6. Historic Built Environment Results

This chapter presents the results of the surveys conducted for the SR 520, I-5 to Medina project to identify historic built environment properties located in the APE as well as the previously investigated historic properties in the APE. The results are organized by the three study areas: Seattle, Lake Washington, and Eastside transition. The Seattle study area is divided further into four geographical segments: I-5/Roanoke, Portage Bay, Montlake, and West Approach. Two sites at the Port of Tacoma and the Port of Olympia were investigated as possible pontoon production sites. Properties identified on the potential Section 6(f) replacement sites are counted in their respective study areas, but are discussed in detail in a section dedicated just to Section 6(f) replacement sites at the end of this chapter.

A total of 366 built environment historic properties were identified in the APE, as well as one TCP, for a total of 367 historic properties in the APE. The total of historic properties includes previously identified properties, the properties presented in the 2009 *Cultural Resources Discipline Report, SR 520: I-5 to Medina Bridge Replacement and HOV Project, Supplemental Draft Environmental Impact Statement and Section 4(f)/6(f) Evaluation* (see Attachment 7 to the Final EIS), and properties identified during the additional cultural resources survey investigations in 2010 and early 2011.

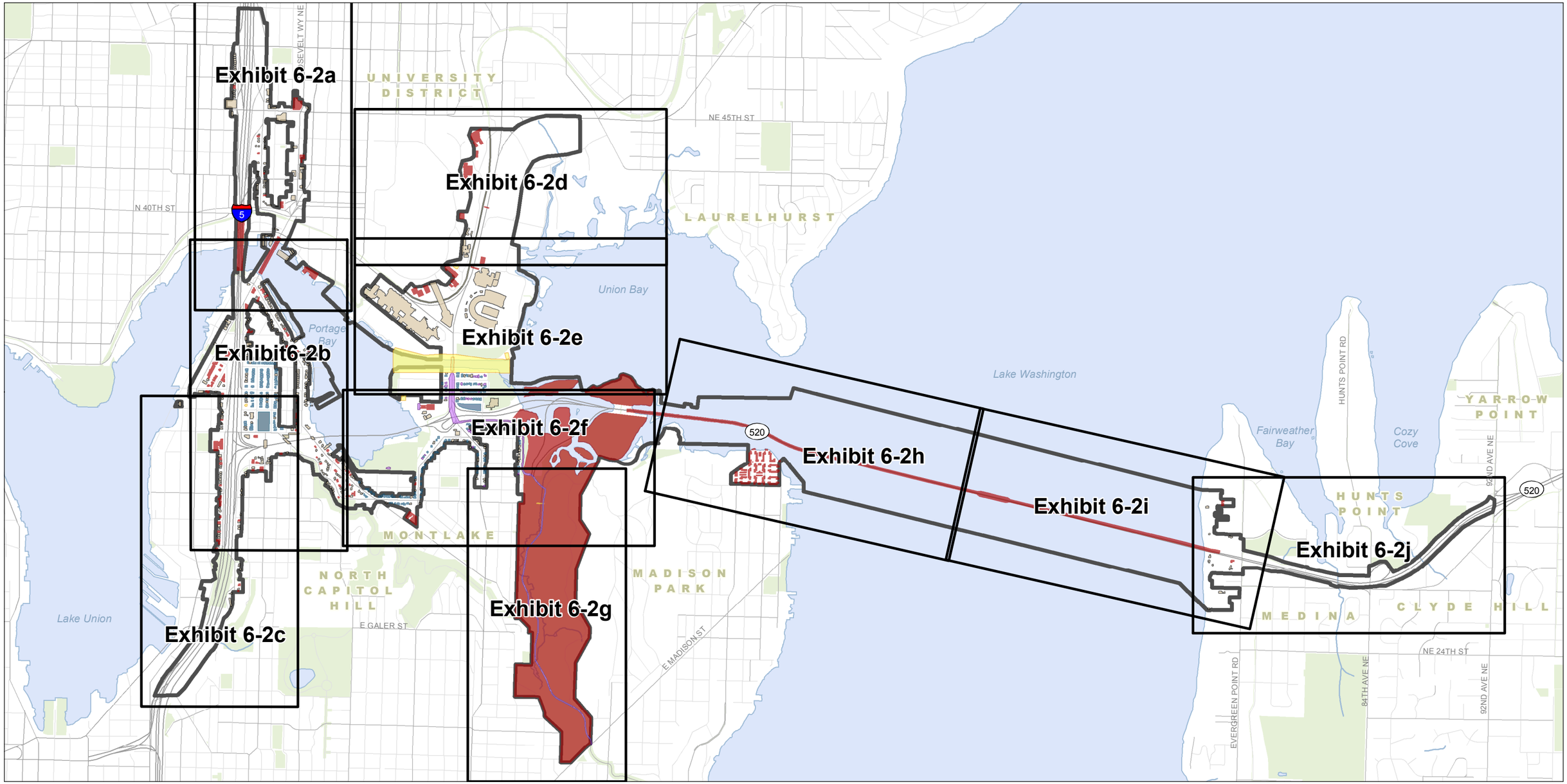
Exhibit 6-1 shows the historic property totals by study area and segment. The historic properties include two historic districts, contributing elements to the historic districts, and individual properties located outside the historic district boundaries that are either listed in or eligible for listing in the NRHP. Historic properties in this chapter are discussed by project segment within each study area. Due to the large number of historic properties in the APE, not every property is discussed in detail, but rather representative examples of historic properties surveyed is described in detail in this chapter. Properties in each section are presented in order of their property ID numbers. See the HPI forms in Attachments 2, 3, and 4 for more information on each property.

Exhibit 6-1. Summary of Historic Properties in the Area of Potential Effects by Study Area and Segment

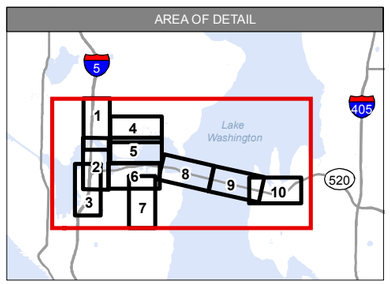
Study Area	Segment	Resources Surveyed	Historic Properties[1]
Seattle Study Area	I-5/Roanoke Segment	296	146
	Portage Bay Segment	135	31
	Montlake Segment	230	174
	West Approach Segment	3	4
Lake Washington Study Area		4	4
Eastside Transition Study Area		10	2
Pontoon Production Sites		14	6
Total		**692**	**367**

[1] The historic property totals include previously identified properties and properties surveyed as a part of this project. These totals could change as design and construction proceed; they reflect information known at the time of this report.

Exhibits 6-2 and 6-2a through 6-2j show the locations and NRHP eligibility of all the surveyed properties within the APE.



AREA OF DETAIL



NRHP Eligibility

- NRHP Listed
- NRHP Eligible
- Contributing
- Contributing and Eligible
- Not NRHP Eligible

- Area of Potential Effects
- Park

Source: King County (2005) GIS Data (Streams and Streets), King County (2007) GIS Data (Water Bodies), CH2M HILL (2008) GIS Data (Parks). Horizontal datum for all layers is NAD83(91); vertical datum for layers is NAVD88.

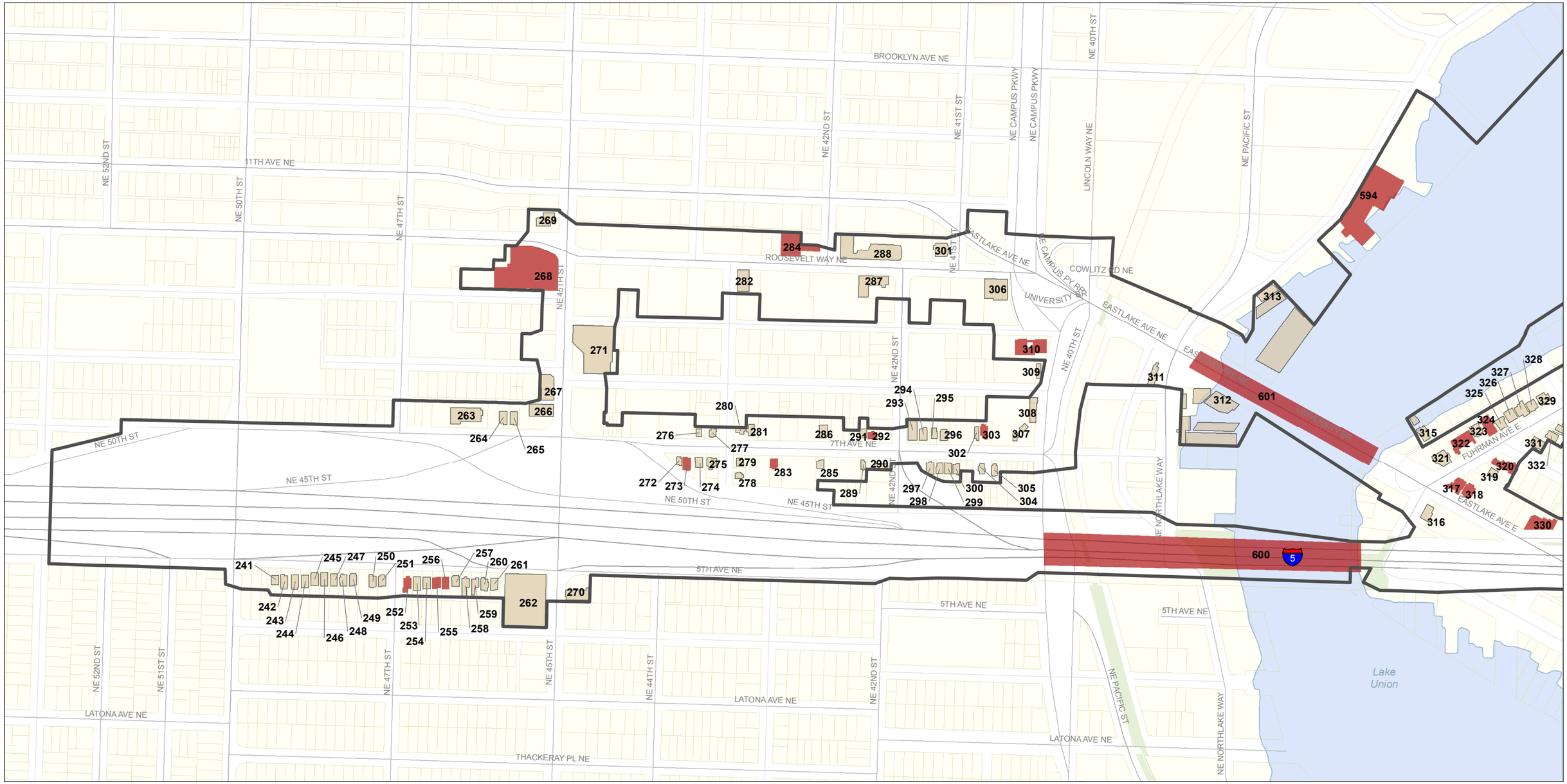
N

0 1,250 2,500 5,000 Feet

Exhibit 6-2. **Area of Potential Effects showing Surveyed and Historic Properties Overview**

SR 520, I-5 to Medina: Bridge Replacement and HOV Project

\\JAFAR\PROJ\PARAMETRIX_400707\MAPFILES\WESTSIDE\DR\CULTURALRESOURCES\WS_DR_CR_HISTORICSTRUCTURES_OVERVIEW.MXD RGRABARE 5/5/11 08:48:28



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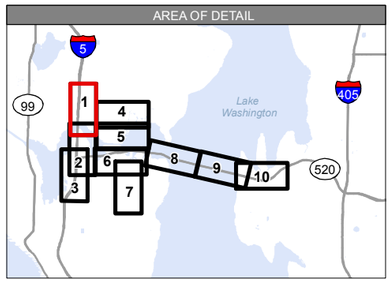


NRHP Eligibility

- NRHP Listed
- NRHP Eligible
- Contributing
- Contributing and Eligible
- Not NRHP Eligible

- Historic District Boundary
- Area of Potential Effects
- Parcel
- Park

NOTE: Property ID Numbers displayed on the map correspond to those in the tables in Attachment 1 - "Master Lists of Identified Properties for the SR 520, I-5 to Medina Project"

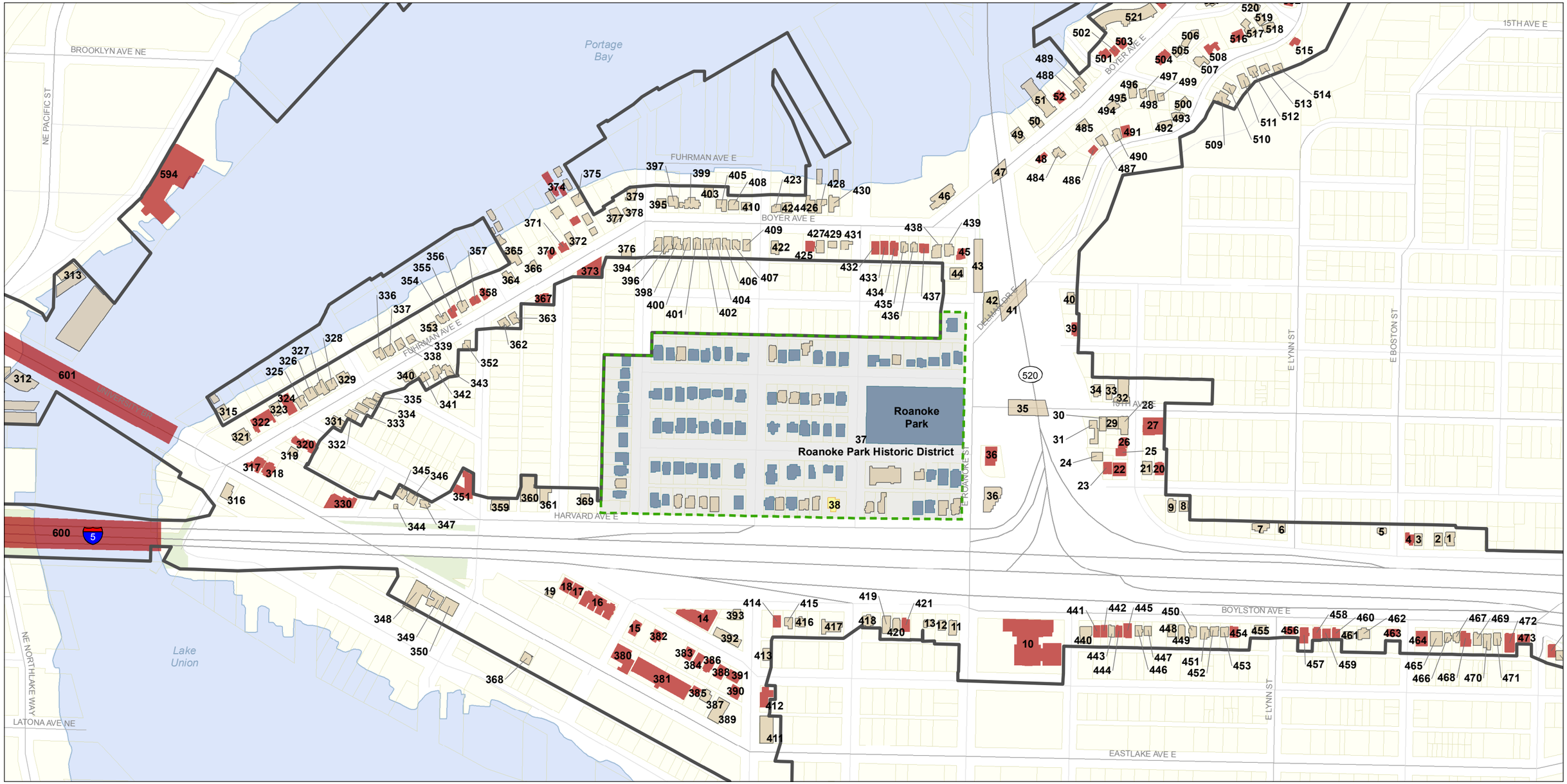
Source: King County (2005) GIS Data (Streams and Streets), King County (2007) GIS Data (Water Bodies), King County (2008) GIS Data (Parcel), CH2M HILL (2008) GIS Data (Parks). Horizontal datum for all layers is NAD83(91); vertical datum for layers is NAVD88.

N

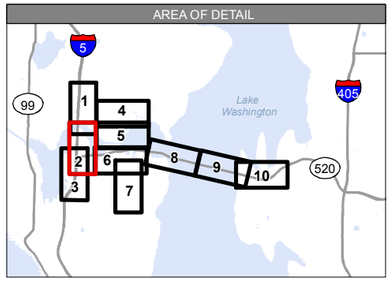
0 250 500 1,000 Feet

Exhibit 6-2a. **Area of Potential Effects Showing Surveyed and Historic Properties, Sheet 1**

SR 520, I-5 to Medina: Bridge Replacement and HOV Project



AREA OF DETAIL



NRHP Eligibility

- NRHP Listed
- NRHP Eligible
- Contributing
- Contributing and Eligible
- Not NRHP Eligible

- Historic District Boundary
- Area of Potential Effects
- Parcel
- Park

NOTE: Property ID Numbers displayed on the map correspond to those in the tables in Attachment 1 - "Master Lists of Identified Properties for the SR 520, I-5 to Medina Project"

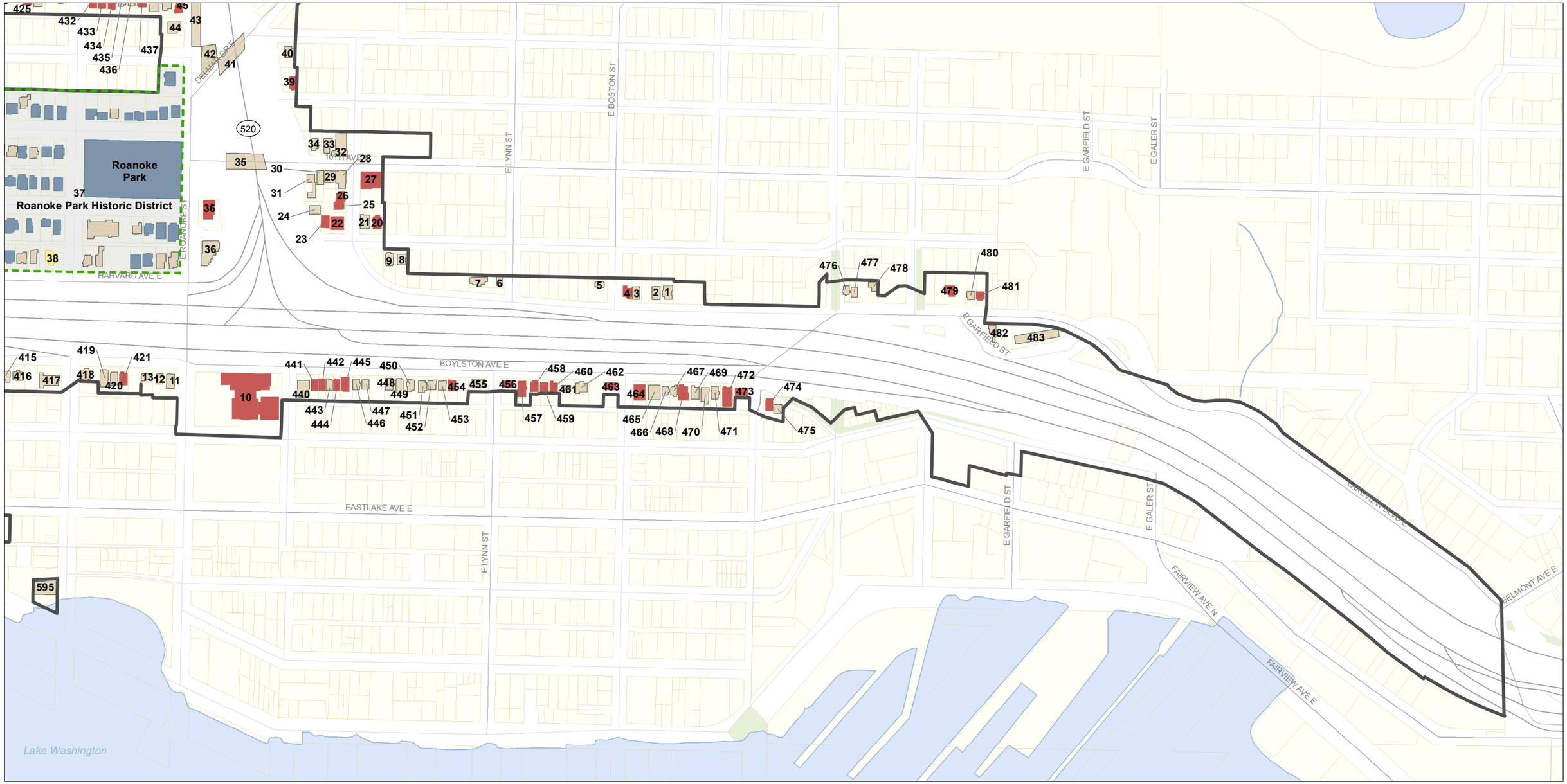
Source: King County (2005) GIS Data (Streams and Streets), King County (2007) GIS Data (Water Bodies), King County (2008) GIS Data (Parcel), CH2M HILL (2008) GIS Data (Parks). Horizontal datum for all layers is NAD83(91); vertical datum for layers is NAVD88.

N

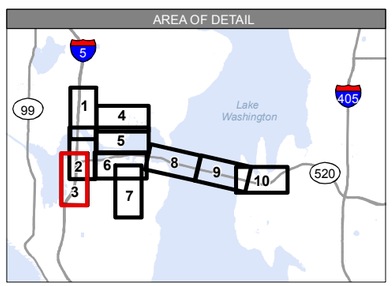
0 250 500 1,000 Feet

Exhibit 6-2b. **Area of Potential Effects Showing Surveyed and Historic Properties, Sheet 2**

SR 520, I-5 to Medina: Bridge Replacement and HOV Project



AREA OF DETAIL



NRHP Eligibility

- NRHP Listed
- NRHP Eligible
- Contributing
- Contributing and Eligible
- Not NRHP Eligible

- Historic District Boundary
- Area of Potential Effects
- Parcel
- Park

NOTE: Property ID Numbers displayed on the map correspond to those in the tables in Attachment 1 - "Master Lists of Identified Properties for the SR 520, I-5 to Medina Project"

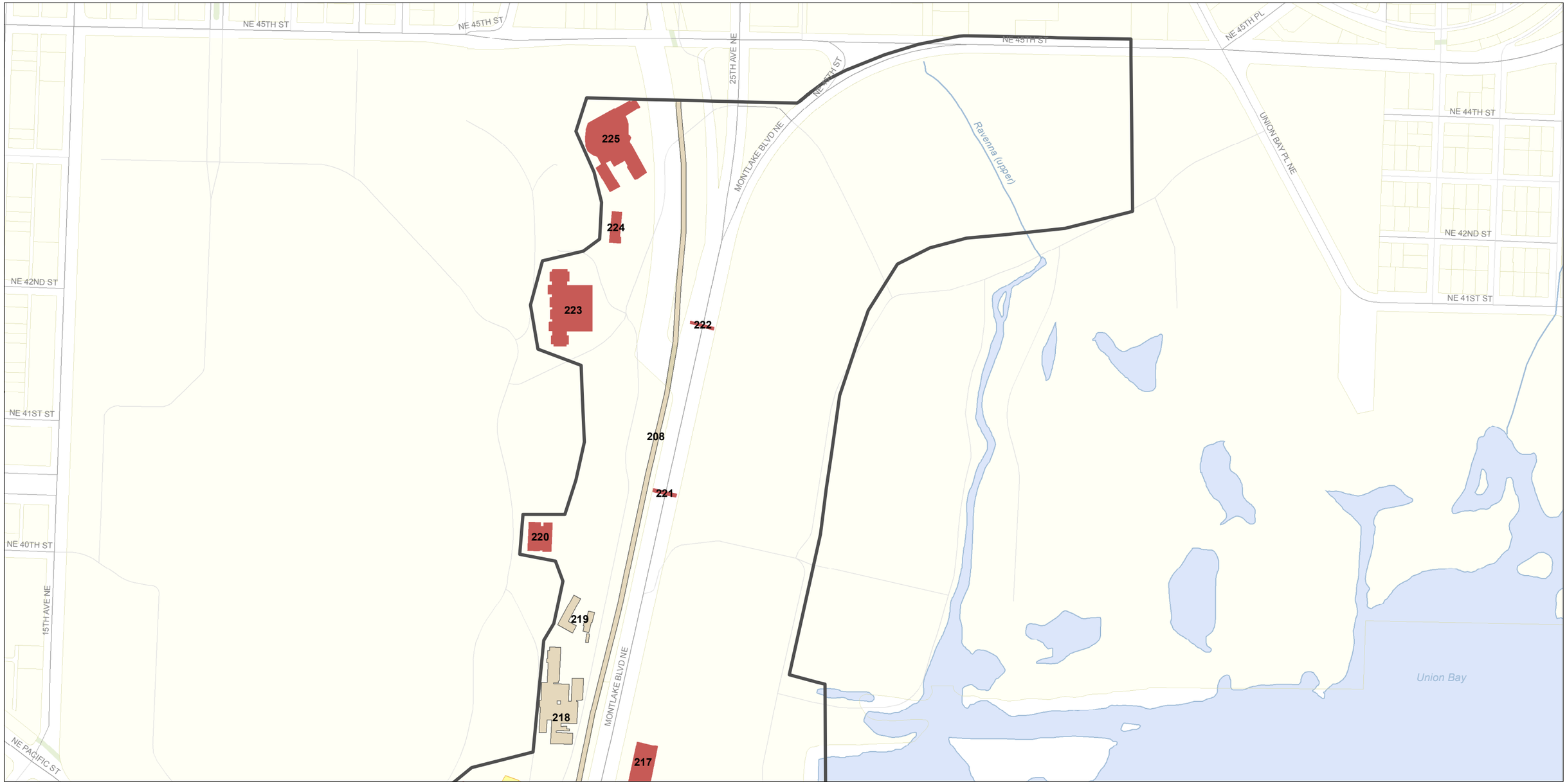
Source: King County (2005) GIS Data (Streams and Streets), King County (2007) GIS Data (Water Bodies), King County (2008) GIS Data (Parcel), CH2M HILL (2008) GIS Data (Parks). Horizontal datum for all layers is NAD83(91); vertical datum for layers is NAVD88.

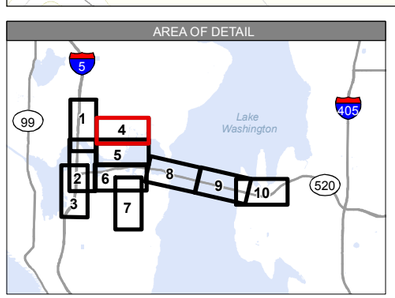
N

0 250 500 1,000 Feet

Exhibit 6-2c. **Area of Potential Effects Showing Surveyed and Historic Properties, Sheet 3**

SR 520, I-5 to Medina: Bridge Replacement and HOV Project





NRHP Eligibility

- NRHP Listed
- NRHP Eligible
- Contributing
- Contributing and Eligible
- Not NRHP Eligible

- Historic District Boundary
- Area of Potential Effects
- Parcel
- Park

NOTE: Property ID Numbers displayed on the map correspond to those in the tables in Attachment 1 - "Master Lists of Identified Properties for the SR 520, I-5 to Medina Project"

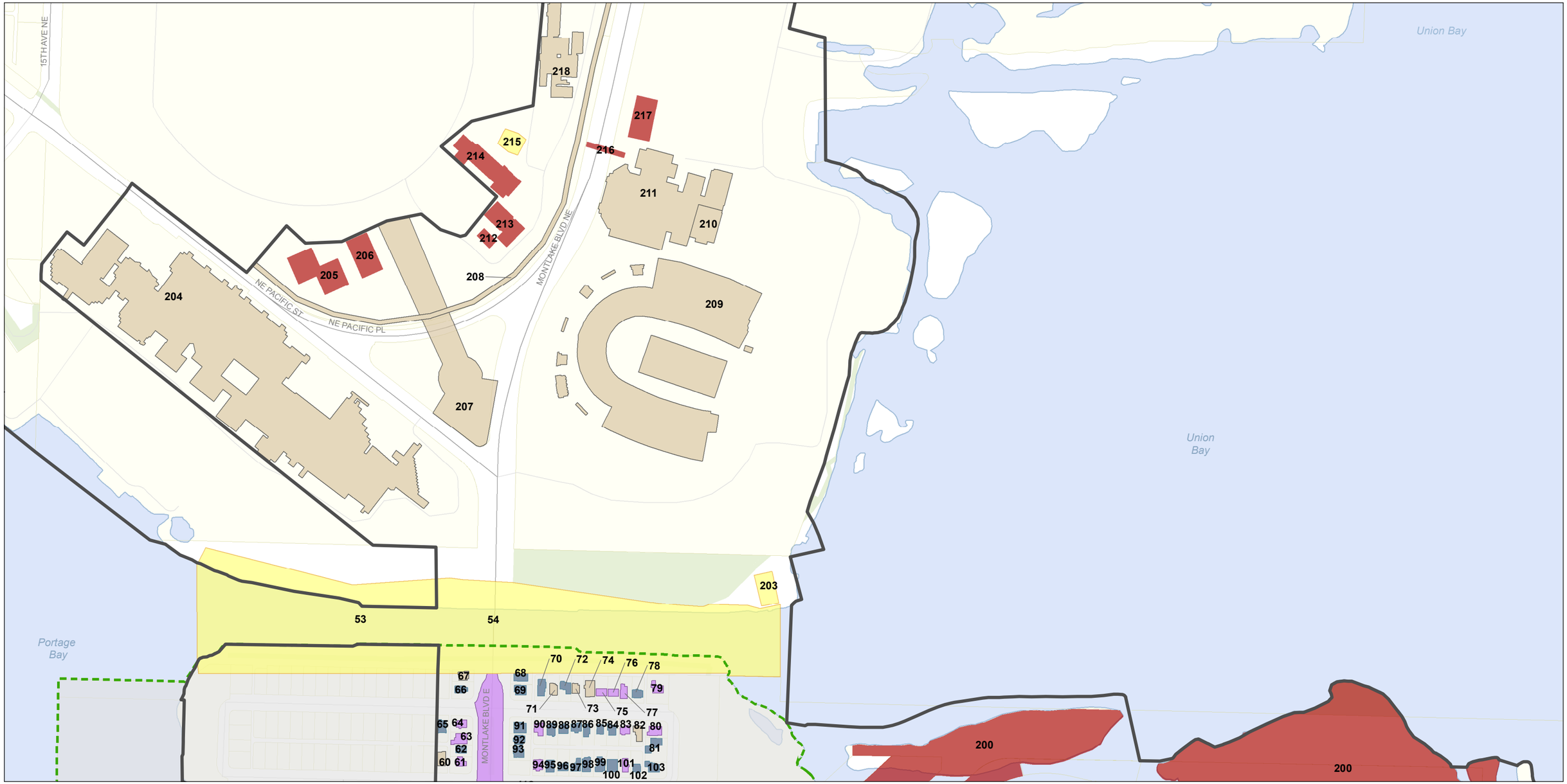
Source: King County (2005) GIS Data (Streams and Streets), King County (2007) GIS Data (Water Bodies), King County (2008) GIS Data (Parcel), CH2M HILL (2008) GIS Data (Parks). Horizontal datum for all layers is NAD83(91); vertical datum for layers is NAVD88.

N

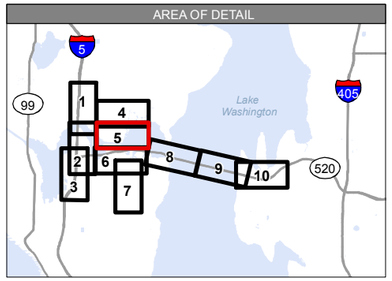
0 250 500 1,000 Feet

Exhibit 6-2d. **Area of Potential Effects Showing Surveyed and Historic Properties, Sheet 4**

SR 520, I-5 to Medina: Bridge Replacement and HOV Project



AREA OF DETAIL



NRHP Eligibility

- NRHP Listed
- NRHP Eligible
- Contributing
- Contributing and Eligible
- Not NRHP Eligible

- Historic District Boundary
- Area of Potential Effects
- Parcel
- Park

NOTE: Property ID Numbers displayed on the map correspond to those in the tables in Attachment 1 - "Master Lists of Identified Properties for the SR 520, I-5 to Medina Project"

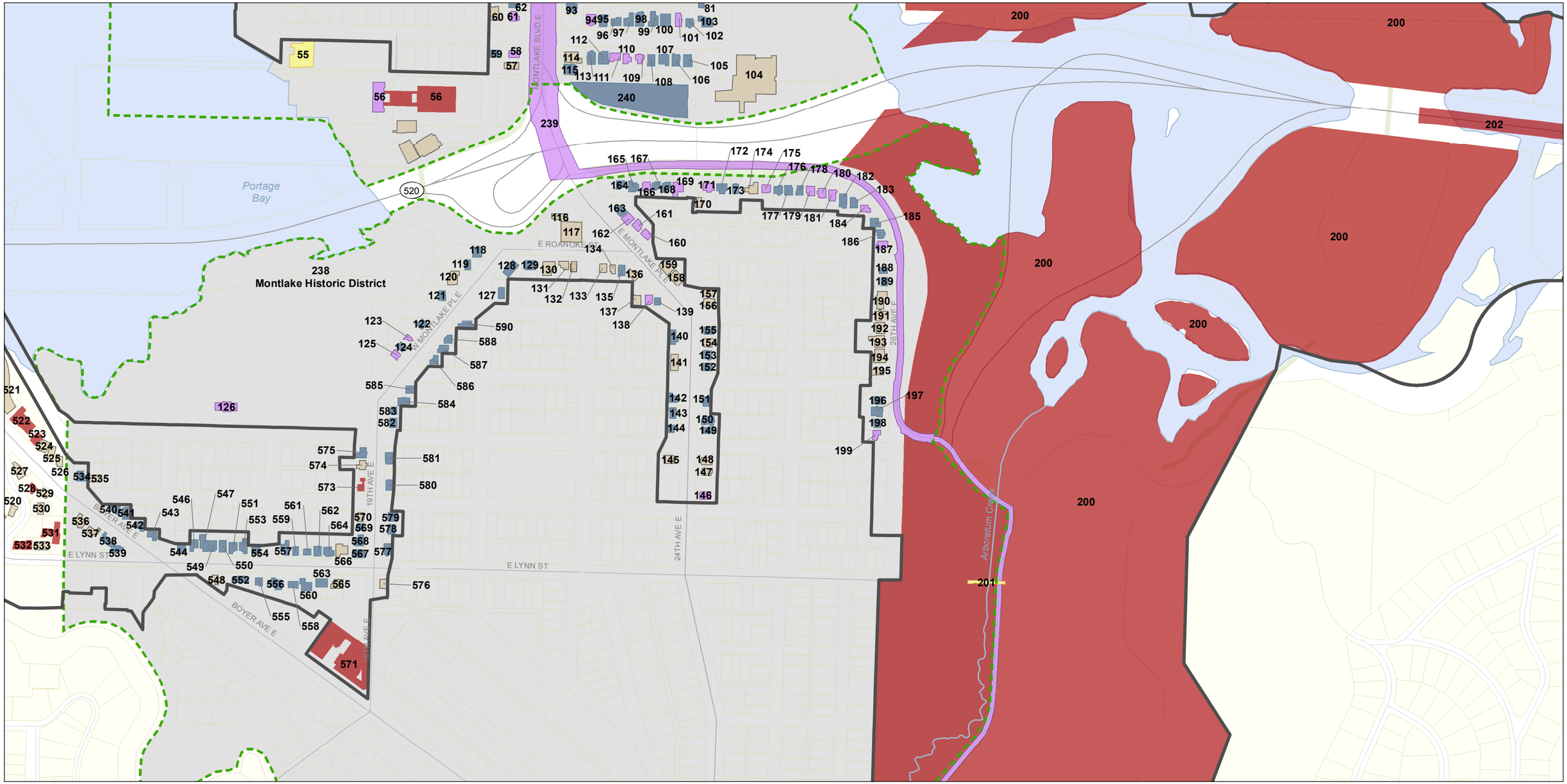
Source: King County (2005) GIS Data (Streams and Streets), King County (2007) GIS Data (Water Bodies), King County (2008) GIS Data (Parcel), CH2M HILL (2008) GIS Data (Parks). Horizontal datum for all layers is NAD83(91); vertical datum for layers is NAVD88.

N

0 250 500 1,000 Feet

Exhibit 6-2e. **Area of Potential Effects Showing Surveyed and Historic Properties, Sheet 5**

SR 520, I-5 to Medina: Bridge Replacement and HOV Project



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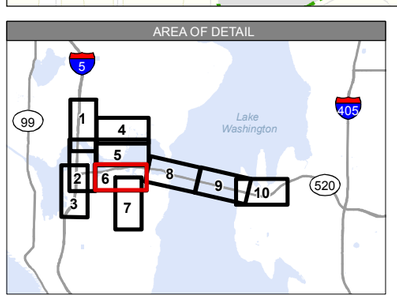


NRHP Eligibility

- NRHP Listed
- NRHP Eligible
- Contributing
- Contributing and Eligible
- Not NRHP Eligible

- Historic District Boundary
- Area of Potential Effects
- Parcel
- Park

NOTE: Property ID Numbers displayed on the map correspond to those in the tables in Attachment 1 - "Master Lists of Identified Properties for the SR 520, I-5 to Medina Project"

Source: King County (2005) GIS Data (Streams and Streets), King County (2007) GIS Data (Water Bodies), King County (2008) GIS Data (Parcel), CH2M HILL (2008) GIS Data (Parks). Horizontal datum for all layers is NAD83(91); vertical datum for layers is NAVD88.

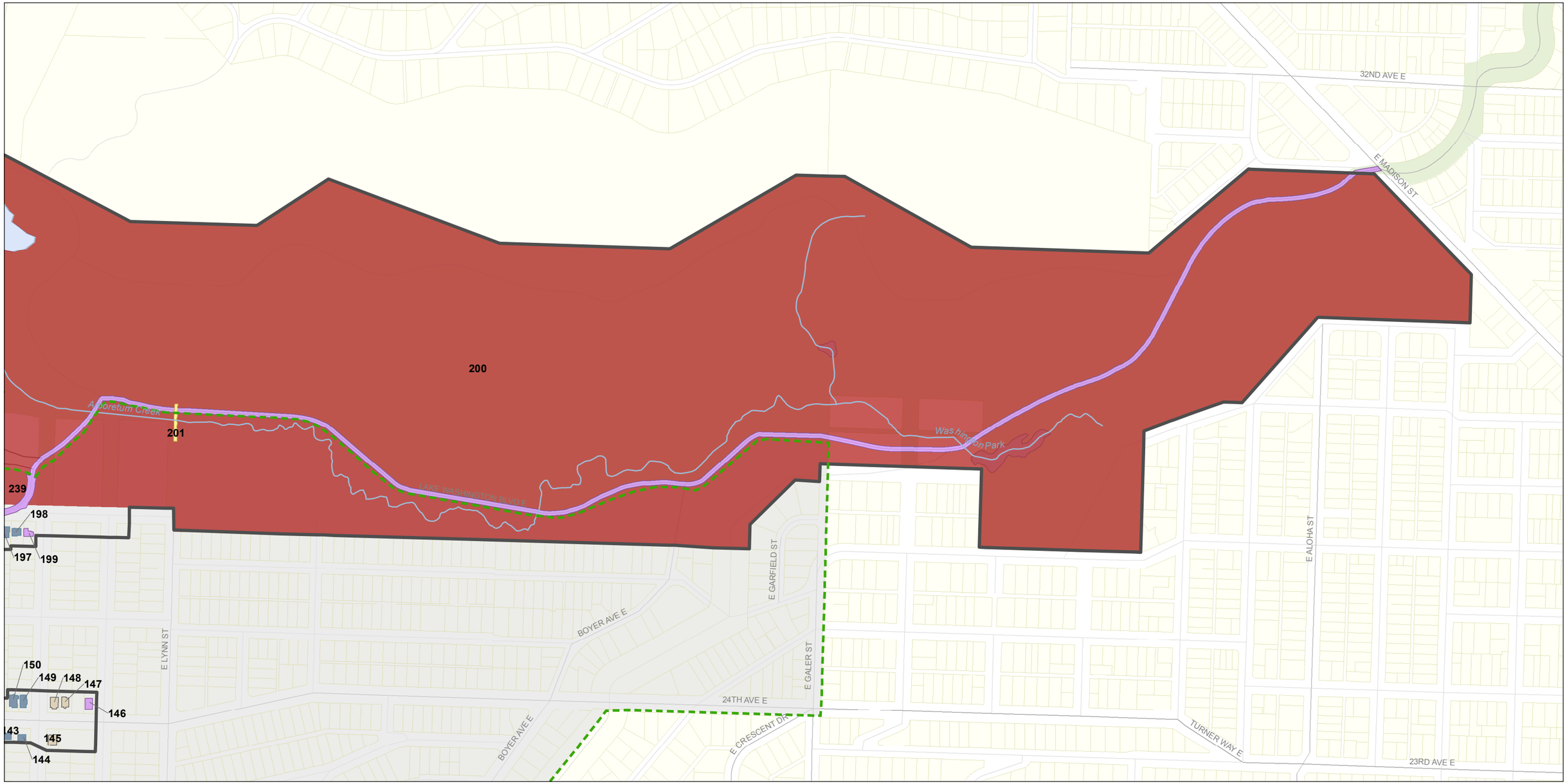
N

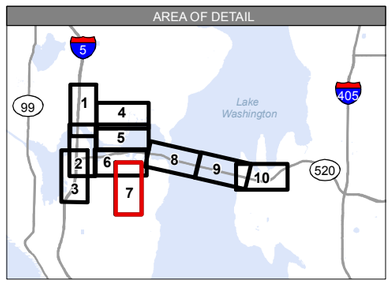
0 250 500 1,000 Feet

Exhibit 6-2f. **Area of Potential Effects Showing Surveyed and Historic Properties, Sheet 6**

SR 520, I-5 to Medina: Bridge Replacement and HOV Project

\\JAFAR\PROJ\PARAMETRIX_400707\MAPFILES\WESTSIDE\DR\CULTURALRESOURCES\WS_DR_CR_HISTORICSTRUCTURES_MAPBOOK_F.MXD RGRABARE 5/5/11 11:21:58





NRHP Eligibility

- NRHP Listed
- NRHP Eligible
- Contributing
- Contributing and Eligible
- Not NRHP Eligible

- Historic District Boundary
- Area of Potential Effects
- Parcel
- Park

NOTE: Property ID Numbers displayed on the map correspond to those in the tables in Attachment 1 - "Master Lists of Identified Properties for the SR 520, I-5 to Medina Project"

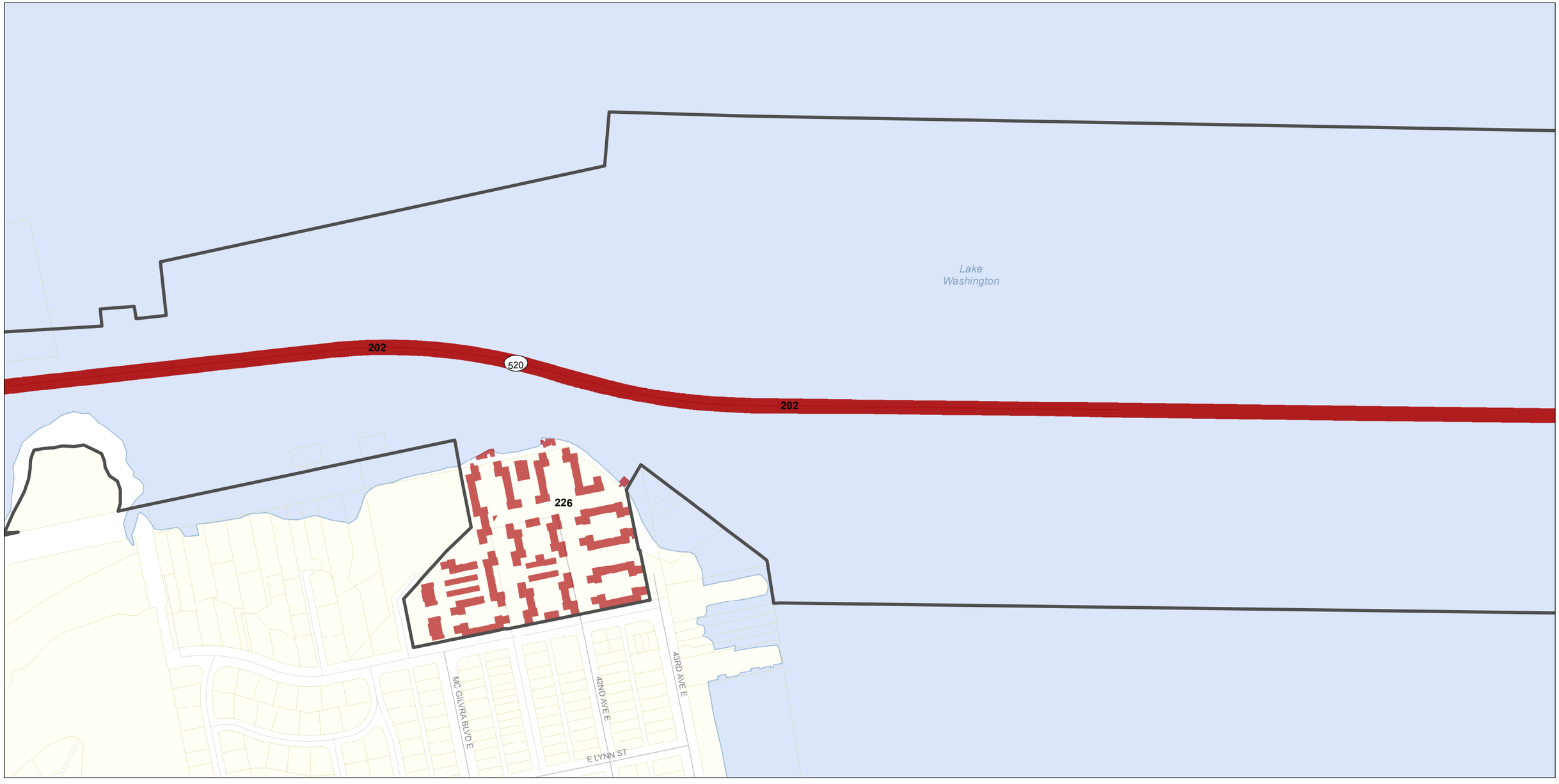
Source: King County (2005) GIS Data (Streams and Streets), King County (2007) GIS Data (Water Bodies), King County (2008) GIS Data (Parcel), CH2M HILL (2008) GIS Data (Parks). Horizontal datum for all layers is NAD83(91); vertical datum for layers is NAVD88.

N

0 250 500 1,000 Feet

Exhibit 6-2g. **Area of Potential Effects Showing Surveyed and Historic Properties, Sheet 7**

SR 520, I-5 to Medina: Bridge Replacement and HOV Project



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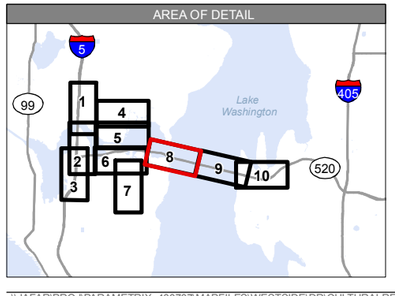


NRHP Eligibility

- NRHP Listed
- NRHP Eligible
- Contributing
- Contributing and Eligible
- Not NRHP Eligible

- Historic District Boundary
- Area of Potential Effects
- Parcel
- Park

NOTE: Property ID Numbers displayed on the map correspond to those in the tables in Attachment 1 - "Master Lists of Identified Properties for the SR 520, I-5 to Medina Project"

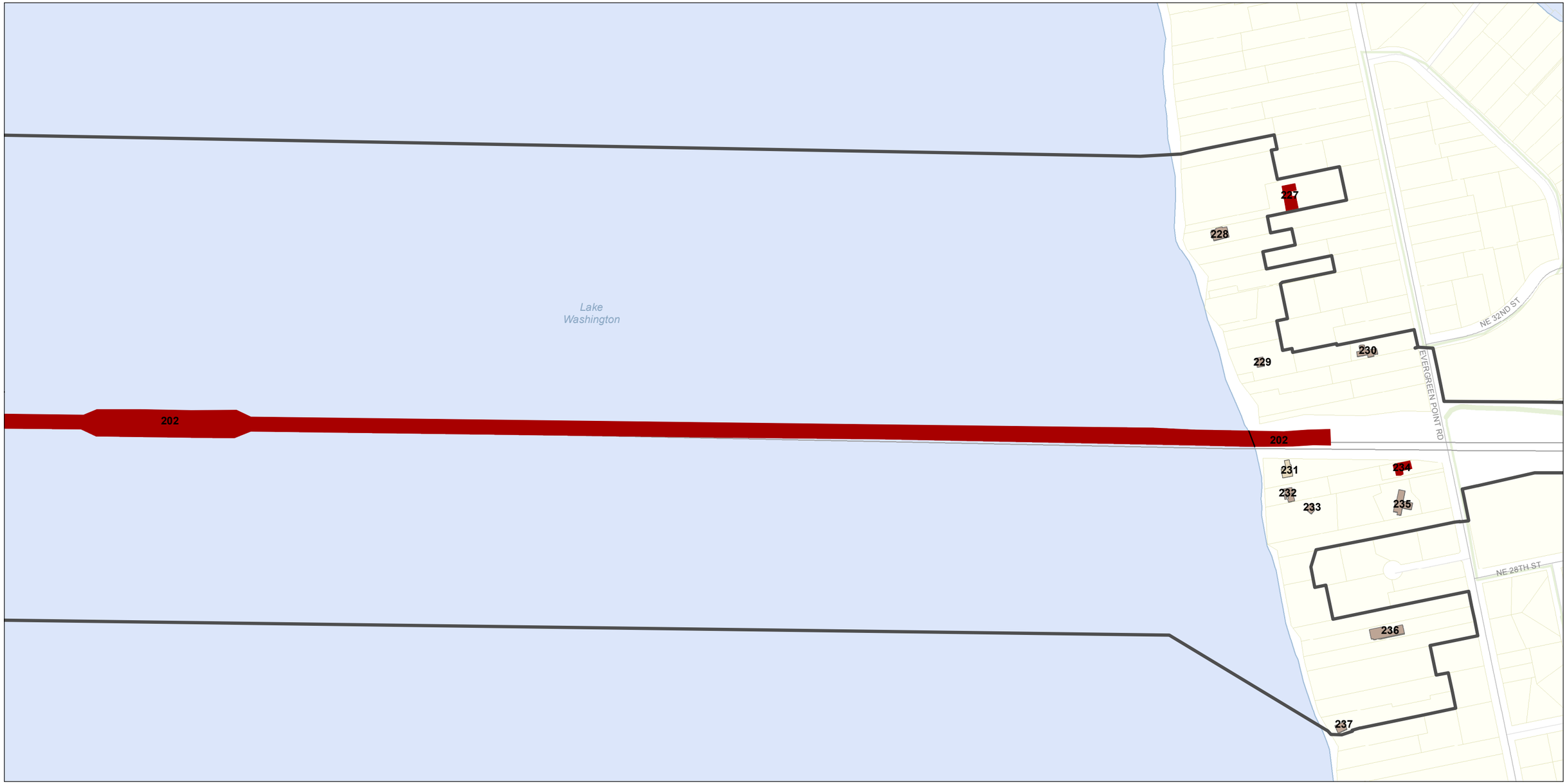
Source: King County (2005) GIS Data (Streams and Streets), King County (2007) GIS Data (Water Bodies), King County (2008) GIS Data (Parcel), CH2M HILL (2008) GIS Data (Parks). Horizontal datum for all layers is NAD83(91); vertical datum for layers is NAVD88.

N

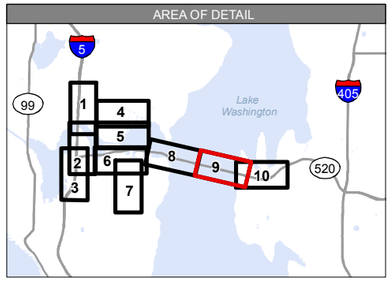
0 250 500 1,000 Feet

Exhibit 6-2h. **Area of Potential Effects Showing Surveyed and Historic Properties, Sheet 8**

SR 520, I-5 to Medina: Bridge Replacement and HOV Project



AREA OF DETAIL



NRHP Eligibility

- NRHP Listed
- NRHP Eligible
- Contributing
- Contributing and Eligible
- Not NRHP Eligible

- Historic District Boundary
- Area of Potential Effects
- Parcel
- Park

NOTE: Property ID Numbers displayed on the map correspond to those in the tables in Attachment 1 - "Master Lists of Identified Properties for the SR 520, I-5 to Medina Project"

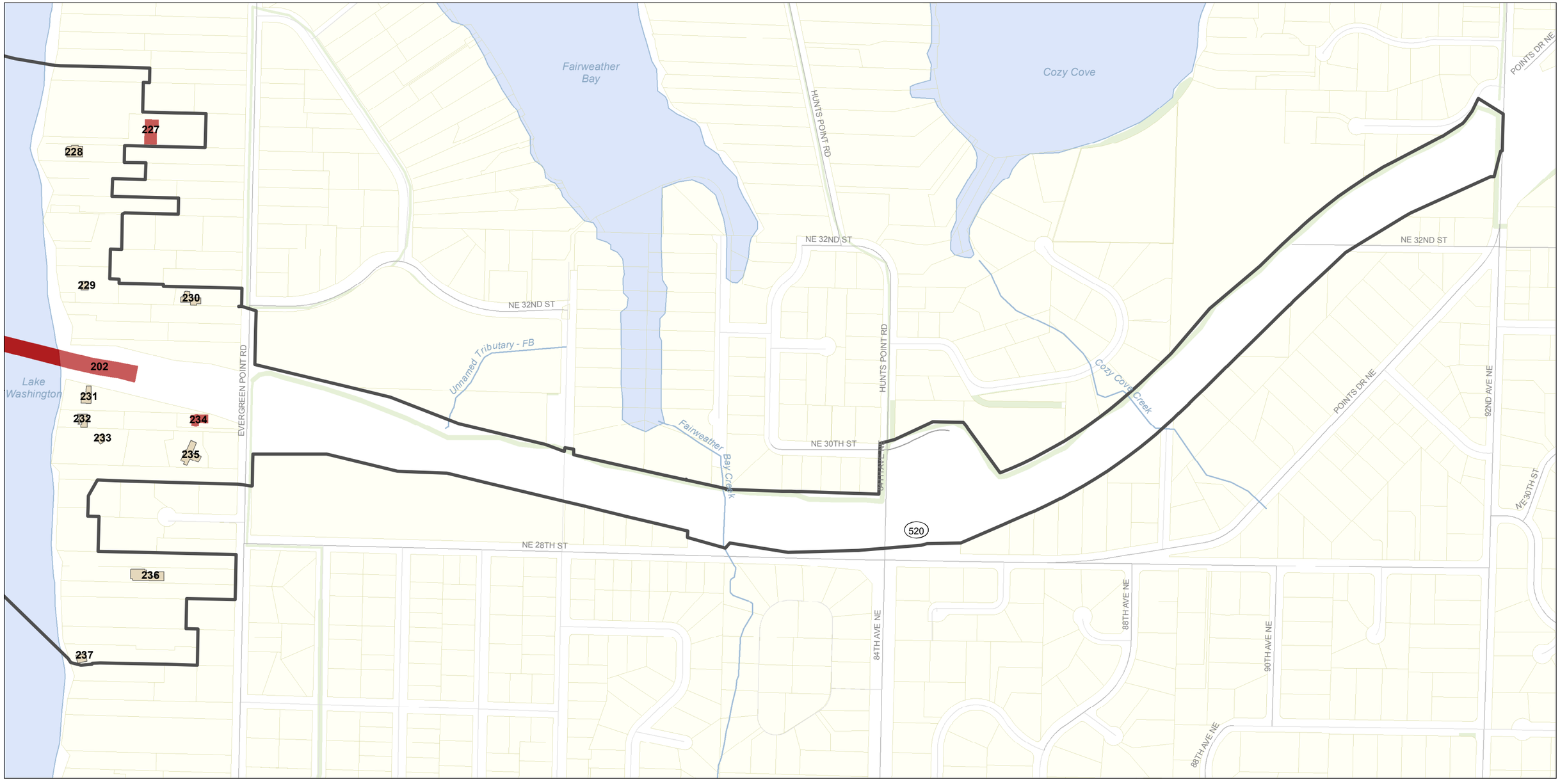
Source: King County (2005) GIS Data (Streams and Streets), King County (2007) GIS Data (Water Bodies), King County (2008) GIS Data (Parcel), CH2M HILL (2008) GIS Data (Parks). Horizontal datum for all layers is NAD83(91); vertical datum for layers is NAVD88.

N

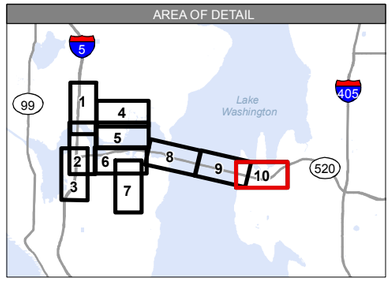
0 250 500 1,000 Feet

Exhibit 6-2i. **Area of Potential Effects Showing Surveyed and Historic Properties, Sheet 9**

SR 520, I-5 to Medina: Bridge Replacement and HOV Project



AREA OF DETAIL



NRHP Eligibility

- NRHP Listed
- NRHP Eligible
- Contributing
- Contributing and Eligible
- Not NRHP Eligible

- Historic District Boundary
- Area of Potential Effects
- Parcel
- Park

NOTE: Property ID Numbers displayed on the map correspond to those in the tables in Attachment 1 - "Master Lists of Identified Properties for the SR 520, I-5 to Medina Project"

Source: King County (2005) GIS Data (Streams and Streets), King County (2007) GIS Data (Water Bodies), King County (2008) GIS Data (Parcel), CH2M HILL (2008) GIS Data (Parks). Horizontal datum for all layers is NAD83(91); vertical datum for layers is NAVD88.

N

0 250 500 1,000 Feet

Exhibit 6-2j. **Area of Potential Effects Showing Surveyed and Historic Properties, Sheet10**

SR 520, I-5 to Medina: Bridge Replacement and HOV Project

Seattle Study Area

I-5/Roanoke Segment

The historic resources surveys identified 216 properties in the I-5/Roanoke segment of the Seattle study area constructed prior to 1972. This total does not include the 80 contributing properties to the Roanoke Park Historic District, which is listed in the NRHP and includes the NRHP-listed William H. Parsons House (Harvard Mansion). Two other previously recorded properties were identified in the I-5/Roanoke segment: the Denny-Fuhrman (Seward) School at 2515 Boylston Avenue East and the L'Amourita Apartment Building at 2901 Franklin Avenue East, which are also designated City of Seattle landmarks and are listed in the WHR. Also in this segment are the Lake Washington Ship Canal Bridge (I-5 Bridge), previously determined eligible for listing in the NRHP, and the University Bridge over the Ship Canal, which is listed in the NRHP.

The 216 identified properties were evaluated to determine their eligibility for listing in the NRHP. Based on NRHP evaluation criteria (36 CFR 60.4), 61 of the newly identified properties were determined to be eligible for listing in the NRHP. These properties are listed in Table 1A in Attachment 1, and their locations and NRHP eligibility are presented in Exhibits 6-2a, 6-2h, and 6-2i.

Attachment 1 provides a complete list of the properties surveyed in this segment (the NRHP-listed Roanoke Park Historic District contributing resources are not shown in this attachment because they were not surveyed for this project). Attachment 3 contains copies of the nomination forms for the previously recorded properties. Attachment 4 includes the HPI forms for those resources surveyed as a part of this project. Table 1D in Attachment 1 lists the historic properties identified as a part of this project in the I-5/Roanoke segment of the Seattle study area.

This section describes the significance of representative examples of the historic properties identified within the APE in the I-5/Roanoke segment of the Seattle study area.

Roanoke Park Historic District

Property ID# 37 – Period of Significance 1899 to 1939
Listed in the NRHP under Criteria A and C

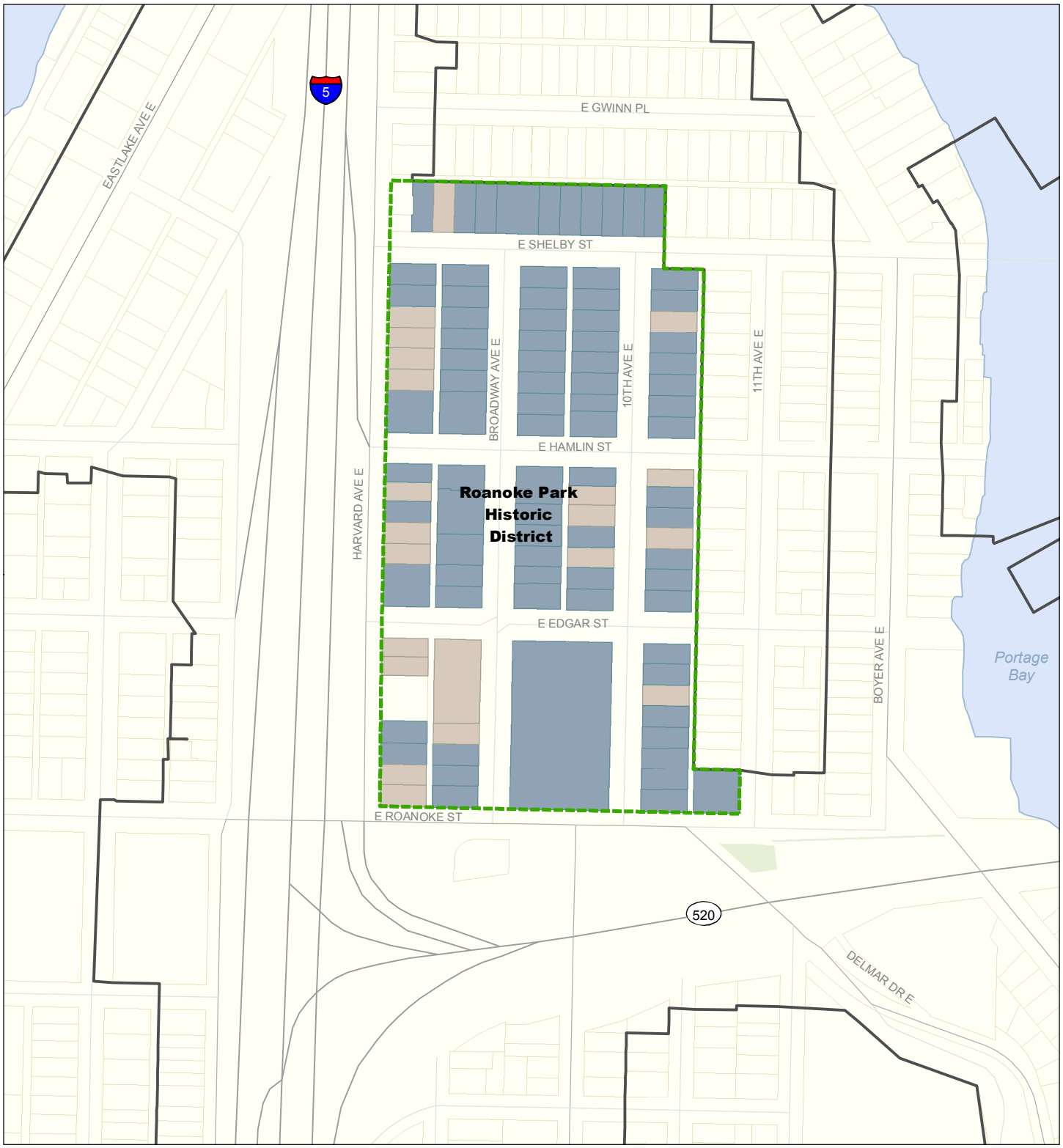
The boundaries of Roanoke Park Historic District are roughly East Roanoke Street, Harvard Avenue East, East Shelby Street, and 10th Avenue East, and include Roanoke Park (Exhibit 6-3). The entire Roanoke Park Historic District is included in the APE and was listed in the NRHP in July 2009. The historic district as a whole and the individual properties within the district were not resurveyed for this project because it is already listed in the NRHP and the properties had been surveyed within the previous 5 years. There are 101 properties in the historic district, 80 of which are contributing elements, including Roanoke Park and the individually listed William H. Parsons House (ID# 38). The NRHP nomination form for the district is included in Attachment 3 (O'Connor et al. 2009).

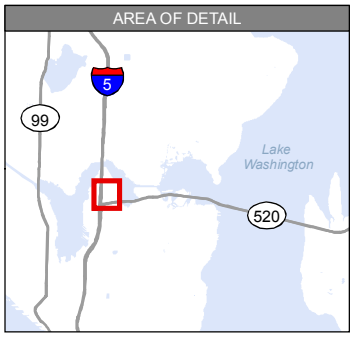
According to the 2009 nomination form:

> The Roanoke Park Historic District is [significant] under Criterion A for its direct association with events that made a significant contribution to the broad patterns of local and national history. The district is also significant under Criterion C for its collection of early 20th century residential architecture designed by many notable Seattle architects. The period of significance for the Roanoke Park Historic District begins in 1899 (the earliest construction date) and ends in 1939 (the date the neighborhood was built out) (O'Connor et al. 2009).

The nomination form describes the defining physical characteristics of the historic district as follows:

> The district is tightly unified geographically, with 96 single-family residences and 3 houses now serving as duplexes on relatively small lots usually 50 feet wide and 110 feet deep. The park … is the district's chief amenity apart from its views.... A sense of pleasant confinement and shelter comes from the large elms and horse chestnuts that shield the park and surrounding streets from the arterial at the district's south end. The continuous blocks of East Shelby Street with no perpendicular interruptions … clearly mark the north boundary of the district....





Roanoke Park Historic District
Area of Potential Effects
Contributing Resource
Non-Contributing Resource
Parcel
Park

N
0 100 200 400 Feet

Source: King County (2005) GIS Data (Streams and Streets), King County (2007) GIS Data (Water Bodies), King County (2008) GIS Data (Parcel), CH2M HILL (2008) GIS Data (Parks). Horizontal datum for all layers is NAD83(91); vertical datum for layers is NAVD88.

Exhibit 6-3. **Roanoke Park Historic District**

SR 520, I-5 to Medina: Bridge Replacement and HOV Project

> The Olmsted Brothers had identified Block 9 of the Denny-Fuhrman Addition as a good place for a park to connect with Interlaken Park and its western viewpoint, now the Bagley […] Viewpoint. The Parks Department acquired the 2.2 acres of Block 9 in 1908 and established Roanoke Park.
>
> [A] streetcar finally came directly to the neighborhood and its new park just west and north of the viewpoint on the western edge of Interlaken Park. At the same time, preparations for the Alaska-Yukon-Pacific Exposition of 1909 turned the attention of both locals and visitors to the north, where the new suburb happened to lie on a plateau overlooking the Exposition grounds.
>
> The greatest number of houses in the district [was] built in 1908, 1909, and 1910 (O'Connor et al. 2009).

The Roanoke Park Historic District is considered historically significant under Criterion A for its contribution to the broad patterns of history. The neighborhood was an early streetcar suburb of Seattle, and "drew some of Seattle's and the country's most authentic characters, powerful influencers, and notable benefactors" (O'Connor et al. 2009). The NRHP nomination notes the Roanoke Park Historic District was home to many influential residents. Two early Seattle mayors lived in the neighborhood—Ole Hanson and Hugh Caldwell—and Louisa Boren Denny, the last surviving adult member of the landing party at Alki Point, spent her last years living in what is now the historic district.

Several other women influential in Seattle's early history have also called the Roanoke Park Historic District home. Bernice Stern, the first woman elected to the King County Council, later serving as King County Council chairwoman (Chesley 2006), grew up in the neighborhood and lived there during her early years of marriage. She also served on the Seattle City Council and later, on the Washington State Transportation Commission. Alice Franklin Bryant, another Roanoke Park resident, was known internationally as a peace activist and advocate for justice, and ran unsuccessfully for Congress on multiple occasions. Bryant lectured around the world and received numerous honors, including recognition as a Distinguished Citizen by the Washington State House of Representatives (June 18, 1977), First Citizen of Seattle (November 19, 1976), Honorary Citizen of Hiroshima (1951), and a civilian decoration for materially contributing to the success of the war in the Pacific (1945) (Williams 1977). Jean Ross, who

lived in the district from ages 5 to 87 (1926 to 2008), was the first female engineer to work for Boeing (O'Connor et al. 2009).

Another notable resident was Harry W. Kent, one of the founders of the Kenworth Motor Truck Corporation. The company incorporated in Seattle in January 1923 and Kent became president of the company in 1929. Kenworth began producing custom fire trucks in 1932, and in 1933, was the first American truck manufacturer to install diesel engines as standard equipment. Kent remained president of the company until his death in 1937. During World War II, Kenworth was a significant producer of military trucks, especially the famous M-l wreckers (Kenworth Truck Company 2009).

Under Criterion C, the Roanoke Park Historic District is considered historically significant as "an oasis of substantial single-family residences, many of which were designed by architects of some renown…. The Roanoke Park Historic District contains a distinctive collection of housing stock representative of a forty-year period from 1899 through 1939" (O'Connor et al. 2009). According to the NRHP nomination, the historic district contains a variety of architectural styles, including the Colonial Revival, Neo-classical Revival, Tudor Revival, Mission/Spanish Revival, English Arts and Crafts, Craftsman, American Foursquare, Italian Renaissance, French Norman Revival, and many others. The NRHP nomination notes designs from the following architects represented in the district:

- Eric Almquist
- Bebb & Gould
- T.F. Bellamy
- Beezer Bros.
- Bertrand & Chamberlin
- Cutter & Malmgren (undocumented)
- Elmer Ellsworth Green
- Julian Franklin Everett
- Virgil Hall
- Charles Haynes
- Hunt & Wheatley
- Huntington & Gould
- Edwin J. Ivey
- Alvin L. Johnson
- Lawton & Moldenhour
- John I. Mattson
- McClelland & Pinneh
- Merritt, Hall & Merritt
- Frederick A. Sexton
- Bertram Dudley Stuart
- Victor W. Voorhees
- Thomas L. West
- Arthur Wheatley
- Andrew Willatsen
- W.R.B. Willcox
- Willcox & Sayward

In addition to its architecture, the Roanoke Park Historic District is notable for its park and landscape, both of which are considered

contributing features. The NRHP nomination describes Roanoke Park as "the district's jewel, a 2.2-acre, green gateway" to the neighborhood. It was originally included as a component in the Olmsted Brothers' plan for Seattle's parks and boulevard system as "the Roanoke terminus of Interlaken Park" (O'Connor et al. 2009).

In reference to changes the park has experienced, the NRHP nomination states:

> Roanoke Park has undergone an extensive renovation over the past ten years. Working with the Parks Department, the Department of Neighborhoods, and resident University of Washington Professor Emeritus of Landscape Architecture Robert Buchanan, residents and other volunteer groups have planted some 500 trees in the neighborhood and at least 100 trees and thousands of shrubs and perennials in Roanoke Park, which now contains 79 varieties of trees. Parents and other residents worked with the Parks Department to reconfigure, resurface, and re-equip the Buchanan-redesigned playground at the north end of the park, and Buchanan laid out a more pleasing, curving path and bed configuration to encourage strolling along the park's paths and new beds. The informal basketball court under the evergreens was 'formalized' with a concrete pad, and a new hoop at standard height was installed.... Residents have bought new and more park benches to encourage visitors to spend time in the park (O'Connor et al. 2009).

As noted above, the park and neighborhood are home to a substantial tree collection.

> The twenty-five mature elms in Roanoke Park and on the immediately surrounding streets are 100 years old and have been identified by City Arborist Nolan Rundquist as a 'significant elm cluster....' [T]he Roanoke Neighborhood Elms Fund successfully nominated the handsome elm in the center of the park's west lawn as a Heritage Elm within the City of Seattle, marked by a small boulder and plaque at the elm's foot (O'Connor et al. 2009).

In addition to the elms in the park, there are also elms along East Edgar Street from Tenth Avenue East to Harvard Avenue East, and along the St. Patrick's Church curb lawns. The historic district also has mature horse chestnut and hedge maple trees.

Another aspect of the Roanoke Park Historic District is the distinctive views from the area. Because it sits on a plateau, the historic district has unique views that contribute to its setting. As noted in the NRHP nomination, "[t]o the east and the west the eye is drawn out to the lakes and even farther to the rugged often snowcapped mountains of the Cascades on the east and the Olympics on the west" (O'Connor et al. 2009). From the historic district's east side, the view encompasses Portage Bay, the Montlake Cut, the historic Montlake Bridge, the Seattle Yacht Club, and the NOAA Northwest Fisheries Science Center buildings. The Gothic Revival Suzzallo Library and other buildings on the UW campus are likewise visible across the bay to the northeast. From the historic district's west side, the view includes the downtown Seattle skyline, the Space Needle, Lake Union, the industrial structures of Gas Works Park, and the east side of Queen Anne Hill.

For examples of contributing resources in the Roanoke Park Historic District, see Exhibits 6-4 and 6-5. The Gates-Bass Mansion at 1018 East Roanoke Street (Exhibit 6-4) is one of the more ornate houses in the historic district. It occupies one of the best-sited parcels, on a large corner lot overlooking a prominent bluff with views of Portage Bay. The Betterton-Hillman House (no longer used as a residence) at 2601 Broadway Avenue East (Exhibit 6-5) faces Roanoke Park and is a substantial building with Craftsman-style details, typical of properties in the historic district. See the NRHP nomination form in Attachment 3 for more information on the historic district's contributing properties, including detailed property descriptions and photographs.

Exhibit 6-4. 1018 East Roanoke Street, Gates-Bass Mansion, Roanoke Park Historic District

Exhibit 6-5. 2601 Broadway Avenue East, Betterton-Hillman House, Roanoke Park Historic District

Seattle Apartment Buildings 1900–1957: NRHP Multiple Property Nomination

The SHPO accepted an NRHP multiple property nomination for Seattle Apartment Buildings constructed from 1900 to 1957 on November 20, 2008, and the properties initially documented by the nomination were individually listed in the NRHP on January 9, 2009 (Sheridan 2008). None of the initially documented properties are located in the APE. However, the historic resources survey identified 15 additional apartment buildings located in the APE as eligible for listing in the NRHP under the multiple property nomination (Exhibits 6-6, 6-7, and 6-8). Fourteen of these properties are located within the I-5/Roanoke segment:

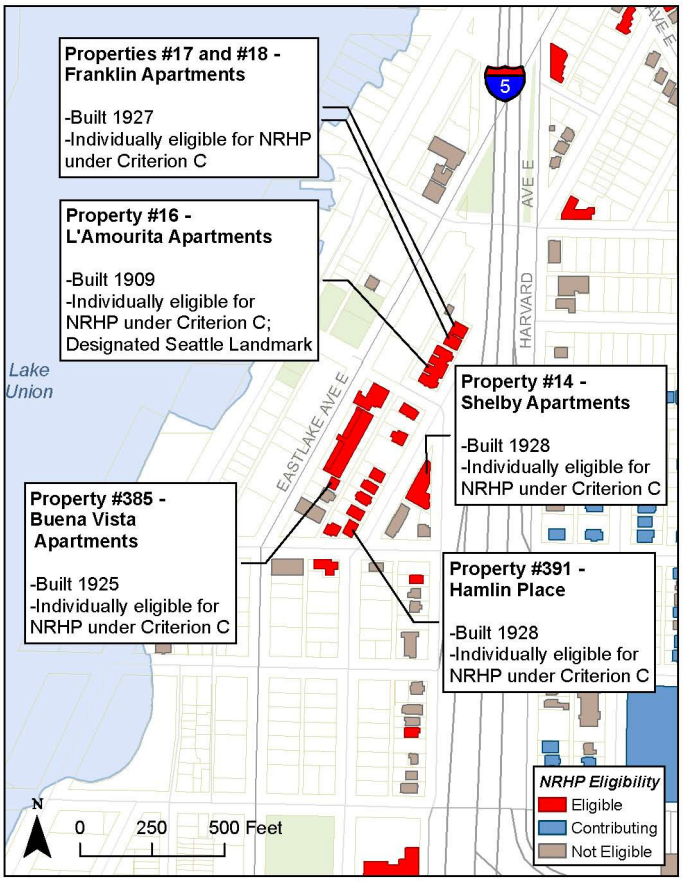
- Shelby Apartments at 2815 Boylston Avenue East (ID# 14)
- Valencia Apartments at 2852 Eastlake Avenue East (ID# 380)
- L'Amourita Apartments at 2901 Franklin Avenue East (ID# 16)
- Franklin Apartments at 2919 Franklin Avenue East (ID# 17)
- Franklin Apartments at 2923 Franklin Avenue East (ID# 18)
- Lanai Apartments at 3240 Fuhrman Avenue East (ID# 322)
- Wembley Court at 3100 Franklin Avenue East (ID# 351)
- Franklin Arms at 2821 Franklin Avenue East (ID# 383)
- Buena Vista Apartments at 2822 Eastlake Avenue East (ID# 385)
- The Joyce at 2807 Franklin Avenue East (ID# 388)
- Hamlin Place at 222 East Hamlin Street (ID# 391)
- Primrose Apartments at 269 East Boston Street (ID# 464)
- 3261 Fuhrman Avenue East (ID# 320)
- 3226 Fuhrman Avenue East (ID# 324)

One apartment building, the Edgewater Condominiums at 2411 42nd Avenue East, is located in the West Approach segment of the APE.

These additional 15 identified apartment buildings meet the requirements of the NRHP multiple property listing (Sheridan 2008). They are purpose-built apartment buildings; they were constructed between 1900 and 1957; they have good integrity; they were designed with and retain more than five self-sufficient dwelling units, each with private kitchen and bath; and they are within the Seattle corporate limits. Representative example of these apartment buildings is discussed in greater detail below. The Edgewater Condominiums are discussed in the *West Approach Segment* section.

Franklin Apartments –
2919 and 2923 Franklin Avenue East

The Shelby Apartments –
2815 Boylston Avenue East



L'Amourita Apartments –
2901 Franklin Avenue East

Hamlin Place –
222 East Hamlin Street

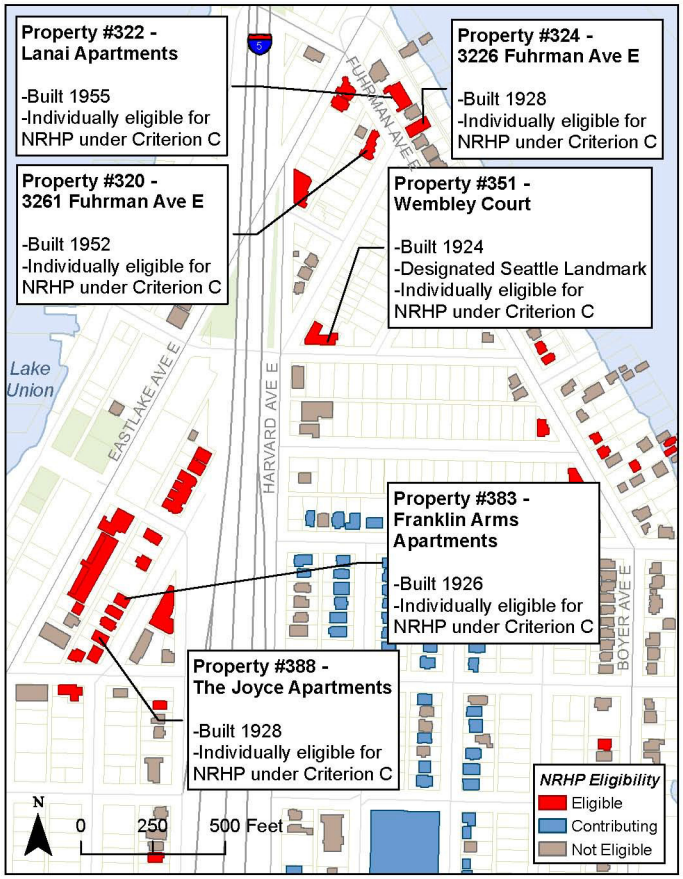
Buena Vista Apartments –
2822 Eastlake Avenue East

Exhibit 6-6. **Seattle Apartment Buildings (1900-1957) – Franklin Apartments, Shelby Apartments, L'Amourita Apartments, Buena Vista Apartments, and Hamlin Place**

SR 520, I-5 to Medina: Bridge Replacement and HOV Project

Wembley Court
3100 Franklin Avenue East

Lanai Apartments
3240 Fuhrman Avenue East



Apartment Building
3226 Fuhrman Avenue East

Apartment Building
3261 Fuhrman Avenue East

The Joyce Apartment
2807 Franklin Avenue East

Franklin Arms Apartments
2821 Franklin Avenue East

Exhibit 6-7. **Seattle Apartment Buildings (1900-1957) – Wembley Court, Lanai Apartments, The Joyce Apartment, Franklin Arms Apartments, 3226 Fuhrman Avenue East, and 3261 Fuhrman Avenue East**

SR 520, I-5 to Medina: Bridge Replacement and HOV Project

Shelby Apartments

2815 Boylston Avenue East
Property ID# 14 – Built 1928
Individually eligible for listing in the NRHP under the multiple property nomination

The Shelby Apartments at 2815 Boylston Avenue East (Exhibit 6-6) were designed by B. Dudley Stuart (1885–1977) and built in 1928. The apartments feature ornate terra-cotta details, especially at the entry, and leaded glass windows. The unusually shaped footprint was designed to fit the odd lot shape, while still giving each unit as much natural light as possible.

L'Amourita Apartments

2901 Franklin Avenue East
Property ID# 16 – Built 1909
Individually eligible for listing in the NRHP under the multiple property nomination

The L'Amourita Apartments at 2901 Franklin Avenue East (Exhibit 6-6) were built in 1909 by investor Adolph J. Jarmuth. According to the *Seattle Times*, Mr. Jarmuth "built the L'Amourita whole-piece and lived with his family in its first apartment at the corner of Franklin Avenue and Shelby Street for the first two years only." In the beginning there were only eight apartments, described in the *Seattle Times* then as "divided by concrete walls and having from seven to nine rooms." The building was "the first of its kind in Seattle" (Dorpat 2002). The apartment building is considered unique for its ornate Mission Revival style, uncommon in Seattle, and is a designated Seattle Landmark. It is now used as residential condominiums.

Franklin Apartments

2919 and 2923 Franklin Avenue East
Property ID#s 17 and 18, respectively – Built 1927
Individually eligible for listing in the NRHP under the multiple property nomination

The buildings at 2919 and 2923 Franklin Avenue East (Franklin Apartments) are separate but matching six-unit apartment blocks (Exhibit 6-6), both constructed in 1927. They both feature unusual green terra-cotta ornamentation (including window sills and keystones) and a dramatic green, terra-cotta, pedimented door surrounds. The surrounds are composed of pairs of fluted Doric columns with a full entablature, topped by a balustrade with a center panel featuring a row of swags.

3261 Fuhrman Avenue East

3261 Fuhrman Avenue East
Property ID# 320 – Built 1952
Individually eligible for listing in the NRHP under the multiple property nomination

The property is a three-story apartment building designed in the Modern style with a unique, irregularly shaped plan. It has a flat roof with overhanging eaves and metal coping. The exterior walls are clad with a brick veneer and vertical wood siding. The building embodies the distinctive characteristics of the Modern style and is an unusual design for a multifamily apartment building.

Lanai Apartments

3240 Fuhrman Avenue East
Property ID# 322 – Built 1955
Individually eligible for listing in the NRHP under the multiple property nomination

The Lanai Apartments (Exhibit 6-7) is a good example of the open-corridor, multifamily apartment building type that was popular from the 1950s to the 1970s. It was designed in 1955 by Ted La Court for Orville Cohen, and built by the Century Construction Company (Sheridan 2006a). The apartment building embodies the distinctive characteristics of the Modern style and is a notable example of the building type and style. Its modern features include concrete block construction, aluminum windows, and glass-enclosed entry pavilions. It has 28 units, each averaging approximately 500 square feet.

3226 Fuhrman Avenue East

3226 Fuhrman Avenue East
Property ID# 324 – Built 1928
Individually eligible for listing in the NRHP under the multiple property nomination

The property contains a three-story apartment building with a rectangular plan and unreinforced masonry construction. The building was designed in the Renaissance Revival style with Beaux Arts–style elements. It has a flat roof with metal coping, and the exterior walls are clad with a brick veneer. The building has good integrity and embodies the distinctive characteristics of its style and building type.

Wembley Court

3100 Franklin Avenue East
Property ID# 351 – Built 1924
Individually eligible for listing in the NRHP under the multiple property nomination

Wembley Court (Exhibit 6-7) is a one-story, V-shaped apartment court with a central courtyard. It was designed in 1924 by Howard Riley, a local architect who also designed other bungalow courts in the Seattle area in the Tudor Revival–style (Sheridan 2006b). It is considered unusual for its V-shaped footprint, which was designed to fit onto the corner lot. It has six large units, averaging 937 square feet with amenities such as fireplaces and tiled kitchens and baths. Wembley Court is an excellent example of the Tudor Revival style and a good example of the small, multifamily apartment courts that were popular in Seattle and throughout the country in the 1920s.

Franklin Arms

2821 Franklin Avenue East
Property ID# 383 – Built 1926
Individually eligible for listing in the NRHP under the multiple property nomination

The Franklin Arms (Exhibit 6-7) is a three-story apartment building built in 1926. It is a good example of the Renaissance Revival style, but it also has Beaux Arts–style elements. The building has a flat roof with a stepped parapet and metal coping with a brick exterior. It is a good example of this combination of styles in a Seattle apartment building from the early twentieth century.

Buena Vista Apartments

2822 Eastlake Avenue East
Property ID# 385 – Built 1925
Individually eligible for listing in the NRHP under the multiple property nomination

The property contains a two-story multifamily apartment building with a rectangular plan and wood frame construction. It was designed in the Spanish Colonial Revival style. The building has a flat roof with a stepped parapet and clay tile coping, and the exterior walls are clad with a smooth stucco finish. The property embodies the distinctive characteristics of the Spanish Colonial Revival style, and is an unusual example of this combination of style and type in Seattle.

The Joyce

2807 Franklin Avenue East
Property ID# 388 – Built 1928
Individually eligible for listing in the NRHP under the multiple property nomination

The Joyce (Exhibit 6-7) is a two-story apartment building erected in 1928. It was designed in the Renaissance Revival style with Beaux Arts–style elements. It has a rectangular plan, is unreinforced masonry construction, and has a flat roof with a parapet and decorative terra cotta cornice. The exterior walls are clad with brick, and the fenestration throughout the building consists of original wood frame windows with leaded glass panes. The building has good integrity and embodies the distinctive characteristics of the Renaissance Revival style.

Hamlin House

222 East Hamlin Street
Property ID# 391 – Built 1928
Individually eligible for listing in the NRHP under the multiple property nomination

The property contains a three-story apartment building with a rectangular plan and unreinforced masonry construction. The building was designed in the Renaissance Revival style with Beaux Arts–style elements. It has a flat roof with a short parapet and concrete coping. The exterior walls are clad with brick. The building has good integrity and embodies the distinctive characteristics of its style and building type.

Primrose Apartments

269 East Boston Street
Property ID# 464 – Built 1929
Individually eligible for listing in the NRHP under the multiple property nomination

The Primrose Apartments (Exhibit 6-8) is a four-story apartment building with a rectangular plan and unreinforced masonry construction. The building was designed in the Renaissance Revival style. It has a flat roof with a stepped parapet and metal coping, and the exterior walls are clad with brick. The building has good integrity and embodies the distinctive characteristics of the Renaissance Revival style.

Exhibit 6-8. Seattle Apartment Buildings (1900–1957)—Primrose Apartments

Individual Historic Properties

Denny-Fuhrman (Seward) School

2515 Boylston Avenue East
Property ID# 10 – Built 1893, 1905, and 1917
Individually eligible for listing in the NRHP under Criteria A and C

The Seward School (Exhibit 6-9) consists of a small campus of three historic buildings located in what is now considered the Eastlake neighborhood. The small campus illustrates the development of public school architecture in the late nineteenth century and early twentieth century. The school is considered eligible for listing in the NRHP under Criterion A for its association with education in Seattle and the development of the Eastlake community. Under Criterion C, the property contains buildings that are excellent examples of late nineteenth and early twentieth century public school buildings.

Exhibit 6-9. Seward School, 2515 Boylston Avenue East

The oldest of the three buildings, known as the Denny-Fuhrman School or the Seward School Lunchroom and Gymnasium, was originally built in 1893 facing east onto Boylston Avenue. In 1899, an addition to the building doubled its size and resulted in the current footprint, roofline, and arched entries. The building was relocated to its present site in 1917. It was renovated in 1997 and 1998, and reopened in September 1999, along with the rest of the complex. This building is listed in the WHR and is a designated Seattle Landmark. The Seattle Landmark Nomination Form (1980) (see Attachment 3 to the Final EIS) notes that it is one of only two nineteenth-century frame schoolhouses remaining in Seattle, and states that it is of "unique significance in representing the history of early public education in Seattle." The nomination form for the WHR (Corley 1973) states that it is "the oldest frame school building in a generally unaltered state in the city of Seattle," and that it is the only one-room schoolhouse remaining in the city.

The second school building was constructed in 1905 to accommodate increased enrollment. Originally the school served all eight grades in one room, but by 1897, enrollment had risen to 70, and three classrooms were established (Corley 1973). By 1904, the enrollment was 206, and the school board built the school building that is now to the north of the 1893 structure, facing Franklin Avenue East. The buildings were then renamed "Seward School" for Secretary of State William Henry Seward (1801–1872), who had negotiated the purchase of Alaska (Long 2001). The Alaska-Yukon-Pacific Exposition held on the University of Washington campus in 1909 brought new transportation and great exposure to the Eastlake neighborhood. Eastlake Avenue was graded, and the streetcar lines were extended north. By 1914, more than 400 pupils attended Seward School, reflecting the growth and development of the area. In 1932, enrollment was about 580, and Seward became a demonstration school. As a demonstration school, teachers from all over the school district attended half-day sessions at Seward to observe the latest teaching methods and materials. In 1950, Seward School's boundaries were expanded when the nearby Cascade School was destroyed in an earthquake (Thompson and Marr 2002).

The second school building is a designated Seattle Landmark. The Seattle Landmark Nomination (1980) states that in plan and internal arrangement, the building conforms to the standard eight-room school plan developed by architect James Stephen and used throughout the school district between 1904 and 1906. It notes that it is "significant as an essentially unaltered and early example" of this plan.

Built in 1917, the third school building, designed by Edgar Blair, is also a designated Seattle Landmark. When built, the school building's design reflected new approaches in the design of educational facilities, which were particularly concerned with fireproof construction. The building's masonry construction was a consequence of these influences, which also affected its external form. In particular, the Seattle Landmark Nomination Form (1980) notes the building is "significant architecturally as one of the two most distinguished elementary school designs built for the District ... and exhibit(s) unusually refined brick and terra cotta detailing."

Keuss Building

2351 10th Avenue East
Property ID# 27 – Built 1930
Individually eligible for listing in the NRHP under Criterion C

The Keuss Building is a traditional tripartite row of commercial storefronts. Built in 1930, the building exhibits elements of the Art Deco style in corbelled brick detailing on vertical pilasters and distinctive, stylistic, cast stone ornamentation. The three storefronts are typical early twentieth century design, with recessed center entries between large plate-glass windows, topped by a row of transoms. The building retains good integrity and is considered eligible for listing in the NRHP under Criterion C for its distinctive architectural characteristics.

Fire Station #22

901 East Roanoke Street
Property ID# 36 – Built 1965
Individually eligible for listing in the NRHP under Criteria A and C

Fire Station #22 (Exhibit 6-10) was constructed in 1965 on a narrow strip of land between East Roanoke Street and SR 520, across the street from the Roanoke Park Historic District (Wickwire 2002). This fire station replaced an older facility at a nearby site after the construction of SR 520 (City of Seattle 2004, 2009). It was designed by architect LaMonte Shorett. The building is considered historically significant for its architectural design and associations with the development of the Seattle Fire Department and the North Capitol Hill neighborhood. The fire station will be eligible for listing in the NRHP under Criterion A for its association with the development of the Seattle Fire Department and under Criterion C for its distinctive Modern architectural style in 2015, once it reaches 50 years old.

Exhibit 6-10. Fire Station #22, 901 East Roanoke Street

Eldridge Buick/University Chevrolet Building

4501 Roosevelt Way NE
Property ID# 268 – Built 1926
Individually eligible for listing in the NRHP under Criteria A and C

The Eldridge Buick/University Chevrolet Building (now Performance Bicycles) is a large one-story former automobile showroom on a corner lot in the University District of Seattle (Sodt 2001). It was designed in the Mediterranean Revival style by Schack, Young and Myers, a well-known Seattle firm of architects and engineers. Architects James Hansen Schack and David John Myers, and engineer Arrigo M. Young, were prolific designers of many Seattle commercial buildings in the 1920s, including several other buildings in the University District. Built as the home of the Eldridge Buick Company, the property was purchased by J. E. Blume in 1935 as the new home of the University Chevrolet Company (University Motors). The building embodies the distinctive characteristics of the Mediterranean Revival style in a commercial retail building, and continues to convey a strong association with the early automobile industry in Seattle during the 1920s.

University Friends Meeting of the Religious Society of Friends

4001 9th Avenue NE
Property ID# 310 – Built 1964
Individually eligible for listing in the NRHP under Criterion C

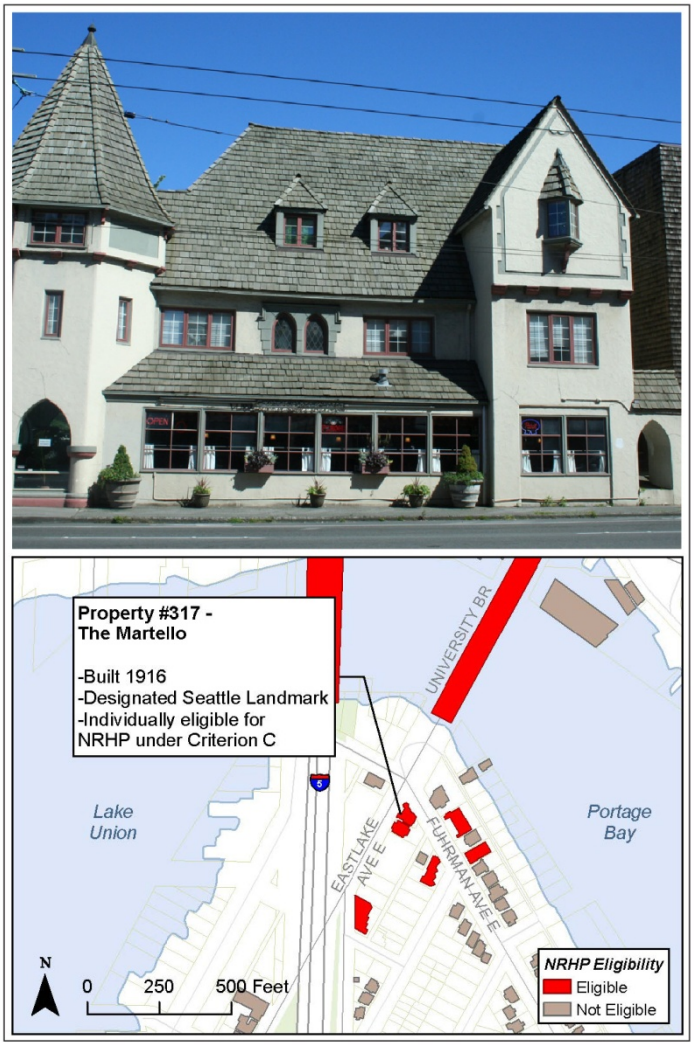
The property contains two related, two-story commercial buildings, each with a rectangular plan and concrete construction. They are connected by covered corridors, which create a central courtyard between the two structures. The entire property was designed in the Modern style with strong Japanese stylistic influences. It was designed by architect Perry Johanson, and houses the meeting house of the University Friends Meeting of the Religious Society of Friends (Quakers) and the regional offices of the American Friends Service Committee (Religious Society of Friends 2010). The building is an unusual example of the Modern style and has good integrity. The property will be eligible for listing in the NRHP under Criterion C for its distinctive Modern architectural style in 2017, once it reaches 50 years old.

The Martello

3242 Eastlake Avenue East
Property ID# 317 – Built 1916
Individually eligible for listing in the NRHP under Criterion C

The Martello (Exhibit 6-11) is a three-story, mixed-use building, consisting of two levels of apartment units over ground-level commercial space. Designed in the Tudor Revival style, it is characterized by a steeply pitched, conical, corner tower; a complex cross gable roof; and stucco clad exterior walls. Built in 1916 as a single-family house, the property was remodeled in the 1920s into a furniture store by Frederick Anhalt, one of Seattle's most prominent apartment developers at the time. Anhalt was renowned for his use of the French Eclectic and Tudor Revival styles, which is evident in The Martello. The store was originally Skewe's Furniture and later Rapunzel's tavern. In the 1950s, the apartments were called Lake Union Court Apartments, but are currently known as The Martello. The building was recently renovated and converted to condominiums. The Martello building has good integrity, embodies the distinctive characteristics of the Tudor Revival style, and is a unique building design on a prominent corner lot.

Exhibit 6-11. The Martello, 3242 Eastlake Avenue East



A. W. Larson Building

3206 Harvard Avenue East
Property ID# 330 – Built 1924
Individually eligible for listing in the NRHP under Criterion C

The property contains a two-story commercial building with a triangular plan and unreinforced masonry construction. The building was designed in the Renaissance Revival style with Beaux Arts–style elements. It has good integrity and embodies the distinctive characteristics of its style and type; it is one of a dwindling number of

intact 1920s commercial buildings that remain in the Eastlake neighborhood.

Coronado Apartments

2828-2840 Eastlake Avenue East
Property ID# 381 – Built 1958
Individually eligible for listing in the NRHP under the multiple property nomination

The Coronado Apartments is an eight-story building with a rectangular plan and steel frame construction. Built in 1958, it was designed in the International style. It has a flat roof and exterior hallways. The exterior walls are clad with concrete and a wood siding veneer. The fenestration consists of original metal windows throughout the building. The building has good integrity and embodies the distinctive characteristics of the International style from the mid-twentieth century, and is an uncommon example of the style in Seattle.

Boylston East Apartments

2007 Boylston Avenue East
Property ID# 472 – Built 1965
Individually eligible for listing in the NRHP under Criterion C

The property contains a two-story multifamily residence with a rectangular plan, designed in the Modern style. It has a flat roof with slightly overhanging eaves, and features an integrated ground-floor carport. The exterior walls are clad with wood clapboard siding and pebble dash stucco. The building's integrity remains intact and it is a good example of the Modern style in a residential apartment building.

Portage Bay Segment

The historic resources survey identified 135 properties constructed prior to 1972 in the Portage Bay segment of the Seattle study area. No previously recorded historic properties were identified in this segment. The 135 identified properties were evaluated to determine their eligibility for listing in the NRHP. Based on NRHP evaluation criteria (36 CFR 60.4), 31 of the properties were determined to be individually eligible for listing in the NRHP. These properties are listed in Table 1E in Attachment 1, and their locations and NRHP eligibility are presented in Exhibits 6-2a and 6-2b.

Attachment 1 provides a complete list of the resources surveyed in the Portage Bay segment; Attachment 4 includes the HPI forms for resources surveyed as a part of this project.

Individual Historic Properties

Alden Mason House

2545 Boyer Avenue East
Property ID# 48 – Built 1949
Individually eligible for listing in the NRHP under Criteria B and C

The Alden Mason House was built in 1949 for artist Alden Mason by Victor Steinbrueck, a prominent Seattle architect and one of the designers of the Space Needle. The house is visually striking, situated on the hill overlooking Portage Bay, and is considered an excellent example of the Modern style. The Mason house was published in *Architectural Record* "Houses of the Northwest" (Steinbrueck 1953). The house is eligible for listing in the NRHP under Criteria B and C. It is significant under Criterion B for its association with Alden Mason, noted Seattle artist and influential long-time faculty member at the UW, and under Criterion C for its architecture and as the work of a master architect.

Kelley House

2518 Boyer Avenue East
Property ID# 52 – Built 1909
Individually eligible for listing in the NRHP under Criterion C

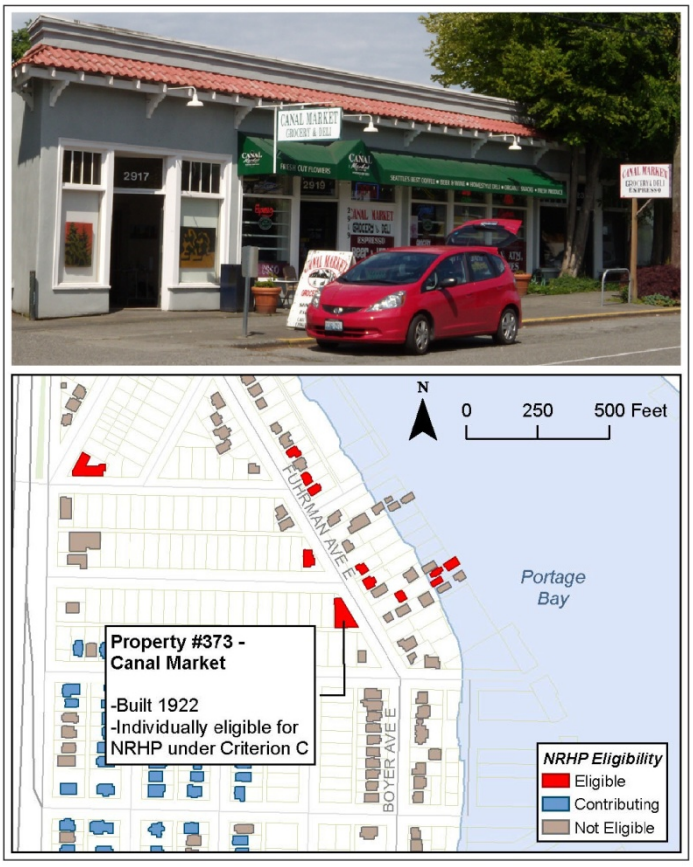
The Kelley House, located on the shore of Portage Bay, is an Arts and Crafts/Swiss Chalet–style residence from 1909, sited on a bluff on the shore of Portage Bay. The house features elaborate "half timbering" in the gable ends and is a particularly intact example of this picturesque style. The property is eligible for listing in the NRHP under Criterion C for its distinctive architectural characteristics.

Canal Market

2917 Fuhrman Avenue East
Property ID# 373 – Built 1922
Individually eligible for listing in the NRHP under Criterion C

The Canal Market (Exhibit 6-12) is a one-story commercial building with a polygon

Exhibit 6-12. Canal Market, 2917 Fuhrman Avenue East



plan and wood frame construction. Built in 1922, it was designed in the Spanish Colonial Revival style with a flat roof and cornice and with a pitched clay tile roof along the front elevation. The exterior walls are clad with stucco and many of the original windows remain. The building has good integrity and embodies the distinctive characteristics of the Spanish Colonial Revival style in a commercial building. It is also an unusual building type and style in the area.

Montlake Segment

The historic resources survey of the Montlake segment of the Seattle study area, which includes properties on the UW campus, identified 230 properties constructed prior to 1972.

Six previously recorded properties were identified in this segment (Exhibit 3-6). These properties include the Montlake Cut of the Lake Washington Ship Canal, the Montlake Bridge at Montlake Boulevard NE over the Montlake Cut, the Seattle Yacht Club Main Station at 1807 East Hamlin Street, the Montlake Community Center at 1618 East Calhoun Street, the Canoe House (former Naval Military Hangar/University Shell House), and Nuclear Reactor Building (More Hall Annex) on the UW campus. All of these properties are listed in the NRHP and the WHR, except for the Montlake Community Center. All are designated City of Seattle Landmarks, except for the Canoe House and Nuclear Reactor Building.

The 230 identified properties in the Montlake Segment were evaluated to determine their eligibility for listing in the NRHP. Based on NRHP evaluation criteria (36 CFR 60.4), 168 of the properties were determined to be eligible for listing in the NRHP. The 168 properties include contributing elements to the Montlake Historic District and individually eligible properties. Of the 168 properties, 154 are contributing elements to the Montlake Historic District and 16 are individually eligible for listing in the NRHP, but do not contribute to the district. Additionally, 37 of the 154 contributing properties are both individually eligible and historic district contributors. These properties are listed in Table 1F in Attachment 1, and their locations and NRHP eligibility are presented in Exhibits 6-2b, 6-2d, and 6-2e.

Attachment 1 provides a complete list of the properties surveyed in the Montlake segment. Attachment 3 contains copies of the nomination forms for the previously recorded resources. Attachment 4 includes the HPI forms for those resources surveyed for this project.

Montlake Historic District

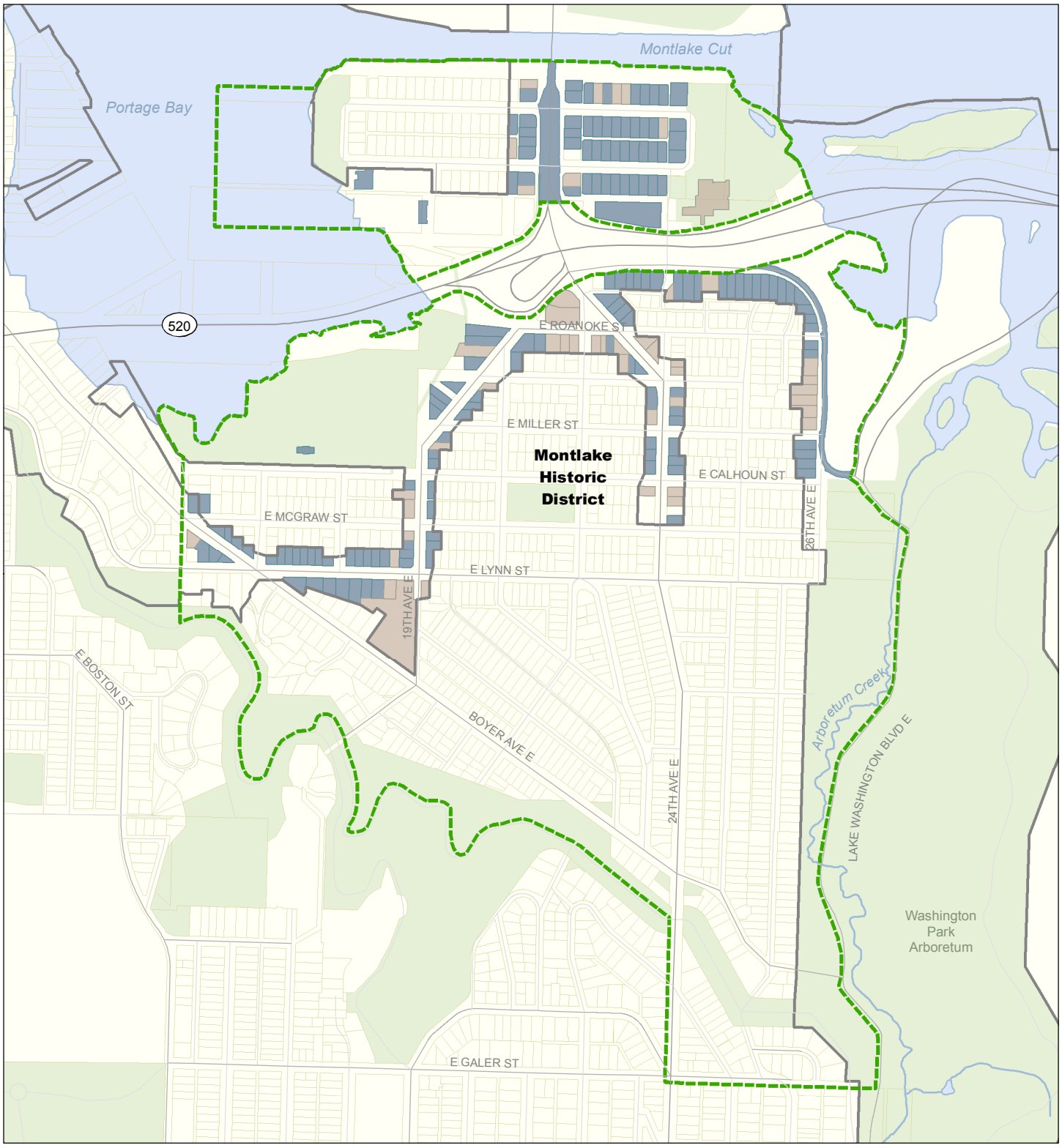
Property ID# 238 – Period of Significance 1905 to 1952
Eligible for listing in the NRHP under Criterion C

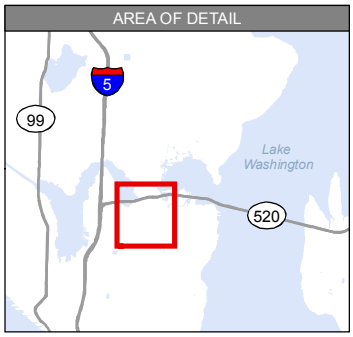
The Montlake neighborhood is generally considered to be from the Arboretum on the east to Portage Bay on the west, with the northern boundary at the Montlake Cut and the southern boundary often listed as Interlaken Park or Interlaken Boulevard. The name "Montlake" frequently appears on maps as the label for this entire neighborhood. The Montlake Historic District, which encompasses the majority of this neighborhood, meets the criteria for an NRHP-eligible historic district under Criterion C. Boundaries of the Montlake Historic District are illustrated in Exhibit 6-13. Only properties within the district boundaries and in the APE were surveyed as a part of this project. HPI forms for these surveyed properties are provided in Attachment 4.

There are 154 contributing properties to the Montlake Historic District within the APE. Thirty-seven of these properties are also individually eligible for listing in the NRHP, apart from their status as contributing elements to the district. The individually eligible properties include the Seattle Yacht Club (which is listed in the NRHP), the NOAA Northwest Fisheries Science Center buildings, and Lake Washington Boulevard. Two of the eligible buildings at NOAA were constructed outside of the historic district's period of significance, so are not considered contributing elements.

The Montlake Historic District is historically significant as a cohesive collection of intact architecture, which represents the development of early twentieth century Seattle and the distinct design styles that typified this period. The historic district contains a combination of distinctive builders' houses, high-style, architect-designed residences, and impressive nonresidential structures, with a very low level of intrusions. The period of significance is 1905 to 1952, from the platting of the neighborhood to the construction of MOHAI.

Although the Montlake neighborhood was compromised by the construction of SR 520 in the early 1960s, most of it remains intact (Smith 2010). Many of the individual buildings have experienced minor alterations, such as window replacements and rear additions; however, most of these do not detract significantly from the integrity of the individual properties nor of the district as a whole. Only a small number of the buildings have been so altered as to make them contributing, and the percentage of these in the historic district is low.





- Montlake Historic District
- Area of Potential Effects
- Contributing Resource
- Non-Contributing Resource
- Parcel
- Park

Source: King County (2005) GIS Data (Streams and Streets), King County (2007) GIS Data (Water Bodies), King County (2008) GIS Data (Parcel), CH2M HILL (2008) GIS Data (Parks). Horizontal datum for all layers is NAD83(91); vertical datum for layers is NAVD88.

N

0 250 500 1,000 Feet

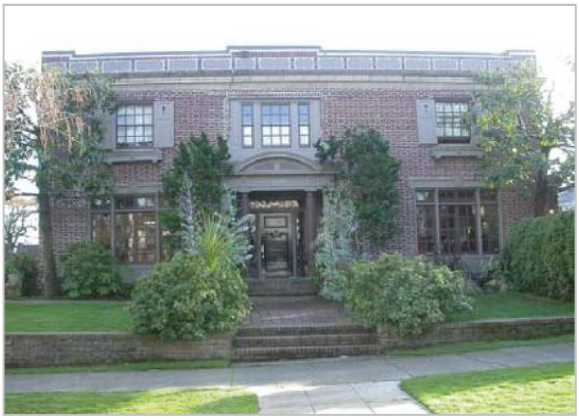
Exhibit 6-13. **Montlake Historic District**

SR 520, I-5 to Medina: Bridge Replacement and HOV Project

The residential styles in the Montlake Historic District primarily consist of the Craftsman, Tudor, and Colonial Revival styles, and many are considered "individually distinctive" (Gould 2000). Exhibits 6-14 and 6-15 demonstrate some of the diversity of architectural styles found in the neighborhood. The large Tudor-style house at 2158 East Shelby Street has picturesque details from 1925 (Exhibit 6-14). Across the street, noted Seattle architecture firm Bebb and Gould designed the Mary Houlahan House at 2159 East Shelby Street. Erected in 1914, the house exhibits a Colonial Revival style that mimics the Georgian period (Exhibit 6-15). Both of these houses are considered individually eligible for listing in the NRHP under Criterion C, in addition to being contributing elements of the historic district.

Exhibit 6-14. 2158 East Shelby Street, Montlake Historic District

Exhibit 6-15. 2159 East Shelby Street, Mary Houlahan House, Montlake Historic District



Exhibits 6-16 and 6-17 show other representative examples of contributing elements to the Montlake Historic District. The residence at 1902 East McGraw Street is a good example of a Craftsman bungalow, which is a common building type and style found in the historic district. Another style typical of this area is the timbered Tudor, as seen in Exhibit 6-17, which shows a photograph of the house at 2302 Boyer Avenue East.

There are also several noteworthy nonresidential properties located within the boundaries of the Montlake Historic District. These properties include the south end of the Montlake Bridge, the Montlake Cut, the Seattle Yacht Club, the NOAA Northwest Fisheries Science Center buildings, and a portion of Lake Washington Boulevard. The

Exhibit 6-16. 1902 East McGraw Street, Montlake Historic District

Exhibit 6-17. 2302 Boyer Avenue East, Montlake Historic District

Seattle Yacht Club and the NOAA Northwest Fisheries Science Center West Wing Building contribute to the physical and cultural fabric of the historic district. The Seattle Yacht Club is a recreational and cultural institution that supports the residential quality of the neighborhood.

The segment of Lake Washington Boulevard that contributes to the historic district was part of the original 1903 Olmsted Park and Boulevard Plan. At the intersection with Montlake Boulevard, the segment assumes the name Montlake Boulevard and turns north, heading toward the UW campus and crossing the Montlake Cut. The segment of Lake Washington Boulevard that connected the Arboretum and the UW campus was specifically laid out in March 1907, in preparation for the Alaska-Yukon-Pacific Exposition, and completed in 1909. According to BOLA and Kiest (2003), "Outside the campus, the exposition's legacy was the extension of Lake Washington Boulevard, under the design direction of Olmsted Brothers."

The MOHAI building was designed by architect Paul Thiry and built between 1950 and 1952 (Durio 2004). Located at 2161 East Hamlin Street/2720 Lake Washington Boulevard East, the MOHAI building was an excellent example of a Modernist-style public building (Exhibit 6-18) (Woodbridge and Montgomery 1980). However, additions by other architects are numerous, and the museum has undergone architecturally incompatible alterations, most notably changes to the original entrance and a reorientation of the building as the result of the original SR 520 construction (Durio 2004). The multiple additions and alterations to the building have greatly

Exhibit 6-18. MOHAI, 2161 East Hamlin Street/2720 Lake Washington Boulevard East

affected its integrity. Through consultation with the SHPO, WSDOT determined that the MOHAI building no longer retains sufficient integrity to warrant listing in the NRHP, either individually or as a contributing element to the Montlake Historic District.

The Montlake Community Club, an organization of neighborhood residents, has expressed interest in having the Montlake neighborhood considered for nomination for listing in the NRHP (Montlake Community Club 2010). In pursuit of this goal, the Montlake Community Club has undertaken volunteer efforts to map out the historic district boundaries (noted earlier in Exhibit 6-13), begun to survey each property in the historic district, and gathered history on the neighborhood to prepare a historic context.

Individual Historic Properties

NOAA Northwest Fisheries Science Center

2723 Montlake Boulevard NE
Property ID# 56 – Built 1931, 1939, 1940, 1965, 1966
West Wing building (1931) and North Campus buildings (1965 and 1966)
Individually eligible for listing in the NRHP under Criteria A and C

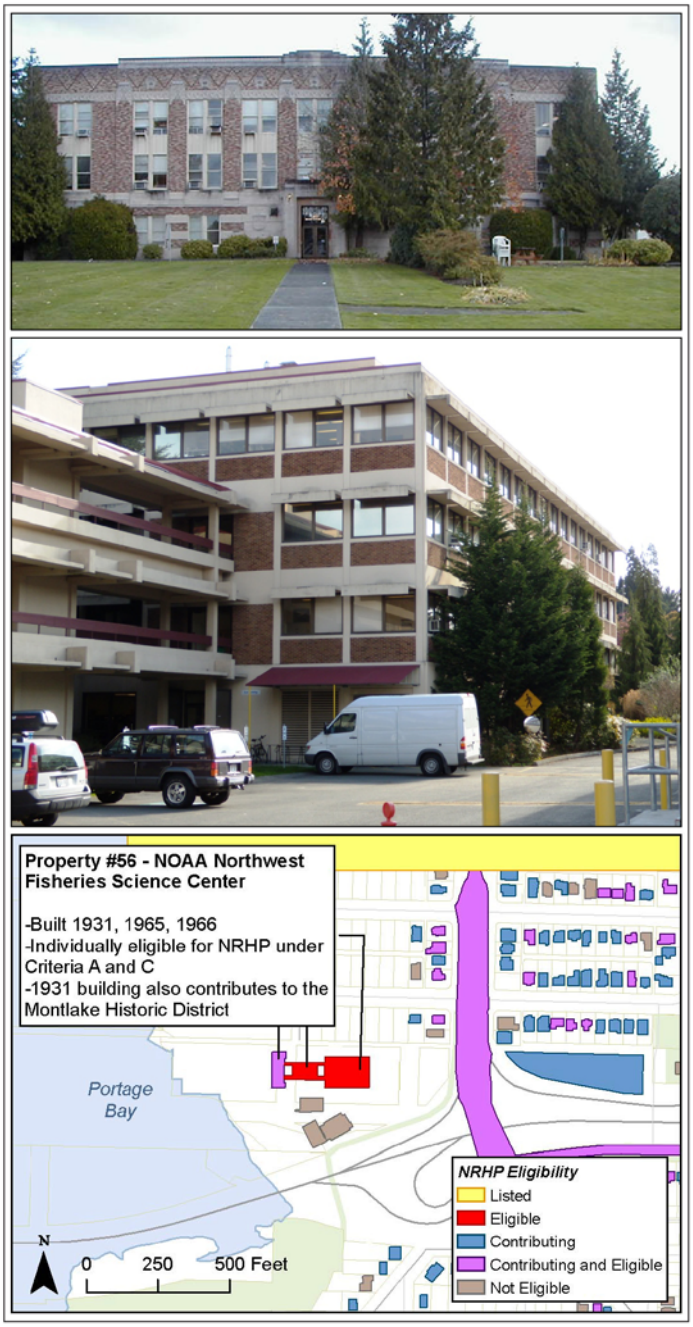
The NOAA Northwest Fisheries Science Center contains multiple buildings and is located in the Montlake Historic District. Five buildings on the site predate 1972. The original building on the property is from 1931, and is located at the western end of the complex. Immediately to the east of this building is a three-story building constructed in 1965. To the east of this building is another larger building constructed in 1966. These three buildings are connected by covered exterior walkways. A hatchery, constructed in 1940, is located to the south of these buildings. To the southeast of the hatchery is a small metal "Butler" building, also from 1940.

Of these five buildings, only the original building on the site, constructed in 1931 (Exhibit 6-19), is a contributing element to the Montlake Historic District. The 1931 building was the first federal fisheries building constructed on the West Coast (Peacock pers. comm. 2004) and was designed by distinguished architect John Graham, Sr. in the Art Deco style (Ochsner 1998). Graham is best known for his downtown Seattle commissions, including the Dexter Horton, Bon Marché, and Exchange buildings. Graham also designed the Ford Motor Assembly Plant on Valley Street, several buildings on the UW campus, and the Seattle Yacht Club. Graham is noted as being "particularly adept in the Art Deco style," and he designed several

other "finely detailed, terra-cotta clad commercial structures" (Ochsner 1998). The 1931 building was ornamented with terra cotta details (such as seashells, coral, sea horses, and waves with fish) that reflect the marine association of the facility. These details extend to the interior as well. The building contains a number of science labs and is also the main chemistry building at the facility.

The 1931 building is considered individually eligible for listing in the NRHP under Criteria A and C for its association with important research that is significant locally, regionally, and nationally; distinctive architectural characteristics; and association with a master architect. It is also a contributing element to the Montlake Historic District. The 1965 and 1966 buildings connected to the 1931 building are also eligible for listing in the NRHP under Criteria A and C. However, these two 1960s buildings do not contribute to the Montlake Historic District because they were built after the historic district's period of significance. The 1965 and 1966 buildings were constructed to house offices and meeting space to accommodate the expanded staff of NOAA at this site (Herkelwrath pers. comm. 2004). The 1965 building also contains a large library and a 150-seat auditorium.

Exhibit 6-19. NOAA Northwest Fisheries Science Center



The 1940 hatchery building is the second oldest building remaining on the campus, and has been the site of important marine research. However, numerous additions and alterations have resulted in a loss of integrity of design, materials, workmanship, and feeling. In addition, the construction of many newer buildings adjacent to the structure, as well as the construction of SR 520 immediately to its south, has affected its setting. Because of this loss of integrity, the 1940 hatchery building

lacks sufficient integrity to be eligible for listing in the NRHP, either individually or as a contributing element to the Montlake Historic District.

The 1940 Butler building is a prefabricated metal building used to store chemicals. It is not architecturally significant and is utilitarian in design. It does not meet the criteria for listing in the NRHP.

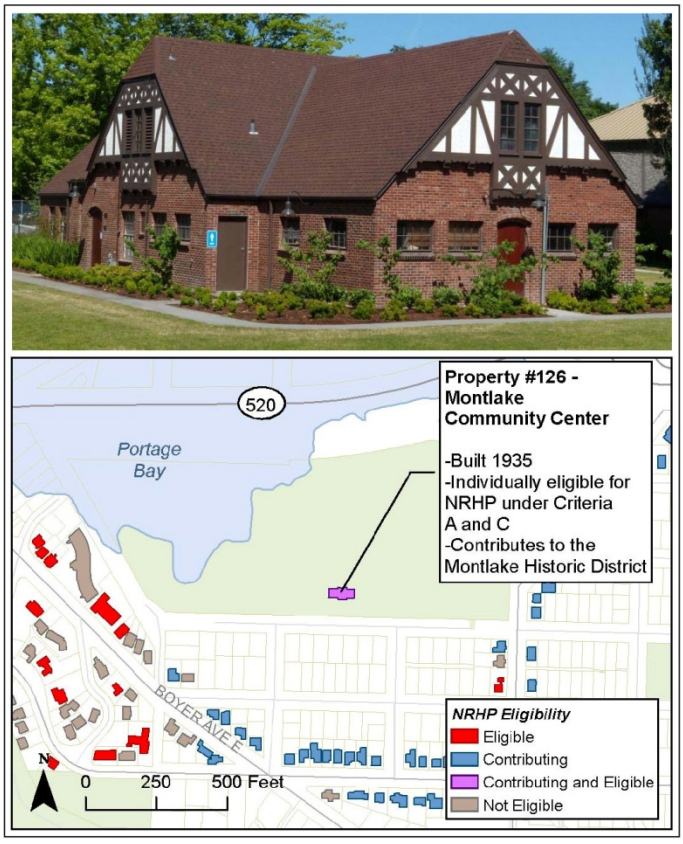
Montlake Community Center

1618 East Calhoun Street
Property ID# 126 – Built 1935
Individually eligible for listing for NRHP under Criteria A and C
Contributing element to the Montlake Historic District

The Montlake Community Center (Exhibit 6-20) is a Tudor Revival–style building constructed in 1935 as part of the Montlake Playfield, which is located within the boundaries of the Montlake Historic District. It was designated a Seattle Landmark on January 19, 2005; the designation included the 1935 building and a 10-foot perimeter around the structure (Landmarks Preservation Board 2005). The building is considered historically significant for its architectural design and its associations with the Civil Works Administration (CWA), the Washington Emergency Relief Administration (WERA), and the development of Montlake Playfield.

The Montlake Playfield was established in 1932 at the request of the Montlake Community Club (City of Seattle 2000). The community club advocated for a neighborhood playfield and field house to provide a recreational area for neighborhood children, and to supplement the facilities of the nearby local Montlake Elementary School. The City of Seattle experienced financial difficulties in 1932, which caused construction of the playfield and field house to be postponed until January of 1934, when the CWA stepped in to assist the city with various public works projects, including the Montlake Playfield.

Exhibit 6-20. Montlake Community Center, 1618 East Calhoun Street



Construction of the playfield and field house continued until spring 1934, when the CWA was dissolved. The project was completed under WERA, which in 1935 was superseded by the WPA. The WPA completed much of the work to develop the playfield.

Although the architect is unknown, the Montlake Community Center is a good example of the Tudor Revival style and is representative of its period of construction, when Seattle park structures were meant to be "pleasing in design and permanent in nature" (Landmarks Preservation Board 2005). This building has good integrity, although its setting has been somewhat compromised by the large gymnasium constructed to the north. It is individually eligible for listing in the NRHP under Criterion A for its association with development of the Montlake neighborhood and the City of Seattle parks system, as well as its association with the CWA and WERA. It is also eligible under Criterion C for its distinctive characteristics as an early field house and recreation center, and as a good example of Tudor Revival–style architecture. In addition, the building is a contributing element of the Montlake Historic District and is a representative example of the early twentieth century architecture that makes up the historic district.

University of Washington Buildings

The following 10 buildings and three structures on the UW campus were identified as eligible for listing in the NRHP:

- Bloedel Hall (ID# 205)
- Winkenwerder Forest Sciences Laboratory (ID# 206)
- Hewitt Wilson Ceramics Laboratory (ID# 212)
- Wilcox Hall (ID# 213)
- More Hall (ID# 214)
- Graves Hall (ID# 217)
- University of Washington Club (ID# 220)
- McMahon Hall (ID# 223)
- Center for Experimental Nuclear Physics and Astrophysics (CENPA) Instrument Shop (ID# 224)
- North Physics Laboratory (CENPA) (ID# 225)
- Montlake Boulevard Pedestrian Overpass South (ID# 221)
- Montlake Boulevard Pedestrian Overpass North (ID# 222)
- Pavilion Pedestrian Bridge (ID# 216)

Exhibit 6-21 shows Winkenwerder Forest Sciences Laboratory, Bloedel Hall, Hewitt Wilson Ceramics Laboratory, and Wilcox Hall. These properties are discussed in greater detail below by property ID number.

Bloedel Hall

Property ID# 205 – Built 1971
Individually eligible for listing in the NRHP under Criterion C

Bloedel Hall (Exhibit 6-21) was designed by Grant, Copeland, Chervenak & Associates (Durio 2009). It is a classroom and office building in the College of Forestry complex of buildings, next to the Winkenwerder Forest Sciences Laboratory, which was designed by the same architects and is similar in style. Like Winkenwerder, it "demonstrates the potential that wood offers for finish and structural applications" (Johnston 2001), as appropriate for a forestry education facility. Bloedel Hall will be 50 years old in 2021. At that time, it will be eligible for listing in the NRHP under Criterion C for its distinctive design in a unique Northwest Regional vocabulary.

Winkenwerder Forest Sciences Laboratory

Property ID# 206 – Built 1962
Individually eligible for listing in the NRHP under Criterion C

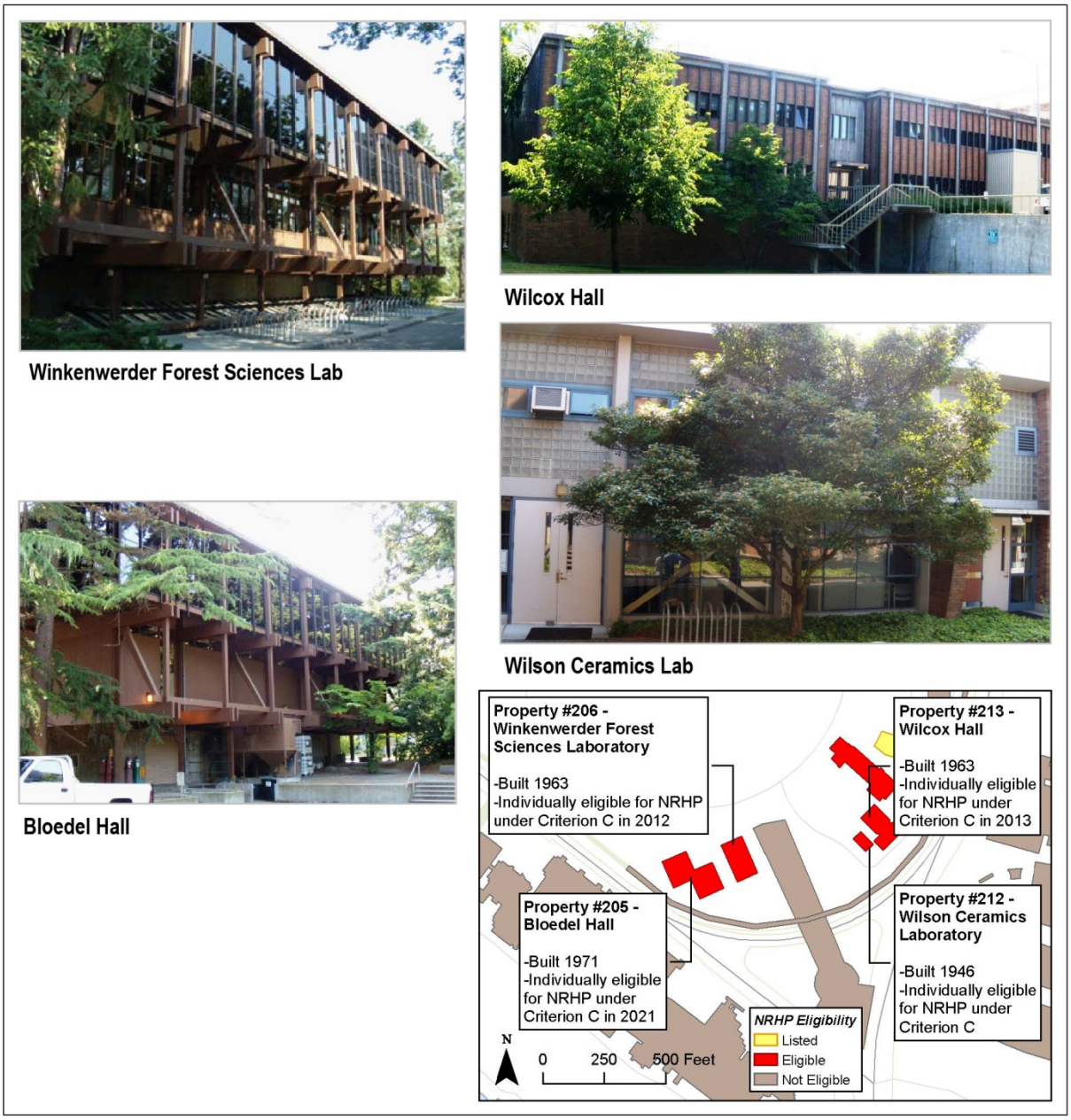
Winkenwerder Forest Sciences Laboratory (Exhibit 6-21) was called the Forest Products Science Building when it was built in 1962, and renamed the Winkenwerder Forest Sciences Laboratory in 1972. It was designed by architects Grant, Copeland, Chervenak & Associates. Noted Northwest artist Dudley C. Carter carved the ornate door panels at the main entrance. The building was specifically designed to serve as a forestry science lab. "In the design … a conscious effort was made to demonstrate the structural versatility and visual elegance of timber. A system of columns and beams creates the skeleton for glass-enclosed laboratories" (Johnston 2001). The building will be 50 years old in 2012. At that time, will be eligible for listing in the NRHP under Criterion C for its distinctive Modern architectural design rendered in wood and glass, giving it a Northwest regional feel in a visually arresting manner.

Hewitt Wilson Ceramics Laboratory

Property ID# 212 – Built 1946
Individually eligible for listing in the NRHP under Criterion C

Hewitt Wilson Ceramics Laboratory (Exhibit 6-21) was designed by noted architect Paul Thiry (1904–1993). Thiry is credited with

Exhibit 6-21. University of Washington—Winkenwerder Forest Sciences Laboratory, Bloedel Hall, Hewitt Wilson Ceramics Laboratory, and Wilcox Hall



introducing European Modern architecture to the Northwest region and is well known internationally for his modern designs (Ochsner 1998). He was the principal architect for the Seattle World's Fair in 1962 and is credited with the design of many well-known Seattle buildings, including Key Arena, MOHAI, and St. Demetrios Greek Orthodox Church. The Hewitt Wilson Ceramics Laboratory is a modest example of Thiry's work, built for engineering students pursuing mining studies. The facility, originally called the Kiln Building, housed three kilns built

by the U.S. Bureau of Mines. Students used the kilns to perform standard tests of high refractory materials prepared from northwest-mined sources. The building was named to honor Dr. Hewitt T. Wilson in 1955 (Woodbridge and Montgomery 1980). It is eligible for listing in the NRHP under Criterion C for its Modern architectural design, representing the work of a master architect.

Wilcox Hall

Property ID# 213 – Built 1963
Individually eligible for listing in the NRHP under Criterion C

Wilcox Hall (Exhibit 6-21) was built to supplement operations at Roberts Hall in 1963; it was initially called Roberts Hall Addition and Computer Center. In 1981, the Board of Regents renamed it Wilcox Hall, reinforcing its identity as a separate building. The building was designed by architects McClure and Adkison of Spokane (Ells 1998). Until 1976, Wilcox Hall housed the Computer Center, but it currently provides space for many different engineering departments. It is associated with Paul Allen and Bill Gates of Microsoft, who worked on projects in this building (Bishop et al. 2010). Wilcox Hall will be 50 years old in 2013. At that time, the building will be eligible for listing in the NRHP under Criterion C for its Modern architectural design, representing the work of noted architects.

More Hall

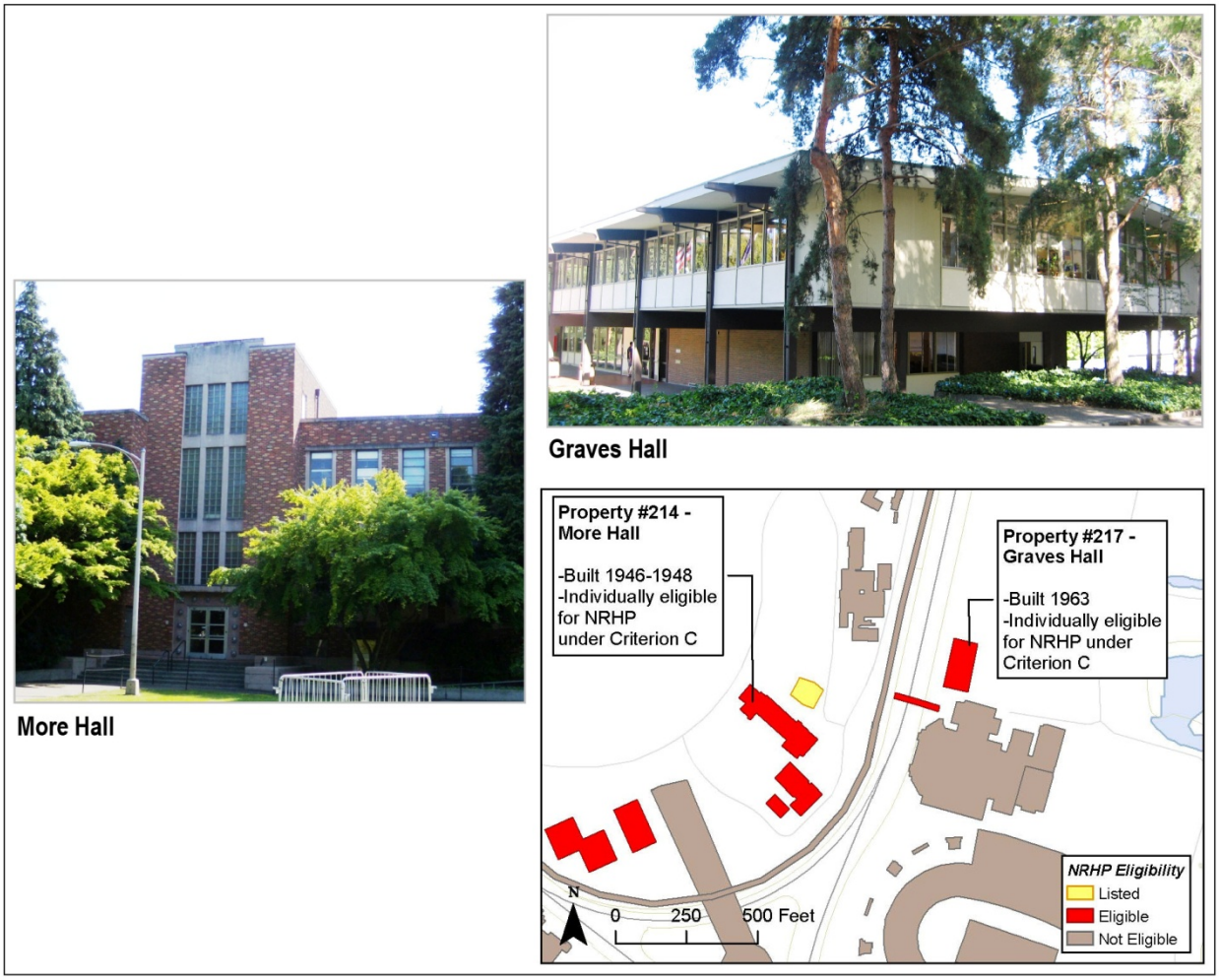
Property ID# 214 – Built 1946–1948
Individually eligible for listing in the NRHP under Criterion C

More Hall (Exhibit 6-22) was designed by architects Bebb and Jones, in association with Leonard Bindon, and constructed to house the UW's Civil Engineering Department. Charles Bebb, a leading Seattle architect, was important in the development of the architectural terra-cotta industry in Washington State, and John Paul Jones became the consulting architect for the UW after World War II (Ochsner 1998).

The building, as originally constructed, "expressed the modern architectural philosophy of function over form and incorporated lighting from large windows to convey the feeling of spaciousness" (UW 2009a). The east end of the building was added in 1948 as the Structural Testing Laboratory, designed by John Paul Jones.

> The lab was located adjacent to the Northern Pacific Railroad so a spur track could carry materials directly into the room. One of the first items delivered by rail was a 2.5 million pound

Exhibit 6-22. University of Washington—More Hall and Graves Hall



compression testing machine. Its testing capacities outperformed any other in the Pacific Northwest and were used by Washington manufacturers of aircraft, steel, lumber and light metals in the post WWII years to test their products. In addition, the machine could replicate earthquake-like shock waves that enabled students to study how to incorporate seismic factors into their civil engineering design" (UW 2009a).

Kolb and Stansfield remodeled More Hall in 1972–1975, and the structural and geotechnical research laboratories were remodeled in 1993–1996.

More Hall is eligible for listing in the NRHP under Criterion C for its Modern architectural design and as the work of master architects.

Graves Hall

Property ID# 217 – Built 1963
Individually eligible for listing in the NRHP under Criterion C

Graves Hall (Exhibit 6-22) was designed by architect Robert Billsborough Price (1915–1981). It houses the central administrative offices for UW Intercollegiate Athletics, as well as coaches' and staff offices, training and meeting rooms, the sports ticket office, and the Husky Marching Band offices (Ells 1998). As an architect, Price specialized in educational projects and designed a number of schools in the Puget Sound area from the late 1950s through the 1970s, including Graves Hall (DOCOMOMO WEWA 2011). Other Price-designed buildings in Seattle include the Seattle World's Fair Hall of Industry (1961) and the UW Golf Driving Range Building.

Graves Hall's Modern style is representative of Price's educational design projects and retains good integrity. Graves Hall will be 50 years old in 2013. At that time, the building will be eligible for listing in the NRHP under Criterion C for its Modern architectural design, representing the work of a noted architect.

University of Washington Club

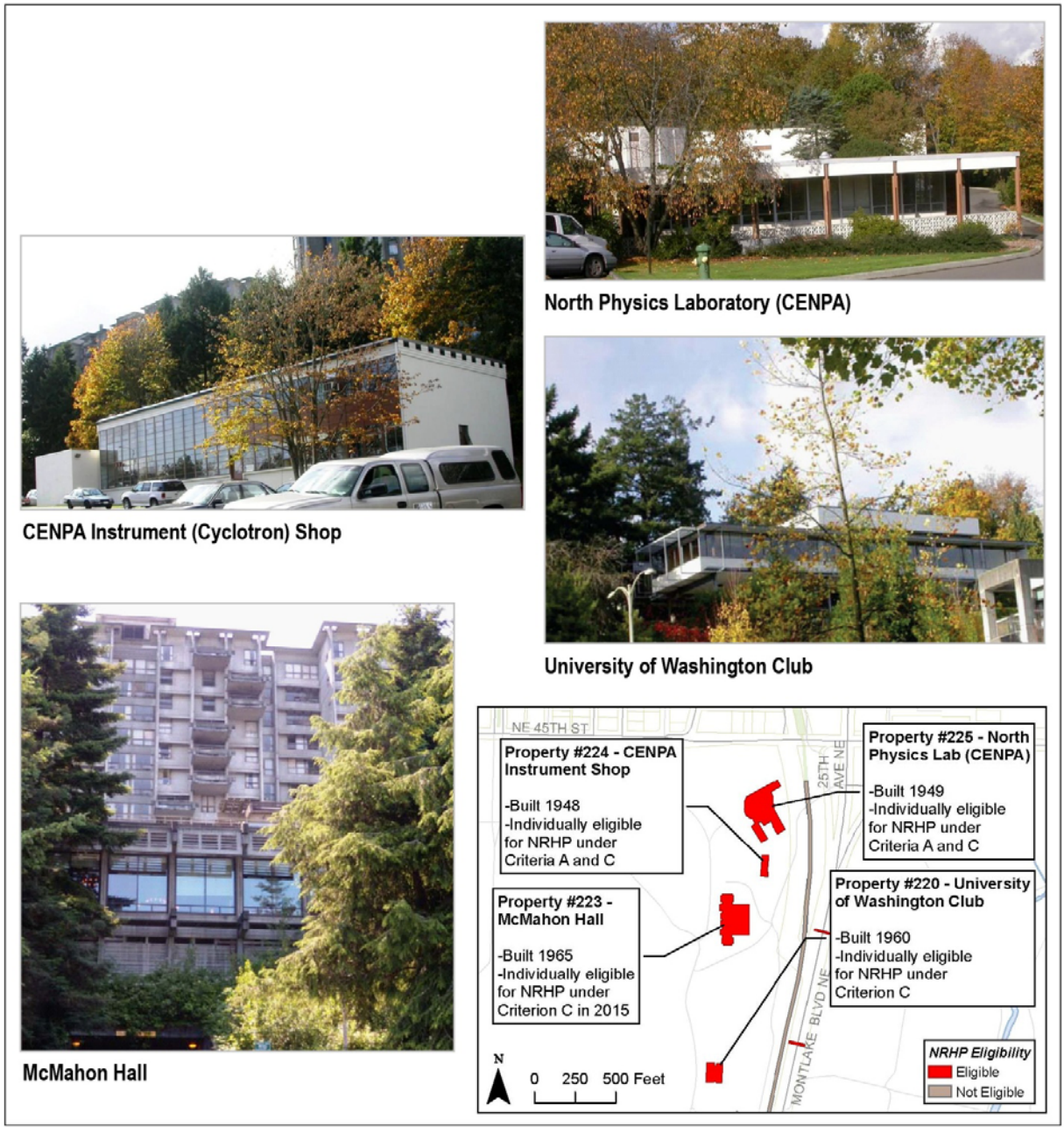
Property ID# 220 – Built 1958-1960
Individually eligible for listing in the NRHP under Criterion C

The University of Washington Club (Exhibit 6-23) was designed by architect Victor Steinbreuck, in association with Paul Hayden Kirk Associates. The UW architecture faculty collaborated with them on the design, including Daniel Streissguth. Thomas E. Sparling and Associates were the electrical engineers, and Eckbo, Dean and Williams were the landscape architects.

The University of Washington Club, originally called the Faculty Club, was incorporated in 1909 (Ells 1998). During the Alaska-Yukon-Pacific Exposition, this site was the Hoo Hoo Club, a part of the Forestry exhibit, designed by Ellsworth Storey. At the conclusion of the exposition, the building was left for a faculty club. In 1958, the original building was torn down and the current building was constructed. Articles about the University of Washington Club were published in *Progressive Architecture* in 1961 and in *Architectural Forum* in 1962. The building won the American Institute of Architects (AIA) Seattle Honor Award in 1960 (Woodbridge and Montgomery 1980).

The University of Washington Club is an important example of regional modernism. It is eligible for listing in the NRHP under Criterion C as an important example of Modernism and the work of a significant local architect. Although some renovation work has occurred over the years, including the enclosure of part of the south balcony area and renovations in 2005 to the bar area, the building retains very good integrity and easily communicates its original design.

Exhibit 6-23. University of Washington—University of Washington Club, McMahon Hall, CENPA Instrument Shop, and North Physics Laboratory



McMahon Hall

Property ID# 223 – Designed in 1965
Individually eligible for listing in the NRHP under Criterion C

McMahon Hall (Exhibit 6-23) is a residence hall designed by architect Paul Hayden Kirk of Kirk, Wallace, McKinley & Associates (Ells 1998). It received an AIA Seattle Honor Award in 1966 (AIA Seattle 2010). The residence hall is considered significant for its modern Brutalist design, softened by the rough concrete forms and puzzle piece-like plan, sited on a steep hill that affords breathtaking views of Lake Washington and the Cascade Mountains (Woodbridge and Montgomery 1980). The building will be 50 years old in 2015. At that time, it will be eligible for listing in the NRHP under Criterion C for its distinctive architectural design and as the work of a master architect.

CENPA Instrument Shop

Property ID# 224 – Built in 1948
Individually eligible for listing in the NRHP under Criteria A and C

The CENPA Instrument Shop (Exhibit 6-23) was built in 1948 as the Cyclotron Shop to support the construction of the cyclotron building next door. The building was designed by noted architect John Graham, Jr. The cyclotron was dismantled in the 1980s, and the property is now known as the CENPA Instrument Shop. Founded in 1998, CENPA is one of the UW's nuclear physics laboratories (Ells 1998). The U.S. Department of Energy funds the laboratories, where research is conducted in nuclear physics, astrophysics, and related fields (Woodbridge and Montgomery 1980). It has been designated a Center for Excellence by the Department of Energy, and has been the recipient of numerous awards and recognitions (UW 2009b). The program includes neutrino research, participation in the KATRIN tritium beta decay experiment, and work in developing experiments to search for neutrinoless double beta decay. CENPA also performs user-mode research at large accelerator and reactor facilities around the world. An instrument shop has always been an integral part of the physics laboratory operation.

The building was designed by noted Seattle architect John Graham, Jr. (1908–1991). Graham designed the Northgate Shopping Center, the first large-scale regional shopping center of its kind in the country, which established Graham as a leader in the field. He went on to build an international reputation and design projects all over the world (Ochsner

1998). His best-known project is probably the Space Needle for the Seattle World's Fair in 1960–1962, designed with Victor Steinbrueck.

The CENPA Instrument Shop is eligible for listing in the NRHP under Criterion A, for its association with the development of nuclear physics, and under Criterion C, for its distinctive architectural design and as the work of a recognized master, John Graham, Jr.

North Physics Laboratory

Property ID# 225 – Built 1949
Individually eligible for listing in the NRHP under Criteria A and C

The North Physics Laboratory (Exhibit 6-23), originally known as Nuclear Physics Laboratory/Cyclotron, houses the CENPA, discussed above. The building was designed by noted Seattle architect John Graham, Jr. (1908–1991). It originally held the cyclotron, which was dismantled in the 1980s.

> The Cyclotron was a cylindrical vacuum chamber wherein particles were accelerated using a high power high frequency oscillator to alternate voltages between two half-cylinder electrodes called 'Dees'.… Particles injected into the cyclotron were accelerated each time they crossed the intervening layer between the Dees. The particles took on more and more energy as they accelerated, and eventually were directed out of the chamber toward a target. At a fundamental level, particle accelerators smash atoms into one another, producing nuclear reactions (Smoliak 2007).

Additions were made to the building in 1951 and 1958, and one of these additions was to house the Van de Graff particle accelerator, which remains in use (Smoliak 2007).

The North Physics Laboratory (CENPA) is eligible for listing in the NRHP under Criterion A for its association with the development of nuclear physics, and under Criterion C for its distinctive architectural design and as the work of a recognized master architect.

Montlake Boulevard Pedestrian Overpasses South and North

Property ID#s 221 and 222, respectively – Built 1958
Individually eligible for listing in the NRHP under Criterion C

The Montlake Boulevard Pedestrian Overpasses (South and North) are identical concrete bridges that cross Montlake Boulevard NE, connecting the UW campus and the Burke Gilman Trail to parking lots

on the east side of Montlake Boulevard (Exhibit 6-24). An early example of post-tensioned, pre-stressed concrete, the overpasses were built in 1958 and designed by noted structural engineer Jack Christiansen (Woodbridge and Montgomery 1980). The overpasses served as models for other pedestrian bridges throughout the state. These bridges are eligible for listing in the NRHP under Criterion C for their distinctive design and important engineering qualities.

Pavilion Pedestrian Bridge

Property ID# 216 – Built 1938
Individually eligible for listing in the NRHP under Criterion C

The Pavilion Pedestrian Bridge (Exhibit 6-24) crosses over Montlake Boulevard NE, connecting the Hec Edmundson Pavilion with the Burke-Gilman Trail and the main UW campus. At the request of the UW, the City of Seattle built this pedestrian bridge in 1938 for use by students (Ells 1998). It is designed in poured concrete, with restrained Art Moderne lines and minimal detailing, typical of modernist designs of the 1930s. It is eligible for listing in the NRHP under Criterion C for its distinctive Art Moderne style design.

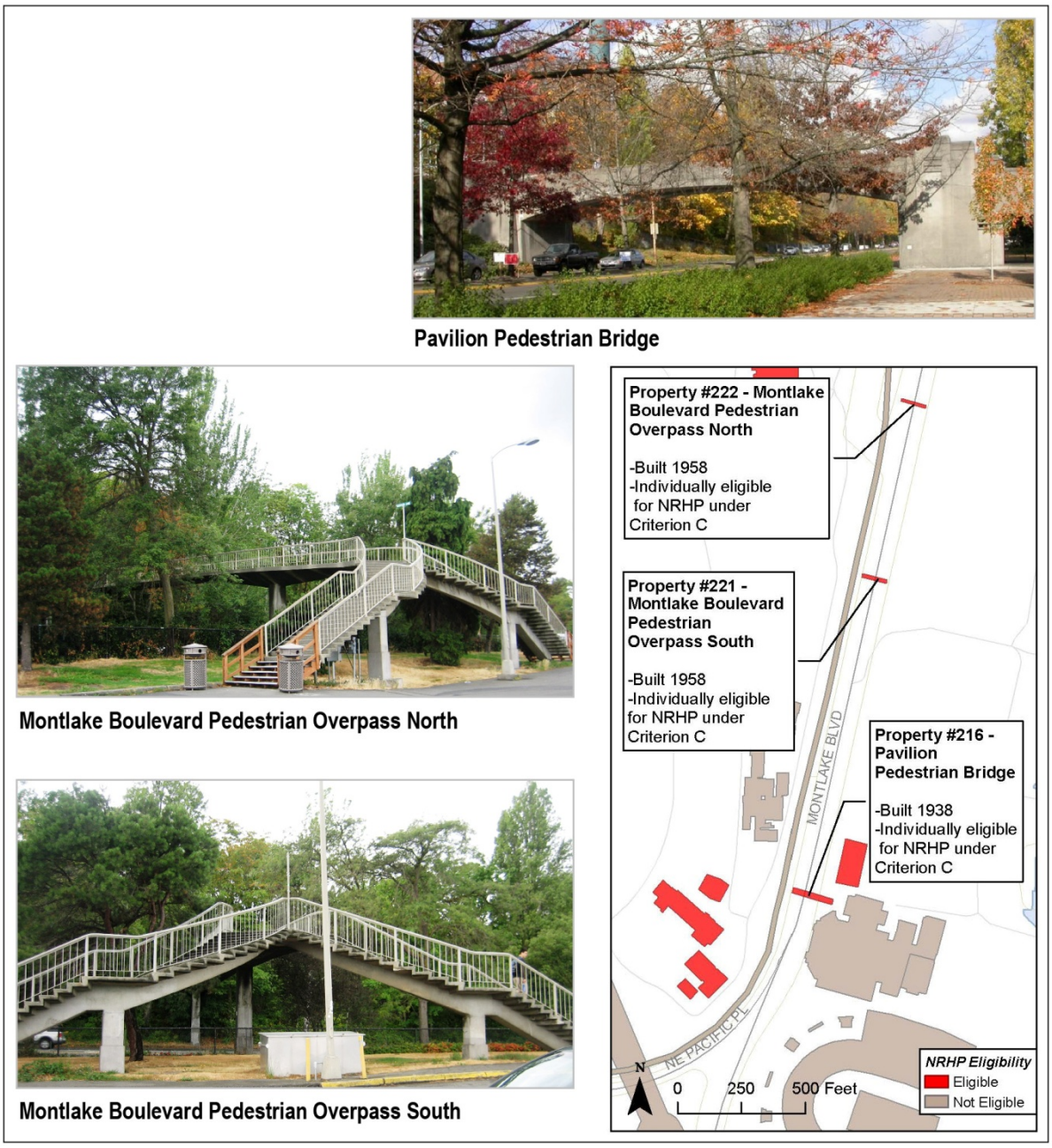
Lake Washington Boulevard

Segment from East Madison Street to NE Pacific Street
Property ID# 239 – Built 1904-1909, designed by the Olmsted Brothers
Individually eligible for listing in the NRHP under Criteria A and C
Contributing element to the Montlake Historic District

Lake Washington Boulevard is a winding park boulevard that passes through the Arboretum and the Montlake Historic District and continues north to the UW (Exhibit 6-25). The part of Lake Washington Boulevard within the APE is a 2-mile segment from East Madison Street to the Y intersection of Montlake Boulevard NE and NE Pacific Street, which was the entrance to the 1909 Alaska-Yukon-Pacific Exposition. It occurs in both the Montlake and West Approach segments of the APE.

The first section of the 2-mile segment begins at the intersection with East Madison Street in the Arboretum and ends where it exits the park at 26th Avenue East. Today it is referred to as Lake Washington Boulevard East. The second section begins at the intersection with 26th Avenue East and continues to the intersection with Montlake Boulevard East. This section is now called 26th Avenue East until the intersection with East Roanoke Street, where the name changes to East Lake

Exhibit 6-24. Pedestrian Bridges—Montlake Boulevard Pedestrian Overpasses North and South and Pavilion Pedestrian Bridge



Washington Boulevard and continues to the east. The third section starts at the southern end of Montlake Boulevard East and proceeds north to the southern edge of the Montlake Cut. The current name of this section is Montlake Boulevard East. The fourth section begins at the southern edge of the Montlake Cut and goes north to the intersection with NE Pacific Street. This northernmost section is now called Montlake Boulevard NE. Maps showing the four segments are included with the HPI form in Attachment 4.

The entirety of Lake Washington Boulevard passes through or by 14 parks and is the main link in Seattle's Olmsted legacy of citywide park boulevards (Friends of Seattle's Olmsted Parks 2009). The boulevard was planned to reach from Washington Park in the north continuously to Seward Park in the south. It was the first of the park boulevards to be built following the Olmsted Plan.

In 1909, the Seattle Parks and Recreation Department extended Lake Washington Boulevard from Washington Park to the south entrance of the Alaska-Yukon-Pacific Exposition (Ott 2010). This extension was called University Boulevard, in hopes of extending the boulevard system to the north, which never came to fruition. The extension was later folded into Lake Washington Boulevard, but what was University Boulevard is now Montlake Boulevard.

Currently, the section of Lake Washington Boulevard at the entrance to the park at Madison Street is the most consistent with the original landscape plan (BOLA and Kiest 2003). This first stretch within the Arboretum still shows a mix of oak and sycamore trees (Exhibit 6-26). The more open, valley section follows the original plan with fewer trees along the edges of the boulevard and shorter trees and shrubs. A group of willows, not part of the original plan, have been added at the intersection with Interlaken Boulevard. The northern section in

Exhibit 6-25. Lake Washington Boulevard

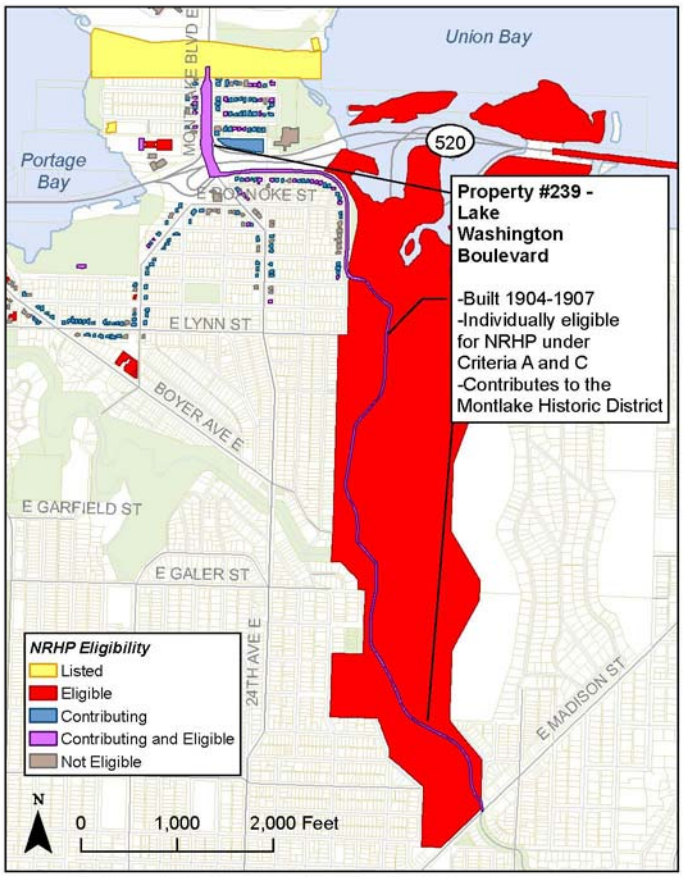


Exhibit 6-26. Lake Washington Boulevard at East Madison Street

the Arboretum has intermittent sycamore trees, but it is not clear if the shrubs shown in the plan were ever planted.

The first section of Lake Washington Boulevard within the boundaries of the Arboretum maintains integrity of design, association, setting, feeling, and location. The boulevard winds through the park along the same alignment as when it was built from 1904 to 1906; it has taller, more dense plantings at the southern end, then fewer trees to enable the view over the valley in the central section, and then the more sparsely planted, taller trees in the north, as was called for in the Olmsted Brothers' 1906–1907 planting plan. The pavement, curbs, and gutters of Lake Washington Boulevard have had periodic changes, upgrades, and maintenance, and the light standards along the roadway have been replaced. In the 1960s, entrance and exit ramps to and from SR 520 were added to the northern section of the park. These ramps intersect Lake Washington Boulevard just south of the intersection with 26th Avenue East. The ramps' intersections are a small portion of the 1.2 miles of the roadway and do not diminish the overall integrity of this section. This first section of the 2-mile segment retains sufficient integrity to convey the significance of Lake Washington Boulevard.

The second section of the boulevard between the northwest boundary of the Arboretum and East Montlake Boulevard has retained integrity of location, association, and design (Exhibit 6-27). It is in the same alignment as when it was designed and built, and retains the function as originally envisioned. The integrity of setting and feeling has been diminished on the north side by SR 520, which introduced visual elements and the sound of a wide, well-traveled highway and disrupted the viewshed from this portion of the boulevard. The south side of the boulevard maintains the neighborhood setting and shaded green space. This section has also had changes in paving, curbing, and gutters since its construction. Although there have been alterations to the setting on the north side of the

Exhibit 6-27. Lake Washington Boulevard at 24th Avenue East

boulevard, this section as a whole maintains sufficient integrity to support the eligibility of Lake Washington Boulevard.

The third section, going north as East Montlake Boulevard to the Montlake Cut, has lost integrity of materials, design, and feeling as a result of growth on both sides of the boulevard, widening of the roadway, and the SR 520 interchange. The roadway here is now four to six lanes wide, but has a planted median down the center, which makes it feel like a smaller, narrower roadway (Exhibit 6-28). This section maintains integrity of setting, location, and association. Although the areas on either side of the road were not built out in 1909 when the road was constructed, it was already platted for residential development. The boulevard in this section is wider than as originally built, but it is along the 1909 alignment, it serves the same transportation function, the surroundings are still vegetated, and the road bisects residential parcels as the plan intended. The southernmost portion of this section has lost considerable integrity due to the SR 520 interchange, resulting in an overcrossing above an excavated roadway below this alignment, but the rest of this section maintains the essence of the original roadway plan, surrounded by greenery. Overall, despite the SR 520 overcrossing and interchange, this third section retains enough integrity to convey the significance of the boulevard.

Exhibit 6-28. East Montlake Boulevard

The northernmost section of the boulevard includes the Montlake Cut, which was excavated in 1917, and the Montlake Bridge, built in 1925, both of which occurred after the Alaska-Yukon-Pacific Exposition and after the extension of Lake Washington Boulevard to the exposition in 1909 (BOLA and Kiest 2003). The change from a surface road to a bridge over a body of water significantly affects the integrity of design, setting, and feeling of the roadway. Both the Montlake Cut and Montlake Bridge are listed in the NRHP for their own merits, and the bridge is also a designated Seattle Landmark. However, the original boulevard was replaced, and the Montlake Cut and the bridge detract significantly from the integrity of the roadway.

North of the Montlake Cut on the other side of the bridge, the former boulevard has been affected by the growth and development of the university, widening of the road, and the loss of greenery surrounding the roadway (Exhibit 6-29). There is a major, signalized intersection at the junction of Montlake Boulevard NE and NE Pacific Street, with multiple lanes converging in a Y north of the bridge. The effects on the integrity of this section diminish its ability to convey the significance of the boulevard. This section does not contribute to the eligibility of Lake Washington Boulevard.

Exhibit 6-29. Montlake Boulevard NE at NE Pacific Street

The 2-mile segment of Lake Washington Boulevard located in the APE is eligible for listing in the NRHP under Criterion A for its association with the citywide Olmsted Brothers' parks and parkways plan. It is significant as the first boulevard constructed as a part of the plan and was the standard by which the other boulevards were designed. The boulevard also is eligible for listing in the NRHP under Criterion C as a noted work of the master landscape architects John Charles Olmsted and Frederick Law Olmsted, Jr. The period of significance for this segment of the linear resource is 1904, when construction began based on the Olmsted Brothers' design, through 1909, when the final section of what was then University Boulevard was completed. Lake Washington Boulevard was an integral part of the Olmsted Brothers' plan for the development of linked outdoor spaces throughout Seattle. Lake Washington Boulevard is also a contributing element of the Montlake Historic District wherever it lies within the district boundaries.

Canal Reserve Land

South of East Hamlin Street and east of Montlake Boulevard
Property ID# 240 – Planted ca. 1910
Contributing element to the Montlake Historic District
Not individually eligible for listing in the NRHP

The Canal Reserve Land north of SR 520, behind the alley of the houses facing East Hamlin Street, is what remains undeveloped of the former Old Government Canal, the location of the original log canal between Lake Union and Lake Washington (Exhibit 6-30). This piece of land was

not included in the Olmsted Brothers' plans for Washington Park, but was one of the first areas formally planted with specimen plantings as early as 1909 (BOLA and Kiest 2003). Frederick W. Leissler, Jr., the assistant director of the Arboretum, directed WPA crews in planting Yoshino cherry trees and incense cedars on the Canal Reserve Land during the winter of 1935–1936, adding to existing trees in this area.

Exhibit 6-30. Canal Reserve Land

In 1961, the State Department of Highways acquired approximately 47 acres of Arboretum property to construct and operate SR 520, including the Arboretum's share of the Old Government Canal land (BOLA and Kiest 2003). Many of the cherry trees were relocated to the liberal arts quad of the University of Washington, but five cherry trees remain today on the Canal Reserve Land. Most of the surrounding land and plantings have been removed, and the introduction of SR 520 severely compromised the integrity of this early landscape.

The Canal Reserve Land is located within the boundaries of the Montlake Historic District. Today the area is mostly used by neighbors as exterior space and is accessible to the public along the northern boundary of the parcel. The parcel is significant for the original specimen plantings that have survived at this location. There are 59 specimen plantings on this land, of which 24 are from the historic period of the district (1905–1952) (BOLA and Kiest 2003). Fifteen of the specimens were planted prior to 1945: seven Sequoias from 1931, three

incense cedars from 1909, and five cherry trees—one from 1910 and four from 1944 (UW 2009c).

The Canal Reserve Land has lost integrity of setting, feeling, and association resulting from the introduction of SR 520, which cut it off from the Arboretum in the 1960s, severing the connection, physically and visually, between this parcel and the neighboring park property. It maintains some integrity of design and materials because the remaining original trees retain their original locations, but it has lost significant acreage to transportation uses and is accessible on only one side. Because of these losses of integrity, the Canal Reserve Land is not individually eligible for listing in the NRHP under any criteria. However, the Canal Reserve Land is a contributing element to the Montlake Historic District, as it is from the period of significance of the district and maintains 24 original specimen plantings from the historic period. This parcel is not a contributing element to the Arboretum as it is not within the boundaries of the park, is separated from it by SR 520, and was not originally a part of the park. SHPO concurred with the eligibility determination on July 29, 2010.

St. Demetrios Greek Orthodox Church

2100 Boyer Avenue
Property ID# 571 – Built 1962
Individually eligible for listing in the NRHP under Criterion C

St. Demetrios Greek Orthodox Church (Exhibit 6-31) was constructed in 1962 in the Modern style. It was designed by architect Paul Thiry, one of the principal architects of the Century 21 Exposition, Seattle's 1962 World's Fair, and designer of MOHAI (Ochsner 1998). The landscape architect was Richard Haag, who later designed Gas Works Park. The building is a two-story facility that includes the church and an attached school. The school building has a flat roof and bands of windows divided by thick metal mullions. The church is multi-sided with an arched concrete roof and is clad in brick and mosaic tile. The most dominant feature of the church building is its multi-colored glass cupola. The building has good architectural integrity and embodies the distinctive characteristics of the Modern style in an Eastern Orthodox church. It is a singular example of this style and type of architecture in Seattle, possesses high artistic value, and was designed by a master architect.

Exhibit 6-31. St. Demetrios Greek Orthodox Church, 2100 Boyer Avenue East

The St. Demetrios Greek Orthodox Church will be 50 years old in 2012. At that time, it will be eligible for listing in the NRHP under Criterion C for its distinctive architectural design and as the work of a master architect. Although it is within the boundaries of the Montlake Historic District, the church was built after the end of the historic district's period of significance, so it is not a contributing element to the historic district.

West Approach Segment

The historic resources survey identified three built environment properties constructed prior to 1972 in the West Approach segment of the Seattle study area. These properties include a segment of Lake Washington Boulevard (described in the previous section), the Edgewater Condominiums at 2411 42nd Avenue East, and the Arboretum. Located within the Arboretum, the Seattle Japanese Garden at 1075 Lake Washington Boulevard East and the Arboretum Aqueduct

(Arboretum Sewer Trestle) are both designated Seattle Landmarks. The Arboretum Aqueduct is also listed in the NRHP and the WHR.

The identified properties were evaluated to determine their eligibility for listing in the NRHP. Based on NRHP evaluation criteria (36 CFR 60.4), all three properties were determined to be individually eligible for listing in the NRHP. The properties' locations and NRHP eligibility are presented in Exhibits 6-2f, 6-2g, and 6-2h. Attachment 1 provides a complete list of the properties surveyed in this segment. Attachment 3 contains copies of the nomination forms for the previously recorded resources. Attachment 4 includes the HPI forms for those resources surveyed as a part of this project.

Washington Park Arboretum

2300 Arboretum Drive East
Property ID# 200 – Designed in 1903, built 1904–1907
Individually eligible for listing in the NRHP under Criteria A and C

The Arboretum is a public facility that was developed as part of the Olmsted Plan for Seattle Parks, Boulevards, and Playgrounds (Exhibit 6-32). Stretching across approximately 230 acres, the Arboretum is governed by the Arboretum Botanical Garden Committee, composed of the City of Seattle Parks and Recreation and the UW. It contains one NRHP-listed property, the Arboretum Aqueduct (as part of the Historic Bridges/Tunnels in Washington State), which is also a designated Seattle Landmark, and the Seattle Japanese Garden, another designated Seattle Landmark.

Foster Island, located at the northern end of the Arboretum, contains marshes and natural shorelines that provide valuable wildlife habitat. In 1963, SR 520 constructed a bridge across the center of the island. In 1968, the Waterfront Trail was constructed, which links Foster, Marsh, and Bamboo islands to a terminus just east of MOHAI. The Arboretum Waterfront Trail passes under SR 520 on Foster Island.

Exhibit 6-32. Washington Park Arboretum

The Arboretum was first known as Washington Park and was one of Seattle's first parks. In 1903, the Olmsted brothers came to Seattle and prepared a plan for the city's park system, including Washington Park. By 1916, the park totaled 165.22 acres (BOLA and Kiest 2003). The City largely completed its acquisition of land for Washington Park by 1921. In March 1924, Washington Park was officially set aside as a botanical garden and Arboretum. The Olmsted brothers drew up the first formal plan for the Arboretum in March 1936. J. Frederick Dawson, the chief designer, worked closely with the Seattle Parks and Recreation Department's staff landscape architect, Frederick Leissler.

In the early 1960s, the construction of SR 520 and the Evergreen Point Bridge severely compromised the integrity of the northern area of the Arboretum (BOLA and Kiest 2003). In 1963, the State Department of Highways condemned approximately 47 acres of Arboretum property for SR 520. After SR 520 was constructed through the Foster Island area, landscape architect Hideo Sasaki was hired in 1964 to salvage what was left of the northern section of the Arboretum. However, few elements of his plan were implemented except for the Waterfront Trail.

After the Olmsted plan of 1936, the next master plan adopted for the park was in 1978 (BOLA and Kiest 2003). In May 2001, the Seattle City Council approved a new long-range master plan for the Arboretum. Seattle Parks and Recreation, the UW, and the Arboretum Foundation developed a plan to ensure that the Arboretum could effectively fulfill three primary purposes, which together form the mission of the Arboretum: conservation, recreation, and education.

As a public park, teaching and research institution, and outdoor recreation area, the Arboretum has changed and evolved to meet changing demands, to accommodate differing financial climates, and to adapt to new challenges and desires from varied stakeholders. The extensive plantings and landscape improvements have matured. The plan has been altered to fit SR 520 and the Evergreen Point Bridge west approach. Portions of the Arboretum have also adapted and changed over time, with renewed plantings, new signage and lighting, and new paving. Nevertheless, the Arboretum retains its basic design and feeling, and continues to fulfill its mission (BOLA and Kiest 2003). As a historic designed landscape meant to educate and provide public beautification, it is considered an icon of the Seattle Parks and Recreation system.

Although the northern section of the Arboretum was heavily affected by the construction of SR 520 and has suffered a loss of integrity, the rest of the Arboretum remains intact. Taken as a whole, the Arboretum retains good integrity in all seven aspects. It is eligible for listing in the NRHP under Criterion A for its association with events that have made a significant contribution to the broad patterns of our history, including the Alaska-Yukon-Pacific Exposition, the development of the UW, and the development of the parks system in Seattle; and under Criterion C as the work of a master for its design by the noted Olmsted Brothers' firm, as well as the many talented designers and architects who contributed to its designed features.

The northern section of the park near SR 520 is a WSDOT right-of-way, but also is used as open space with trails passing through it. Research was conducted on this piece of land in June 2010 to determine its historical affiliation with the Arboretum and to evaluate its NRHP eligibility within the larger historic property. Research indicated that this northern area of the park near SR 520, referred to as the WSDOT peninsula, was used as parkland between 1939, when the landfill on the site was covered with dredge and graded, and 1961, when it was acquired from the City of Seattle for construction and operation of SR 520 (Blukis Onat and Kiers 2007). Before construction of SR 520, the WSDOT peninsula was never fully developed as an integral part of the Arboretum, but it was within the boundaries of the park. This land is currently owned by WSDOT and has been a transportation facility for the last 49 years.

Although the WSDOT-owned area was historically a part of the Arboretum, it has lost considerable integrity resulting from the conversion to transportation right-of-way and the physical impacts from the bridge, such as the dredging and filling during construction and the columns that support the existing bridge, associated ramps, and the approach. The WSDOT right-of-way area is now surrounded by major roadways, including the SR 520 main line to the north, entrance and exit ramps on the east and west, and Lake Washington Boulevard on the south. It is accessible to pedestrians via several trails under the elevated roadways. A parking lot has been added east of Lake Washington Boulevard that is the trailhead for the loop trail onto the WSDOT-owned area.

The WSDOT-owned property is no longer within the park boundaries, is owned by the State of Washington, and is a transportation right-of-way. This area between the various roadway features has lost integrity

of design, feeling, association, and setting. The integrity has been compromised by the introduction of the bridge structure and associated ramps, the change in land use, and the loss of land and changes to the landscape caused by dredging.

The area around Foster Island and along the shoreline was included in both the 1904 and 1936 Olmsted plans as an area of lagoons. The plan proposed the introduction of waterways labeled "lagoons" to be developed through dredging of the marshland. A future Alpine collection could expand into the area surrounding Foster Island, from the primary Alpine garden proposed west of the nursery (BOLA and Kiest 2003). To implement the lagoon plan, extensive dredging was done in 1938–1939, dredging out 1¼ miles of lagoons. In 1939, 16 species of bamboo and 3,500 Japanese iris were planted; however, few of these plants survived the neglect during World War II.

Exhibit 6-32 shows the boundaries of the historic Arboretum (in red), and the WSDOT right-of-way area (cross hatched).

Edgewater Condominiums

2411 42nd Avenue East
Property ID# 226 – Built in 1938–1940
Eligible for listing in the NRHP under the Seattle Apartment Buildings 1900–1957 multiple property nomination

The Edgewater Condominiums (Exhibit 6-33) were built between 1938 and 1940 as the Edgewater Park Apartments. Designed by noted architect John Graham, Jr. and built by local businessmen organized as the Madison Park Corporation, this building is the earliest known local example of a privately owned apartment complex (Sheridan 2008). Apartment complexes "consisted of a grouping of multi-unit, multi-story buildings arranged in a landscaped setting. They extended the bungalow court's concept of a setting apart from the street, but they were larger in scale, with higher densities and larger buildings...."

Exhibit 6-33. Seattle Apartment Buildings (1900–1957)—Edgewater Condominiums, 2411 42nd Avenue East

(Sheridan 2008). The property is eligible for listing in the NRHP under Criterion C as part of the Seattle Apartment Buildings 1900-1957 multiple property nomination. It is considered historically significant because of its architectural design and association with a master architect.

Lake Washington Study Area

The historic resources survey of the Lake Washington Study Area identified four properties in the APE constructed prior to 1972: the Evergreen Point Bridge and three properties along Rainier Avenue South. The Rainier Avenue South properties, which were considered as potential Section 6(f) replacement sites, are discussed in a subsequent section regarding potential Section (f) replacement properties.

Governor Albert D. Rosellini Bridge (Evergreen Point Bridge)

Property ID# 202 – Built in 1968
Eligible for listing in the NRHP under Criteria A and C and under Criteria Consideration G for exceptional importance

Construction of the Evergreen Point Bridge began in 1960 and in August of 1963, it was ceremoniously opened (Reynolds 1988). At the time, the Evergreen Point Bridge was the largest floating span in the world at 1.4 miles long. Exemplifying an engineering feat of outstanding proportions, the bridge was considered by some to be a "modern wonder of the world" (*Seattle Times* 1966).

The Evergreen Point Bridge (Exhibit 6-34) was previously determined eligible for listing in the NRHP on December 22, 2008. The bridge has been determined NRHP eligible under Criteria A and C, with Criteria Consideration G for its exceptional importance. The SHPO concurred with this eligibility determination on January 26, 2009. The bridge's location is noted in Exhibits 6 2f, 6-2g, and 6-2j. For more detailed information on this historic property, see the previous HPI form prepared for the property provided in Attachment 4.

Exhibit 6-34. Evergreen Point Bridge

Eastside Transition Study Area

The historic resources survey of the Eastside transition study area identified 10 properties in the APE constructed prior to 1972. Two of these properties were previously recorded: the Arntson House and the Pierce House.

The Arntson House at 2851 Evergreen Point Road was previously determined individually eligible for listing in the NRHP under Criterion C for its architectural design. The Pierce House at 2857 Evergreen Point Road was previously determined eligible for listing in the WHR, but not eligible for listing in the NRHP. Both of these properties are located in Medina and were surveyed as part of the SR 520, Medina to SR 202 project. Exhibit 6-2j shows the locations of these properties and indicates their eligibility status. For more detailed information, see the previous documentation completed for the properties provided in Attachment 3.

The identified properties were evaluated to determine their eligibility for listing in the NRHP. Based on NRHP evaluation criteria (36 CFR 60.4), only one of the newly identified properties was determined to be individually eligible for listing in the NRHP—the Dixon House at 3267 Evergreen Point Road. The locations of the properties identified in the Eastside transition study area and their NRHP eligibility determinations are presented in Exhibit 6-2j. No other identified properties in the Eastside transition study area are considered eligible for listing in the NRHP individually or as contributors to a potential historic district.

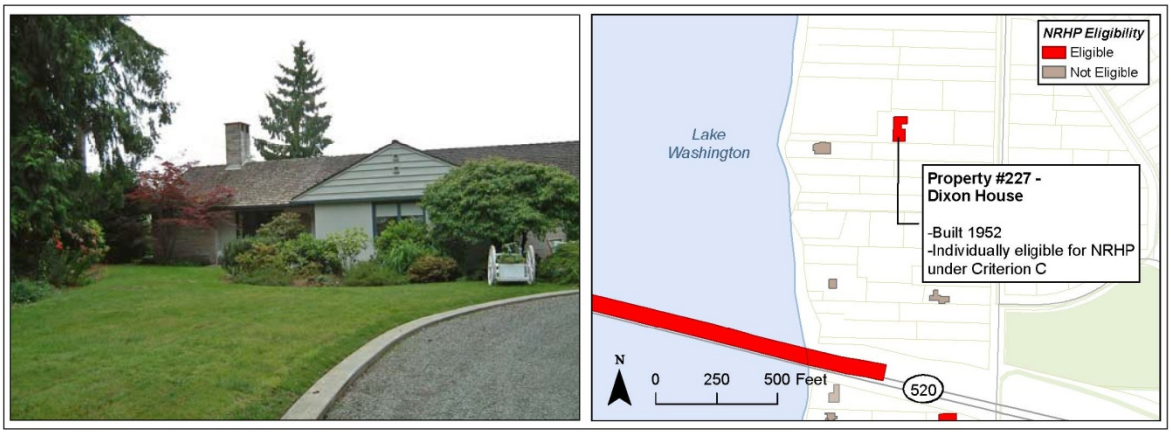
Attachment 1 provides a complete list of the properties surveyed in this study area. Attachment 3 contains copies of the nomination forms for the previously recorded resources. Attachment 4 includes the HPI forms for those resources surveyed as a part of this project.

The Dixon House

3267 Evergreen Point Road
Property ID# 227 – Built 1952
Individually Eligible for listing in the NRHP under Criterion C

The Dixon House (Exhibit 6-35) is a Ranch-style residence with good integrity. It is eligible for listing in the NRHP under Criterion C for its distinctive characteristics of the Ranch style.

Exhibit 6-35. Dixon House, 3267 Evergreen Point Road



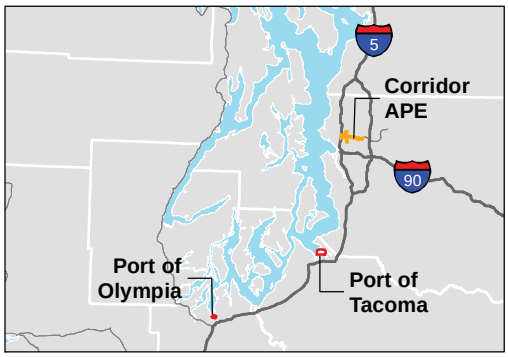
Pontoon Production Sites

The historic resources survey identified 14 properties in the vicinity of the potential pontoon production sites within the APE at the Port of Tacoma and the Port of Olympia constructed prior to 1972. Twelve of these properties are located at the Port of Tacoma and two are located at the Port of Olympia. Exhibit 6-36 shows the historic properties located within the project APE at each potential pontoon production site.

Six of the properties at the Port of Tacoma were previously recorded (Exhibit 3-7). These properties include Fire Station #15 at 3510 East 11th Street, which was individually listed in the NRHP in 1985, and four properties at the CTC facility, which were determined eligible for listing in the NRHP under Criteria A and C, and as a historic district during investigations for the SR 520 Pontoon Construction Project (WSDOT 2010b). The Hylebos Bridge was determined not eligible for listing in the NRHP, but is eligible for the WHR.

Two identified properties at the Port of Olympia were previously recorded. In 2009, a WSDOT survey identified the main office building for the Port of Olympia, located at 915 Washington Street NE, as eligible for listing in the NRHP. An adjacent railroad spur was determined ineligible for listing in the NRHP.

The six newly identified properties at the Port of Tacoma and Port of Olympia sites were evaluated to determine their eligibility for listing in the NRHP. Based on NRHP evaluation criteria (36 CFR 60.4), none of



NRHP Eligibility

- NRHP Eligible
- NRHP Listed
- WHR Eligible/Not NRHP Eligible
- Area of Potential Effects

Source: USDA-FSA (2006) Aerial Photo, NAIP (2009) Aerial Photo. Horizontal datum for all layers is NAD83(91); vertical datum for layers is NAVD88.

N

0 500 1,000 Feet

Exhibit 6-36. **Historic Properties at Pontoon Production Sites**

SR520, I-5 to Medina: Bridge Replacement and HOV Project

the newly identified properties were determined to be eligible for listing in the NRHP individually or as contributors to a potential historic district. The HPI forms for the previously recorded properties are provided in Attachment 4.

Section 6(f) Replacement Sites

Properties identified on potential Section 6(f) replacement sites are counted in their respective study areas, but are discussed in detail below. The survey identified one NRHP-eligible property in the Seattle study area and three in the Lake Washington study area.

Seattle Study Area

Portage Bay Segment

Bryant's Marina

1139-1299 NE Boat Street
Property ID# 594 – Built 1935
Individually eligible for the NRHP under Criteria A and C

Bryant's Marina (Exhibit 6-2a) is a waterfront complex of structures containing warehouse areas, commercial office space, and docks (Venno 2010). Originally constructed in 1935, it had subsequent building phases through 1950. Seattle Boat Marina, Inc.—which distributed a variety of maritime goods, including boats, motors, marine supplies, and hardware—originally occupied the property (Crimmin 1978). In the mid-1940s it was the largest Chris-Craft Boat distributorship (by volume) in the world and had the Chris-Craft distributor's franchise for western Washington and Alaska.

The Chris-Craft Boat Company opened in the late nineteenth century and gained prominence for its mahogany-hulled powerboats in the 1920s (Chris-Craft 2010). It was the first company to standardize boat designs, eventually branching out to market boats to the middle class, and became one of the first companies to mass-produce civilian pleasure boats. The company continued to produce boats through the Great Depression, provided small patrol boats for the Navy during World War II, and produced 10,000 landing craft for the war. Post-World War II, the company offered more than 150 models of pleasure boats, and their powerboats became cultural icons, representing the leisurely lifestyle newly available to the American middle class (Chris-Craft 2010).

The building at 1139-1299 NE Boat Street is eligible for listing in the NRHP under Criterion A for its association with the development of the Seattle waterfront and the commercial and maritime history of the region. It is also significant for its association with the Chris-Craft Boat Company. This nationally recognized company played an integral role in the maritime history of the United States, and essentially created the pleasure power-boating culture in the United States. Under Criterion C, it is eligible for listing in the NRHP as an intact example of a mid-twentieth century boat building, warehouse, and showroom. Few intact examples of this once-common architectural type remain intact.

The Bryant's Marina property has been identified as a potential replacement property to comply with Section 6(f) of the LWCF Act. For additional information about the Preferred Alternative's Section 6(f) compliance, please see Chapter 10 of the Final EIS and the *Section 6(f) Environmental Evaluation* (Attachment 15 to the Final EIS).

Lake Washington Study Area

Rainier Avenue Properties

Three properties located at 10034, 10036, and 10038 Rainier Avenue South were identified as potential replacement properties to comply with Section 6(f) of the LWCF Act and were, therefore, evaluated for NRHP eligibility under Section 106. Constructed in 1955, 1952, and 1953, respectively, each property contains a one-story single-family residence situated on the shoreline of south Lake Washington. All three residences were designed in the Modern style and are eligible for listing in the NRHP under Criterion C. These properties are no longer under consideration as replacement properties.

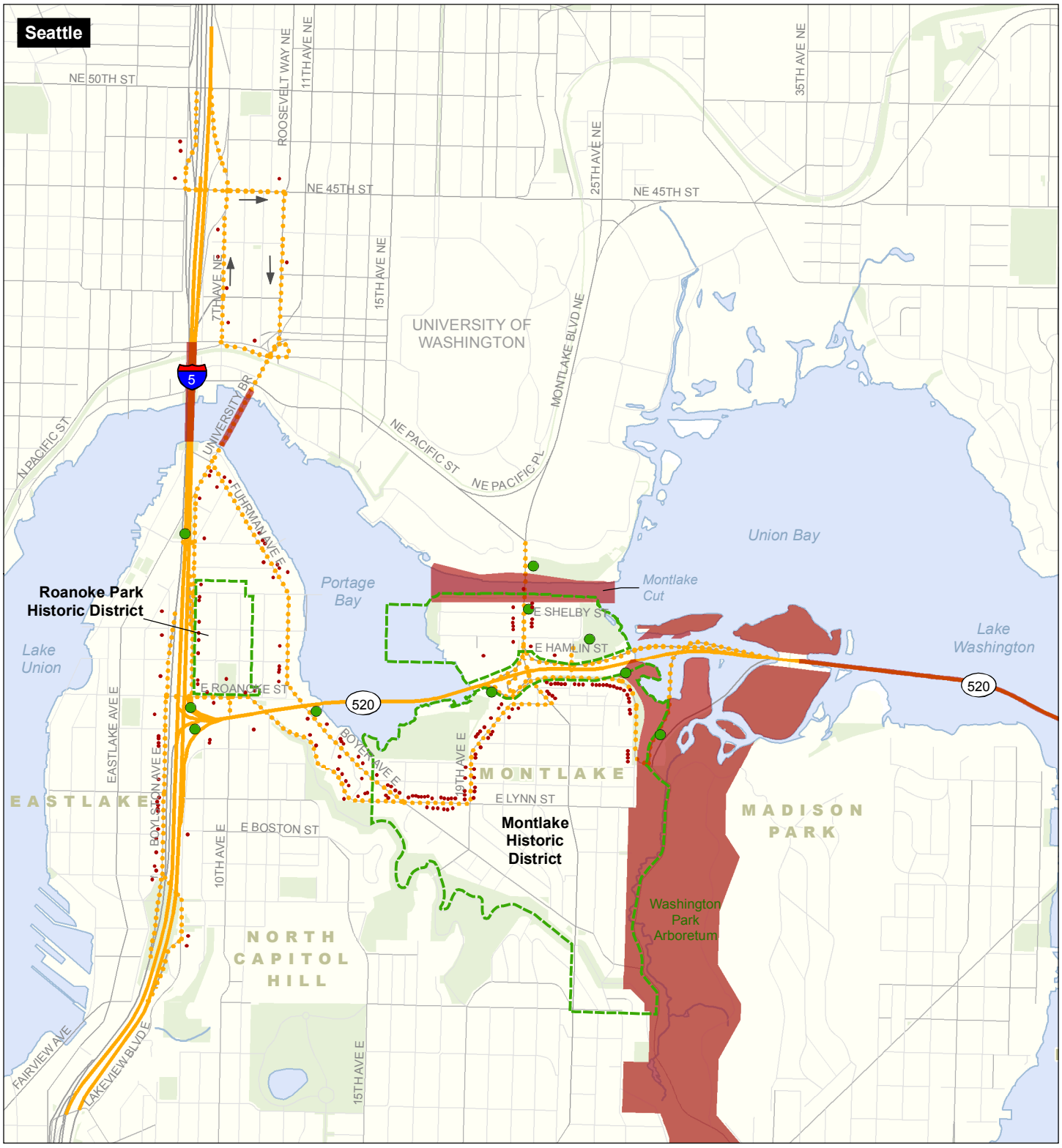
For additional information about the Preferred Alternative's Section 6(f) compliance, please see Chapter 10 of the Final EIS and the *Section 6(f) Environmental Evaluation* (Attachment 15 to the Final EIS).

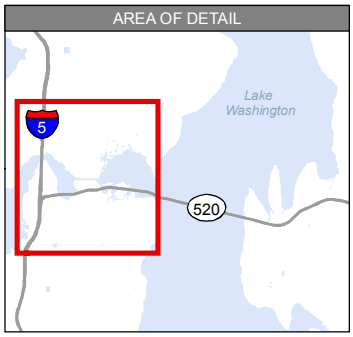
Potential Haul Routes

In response to comments and concerns raised by the Section 106 consulting parties, including the SHPO, WSDOT expanded the APE to include potential haul routes that are anticipated to be used during construction of the Preferred Alternative. Table 1C in Attachment 1 provides a complete list of historic properties along the haul routes. Exhibit 6-37 shows the potential haul routes for the Preferred

Alternative. Refer to Exhibits 6-2a through 6-2j for the locations of the individual historic properties.

The methods for identifying historic properties along potential haul routes were identical to those used throughout the rest of the APE, and the survey results are presented above with the other results in this chapter. The cultural resources surveys along haul routes identified 198 properties as eligible for listing in the NRHP individually or as contributors to the Roanoke Park and Montlake historic districts.





- Potential Staging Area
- Primary Haul Route
- Potential Secondary Haul Route
- NRHP-Listed, NRHP-Eligible and Contributing Historic Properties Located Adjacent to Haul Routes
- Historic District Boundary

Source: King County (2005) GIS Data (Streams and Streets), King County (2007) GIS Data (Water Bodies), CH2M HILL (2008) GIS Data (Parks). Horizontal datum for all layers is NAD83(91); vertical datum for layers is NAVD88.

N

0 500 1,000 2,000 Feet

Exhibit 6-37. **Historic Properties along Potential Haul Routes**

SR 520, I-5 to Medina: Bridge Replacement and HOV Project