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## Appendix A

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### Avoidance and Minimization Measures



# Avoidance and Minimization Measures

The following sections describe the established design and construction practices that WSDOT will include to avoid or minimize effects to the various environmental resources during both the construction and operation phases of the project.

## Project Measures to Avoid or Minimize Effects During Construction

Design elements, such as modifications to boundaries of areas that can be affected, have been incorporated into the project specifications, construction plans, and procedures, to help avoid or minimize most potential construction impacts. When appropriate, monitoring will be conducted to ensure that these design and construction measures are effective.

### Measures for Geology, Soils, and Groundwater

- WSDOT will prepare and implement a Temporary Erosion and Sedimentation Control (TESC) plan consisting of operational and structural measures to control the transport of sediment. Operational measures include removing mud and dirt from trucks before they leave the site, covering fill stockpiles or disturbed areas, and avoiding unnecessary vegetation clearing. Structural measures are temporary features used to reduce the transport of sediment, such as silt fences and sediment traps.
- WSDOT will reduce degradation of moisture-sensitive soils by limiting major earthwork to the drier, late spring through early fall construction season; by maintaining proper surface drainage to avoid ponding of surface water or groundwater; by minimizing ground disturbance through limiting the use of heavy equipment, limiting turns, and/or not tracking directly on the subgrade; and by covering the final subgrade elevation with a working mat of crushed rock and/or geotextile for protection. Mixing a soil admix such as cement into the subgrade may also add strength and stabilize the ground.
- WSDOT will determine acceptable limits for off-site construction-related ground vibration before construction begins and demonstrate that off-site ground vibrations are within the limits set for the project through the use of vibration-monitoring equipment.
- WSDOT will identify areas subject to shaking from a large earthquake and will mitigate risks using ground modifications or other procedures identified in the WSDOT Geotechnical Design Manual.
- WSDOT will implement construction procedures identified in the geotechnical investigation to maintain or enhance slope stability in areas potentially underlain by landslide-prone soils.
- WSDOT will protect the Kelsey Creek aquifer from contamination by construction-related spills by development and implementation of BMPs and a Spill Prevention Control and

Countermeasures plan (SPCCP). The SPCC will specifically address fuel spills from vehicles and from spills of other chemicals commonly transported over I-405. Spill response equipment will be located at regular and specified intervals within the project area for minimizing countermeasure response times.

- WSDOT will ensure only clean fill is imported and placed for the project and will require documentation for fill brought onto the site from the supplier certifying that the fill does not exceed Washington State soil cleanup standards. If documentation is not available, testing of imported fill soils will be required prior to placement. Suspect soils encountered during project construction will be tested and, where necessary, removed from the site and disposed of in accordance with Washington State regulations.
- WSDOT will identify and develop staging areas for equipment repair and maintenance away from all drainage courses. Washout from concrete trucks will not be dumped into storm drains or onto soil or pavement that carries stormwater runoff. A wash down area for equipment and concrete trucks will be designated and the use of thinners and solvents to wash oil, grease, or similar substances from heavy machinery or machine parts will be prohibited.
- WSDOT will obtain a NPDES (National Pollutant Discharge Elimination System) permit and will conduct a regular program of testing and lab work to ensure that water encountered during construction meets the water quality standards specified in the NPDES permit.
- WSDOT will to meet the NPDES water quality standards prior to the discharge of the encountered water to a surface water body, such as Kelsey Creek. If necessary, water quality will be improved, such as by using sediment ponds to allow sediment to settle out prior to discharge.
- If it is necessary to install seepage drains to control seepage for retaining walls and fill embankments, WSDOT will include special provisions in the design to discharge drain flow back into affected areas, including wetlands.

## Measures for Water Quality

In addition to measures for geology, soils, groundwater, and for hazardous materials that are protective of water quality, the following measures would be implemented for water quality.

- WSDOT will identify and develop staging areas for equipment repair and maintenance away from all drainage courses.
- Washout from concrete trucks will not be dumped into storm drains or onto soil or pavement that carries stormwater runoff.
- Thinners and solvents will not be used to wash oil, grease, or similar substances from heavy machinery or machine parts.
- WSDOT will designate a wash down area for equipment and concrete trucks.

## Measures for Wetlands

- WSDOT will protect, preserve, and enhance wetlands in the project area during the planning, construction, and operation of transportation facilities and projects consistent with USDOT Order 5660.1A, Executive Order 11990, and Governor's Executive Orders EO 89-10 and EO 90-04.
- WSDOT's project-level design and environmental review has included avoidance, minimization, restoration, and compensation of wetlands. WSDOT will implement these measures prior to or concurrent with adverse effects on wetlands, to reduce temporal losses of wetland functions.
- WSDOT will follow guidance contained in the wetlands section of the WSDOT Environmental Procedures Manual (WSDOT 2004a), which outlines the issues and actions to be addressed prior to authorizing work that could affect wetlands.
- WSDOT will use high-visibility fencing to clearly mark wetlands to be avoided in the construction area.

## Measures for Upland Vegetation and Wildlife

- WSDOT will ensure mitigation measures established in the I-405 Corridor EIS will be implemented on the Bellevue Nickel Improvement Project.
- WSDOT will prepare and implement a revegetation plan. In addition, areas with mixed forest will not be removed for temporary use (i.e., construction staging). If an area of mixed forest must be removed for roadway construction, it will be replaced with plantings of native tree and shrub species within the affected area.
- WSDOT will adhere to project conditions identified in the Biological Assessment and agency concurrence letters.
- WSDOT will limit construction activity to a relatively small area immediately adjacent to the existing roadway to minimize vegetation clearing and leave as many trees as possible.

## Measures for Fisheries and Aquatic Resources

- WSDOT will implement construction BMPs (such as silt fencing or sedimentation ponds) to avoid disturbing sensitive areas during the development and use of any staging areas, access roads, and turnouts associated with resurfacing activities.
- WSDOT will not allow in-water work to occur except during seasonal work windows established to protect fish.
- WSDOT will require that all stormwater treatment wetland/detention facilities are sited and constructed at a sufficient distance from named and unnamed streams so no grading or filling in the streams or the streamside zones will be required.

## Measures for Air Quality

- WSDOT will require preparation and implementation of a Fugitive Dust Control Plan in accordance with the Memorandum of Agreement between WSDOT and PSCAA Regarding Control of Fugitive Dust from Construction Projects (October 1999).
- During dry weather, exposed soil will be sprayed with water to reduce emissions of and deposition of particulate matter (PM<sub>10</sub>).
- WSDOT will provide adequate freeboard (space from the top of the material to the top of the truck), cover truckloads, and, in dry weather, wet materials in trucks to reduce emission of and deposition of particulate matter during transport.
- WSDOT use wheel washers to remove particulate matter that would otherwise be carried offsite by vehicles to decrease deposition of particulate matter on area roadways.
- WSDOT will remove particulate matter deposited on public roads to reduce mud on area roadways.
- WSDOT will cover or spray with water any dirt, gravel, and debris piles during periods of high wind when the stockpiles are not in use to control dust and transmissions of particulate matter.
- WSDOT will route and schedule construction trucks to reduce travel delays and unnecessary fuel consumption during peak travel times, and therefore reduce secondary air quality impacts (i.e. emissions of carbon monoxide and nitrogen oxides) that result when vehicles slow down to wait for construction trucks.

## Measures for Noise

- Noise berms and barriers will be erected prior to other construction activities to provide noise shielding.
- The noisiest construction activities, such as pile driving, will be limited to between 7 AM and 10 PM to reduce construction noise levels during sensitive nighttime hours.
- Construction equipment engines will be equipped with adequate mufflers, intake silencers, and engine enclosures.
- Construction equipment will be turned off during prolonged periods of nonuse to eliminate noise.
- All equipment will be maintained appropriately and equipment operators will be trained in good practices to reduce noise levels.
- Stationary equipment will be stored away from receiving properties to decrease noise.
- Temporary noise barriers or curtains will be constructed around stationary equipment that must be located close to residences.
- Resilient bed liners will be required in dump trucks to be loaded on site during nighttime hours.

- WSDOT use Occupational Safety and Health Administration (OSHA)-approved ambient sound-sensing backup alarms that would reduce disturbances during quieter periods.

## Measures for Hazardous Materials

### Known or Suspected Contamination within the Build Alternative Right of Way

- WSDOT will prepare an SPCCP that provides specific guidance for managing contaminated media that may be encountered within the right of way (ROW).
- WSDOT may be responsible for remediation and monitoring of any contaminated properties acquired for this project. WSDOT will further evaluate the identified properties before acquisition or construction occurs. Contamination in soils will be evaluated relative to the Model Toxics Control Act (MTCA).
- If WSDOT encounters an underground storage tank (UST) within the ROW, WSDOT will assume cleanup liability for the appropriate decommissioning and removal of USTs. If this occurs, WSDOT will follow all applicable rules and regulations associated with UST removal activities.
- WSDOT will conduct thorough asbestos-containing material/lead paint building surveys by an Asbestos Hazard Emergency Response Act (AHERA)-certified inspector on all property structures acquired or demolished. WSDOT will properly remove and dispose of all asbestos-containing material/lead-based paint in accordance with applicable rules and regulations.
- Construction waste material such as concrete or other harmful materials will be disposed of at approved sites in accordance with Sections 2-01, 2-02, and 2-03 of the WSDOT Standard Specifications.
- WSDOT may acquire the responsibility for cleanup of any soil or groundwater contamination encountered during construction (that must be removed from the project limits) within WSDOT ROW. Contamination will be evaluated relative to Model Toxics Control Act (MTCA) cleanup levels.
- WSDOT will consider entering into pre-purchaser agreements for purpose of indemnifying itself against acquiring the responsibility for any long-term cleanup and monitoring costs.
- All regulatory conditions imposed at contaminated properties (e.g., Consent Decree) associated with construction will be met. These conditions could include ensuring that the surrounding properties and population are not exposed to the contaminants on the site: i.e., WSDOT will ensure that the site is properly contained during construction so that contaminants do not migrate offsite, thereby protecting the health and safety of all on-site personnel during work at the site.

### Known or Suspected Contamination Outside of the Right of Way

- Contaminated groundwater originating from properties located up-gradient of the ROW could migrate to the project area. WSDOT generally will not incur liability for groundwater contamination that has migrated into the project footprint as long as the agency does not

acquire the source of the contamination. However, WSDOT will manage the contaminated media in accordance with all applicable rules and regulations.

### **Unknown Contamination**

- If unknown contamination is discovered during construction, WSDOT will follow the SPCCP as well as all appropriate regulations.

### **Worker and Public Health and Safety and other Regulatory Requirements**

The WSDOT will comply with the following regulations and agreements:

- State Dangerous Waste Regulations (Chapter 173-303 WAC);
- Safety Standards for Construction Work (Chapter 296-155 WAC);
- National Emission Standards for Hazardous Air Pollutants (CFR, Title 40, Volume 5, Parts 61 to 71);
- General Occupational Health Standards (Chapter 296-62 WAC); and
- Implementing Agreement between Ecology and WSDOT Concerning Hazardous Waste Management (April 1993).

### **Hazardous Materials Spills During Construction**

- WSDOT will prepare and implement a SPCCP to minimize or avoid effects on human health, soil, surface water and groundwater.

### **Measures for Traffic and Transportation**

- WSDOT will coordinate with local agencies and other projects to prepare and implement a Traffic Management Plan (TMP) prior to making any changes to the traffic flow or lane closures. WSDOT will inform the public, school districts, emergency service providers, and transit agencies of the changes ahead of time through a public information process. Pedestrian and bicycle circulation will be maintained as much as possible during construction.
- Prior to and during construction, WSDOT will implement strategies to manage the demand on transportation infrastructure. These transportation demand management strategies will form an important part of the construction management program and will be aimed at increasing public awareness and participation in HOV travel. The major focus will be on expanding vanpooling and van-share opportunities. Other elements of the transportation demand management plan may include:
  - increased HOV awareness and public information, and
  - work-based support and incentives.

## Measures for Visual Quality

- WSDOT will follow the I-405 Urban Design Criteria. Where the local terrain and placement of light poles allow, the WSDOT will reduce light and glare effects by shielding roadway lighting and using downcast lighting so light sources will not be directly visible from residential areas and local streets.
- WSDOT will restore (revegetate) construction areas in phases rather than waiting for the entire project to be completed.

## Measures for Neighborhoods, Businesses, Public Services and Utilities

- WSDOT will prepare and implement a transportation management plan (TMP). If local streets must be temporarily closed during construction, WSDOT will provide detour routes clearly marked with signs.
- WSDOT will coordinate with school districts before construction.
- WSDOT will implement and coordinate the TMP with all emergency services prior to any construction activity.
- WSDOT will coordinate with utility providers prior to construction to identify conflicts and resolve the conflicts prior to or during construction. Potential utility conflicts within WSDOT ROW will be relocated at the utility's expense prior to contract award.
- WSDOT will prepare a consolidated utility plan consisting of key elements such as existing locations, potential temporary locations and potential new locations for utilities; sequence and coordinated schedules for utility work; and detailed descriptions of any service disruptions. This plan will be reviewed by and discussed with affected utility providers prior to the start of construction.
- WSDOT will field verify the exact locations and depths of underground utilities prior to construction.
- WSDOT will notify neighborhoods of utility interruptions by providing a scheduled of construction activities in those areas.
- WSDOT will coordinate with utility franchise holders and provide them with project schedules to minimize the effects of utility relocations (for example, equipment procurement times, relocation ahead of construction, etc.)
- WSDOT will notify and coordinate with fire departments for water line relocations that may affect water supply for fire suppression, and establish alternative supply lines prior to any breaks in service; and to ensure that fire departments can handle all calls during construction periods and to alleviate the potential for increased response times.
- WSDOT will notify and coordinate with police departments to implement crime prevention principles and to ensure that they have adequate staffing to provide traffic and pedestrian control.

- WSDOT will maintain access to businesses throughout the construction period through careful planning of construction activities and an awareness of the needs to provide adjacent properties with reasonable access during business hours. As part of construction management, WSDOT will prepare access measures. WSDOT will make provisions for posting appropriate signs to communicate the necessary information to potential customers.
- WSDOT will keep daytime street closures to a minimum to provide access for businesses during regular business hours.

## **Measures for Cultural Resources**

- WSDOT will prepare an Unanticipated Discovery Plan for the project that WSDOT will follow. This will avoid or minimize unanticipated effects to historic, cultural, and archaeological resources.

## **Project Measures to Avoid or Minimize Effects During Project Operation**

The following sections describe the measures that WSDOT will implement during project operation.

### **Measures for Surface Waters and Water Quality**

- WSDOT will follow the Highway Runoff Manual for both the design and implementation of stormwater facilities. WSDOT is not required to manage flow where drainage is directly to Mercer Slough. Where drainage is to a tributary to Mercer Slough, WSDOT will construct a stormwater management system that does provide flow control.

### **Measures for Fisheries and Aquatic Resources**

- WSDOT will compensate for adverse effects to fish habitat and aquatic resources by providing in-kind mitigation. This in-kind mitigation will take the form of on-site, off-site, or a combination of on- and off-site mitigation.
- Off-site mitigation could include planting native riparian vegetation outside of the study area in areas where restoring native riparian buffers may have a greater benefit to fish and aquatic species. Mitigation could be concentrated along streams with high fish use where important stream processes and functions related to riparian buffers (for example, large woody debris [LWD] recruitment levels, litter fall, and bank stabilization) are impaired.
- On-site/off-site mitigation could include installing in-stream habitat features (for example, boulders or LWD) in the streambed downstream of the project footprint to increase the habitat complexity of the affected waterbody.

- Ongoing maintenance (during and post-construction) of stormwater treatment and detention facilities by WSDOT will not include the application of any chemical weed control agents (e.g., herbicides).

## **Measures for Upland Vegetation and Wildlife**

- WSDOT will replace areas of mixed forest that will be permanently removed for roadway construction with plantings of native tree and shrub species within the affected area.



## Appendix B

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Agency and Tribal Correspondence





STATE OF WASHINGTON

**Office of Archaeology and Historic Preservation**  
 1063 S. Capitol Way, Suite 106 • Olympia, Washington 98501  
 (Mailing Address) PO Box 48343 • Olympia, Washington 98504-8343  
 (360) 586-3065 Fax Number (360) 586-3067

May 25, 2005

Ms. Connie Walker Gray  
 Cultural Resource Specialist  
 Washington State Department of Transportation  
 Northwest Washington Division  
 Urban Corridors Office  
 401 Second Avenue South, Suite 560  
 Seattle, Washington 98104-3850

In future correspondence please refer to:  
 Log: 052505-07-FHWA  
 Property: I-405 Bellevue Nickel  
 Re: APE Comments

Dear Ms. Walker Gray:

We have reviewed the materials forwarded to our office for the above referenced project. Thank you for your description of the area of potential effect for the project. We concur with the definition of the APE. We look forward to the results of your cultural resources survey efforts, your consultation with the concerned tribes, and receiving the survey report. We would appreciate receiving any correspondence or comments from concerned tribes or other parties that you receive as you consult under the requirements of 36CFR800.4(a)(4) and the survey report when it is available.

These comments are based on the information available at the time of this review and on behalf of the State Historic Preservation Officer in conformance with Section 106 of the National Historic Preservation Act and its implementing regulations 36CFR800. Should additional information become available, our assessment may be revised. Please note that as of July 1, 2005, OAHF will be requiring the use of OAHF Archaeology Site Forms for all archaeological survey projects. OAHF requires that all historic property inventory forms provided to our office be submitted in an electronic version using the Historic Property Inventory Database. If you have not registered for a copy of the database, please log onto our website and go to the Survey/Inventory page for more information and a registration form.

Sincerely,

Russell Holter  
 Project Compliance Reviewer  
 (360) 586-3533  
 russellh@cted.wa.gov





**Washington State  
Department of Transportation**  
**Douglas B. MacDonald**  
Secretary of Transportation

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[www.wsdot.wa.gov](http://www.wsdot.wa.gov)

December 3, 2003

The Honorable Cecile Hansen, Chair  
Duwamish Tribe  
14235 Ambaum Blvd SW  
Burien, WA 98166-1464

Re: I-405 Congestion Relief and Bus Rapid Transit Projects.

Dear Chair Hansen:

The Washington State Department of Transportation (WSDOT), in cooperation with the Federal Highway Administration and Federal Transit Administration, has initiated project-level design refinements and a NEPA Environmental Assessment (EA) for the North Renton section of the I-405 Congestion Relief and Bus Rapid Transit Projects. This is the first of a number of projects to be advanced out of the I-405 Corridor Program. The proposed I-405 North Renton Project will involve improvements within the I-405 corridor from the Cedar River crossing, including the SR-169 interchange, north to the Coal Creek Parkway interchange near I-90, a distance of approximately six miles. The WSDOT also will initiate other I-405 project EAs in the first half of 2004 for corridor improvements that include the remaining portions of I-405 from I-5 in Tukwila north to SR 522 in Bothell.

The WSDOT has hired Historical Research Associates, Inc. (HRA) to conduct a review of natural and cultural resources, and assess the potential for impacts. As a part of this effort, we would like to meet with you to review the enclosed map and your tribe's concerns for potential impacts on natural and cultural resources, including any traditional cultural properties, in the vicinity of the project area. However, we would like to take the opportunity of a meeting with you to discuss not only the North Renton project but the remaining I-405 projects as well including the sections of the I-405 from I-5 in Tukwila north to SR 522 in Bothell.

We realize that some of your information may be sensitive and we are willing to work closely with you to discuss potential measures to avoid, minimize, or mitigate impacts to the extent feasible, while avoiding the disclosure of detailed information on the nature and location of confidential places.

In order to better understand your views, Christina Martinez, the I-405 Environmental Lead will contact you next week to discuss the projects with you. We would be pleased to meet with you in your tribal offices and/or visit the project area with you.

Allison Ray, WSDOT environmental coordinator, has recently contacted you to set up a meeting time to update you on a number of transportation projects that the Federal

Highway Administration (FHWA) and Washington State Department of Transportation (WSDOT) are undertaking. The I-405 Congestion Relief and Bus Rapid Transit Projects, are only some of these projects. Others include the Alaskan Way Viaduct and Seawall Replacement Project, and SR 520 Bridge Replacement and HOV Project. If you are agreeable, we can combine our efforts by attending that meeting to begin our initial consultations with you. In the meantime, please contact Christina Martinez at (206) 464-1225, if you have any questions or need additional information.

Sincerely,



Craig Stone, PE  
I-405 Urban Project Director

Encl: Project Map  
Cc: Jim Leonard, Federal Highway Administration  
John Witmer, Federal Transit Administration  
Christina Martinez, I-405 Environmental Lead  
Allison Ray, AWVSRP Environmental Coordinator  
WSDOT Urban Corridor Office  
Alex Maass, Project Archaeologist  
Historical Research Associates, Inc.



**Washington State  
Department of Transportation**  
**Douglas B. MacDonald**  
Secretary of Transportation

Northwest Washington Division  
Urban Corridors Office  
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December 3, 2003

Honorable Joseph O. Mullen, Chair  
Snoqualmie Tribe  
P.O. Box 280  
Carnation, WA 98014

Re: I-405 Congestion Relief and Bus Rapid Transit Projects.

Dear Chair Mullen:

The Washington State Department of Transportation (WSDOT), in cooperation with the Federal Highway Administration and Federal Transit Administration, has initiated project-level design refinements and a NEPA Environmental Assessment (EA) for the North Renton section of the I-405 Congestion Relief and Bus Rapid Transit Projects. This is the first of a number of projects to be advanced out of the I-405 Corridor Program. The proposed I-405 North Renton Project will involve improvements within the I-405 corridor from the Cedar River crossing, including the SR-169 interchange, north to the Coal Creek Parkway interchange near I-90, a distance of approximately six miles. The WSDOT also will initiate other I-405 project EAs in the first half of 2004 for corridor improvements that include the remaining portions of I-405 from I-5 in Tukwila north to SR 522 in Bothell.

The WSDOT has hired Historical Research Associates, Inc. (HRA) to conduct a review of natural and cultural resources, and assess the potential for impacts. As a part of this effort, we would like to meet with you to review the enclosed map and your tribe's concerns for potential impacts on natural and cultural resources, including any traditional cultural properties, in the vicinity of the project area. However, we would like to take the opportunity of a meeting with you to discuss not only the North Renton Project but the remaining portions of the I-405 projects as well including the sections of the I-405 from I-5 in Tukwila north to SR 522 in Bothell.

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In order to better understand your views, Christina Martinez, the I-405 Environmental Lead will contact you next week to discuss the projects with you. We would be pleased to meet with you in your tribal offices and/or visit the project area with you.

Allison Ray, WSDOT environmental coordinator, has recently contacted you to set up a meeting time to update you on a number of transportation projects that the Federal Highway Administration (FHWA) and Washington State Department of

Transportation (WSDOT) are undertaking. The I-405 Congestion Relief and Bus Rapid Transit Projects, are only some of these projects. Others include the Alaskan Way Viaduct and Seawall Replacement Project, and SR 520 Bridge Replacement and HOV Project. If you are agreeable, we can combine our efforts by attending that meeting to begin our initial consultations with you. In the meantime, please contact Christina Martinez at (206) 464-1225, if you have any questions or need additional information.

Sincerely,



Craig Stone, PE  
I-405 Urban Project Director

Encl: Project Map  
Cc: John Witmer, Federal Transit Administration  
Jim Leonard, Federal Highway Administration  
Christina Martinez, I-405 Environmental Lead  
Allison Ray, AWVSRP Environmental Coordinator  
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December 3, 2003

Honorable John Daniels Jr., Chair  
Muckleshoot Tribe  
39015 172<sup>nd</sup> Avenue SE  
Auburn, WA 98092

Re: I-405 Congestion Relief and Bus Rapid Transit Projects

Dear Chair Daniels:

The Washington State Department of Transportation (WSDOT), in cooperation with the Federal Highway Administration and Federal Transit Administration, has initiated project-level design refinements and a NEPA Environmental Assessment (EA) for the North Renton section of the I-405 Congestion Relief and Bus Rapid Transit Projects. This is the first of a number of projects to be advanced out of the I-405 Corridor Program, which the Muckleshoot Tribe previously provided valuable input to. The proposed I-405 North Renton Project will involve improvements within the I-405 corridor from the Cedar River crossing, including the SR-169 interchange, north to the Coal Creek Parkway interchange near I-90, a distance of approximately six miles. The WSDOT also will initiate other I-405 project EAs in the first half of 2004 for corridor improvements that include the remaining portions of I-405 from I-5 in Tukwila north to SR 522 in Bothell.

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Craig Stone, PE  
I-405 Urban Project Director

Encl: Project Map  
Cc: Donna Hogerhuis, Cultural Resources Director  
Jim Leonard, Federal Highway Administration  
John Witmer, Federal Transit Administration  
Christina Martinez, I-405 Environmental Lead  
Allison Ray, AWVSRP Environmental Coordinator  
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December 3, 2003

Honorable Bennie J. Armstrong, Chair  
Suquamish Tribe  
P.O. Box 498  
Suquamish, WA 98392-0498

Re: I-405 Congestion Relief and Bus Rapid Transit Projects

Dear Chair Armstrong:

The Washington State Department of Transportation (WSDOT), in cooperation with the Federal Highway Administration and Federal Transit Administration, has initiated project-level design refinements and a NEPA Environmental Assessment (EA) for the North Renton section of the I-405 Congestion Relief and Bus Rapid Transit Projects. This is the first of a number of projects to be advanced out of the I-405 Corridor Program. The proposed I-405 North Renton Project will involve improvements within the I-405 corridor from the Cedar River crossing, including the SR-169 interchange, north to the Coal Creek Parkway interchange near I-90, a distance of approximately six miles. The WSDOT also will initiate other I-405 project EAs in the first half of 2004 for corridor improvements that include the remaining portions of I-405 from I-5 in Tukwila north to SR 522 in Bothell.

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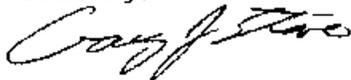
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Craig Stone, PE  
I-405 Urban Project Director

Encl: Project Map  
Cc: Charlie Sigo, Cultural Resources Specialist  
Jim Leonard, Federal Highway Administration  
John Witmer, Federal Transit Administration  
Christina Martinez, I-405 Environmental Lead  
Allison Ray, AWVSRP Environmental Coordinator  
WSDOT Urban Corridor Office  
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December 3, 2003

The Honorable Herman A. Williams, Jr.  
Chair, Tulalip Tribe  
6700 Totem Beach Road  
Marysville, WA 98270-9694

Re: I-405 Congestion Relief and Bus Rapid Transit Projects

Dear Chair Williams:

The Washington State Department of Transportation (WSDOT), in cooperation with the Federal Highway Administration and Federal Transit Administration, has initiated project-level design refinements and a NEPA Environmental Assessment (EA) for the North Renton section of the I-405 Congestion Relief and Bus Rapid Transit Projects. This is the first of a number of projects to be advanced out of the I-405 Corridor Program. The proposed I-405 North Renton Project will involve improvements within the I-405 corridor from the Cedar River crossing, including the SR-169 interchange, north to the Coal Creek Parkway interchange near I-90, a distance of approximately six miles. The WSDOT also will initiate other I-405 project EAs in the first half of 2004 for corridor improvements that include the remaining portions of I-405 from I-5 in Tukwila north to SR 522 in Bothell.

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I-405 Urban Project Director

Encl: Project Map  
Cc: Hank Gobin, Cultural Resources Manager  
Jim Leonard, Federal Highway Administration  
John Witmer, Federal Transit Administration  
Christina Martinez, I-405 Environmental Lead  
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WSDOT Urban Corridor Office  
Alex Maas, Project Archaeologist  
Historical Research Associates, Inc.



**Washington State  
Department of Transportation**

**Douglas B. MacDonald**  
Secretary of Transportation

RECEIVED DEC 9 5 2003

December 4, 2003

The Honorable Ross Sockzehigh, Chair  
Yakama Nation  
P.O. Box 151  
Toppenish, WA 98948

Northwest Washington Division  
Urban Corridors Office  
6431 Corson Avenue South  
Seattle, Washington 98108  
206-763-5881  
TTY: 1-800-833-6388  
www.wsdot.wa.gov

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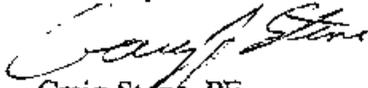
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Sincerely,



Craig Stone, PE  
I-405 Urban Project Director

Encl: Project Map  
Cc: Johnson Meninick, Cultural Resources Director  
Jim Leonard, Federal Highway Administration  
John Witmer, Federal Transit Administration  
Christina Martinez, I-405 Environmental Lead  
Allison Ray, AWVSRP Environmental Coordinator  
WSDOT Urban Corridor Office  
Alex Maas, Project Archaeologist  
Historical Research Associates, Inc.



## Project Team

Congestion Relief & Bus Rapid Transit Projects

I-405 Project Temporary Location  
600 – 108<sup>th</sup> Avenue NE, Suite 320  
Bellevue, WA 98004  
Fax: 425-453-4050

February 11, 2004

Dr. Allyson Brooks  
State Historic Preservation Officer  
1063 S. Capital Way, Suite 106  
PO Box 48343  
Olympia, WA 98504-8343

Mr. Craig Holstine  
Washington State Department of Transportation  
Environmental Services Office  
PO Box 47332  
Olympia, WA 98504-7332

RE: FHWA/WSDOT I-405 Area of Potential Effects Determination

Dear Dr. Brooks:

Pursuant to compliance with the National Historic Preservation Act and implementing regulations 36CFR800, the Federal Highway Administration (FHWA) and Washington State Department of Transportation (WSDOT) are beginning consultation and cultural resource studies for the I-405 Congestion Relief and Bus Rapid Transit Projects. There will be four projects in all including the North Renton, South Renton, Kirkland, and Bellevue segments.

FHWA/WSDOT have contracted with Historical Research Associates Inc., (HRA) to conduct the cultural resource work. In consultation with WSDOT, the staff at HRA has reviewed the development plans for the projects to recommend an Area Of Potential Effects (APE) for archaeological and historic structures survey.

For archaeology, HRA recommends that the APE be limited to the extent of ground disturbance resulting from construction activities. The area of ground disturbance for these projects will equal 100 feet either side of the I-405 roadway, as well as locations for ramps, interchanges, temporary construction areas, and other features. As FHWA/WSDOT foresees no disturbance to the ground surface outside of this allowance HRA feels that impacts to potential cultural resources will be confined to this area. Previous construction, including filling and banking, of the existing I-405 roadway may have already impacted some areas within 100 feet of the roadway.

The archaeological investigations will be focused upon High Probability Areas (HPAs), defined in the project's Programmatic EIS as "areas adjacent to water courses or lakes". The

Programmatic EIS identifies only the most significant and sensitive HPAs within the project corridor however, smaller streams, creeks and lakes will also be considered for investigation.

HRA archaeologists will conduct a pedestrian survey of HPAs spaced at transects no wider than 20-meter intervals. Shovel scrapes to expose mineral soil and auger or shovel probes in alluvial areas considered highly sensitive for the potential presence of subsurface archaeological remains will be conducted at the discretion of the archaeological field supervisor. The survey will take into account historical changes to the APE such as rerouting of streams.

For historic structure survey, HRA recommends an APE limited to one city block either side of the right-of-way. In areas where there is considerable open space between the existing highway and adjacent buildings, the APE will include buildings and structures adjacent to this open space. This will assure that historic resources proximate to the right-of-way are surveyed. Given the existing presence of an interstate highway in the project area and WSDOT's plans to limit the proposed improvements to an area within 100 feet of either side of the existing roadway, we believe that this APE will encompass any historic buildings or structures with the potential to be affected by the proposed improvements.

Alex Maass, of Historical Research Associates Inc., will contact your office next week to discuss our proposed APE with you. On behalf of FWHA and WSDOT, we thank you in advance for your time, and look forward to talking with you.

Sincerely,



Craig Stone  
Project Director  
Washington State Department of Transportation

Encl. Project Map

CC: Greg Griffith  
Deputy State Historic Preservation Officer

CC: Christina Martinez  
I-405 Environmental Lead

CC: Honorable John Danicis Jr., Chair  
Muckleshoot Tribe

CC: Laura Murphy  
Archaeologist, Muckleshoot Tribe

CC: The Honorable Cecile Hansen, Chair  
Duwamish Tribe

CC: The Honorable Herman A. Williams, Jr.  
Chair, Tulalip Tribe

CC: Hank Gobin  
Cultural Resources Manager, Tulalip Tribe

CC: Honorable Bennie J. Armstrong, Chair  
Suquamish Tribe

CC: Charlie Sigo,  
Cultural Resources Specialist, Suquamish Tribe

CC: Honorable Joseph O. Mullen, Chair  
Snoqualmie Tribe

CC: Alex Maas, Project Archaeologist  
Historical Research Associates, Inc.

CC: I-405 Project File



-----Original Message-----

From: Donna Hogerhuis [mailto:donna.hogerhuis@muckleshoot.nsn.us]  
Sent: Thursday, May 12, 2005 3:04 PM  
To: Gray, Connie  
Subject: RE: Contract 6913, Archaeological Impacts

RE: I-405 Nickel Improvement Project, King County WA  
Request for review of APE

This e-mail is in response to your letter dated May 9th regarding the APE for the I-405 Nickel Improvement Project, King County WA. Please note my comments to page two of your letter, fourth paragraph.

1. The paragraph implies that where road construction has taken place previously potential sites in this area have been destroyed. I was left with a feeling that further study is not needed along the actual roadbed. This can be misleading as sites can and do exist below areas of fill or construction and if the road bed area is not available for survey work but will be reconstructed (excavation) then a monitor should be present during grubbing activities.
2. Areas to add to "mostly likely to contain archaeological resources" are shoreline areas of water bodies, streams and rivers (existing and historic flows), staging areas and borrow pits.
3. If sites are encountered a there will need to be an MOA /treatment plan proposed for the discovered site. This should be discussed in the APE.

Thank you for the opportunity to comment on the APE for the I-405 Nickel Improvement Project.

Donna Hogerhuis, Cultural Specialist  
Muckleshoot Indian Tribe  
39015 172nd St SE  
Auburn WA 98092  
donna.hogerhuis@muckleshoot.nsn.us  
Ph. 253-876-3273



## Appendix C

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Environmental Context and Cultural Sequence



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## **C.1 Environmental Context**

The character of the project area has changed substantially in the past century. Prior to historic settlement, Lake Washington, the Sammamish River, and numerous creeks provided a rich aquatic environment for the Duwamish Indians and their neighbors. These Puget Sound tribes hunted, fished, and gathered the abundant resources of the waterways and surrounding woodlands and prairies. Euro-American settlers had an enormous effect on the region by clearing forests, suppressing fires, draining wetlands, and diverting drainages. Construction of a canal between Lake Washington and Elliott Bay in the first half of the twentieth century resulted in a lowering of the water level, channelization and redirection of tributaries such as the Sammamish and Cedar rivers, and the filling of the historic Black River channel further altered regional waterways. The Black River's basin meanders, marshes, and meadows were dredged and the main river channel was straightened to facilitate transporting logs from Lake Sammamish to the mills along Lake Washington. The newly exposed terraces provided valuable lakefront property and were quickly developed.

### **C.1.1 Natural History**

The project area is located along the terraces east of Lake Washington, within the Puget Lowland, a physiographic trough that runs from Canada to the Columbia River. The topography of the Puget Lowland is primarily a result of glaciation during the last ice age, with the last stage, the Vashon Stade, retreating from the area approximately 13,500 years ago (Galster and Laprade 1991:249; Franklin and Dyrness 1973:16). As the glaciers retreated, meltwater carved many of today's major river channels. Glacial till forms the parent material of many soils throughout this part of King County (Snyder et al. 1973).

During much of the ice age, the region lay beneath a thick layer of glacial ice. However, vegetation began to re-establish shortly after the glaciers' retreat. Various species of pine and other pioneer plants quickly established themselves on glacial outwash deposits, giving way to Douglas fir and other plants from 8,000 to 5,000 years ago when the climate was about 2° Celsius warmer than at present (Whitlock 1992). The modern climatic regime was established about 5,000 years ago, as signaled by the presence of western red cedar throughout the Puget Sound area.

The large trough that developed into Lake Washington was one of many north-south trending depressions formed by the retreating ice of the Vashon Stade. The trough was part of the Puget Sound before sediments from the Cedar River blocked its connection (Dragovich et al. 1994). Waters from the Sammamish River and numerous smaller creeks and springs then filled the trough. Drainage occurred at the south end of the lake via the Black River, which flowed into the Duwamish River and subsequently into Elliott Bay. The Black River also collected the waters of the Cedar River, just south of its head at Lake Washington.

Opening the Lake Washington Ship Canal in 1916 dramatically altered these waterways. The lake level was 3 meters lower, exposing a broad terrace around the lake margin. The Cedar River was diverted into the lake and the Black River ceased flowing. Lake

Washington now drains exclusively through the cuts made for the Lake Washington Ship Canal (Galster and Laprade 1991:249, 288).

The I-405 Bellevue Nickel Improvement project area lies within the Cedar River–Lake Washington watershed, the area in which rainwater drains to Lake Washington and out through the Hiram Chittenden Locks. This watershed includes the Cedar River and its tributaries, May Creek, Coal Creek, Mercer Island, Mercer Slough, Kelsey Creek, Juanita Creek, Forbes Creek, Lyon Creek, McAleer Creek, Thornton Creek, and Ravenna Creek. The repeated advance and retreat of glacial ice in the Puget Lowland and the resulting changes in sea level due to melting ice sheets and vertical changes in the earth's crust have shaped the familiar landscape of the project area. These geologic processes also have major implications for the preservation and visibility of archaeological remains in the region (Campbell 1981; Johnson and Stright 1991; Stright 1990; Whittaker and Stein 1992). The deposition of sands and gravels, as well as erosion and inundation, play a role in determining the nature and age of archaeological remains recoverable in the region. River valleys, bays, lagoons, and rock outcrops are where cultural deposits are most likely to be discovered (Stright 1990:461).

### **C.1.2 Terrestrial Microenvironments**

Given the project area's proximity to Puget Sound and surrounding forests and hills, former inhabitants of the area had access to rich and varied resources associated with several environments. The following discussion of terrestrial microenvironments focuses on vegetation patterns, which form more or less stable and distinctive floral and faunal communities.

The Puget Sound area is located within the Western Hemlock (*Tsuga heterophylla*) Zone, which represents old-growth, temperate coniferous forests in the region. Within this zone, however, are many specialized habitats, several of which are represented around the project area. The uplands are moderately to heavily forested with Douglas fir (*Pseudotsuga menziesii*), western hemlock (*Tsuga heterophylla*), and western red cedar (*Thuja plicata*) dominating the overstory. Red alder (*Alnus rubra*) and big-leaf maple (*Acer macrophyllum*) are deciduous components that represent secondary species in forested habitats and are dominant in disturbed areas. Bogs that formed in ridgetop depressions are common features and support a variety of plant and animal species (Franklin and Dyrness 1973).

The vegetation on river bottomlands and lake margins ranges from forests to associations of semi-aquatic plants (depending upon the level of the water table), drainage characteristics, and elevation above river level. Thickets of deciduous trees and shrubs grow near lake margins, river levees and former river channels, and include willow (*Salix* spp.), birch (*Betula* spp.), vine maple (*Acer circinatum*), red alder (*Alnus rubra*), crabapple (*Pyrus fusca*), and western hazel (*Corylus cornuta*). The main understory plants include hardhack (*Spiraea* sp.), horsetail (*Equisetum* spp.), salmonberry (*Rubus spectabilis*), bulrushes (*Scirpus* spp.), salal (*Gaultheria shallon*), and rose (*Rosa* spp.). The main groundcover plants include sedges (*Carex* spp.), skunk cabbage (*Lysichitum americanum*), black twinberry (*Lonicera involucreta*), lady fern (*Athyrium filix-femina*), and sweet gale (*Myrica gale*). Camas (*Camassia quamash*), wapato (*Sagittaria latifolia*), brackenfern (*Pteridium aquilinum*), and a host of edible berries were available in the Puget Sound prior to the 1900s. Native people from all around the Sound would travel

south to the Nisqually prairies to gather acorns from Garry oaks (*Quercus garryana*) for roasting in the fall (Suttles and Lane 1990:489)

The land mammals that occupied these microenvironments are known from ethnohistoric records and have been identified in archaeological and paleontological studies. Blacktail deer (*Odocoileus hemionus*), elk (*Cervus canadensis*), mountain lion (*Felis concolor*), black bear (*Ursus americanus*), bobcat (*Lynx rufus*), marmot (*Marmota* sp.), and coyote (*Canis latrans*) occupied the uplands and bottomlands (Campbell 1981; Suttles and Lane 1990). During the spring and fall, populations of browsing animals may have congregated in river basin and lake margin environments as a result of the seasonal increase of herbaceous growth. In marshy habitats, resident mammals included raccoon (*Procyon lotor*), mink (*Mustela vison*), otter (*Lutra canadensis*), beaver (*Castor canadensis*), and muskrat (*Ondatra zibethica*) (Campbell 1981:42).

### **C.1.3 Aquatic Microenvironments**

Lake Washington, the Sammamish and Cedar rivers, tributary creeks, and their adjacent aquatic environments supported a complex of freshwater resources. Although the drainages provided habitat for a variety of freshwater fish, the most important species exploited by prehistoric peoples were anadromous fish. Anadromous fish spawn in freshwater rivers, where they are seasonally concentrated and can therefore be efficiently harvested. Important anadromous fish include coho (*Oncorhynchus kisutch*), sockeye (*Oncorhynchus nerka*), chum (*Oncorhynchus keta*), pink (*Oncorhynchus gorbuscha*), and Chinook salmon (*Oncorhynchus tshawytscha*), as well as cutthroat trout (*Oncorhynchus clarki*), steelhead trout (*Oncorhynchus mykiss*), Dolly Varden (*Salvelinus malma*), and eucalon (*Thaleichthys pacificus*) (Campbell 1981; Thompson 1978). The relative importance of each species and the exact timing of the different runs are specific to individual drainages, which promoted the development of scheduled fishing seasons. Historically, there was a population of Kokanee (a landlocked form of sockeye) distributed throughout Lake Washington and the Sammamish River drainage (Suttles and Lane 1990:489). Since the early 1900s, the Kokanee populations have severely declined in abundance and distribution; they are currently limited to the Cedar River (Walsh Lake drainage) and Lake Sammamish drainages, and the Sammamish River and its tributaries (Berge and Higgins 2003). Other freshwater fish included rainbow trout (a landlocked form of steelhead) and suckers (Suttles and Lane 1990:489).

Other important aquatic resources included animals such as the river otter (*Lutra* sp.) and as many as 20 species of waterfowl (Suttles and Lane 1990:489).

## **C.2 Cultural Sequence**

This section presents an overview of the area's prehistoric chronology, followed by a summary of the ethnographic period. It also summarizes the historical background of the area with an emphasis on the dominant economies and railroad development in the region.

## C.2.1 The Prehistoric Period

Researchers have created several chronological sequences that describe the timing and nature of cultural change in the Pacific Northwest. Table C-1 shows a regional chronology for the Pacific Northwest coast, based on the work of Ames and Maschner (1999), which organizes prehistoric occupation into five developmental periods. Ames and Maschner's model suggests a shift from small groups relying on generalized hunting and gathering to larger groups with increasing social complexity and specialized reliance on aquatic resources. A synthesis of Ames and Maschner's (1999) chronological sequence is summarized below.

**Table C-1: A Regional Chronology of the Pacific Northwest Coast (Adapted from Ames and Maschner 1999)**

Dates*	Period	Land Use	Settlement	Subsistence	Technology
14,000 BC to 10,500 BC**	Paleoindian	Generalized marine, shoreline, and/or terrestrial	Short-term use pit houses and shelters	Generalized marine, shoreline, and/or terrestrial resources	Stone; bone, antler, and perishable materials likely
10,500 BC to 4,400 BC	Archaic	Generalized shoreline, marine, and terrestrial	Short-term use pit houses and shelters	Generalized shoreline, marine, and terrestrial resources	Stone; some bone and antler; other perishable materials likely
4,400 BC to 1,800 BC	Early Pacific	Shoreline, marine, and terrestrial	Increased sedentism in seasonal villages	Increased focus on shoreline resources, such as shellfish, and expanded use of marine resources.	Increase in ground stone, bone, antler, and perishable materials
1,800 BC to AD 200/500	Middle Pacific	Marine, shoreline, and terrestrial	Winter villages of plank houses and seasonal camps	Increased focus on marine and riverine resources. Food storage technologies developed	A decrease in stone and more diversification in tools made from bone, antler, and perishable materials
AD 200/500 to ca. AD 1775	Late Pacific	Marine, shoreline, and terrestrial	Large permanent villages and special use sites	Specialized marine, riverine, shoreline, and terrestrial resource use and management. Extensive food storage.	Tools made from bone, antler, and perishable materials; very little stone

\*Based on calibrated radiocarbon dates.

\*\*No sites in the Pacific Northwest have been indisputably dated before about 11,000 BC.

### Paleoindian (14,000 BC to 10,500 BC)

The Paleoindian period includes the earliest evidence of the movement of peoples from eastern Siberia onto the North American continent. Sites are small and rarely located, with tool assemblages dominated by basalt cobble choppers, flaked scrapers, and sometimes exquisitely crafted fluted, lanceolate Clovis projectile points. These artifacts suggest a highly mobile and opportunistic culture adapted to the rapidly changing environments and ocean levels that followed the retreat of the glacial ice cap.

### **Archaic (10,500 BC to 4,400 BC)**

The lack of evidence providing information on this period is partly the result of continued tectonic activity and fluctuation of ocean levels. Archaic period sites in the Pacific Northwest, including Cedar River Outlet Channel (45KI125), tend to consist of surface scatters with shallow buried components. Temporally diagnostic lithic tools provide the only reference points, since little organic material survives. Large, bifacial leaf-shaped artifacts dating from 7,000 BC to 4,300 BC dominate artifact assemblages (known as Olcott) of this period. Subsistence strategies during this period included flexible technologies and broad skill sets applied to the exploitation of nearshore, intertidal, and terrestrial resources. The archaeological record suggests that populations were small, mobile, and had not developed technologies to store food.

### **Pacific (4,400 BC to ca. AD 1775)**

The Pacific period can be divided into Early, Middle, and Late periods, terminating around AD 1775 when the first Europeans introduced the smallpox virus, which created an epidemic due to lack of Native American immunity to the virus. In general, hunter-gatherer cultures increased in complexity during this period, with intensified use of specialized resources, settlement in permanent village sites, and development of social stratifications.

#### **Early Pacific (4,400 BC to 1,800 BC)**

Also described as the Cascade Phase (Suttles and Lane 1990), this phase includes the first clear indication of the use of specialized resources, such as camas and shellfish. The Early Pacific Phase is characterized by an overall increase in food production with a focus on intertidal resources, as illustrated by numerous shell midden sites. These sites also indicate an increase in sedentism.

#### **Middle Pacific (1,800 BC to AD 200/500)**

A few coastal Washington sites characterize the Middle Pacific and include large shell middens, remains of large rectangular cedar plank houses, and substantial canoes. The tool assemblages at Middle Pacific Phase sites reveal an increase in complexity and an array of tools manufactured from antler and bone. Subsistence strategies included an intensification of fishing technologies and a growing reliance on food storage.

#### **Late Pacific (AD 200/500 to ca. AD 1775)**

Sites dating to the Late Pacific are more common and have been studied more intensively. Consequently, this period is better understood than the previous periods. For example, the well-preserved Ozette site consists of large cedar plank houses with numerous ceremonial, artistic, and utilitarian artifacts. Items made of bone, antler, and wood largely replaced chipped stone tools. Specific seasonal resources, such as salmon and root crops, were used intensively, supplemented by both terrestrial and marine resources.

## **C.2.2 The Ethnographic Period (ca. AD 1775 to ca. AD 1885)**

The Bellevue Nickel Improvement Project APE is within the aboriginal territory of the Duwamish (Spier 1936:34), who occupied a network of villages consisting of large plank

houses and short-term campsites on Elliott Bay, Lake Washington, Lake Union, Salmon Bay, and on the Duwamish, Green (formerly White), Black, and Cedar rivers. Anthropologists characterize their language as Southern Lushootseed, a dialect of Southern Coast Salish. The Duwamish thought of the Duwamish, Black, and Cedar Rivers as one waterway called *t-hw-duw*, "going inside." The people living along this river were known as the duw-AHBSH ("inside people"), and then later by Euro-American settlers as Duwamish (CH2MHill 2001). The Duwamish consisted of a number of bands, including the *TAHB-tah-byook* (or *Hah-tshu absh*) living on the shores of Lake Washington and the Sammamish (*stslapa'bc*) who occupied much of the area along the river and lake that bears their name (Daily 2003; Swanton 1952).

As with other groups in the southern Puget Sound region, characteristics of this Salish-speaking culture included an economy based on salmon as a staple, a seasonal settlement pattern that utilized permanent winter houses located at prominent resource areas, and a society interconnected through kinship obligations and economic dependence (Haeberlin and Gunther 1930; Miss and Campbell 1991; Smith 1941). During spring, summer, and fall, the villagers dispersed into small family groups to hunt, fish, and gather plant foods for immediate consumption and storage for the following winter. Temporary settlements were systematically shifted among different microenvironments as various resources became abundant or available in particular locations. During the winter, the groups returned to extended family villages that were used for many consecutive years. Few subsistence activities were carried out during the winter rainy season and most people stayed indoors or near the village, except for occasional hunting forays in the nearby uplands (Suttles and Lane 1990).

The Duwamish relied primarily on salmon, which was abundant in the Sound throughout the seasons. Highly elaborated methods (e.g., the large tripod fish trap, nets, and spearing) were used when the salmon traveled up fresh-water streams to spawn, especially during spring and fall (Smith 1940b:4). The Duwamish also harvested other marine fishes (trout, flounder, and cod), a variety of freshwater, non-salmonid species (chub, bass, and perch), and shellfish (clams, mussels, and crabs) from local bays, lakes, streams, and rivers. This diet was supplemented with seasonal resources including roots, berries, and other plant products, which the women collected. Men specialized in hunting blacktail deer, elk, bear, beaver, and woodchucks, as well as spearing seals and porpoises in the Sound, trapping waterfowl in nets, and hunting other birds (Haeberlin and Gunther 1930; Smith 1940a; Suttles and Lane 1990).

The Duwamish occupied extended family villages associated with the Duwamish, Black, Cedar, and lower White rivers, lakes Washington and Union, and Elliott Bay. They maintained extensive relationships with other tribes and villages within the Puget Sound and Cascade foothills. The Duwamish intermarried, held potlatches, traded, and shared access to natural resources with the Snoqualmie, Suquamish, Muckleshoot, and eastern Washington tribes. The Snoqualmie reportedly occupied two villages on Mercer Island during fishing, berry picking, and potlatch seasons (CH2MHill 2001:49). Locations for these settlements in the vicinity of the Bellevue Nickel Improvement Project APE include Juanita, Kirkland, Yarrow Point, Mercer Slough, and May Creek (Gibbs 1877; Waterman ca. 1920). Lake Washington was called *xatco*, "the big lake," and the people living around it were known collectively as *xa'tcoabc*, meaning "lake people" (Ballard 1929:38). Ethnographic records describe two villages near the project area: *Sa'tsakaL*,

in the vicinity of the northern project limits; and *pah-pah-DEEL*, located near the mouth of Mercer Slough. Both villages were occupied by the *sah-tsah-kah-LOOB*SH, "head of the slough people" (Dailey 2003). The main village, *Sa'tsakaL*, meaning "water at head of a bay" (Waterman ca. 1920) was situated at the head of Mercer Slough, which formerly flowed nearly three miles inland. A large party of Duwamish staged an attack on the settlers at Elliott Bay from this location in January 1856, rebelling against relocation required by new tribal treaties with the U.S. Government. Waterman (ca. 1920) also cites mythological importance to this place. The other village, *pah-pah-DEEL*, was located near present-day Factoria.

Spanish explorers first visited the Northwest Coast in 1774 and claimed the territory for Spain. British explorer James Cook charted the coastline in 1778, but Spain was the first to establish a European settlement, which it did at Neah Bay, on the northwest tip of the Olympic Peninsula in 1792. That same year, Royal Navy Captain George Vancouver and Lieutenant Peter Puget first explored the Puget Sound area. Native people they encountered possessed metal acquired through trade and seemed to have already experienced a smallpox epidemic. Within the next 100 years, native populations would plummet due to repeated outbreaks of introduced diseases such as smallpox, malaria, measles, influenza, dysentery, whooping cough, typhus, and typhoid fever (Boyd 1990; Suttles and Lane 1990). Depopulation destabilized many Puget Sound communities as some villages were abandoned entirely and survivors concentrated in the remaining settlements. Violence between Puget Sound groups increased as they attempted to rebuild their numbers through the capture of women and children (CH2MHill 2001). By 1833, the Hudson's Bay Company (HBC) established an agricultural settlement, Fort Nisqually, near the mouth of the Nisqually River, approximately 40 miles southwest of Bellevue (Stilson 1991). Charles Wilkes led an American exploration party farther into the surrounding areas in 1841. The HBC stimulated development in the region that attracted explorers, fur traders, and their associates. However, it wasn't until the late 1840s when the shift from British to American jurisdiction and the passage of the Donation Land Act of 1850 provided the first real stimulus to Euro-American settlement. Washington Territory's first governor, Isaac Stevens, systematically established treaties with tribes in an effort to open additional land for settlement by non-natives. In 1855, members of the Duwamish, Sammamish, and neighboring Puget Sound tribes signed the Treaty of Point Elliott, which provided for the removal of tribal members to reservations. By the winter of 1855, frustration over white settlement, dispossession, epidemic diseases, and government delays led to the Puget Sound Indian War of 1855 to 1856. At the conclusion of the war, the Duwamish peoples dispersed; some remained near their traditional lands and others moved to the Tulalip, Port Madison, and Muckleshoot Indian Reservations (CH2MHill 2001). Tribal lands and fishing rights eroded through the late 1800s and 1900s, culminating in the late 1900s in a series of lawsuits and court cases that upheld certain treaty rights (Marino 1990; Ruby and Brown 1992). Today, the Muckleshoot Tribal fishermen have inherited the Duwamish fishing rights along the Duwamish and Cedar rivers and have re-established sacred places in the area (CH2MHill 2001).

The Duwamish Indian Tribe petitioned for federal recognition in 1979. In 2001, the federal government rejected the petition, reversing the decision of the previous administration to recognize the tribe (Castro 2001). At present, a number of Duwamish

are enrolled with the Muckleshoot and Suquamish tribes. Many more live in and around the greater Seattle area. The Duwamish Indian community members continue to pursue recognition, build their community, and maintain their traditions (Ruby and Brown 1992).

### **Ethnographic Place Names**

Waterman (ca.1920) and Dailey (2003) identify seven Duwamish ethnographic place names within 1.5 miles of the project area (Table C-2). These names describe identifiable physical locations on the landform, places of mythological significance, and village sites. Certain named landforms may or may not have associated archaeological sites but continue to hold cultural value for the Duwamish and Muckleshoot tribes (Carter 1997, Waterman ca.1920).

### **C.2.3 The Historic Period**

While Europeans, Japanese, and Chinese made occasional explorations along the Northwest Coast as early as the sixteenth century, extensive contact did not begin until the 1780s, when English and American trade along the coast developed rapidly. The first Euro-Americans to arrive in King County were early nineteenth century explorers, fur traders, and their associates. Royal Navy Captain George Vancouver and Lieutenant Peter Puget first explored southern Puget Sound in 1792. This early exploration ultimately led to the establishment of the Hudson's Bay Company (HBC) and Fort Nisqually in southern Puget Sound in 1833. The HBC stimulated development in the region; indeed, much early settlement was restricted to the immediate vicinity of Fort Nisqually, near what is now DuPont, in Pierce County.

Long before the Indian tribes of western Washington had direct encounters with Europeans, native peoples felt the effects of the European presence in North America. The horse reached the interior plateau sometime in the mid-eighteenth century, and horses likely appeared west of the Cascade Range shortly thereafter. Indians living on the coast, around Puget Sound, and in the lower Columbia Valley made limited use of horses. For inland groups, the horse provided an important new means of transportation. Europeans also introduced new diseases; Lewis and Clark saw evidence that a smallpox epidemic had swept through the lower Columbia region sometime in the 1780s. Furthermore, European settlers brought articles of clothing, kettles and pots, firearms, and trade beads. The establishment of fur trade companies accelerated the spread of these goods throughout the region.

**Table C-2: Ethnographic Place Names (Waterman 1922; Dailey 2003), Historic Map Features, and Previously Recorded Sites Within 1.5 Miles of the Bellevue Nickel Project Area**

Name or Site Number	Vicinity	Description
HAH-choo	Lake Washington	Meaning "a large lake" (Dailey 2003).
Girard Kellogg Homestead	Bellevue	Home of Girard Kellogg indicated on the 1865 GLO map.
Tlhai <sup>3</sup> si	Bellevue	Small creek at the head of Meydenbauer Bay. Named for a species of fish called tLhais (Waterman 1922)
Lcwild	Bellevue	Promontory south of Meydenbauer Bay (Waterman 1922).
Sa'tsakaL	Bellevue	Village site located at the head of Mercer Slough (Waterman 1922)
pah-pah-DEEL	Factoria	Village site located near the mouth of Mercer Slough (Waterman 1922)
Tl <sup>3</sup> utsa <sup>3</sup> lus	Factoria	Promontory west of Mercer Slough; "tying a mesh." (Waterman 1922)
SqE'bEqs1d	Factoria	Coal Creek (Waterman 1922)
Trail	Factoria	Unnamed trail beginning at Kellogg homestead and extending northeast, just southeast of I-90/I-405 interchange; noted on the 1865 GLO map.

In the 1820s, the HBC held a monopoly on the fur trade that would last more than two decades. The HBC developed a trading network that extended throughout the Columbia drainage. The center of this network was the HBC regional headquarters at Fort Vancouver, established in 1825 along the north bank of the Columbia River, near the mouth of the Willamette River. During the reign of the HBC, trade goods were imported to and manufactured at Fort Vancouver, while Fort Nisqually served as an important secondary distribution center. However, the fur trade in the Puget Sound area generally proved disappointing because the mild winters did not produce the best pelts. The HBC valued the area primarily as a buffer for keeping American competitors out of the interior to the east and north (Irwin 1994:4; McClelland 1953:8).

The shift from British to American jurisdiction in the late 1840s and the passage of the Donation Land Act of 1850 provided the first real stimulus to Euro-American settlement in the Pacific Northwest<sup>1</sup> The first sustained Euro-American settlement in King County began in 1851, when the Collins, Van Asselt, and Maple families homesteaded land at the present site of Sea-Tac International Airport and southward along the Duwamish River

<sup>1</sup> This inducement to Northwestern settlement required no purchase and granted large parcels of land to "certain white settlers and Indians of mixed blood" who immigrated to Oregon between December 1850 and December 1853 and agreed to stay on the land for four years.

toward present-day Tukwila. Later that year, the Denny, Terr, Boren, and Bell families settled at Alki Point in West Seattle but relocated to the east shore of Elliott Bay after spending their first winter on the wet, windy point.

## Local Development

During the second half of the nineteenth century, federal homestead legislation contributed to a steadily increasing population in the region. In 1853, the U.S. Census reported 170 King County residents (excluding Indians) and 111 registered (male) voters. Seven years later, the population of King County had nearly doubled to 300. The county's population grew significantly through the decades: 2,100 in 1870; 7,000 in 1880; 63,000 in 1890; and 110,000 in 1900 (History Link 2000). This tremendous increase in population can largely be attributed to government-subsidized land grants enabled by the 1862 Homestead Act and its subsequent revisions. Capitalizing on the region's natural resources, early settlers made their livelihoods by farming, mining, and logging. Furthermore, the discovery of coal seams east of Lake Washington resulted in regular crossings of coal barges, and coal barge workers were known to use ". . . settler's homesteads . . . as handy stopping places where meals, lodging, and supplies could be obtained while native crews visited nearby kin" (Buerge 1989:24).

## Coal Mining and Logging

The first mining efforts in the Puget Sound region began in the summer of 1869. A group led by one of Seattle's founding fathers, Arthur A. Denny, started a prospecting venture within the Snoqualmie River's Middle Fork drainage. They located iron ore as early as 1872, and formed the Denny Iron Mines Company in 1882 (Hollenbeck 1987).

Coal mining was a major catalyst in the growth of King County. The area's larger coal companies, including the Black Diamond, Newcastle, and Pacific Coast Coal companies, attracted a variety of laborers to the area. In the late 1800s, most coal workers were of northern European descent, including Welsh, Scottish, English, Irish, Norwegian, Swedish, and Finnish laborers. By the 1880s, mines employed Chinese workers, and African American laborers soon joined the workforce as Newcastle mine strikebreakers, earning up to 20 percent less than white miners. Despite these inequities, many African Americans continued to work at the mines even after resolution of the labor disputes (Tobin et al. 1993). It was not unusual for children to work in the coal mines in lieu of attending school. According to Morda C. Slauson, author of *One Hundred Years on the Cedar*:

"Everyone, particularly boys, started work at an early age. Frank Johnson, now deceased, who lived his last years on a small farm near Spring Lake, started work in the mine when he was 12 years old. He got 75 cents for 12 hours work, turning a homemade fan to force air into the tunnels"  
(1967:6).

Coal mining proved to be profitable for many years, but it declined sharply in the second half of the twentieth century. In 1975, the last underground mine in Washington State, Palmer Coking Coal Company's Rogers No. 3 near Ravensdale, ceased operations. Hindered by costs associated with increased federal and state safety regulations, as well as a reduced market for coal, small local mines ceased to be profitable (Slauson 1976:50-52).

Logging in King County began as early as 1872 and peaked around 1910. Initially, logging was associated with mining. Generally, it was small in scale and tied to specific mining claims and the access to those claims. During the first several decades, short rail spurs were built into the gentle river/stream bottoms to access some of the largest-diameter, highest volume stands in each drainage (Hollenbeck 1987).

Loggers and settlers cleared vast tracts of land for homes and farms, an oftentimes arduous task. Settlers often burned down trees by boring holes in the trunks and lighting a fire, which weakened the tree enough that it fell. The earliest logging in the Sammamish River Valley was associated with clearing land. Settlers near the Sammamish River used oxen to drag logs to the river. From there, logs floated to Lake Washington where workers assembled them into rafts using a winch-and-anchor system. Capitalizing on what appeared to be an endless timber supply, logging camps developed around the region, attracting additional settlers, mills, and spawning the development of towns north and east of Lake Washington. (Historic Resources Survey, City of Bothell, Washington, 2002:15).

Railroad logging continued during the 1930s and 1940s. By the 1970s, harvesting focused on the upslope areas on both sides of the Sammamish River. In the more recent past, the region supported sawmills, which were major contributors to the economy of the area and its surrounding environs, but their prominence has since declined (Hollenbeck 1987).

### *Bellevue*

Euro-Americans began to settle the eastern shore of Lake Washington during the late 1850s, particularly in the area between Pleasure (Yarrow) Point and Juanita Bay in Kirkland (Harvey 1992:2-3). The 1862 Homestead Act attracted more settlers, such as William Meydenbauer and Aaron Mercer, who both arrived in the Bellevue area in 1869. Meydenbauer, a Seattle baker, filed a claim on property at the edge of a small bay on Lake Washington. He and his family cleared the heavily timbered land, built a log cabin at the end of the bay that now bears his name, and planted an orchard of fruit trees. Located in the general area of the present-day Meydenbauer Yacht Club, the cabin was built as a summer home, not a permanent residence. South of Meydenbauer Bay, Aaron Mercer established the first “true” homestead on an 80.5-acre claim and began farming along the western bank of what is now Mercer Slough. Within a few years, as land values increased, both men sold their claims and moved on (Stein 1998; Stein and the HistoryLink Staff 2004).

The early 1880s marked the arrival of many new permanent settlers, including Isaac Bechtel, Sr. In 1882, Bechtel purchased a claim near the present downtown area and began clearing and logging the land with his sons. After an informal post office was set up in Bechtel’s cabin, the government eventually gave it official recognition but required a name. Local historian Alan J. Stein notes that the name, Bellevue, was likely chosen by the first postmaster, Matthew S. Sharpe, who moved to the area from Bellevue, Indiana, the same year. French for “beautiful view,” the name was considered appropriate for this location with views of Lake Washington and the Olympic Mountains to the west and the Cascade mountains to the east (Stein 1998; Stein and the HistoryLink Staff 2004). This date, however, conflicts with information provided in Clarence B. Bagley’s *History of King County, Washington, Volume I* (1929:862): “Bellevue post office was established in 1887 with Isaac Bechtel postmaster. He was killed while logging near Wildwood Park,

Bellevue, in 1889 and was succeeded by his wife, who served as postmistress until 1893.”

Completion of the transcontinental railroads in the 1880s stimulated rapid urban expansion and also made agricultural production economically feasible. As more timber was cut in the area, the cleared land was utilized for agricultural purposes such as bulb cultivation and the floricultural industry. By the turn of the century, the area was widely recognized as a center for berry growing in King County. The unincorporated town of Bellevue was platted in acre and half-acre tracts beginning in 1904. This isolated settlement pattern characterized the area until the founding of Bellevue’s first planned residential community, Beaux Arts Village, in 1908. This small artist’s colony, inspired by the English Arts and Crafts movement, was located on a 50-acre tract adjacent to Lake Washington and approximately one-half mile west of Mercer Slough. Some of the original houses remain standing today (Krafft 1991; Stein 1998).

Prior to the opening of the Lake Washington Ship Canal in 1917, Mercer Slough included several boat landings and extended northward nearly to Main Street where a lumber mill operated at a community known as Wilburton. Built in 1903, the Hewitt-Lea lumber mill was located near where I-405 crosses SE 8th Street. Northern Pacific Railroad constructed the Wilburton Trestle in 1904, which spanned the Mercer Slough/Kelsey Creek drainage, and two years later a spur line was built up the Kelsey Creek Valley towards logging camps upstream (Stein and the HistoryLink Staff 2004). The water level of Lake Washington lowered dramatically when the canal was opened, making the Slough no longer navigable and creating new farmlands (Krafft 1991). By this time, most of the nearby timber had been cut and the mill eventually closed down.

Construction of Highway 2-A (later I-405) in the 1940s likely destroyed any archaeological remains associated with the mill.

The ship canal provided direct access from Lake Washington to Puget Sound, opening the area to new business pursuits. In searching for a freshwater winter port for his fleet, William Schupp, head of American Pacific Whaling, chose Meydenbauer Bay for the new company headquarters. The fresh water helped to kill off the barnacles and worms that damaged most saltwater vessels, while the location was protected from the rough waters of Puget Sound and was in close proximity to the Kirkland shipyards (McComber 2000).

The construction of the Lake Washington Floating Bridge in 1939 spurred development in the area and provided a more desirable location for auto commuters. More people made Bellevue their home as real estate brochures billed the community as the ideal place for small-town living. Carefully planned developments continued to appear following World War II, such as the custom-designed Hilltop community southeast of Factoria. From 1947 to 1950, University of Washington faculty and local architects designed ranch-style houses for the well-heeled buyers. Norwood Village is among the small post-WWII merchant builder communities (see below).

As the community gained new housing developments and schools, better infrastructure, and an improved water supply, city boosters finally convinced the public to vote for Bellevue’s incorporation as a city in 1953. The city planning commission envisioned a compact downtown core with wide streets and off-street parking provided by businesses. Over the next two years, Bellevue’s population rose from 5,940 to nearly 9,000. The completion of Highway 2A (later to become I-405) in 1956 and the opening of the

Evergreen Point Bridge in 1963 provided additional access to Bellevue and led to more growth and development. According to the 1970 census, 61,196 residents lived in Bellevue, making it the fourth largest city in the state. Massive layoffs at Boeing in the 1970s had a significant effect on the local economy, but Bellevue continued to attract business and industry. Rapid development called for a closer examination of environmental issues such as the protection of wetlands and the restoration of wildlife habitats. Within the past few decades, city planners have adopted comprehensive plans that address growth while also preserving the character of its neighborhoods. The high tech industry brought about unprecedented prosperity to the city in the 1990s and solidified Bellevue's status as an independent economic center both on the Eastside and in the Puget Sound area.

### *Norwood Village*

Norwood Village began as a cooperative in 1946 by the Veteran's Mutual Building Association and was eventually financed under the Fair Housing Act (FHA) Title 8 loans (Woodbridge and Montgomery 1980). The development was built in 1951 using five basic house designs created by local architecture firms Bassetti and Morse, and Chiarelli and Kirk. Site planners at Gardner & Hitchings conceptualized Norwood Village around the hilltop with "curvilinear streets" that followed the contours of the hills. The modest houses range from approximately 900 to 1500 square feet on their main floor; most have basements and wide, multi-story fireplaces. The houses are staggered along the streets and feature post-and-beam structural expression with integrated carports and white painted trim. Now with mature landscaping, the enclave features a green, private environment. The development is bordered on the north by Woodridge addition, an early 1960s curvilinear subdivision, on the south by a 1990s loop called Renaissance addition, on the east by Deaverdale (a rectilinear late 1950s to early 1960s neighborhood), and on the west by I-405.

The architects involved with Norwood Village are arguably some of Seattle's most famous. Kirk (along with his contemporary, Paul Thiry) received the American Institute of Architects (AIA) Seattle Medal, the highest accorded by peers. Both Kirk and Thiry were among the first generation of modernists in the region to "refine a design language emphasizing revealed structure, natural materials and glass expanses in houses around Puget Sound" (Olson 2001). They ushered in the golden age of modern residential design on the heels of Oregon's Pietro Belluschi and John Yeon Northwest Contemporary style. This regional fashion was characterized by "close integration with the landscape, post-and-beam construction and the use of natural native woods." Japanese style on Northwest Modern design in both architecture and garden design is readily apparent. Kirk once described his design as a fusion of Japanese and Native American design (Dodrill 2003). Kirk received a degree from the University of Washington in 1937 and established his own firm in 1939, which later became Chiarelli and Kirk until 1960. Fred Bassetti and Jack Morse formed Bassetti and Morse in 1947 and worked together for 15 years. Bassetti worked until 1994 and his hand is evident in much of Seattle including the Henry Jackson Federal Building, Gasworks Park, Woodland Park Zoo, and Westlake Center.

It certainly can be argued that Norwood Village includes singularly more representative works of these architects; however, as a district, it is unique as it represents architect-designed, small, affordable post-World War II housing. It followed the national trend of

suburban development and large-scale corporate (also known as “merchant builder”) communities associated with the 1948 Amendments to the Fair Housing Act. The L-shaped ranch houses with basements, horizontal window bands, patios, and wide fireplaces reflect both the national trends, and also illustrate features of the Northwest Contemporary style and talent of renowned local architects.



## Appendix D

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Historic Property Inventory Forms



## Appendix D

<b>Address</b>	<b>Construction date</b>	<b>NRHP/WHR Status (listed, eligible, or not eligible)</b>
12410 SE 32nd Street	1926	not eligible
3105 125th Avenue SE	1951	not eligible
12115 SE 27th Street	1950	eligible, as contributing resource to potential Norwood Village historic district
12109 SE 27th Street	1951	eligible, as contributing resource to potential Norwood Village historic district
12103 SE 27th Street	1950	eligible, as contributing resource to potential Norwood Village historic district
12117 SE 26th Street	1952	eligible, as contributing resource to potential Norwood Village historic district
12103 SE 26th Street	1952	eligible, as contributing resource to potential Norwood Village historic district
12101 SE 26th Street	1955	eligible, as contributing resource to potential Norwood Village historic district
2601 121st Avenue SE	1950	eligible, as contributing resource to potential Norwood Village historic district
2535 121st Avenue SE	1953	eligible, as contributing resource to potential Norwood Village historic district
Norwood Village potential Historic District	1950s	potentially eligible

**Historic Property  
Inventory Report for**

at 12410 SE 32nd St, Bellevue, WA

**LOCATION SECTION**

Field Site No.: 1135 - 1

OAHP No.:

Historic Name:

Common Name: IMI offices

Property Address: 12410 SE 32nd St, Bellevue, WA

Comments:

County King Township/Range/EW T24R05na Section 09 1/4 Sec NE 1/4 1/4 Sec NE Quadrangle

UTM Reference  
Zone: 10 Spatial Type: Point Acquisition  
Sequence: 1 Easting: 562220.95

Tax No./Parcel No.  
0924059049

Plat/Block/Lot

Supplemental Map

**IDENTIFICATION SECTION**

Survey Name: HRA 1135

Field Recorder: Rebecca Nielsen

Date Recorded: 4/14/2005

Owner's Name:

Owner Address:

City/State/Zip:

Classification: Building

Resource Status  
Survey/Inventory

Comments

Within a District? No

Contributing?

National Register Nomination:

Local District:

National Register District/Thematic Nomination Name:



View of camera facing north-west

Photography Neg. No (Roll No./Frame No.):

Comments:

**DESCRIPTION SECTION**

Historic Use: Unknown

Current Use: Commerce/Trade - Business

Plan: Irregular

No. of Stories: 1

Structural System: Unknown

Changes to plan: Unknown

Changes to interior:

Style

Form/Type

Changes to original cladding: Unknown

Changes to other:

Commercial

Commercial

Changes to windows: Unknown

Other (specify):

**Historic Property  
Inventory Report for**

at 12410 SE 32nd St, Bellevue, WA

<b>Cladding</b> <u>Veneer</u>	<b>Foundation</b> <u>Unknown</u>	<b>Roof Material</b> <u>Unknown</u>	<b>Roof Type</b> <u>Flat with Ea</u>
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**NARRATIVE SECTION**

**Date Of Construction:** 1926

**Study Unit**

**Other**

**Architect:**

**Builder:**

**Engineer:**

**Property appears to meet criteria for the National Register of Historic Places:** No

**Property is located in a potential historic district (National and/or local):** No

**Property potentially contributes to a historic district (National and/or local):**

**Statement of  
Significance**

This building appears to have had significant modernization and additions since its original construction date of 1926. It does not appear to retain

**Description of  
Physical  
Appearance**

County tax information sets the date of this building at 1926, however its façade appears to be more in a 50s modernistic style. The building has a flat roof and very wide, overhanging eaves. The north end of the building has truck loading access to the basement through a sloping driveway. The east side has an entrance in the center between a low brick, windowless wall to the north and an office block to the south. The office block has window walls.

**Major  
Bibliographic  
References**

**Additional Photos for:**

**at 12410 SE 32nd St, Bellevue, WA**



**View of camera facing south-west taken 3/23/2005**

**Photography Neg. No (Roll No./Frame No.):**

**Comments:**



**View of camera facing south-west**

**Photography Neg. No (Roll No./Frame No.):**

**Comments:**



**View of camera facing west taken 3/23/2005**

**Photography Neg. No (Roll No./Frame No.):**

**Comments:**



**View of camera facing west**

**Photography Neg. No (Roll No./Frame No.):**

**Comments:**

**Historic Property  
Inventory Report for**

at 3105 125th Ave SE, Bellevue, WA

**LOCATION SECTION**

Field Site No.: 1135 - 2

OAHP No.:

Historic Name:

Common Name: Bellevue Korean Presbyterian

Property Address: 3105 125th Ave SE, Bellevue, WA

Comments:

County King Township/Range/EW T24R05na Section 09 1/4 Sec NE 1/4 1/4 Sec NE Quadrangle

UTM Reference  
Zone: 10 Spatial Type: Point Acquisition  
Sequence: 1 Easting: 562215.9

Tax No./Parcel No.  
0924059051

Plat/Block/Lot

Supplemental Map

**IDENTIFICATION SECTION**

Survey Name: HRA 1135

Field Recorder: Rebecca Nielsen

Date Recorded: 4/14/2005

Owner's Name:

Owner Address:

City/State/Zip:

Classification: Building

Resource Status  
Survey/Inventory

Comments

Within a District? No

Contributing?

National Register Nomination:

Local District:

National Register District/Thematic Nomination Name:

**DESCRIPTION SECTION**

Historic Use: Religion - Religious Facility

Current Use: Religion - Religious Facility

Plan: Rectangle

No. of Stories: 2

Structural System: Unknown

Changes to plan: Intact

Changes to interior:

Changes to original cladding: Intact

Changes to other:

Changes to windows: Slight

Other (specify):



View of camera facing north-west

Photography Neg. No (Roll No./Frame No.):

Comments:

Style Modern - Contemporary Form/Type Other  
Utilitarian

**Historic Property  
Inventory Report for**

at 3105 125th Ave SE, Bellevue, WA

**Cladding**

Veneer

**Foundation**

Unknown

**Roof Material**

Asphalt / Composition

**Roof Type**

Gable - Fro

**NARRATIVE SECTION**

**Study Unit**

**Other**

**Date Of Construction:** 1951

**Architect:**

**Builder:**

**Engineer:**

**Property appears to meet criteria for the National Register of Historic Places:** No

**Property is located in a potential historic district (National and/or local):** No

**Property potentially contributes to a historic district (National and/or local):**

**Statement of  
Significance**

Though the resource appears to have most of its integrity, it does not embody distinct architectural and artistic features. It is not associated with a historic district and is not located in an historic district.

**Description of  
Physical  
Appearance**

This contemporary church gives a nod to Arts and Crafts styling with its steep gables on the roof and porch and use of multi-lite casement windows. The building is gabled. The pillars of the porch are large and square. Two concrete steps lead up to double doors. The interior of the gabled exterior is sided. An iron railing fills between the side pillars. The porch roof extends north of the main body of the church, matching up with the bottom of the porch a square tower rises up through the roof and projects slightly on the west side of the building. The tower has a small square on top with a gable has three four-lite casements in the top, and three eight-lite casements on the main floor. The tower also has eight-lite casement windows and an air conditioner. Some basement windows have been replaced with vinyl double-hung. Side windows are mostly six-lite casement. There is a door in the southwest corner. A door opens to its east side.

**Major  
Bibliographic  
References**

**Additional Photos for:**

**at** 3105 125th Ave SE, Bellevue, WA



**View of** camera facing south (and slightly east) **taken** 3/23/2005  
**Photography Neg. No (Roll No./Frame No.):**  
**Comments:**



**View of** camera facing south-east  
**Photography Neg. No (Roll No./Frame No.):**  
**Comments:**

**View of** **taken**  
**Photography Neg. No (Roll No./Frame No.):**  
**Comments:**

**View of**  
**Photography Neg. No (Roll No./Frame No.):**  
**Comments:**

**Historic Property  
Inventory Report for**

at 12115 SE 27th St, Renton, WA

**LOCATION SECTION**

Field Site No.: 1135 - 3

OAHP No.:

Historic Name:

Common Name:

Property Address: 12115 SE 27th St, Renton, WA

Comments:

County King Township/Range/EW T23R05E Section 17 1/4 Sec NW 1/4 1/4 Sec RENTON Quadrangle

UTM Reference  
Zone: 10 Spatial Type: Point Acquisition  
Sequence: 1 Easting: 5270393.57

Tax No./Parcel No.  
6205500360

Plat/Block/Lot

Supplemental Map

**IDENTIFICATION SECTION**

Survey Name: HRA 1135

Field Recorder: Rebecca R. Nielsen

Date Recorded: 4/14/2005

Owner's Name:

Owner Address:

City/State/Zip:

Classification: Building

Resource Status  
Survey/Inventory

Comments

Within a District? No

Contributing?

National Register Nomination:

Local District:

National Register District/Thematic Nomination Name:

**DESCRIPTION SECTION**

Historic Use: Unknown

Current Use: Domestic - Single Family House

Plan: L-Shape

No. of Stories: 1

Structural System: Unknown

Changes to plan: Intact

Changes to interior:

Style

Form/Type

Changes to original cladding: Intact

Changes to other: Extensive

Ranch

Single Family

Changes to windows: Moderate

Other (specify): garage



View of camera facing south-west

Photography Neg. No (Roll No./Frame No.):

Comments:

**Historic Property  
Inventory Report for**

at 12115 SE 27th St, Renton, WA

<b>Cladding</b> <u>Wood</u>	<b>Foundation</b> <u>Unknown</u>	<b>Roof Material</b> <u>Asphalt / Composition</u>	<b>Roof Type</b> <u>Flat with Ea</u>
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**NARRATIVE SECTION**

**Date Of Construction:** 1951

**Study Unit**

**Other**

**Architect:**

**Builder:**

**Engineer:**

**Property appears to meet criteria for the National Register of Historic Places:** No

**Property is located in a potential historic district (National and/or local):** Yes - National

**Property potentially contributes to a historic district (National and/or local):** No

**Statement of  
Significance**

This structure retains its original footprint and its integrity of setting, feeling, and association. Norwood Village is potentially eligible for listing on the National Register of Historic Places under Criterion C for possessing distinctive design characteristics and being associated with important local architects. Its period of significance is approximately 1945-1960. Norwood Village is a unique architect-designed, small, affordable post-WWII housing community that followed the national trend of suburban development in the Pacific Northwest. The L-shaped ranch houses with basements, horizontal window bands, patios, and wide fireplaces reflect both the national trends and local features of the Northwest Contemporary style. Norwood Village was designed by University of Washington faculty and renowned local architect and Kirk.

**Description of  
Physical  
Appearance**

This L-shape, flat roof house appears to have remodeled the carport/garage into living space. That area projects closest to the road and has a flat roof. The house is in the crook of the L. There are two vinyl windows overlooking the front door and step. The flat roof has a wide overhang.

**Major  
Bibliographic  
References**

**Historic Property  
Inventory Report for**

at 12109 SE 27th St, Bellevue, WA

**LOCATION SECTION**

Field Site No.: 1135 - 4

OAHP No.:

Historic Name:

Common Name:

Property Address: 12109 SE 27th St, Bellevue, WA

Comments:

County King Township/Range/EW T24R05na Section 09 1/4 Sec NW 1/4 1/4 Sec  Quadrangle

UTM Reference  
Zone: 10 Spatial Type: Point Acquisition Date:   
Sequence: 1 Easting: 561947.93

Tax No./Parcel No.  
6205500350

Plat/Block/Lot

Supplemental Map

**IDENTIFICATION SECTION**

Survey Name: HRA 1135

Field Recorder: Rebecca Nielsen

Date Recorded: 4/14/2005

Owner's Name:

Owner Address:

City/State/Zip:

Classification: Building

Resource Status  
Survey/Inventory

Comments

Within a District? No

Contributing?

National Register Nomination:

Local District:

National Register District/Thematic Nomination Name:

**DESCRIPTION SECTION**

Historic Use: Unknown

Current Use: Domestic - Single Family House

Plan: L-Shape

No. of Stories: 1

Structural System: Unknown

Changes to plan: Intact

Changes to interior:

Style

Form/Type

Changes to original cladding: Unknown

Changes to other:

Ranch

Single Family

Changes to windows: Unknown

Other (specify):



View of camera facing west (and slightly north)

Photography Neg. No (Roll No./Frame No.):

Comments:

**Historic Property  
Inventory Report for**

at 12109 SE 27th St, Bellevue, WA

<b>Cladding</b> <u>Wood</u>	<b>Foundation</b> <u>Unknown</u>	<b>Roof Material</b> <u>Unknown</u>	<b>Roof Type</b> <u>Gable</u>
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**NARRATIVE SECTION**

**Date Of Construction:** 1951

**Study Unit**

**Other**

**Architect:**

**Builder:**

**Engineer:**

**Property appears to meet criteria for the National Register of Historic Places:** No

**Property is located in a potential historic district (National and/or local):** Yes - National

**Property potentially contributes to a historic district (National and/or local):** No

**Statement of  
Significance**

From what is visible from the public access, this property appears to be a contributing resource to the Norwood Village. Norwood Village is potentially listed on the National Register of Historic Places under Criterion C for possessing distinctive design characteristics and being associated with important local events that extends from 1951 to 1955. Norwood Village is a unique architect-designed, small, affordable post-WWII housing community that followed the modernist development and FHA merchant built communities. The L-shaped ranch houses with basements, horizontal window bands, patios, and wide fire lanes are trends, and also illustrate distinctive features of the Northwest Contemporary style. Norwood Village was designed by University of Washington architects Bassetti and Morse, and Chairelli and Kirk.

**Description of  
Physical  
Appearance**

Tucked deep into a driveway surrounded by mature landscaping, this house is barely visible from the public right of way. It appears to be in an L-shape extending closest to the road. The roof has a very shallow pitch, at least on the front gable carport. The carport has prominent beams. Window

**Major  
Bibliographic  
References**

**Historic Property  
Inventory Report for**

at 12103 SE 27th St, Bellevue, WA

**LOCATION SECTION**

Field Site No.: 1135 - 5

OAHP No.:

Historic Name:

Common Name:

Property Address: 12103 SE 27th St, Bellevue, WA

Comments:

County King Township/Range/EW T24R5na Section 9 1/4 Sec NW 1/4 1/4 Sec  Quadrangle

UTM Reference  
Zone: 10 Spatial Type: Point Acquisition  
Sequence: 1 Easting: 561957.37

Tax No./Parcel No.  
6205500340

Plat/Block/Lot

Supplemental Map

**IDENTIFICATION SECTION**

Survey Name: HRA 1135

Field Recorder: Rebecca Nielsen

Date Recorded: 4/14/2005

Owner's Name:

Owner Address:

City/State/Zip:

Classification: Building

Resource Status  
Survey/Inventory

Comments

Within a District? No

Contributing?

National Register Nomination:

Local District:

National Register District/Thematic Nomination Name:

**DESCRIPTION SECTION**

Historic Use: Unknown

Current Use: Domestic - Single Family House

Plan: L-Shape

No. of Stories: 1

Structural System: Unknown

Changes to plan: Intact

Changes to interior:

Style

Form/Type

Changes to original cladding: Unknown

Changes to other:

Ranch

Single Family

Changes to windows: Intact

Other (specify):



View of camera facing north-west

Photography Neg. No (Roll No./Frame No.):

Comments:

**Historic Property  
Inventory Report for**

at 12103 SE 27th St, Bellevue, WA

<b>Cladding</b> <u>Wood</u>	<b>Foundation</b> <u>Unknown</u>	<b>Roof Material</b> <u>Asphalt / Composition</u>	<b>Roof Type</b> <u>Shed</u>
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**NARRATIVE SECTION**

**Date Of Construction:** 1950

**Study Unit**

**Other**

**Architect:**

**Builder:**

**Engineer:**

**Property appears to meet criteria for the National Register of Historic Places:** No

**Property is located in a potential historic district (National and/or local):** Yes - National

**Property potentially contributes to a historic district (National and/or local):** No

**Statement of  
Significance**

With its original footprint and design, this property appears to be a contributing resource to the Norwood Village. It retains integrity of setting, feel, and design. Norwood Village is potentially eligible for listing on the National Register of Historic Places under Criterion C for possessing distinctive design characteristics and being associated with important local architects. Its period of significance extends from 1951 to 1955. Norwood Village is a affordable post-WWII housing community that followed the national trend of suburban development and FHA merchant built communities. The basements, horizontal window bands, patios, and wide fireplaces reflect both the national trends, and also illustrate distinctive features of the Norwood style. Norwood Village was designed by University of Washington faculty and renowned local architects Bassetti and Morse, and Chairelli and K...

**Description of  
Physical  
Appearance**

The roof on this house is almost flat but it slopes slightly towards the garage and therefore is a long, wide shed roof. It covers the garage and the front door located in the crook of the L. Windows on the house portion are directly under the eaves and are wide and short. Garage door window is at the very top of the garage door. The cladding on the house varies from side to side from vertical wood to horizontal. A new wood deck consisting of approach to the front door.

**Major  
Bibliographic  
References**

**Historic Property  
Inventory Report for**

at 12117 SE 26th St, Bellevue, WA

**LOCATION SECTION**

Field Site No.: 1135 - 6

OAHP No.:

Historic Name:

Common Name:

Property Address: 12117 SE 26th St, Bellevue, WA

Comments:

County King Township/Range/EW T24R5na Section 9 1/4 Sec NW 1/4 1/4 Sec  Quadrangle

UTM Reference  
Zone: 10 Spatial Type: Point Acquisition  
Sequence: 1 Easting: 561947.1

Tax No./Parcel No. 6205500500 Plat/Block/Lot

Supplemental Map

**IDENTIFICATION SECTION**

Survey Name: HRA 1135

Field Recorder: Rebecca Nielsen

Date Recorded: 4/14/2005

Owner's Name:

Owner Address:

City/State/Zip:

Classification: Building

Resource Status  
Survey/Inventory

Comments

Within a District? No

Contributing?

National Register Nomination:

Local District:

National Register District/Thematic Nomination Name:



View of camera facing south

Photography Neg. No (Roll No./Frame No.):

Comments:

**DESCRIPTION SECTION**

Historic Use: Unknown

Current Use: Domestic - Single Family House

Plan: L-Shape

No. of Stories: 1

Structural System: Unknown

Changes to plan: Intact

Changes to interior:

Style

Form/Type

Changes to original cladding: Intact

Changes to other:

Ranch

Single Family

Changes to windows: Moderate

Other (specify):

**Historic Property  
Inventory Report for**

at 12117 SE 26th St, Bellevue, WA

<b>Cladding</b> <u>Shingle</u>	<b>Foundation</b> <u>Unknown</u>	<b>Roof Material</b> <u>Asphalt / Composition</u>	<b>Roof Type</b> <u>Flat with Ea</u>
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**NARRATIVE SECTION**

**Date Of Construction:** 1952

**Study Unit**

**Other**

**Architect:**

**Builder:**

**Engineer:**

**Property appears to meet criteria for the National Register of Historic Places:** No

**Property is located in a potential historic district (National and/or local):** Yes - National

**Property potentially contributes to a historic district (National and/or local):** No

**Statement of  
Significance**

Though it has had some modern introductions, this property maintains its original footprint and styling and appears to be a contributing resource. Norwood Village is potentially eligible for listing on the National Register of Historic Places under Criterion C for possessing distinctive design characteristics of an important local architect. Its period of significance extends from 1951 to 1955. Norwood Village is a unique architect-designed, small, affordable housing development that followed the national trend of suburban development and FHA merchant built communities. The L-shaped ranch houses with basements, hipped roofs, and wide fireplaces reflect both the national trends, and also illustrate distinctive features of the Northwest Contemporary style. Norwood Village was designed by a Washington faculty and renowned local architects Bassetti and Morse, and Chairelli and Kirk.

**Description of  
Physical  
Appearance**

This L-shape house is set far below the road and amongst mature large pines. It is partially obscured by landscaping. It appears to have a carport addition with the original carport/garage filled in for living space. The house is shingled. There are two six-lite windows on the east side and the house opens from the inside corner to a new wooden deck. There is also a new deck in the back of the house (the south side).

**Major  
Bibliographic  
References**



**View of** camera facing south-east **taken** 3/23/2005  
**Photography Neg. No (Roll No./Frame No.):**  
**Comments:**



**View of** camera facing east  
**Photography Neg. No (Roll No./Frame No.):**  
**Comments:**

**View of**  
**Photography Neg. No (Roll No./Frame No.):**  
**Comments:**

**taken**

**View of**  
**Photography Neg. No (Roll No./Frame No.):**  
**Comments:**

**Historic Property  
Inventory Report for**

at 12103 SE 26th St, Bellevue, WA

**LOCATION SECTION**

Field Site No.: 1135 - 7

OAHP No.:

Historic Name:

Common Name:

Property Address: 12103 SE 26th St, Bellevue, WA

Comments:

County King Township/Range/EW T24R5na Section 9 1/4 Sec NW 1/4 1/4 Sec  Quadrangle

UTM Reference  
Zone: 10 Spatial Type: Point Acquisition  
Sequence: 1 Easting: 561897.24

Tax No./Parcel No.  
6205500480

Plat/Block/Lot

Supplemental Map

**IDENTIFICATION SECTION**

Survey Name: HRA 1135

Field Recorder: Rebecca Nielsen

Date Recorded: 4/14/2005

Owner's Name:

Owner Address:

City/State/Zip:

Classification: Building

Resource Status  
Survey/Inventory

Comments

Within a District? No

Contributing?

National Register Nomination:

Local District:

National Register District/Thematic Nomination Name:

**DESCRIPTION SECTION**

Historic Use: Unknown

Current Use: Domestic - Single Family House

Plan: L-Shape

No. of Stories: 1

Structural System: Unknown

Changes to plan: Intact

Changes to interior:

Changes to original cladding: Intact

Changes to other: Moderate

Changes to windows: Unknown

Other (specify): Deck in front

Style  
Ranch

Form/Type  
Single Family



View of camera facing south

Photography Neg. No (Roll No./Frame No.):

Comments:

**Historic Property  
Inventory Report for**

at 12103 SE 26th St, Bellevue, WA

<b>Cladding</b> <u>Wood</u>	<b>Foundation</b> <u>Unknown</u>	<b>Roof Material</b> <u>Asphalt / Composition</u>	<b>Roof Type</b> <u>Gable</u>
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**NARRATIVE SECTION**

**Date Of Construction:** 1952

**Study Unit**

**Other**

**Architect:**

**Builder:**

**Engineer:**

**Property appears to meet criteria for the National Register of Historic Places:** No

**Property is located in a potential historic district (National and/or local):** Yes - National

**Property potentially contributes to a historic district (National and/or local):** No

**Statement of  
Significance**

This property, with its original design and footprint, appears to be a contributing resource to the Norwood Village. Norwood Village is potentially Register of Historic Places under Criterion C for possessing distinctive design characteristics and being associated with important local architecture from 1951 to 1955. Norwood Village is a unique architect-designed, small, affordable post-WWII housing community that followed the national trend of FHA merchant built communities. The L-shaped ranch houses with basements, horizontal window bands, patios, and wide fireplaces reflect both illustrate distinctive features of the Northwest Contemporary style. Norwood Village was designed by University of Washington faculty and renowned architect Morse, and Chairelli and Kirk.

**Description of  
Physical  
Appearance**

This wide house has a very shallow slope to its front gable. The carport is integrated to form the L-shape, but it could be argued that the house additions may include the wood deck and wood screen in front of the house and carport. Windows are a new vinyl style with a larger center window larger square. This shallow gable has a wide verge board and beam ends are exposed on the carport.

**Major  
Bibliographic  
References**

**Additional Photos for:**

**at** 12103 SE 26th St, Bellevue, WA



**View of** camera facing south-east **taken** 3/23/2005  
**Photography Neg. No (Roll No./Frame No.):**  
**Comments:**



**View of** camera facing south (and slightly west)  
**Photography Neg. No (Roll No./Frame No.):**  
**Comments:**

**View of** **taken**  
**Photography Neg. No (Roll No./Frame No.):**  
**Comments:**

**View of**  
**Photography Neg. No (Roll No./Frame No.):**  
**Comments:**

**Historic Property  
Inventory Report for**

at 12101 SE 26th St, Bellevue, WA

**LOCATION SECTION**

Field Site No.: 1135 - 8

OAHP No.:

Historic Name:

Common Name:

Property Address: 12101 SE 26th St, Bellevue, WA

Comments:

County King Township/Range/EW T24R05na Section 9 1/4 Sec NW 1/4 1/4 Sec  Quadrangle

UTM Reference  
Zone: 10 Spatial Type: Point Acquisition  
Sequence: 1 Easting: 561873.89

Tax No./Parcel No.  
6205500470

Plat/Block/Lot

Supplemental Map

**IDENTIFICATION SECTION**

Survey Name: HRA 1135

Field Recorder: Rebecca Nielsen

Date Recorded: 4/14/2005

Owner's Name:

Owner Address:

City/State/Zip:

Classification: Building

Resource Status  
Survey/Inventory

Comments

Within a District? Yes

Contributing? No

National Register Nomination:

Local District:

National Register District/Thematic Nomination Name:

**DESCRIPTION SECTION**

Historic Use: Unknown

Current Use: Domestic - Single Family House

Plan: Rectangle

No. of Stories: 1

Structural System: Unknown

Changes to plan: Intact

Changes to interior:

Style

Form/Type

Changes to original cladding: Intact

Changes to other:

Ranch

Single Family

Changes to windows: Intact

Other (specify):



View of camera facing south-west

Photography Neg. No (Roll No./Frame No.):

Comments:

**Historic Property  
Inventory Report for**

at 12101 SE 26th St, Bellevue, WA

<b>Cladding</b> <u>Wood</u>	<b>Foundation</b> <u>Unknown</u>	<b>Roof Material</b> <u>Asphalt / Composition</u>	<b>Roof Type</b> <u>Flat with Ea</u>
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**NARRATIVE SECTION**

**Date Of Construction:** 1955

**Study Unit**

**Other**

**Architect:**

**Builder:**

**Engineer:**

**Property appears to meet criteria for the National Register of Historic Places:** No

**Property is located in a potential historic district (National and/or local):** Yes - National

**Property potentially contributes to a historic district (National and/or local):** No

**Statement of  
Significance**

With its original integrity of design and materials, feeling, and associations, this property appears to be a contributing resource to the Norwood V potentially eligible for listing on the National Register of Historic Places under Criterion C for possessing distinctive design characteristics and be architects. Its period of significance extends from 1951 to 1955. Norwood Village is a unique architect-designed, small, affordable post-WWII h that followed the national trend of suburban development and FHA merchant built communities. The L-shaped ranch houses with basements, h wide fireplaces reflect both the national trends, and also illustrate distinctive features of the Northwest Contemporary style. Norwood Village was designed by University of Washington faculty and renowned local architects Bassetti and Morse, and Chairelli and K

**Description of  
Physical  
Appearance**

This house is rectangular in shape with an integrated carport in front that makes the whole plan into an L-shape. The flat roof has wide projecti directly underneath the eaves. The windows are separated by the projecting beams of the roof. Prominent projecting beams are a theme of the located in the center of the house.

**Major  
Bibliographic  
References**

**Additional Photos for:**

**at** 12101 SE 26th St, Bellevue, WA



**View of** camera facing south-west **taken** 3/23/2005  
**Photography Neg. No (Roll No./Frame No.):**  
**Comments:**

**View of**  
**Photography Neg. No (Roll No./Frame No.):**  
**Comments:**

**View of**  
**Photography Neg. No (Roll No./Frame No.):**  
**Comments:**

**taken**

**View of**  
**Photography Neg. No (Roll No./Frame No.):**  
**Comments:**

**Historic Property  
Inventory Report for**

at 2601 121st St SE

**LOCATION SECTION**

Field Site No.: 1135 - 9

OAHP No.:

Historic Name:

Common Name:

Property Address: 2601 121st St SE

Comments:

County King Township/Range/EW T24R5na Section 9 1/4 Sec NW 1/4 1/4 Sec  Quadrangle

UTM Reference  
Zone: 10 Spatial Type: Point Acquisition  
Sequence: 1 Easting: 561856.84

Tax No./Parcel No.  
6205500460

Plat/Block/Lot

Supplemental Map

**IDENTIFICATION SECTION**

Survey Name: HRA 1135

Field Recorder: Rebecca Nielsen

Date Recorded: 4/14/2005

Owner's Name:

Owner Address:

City/State/Zip:

Classification: Building

Resource Status  
Survey/Inventory

Comments

Within a District? No

Contributing?

National Register Nomination:

Local District:

National Register District/Thematic Nomination Name:

**DESCRIPTION SECTION**

Historic Use: Unknown

Current Use: Domestic - Single Family House

Plan: L-Shape

No. of Stories: 1

Structural System: Unknown

Changes to plan: Intact

Changes to interior:

Style

Form/Type

Changes to original cladding: Intact

Changes to other:

Ranch

Single Family

Changes to windows: Intact

Other (specify):



View of camera facing west

Photography Neg. No (Roll No./Frame No.):

Comments:

**Historic Property  
Inventory Report for**

at 2601 121st St SE,

<b>Cladding</b> <u>Wood</u>	<b>Foundation</b> <u>Unknown</u>	<b>Roof Material</b> <u>Asphalt / Composition</u>	<b>Roof Type</b> <u>Flat with Ea</u>
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**NARRATIVE SECTION**

**Date Of Construction:** 1950

**Study Unit**

**Other**

**Architect:**

**Builder:**

**Engineer:**

**Property appears to meet criteria for the National Register of Historic Places:** No

**Property is located in a potential historic district (National and/or local):** Yes - National

**Property potentially contributes to a historic district (National and/or local):** No

**Statement of  
Significance**

This property appears to maintain its original footprint, design and materials and therefore would contribute to the Norwood Village. Norwood Village is listed on the National Register of Historic Places under Criterion C for possessing distinctive design characteristics and being associated with important events. Its significance extends from 1951 to 1955. Norwood Village is a unique architect-designed, small, affordable post-WWII housing community that reflected suburban development and FHA merchant built communities. The L-shaped ranch houses with basements, horizontal window bands, patios, and other features reflect national trends, and also illustrate distinctive features of the Northwest Contemporary style. Norwood Village was designed by University of Washington architects Bassetti and Morse, and Chairelli and Kirk.

**Description of  
Physical  
Appearance**

The flat roof projects on the northwest side to form a carport for this L-shaped house. Windows are placed high, under the eaves and are long and narrow and vertical. There is a door off the carport and a main entry door in the L of the house. A wood deck may have been a contemporary addition.

**Major  
Bibliographic  
References**

**Additional Photos for:**

**at 2601 121st St SE**



**View of** camera facing west **taken** 3/23/2005  
**Photography Neg. No (Roll No./Frame No.):**  
**Comments:**

**View of**  
**Photography Neg. No (Roll No./Frame No.):**  
**Comments:**

**View of**  
**Photography Neg. No (Roll No./Frame No.):**  
**Comments:**

**taken**

**View of**  
**Photography Neg. No (Roll No./Frame No.):**  
**Comments:**

**Historic Property  
Inventory Report for**

at 2535 121st St SE

**LOCATION SECTION**

Field Site No.: 1135 - 10

OAHP No.:

Historic Name:

Common Name:

Property Address: 2535 121st St SE

Comments:

County King Township/Range/EW T24R05na Section 9 1/4 Sec NW 1/4 1/4 Sec  Quadrangle

UTM Reference  
Zone: 10 Spatial Type: Point Acquisition  
Sequence: 1 Easting: 561841.32

Tax No./Parcel No.  
6205500450

Plat/Block/Lot

Supplemental Map

**IDENTIFICATION SECTION**

Survey Name: HRA 1135

Field Recorder: Rebecca Nielsen

Date Recorded: 4/14/2005

Owner's Name:

Owner Address:

City/State/Zip:

Classification: Building

Resource Status  
Survey/Inventory

Comments

Within a District? No

Contributing?

National Register Nomination:

Local District:

National Register District/Thematic Nomination Name:



View of camera facing west

Photography Neg. No (Roll No./Frame No.):

Comments:

**DESCRIPTION SECTION**

Historic Use: Unknown

Current Use: Domestic - Single Family House

Plan: L-Shape

No. of Stories: 1

Structural System: Unknown

Changes to plan: Intact

Changes to interior:

Style

Form/Type

Changes to original cladding: Intact

Changes to other:

Ranch

Single Family

Changes to windows: Intact

Other (specify):

**Historic Property  
Inventory Report for**

at 2535 121st St SE,

<b>Cladding</b> <u>Wood</u>	<b>Foundation</b> <u>Unknown</u>	<b>Roof Material</b> <u>Asphalt / Composition</u>	<b>Roof Type</b> <u>Flat with Ea</u>
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**NARRATIVE SECTION**

**Date Of Construction:** 1953

**Study Unit**

**Other**

**Architect:**

**Builder:**

**Engineer:**

**Property appears to meet criteria for the National Register of Historic Places:** No

**Property is located in a potential historic district (National and/or local):** Yes - National

**Property potentially contributes to a historic district (National and/or local):** No

**Statement of  
Significance**

This resource appears to be a contributing resource to the Norwood Village. It has maintained integrity in its design, materials, feeling, and association with the historic district. It is potentially eligible for listing on the National Register of Historic Places under Criterion C for possessing distinctive design characteristics and being the work of a significant architect. Its period of significance extends from 1951 to 1955. Norwood Village is a unique architect-designed, small, affordable post-WWII housing development that reflects the national trend of suburban development and FHA merchant built communities. The L-shaped ranch houses with basements, horizontal window placements, and flat roofs reflect both the national trends, and also illustrate distinctive features of the Northwest Contemporary style. Norwood Village was designed by the renowned local architects Bassetti and Morse, and Chairelli and Kirk.

**Description of  
Physical  
Appearance**

The garage faces the street on this one-story, L-shape ranch with a flat roof and wide projecting eaves. The single front door has a cement slab porch. On the east side there are a pair of single lite windows (probably sliders) placed high on the wall and wide horizontal windows made up of three lites on to the north end of the house.

**Major  
Bibliographic  
References**

**Additional Photos for:**

**at 2535 121st St SE**



**View of** camera facing west

**taken** 3/23/2005

**Photography Neg. No (Roll No./Frame No.):**

**Comments:**

**View of**

**Photography Neg. No (Roll No./Frame No.):**

**Comments:**

**View of**

**taken**

**Photography Neg. No (Roll No./Frame No.):**

**Comments:**

**View of**

**Photography Neg. No (Roll No./Frame No.):**

**Comments:**

**Historic Property  
Inventory Report for**

Norwood Village District

at Bellevue, WA

**LOCATION SECTION**

Field Site No.: 1135-0

OAHP No.:

Historic Name: Norwood Village District

Common Name: Norwood Village District

Property Address: Bellevue, WA

Comments:

County Township/Range/EW Section 1/4 Sec 1/4 1/4 Sec Quadrangle  
King T24R05na

UTM Reference

Zone: 10 Spatial Type: Point Acquisition:

Sequence: 1 Easting: 561681

Sequence: 2 Easting: 562069

Sequence: 3 Easting: 562047

Sequence: 4 Easting: 561823

Tax No./Parcel No.

Plat/Block/Lot

Supplemental Map

**IDENTIFICATION SECTION**

Survey Name:

Field Recorder: Rebecca Nielsen

Date Recorded: 4/14/2005

Owner's Name:

Owner Address:

City/State/Zip:

Classification:

Resource Status

Comments

Within a District? No

Survey/Inventory

Contributing?

National Register Nomination:

Local District:

National Register District/Thematic Nomination Name:

**DESCRIPTION SECTION**

Historic Use: Domestic - Village Site

Current Use: Domestic - Village Site

Plan:

No. of Stories:

Structural System:



View of 12115 SE 27th Street, Bellevue, WA, resou  
Norwood Village, camera facing southwest

Photography Neg. No (Roll No./Frame No.): 11

Comments:

**Historic Property  
Inventory Report for**

Norwood Village District

at Bellevue, WA

Changes to plan:	Changes to interior:	Style	Form/Type
Changes to original cladding:	Changes to other:		
Changes to windows:	Other (specify):		
Cladding	Foundation	Roof Material	Roof Type

**NARRATIVE SECTION**

Study Unit

Other

Date Of Construction:

Architect: Fred Bassetti and John M. Morse, and James J. Chairelli and

Builder:

Engineer:

Property appears to meet criteria for the National Register of Historic Places: Yes

Property is located in a potential historic district (National and/or local): Yes - National

Property potentially contributes to a historic district (National and/or local): No

**Statement of  
Significance**

Norwood Village is potentially eligible for listing on the National Register of Historic Places under Criterion C for possessing distinctive design with important local architects. Its period of significance extends from 1951 to 1955. Norwood Village is a unique architect-designed, small, affordable community that followed the national trend of suburban development and FHA merchant built communities (Ames and McFelland 2002). The L-shaped basements, horizontal window bands, patios, and wide fireplaces reflect both the national trends, and also illustrate distinctive features of the Northwest. Norwood Village was designed by University of Washington faculty and renowned local architects Bassetti and Morse, and Chairelli and Kirk. Kirk and Paul Thiry, received the AIA Seattle Medal, the highest accorded by peers. Both Kirk and Thiry were among the first generation of modernists in the Northwest, a language emphasizing revealed structure, natural materials and glass expanses in houses around Puget Sound" (Olson 2001). They ushered in a new residential design on the heels of Oregon's Pietro Belluschi and John Yeon Northwest Contemporary style. This regional fashion was characterized by a landscape, post-and-beam construction and the use of natural native woods." Japanese style on Northwest modern design in both architecture and landscape is apparent. Kirk once described his design as a fusion of Japanese and Native American design (Dodrill 2003). Kirk received a degree from the University of Washington and established his own firm in 1939, which later became Chiarelli & Kirk until 1960. Fred Bassetti formed Bassetti and Morse in 1947 and they worked until 1994 and his hand is evident in much of Seattle, including the Henry Jackson Federal Building, Gasworks Park, Woodland Park Zoo. The population of Bellevue grew rapidly during the 1950s and much of these developments were unplanned. From 1947 to 1950, University of Washington architects Johanson, Morse, Bassetti, Kirk, and Lovett drew Ranch-style houses for the well-heeled buyers. Norwood Village is among the small post-World War II communities. The Norwood Addition of Bellevue is a microcosm of national trends of suburbanization and transportation in the post-World War II era. It has characteristics of merchant builder construction with a Northwest design sensibility. It maintains integrity of location, design, setting, materials, and workmanship association.

**Description of  
Physical  
Appearance**

Construction for Norwood Village began in 1951 using five basic designs. Most of the homes are between 900 and 1500 square feet L-shaped ranch-style homes with basements and wide, multistory fireplaces. Norwood Village was designed around the hilltop with curvilinear streets that follow the contour of the hill, staggered along the streets and feature post-and-beam structural expression with integrated carports and white painted trim. Now with mature landscaping, a green, private environment. The development is bordered on the north by Woodridge addition, an early 1960s curvilinear subdivision; on the south by Renaissance addition; on the east by Deaverdale, a rectilinear late fifties-early sixties neighborhood; and on the west by I-405.

**Major  
Bibliographic  
References**

David L. Ames and Linda Flint McClelland, 2002. Historic Residential Suburbs: Guidelines for the Evaluation and Documentation for the National Historic Register. Electronic Document. [Http://www.cr.nps.gov/nr/publications/bulletins/suburbs/suburbs-start.htm](http://www.cr.nps.gov/nr/publications/bulletins/suburbs/suburbs-start.htm) Accessed April 22, 2005. U.S. Department of the Interior.

Beth Dodrill, 2003, The Problem of Modern Landscape Preservation. Preservation Seattle newsletter, August 2003.

Sheri Olson, 2001, An Accessible Aesthetic, electronic document: <http://seattletimes.nwsources.com/pacificnw/2001/0520/aesthetic.html>



**View of** 12109 SE 27th St., Bellevue, WA, resource in Norwood Village, camera facing west (and slightly north) **taken** 3/23/2005

**Photography Neg. No (Roll No./Frame No.):** 1135-4

**Comments:**



**View of** 12103 SE 27th St., Bellevue, WA, resource in Norwood Village, camera facing northwest

**Photography Neg. No (Roll No./Frame No.):** 1135-5

**Comments:**



**View of** 12117 SE 26th St., Bellevue, WA, resource in Norwood Village, camera facing south **taken** 3/23/2005

**Photography Neg. No (Roll No./Frame No.):** 1135-6A

**Comments:**



**View of** 12103 SE 26th St., Bellevue, WA, resource in Norwood Village, camera facing south

**Photography Neg. No (Roll No./Frame No.):** 1135-70

**Comments:**



**View of** 12101 SE 26th St., Bellevue, WA, resource in Norwood Village, camera facing southwest **taken** 3/23/2005

**Photography Neg. No (Roll No./Frame No.):** 1135-8

**Comments:**



**View of** 2535 121st St. SE, Bellevue, WA, resource in Norwood Village, camera facing west

**Photography Neg. No (Roll No./Frame No.):** 1135-10

**Comments:**



**View of** 2601 121st St. SE, Bellevue, WA, resource in Norwood Village, camera facing west **taken** 3/23/2005

**Photography Neg. No (Roll No./Frame No.):** 1135-9

**Comments:**



**View of** resources in Norwood Village, Bellevue, WA.

**Photography Neg. No (Roll No./Frame No.):**

**Comments:**



## Appendix E

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Wilburton Trestle Historic American Engineering Record Inventory Form

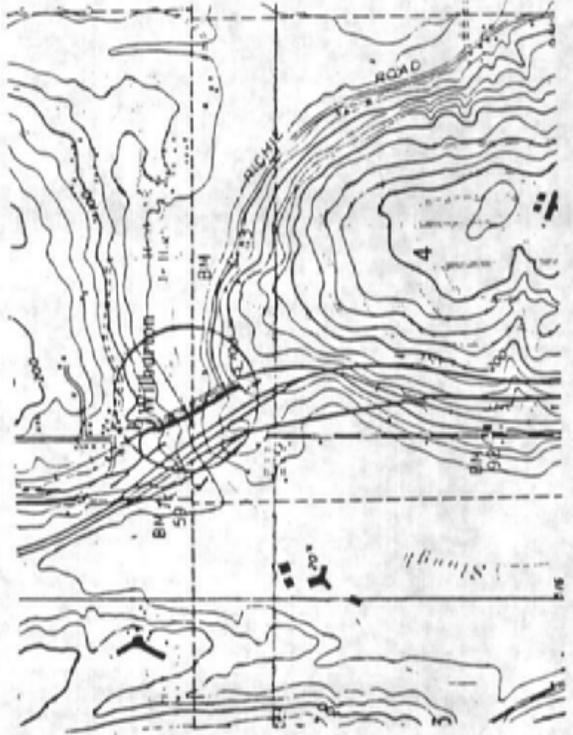


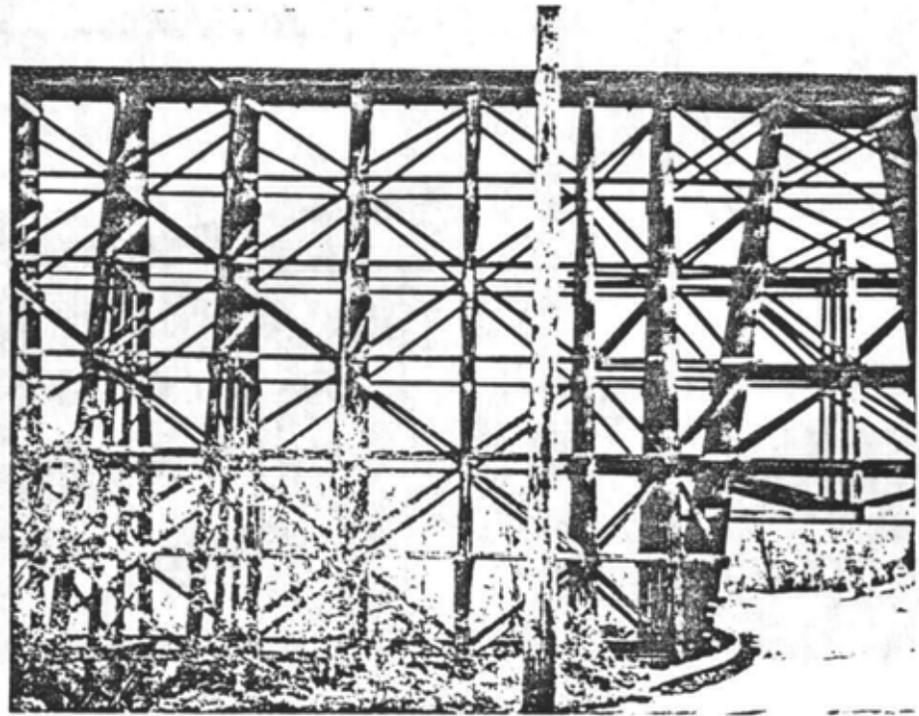




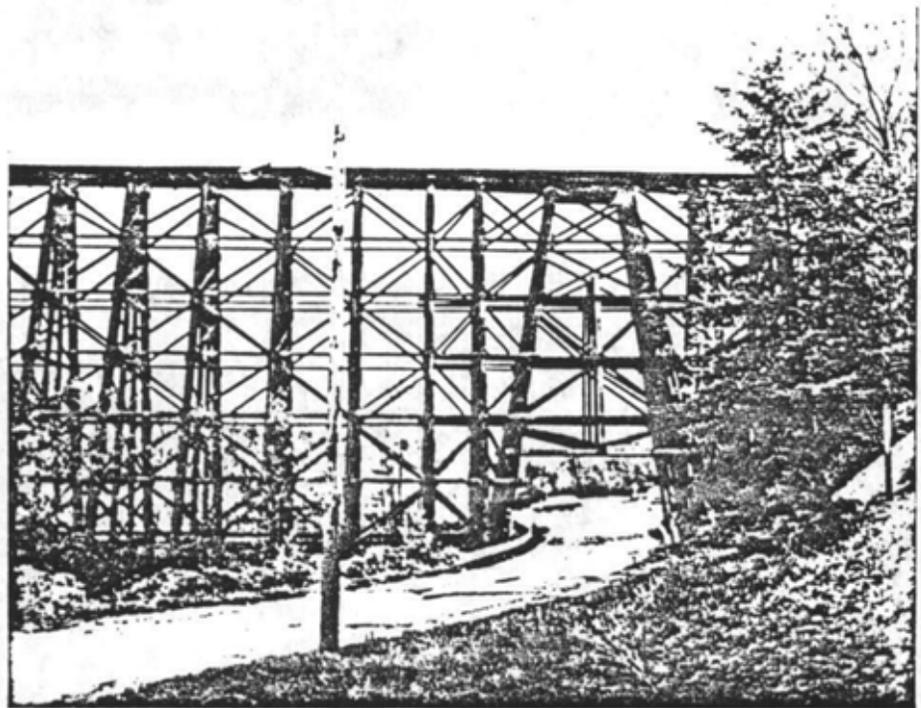
Wilburton Trestle

25. Photos and Sketch Map of Location

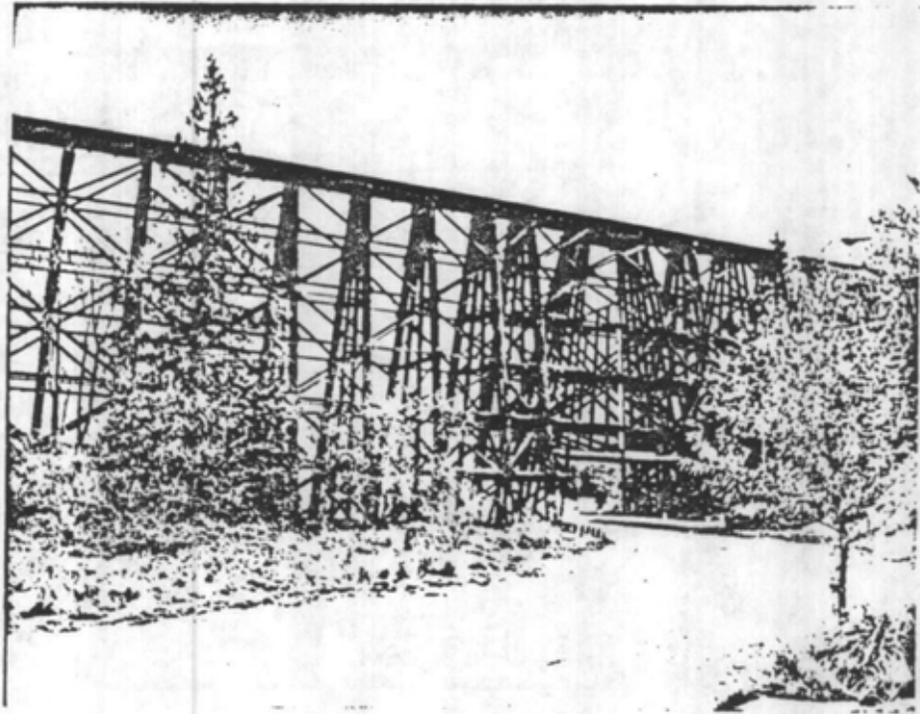




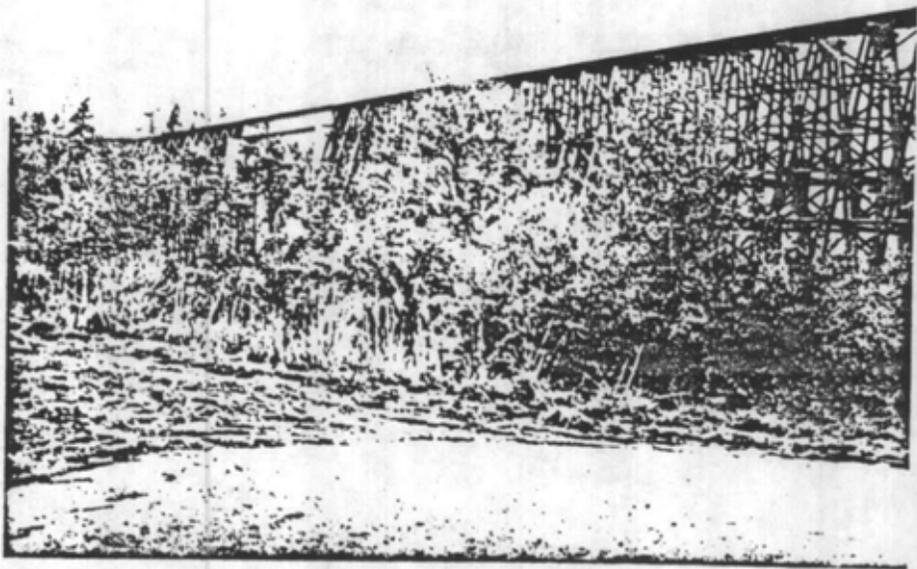
Wilburton Trestle



Wilburton Trestle



Wilburton Trestle



Wilburton Trestle