consulting Group 2016:6).

2.5.2.2 Expansion Era and World War I (1895 to 1909)

The town of West Seattle incorporated as a fourth-class city in 1902. This designation dictated a governing structure and meant that West Seattle was legally recognized as a town with 300 to 1,500 residents (Federal Writer's Project 2013). Its boundaries extended from the north end of the bluff to present-day Southwest Lander Street. Incorporation was done in hopes of increasing utility companies' interest in providing additional amenities, like streetcar lines, which would foster growth in the community (Sheridan Consulting Group 2016).

For decades, West Seattle's growth was limited because of its relative isolation from the rest of Seattle. Public transportation between West Seattle and Seattle was irregular and infrequent. The first of the eight bridges was a swinging gate bridge, built in 1900 as part of a long viaduct, along the future line of Spokane Street from Beacon Hill to Pigeon Point and Riverside in West Seattle. A Spokane Street drawbridge followed in 1907, thus replacing the first bridge and connecting West Seattle to the burgeoning Harbor Island area (Robbins and Larson 1995). The wooden bridge, which had two 80-foot spans and a 200-foot-wide roadway, opened to ships on the West Duwamish Waterway by pivoting on a central turntable (Sherrard 2012). This bridge proved to be too low to the water and required many openings for ships, which greatly disrupted vehicle traffic (City of Seattle 2012).

When improved transportation facilities did not emerge, West Seattle reincorporated as a third-class city and issued bonds for its own streetcar line, a 1-mile-long line that opened in 1905. The line could not be extended outside the town limits, and the streetcar line was sold to the Seattle Electric Railway Company (Sheridan Consulting Group 2016).

William Pigott founded the Seattle Rail Car Company (later the Seattle Steel Company, now Nucor Steel) in 1903 and opened the Seattle Steel Mill in 1905 along the northeastern end of the West Seattle peninsula in what was then Youngstown, in an area then called Humphrey. This area was once known as "Seattle's Little Pittsburgh" (Sheridan 2002; Wilma 2001b). The Pigott family, who also founded PACCAR, operated the Seattle Rail Car Company under various different names until the late 1920s, shortly after William Pigott's death, when it was purchased by Bethlehem Steel. The steel produced by this facility literally helped support Seattle's building boom, including its first skyscraper, the Alaska Building, on the corner of Second Avenue and James Street (Dorpat 2014).

Soon after its founding, the steel mill continued to fill in the tideflats to the north in Youngs Cove in order to accommodate the expanding factory (Sherrard 2012). The mill provided modest housing, saloons, and other amenities for the workers in what was the town of Youngstown, named in recognition of the major steel town in Pennsylvania (Sheridan 2002).

As the Youngstown community grew, so did Riverside, on the west bank of the Duwamish River along West Marginal Way Southwest. Riverside was originally a small fishing community, home first to the Duwamish people and then to mostly southern and eastern European immigrants. The steel mill and other industries along the Duwamish offered jobs, and the demand for housing increased. Local grocery stores supplied residents and the fishing fleet; single-room occupancy hotels lodged laborers; and worker's families could rent portable housing. A small commercial strip was developed to serve millworkers along Southwest Avalon Way, just north of Southwest Andover Street. Several steel mill executives built large homes on Duwamish Head and smaller, more modest worker housing was built in the lowlands of Youngstown, just south of the mill and north of present-day West Seattle Golf Course (Delridge History Project 2020). Examples of this housing within the area of potential effects include 2841 Southwest Yancy Street (1900), 4200 26th Avenue Southwest (1903), and 3704 20th Street Southwest.

In 1906, both Youngstown and Alki rejected West Seattle's offer to provide service to those communities in turn for annexation, leaving West Seattle still relatively isolated. After initially rejecting annexation, Youngstown and the adjacent communities were successfully annexed by West Seattle in 1907. In July of that same year, West Seattle was annexed and officially became a part of Seattle. Since annexation, West Seattle's growth has been defined by transportation and connectivity to the mainland, mostly by bridges. A Spokane Street drawbridge constructed in 1907 replaced the first bridge and connected West Seattle to the burgeoning Harbor Island area (Robbins and Larson 1995).

In 1907, the Seattle Electric Railway Company opened the Fautleroy Park streetcar line, which looped from Spokane Street in the newly annexed Youngstown, turned south just south of the Seattle Steel Mill through the White and Manning's Addition and Puget Mill Company plats (the latter appears to be what is currently the West Seattle Golf Course), turned west on Southwest Alaska Street to California Avenue Southwest, and finally turned south to "Endolyne," the end of the line at 45th Avenue Southwest and South Roxbury Street (Oliver P. Anderson & Company 1907). When the line first opened, there was scarcely a building to be seen along the entire route outside of those in Youngstown. Within weeks, however, half a dozen real estate offices had sprouted around the intersection of Southwest Alaska Street and California Avenue Southwest, later known as the West Seattle Junction, or the Junction. With heavy promotion of the area, paved roadways and enhanced transportation encouraged a real estate boom, with new residents buying lots and building homes in the newly platted land (Sheridan Consulting Group 2016). The streetcar brought in buyers, which spurred residential and commercial development along the line.

The first decade of the twentieth century brought further real estate developers to West Seattle. One development was the Scenic Park Addition, which was filed in 1907 by the Park Land Company. It was a six-block area bounded by Southwest Alaska and Southwest Hudson streets, California Avenue Southwest, and 40th Avenue Southwest (Sheridan Consulting Group 2016:6). Joining the Scenic Park Addition was the Norris Addition to West Seattle, with 288 lots for sale. Erven & Sanford were the selling agents, and the advertisements describe the lots as being on the new Fautleroy Car Line at "The Switch" (corner of California Avenue and Ninth), with views of the mountains, Puget Sound, and Seattle. The lots started at \$225 and were described as being only an 18-minute ride from Pioneer Square (*Seattle Sunday Times* 1907).

2.5.2.3 Improvement Era (1910 to 1928)

By 1911, the West Seattle Junction was a bustling business district with multiple grocery stores, lumber companies, a hardware store, and others, all vying to serve the growing surrounding residential neighborhoods. New wooden buildings were erected at a fast pace to keep up with the West Seattle Junction's transformation (Sheridan Consulting Group 2016). Development slowed briefly during a national recession in 1915, but quickly resumed with the United States' entry into World War I in 1917 (Sheridan Consulting Group 2016). The building boom continued into the 1920s in the West Seattle Junction, where older buildings were demolished, and new buildings were constructed at a rapid rate (Tate 2008). New stores shaped a mature commercial district, while the surrounding residential blocks were developed with single-family houses and some religious institutions (Sheridan Consulting Group 2016).

Between 1911 and 1918, two more temporary bridges connecting West Seattle to the mainland were built at increased height to handle more vehicular and boat traffic. The elimination of direct ferry service between West Seattle and Downtown Seattle in 1921 put the burden of carrying commuters directly on the wooden frames of the Spokane Street swing bridges.

Schools and parks were also developed during this period. Youngstown School, which was originally built in 1906 by the steel mill so that local resident children could avoid the long trek to a more established school in West Seattle, joined the Seattle School District after annexation. Subsequently, the Youngstown School was moved to its current location at 4408 Delridge Way Southwest (outside of the area of potential effects) and expanded. In 1917, a new brick building replaced the original one, which was built in order to accommodate rapid growth in the area, and it was expanded again in 1929 (City of Seattle 2002). Renamed to honor Frank B. Cooper in 1939, the former Cooper Elementary School now houses the Cooper Artist Housing and Youngstown Cultural Arts Center. The building is a designated Seattle Landmark.

In 1912, wooded land was acquired, excavated, and filled for a community playfield, which is now known as Delridge Playfield. The land was purchased from the Puget Mill Company, which began selling portions of their land near growing communities as early as 1905. In the Youngstown area, the Puget Mill Company both sold and donated a number of sites to the Seattle Department of Parks & Recreation for parks and playgrounds to be developed in accordance with the Olmsted Brothers plan (City of Seattle 1999).

In 1917, the Pacific Coast Forge Company constructed a facility on the west bank of the Duwamish Waterway as part of larger development efforts in the area by mostly shipbuilding representatives. This larger group of developers included the International Shipbuilding Company, Allied Shipping Interests, Elliott Bay Shipbuilding Company, and Erickson Shipbuilding Company (*The Seattle Daily Times* 1917:9). In 1926, the Pacific Coast Forge Company expanded its nut and bolt production facility through the addition of four new steel warehouses to its plant. Three years later, the company constructed a small office building fronting Iowa Avenue (now West Marginal Way Southwest) (*The Seattle Daily Times* 1929:31).

2.5.2.4 The Great Depression and World War II (1929 to 1945)

In West Seattle, which was close to both shipyards and Boeing, several major housing projects were constructed in the High Point neighborhood just south of the Delridge community and outside of the area of potential effects. The housing projects totaled more than 1,300 rental units to accommodate these new workers and their families (Sheridan Consulting Group 2016).

By the early 1930s, Bethlehem Steel commenced plans to acquire the Pacific Coast Forge Company and succeeded in doing so by December 1945, which corresponded with the conclusion of World War II. Bethlehem Steel immediately began the \$500,000 process of rebuilding the facility to meet their current needs and finished in 1948 (*The Seattle Daily Times* 1930:1; *The Seattle Daily Times* 1946:22; *The Seattle Daily Times* 1948:23). Bethlehem Steel continued to expand the facility until 1968, when it added the 22,000 square foot northern warehouse and added 4,000 square feet to the production building (*The Seattle Times* 1968:26).

The transportation landscape changed significantly during the 1930s and 1940s. Buses replaced the streetcar in 1940, and tracks from the West Seattle and Fauntleroy streetcar lines were abandoned in 1941. In 1943, a viaduct connecting the Spokane Street Bridge directly with California Avenue at Admiral Way was constructed (Sheridan Consulting Group 2016). The country moved swiftly toward using the automobile as the primary method of transportation, and future development patterns followed suit.

The West Seattle Junction Historic Resources Survey describes the pattern of residential development surrounding the West Seattle Junction during that time:

Most of the residential areas surrounding the Junction were fully developed with single-family homes in the 1930s, so the area was little affected by residential construction during and after the war. However, the number of apartments began to increase. Some small-scale apartment buildings had been built in the late 1920s, as was true in all Seattle commercial districts. (Sheridan Consulting Group 2016).

In 1939, the community of Youngstown was renamed Delridge to describe the vast dells and ridges of the surrounding area. During the 1930s and 1940s, Works Progress Administration funds were used to develop the West Seattle Golf Course and Recreation Area. During World War II, property on Pigeon Hill was owned by the Alaska Communications Corporation and used for military activity. The Youngstown playfield was used by the U.S. Military as a barrage balloon battalion. The site was later purchased by the Seattle Housing Authority as a temporary housing site for steel workers during peak wartime production periods (City of Seattle 1999). In the Riverside community along the Duwamish Waterway, wartime demand for industrial production brought workers to nearby shipyards and to William Boeing's new Pacific Aero Products company along what is now West Marginal Way (Sheridan Consulting Group 2016).

2.5.2.5 Post-World War II Boom (1946 to 1969)

By the end of World War II, West Seattle's population had doubled to more than 70,000 (Tate 2001). As it developed, the West Seattle Junction's commercial district reflected the influences of changing transportation modes. The pre-World War II sections of California Avenue reflected a pre-automobile era, with mostly one- and two-story buildings with storefronts extending to the sidewalk (Figure 2-9). Automobile-focused development came in the 1950s, when several auto-oriented buildings (mostly banks and post offices) with parking lots were constructed, and modern retail buildings replaced older ones. The eastern portion of Alaska Street, near Fautleroy Way Southwest, was redeveloped after completion of the Fautleroy Expressway in the 1960s with auto-oriented businesses, including car dealerships (Sheridan Consulting Group 2016).

Figure 2-9. 4460 California Avenue Southwest Looking Northeast, January 18, 1977



Source: Seattle Municipal Archives 2021f.

In the postwar period, new emigrants to the Delridge area included increasing numbers of Asian-, Filipino-, and African-Americans. These successive immigrations created housing booms—particularly for home ownership. As late as 1957, the percentage of Delridge residents who owned their homes was larger than in any other section of the city (City of Seattle 1999).

With the construction of the Fauntleroy Expressway, the community and small commercial strip in Riverside on Southwest Avalon Way, just west of the steel mill, was bypassed and largely forgotten.

2.5.2.6 Contemporary West Seattle (1970 to 1980)

The 1970s were marked by a regional economic downturn caused by the Boeing Bust. With competition from nearby shopping malls, commercial activity in West Seattle, particularly the West Seattle Junction, became more precarious. To mitigate the national trend on the local level, business owners in the West Seattle Junction created off-street parking lots to entice shoppers (Tate 2008). Compounded with the Boeing Bust of the late 1970s, new development slowed in the area and was largely related to chain stores and restaurants and infill development. The existing West Seattle Bridge, which greatly improved access to the neighborhood, opened in 1984.

3 ASSOCIATED THEMES AND AREAS OF SIGNIFICANCE

3.1 Overview

The area of potential effects contains approximately 1,500 historic built environment resources constructed in or before 1980. Approximately 86 percent of them have not been previously evaluated for National Register eligibility. Of these, the predominant areas of significance, dictated by National Park Service’s definitions, are Commerce, Community Planning and Development, and Industry. Additional areas of significance include Education, Entertainment/Recreation, Ethnic History, Maritime History, Military, Politics/Government, Religion, Social History, and Transportation. It is possible that individual properties may be significant under more than one area of significance.

Within the survey’s date range of 1851 to 1980, the historic context identified three predominant themes: Economic Development, Industrial Development, and Residential Development. Some themes exist that have more direct correlation to specific areas of significance (e.g., African-American Settlement as it relates to ethnic history in Seattle). Within some themes, sub-themes are present. If that occurs, it is noted in the eligibility requirements (Section 4, National Register Eligibility Requirements). Table 3-1 identifies each area of significance and theme/subtheme.

Table 3-1. Areas of Significance and Associated Themes and Subthemes

Area of Significance	National Park Service Definition	Associated Theme(s) and Subtheme(s)
Commerce	The business of trading goods, services, and commodities.	<ul style="list-style-type: none"> • Economic Development.
Community Planning and Development	The design or development of the physical structure of communities.	Residential Development <ul style="list-style-type: none"> • Pre-Annexation Development. • Streetcar/Cablecar Suburbs. • Post-Annexation and Pre-World War I Housing Boom. • Post-World War I Development. • Post-World War II Development.
Education	The process of conveying or acquiring knowledge or skills through systematic instruction, training, or study.	Not Applicable
Entertainment/Recreation	The development and practice of leisure activities for refreshment, diversion, amusement, or sport.	Not Applicable
Ethnic History	The history of persons having a common ethnic or racial identity.	Not Applicable
Industry	The technology and process of managing materials, labor, and equipment to produce goods and services.	Industrial Development <ul style="list-style-type: none"> • Lumber/Shingle Industries. • Manufacturing/Processing Industries. • Steel Industry.

3. Associated Themes and Areas of Significance

Area of Significance	National Park Service Definition	Associated Theme(s) and Subtheme(s)
Maritime History	The history of the exploration, fishing, navigation, and use of inland, coastal, and deep sea waters.	Commercial Fishing
Military	The system of defending the territory and sovereignty of a people.	Not Applicable
Politics/Government	The enactment and administration of laws by which a nation, state, or other political jurisdiction is governed; activities related to political process.	Institutional Development
Religion	The organized system of beliefs, practices, and traditions regarding mankind's relationship to perceived supernatural forces.	Not Applicable
Social History	The history of efforts to promote the welfare of society; the history of society or the lifeways of its social groups.	Not Applicable
Transportation	The process and technology of conveying passengers or materials.	<ul style="list-style-type: none"> • Automobile-Related. • Rail-Related.

3.2 Areas of Significance and Theme Descriptions

The National Park Service's definitions, which are summarized below, were used for each identified area of significance (National Park Service 1997b:40–41). The associated themes and subthemes reflect Seattle's history and the property types present in the survey population.

3.2.1 Commerce

One associated theme was identified for this area of significance.

3.2.1.1 Economic Development

Economic Development is the predominant theme associated with the Commerce area of significance. Significant properties within the Commerce area of significance are commercial buildings directly associated with the commercial growth and development of Seattle. They can represent the impact that improved transportation had on the commercial growth patterns in these neighborhoods or represent the expansion of commercial services in their particular neighborhood. They can be associated with significant local, state, or national companies that made an important contribution to their commercial field. Properties may also be significant within the Community Planning and Development, Entertainment/Recreation, Ethnic History, or Transportation areas of significance.

3.2.2 Community Planning and Development

Within this area there is one main theme and five subthemes.

3.2.2.1 Residential Development

Significant properties represent an important trend in the development, planning, and growth of Seattle, or they may represent important trends in planning practices (zoning, restrictive covenants, or subdivision regulations). Typically, an individual single-family residence is not able to express significance, except in those instances where the property is rare for its time period. Single-family residences typically express significance as a contributor to a historic district (if one exists). It is possible that properties may also be significant within the Education, Entertainment/Recreation, Ethnic Heritage, Religion, or Social History areas of significance.

Subtheme: Pre-Annexation Development

Properties significant within the theme of Pre-Annexation may be significant for their association with the earliest periods of residential development in Seattle, in areas that were not part of Seattle proper until after annexation.

Subtheme: Streetcar/Cablecar Suburbs

Properties associated with street/cablecar residential development are significant because they represent some of Seattle's earliest catalysts for growth and development. The early communities were aided by a local streetcar or cablecar line that connected neighborhoods to Downtown Seattle. These properties are significant for their association with the earliest residential development throughout the city, including the "suburbs" of Ballard and West Seattle. They represent the impact transportation had on the growth patterns of Seattle, often prior to annexation. They are increasingly rare in the city and threatened by development pressure.

Subtheme: Post-Annexation and Pre-World War I Housing Boom

Properties associated with post-annexation and the pre-World War I housing boom are significant because they represent Seattle's growth and development as the city moved from being less rural to more urban. These properties are significant for their association with the residential development in Ballard and West Seattle. They represent the impact annexation had on the growth patterns of Seattle.

Subtheme: Post-World War I Development

Properties associated with post-World War I development represent the growth Seattle experienced following World War I, a period when a significant number of residences were constructed to accommodate the growing population that settled in Seattle after finding employment in industries supporting the war efforts.

Subtheme: Post-World War II Development

Properties associated with the post-World War II years are significant because they represent Seattle's third population and building boom. The influx of new residents that moved to Seattle for employment and stayed after the war increased the demand for housing. These properties are significant for their association with the residential development in Seattle before the more restrictive zoning ordinance was passed in 1957. They represent the growth of suburban Seattle.

3.2.3 Education

Significant properties in the Education area of significance represent the evolution in curriculum or educational instruction. It is possible that these properties may also be eligible within the

Community Planning and Development or Ethnic History areas of significance. No associated theme was identified.

3.2.4 Entertainment/Recreation

Significant properties represent the important role in history that recreation, leisure, and entertainment have played in Seattle. It is possible that these properties may also be eligible within the Commerce, Community Planning and Development, or Ethnic History areas of significance. No associated theme was identified.

3.2.5 Ethnic Heritage

Properties significant under this area of significance represent important events associated with, but not limited to, civil-rights activism and movements on the local, state, or national level; important events associated with African- and Asian-American history in Seattle; and important events associated with various groups (such as Italian, Scandinavian, or Slavic) history in Seattle, as well as the ongoing history of Seattle's Native American community. These properties represent a pattern of settlement and how the changing demographics of Seattle shaped the city. Properties significant in this area of significance may also be significant within the Community Planning and Development, Education, Entertainment/Recreation, and Social History areas of significance.

3.2.6 Industry

Within this area of significance three themes were identified.

3.2.6.1 Lumber/Shingle Industries

Seattle's lumber and shingle industries are typically represented by an industrial complex of buildings and structures for the manufacture of lumber, wood products, and shingles. The property may be an integrated facility consisting of buildings used in production process as well as storage. These were significant industries in Seattle's history and included some of the city's earliest businesses that drove Seattle's economy.

3.2.6.2 Manufacturing/Processing Industries

Seattle's manufacturing and processing industries are typically represented by an industrial complex of buildings and structures for the manufacture and/or processing of materials and goods, including food. The property may be an integrated complex carrying out all steps necessary for manufacturing and processing, or may also be a plant where finished products are housed, packaged, and prepared for transport. It typically consists of a number of purpose-designed buildings.

3.2.6.3 Steel Industry

Seattle's steel industry is typically represented by an industrial complex of buildings and structures for the manufacture of steel. The property may be an integrated steel works carrying out all steps of steelmaking, from smelting iron ore to rolled product, or may also be a plant where steel semi-finished casting products are made from molten pig iron or from scrap. It typically consists of a number of purpose-designed buildings, each containing facilities for one

or more steps in the production process, including furnaces, storage warehouses, and facilities for the casting, rolling, and finishing of steel.

3.2.7 Maritime History

The associated theme below was identified within this area of significance.

3.2.7.1 Commercial Fishing

Seattle's maritime industry is typically represented by an industrial complex focused on commercial fishing. Properties that are significant represent the maritime history of Seattle and the importance this industry played in the economic development of the city and the larger region.

3.2.8 Military

Properties that are significant represent the important role military institutions played in supporting efforts during both world wars and other conflicts. No associated theme was identified.

3.2.9 Politics/Government

One theme was identified for this area of significance.

3.2.9.1 Institutional Development

Institutional Development encompasses the public institutions that include government programs and municipal infrastructure. Properties associated with this theme demonstrate Seattle's commitment to providing and expanding services necessary to serve its citizens, particularly during periods of significant population increases.

3.2.10 Religion

Properties significant within this context often represent the growth of the community having been established during period of population increases. Properties significant under this theme are significant if the religious building or campus served as the social, and cultural center of a neighborhood or community. Properties may also be significant in the areas of Education, Ethnic Heritage, or Social History. There are no associated themes.

3.2.11 Social History

Significant properties demonstrate the organizations that united the various communities in Seattle for charitable, cultural, political, or social purposes. Some properties may also be significant within the Ethnic Heritage area of significance because these social institutions and groups contributed to the cultural development of Seattle. There are no associated themes.

3.2.12 Transportation

Within this area of significance, the following two themes were identified.

3.2.12.1 Automobile-Related

Automobile-related properties, such as bridges and viaducts, demonstrate the evolution that the automobile had on shaping Seattle's development. The construction of such properties allowed Seattle to grow and expand, which aided in its residential and commercial development. Automobile-related properties may also be significant for their association with their contribution to Seattle's economy and may be eligible in the Commerce area of significance (showrooms, gas stations, car washes, auto repair services, and trucking services).

3.2.12.2 Rail-Related

Rail-related properties are significant for their association with railroad development, which greatly impacted Seattle's growth and development. These properties are also significant for demonstrating Seattle's contribution to the development of the larger Puget Sound region. Railroads brought new residents and commercial opportunities to Seattle because they allowed for the efficient transportation of goods. This in turn aided Seattle's economic strength. Therefore, such properties may also be significant in the Commerce area of significance for their contributions to the commercial growth of Seattle.

4 NATIONAL REGISTER ELIGIBILITY REQUIREMENTS

The following requirements provide the information used to make National Register eligibility recommendations for historic resources within the area of potential effects that have not been previously evaluated for National Register eligibility. The eligibility recommendations made on the individual Historic Property Inventory forms are further supported by property-specific research, which was conducted using available research as required of a reconnaissance-level survey defined by the Washington State Department of Archaeology and Historic Preservation's document *Washington State Standards for Cultural Resources Reporting* (Washington State Department of Archaeology and Historic Preservation 2020) and in accordance with the built environment inventory methodology.

An overview of the areas of significance and associated themes that were identified within the area of potential effects is provided in Section 3, Associated Themes and Areas of Significance.

4.1 Area of Significance: Commerce

4.1.1 Theme: Economic Development

Neighborhoods:	Ballard, Chinatown-International District, Downtown/Pioneer Square, Interbay, Lower Queen Anne, South Lake Union, SODO, West Seattle
Property Types:	Commercial Buildings
Periods of Significance and Justification:	<p>There are several possible periods of significance for commercial properties.</p> <ul style="list-style-type: none"> • 1890 to 1907: This period broadly covers street/cable car development associated with commercial development along these corridors. • 1907 to 1915: This period broadly covers when surrounding areas were annexed as part of Seattle and ends with the national recession that slowed commercial growth throughout Seattle. • 1919 to 1929: This period represents a time of growth for Seattle as its population increased. To serve the neighborhoods, there was an increase in commercial development. Businesses were often located along the streetcar lines, but also accommodated customers who had started driving to do their shopping. • 1946 to 1969: This period is when World War II ended and the changes to Seattle's zoning ordinances designated specific areas for commercial development. The zoning changes dictated such elements as building height and parking requirements. • 1970 to 1980: This period covers the timeframe when Seattle was recovering from the local Boeing Bust and the larger economic downturn that occurred nationally in the 1970s.
Eligibility Requirements:	<p>Properties recommended as eligible must meet the appropriate requirements based on the identified period of significance.</p> <ul style="list-style-type: none"> • Date from one of the identified periods of significance. • Be located along a former system's route or an important arterial or corridor. • Be the founding or long-term location of a business that made significant contributions to the commercial history of the neighborhood or Seattle. • Represents an automobile-centric clientele. • Be located in a zone representing commercial development (for buildings constructed in 1957 and later). • Represents Seattle's efforts to expand commercial growth and recovery after the Boeing Bust.

<p>Integrity Considerations:</p>	<p>The important aspects the property must retain are location, design, workmanship, feeling, and association. Typically, changes to cladding and windows would diminish integrity of materials unless there are other extant, prominent, identifiable character-defining features that can convey the property's significance. For properties constructed during the 1970 to 1980 timeframe, integrity of materials will be more important because these properties should have fewer alterations needed to convey this aspect of integrity. Integrity of setting may be a less important aspect to retain because land use and surrounding buildings may have changed. For integrity of setting to be maintained, the predominant land use should still be more or less the same (e.g., commercial).</p>
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4.2 Area of Significance: Community Planning and Development

4.2.1 Theme: Residential Development

4.2.1.1 Subtheme: Pre-Annexation

<p>Neighborhoods:</p>	<p>Ballard, Interbay, Lower Queen Anne, South Lake Union, West Seattle</p>
<p>Property Type(s):</p>	<p>Single-Family Residences, Multiple-Family Dwellings</p>
<p>Period of Significance and Justification:</p>	<p>1851 to 1907: The period covers the years of Seattle's first annexation efforts.</p>
<p>Eligibility Requirements:</p>	<ul style="list-style-type: none"> • Date from the period of significance. • Represents a very early period of settlement/residential development in a neighborhood or community. • Be a rare surviving and intact example of the type in the neighborhood or community. • Be associated with a significant housing development.
<p>Integrity Considerations:</p>	<p>The important aspects the property must retain are location, design, workmanship, feeling, and association. Typically, changes to cladding and windows would diminish integrity of materials on single-family residences unless there are other extant, easily identifiable character-defining features that convey the property's significance. Integrity of setting may be a less important aspect to retain because land use and surrounding buildings may have changed. For integrity of setting to be maintained, the predominant land use should still be more or less the same (e.g., still within a single-family residential neighborhood).</p>

4.2.1.2 Subtheme: Streetcar/Cablecar Suburbs

<p>Neighborhoods:</p>	<p>Ballard, Interbay, Lower Queen Anne, South Lake Union, West Seattle</p>
<p>Property Types:</p>	<p>Single-Family Residences, Multiple-Family Dwellings</p>
<p>Period of Significance and Justification:</p>	<p>1890 to 1907: This period broadly covers street/cable car development associated with the residential development of specific neighborhoods.</p>
<p>Eligibility Requirements:</p>	<ul style="list-style-type: none"> • Date from the period of significance. • Represents a very early period of settlement/residential development in a neighborhood or community. • Be a rare surviving and intact example of the type in the neighborhood or community. • Be located along an important street/cable car line (including within six blocks off the direct route.) • Typically lack designed automobile accommodations (e.g., detached or attached garages). • Be associated with a significant housing development.

4. National Register Eligibility Requirements

Integrity Considerations:	The important aspects the property must retain are location, design, workmanship, feeling, and association. Typically, changes to cladding and windows would diminish integrity of materials on single-family residences unless there are other extant, easily identifiable character-defining features that convey the property’s significance. Integrity of setting may be a less important aspect to retain because land use and surrounding buildings may have changed. For integrity of setting to be maintained, the predominant land use should still be more or less the same (e.g., still within a single-family residential neighborhood).
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4.2.1.3 Subtheme: Pre-World War I Housing Boom

Neighborhoods:	Ballard, Chinatown-International District, Downtown, Interbay, Lower Queen Anne, South Lake Union, West Seattle
Property Types:	Single-Family Residences, Multiple-Family Dwellings
Period of Significance and Justification:	1907 to 1915: This period broadly covers when surrounding areas were annexed as part of Seattle and ends with the national recession that slowed residential growth throughout Seattle.
Eligibility Requirements:	<ul style="list-style-type: none"> • Date from the period of significance. • Represents a very early period of settlement/residential development in a neighborhood or community. • Be associated with a significant housing development. • Represents a significant trend in city or community planning.
Integrity Considerations:	The important aspects the property must retain are location, design, workmanship, feeling, and association. Typically, changes to cladding and windows would diminish integrity of materials on single-family residences unless there are other extant, easily identifiable character-defining features that convey the property’s significance. Integrity of setting may be a less important aspect to retain because land use and surrounding buildings may have changed. For integrity of setting to be maintained, the predominant land use should still be more or less the same (e.g., still within a single-family residential neighborhood).

4.2.1.4 Subtheme: Post-World War I Development

Neighborhoods:	Ballard, Chinatown-International District, Downtown, Interbay, Lower Queen Anne, South Lake Union, West Seattle
Property Types:	Single-Family Residences, Multiple-Family Dwellings
Period of Significance and Justification:	1919 to 1929: This period represents a time of growth for Seattle as its population increased. Housing saw a significant increase during this period.
Eligibility Requirements:	<ul style="list-style-type: none"> • Date from the period of significance. • Be associated with a significant housing development. • Represents a significant trend in city or community planning.
Integrity Considerations:	The important aspects the property must retain are location, design, workmanship, feeling, and association. Typically, changes to cladding and windows would diminish integrity of materials on single-family residences unless there are other extant, easily identifiable character-defining features that convey the property’s significance. Integrity of setting may be a less important aspect to retain because land use and surrounding buildings may have changed. For integrity of setting to be maintained, the predominant land use should still be more or less the same (e.g., still within a single-family residential neighborhood).

4.2.1.5 Subtheme: Post-World War II Housing Boom

Neighborhoods:	Ballard, Chinatown-International District, Downtown, Interbay, Lower Queen Anne, South Lake Union, West Seattle
Property Types:	Single-Family Residences, Multiple-Family Dwellings
Periods of Significance and Justification:	<p>There are two possible periods of significance for residential properties.</p> <ul style="list-style-type: none"> • 1946 to 1969: This period covers when World War II ended and the subsequent changes to Seattle’s zoning ordinances designated specific areas for residential development. The zoning changes dictated such elements as building height and parking requirements. • 1970 to 1980: This period covers the timeframe when Seattle was recovering from the local Boeing Bust and the larger economic downturn that occurred nationally in the 1970s.
Eligibility Requirements:	<ul style="list-style-type: none"> • Date from the period of significance. • Be associated with a significant housing development. • Represents a significant trend in city or community planning.
Integrity Considerations:	The important aspects the property must retain are location, design, workmanship, feeling, and association. Typically, changes to cladding and windows would diminish integrity of materials on single-family residences unless there are other extant, easily identifiable character-defining features that convey the property’s significance. Integrity of setting may be a less important aspect to retain because land use and surrounding buildings may have changed. For integrity of setting to be maintained, the predominant land use should still be more or less the same (e.g., still within a single-family residential neighborhood).

4.3 Area of Significance: Education

Neighborhoods:	Chinatown-International District, Lower Queen Anne, SODO, West Seattle
Property Types:	Schools, Administration Buildings, Athletic Buildings
Period of Significance and Justification:	1851 to 1980: This period broadly covers the development of Seattle when educational facilities were built to serve the communities and neighborhoods.
Eligibility Requirements:	<p>Properties recommended as eligible must meet the appropriate requirements based on the identified period of significance.</p> <ul style="list-style-type: none"> • Date from one of the identified periods of significance. • Be a current or former education/training facility. • Represents Seattle’s efforts to expand educational facilities. • If a religious school, must meet Criterion Consideration A.
Integrity Considerations:	The important aspects the property must retain are location, design, workmanship, feeling, and association. Typically, changes to cladding and windows would diminish integrity of materials unless there are other extant, prominent, identifiable character-defining features that can convey the property’s significance. In the case of a neighborhood school, integrity of setting should be maintained (e.g., set in a residential neighborhood).

4.4 Area of Significance: Entertainment/Recreation

Neighborhood(s):	Chinatown-International District, Downtown/Pioneer Square, Interbay, Lower Queen Anne, West Seattle
Property Type(s):	Bowling Alleys, Golf Courses, Movie Theaters, Parks, Playfields

4. National Register Eligibility Requirements

Period(s) of Significance and Justification:	1884 to 1980: This period broadly covers the period when Seattle’s first park was established and ends in 1980, the end of the survey population.
Eligibility Requirements:	<p>Properties recommended as eligible must meet the appropriate requirements based on the identified period of significance.</p> <ul style="list-style-type: none"> • Date from one of the identified periods of significance. • Represents Seattle’s efforts to provide recreational and leisure facilities for its citizens. • Be associated with a significant event in sports history.
Integrity Considerations:	The important aspects the property must retain are location, design, workmanship, feeling, and association. Typically, changes to cladding and windows would diminish integrity of materials unless there are other extant, prominent, identifiable character-defining features that can convey the property’s significance. Integrity of setting may be a less important aspect to retain because land use and surrounding buildings may have changed. For integrity of setting to be maintained, the predominant land use should still be more or less the same (e.g., still within a residential neighborhood or commercial setting).

4.5 Area of Significance: Ethnic Heritage

Neighborhoods:	Ballard, Chinatown-International District, Downtown, Interbay, Lower Queen Anne, South Lake Union, SODO, West Seattle
Property Types:	Single-Family Residences, Multiple-Family Dwellings, Schools, Commercial Buildings, Social Halls/Clubhouses, Other
Periods of Significance and Justification	<p>1851 to 1936: This period covers the timeframe when the first Chinese, Japanese, and settlers arrived in the Northwest in the 1860s and 1870s through the era prior to World War II and the end of the Seattle Chinatown Historic District period of significance.</p> <p>1937 to 1945: This period covers the years before and during World War II, and includes the period of Japanese-American internment.</p> <p>1946 to 1980: This period covers the timeframe of the survey population and years when the associated groups were present in Seattle, and includes major cultural and physical changes in the United States that affected this area of significance, including the construction of interstate highways, urban renewal, the civil rights movement, and the Native American occupation of Fort Lawton.</p>
Eligibility Requirements:	<ul style="list-style-type: none"> • Date from the periods of significance. • Represents an identified ethnic group including, but not limited to, Seattle’s African-American, Asian/Asian-American, Euroamerican, and Native American communities. • Be the location of an important event pertaining to social, cultural, or civic patterns.
Integrity Considerations:	The important aspects the property must retain are location, feeling, and association. Integrity of materials, design, and workmanship will be less important if the property is significant for its association with a cultural group or event important to a cultural group or groups. Particularly for underrepresented populations, significant resources can often retain a lower level of integrity of materials, design, and workmanship and still convey their historic significance. Similarly, integrity of setting may be a less important aspect to retain because land use and cultural affiliations historically associated with the property may have changed.

4.6 Area of Significance: Industry

4.6.1 Theme: Industrial Development

4.6.1.1 Subtheme: Lumber/Shingle Industries

Neighborhoods:	Ballard, Interbay, West Seattle
Property Types:	Office Buildings, Warehouses, Sheds
Period of Significance and Justification:	<p>1853 to 1919: This period begins with the construction of Yesler’s lumber mill and covers the time when these mills significantly impacted the population and demographic of Seattle, as the major employers of workers that lived in the area and their successes and failures directly affected the area’s subsequent growth and development. Industrial properties associated with these lumber and shingle companies would be considered to represent the industry’s important association with the growth and development of Seattle during this period.</p> <p>1926 to 1929: This period covers a resurgence in these industries and the building industry that stalled immediately after World War I and ends with the start of the Great Depression when building slowed considerably in Seattle.</p> <p>1941 to 1980: This covers World War II and the subsequent building boom that followed, which brought a resurgence to these industries.</p>
Eligibility Requirements:	<ul style="list-style-type: none"> • Date from the periods of significance. • Have an important association with a company, manufacturer, or agency important to the industrial growth and vitality. • Convey a cohesive historic district or individual resource that possesses one or more of the industrial property types. • Retains buildings, structures, or objects that represent the primary function of the resource. For example, a primary warehouse would likely meet Criterion A eligibility requirements as an individual resource, but a secondary storage shed likely would not (but could contribute to a historic district).
Integrity Considerations:	The important aspects of integrity the property must retain are location, design, workmanship, setting, feeling and association. Integrity of materials should take into consideration that industrial buildings were designed with safety measures in mind, and materials such as industrial steel sash windows, steel framing, and metal siding should be retained.

4.6.1.2 Subtheme: Manufacturing/Processing Industries

Neighborhoods:	Ballard, Interbay, SODO, West Seattle
Property Types:	Office Buildings, Warehouses
Period of Significance and Justification:	1876 to 1980: This period covers the years when these facilities contributed to the economic growth of Seattle and played an integral role in the development of the city. This period includes the period when railroads reached Seattle, thus allowing for ease of transporting goods, to 1980, the end of the survey date range.
Eligibility Requirements:	<ul style="list-style-type: none"> • Date from the period of significance. • Have an important association with a company, manufacturer, or agency important to the industrial growth and vitality. • Convey a cohesive historic district or individual resource that possesses one or more of the industrial property types.

4. National Register Eligibility Requirements

	<ul style="list-style-type: none"> Retain buildings, structures, or objects that represent the primary function of the resource. For example, a primary warehouse would likely meet Criterion A eligibility requirements as an individual resource, but a secondary storage shed likely would not (but could contribute to a historic district).
Integrity Considerations:	The important aspects of integrity the property must retain are location, design, workmanship, setting, feeling, and association. Integrity of materials should take into consideration that industrial buildings were designed with safety measures in mind, and materials such as industrial steel sash windows, steel framing, and metal siding should be retained.

4.6.1.3 Subtheme: Steel Industry

Neighborhoods:	Ballard, SODO, West Seattle
Property Types:	Warehouses, Office Buildings, Sheds
Period of Significance and Justification:	1905 to 1980: These steel mills significantly impacted the population and demographic of Seattle as the major employers of workers who lived in the area, and their successes and failures directly affected the area's subsequent growth and development. Industrial properties associated with these steel companies would be considered to represent the steel industry's important association with the growth and development of the city of Seattle and, especially, West Seattle during this period.
Eligibility Requirements:	<ul style="list-style-type: none"> Date from the period of significance. Have an important association with a company, manufacturer, or agency important to the industrial growth and vitality. Convey a cohesive historic district or individual resource that possesses one or more of the industrial property types. Retain buildings, structures, or objects that represent the primary function of the resource. For example, a primary warehouse or powerhouse would likely meet Criterion A eligibility requirements as an individual resource, but a secondary storage shed likely would not (but could contribute to a historic district).
Integrity Considerations:	The important aspects of integrity the property must retain are location, design, workmanship, setting, feeling, and association. Integrity of materials should take into consideration that industrial buildings were designed with safety measures in mind, and materials such as industrial steel sash windows, steel framing, and metal siding should be retained.

4.7 Area of Significance: Maritime Industry

4.7.1 Theme: Commercial Fishing

Neighborhoods:	Interbay, West Seattle
Property Types:	Sheds, Docks, Wharves, Office Buildings, Warehouses
Period of Significance and Justification:	1911 to 1980: The period generally representing the formation of the Port of Seattle to 1980, the end of the survey population.
Eligibility Requirements:	<ul style="list-style-type: none"> Date from the period of significance. Have an important association with a company, manufacturer, or agency important to the industrial growth and vitality. Convey a cohesive historic district or individual resource that possesses one or more of the industrial property types.

4. National Register Eligibility Requirements

	<ul style="list-style-type: none"> Retain buildings, structures, or objects that represent the primary function of the resource.
Integrity Considerations:	The important aspects of integrity the property must retain are location, design, workmanship, setting, feeling, and association. Integrity of materials should take into consideration that industrial buildings were designed with safety measures in mind, and materials such as industrial steel sash windows, steel framing, and metal siding should be retained.

4.8 Area of Significance: Military

Neighborhood(s):	Interbay
Property Type(s):	Office Buildings
Period(s) of Significance and Justification:	1939 to 1980: This period covers the establishment of the Naval Depot on Smith Cove and ends in 1980, the close of the survey population.
Eligibility Requirements:	<p>Properties recommended as eligible must meet the appropriate requirements based on the identified period of significance.</p> <ul style="list-style-type: none"> Date from one of the identified periods of significance. Represents one of the branches of military. Be associated with specific efforts to support the military or its actions.
Integrity Considerations:	The important aspects the property must retain are location, design, workmanship, feeling, and association. Typically, changes to cladding and windows would diminish integrity of materials unless there are other extant, prominent, identifiable character-defining features that can convey the property's significance. For properties constructed during the 1970 to 1980 timeframe, integrity of materials are more important because these properties should have fewer alterations needed to convey this aspect of integrity. Integrity of setting may be a less important aspect to retain because land use and surrounding buildings might have changed. For integrity of setting to be maintained, the predominant land use should still be more or less the same.

4.9 Area of Significance: Politics/Government

4.9.1 Theme: Institutional Development

Neighborhoods:	Ballard, Chinatown-International District, Downtown, Interbay, Lower Queen Anne, SODO, South Lake Union, West Seattle
Property Types:	Fire Stations, Municipal Buildings, Post Offices, Power Houses, Substations
Periods of Significance and Justification:	<p>1851 to 1980: This period represents the general timeframe when such buildings would be built.</p> <p>1968 to 1980: This period covers the period when Forward Thrust funds were used for municipal projects. It begins in 1968, when the first bond initiative was passed by voters and ends in 1980, the end of the survey period.</p>
Eligibility Requirements:	<ul style="list-style-type: none"> Date from the period of significance. Represent the need for such institutions in response to citizens' needs. Associated with a significant Forward Thrust-funded initiative representing the goal of the program for associated properties within that period of significance.
Integrity Considerations:	The important aspects the property must retain are location, design, workmanship, feeling, and association. Typically, changes to cladding and windows would diminish integrity of materials unless there are other extant, easily identifiable character-

	defining features that convey the property’s significance. Integrity of setting may be a less important aspect to retain because land use and surrounding buildings may have changed. For integrity of setting to be maintained, the predominant land use should still be more or less the same (e.g., still within a residential, commercial, or industrial neighborhood).
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4.10 Area of Significance: Religion

Neighborhoods:	Ballard, Chinatown-International District, Downtown, Interbay, Lower Queen Anne, South Lake Union, West Seattle
Property Types:	Places of Worship (e.g., churches, synagogues, temples), Schools, Church-related Residences
Period of Significance and Justification:	1851 to 1980: This period covers the timeframe when such properties would be present.
Eligibility Requirements:	<ul style="list-style-type: none"> • Date from the period of significance. • Be the site of an important non-religious event. • Meet Criterion Consideration A.
Integrity Considerations:	The important aspects the property must retain are location, design, workmanship, feeling, and association. Typically, changes to cladding and windows would diminish integrity of materials unless there are other extant, easily identifiable character-defining features that convey the property’s significance. Integrity of setting may be a less important aspect to retain because land use and surrounding buildings may have changed. For integrity of setting to be maintained, the predominant land use should still be more or less the same (e.g., still within a residential or commercial neighborhood).

4.11 Area of Significance: Social History

Neighborhoods:	Ballard, Chinatown-International District, Downtown, Interbay, Lower Queen Anne, South Lake Union, West Seattle
Property Types:	Meeting Hall, Clubhouse, Other
Period of Significance and Justification:	1851 to 1980: This period covers the timeframe when such properties would be present. The period includes major cultural and physical changes in the United States that affected this area of significance and can include places also important within the area of Ethnic Heritage, women’s history, and other cultural groups who were present in Seattle during this period.
Eligibility Requirements:	<ul style="list-style-type: none"> • Date from the period of significance. • Be the site of an important social or civic event or where such events were planned. • Represents an identified social group or institution. • Represent the development of a particular social organization.
Integrity Considerations:	The important aspects the property must retain are location, feeling, and association. Integrity of design, materials, and workmanship will be less important if it is important to a particular social group. Significant resources will often retain a lower level of integrity of these aspects of integrity but still convey their significance. For integrity of setting to be maintained, the predominant land use should still be more or less the same (e.g., still within a residential or commercial neighborhood).

4.12 Area of Significance: Transportation

4.12.1 Theme: Automobile-related

Neighborhoods:	Ballard, Chinatown-International District, Downtown, Interbay, Lower Queen Anne, SODO, South Lake Union, West Seattle
Property Types:	Bridges, Car Dealerships, Car Washes, Parking Garages, Repair Shops, Showrooms, Trucking Facilities
Period of Significance and Justification:	1900 to 1980: This period covers the timeframe when such properties would be present.
Eligibility Requirements:	<ul style="list-style-type: none"> • Date from the period of significance. • Illustrates the progression of its associated building type that accommodated changing technology and advancements in automobile size. • Historically used to service car customers. • Has convenient automobile access.
Integrity Considerations:	The important aspects the property must retain are location, design, workmanship, feeling, and association. Typically, changes to cladding and windows would diminish integrity of materials unless there are other extant, easily identifiable character-defining features that convey the property's significance. Integrity of setting may be a less important aspect to retain because land use and surrounding buildings may have changed. For integrity of setting to be maintained, the predominant land use should still be more or less the same (e.g., still within a residential or commercial neighborhood).

4.12.2 Theme: Rail-related

Neighborhoods:	Ballard, Interbay, SODO
Property Types:	Bridges, Depots, Tracks, Spur Lines
Period of Significance and Justification:	1883 to 1916: This period generally covers the timeframe when such properties were built and had the most impact.
Eligibility Requirements:	<ul style="list-style-type: none"> • Date from the period of significance. • Represent a significant event in railroading history. • Played a significant role in the development of Seattle.
Integrity Considerations:	The important aspects the property must retain are location, design, setting, feeling, and association. For bridges, tracks and spur lines integrity of materials and workmanship are expected to be altered because components of these property types are continually renewed and improved upon in order to keep the resources functioning and maintained properly.

5 SUMMARY

In summary, FTA and Sound Transit have developed these historic context requirements for National Register eligibility under Criterion A to guide and standardize inventory and evaluation of built environment historic resources built in or before 1980. This document provides a detailed overview of the patterns of history that shaped development in Seattle within the area of potential effects and also identifies anticipated property types that would likely be National Register-eligible within this context.

Historic resources within the area of potential effects will be surveyed and inventoried and then recorded in the WISAARD on Historic Property Inventory forms. Property-specific research and evaluation, field investigations, the historic context, and consultation with the State Historic Preservation Officer and other interested parties will inform the FTA's National Register eligibility determinations.

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Attachment N.5D

Archaeological Survey and Inventory Plan (2020)

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Per United States Code Section 307103, 36 Code of Federal Regulations 800.11(c), and Revised Code of Washington 42.56.300

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Attachment N.5E Geotechnical Investigation, Cultural Assessment, and Inadvertent Discovery Plan

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Per United States Code Section 307103, 36 Code of Federal Regulations 800.11(c), and
Revised Code of Washington 42.56.300

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