

CULTURAL RESOURCES REPORT COVER SHEET

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Satisfy a DAHP Archaeological Excavation Permit requirement? Yes # No

Were Human Remains Found? Yes DAHP Case # No

DAHP Archaeological Site #:

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Federal Way City Center Access Project Cultural Resources Technical Report

Submitted to:
Washington State Department of Transportation



Submitted by:
Historical Research Associates, Inc.
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Seattle, WA
December 2022



HISTORICAL
RESEARCH
ASSOCIATES, INC.

This project was implemented by HRA Principal Investigators Matthew Warren, PhD, and Chrisanne Beckner, MS, who meet the Secretary of the Interior's professional qualifications standards for archaeology and architectural history, respectively. This report is intended for the exclusive use of the Client and its representatives. It contains professional conclusions and recommendations concerning the potential for project-related impacts to cultural resources based on the results of HRA's investigation. It should not be considered to constitute project clearance with regard to the treatment of cultural resources or permission to proceed with the project described in lieu of review by the appropriate reviewing or permitting agency. This report should be submitted to the appropriate federal, state, and local review agencies for their comments prior to the commencement of the project.

Executive Summary

The City of Federal Way initiated the City Center Access Project (the Project) to determine what transportation system changes are needed to preserve future mobility in the City Center. The Federal Way City Center Core is designated as one of 29 regional growth centers identified in the Puget Sound Regional Council's Vision 2040. The purpose of the Project is to improve the economic vitality of the City Center and to improve the quality of life for people who work, play, and live in the city by increasing multimodal mobility and access to regional and local trips while protecting the integrity of the interstate system. Access and mobility are limited by congestion issues along South 320th Street between Pacific Highway South and Military Road South, including to and from Interstate 5 (I-5), and by the lack of multimodal facilities across I-5.

The South 324th Street Interchange Alternative 2I (Grade Separated Ramps + Roundabouts at South 324th Street) was identified as the alternative that best meets the purpose and need of the Project. Alternative 2I was recommended to the Federal Way City Council in November 2019 based on the results of alternatives analysis screening. The City Council agreed to move forward with Alternative 2I, which includes access modifications, roadway improvements, and nonmotorized improvements, and compatibility with other transportation projects in the region.

The Project is subject to approval by the Federal Highway Administration (FHWA) and is defined as a federal undertaking; therefore, compliance with Section 106 of the National Historic Preservation Act (NHPA) is required. On behalf of the Project, the Washington State Department of Transportation (WSDOT) and its consultant, Parametrix, contracted with Historical Research Associates, Inc. (HRA), for a cultural resources study of the project area. HRA prepared a Methods Memo in May 2022, and in association with WSDOT, recommended an area of potential effects (APE) for the Project that included the area of direct impacts (ADI) plus one parcel out (to no more than 500 feet [ft]), so that any visual effects on cultural resources would be taken into account. The Washington Department of Archaeology and Historic Preservation (DAHP) concurred on the Project's methodology and APE in June 2022 (Hanson 2022).

HRA's cultural resources study included archaeological and architectural inventories. The archaeological inventory included pedestrian survey and shovel probing within the ADI. HRA archaeologists encountered one historic-period archaeological site, a mid-twentieth century buried asphalt roadway, south of the intersection of 24th Avenue South and South 336th Street. The site was assigned the Smithsonian trinomial 45KI1662. No other archaeological resources were identified within the ADI. HRA recommends that Site 45KI1662 is not eligible for listing in the National Register of Historic Places (NRHP).

HRA's architectural historian, who meets the Secretary of the Interior's qualifications for architectural history, conducted background research on the APE and identified resources previously determined eligible for listing in the NRHP, the Calvary Lutheran Church, located at 2415 South 320th Street. in Federal Way, and a transmission line corridor including the Tacoma–Covington No. 2, Tacoma–Raver 1 & 2 No. 1, Tacoma–Covington No. 3, and Tacoma–Covington No. 4 Transmission Lines, which briefly pass through the APE. Additionally, HRA surveyed and

inventoried 26 architectural resources and recommends one additional resource, the Key Bank at 32400 Pacific Highway South, eligible for listing in the NRHP under Criterion C. However, HRA recommends that the Project, as proposed, will not adversely affect these historic properties. As the Project will not adversely affect cultural resources, HRA recommends a finding of *no adverse effect* for the Project. No further research is recommended.

Table of Contents

EXECUTIVE SUMMARY	i
1. INTRODUCTION	1
1.1 PROJECT DESCRIPTION	1
1.1.1 ACCESS MODIFICATIONS	1
1.1.2 SOUTH 324TH STREET ROADWAY IMPROVEMENTS	3
1.1.3 SOUTH 320TH STREET ROADWAY IMPROVEMENTS	3
1.1.4 NONMOTORIZED IMPROVEMENTS	3
1.1.5 DESIGN COMPATIBILITY	3
1.1.6 PROJECT PHASING	4
1.2 REGULATORY CONTEXT	5
1.3 AREA OF POTENTIAL EFFECTS	5
2. BACKGROUND RESEARCH	8
3. ENVIRONMENTAL CONTEXT	9
3.1 TOPOGRAPHY AND GEOLOGY	9
3.2 CLIMATE AND VEGETATION	10
4. CULTURAL CONTEXT	11
4.1 PRECONTACT BACKGROUND	11
4.2 ETHNOGRAPHIC BACKGROUND	12
4.3 HISTORIC CONTEXT	15
5. EXPECTATIONS FOR ARCHAEOLOGICAL RESOURCES	18
6. ARCHAEOLOGICAL AND ARCHITECTURAL FIELD STRATEGY AND METHODS	20
6.1 ARCHAEOLOGICAL FIELD STRATEGY AND METHODS	20
6.1.1 UTILITY LOCATES	20
6.1.2 ARCHAEOLOGICAL PEDESTRIAN SURVEY	20
6.1.3 ARCHAEOLOGICAL SUBSURFACE SURVEY	20
6.2 ARCHITECTURAL FIELD STRATEGY AND METHODS	21
6.3 CRITERIA FOR EVALUATION	21
7. INVENTORY RESULTS	23
7.1 ARCHAEOLOGICAL INVENTORY RESULTS	23
7.1.1 UTILITY LOCATES	23
7.1.2 PEDESTRIAN SURVEY	23
7.1.3 SUBSURFACE SURVEY	28
7.2 ARCHITECTURAL SURVEY RESULTS	30
7.2.1 2238 SOUTH 333RD STREET	32
7.2.2 31827 MILITARY ROAD SOUTH	35

7.2.3	3820 SOUTH 320TH STREET	37
7.2.4	3810 SOUTH 320TH STREET	40
7.2.5	3910 SOUTH 320TH STREET	42
7.2.6	1832 SOUTH 324TH PLACE	45
7.2.7	1703 SOUTH 324TH STREET	47
7.2.8	1720 SOUTH 324TH PLACE	50
7.2.9	1804 SOUTH 324TH PLACE	53
7.2.10	1814 SOUTH 324TH PLACE	55
7.2.11	1826 SOUTH 324TH PLACE	58
7.2.12	3802 SOUTH 321ST STREET	61
7.2.13	3812 SOUTH 321ST STREET	63
7.2.14	3820 SOUTH 321ST STREET	66
7.2.15	3828 SOUTH 321ST STREET	68
7.2.16	32615 PACIFIC HIGHWAY SOUTH	71
7.2.17	32530 PACIFIC HIGHWAY SOUTH	73
7.2.18	1617 SOUTH 324TH STREET	76
7.2.19	32400 PACIFIC HIGHWAY SOUTH	78
7.2.20	32002 MILITARY ROAD SOUTH	81
7.2.21	32411 PACIFIC HIGHWAY SOUTH	84
7.2.22	3014 SOUTH 320TH STREET	86
7.2.23	31209 32ND AVENUE SOUTH	87
7.2.24	31014 28TH AVENUE SOUTH	90
7.2.25	3126 SOUTH 320TH STREET	92
7.2.26	3112 SOUTH 320TH STREET	92
7.2.27	POTENTIAL HISTORIC DISTRICT	92
8.	CONCLUSIONS AND RECOMMENDATIONS	94
8.1	ARCHAEOLOGICAL RESOURCES	94
8.1.1	UNANTICIPATED DISCOVERY OF ARCHAEOLOGICAL RESOURCES	94
8.1.2	INADVERTENT DISCOVERY OF HUMAN REMAINS	94
8.2	ARCHITECTURAL SURVEY RESULTS	95
8.3	ASSESSMENT OF EFFECTS	95
8.3.1	KEY BANK	95
8.3.2	CALVARY LUTHERAN CHURCH	95
8.3.3	BPA TRANSMISSION LINES	96
9.	REFERENCES	97
	APPENDIX A. PEDESTRIAN SURVEY RESULTS	A-1
	APPENDIX B. SUBSURFACE SURVEY RESULTS	B-1
	APPENDIX C. SHOVEL PROBE TABLE	C-1
	APPENDIX D. ARCHITECTURAL INVENTORY RESULTS	D-1

APPENDIX E. ARCHAEOLOGICAL SITE FORM FOR 45KI1662	E-1
APPENDIX F. HISTORIC PROPERTY INVENTORY FORMS	F-1
APPENDIX G: CITY CENTER ACCESS PROJECT, FEDERAL WAY, WASHINGTON CULTURAL RESOURCES METHOD MEMO	G-1

List of Figures

Figure 1-1. Location of the City Center Access Project.	2
Figure 1-2. Aerial image of area of potential effects.	7
Figure 7.1-1. Representative example of disturbed secondary forest terrain present in different portions of the ADI; note the presence of dense understory vegetation and tree deadfall.	24
Figure 7.1-2. Maintained grass field setting along the east side of I-5 near the south end of the ADI, view north.	24
Figure 7.1-3. Example of the steep road prism of I-5 along its east side near the north end of the ADI, view southwest.	25
Figure 7.1-4. Springboard-notched stump observed within the easternmost portion of the ADI.	25
Figure 7.1-5. Buried asphalt road surface of Site 45KI1662, view south along site alignment.	26
Figure 7.1-6. Asphalt road surface of Site 45KI1662 exposed due to root growth disturbance.	27
Figure 7.1-7. Overview of typical soil profile within most of the ADI (disturbed secondary forest setting).	29
Figure 7.1-8. Overview of typical soil profile within the maintained grass field east of I-5 and north of S 336 th St.	29
Figure 7.1-9. Asphalt road surface of Site 45KI1662 exposed in SP 72.	30
Figure 7.2-1. 2238 South 333rd Street, view northeast.	33
Figure 7.2-2. 2238 South 333rd Street, view northwest.	33
Figure 7.2-3. 2238 South 333rd Street, 1969, King County Assessor, courtesy of the Puget Sound Regional Branch of the Washington State Archives.	34
Figure 7.2-4. 31827 Military Road South, view west.	35
Figure 7.2-5. 31827 Military Road South, view northwest.	36
Figure 7.2-6. 31827 Military Road South, 1947, King County Assessor, courtesy of the Puget Sound Regional Branch of the Washington State Archives.	36
Figure 7.2-7. 3820 South 320th Street, view northeast.	38
Figure 7.2-8. 3820 South 320th Street, view northwest.	38
Figure 7.2-9. 3820 South 320th Street, 1965, King County Assessor, courtesy of the Puget Sound Regional Branch of the Washington State Archives.	39
Figure 7.2-10. 3810 South 320th Street, view northwest.	40
Figure 7.2-11. 3810 South 320th Street, view north.	41
Figure 7.2-12. 3810 South 320th Street, 1959, King County Assessor, courtesy of the Puget Sound Regional Branch of the Washington State Archives.	41
Figure 7.2-13. 3910 South 320th Street, view northeast.	43
Figure 7.2-14. 3910 South 320th Street, view northwest.	43
Figure 7.2-15. 3910 South 320th Street, 1971, King County Assessor, courtesy of the Puget Sound Regional Branch of the Washington State Archives.	44
Figure 7.2-16. 1832 South 324th Place, view southwest.	45
Figure 7.2-17. 1832 South 324th Place, view southeast.	46
Figure 7.2-18. 1832 South 324th Place, undated, King County Assessor, courtesy of the Puget Sound Regional Branch of the Washington State Archives.	46
Figure 7.2-19. 1703 South 324th Street, view southwest.	48

Figure 7.2-20. 1703 South 324th Street, view southeast.	48
Figure 7.2-21. 1703 South 324th Street, undated, King County Assessor, courtesy of the Puget Sound Regional Branch of the Washington State Archives.	49
Figure 7.2-22. 1720 South 324th Place, view southwest.	51
Figure 7.2-23. 1720 South 324th Place, view southeast.	51
Figure 7.2-24. 1720 South 324th Place, 1986, King County Assessor, courtesy of the Puget Sound Regional Branch of the Washington State Archives.	52
Figure 7.2-25. 1804 South 324th Place, view west.	53
Figure 7.2-26. 1804 South 324th Place, view southeast.	54
Figure 7.2-27. 1804 South 324th Place, undated, King County Assessor, courtesy of the Puget Sound Regional Branch of the Washington State Archives.	54
Figure 7.2-28. 1814 South 324th Place, view northeast.	56
Figure 7.2-29. 1814 South 324th Place, view southeast.	56
Figure 7.2-30. 1814 South 324th Place, undated, King County Assessor, courtesy of the Puget Sound Regional Branch of the Washington State Archives.	57
Figure 7.2-31. 1826 South 324th Place, view northeast.	59
Figure 7.2-32. 1826 South 324th Place, view south.	59
Figure 7.3-33. 1826 South 324th Place, undated, King County Assessor, courtesy of the Puget Sound Regional Branch of the Washington State Archives.	60
Figure 7.2-34. 3802 South 321st Street, view north	61
Figure 7.2-35. 3802 South 321st Street, view northeast.	62
Figure 7.2-36. 3802 South 321st Street, 1959, King County Assessor, courtesy of the Puget Sound Regional Branch of the Washington State Archives.	62
Figure 7.2-37. 3812 South 321st Street, view northwest.	64
Figure 7.2-38. 3812 South 321st Street, view northeast.	64
Figure 7.2-39. 3812 South 321st Street, 1959, King County Assessor, courtesy of the Puget Sound Regional Branch of the Washington State Archives.	65
Figure 7.2-40. 3820 South 321st Street, view northeast.	66
Figure 7.2-41. 3820 South 321st Street, view northwest.	67
Figure 7.2-42. 3820 South 321st Street, 1959, King County Assessor, courtesy of the Puget Sound Regional Branch of the Washington State Archives.	67
Figure 7.2-43. 3828 South 321st Street, view north.	69
Figure 7.2-44. 3828 South 321st Street, view northeast.	69
Figure 7.2-45. 3828 South 321st Street, 1959, King County Assessor, courtesy of the Puget Sound Regional Branch of the Washington State Archives.	70
Figure 7.2-46. 32615 Pacific Highway South, view northwest.	71
Figure 7.2-47. 32615 Pacific Highway South, view southwest.	72
Figure 7.2-48. 32615 Pacific Highway South, 1986, King County Assessor, courtesy of the Puget Sound Regional Branch of the Washington State Archives.	72
Figure 7.2-49. 32530 Pacific Highway South, view south.	74
Figure 7.2-50. 32530 Pacific Highway South, view southeast.	74
Figure 7.2-51. 32530 Pacific Highway South, undated, King County Assessor, courtesy of the Puget Sound Regional Branch of the Washington State Archives.	75
Figure 7.2-52. 1617 South 324th Street, view southwest.	76
Figure 7.2-53. 1617 South 324th Street, view west.	77
Figure 7.2-54. 1617 South 324th Street, 1972, King County Assessor, courtesy of the Puget Sound Regional Branch of the Washington State Archives.	77
Figure 7.2-55. 32400 Pacific Highway South, view southwest.	79
Figure 7.2-56. 32400 Pacific Highway South, view northwest.	79
Figure 7.2-57. 32400 Pacific Highway South, undated, King County Assessor, courtesy of the Puget Sound Regional Branch of the Washington State Archives.	80

Figure 7.2-58. 32002 Military Road South, view southeast.	82
Figure 7.2-59. 32002 Military Road South, view south.	82
Figure 7.2-60. 32002 Military Road South, 1973, King County Assessor, courtesy of the Puget Sound Regional Branch of the Washington State Archives.	83
Figure 7.2-61. 32411 Pacific Highway South, view southwest.	84
Figure 7.2-62. 32411 Pacific Highway South, view southeast.	85
Figure 7.2-63. 32411 Pacific Highway South, 1981, King County Assessor, courtesy of the Puget Sound Regional Branch of the Washington State Archives.	85
Figure 7.2-64. The former location of 3014 South 320th Street, view west.	87
Figure 7.2-65. 31209 32nd Avenue South, view west.	88
Figure 7.2-66. 31209 32nd Avenue South, view northwest.	88
Figure 7.2-67. 31209 32nd Avenue South, 1970, King County Assessor, courtesy of the Puget Sound Regional Branch of the Washington State Archives.	89
Figure 7.2-68. 31014 28th Avenue South, view southeast.	90
Figure 7.2-69. 31014 28th Avenue South, view east.	91
Figure 7.2-70. 31014 28th Avenue South, 1958, King County Assessor, courtesy of the Puget Sound Regional Branch of the Washington State Archives.	91

List of Tables

Table 1.1.6-1. Anticipated Project Phasing.	4
Table 7-1. Surveyed Architectural Resources within the APE.	31
Table C-1. Shovel Probe Table.	C-3

1. Introduction

1.1 Project Description

The City of Federal Way initiated the City Center Access Project to assess what transportation system changes are needed to preserve future mobility in the City Center. The Federal Way City Center Core is designated as one of 29 regional growth centers identified in the Puget Sound Regional Council's Vision 2040. The purpose of the Federal Way City Center Access Project (the Project) is to improve the economic vitality of the City Center and to improve the quality of life for people who work, play, and live in the city by increasing multimodal mobility and access to regional and local trips while protecting the integrity of the interstate system. Access and mobility are limited by congestion issues along South 320th Street between Pacific Highway South and Military Road South, including to and from Interstate 5 (I-5), and by the lack of multimodal facilities across I-5. The location of the Project is depicted in Figure 1-1.

The City Center is served by South 320th Street and is bounded by South 312th Street on the north, South 324th Street on the south, I-5 on the east, and 11th Place South and 14th Avenue South on the west. The City's Comprehensive Plan identifies development of the City Center to include a mix of uses, such as the Performing Arts and Events Center, a public park, and a mix of high-density residential, commercial, office, educational, and civic uses. Access between I-5 and the land uses surrounding the City Center is primarily via the South 320th Street interchange with direct high-occupancy vehicle (HOV) lane access at the South 317th Street interchange that serves the Federal Way Transit Center. Sound Transit's Link Light Rail Transit (LRT) is being extended to Federal Way, with a station opening in the City Center currently scheduled in 2024. LRT is planned for extension to Tacoma in 2032.

The South 324th Street Interchange Alternative 2I (Grade Separated Ramps and Roundabouts at South 324th Street) was identified as the alternative that best meets the Purpose and Need of the Project. Alternative 2I was recommended to the Federal Way City Council in November 2019 based on the results of alternatives analysis screening. The City Council agreed to move forward with Alternative 2I.

Below is a description of the elements included in the Project's Preferred Alternative. This description is based on the preliminary design and is subject to change as design progresses.

1.1.1 Access Modifications

The Project includes a modified interchange at South 320th Street, with braided ramps and new access at South 324th Street. There are no new gore points along I-5, but the existing gore points north and south of the South 320th Street interchange will be relocated. The northbound off-ramp gore will move 2,100 feet (ft) south, the northbound on-ramp gore will move 150 ft north, the southbound off-ramp gore will move 550 ft north, and the southbound on-ramp gore will move 2,200 ft south.

All on-ramps from South 320th Street and South 324th Street will be metered and will not include HOV bypasses.

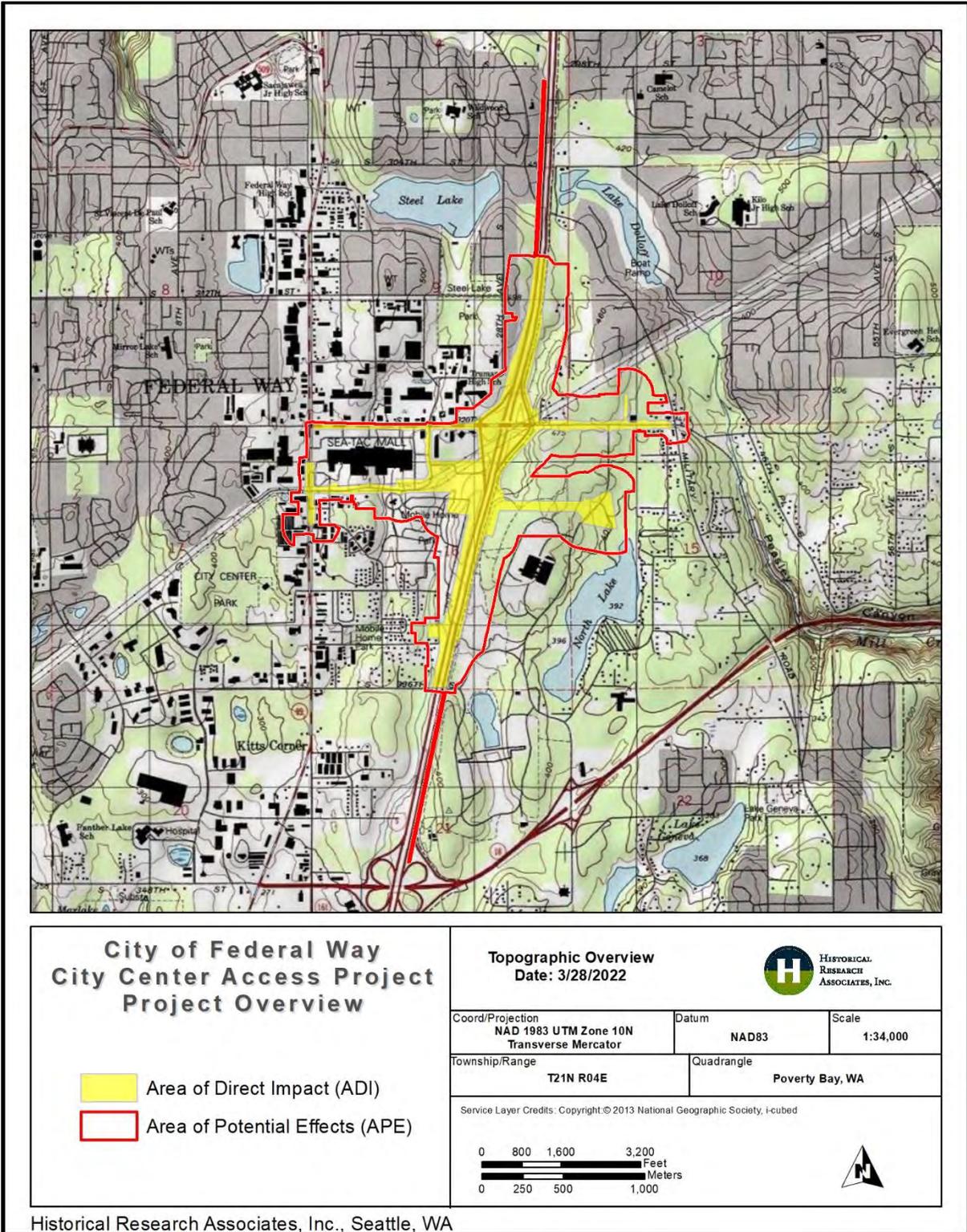


Figure 1-1. Location of the City Center Access Project.

1.1.2 South 324th Street Roadway Improvements

The Project includes a new two-lane bridge along South 324th Street, crossing I-5 and roundabouts at the ramp terminals. Both ramp terminals will have single-lane roundabouts with slip lanes in the northwest and southwest quadrants of the South 324th Street/I-5 southbound ramps intersection.

West of the new South 324th Street interchange, South 324th Street will be five lanes from State Route (SR) 99 to 23rd Avenue South and four lanes from 23rd Avenue South to I-5 southbound ramps. There will be a two-lane roundabout at the South 324th Street/23rd Avenue South intersection. The Project also includes intersection improvements at South 324th Street/SR 99 that will help manage westbound queues from the new interchange, including an additional southbound left-turn lane and an additional northbound right-turn lane.

East of the new South 324th Street interchange, South 324th Street will be three lanes from I-5 northbound ramps to Weyerhaeuser Way South, with a single-lane roundabout or a signal at South 324th Street/Weyerhaeuser Way South that will include a relocated access to the boat ramp.

1.1.3 South 320th Street Roadway Improvements

There are currently HOV lanes in both directions along South 320th Street between SR 99 and 20th Avenue South.

The Project includes HOV lanes on South 320th Street in both directions between 20th Avenue South and Military Road South to support future bus rapid transit (BRT) along South 320th Street included in the King County Metro long-range plan. Between 20th Avenue S and I-5 southbound ramps, a general-purpose lane in each direction will be converted to an HOV lane. Crossing I-5, between I-5 southbound ramps and I-5 northbound ramps, the South 320th Street bridge will be widened to include a new HOV lane in both directions and a lengthened left-turn lane for the I-5 southbound on-ramp. Between I-5 and Military Road South, South 320th Street will be widened to accommodate the added HOV lanes.

1.1.4 Nonmotorized Improvements

The Project includes nonmotorized improvements on both South 324th Street and South 320th Street. Between SR 99 and Weyerhaeuser Way South, there will be a shared-use path on the north side of South 324th Street and a sidewalk on the south side of South 324th Street. There is potential for the shared-use path to connect to the Bonneville Power Administration (BPA) Trail in the future. A shared-use path on the west side of 23rd Avenue South between South 324th Street and South 320th Street is included. The South 320th Street bridge crossing I-5 will have a sidewalk on the north and south sides. Between I-5 northbound ramps and Military Road. South, there will be a sidewalk on the north and south sides.

1.1.5 Design Compatibility

The project design accommodates the Sound Transit Federal Way Link Extension (FWLE) and Tacoma Dome Link Extension (TDLE) projects, BPA transmission tower relocations, and future widening of the I-5 corridor. The Sound Transit FWLE and TDLE Washington State Department

of Transportation (WSDOT) Compatibility Reports establish the WSDOT Compatibility Line, which the Project needs to adhere to. The roadway design incorporates input received from the City, WSDOT, and Sound Transit during design coordination meetings and submittal reviews.

Other design constraints and considerations include avoiding impacts to an existing bog, east of I-5, and avoiding the Tacoma Water transmission main, which crosses through the project area on South 320th Street, I-5 ramps and mainline, and 23rd Avenue South, and parallels South 324th Street. The project design has been coordinated with WSDOT, BP, King County Metro, Sound Transit and adjacent developments. The goal of the design is to minimize impacts while achieving the development goals and service needs in the area. The BP 14” Olympic Pipeline may be relocated away from the interchange. Other utilities within the project area include Lakehaven Water and Sewer District, Comcast, CenturyLink, Puget Sound Energy Electric and Gas, and Zayo Communications.

Further, within the Project’s area of direct impacts (ADI) are three barriers to fish passage (Site IDs 992364, 995299, and 995300), as identified by the Washington State Department of Fish and Wildlife (WDFW) and WSDOT. The project design includes the replacement of these three culverts, plus a privately owned culvert at Winged Foot Way (WDFW Site ID number 420614) that is directly connected to culvert 992364. Correction of the fish passage barriers, as proposed within this Project, has been determined to be necessary according to a federal permanent injunction requiring the State of Washington to accelerate fish barrier corrections for salmon and steelhead streams in the Puget Sound area and the WSDOT Fish Passage Performance Report (WSDOT 2021). Preliminary hydraulic design analyses are currently being conducted on the three barriers to determine appropriate fish passable structures for each location. Correction of fish passable barriers in the vicinity of the South 320th Street interchange is anticipated to begin in 2024/2025 prior to Phase 1 (see below for discussion of phasing). The construction of the fish passage culvert crossing South 324th Street may be included with Phase 1 (See table 1.1.6 below for phasing), if it is not constructed with the other fish passage improvements in 2024/2025.

1.1.6 Project Phasing

The design and construction of the City Center Access improvements will likely need to be phased due to funding limitations. The following table (Table 1.1.6-1) summarizes the anticipated project phases.

Table 1.1.6-1. Anticipated Project Phasing.

	Local Street Improvements and Connections	Ramp and Interchange Improvements
Phase 1	<ul style="list-style-type: none"> ◆ Construct new South 324th Street between 23rd Avenue South and I-5 southbound ramp intersections ◆ Improve South 324th Street and SR 99 intersection with added turn lanes 	<ul style="list-style-type: none"> ◆ Construct/revise I-5 southbound off ramps to South 320th St. and South 324th Street ◆ Construct/revise on ramps from South 320th Street and South 324th Street to I-5 southbound
Phase 2	<ul style="list-style-type: none"> ◆ Widen South 324th Street between SR 99 and 23rd Avenue South ◆ Construct new South 324th Street From I-5 southbound ramp intersection to 	<ul style="list-style-type: none"> ◆ Construct I-5 northbound off ramp to South 324th Street ◆ Construct portion of I-5 northbound off ramp to South 320th Street

Table 1.1.6-1. Anticipated Project Phasing.

	Local Street Improvements and Connections	Ramp and Interchange Improvements
	Weyerhaeuser Way South, including South 324th Street bridge and Weyerhaeuser Way S intersection	
Phase 3A	<ul style="list-style-type: none"> ◆ Replace South 320th Street bridge over I-5 ◆ Widen South 320th Street from I-5 southbound ramp intersection to Military Road South ◆ Restripe South 320th Street to provide HOV lanes from SR 99 to southbound ramp intersection 	<ul style="list-style-type: none"> ◆ Reconstruct South 320th Street loop ramp to I-5 northbound ◆ Construct the remaining portion of I-5 northbound off ramp to South 320th Street
Phase 3B	<ul style="list-style-type: none"> ◆ Local improvements associated with this Project are substantially complete 	<ul style="list-style-type: none"> ◆ Realign the I-5 northbound on ramp from South 320th Street ◆ Construct the I-5 northbound on ramp from South 324th Street

1.2 Regulatory Context

The Project is subject to approval by the Federal Highway Administration (FHWA) and is defined as a federal undertaking; therefore, compliance with Section 106 of the National Historic Preservation Act (NHPA) is required. Section 106 of the NHPA, as amended, requires federal agencies to identify and evaluate the effects of federally assisted undertakings on historic properties and consult with stakeholders to find agreed-upon ways to avoid, minimize, or mitigate adverse effects. Pursuant to the NHPA, as delegated authority by FHWA, WSDOT must complete a cultural resources inventory to be reviewed by the Washington Department of Archaeology and Historic Preservation (DAHP), affected federal agencies, and affected Tribes.

1.3 Area of Potential Effects

In support of the Project, WSDOT and Historical Research Associates, Inc. (HRA), prepared a methods memo for the Project that proposed an area of potential effects (APE). In June 2022, DAHP concurred with the methods memo and APE definition for the Project (Hanson 2022).

The APE includes the ADI for the Project, as well as immediately adjoining parcels (to no more than 500 ft), included so that visual effects on historic properties may be considered (Figure 1-2). Where project impacts were limited to striping or signage along I-5, the APE was limited to the ADI itself, as evident at the north and south ends of the APE. The ADI is defined as the project footprint and encompasses Alternative 2I design elements, the local road improvement elements, the transit improvement elements and the HOV improvement elements. The APE is located within Township 21 North, Range 4 East, Sections 9, 10, 15 16, 17, and 21 (Willamette Meridian), and is depicted on the U.S. Geographical Survey (USGS) Poverty Bay 7.5 min topographic quadrangle map (1983).

The ADI generally includes the following Project areas and adjacent parcels (except where project impacts are limited to striping or signage along I-5):

- I-5 right-of-way approximately 0.75 miles (mi) north of the South 320th Street overpass
- I-5 right-of-way approximately one mile south of South 320th Street overpass to South 336th Street
- Pacific Highway South right-of-way, approximately 0.4 mi south of South 320th Street just past the intersection with South 324th Street
- South 320th Street right-of-way from Pacific Highway South to Military Road South
- South 324th Street right-of-way from Pacific Highway South to 23rd Avenue South, and then extends through future right-of-way to Weyerhaeuser Way South
- 23rd Avenue South right-of-way between South 320th Street and South 324th Street

The majority of the ADI is covered by impervious surfaces (i.e., paved).

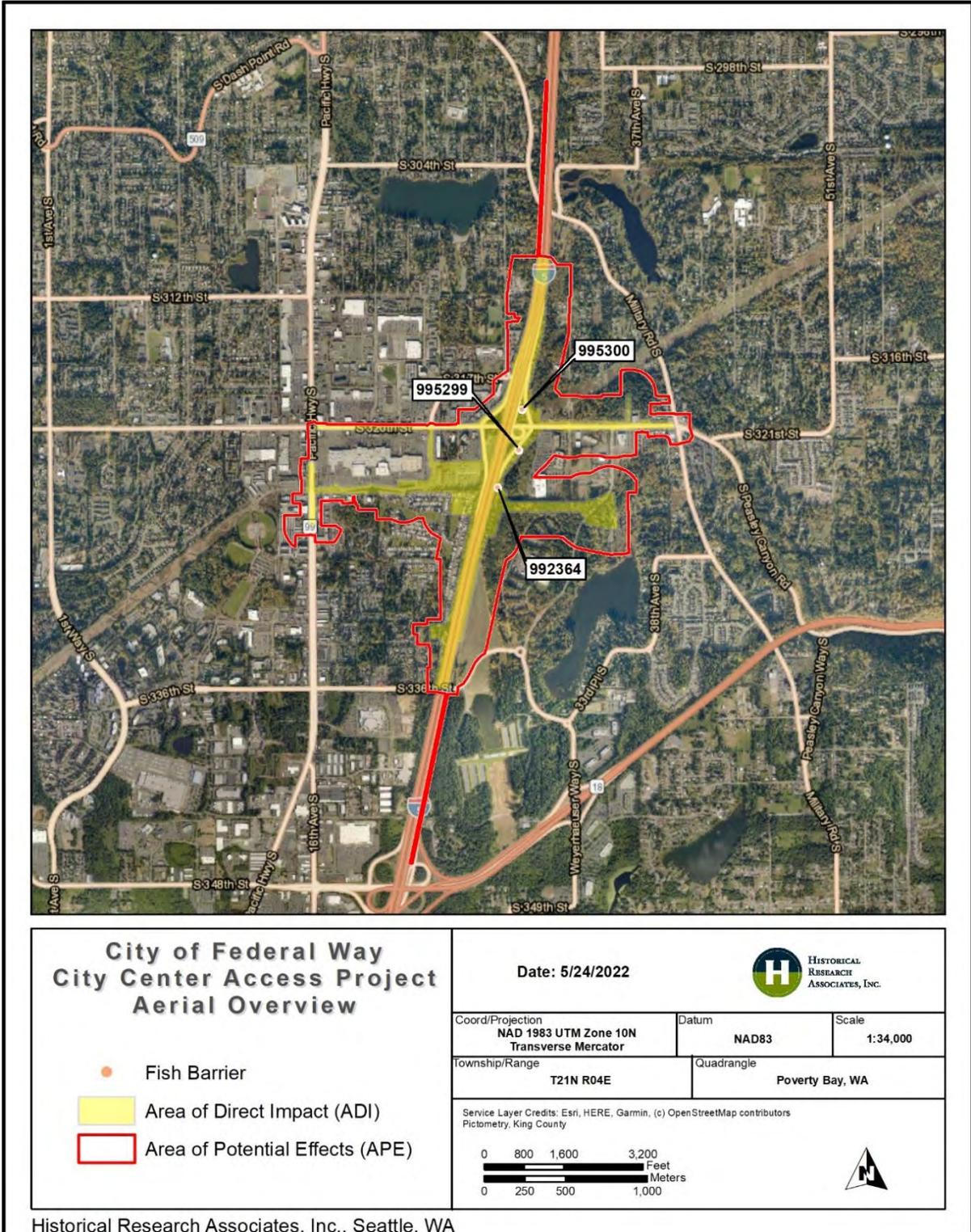


Figure 1-2. Aerial image of area of potential effects.

2. Background Research

The results of the archival research for the Project were described in the *City Center Access Project, Federal Way, Washington Cultural Resources Method Memo* (Beckner and Warren 2022). The reader is directed to that document for complete details (Appendix G).

3. Environmental Context

Environmental variables such as geology, climate, topography, fauna, and flora affect the way humans use the landscape. The information below presents the resources that would have been available to precontact and ethnographic-period groups inhabiting, seasonally frequenting, and traversing the APE and surrounding vicinity.

3.1 Topography and Geology

The APE is located along the I-5 corridor and adjacent roadways in the city of Federal Way in King County, Washington. The APE lies within the northern half of the Puget Trough Physiographic Province of western Washington. The north–south trough of the Puget Lowland separates the Olympic Mountains to the west from the Cascade Range to the east. This lowland region was carved out by glacial activity during the final period of Pleistocene glaciation of western Washington (the Vashon Stade) (Franklin and Dyrness 1973:17). As glaciers retreated at the end of the Pleistocene, the coastal and adjacent lowlands experienced isostatic rebound and were extensively colonized by new plant and animal communities.

The bedrock in the vicinity of the APE generally consists of Pleistocene-age continental glacial till. Exceptions to this include the land around the South 320th Street exit off I-5, which is characterized as Holocene artificial fill and modified land, while some adjacent lands along the east side of I-5 to the north and south of this exit are characterized as Quaternary bog, marsh, swamp, or lake deposits (WSDNR 2022). The U.S. Department of Agriculture (USDA) further specifies that soils within the APE are primarily characterized as Alderwood gravelly sandy loam, 0 to 30 percent slopes (78.2 percent); lower quantities of Arents, Alderwood material, 0 to 15 percent slopes (17.4 percent) and Everett-Alderwood gravelly sandy loams, 6 to 15 percent slopes (3.3 percent) are also present within the APE (USDA 2022).

A typical soil profile of Alderwood gravelly sandy loam consists of gravelly sandy loam from 0 to 7 inches below ground surface and very gravelly sandy loam from 7 to 59 inches below ground surface. This soil is moderately well drained, and the water table sits at about 18 to 37 inches below ground surface. A typical soil profile of Arents, Alderwood material consists of gravelly sandy loam from 0 to 26 inches below ground surface and very gravelly sandy loam from 26 to 60 inches below ground surface. This soil is moderately well drained, and the water table sits at about 16 to 36 inches below ground surface. A typical soil profile of Everett-Alderwood gravelly sandy loams consists of gravelly ashy sandy loam from 0 to 17 inches below ground surface, very gravelly sandy loam from 17 to 32 inches below ground surface, and very gravelly coarse sand from 32 to 60 inches below ground surface. This soil is moderately well drained, and the water table sits at about 18 to 37 inches below ground surface (USDA 2022).

The city of Federal Way in which the APE is located sits atop a gently rolling plateau with steep slopes that descend to Puget Sound in the west and the Green River Valley in the east. The plateau has an average elevation of approximately 300 ft above sea level, and is principally drained by Hylebos Creek, which flows into Puget Sound at Commencement Bay, and Dolloff Creek.

3.2 Climate and Vegetation

The APE is located within the *Tsuga heterophylla*, or western hemlock, vegetation zone. The dominant climax species in this zone include Douglas-fir (*Pseudotsuga meniesii*), western hemlock (*Tsuga heterophylla*), and western red cedar (*Thuja plicata*), with red alder (*Alnus rubra*) and big leaf maple (*Acer macrophyllum*) dominating in disturbed areas (Franklin and Dyrness 1973:72). Understory species commonly found in the forested areas of this zone include vine maple (*Acer circinatum*), Pacific rhododendron (*Rhododendron macrophyllum*), oceanspray (*Holodiscus discolor*), western yew (*Taxus brevifolia*), Pacific dogwood (*Cornus nuttallii*), red huckleberry (*Vaccinium parvifolium*), Oregon grape (*Mahonia nervosa*), salal (*Gaultheria shallon*), trailing blackberry (*Rubus ursinus*), devil's club (*Oplopanax horridus*), and creeping snowberry (*Gaultheria hispidula*) (Franklin and Dyrness 1973). The regional climate is characterized by cool summers and mild, relatively wet winters (Suttles 1990:17).

Although once densely forested with Douglas-fir, the APE was thoroughly logged in the early twentieth century. Due to the rapid urban growth of Federal Way and surrounding cities in the latter half of the twentieth century, emergent secondary forests of Douglas-fir, hemlock, cedar, red alder, and big leaf maple were subsequently felled. Patches of these forests remain in the area, however, along portions of the I-5 corridor and lightly developed adjacent areas (Caster 2004).

The APE is presently situated along the I-5 corridor in a thoroughly modified, urban and suburban setting. Significant portions of the APE include I-5 and other paved roadways in the commercial center of Federal Way and nearby neighborhoods. Other portions of the APE include areas of disturbed secondary forest along and adjacent to the road prism of I-5, much of which is dissected by small seasonal drainages, as well as a disturbed grass field setting directly east of I-5 and north of South 336th Street.

During the archaeological survey, HRA archaeologists observed that the forested areas within the APE consist primarily of Douglas-fir, big leaf maple, red alder, and cottonwood (*Populus trichocarpa*), with understories dominated by Himalayan blackberry (*Rubus armeniacus*) and sword fern (*Polystichum munitum*). Relatively less abundant understory vegetation includes trailing blackberry, vine maple, and salal. Grasses and scotch broom (*Cytisus scoparius*) predominate in the grass field environment along the east side of I-5 in the southeastern portion of the APE.

4. Cultural Context

4.1 Precontact Background

Based upon current scientific understandings of the archaeological record, early human occupations in the Pacific Northwest were characterized by highly mobile bands of broad-spectrum foragers. The widespread Clovis culture, the first archaeologically well-defined cultural complex in North America, has been dated to between 12,800 and 13,200 calibrated years before present (cal. B.P.) (Ames and Maschner 1999:65–66; Kirk and Daugherty 2007:13). Recent research suggests that large stemmed projectile points (i.e., Western Stemmed complex) may have been produced by populations predating Clovis (e.g., Jenkins et al. 2012). Such points have been identified at the Cooper’s Ferry site in western Idaho, which has been dated to between 16,560 and 15,280 cal. B.P. (Davis et al. 2019). These early Paleoindian cultures consisted of small, nomadic bands that specialized in hunting a variety of small- to large-sized game animals, including megafauna that went extinct across North America at the end of the Pleistocene (e.g., woolly mammoth [*Mammuthus primigenius*], mastodon [*Mammut americanum*], ancient bison [*Bison antiquus*]) (Kirk and Daugherty 2007:13).

In western Washington, examples from the Paleoindian period include the Manis Mastodon Site (45CA218) and the Bear Creek Site (45KI839). At the Manis Site, located approximately 63 mi northwest of the APE across Puget Sound near Sequim, a human-made bone point was found lodged in the ribs of a mastodon. Encountered within a peat bog, these remains provided clear evidence of early large-game hunting in the region (Waters et al. 2011). At the Bear Creek Site, located approximately 25 mi northeast of the APE in Redmond, a diverse stone tool assemblage was found dating to between approximately 12,500 and 10,000 cal. B.P. (Kopperl et al. 2015). This site appears to have been occupied for several thousand years and contained evidence of the procurement and processing of plant, mammal, and fish resources. Across other parts of Washington state, Western Stemmed and Clovis projectile points have also been found dating to this period (Beck and Jones 2010).

Following the Clovis period, early and middle Archaic populations across western Washington produced large, willow leaf-shaped (“Olcott” phase) projectile points, in addition to lanceolate points and scrapers (Ames and Maschner 1999; Kopperl et al. 2016; Nelson 1990:483). Similar projectile points have been found in sites from the Fraser River Valley in British Columbia down to the margins of the Columbia River, indicating the wide dispersal of related groups across the broader Northwest Coast during this period. Sites containing Olcott material are most commonly documented well inland from the coast along rivers, suggesting that these populations were likely still subsisting largely upon terrestrial plant and animal resources and had not yet developed the extensive reliance upon littoral food resources observed among later Coast Salish peoples (Kopperl et al. 2016; Nelson 1990:483).

Between approximately 6400 and 2500 cal. B.P., there was a gradual shift across the Northwest Coast to an increasingly heavy reliance on marine and riverine resources for subsistence. This shift was coincident with a general trend toward increasing sedentism as more sites were settled along river courses, estuaries, and productive marine environments (Ames and Maschner 1999:93–94;

Nelson 1990:483). During this period, which has been subdivided into the Early Pacific (6400–3700 cal. B.P.) and Middle Pacific (3700–2400 cal. B.P.), settlements began to be occupied on a seasonal basis. Larger, denser artifact concentrations have been identified within Early and Middle Pacific period sites, and deep shell middens have been dated to as early as 5,200 years ago (Larson and Lewarch 1995; Mierendorf 1986:57; Wessen 1988). It was during this time that coastal and neighboring inland communities developed their complex suites of lithic, bone, and antler tool technologies suited for marine mammal hunting, riverine fishing, and the further exploitation of terrestrial plant and animal resources (Ames and Maschner 1993:93–95; Blukis Onat et al. 1980:29–30; Kopperl et al. 2016:117–118). Early evidence of the use of marine littoral resources in the region, primarily shellfish, was encountered at the Dupont Southwest Site (45PI72), located approximately 22 mi southwest of the APE. Shell lenses, stone tools, and other faunal materials consistent with the use of the site for shellfish processing were encountered in deposits dating up to 6180 to 5930 cal. B.P. (Kopperl et al. 2016; Wessen 1988).

Along with steady population growth and increasingly intensive resource utilization across the broader Northwest Coast, Late Pacific (2400–200 cal. B.P.) archaeological sites in the region demonstrate the emergence of status differentiation and complex social hierarchies (Ames and Maschner 1999:95–96). Increased reliance on stored foods and controlled access to resources, including salmon and shellfish, also developed during this period. By this time, the general ethnographic pattern observed along the Northwest Coast had become well-developed, although these societies saw increasingly dramatic changes due to the arrival of Euroamerican explorers, traders, and settlers beginning in the late 1700s (Ames and Maschner 1999:95–96, 112).

Numerous shell midden sites have been recorded in the Puget Sound region that date to the past several thousand years. The West Point Sites (45KI428 and 45KI429), located at Discovery Park approximately 24 mi northwest of the APE, have been interpreted as long-term camping and food-processing activity areas (Larson and Lewarch 1995). Five distinct cultural components indicate use of the sites between 4200 and 200 cal. B.P. These sites included a number of personal items, including beads, bracelets, and labrets, which may be related to developing social inequality in the region (Ames and Maschner 1999). The West Point Sites also yielded a highly diverse tool kit, including bone as well as ground and chipped stone implements used for capturing and processing prey (Larson and Lewarch 1995). Their highly diverse faunal assemblages include sea mammals, fish, terrestrial mammals, birds, and shellfish, indicating exploitation of a number of available niches.

4.2 Ethnographic Background

The APE is located in the vicinity of the traditional territories of several historically prominent Native American tribes including the Puyallup, as well as the cultural ancestors of members of the Muckleshoot Tribe, such as the *Tkwakwamish* and *Smulkamish* (Smith 1940:8–11; Spier 1936:33–34; Suttles and Lane 1990:485, 487–488). The Puyallup inhabited a broad territory from the foothills of Mount Tahoma (Mount Rainier) down along the Puyallup River to its mouth at the present-day city of Tacoma (Puyallup Tribe of Indians 2022; Ruby and Brown 1992; Smith 1940; Suttles and Lane 1990). Puyallup peoples also made seasonal use of locations along the Carr Inlet and southern Vashon Island for resource harvesting purposes (Ruby and Brown 1992:166). The ancestral peoples of the present-day Muckleshoot lived across the Duwamish and Upper Puyallup watersheds from the Enumclaw Plateau to the south northward to the Seattle area. Their villages were located

primarily along the Green, White, and Duwamish Rivers (Muckleshoot Indian Tribe 2022). Like other Coast Salish peoples living in the Puget Sound region, the Puyallup spoke a dialect of Lushootseed, while the ancestral Muckleshoot spoke a related dialect known as Wholshootseed (Muckleshoot Indian Tribe 2022; Puyallup Tribe of Indians 2022).

The Puyallup, Muckleshoot, and other Indigenous peoples living along the eastern shore of Puget Sound and its tributary rivers belong to the anthropologically defined Coast Salish cultural group, which spans much of the area from the southern sound into southern British Columbia. Coast Salish culture was generally adapted toward the intensive utilization of marine and riverine resources (Suttles and Lane 1990). Coast Salish peoples spent the majority of the winter inside large longhouses made from cedar planks. These houses held large extended family groups as well as much of the food they would need for the cold winter months. The houses were often arranged into villages of two to five structures either near beaches or along important watercourses. Family connections and political alliances were cemented through a flexible system of exogamy (Haeberlin and Gunther 1930; Muckleshoot Indian Tribe 2022; Suttles and Lane 1990; Waterman and Greiner 1921). The winter was spent not only repairing and constructing tools needed in the upcoming harvesting season, but also in ritual storytelling, communal gatherings, and travel between villages. Families subsisted largely on processed and stored foods from the previous seasons, although hunting and fishing also took place (Ballard 1951:1:30–32; Smith 1940).

During spring, summer, and fall, Puyallup and ancestral Muckleshoot communities dispersed from their winter villages to hunt, fish, and gather plant foods for immediate consumption and winter storage (Haeberlin and Gunther 1930; Muckleshoot Indian Tribe 2022; Smith 1940). Summer camps usually consisted of small, temporary reed or grass-mat structures occupied by a single family, although several families might join together to build a larger mat house (Haeberlin and Gunther 1930; Suttles 1990; Suttles and Lane 1990). Like other Coast Salish peoples, the Puyallup and Muckleshoot relied heavily upon salmon and other fish for subsistence and utilized a diverse suite of technologies to harvest them in different settings. They made use of trolling, seine, and gill net technologies to harvest fish in Puget Sound, while weirs, nets, gaff hooks, harpoons, and spears were all employed in rivers (Suttles and Lane 1990:488–489).

Upland environments were visited for blacktail deer and elk hunting purposes using the bow and arrow, but also commonly provided Coast Salish peoples with a variety of plant resources such as berries, nuts, and root foods. Important locally harvested berries included salmonberry, thimbleberry, trailing blackberry, salal, and huckleberry. These were collected and cured along with meat, while camas and bracken fern roots were harvested and cooked in rock-lined pits (Roedel et al. 2003:11; Ruby and Brown 1992; Suttles and Lane 1990:488–489). Red cedar was arguably one of the most important plants to the Coast Salish, and it was used to make a wide array of items, including canoes, homes, baskets, and clothing. The stripping of bark from cedar trees may have been done in conjunction with the collection of berries, as cedar bark baskets were used ethnographically for collecting berries (Hollenbeck 1987). Prairies were also maintained across traditional Puyallup territory through intentional burning activities, which cleared the land and provided suitable habitat for game and camas bulbs (Puyallup Tribe of Indians 2022; Ruby and Brown 1992; Suttles and Lane 1990:489).

The traditional way of life for the Puyallup, Muckleshoot, and other Native groups was disrupted by Euroamerican contact, which ushered in changes, including settlement, agriculture, ranching, trade,

and wage labor (Cole and Darling 1990:131). Native populations in the region were decimated by at least one smallpox epidemic, only one of several European diseases that traveled long distances even in the absence of direct contact between Native Americans and Euroamericans (Suttles and Lane 1990). Several Native American reservations were established in the Puget Sound region in 1854 with the Treaties of Medicine Creek and Point Elliott. These reservations were a product of treaty negotiations between the United States, represented by Washington Territorial Governor Isaac Stevens, and the Puyallup, Nisqually, Squaxin, Duwamish, Suquamish, Snoqualmie, and other Native peoples. The treaties focused on severing Indian title to ancestral lands in return for a reservation, rights to hunt and fish in usual and accustomed places, and other considerations (Muckleshoot Indian Tribe 2021; Smith 1940; Wright 1997).

The reservations established through these treaties were poorly located and too small to fit the number of people forced to reside in them. Widespread discontent among the Nisqually, Puyallup, and other tribes on both sides of the Cascades with the terms of the treaties and the inadequate reservations they were granted led to the Indian Wars, which persisted in the region between 1855–1856. Following this turbulent period in Puget Sound history, the Puyallup, Nisqually, and Squaxin Island Reservations were expanded or relocated during renegotiations with Isaac Stevens at the 1856 Fox Island Council (Puyallup Tribe of Indians 2022). In 1857, Salish-speaking peoples living along the Green and White rivers who were not mentioned in the 1854 treaties, by that time consisting mainly of the *Stkamish*, *Skopamish*, and *Smulkamish*, were consolidated and moved onto the reservation referred to as “Muckleshoot” (Boswell 2017:15; Marino 1990:169; Ruby and Brown 1992:140). Under pressure from Euroamerican settlers moving into the region, many Duwamish and Upper Puyallup peoples relocated to the Muckleshoot Reservation as well (Muckleshoot Indian Tribe 2021, 2022). The name “Muckleshoot” is thought to have derived from “báqalšut,” the name of a prairie between the Green and White rivers (Muckleshoot Indian Tribe 2022; Suttles and Lane 1990:488).

Several ethnographically recorded Puyallup villages were located to the southwest of the APE, along the shore of Commencement Bay (present-day Tacoma) and across the Puyallup River watershed. These included the village of kahl-KAHL-awk, located at the former mouth of Wapato Creek in present-day Fife approximately 4 mi southwest of the APE. The village of s’HAWHT’l-ahbch was situated near the location at which the Hybelos Waterway drains into Commencement Bay, approximately 5 mi southwest of the APE. The village of SKWAHD-ahbsh was located near the confluence of Wapato and Simons Creeks approximately 5 mi south of the APE. The nearest Muckleshoot village, Yila’l-qo or Ila’l-qo (“striped water”), was a populous settlement comprised of approximately 17 buildings that was located at the former confluence of the Green and White Rivers approximately 6 mi east of the APE (Dailey 2020; Hilbert et al. 2001:48). Other ethnographically recorded place names in the region referred to creeks, prairies, and locations along major rivers. Near the APE, such locations include bəsqʷədis (“a place that has whales,” present-day Lake Dolloff), located approximately 0.1 mi east of the north end of the APE, and txʷspaŋxad (“swamp, marsh, bog, wetland,” present-day Mill Creek), which flows from the south end of Lake Dolloff and meets the Green River approximately 3.5 mi northeast of the APE. The location of the confluence of Mill Creek and the Green River was known as txʷspaŋxaducid (“place of the mouth of a swamp, bog, or wetland”) (Hilbert et al. 2001:141–144).

4.3 Historic Context

The first non-Native person to explore the Puget Sound region was Captain George Vancouver in 1792 who was greeted at the shore by Natives. The area that encompasses Federal Way may have been explored as early as 1824 by the Hudson's Bay Company. A trail used by the Indigenous peoples of the region ran north-south through the area, off which the company established a small trading post. Native Americans did not have winter villages in the Federal Way area; however, the area was seasonally inhabited by those who lived along the Green and White rivers (Stein 2003).

A survey was made to construct a road through the area connecting Fort Steilacoom and Fort Bellingham in the 1850s. The road used existing trails in many of its sections, including Federal Way. When the road was completed in 1860, it stretched from Pierce County to Seattle and was named Military Road after its intended use (Stein 2003). A survey map dating from 1863 does not depict the presence of settler land claims in the area at the time, but to the east of the APE, the Military and Telegraph Road was present (General Land Office [GLO] 1868). The first telegraph wire located in Washington Territory ran along Military Road through Federal Way (Historical Society of Federal Way [HSFW] 2015:6). Settlers were present in Seattle, Tacoma, and along Puget Sound during this time. Sam Stone, the first homesteader to settle in Federal Way, came in 1871. Stone settled in what is now the Redondo, which is located northwest of the APE. At the time the area was known as Stone's Landing and the nearby bay as Poverty Bay (as it is still called) (Stein 2003). Stone was joined by others who settled near the area's many small lakes, some of whom started sawmills to support local construction (HSFW 2015:11).

More settlers moved to the area and built the first school in 1880, which was located near Star Lake. Smaller communities called Adelaide and Buenna, located on the west side of what is now Federal Way, also built schools. African American pioneers John and Mary Conna arrived in Federal Way in 1883 and settled on a 157-acre homestead northwest of the APE near what is today the Weyerhaeuser King County Aquatic Center. John Conna later became the first African American political appointee in Washington Territory, as Assistant Sergeant of Arms of the Washington House of Representatives (HSFW 2015:11, Lacy 1998).

A USGS map from 1897 depicts the Federal Way area as sparsely developed, with limited settlement near Steel Lake, named after early settler Adelaide Steel, and Stone Landing (USGS 1897). Small farms and early sawmills slowly grew up alongside the region's lakes. In 1904, Charles Betts established the first store in the area at Stone's Landing.

By 1915, with the growing popularity of personal automobiles, construction began for U.S. Highway 99, which would allow travel along the length of the western coastline. By 1925, funds were in place to build the highway between Tacoma and Seattle, which was designed to run parallel to Military Road. The highway was officially opened for use in 1928 (Stein 2003). By 1929, the Federal Way community established its first school district, but for the next nine years, only one school served the community, teaching children from first through eighth grades. Those who wished to pursue a high school education commuted to neighboring cities (Green 2014).

Although development across the United States was minimal during the Great Depression and during World War II, development again picked up in the 1940s, and those traveling U.S. 99 soon found restaurants, diners, and hotels in today's Federal Way. A USGS map from 1949 depicts

Federal Way developing, adding new buildings and expanding its network of secondary roads. Pacific Highway (US 99) remained a major thoroughfare (USGS 1949).

A nationwide housing crisis followed the end of World War II, and the National Housing Agency in Washington, D.C., urged builders to construct new suburban developments. Planners, architects, and developers, aided by innovations like standardized lumber sizes and guidelines for small suburban housing units, began to build on sparsely developed land throughout the United States, including throughout King County (BOLA 2017).

As noted by historians:

Along with economy, quality was also highly important to the mid-century residential consumer. Developers made use of marketing tools to assure their homebuyers that their new homes were of a high caliber, and builder reputation was a strong selling point in planned communities and prefabricated homes. The pattern of planned communities evident in King County includes large suburban developments as well as incremental smaller-scale construction by a range of talented builder developers. . . . In the creation of each, there were individuals with skills to envision and realize the new developments, aided by available capital, supported by marketing programs in local media, while articles in shelter magazines helped raise consumer awareness. [BOLA 2017]

The growth in housing stock supported population growth in the region, and in November 1952, Federal Way's first known newspaper, the *Lakehaven Progress*, began to publish (HSFW 2015:53). Additionally, roadside attractions and shopping centers, including the Federal Shopping Way mall at the southwest corner of U.S. 99 and South 312th Street, grew up along Federal Way's roadsides. The mall opened in 1955, the first shopping mecca in the area and a precursor to a neighboring amusement park with rides, historic exhibits, and a narrow-gauge railroad (despite the owners' ambitious plans, the venture went bankrupt in 1962). In 1958, as infrastructure continued to improve, SR 18 was constructed, connecting Federal Way to Auburn and further tying the region together. Concurrently, private developers funded large industrial and residential projects, such as Ninelake Residential Park east of U.S. 99 at South 320th Street (HSFW 2015; Stein 2003).

With the boom in residential development came the need for increasing infrastructure. The Federal Aid Highway Act of 1956, a response to the soaring numbers of automobiles and their increased use, provided 90 percent of funding for a network of highways across the nation. In 1962, Governor Albert A. Rosellini opened the 13.5-mi stretch of I-5 from the Puyallup River to Midway. Subsequently, U.S. 99 was downgraded to a state highway and renamed SR 99 (Pacific Highway). The final segment of I-5 in Washington was completed in 1969, between Marysville and Everett (Dougherty 2010).

A USGS map from 1961 depicts I-5 in its present configuration with associated development spreading along its route through Federal Way (USGS 1961). With the interstate came more residential development in the community of Federal Way, and more schools were added to meet the need in 1968. Additionally, the timber industry's Weyerhaeuser Corporation established its headquarters in Federal Way in the 1970s. The 430-acre piece of land established for the headquarters was known as the east campus. Part of the Project's APE crosses into this campus on its south and west sides (Stein 2003).

In 1975, the Commons at Federal Way (formerly SeaTac Mall) opened at the north end of the APE between SR 99 and I-5, attracting 20,000 enthusiastic visitors in its first week. In 1976, the SeaTac Village Shopping Center opened to the west of the mall, across SR 99, and in 1979, a 798-car, 5.62-acre park-and-ride lot opened off I-5 at South 320th Street within the APE. At the time, it was the largest such lot in Washington. Other large developments, including the Wild Waves Pool at Enchanted Village, which remains visible northeast of the APE and east of I-5 today; St. Francis Community Hospital; and a Federal Way Costco store were constructed north of the APE in the 1980s (HSFW 2015; Stein 2003).

In spite of midcentury development, Federal Way was slow to incorporate. In 1971, a proposal to incorporate Federal Way as a city was overwhelmingly rejected by voters. Similarly, incorporation was voted down again in 1981 and 1985. The 1980s proved to be a time of further development and growth within the city with the addition of many business campuses and condominiums. Recreation offered by the city also spurred tourism. In 1990, after a fourth attempt, voters approved incorporation for Federal Way (Stein 2003). Federal Way continued to develop during the 1980s and 1990s, particularly in the northwestern areas. The western half of the APE however, stayed much the same during this time (USGS 1981, 1997). The area east of I-5, south of South 320th Street began development between the years of 1998 and 2002 with buildings and parking lots continuously added over the years (NETROnline 1998, 2002, 2011, 2019).

5. Expectations for Archaeological Resources

Based on the background research presented above, HRA developed probabilities for precontact and historic-period archaeological resources in the APE. These expectations assisted in developing the archaeological survey methodology.

HRA expected a low likelihood of encountering precontact archaeological resources during the pedestrian and subsurface survey. The DAHP predictive model generally indicates a low to moderately low risk of encountering archaeological resources within the APE. The surface geology within the APE is predominantly classified as late Pleistocene glacial till and Holocene artificial fill and modified land. Pleistocene-age glacial till deposits have little to no potential to contain deeply buried archaeological resources, as does terrain comprised of relatively recent fill. While Quaternary bog, marsh, swamp, or lake deposits are also present in small portions of the APE, any precontact cultural resources within such environments would likely have been disturbed by the extensive regional logging activities that occurred during the early twentieth century or the extensive infrastructural developments (e.g., the construction of I-5 and adjacent roadways, utility installation) that subsequently occurred across the Federal Way area. The project area is within 5–6 mi of several ethnographically recorded Puyallup and Muckleshoot village sites along Commencement Bay, its tributaries, and the Green River, but these villages were located along and at the mouths of rivers and creeks below the low plateau on which the APE is located. While the ethnographic record of local Native American land use suggests that the upland environment would have been used principally for hunting and berry gathering, no precontact archaeological resources were previously recorded within the APE. Precontact archaeological resources within the APE could include lithic, bone, and shell artifacts, as well as features such as hearths (e.g., fire-modified rock, charcoal, burnt earth).

HRA expected a moderately low likelihood of encountering historic-period archaeological resources within the APE. Historic-period maps depicting the local area indicate that roads were being constructed through at least the northern half of the APE by the end of the nineteenth century, and that residential development of the area was well underway by the mid-twentieth century. While the remains of domestic or farming activities may be present within the APE, any such archaeological resources could have been disturbed through the several periods of logging to which local forests have been subjected since the early twentieth century, as well as through later road construction, utility installation, and other urban development efforts. Historic-period archaeological resources within the APE could include low-fired and bisque ceramics with subdued colors, or blue/pink willow-like design; thick-bodied pieces, indicating crockery, non-tempered glass, violet-colored glass, stopper-topped glass jars or bottles, press-capped (cork gasket liner) heavy-walled soda bottles (not twist-top, thin-walled), zinc and vitreous glass-lidded glass canning jars with colored body; miscellaneous fragments of metal (or plated) clothing closures (buttons, hooks and eyes, and suspender fittings, but not zippers); sawed animal bone, bakelite, celluloid, glass and shell buttons (but no nylon or polystyrene); enameled ironware; punch-opened and solder-sealed beverage cans,

solder-sealed food tins, general lack of thin-walled aluminum and welded steel cans; older automotive parts; and knob-and-tube electrical insulators, and features such as building foundations.

6. Archaeological and Architectural Field Strategy and Methods

6.1 Archaeological Field Strategy and Methods

6.1.1 *Utility Locates*

The State of Washington requires that consultants/contractors call for utility locates prior to conducting ground-disturbing fieldwork that includes disturbance over 1 ft below the surface (RCW 19.122). HRA submitted utility locate requests (ticket numbers 22382637, 22382667, 22382712, 22382713, 22385299, 22385300, 22385301, and 22385304) for the ADI on August 29 and 30, 2022, providing the locate services with documentation in the form of a map and accompanying text description to complete the survey and determine whether utilities have been installed in the portions of the ADI suitable for shovel probing.

6.1.2 *Archaeological Pedestrian Survey*

HRA conducted an archaeological pedestrian survey and marked areas within the ADI suitable for shovel probing on August 26 and 29, 2022. The portions of the ADI in which archaeological survey occurred were limited to areas that were unpaved, not graveled, and in which no surface utilities were evident, as previously determined in the *City Center Access Project Phase I, Federal Way, Washington Cultural Resources Method Memo* (Beckner and Warren 2022). Archaeologists walked in transects spaced at 20-meter (m) intervals within these previously designated portions of the ADI and marked the boundaries of areas suitable for shovel probing with white spray paint. Suitability for shovel probing was based on factors such as the slope of the local terrain and accessibility, as well as the presence of excessive tree deadfall in wooded areas, gravel or pavement, and utilities at ground surface. During the survey, the archaeologists sought out and examined ground exposures (e.g., ditches, molehills) looking for exposed archaeological materials. The archaeologists took photographs using a digital camera to document notable features within the ADI.

6.1.3 *Archaeological Subsurface Survey*

HRA excavated shovel probes (SPs) (subsurface survey) to further assess the presence or absence of buried cultural materials. Individual SP locations were assigned at the discretion of the field director based on the Project's design, topographic circumstances, and other field observations. SPs measured 30–40 centimeters (cm) in diameter and were terminated when they reached a depth of approximately 50 cm below surface (bs). Following the guidelines for excavating in the vicinity of buried utilities, no SPs were excavated within 3 ft of a marked buried utility. HRA archaeologists screened excavated sediment through 1/4-inch hardware cloth and documented the sediment observed in each SP on standard HRA SP forms. Observations included but were not limited to color, sediment grain size, presence of gravels, evidence of disturbance, and presence of cultural

materials. The archaeologists backfilled the SP holes upon completion of documentation and noted their locations using the Apple iPad and paired Trimble R1 GNSS Receiver.

6.2 Architectural Field Strategy and Methods

HRA conducted architectural survey and inventory of built-environment resources within the APE in accordance with its approved methodology. HRA surveyed and inventoried resources built in 1977 or earlier, as they may reach the age of 50 years (the general age threshold for eligibility for listing in the NRHP) by the time the Project is complete.

In September and October 2022, HRA Senior Architectural Historian, Chrisanne Beckner, MS, who meets the Secretary of the Interior's (SOI) professional qualifications for architectural historians, collected digital photographs and field notes for all surveyed resources from the public ROW, documenting such details as form, materials, style, evidence of alteration, and use. Field data was combined with archival research results, including data from local histories, archival collections of newspapers, maps, and photographs, and King County Assessor's data gathered from the Puget Sound Regional Branch of the Washington State Archives. Archival and field data were used to evaluate all surveyed resources against all NRHP criteria for listing, resulting in NRHP-eligibility recommendations for all surveyed resources, as per DAHP's *Washington State Standards for Cultural Resource Reporting*, as amended in 2022. Results are recorded in Section 7.2 and in historic property inventory (HPI) forms in DAHP's WISAARD database (Appendix F).

6.3 Criteria for Evaluation

HRA evaluates resources using the following guidelines established by the National Park Service (NPS). To be individually eligible for listing in the NRHP, a property must be significant within a historic context. To evaluate significance, the following five things must be determined:

1. The facet of prehistory or history of the local area, state, or nation that the property represents;
2. Whether the facet of history is significant;
3. Whether it is a type of property that has relevance and importance in illustrating the historic context;
4. How the property illustrates that history; and
5. Whether the property possesses the physical features necessary to convey the aspect of history with which it is associated (NPS 1997).

The significance (items 1 through 3 above) of a resource must be established before assessing integrity (items 4 and 5). The significance of a resource within its historic context must relate to one or more of the following criteria:

- A. Under Criterion A, properties can be determined eligible for listing in the NRHP if they are associated with events that have made a significant contribution to the broad patterns of our history.

- B. Under Criterion B, properties can be determined eligible for listing in the NRHP if they are associated with the lives of persons significant in our past (i.e., persons whose activities are demonstrably important within a local, state, or national context).
- C. Under Criterion C, properties can be determined eligible for listing in the NRHP if they embody the distinctive characteristics of a type, period, or method of construction, represent the works of a master, or possess high artistic values, or represent a significant and distinguishable entity whose components may lack individual distinction (i.e., are part of a district). Discrete features, a particular building for example, may best be documented under this Criterion, though collections of resources may also have significance under Criterion C for architecture or engineering association.
- D. Under Criterion D, properties may be eligible for the NRHP if they have yielded, or may be likely to yield, information important in history. To be eligible under Criterion D, the property must have, or have had, information to contribute to our understanding of human history and that information must be considered “important” (NPS 1997). Most commonly applied to archaeological sites, buildings, structures, and objects may be eligible under Criterion D if they are the principal source of information.

Integrity is the ability of a property to convey its significance. To be eligible for the NRHP, a property must not only be shown to be significant under NRHP criteria (A–D above), but it must also have integrity. The evaluation of integrity is grounded in an understanding of a property’s physical features and how they relate to its significance. Historic properties either retain integrity (that is, convey their significance) or they do not. To retain integrity, a property will always possess several, and usually most, of the seven aspects of integrity, which are:

- Location. Location is the place where the historic property was constructed or the place where the historic event occurred.
- Design. Design is the combination of elements that create the form, plan, space, structure, and style of a property.
- Setting. Setting is the physical environment of a historic property.
- Materials. Materials are the physical elements that were combined or deposited during a particular period of time and in a particular pattern or configuration to form a historic property.
- Workmanship. Workmanship is the physical evidence of crafts of a particular culture or people during any given period in history or prehistory.
- Feeling. Feeling is the property’s expression of the aesthetic or historic sense of a particular period of time.
- Association. Association is the direct link between an important historic event or person and a historic property (NPS 1997:44–45).

7. Inventory Results

7.1 Archaeological Inventory Results

On August 26 and 29, 2022, HRA archaeologists Matthew Warren, PhD, and Taylor Harriman, MA, completed the pedestrian survey within the ADI. On September 6–8, 2022, Warren, Harriman, Joe Gluck, BA, and Ryan Oser, BA, completed the subsurface survey within the ADI. The archaeologists observed two springboard-notched tree stumps and one segment of buried asphalt roadway (Site 45KI1662) during the pedestrian and subsurface surveys.

7.1.1 *Utility Locates*

Underground utilities were indicated as present within portions of the ADI, including water mains, sewer and gas pipes, and fiber optic and utility lines. These locations were consequently avoided during shovel probing activities.

7.1.2 *Pedestrian Survey*

Archaeologists walked transects at 20-m intervals within the previously designated archaeological survey portions of the ADI, except for inundated marshland areas, areas too steep to safely traverse on foot, and in private parcels to which landowners had not granted HRA access (Appendix A). The weather was sunny and dry. Ground-surface visibility was generally low throughout the entire ADI due to its paved, grass field, and densely forested settings. Overall, the terrain within the ADI has been heavily modified by modern freeway and adjacent urban road construction, landscaping, and utility installation activities. Much of the ADI consists of paved roadway and patches of disturbed secondary forest along I-5 and adjacent roadways. Within these forest patches, dense understory brush and deadfall were abundant across both sloped and relatively flat areas (Figure 7.1-1). A portion of the ADI along the east side of I-5 comprises an expansive, maintained grass field north of South 336th Street (Figure 7.1-2). The road prism along I-5 is extremely steep and unnavigable in some portions of the ADI, particularly along its northeastern boundary (Figure 7.1-3). These steep areas were noted and subsequently avoided during the following shovel probing phase of the fieldwork. Other portions of the ADI that were noted as unsuitable for shovel probing included areas that were inaccessible or treacherous to navigate on foot due to surrounding slopes or excessive tree deadfall, paved or gravel-covered areas, and locations in which utilities were present at ground surface.



Figure 7.1-1. Representative example of disturbed secondary forest terrain present in different portions of the ADI; note the presence of dense understory vegetation and tree deadfall.



Figure 7.1-2. Maintained grass field setting along the east side of I-5 near the south end of the ADI, view north.



Figure 7.1-3. Example of the steep road prism of I-5 along its east side near the north end of the ADI, view southwest.

Two springboard-notched tree stumps were observed during the pedestrian survey but not recorded as archaeological resources (Figure 7.1-4), as such features are ubiquitous across western Washington. Abundant modern garbage consisting primarily of plastic wrappers and glass bottles was observed throughout the ADI.



Figure 7.1-4. Springboard-notched stump observed within the easternmost portion of the ADI.

Site 45KI1662

One archaeological resource, assigned the Smithsonian trinomial 45KI1662, was recorded in a narrow, vegetated area within the ADI during the survey. The site consists of a segment of mostly buried, degraded asphalt road surface approximately 15 ft wide (Figure 7.1-5). The road surface runs directly beneath a modern road at its north end at a depth of approximately 6 inches below the modern road surface and extends approximately 150 ft to the south, where it terminates at its intersection with a drainage canal that parallels the course of I-5 and varies in depth between approximately 1 and 3 ft. Most of the road surface is shallowly buried under a thin O horizon at a depth of up to 6 inches and has been disturbed since its abandonment by the extensive root systems of trees growing on and adjacent to it. Tree roots growing beneath it have forced portions of the asphalt road above the surrounding ground surface in several locations (Figure 7.1-6). While the depth of the roadbed was not evident, the asphalt layer was determined to be up to 1 inch thick. Site maps are included in the archaeological site form (Appendix E).



Figure 7.1-5. Buried asphalt road surface of Site 45KI1662, view south along site alignment.



Figure 7.1-6. Asphalt road surface of Site 45KI1662 exposed due to root growth disturbance.

Historic maps of the local area indicate that the original north–south alignment of the road was constructed between 1936 and 1949. This segment of the road was in use until at least 1955 (Metsker 1936; Thomas Bros. 1955; USGS 1949). It was evidently abandoned during the construction of I-5, which opened to the public in 1962 (Stein 2003). The new interstate’s road prism overlay most of the abandoned road segment and it does not appear on a 1961 USGS map (USGS 1961). Therefore, Site 45KI1662 is identified as a portion of this abandoned road segment. The present-day road surface at the north end of the site appears to directly overlay up to approximately 75 ft of the original alignment.

Evaluation

On the basis of the criteria outlined in Section 6.3, HRA recommends archaeological site 45KI1662 not eligible for listing in the NRHP.

The site lacks any demonstrable association with events that have made a significant contribution to the history of mid-twentieth century settlement in the Federal Way area (Criterion A) or with the lives of significant historic local persons (Criterion B). While the site may still embody the distinctive characteristics of a typical mid-twentieth century suburban roadway, it does not evidently represent the work of a master, possess high artistic value, or represent a significant and distinguishable entity whose components may lack individual distinction (Criterion C). The site was constructed of commonly used road material (asphalt surface) and is unlikely to answer important research questions or yield information about human history that can only be answered by the actual physical material, design, construction methods, or interrelation of these resources (Criterion D).

Site 45KI1662 is heavily deteriorated from abandonment, lack of maintenance, and the extensive growth of trees and shrubs on and adjacent to it since its abandonment. The site retains integrity of location and materials from its period of construction circa 1936–1949. However, other aspects of integrity necessary to be eligible for listing in the NRHP have been significantly compromised since its abandonment and subsequent degradation as secondary forest vegetation grew on and around it, including its integrity of design, setting, workmanship, feeling, and association. As the site does not meet NRHP criteria and has suffered an irretrievable loss of integrity, it is recommended as not eligible for listing in the NRHP.

7.1.3 *Subsurface Survey*

HRA archaeologists excavated 75 SPs within the portions of the ADI suitable for archaeological survey, all of which were negative for precontact and historic-period cultural materials (Appendix B). The sediments observed in the SPs excavated within the disturbed secondary forest settings generally consisted of an A horizon of dark brown to light grayish-brown silty loam to silty fine-grained sand, which contained few to some rounded and subrounded gravels ranging from small pebbles to small cobbles, as well as many shrub and tree roots. The A horizon sediments were often overlaid by a thin layer of brown organic duff. Sediments underlying the A horizon generally consisted of light brown, yellowish-brown, or light grayish-brown fine-grained silt to silty fine-grained sand containing few to many rounded to subangular gravels ranging from small pebbles to small cobbles and variable quantities of fine to medium sized tree roots (Appendix C; Figure 7.1-7).

The sediments observed in the SPs located in the maintained grass field east of I-5 and north of South 336th Street generally consisted of a deeper A horizon of light gray to light brown densely compacted silt to fine-grained sandy silt containing some to many rounded to subangular gravels ranging from small pebbles to small cobbles and some fine grass roots. Beneath the A horizon, sediments typically consisted of light gray to gray densely compacted silt containing some to many rounded and subrounded gravels ranging from small pebbles to small cobbles, and some redoximorphic features throughout (Figure 7.1-8). The water table was not reached in any of the SPs.



Figure 7.1-7. Overview of typical soil profile within most of the ADI (disturbed secondary forest setting).



Figure 7.1-8. Overview of typical soil profile within the maintained grass field east of I-5 and north of S 336th St.

A small quantity of modern or temporally nondiagnostic waste debris was observed within one of the SPs (SP 19), while the buried asphalt road surface of Site 45KI1662 was encountered in another SP (SP 72) at 7 cmbs (Figure 7.1-9). No precontact or ethnographic-period cultural materials were identified during the subsurface survey.



Figure 7.1-9. Asphalt road surface of Site 45KI1662 exposed in SP 72.

7.2 Architectural Survey Results

During background research, HRA identified 49 parcels within the APE that, according to the King County Assessor's data, included buildings or structures with documented dates of construction before 1977. Excluding those with up-to-date determinations of NRHP eligibility (i.e., were inventoried and evaluated within the last ten years), HRA identified 26 resources requiring architectural inventory and evaluations (Table 7-1; Appendix D). As noted below, three of these resources have been demolished (3014, 3112, and 3126 South 320th Street in Federal Way). HRA's results are recorded below and in HPI forms in DAHP's WISAARD database (Appendix F).

Previously documented resources that have been determined eligible for listing in the NRHP and which have up-to-date determinations include the Calvary Lutheran Church, located at 2415 South 320th Street in Federal Way, and four BPA transmission lines (Tacoma–Covington No. 2, Tacoma–Raver 1 & 2 No. 1, Tacoma–Covington No. 3, and Tacoma–Covington No. 4). These resources are further discussed in Section 8.

Table 7-1. Surveyed Architectural Resources within the APE.

	Parcel Number	Street Address	Property Type	Construction Date
1.	7978200166	2238 South 333rd Street	Single-family residence	1968
2.	5515600050	31827 Military Road South	Commercial	1943
3.	5515600048	3820 South 320th Street	Commercial	1957
4.	5515600047	3810 South 320th Street	Single-family residence	1957
5.	5515600046	3910 South 320th Street	Commercial	1971
6.	2501400000	1832 South 324th Place	Professional	1974
7.	2501200110	1703 South 324th Street	Professional	1974
8.	2501200080	1720 South 324th Place	Commercial	1975
9.	2501200070	1804 South 324th Place.	Professional	1976
10.	2501200040	1814 South 324th Place.	Professional	1974
11.	2501200030	1826 South 324th Place.	Professional	1975
12.	2368000070	3802 South 321st Street	Single-family residence	1959
13.	2368000065	3812 South 321st Street	Single-family residence	1959
14.	2368000060	3820 South 321st Street	Single-family residence	1959
15.	2368000051	3828 South 321st Street	Single-family residence	1959
16.	1721049097	32615 Pacific Highway South	Commercial	1975
17.	1621049051	32530 Pacific Highway South	Commercial	1975
18.	1621049049	1617 South 324th Street	Professional	1971
19.	1621049044	32400 Pacific Highway South	Professional	1974
20.	1521049177	32002 Military Road South	Commercial	1973
21.	1500500150	32411 Pacific Highway South	Commercial	1972

Table 7-1. Surveyed Architectural Resources within the APE.

	Parcel Number	Street Address	Property Type	Construction Date
22.	0921049187	3014 South 320th Street (Demolished)	Multi-family residence	N/A
23.	0921049171	31209 32nd Avenue South	Single-family residence	1954
24.	0921049170	31014 28th Avenue South	Single-family residence	1957
25.	921049160	3126 South 320th Street (Demolished)	Single-family residence	N/A
26.	921049140	3112 South 320th Street (Demolished)	Single-family residence	N/A

7.2.1 2238 South 333rd Street

According to the King County Assessor, the residence at 2238 South 333rd Street was constructed in 1968 (King County Assessor 1935–2022). The two-story building faces south toward South 333rd Street. It is rectangular in plan, sits on a poured-concrete foundation, is clad in T1-11, and is topped by a side-gabled roof covered in asphalt shingles (Figures 7.2-1–7-2.3).

The building’s facade includes a concrete stair with wrought iron rails leading to an off-center entry door paired with a full-height sidelight to the west. A rectangular window is located above the door and under a roof projection supported by a simple square column. West of the entry are a pair of vinyl-frame sliding windows with inoperable shutters. East of the entry is a slight projection with a central picture window above vinyl-frame sliders. The window is flanked by inoperable shutters. The building’s lower level includes two overhead garage doors and a pedestrian door on the west half and a centrally located sliding window on the east half. The building’s east elevation includes an exterior, concrete-block chimney. The building’s west elevation includes no fenestration. To the rear of the residence are two garden sheds, minimally visible, and a small greenhouse.



Figure 7.2-1. 2238 South 333rd Street, view northeast.



Figure 7.2-2. 2238 South 333rd Street, view northwest.



Figure 7-2.3. 2238 South 333rd Street, 1969, King County Assessor, courtesy of the Puget Sound Regional Branch of the Washington State Archives.

Integrity

From its period of construction (1968), the residence at 2238 S 333rd St. retains integrity of location, setting, feeling, and association, as it remains a single-family residence on its original parcel. The building's windows have been replaced with incompatible vinyl-frame windows and framed with shutters. The building does not retain integrity of design, materials, or workmanship.

Evaluation

The single-family residence at 2238 South 333rd Street was constructed in 1968 and does not appear to have any associations with events that made a significant contribution to the broad patterns of our local, state, or national history (Criterion A). The house is not known to be associated with the lives of significant persons (Criterion B). The resource is a modest example of a split-level residence with no distinctive features and incompatible replacement windows. The resource does not embody the distinctive characteristics of a type, period, or method of construction; or represent the work of a master; or possess high artistic values; or represent a significant and distinguishable entity whose components may lack individual distinction (i.e., is part of a district) (Criterion C). Finally, the house was built of common construction methods and well-known materials and is unlikely to answer important research questions or yield information about human history that can only be answered by the actual physical material, design, construction methods, or interrelation of these resources (Criterion D).

Due to a lack of significance and diminished integrity, HRA recommends 2238 South 333rd Street not eligible for listing in the NRHP under any criteria.

7.2.2 31827 Military Road South

According to the King County Assessor, the former residence at 31827 Military Road South was constructed in 1943 (King County Assessor 1935–2022). It has been converted to office use. The office building faces south and is irregular in plan. It sits on a poured-concrete foundation and is clad in a combination of board-and-batten (central mass) and T1-11 (projections north and south). The building is topped by a steep side-gabled roof with projecting eave (central mass) with a steep side-gabled roof on the eastern projection, and a shallow side-gabled roof on the west projection. The roof is covered in asphalt shingles (Figures 7.2-4–7-2.6).

A small drive-thru coffee stand was added to the parcel southeast of the former residence ca. 1994 (King County Assessor 1935–2022). The coffee stand is rectangular, clad in T1-11, and topped by a front-gabled roof. It has been installed along with a drive with curbs. Aerials show that the parcel is the former location of additional buildings that were removed between 2002 and 2006 (NETROnline 2022).

The building's central mass includes a pedestrian door under a small, projecting hood. A vinyl-frame sliding window is located to the east. To the west of the central mass is a tall garage with an additional vinyl-frame sliding window. To the east of the central mass are two stepped-back projections including a single pedestrian door and four-light, wood-frame windows. On the east-facing elevations, windows include a six-light, square, wood-frame window and a wide five-light, wood-frame window. No other fenestration is evident. The building's north elevation is screened from view by chain-link fence.



Figure 7.2-4. 31827 Military Road South, view west.



Figure 7.2-5. 31827 Military Road South, view northwest.

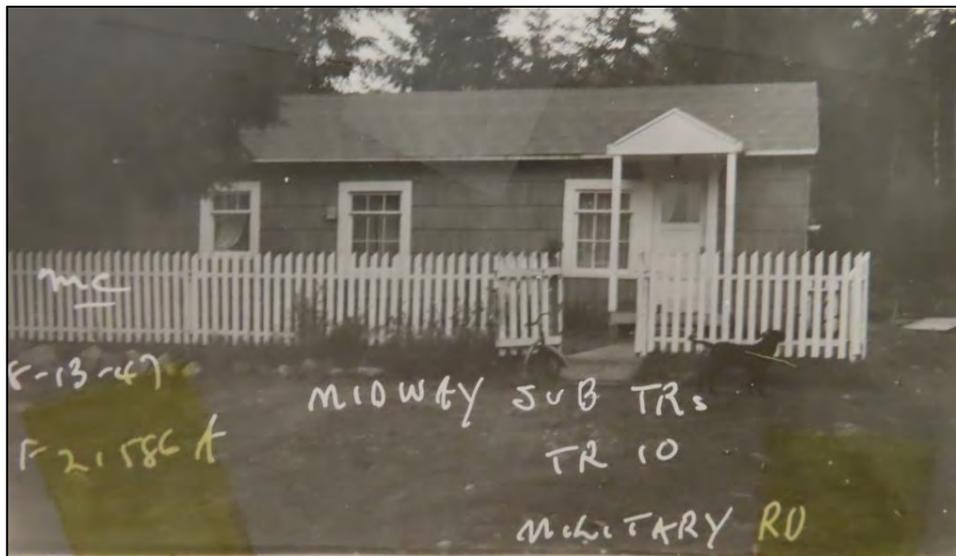


Figure 7.2-6. 31827 Military Road South, 1947, King County Assessor, courtesy of the Puget Sound Regional Branch of the Washington State Archives.

Integrity

From its period of construction (1943), the office at 31827 Military Road South retains integrity of location, as it remains on its original parcel. Multiple additions, the first of which added an office to the former residence (east) and the second of which added a large garage off the original residence (west), led to an irretrievable loss of integrity by 1983 (King County Assessor 1935–2022).

Additionally, the residence has been converted from a residential to commercial use, its windows and siding replaced, and its large parcel altered by the demolition of former buildings and the construction of a drive-thru coffee stand. Alterations and additions, along with a change of use, have diminished the building's integrity of setting, design, materials, workmanship, feeling, and association.

Evaluation

The office at 31827 Military Road South was constructed in 1943 and does not appear to have any associations with events that made a significant contribution to the broad patterns of our local, state, or national history (Criterion A). The house is not known to be associated with the lives of significant persons (Criterion B). The building is a former residence, greatly enlarged, and further altered by changes in fenestration patterns and use. The resource does not embody the distinctive characteristics of a type, period, or method of construction; or represent the work of a master; or possess high artistic values; or represent a significant and distinguishable entity whose components may lack individual distinction (i.e., is part of a district) (Criterion C). Finally, the building was built of common construction methods and well-known materials and is unlikely to answer important research questions or yield information about human history that can only be answered by the actual physical material, design, construction methods, or interrelation of these resources (Criterion D).

Due to a lack of significance and an irretrievable loss of integrity, HRA recommends 31827 Military Road South not eligible for listing in the NRHP under any criteria.

7.2.3 3820 South 320th Street

According to the King County Assessor, the former residence at 3820 South 320th Street, which has been converted to a commercial use, was constructed in 1957 (King County Assessor 1935–2022). The parcel includes a large, freestanding, roadside sign for “Poole Pain Relief and Wellness Center.” The building faces south on a large parcel with an expansive, paved parking lot to the south, shared with the neighboring residence at 3810 South 320th Street. The commercial building sits on a poured-concrete foundation, is clad in lapped boards with a skirt of brick veneer, and is topped by a side-gabled roof with asphalt shingles (Figures 7.2-7–7.2-9).

The building's facade includes a projecting gabled entry. A central pedestrian door is flanked east and west by pairs of full-height, vinyl-frame windows. The porch, with pipe rail and concrete ramp, shelters under a projecting gable clad in T1-11 with a vinyl fan light. East of the projecting entry, the elevation includes aluminum-frame fixed and casement windows. The building's west elevation includes T1-11 and a fan light in the gable. Other elevations were not visible.

A small shed, also clad in wood with a gabled roof, is located to the west of the office building.



Figure 7.2-7. 3820 South 320th Street, view northeast.



Figure 7.2-8. 3820 South 320th Street, view northwest.



Figure 7.2-9. 3820 South 320th Street, 1965, King County Assessor, courtesy of the Puget Sound Regional Branch of the Washington State Archives.

Integrity

From its period of construction (1957), the office building at 3820 South 320th Street retains integrity of location, as it remains on its original parcel. A change of use (from residential to commercial), plus the addition of a projecting entry on a former garage, commercial signage, replacement windows, and paved parking area, along with alterations in fenestration patterns, have diminished its integrity of setting, design, materials, workmanship, feeling, and association.

Evaluation

The office building at 3820 South 320th Street was constructed in 1957 and does not appear to have any associations with events that made a significant contribution to the broad patterns of our local, state, or national history (Criterion A). The office building is not known to be associated with the lives of significant persons (Criterion B). The building is a former residence converted to an office use, with a large added entry that masks the location of a former garage. The resource does not embody the distinctive characteristics of a type, period, or method of construction; or represent the work of a master; or possess high artistic values; or represent a significant and distinguishable entity whose components may lack individual distinction (i.e., is part of a district) (Criterion C). Finally, the building was built of common construction methods and well-known materials and is unlikely to answer important research questions or yield information about human history that can only be answered by the actual physical material, design, construction methods, or interrelation of these resources (Criterion D).

Due to a lack of significance and an irretrievable loss of integrity, HRA recommends 3820 South 320th Street not eligible for listing in the NRHP under any criteria.

7.2.4 3810 South 320th Street

According to the King County Assessor, the residence at 3810 South 320th Street was constructed in 1957 (King County Assessor 1935–2022). The building is rectangular in plan, sits on a poured-concrete foundation, is clad in lapped wood boards, and is topped by a side-gabled roof covered in asphalt shingles. The building shares a large, paved parking area with the neighboring office building at 3820 South 320th Street (Figures 7.2-10–7.2-12).

The building's south-facing facade includes an off-centered entry with a small stoop and wood railing. West of the entry are vinyl-frame one-over-one and casement windows. East of the entry is a large picture window and a brick planter box. East of the planter box is a recessed carport. Under the projecting carport roof is an exterior brick chimney and doors at the rear, presumably to access storage areas. East of the carport is a partial screened wall.



Figure 7.2-10. 3810 South 320th Street, view northwest.



Figure 7.2-11. 3810 South 320th Street, view north.



Figure 7.2-12. 3810 South 320th Street, 1959, King County Assessor, courtesy of the Puget Sound Regional Branch of the Washington State Archives.

Integrity

According to the present tenant, the residence has been recently altered by the addition of a large picture window on the facade (personal communication, 2022). From its period of construction (1957), the building at 3810 South 320th Street retains integrity of location, feeling, and association, as it remains a single-family residence on its original parcel. However, the conversion of the neighboring building at 3820 South 320th Street to commercial use, the replacement of windows and window types, the addition of a porch with rail and awning, a screening wall on the carport, and paved parking have diminished the residence’s integrity of setting, design, materials, and workmanship.

Evaluation

The office building at 3810 South 320th Street was constructed in 1957 and does not appear to have any associations with events that made a significant contribution to the broad patterns of our local, state, or national history (Criterion A). The office building is not known to be associated with the lives of significant persons (Criterion B). The building is a modest Ranch house with integrated carport and incompatible alterations evident at the entry and in fenestration patterns. The resource does not embody the distinctive characteristics of a type, period, or method of construction; or represent the work of a master; or possess high artistic values; or represent a significant and distinguishable entity whose components may lack individual distinction (i.e., is part of a district) (Criterion C). Finally, the building was built of common construction methods and well-known materials and is unlikely to answer important research questions or yield information about human history that can only be answered by the actual physical material, design, construction methods, or interrelation of these resources (Criterion D).

Due to a lack of significance and an irretrievable loss of integrity, HRA recommends 3810 South 320th Street not eligible for listing in the NRHP under any criteria.

7.2.5 3910 South 320th Street

According to the King County Assessor, the gas station and market at 3910 South 320th Street was constructed in 1971 (King County Assessor 1935–2022). The rectangular building, with two projecting awnings over gas pumps off the south and east elevations, faces south. The building sits on a poured-concrete foundation and is clad in a mix of materials including board-and-batten on the facade, stucco on the facade, and plywood panels topped by lapped wood boards on secondary elevations. The building is topped by a side-gabled roof covered in asphalt shingles (Figures 7.2-13–7.2-15).

The building’s facade includes a central aluminum-frame entry door flanked by windows to the east and west. The western windows are wood frame. The eastern windows are metal frame. All are topped by a panel for signage that reads “am/pm.” The shallow gable roof includes a central monitor and gabled projections over walkways and gas pumps. The building’s secondary elevations include no fenestration. It appears that former windows may have been covered. Freestanding signs and projecting awnings identify the retailer as Arco. Gas pumps are located alongside columns supporting the projecting gabled awnings. The building’s rear elevation includes pedestrian doors but no additional fenestration.



Figure 7.2-13. 3910 South 320th Street, view northeast.



Figure 7.2-14. 3910 South 320th Street, view northwest.



Figure 7.2-15. 3910 South 320th Street, 1971, King County Assessor, courtesy of the Puget Sound Regional Branch of the Washington State Archives.

Integrity

From its period of construction (1971), the gas station and market at 3910 South 320th Street retains integrity of location, setting, feeling, and association, as it remains on its original parcel at a busy intersection. Aerials and assessor’s photos suggest the building and canopies retain their original forms. However, replacement windows, covered windows, sealed doors on the east elevation, a change of use from a service station to a market, and a mix of materials, suggesting additional alterations, have diminished its integrity of design, materials, and workmanship (King County Assessor 1935–2022).

Evaluation

The gas station and market at 3910 South 320th Street was constructed in 1971 and does not appear to have any associations with events that made a significant contribution to the broad patterns of our local, state, or national history (Criterion A). The building is not known to be associated with the lives of significant persons (Criterion B). The gas station and market are a modest example of a ubiquitous and undistinguished resource type, the corner gas station, with branded signage dating to the twenty-first century. The building does not embody the distinctive characteristics of a type, period, or method of construction; or represent the work of a master; or possess high artistic values; or represent a significant and distinguishable entity whose components may lack individual distinction (i.e., is part of a district) (Criterion C). Finally, the building was built of common construction methods and well-known materials and is unlikely to answer important research questions or yield information about human history that can only be answered by the actual physical material, design, construction methods, or interrelation of these resources (Criterion D).

Due to a lack of significance and loss of integrity, HRA recommends 3910 South 320th Street not eligible for listing in the NRHP under any criteria

7.2.6 1832 South 324th Place

According to the King County Assessor, the business office at 1832 South 324th Place was constructed in 1974 (King County Assessor 1935–2022). The building sits at the rear (south) of a flag lot. It sits on a poured-concrete foundation; is constructed of concrete block, according to the King County Assessor; and is clad in a combination of lapped wood boards and brick veneer in running bond. The building is topped by a flat built-up roof with deep overhanging eaves. This building includes two units for healthcare-providing tenants (Figures 7.2-16–7.2-18).

The building's west elevation includes an entry and stoop near the north end and a recessed entry and stoop at the south, with a secondary entry located in a central alcove. Entries include single pedestrian doors with shallow stairs and stoops and pipe railings. Entry doors are paired with full-height sidelights and transoms. Additional windows appear as shallow aluminum-frame windows above panels of lapped boards, or in groups of two and three narrow, tall, wood-frame windows.

The north elevation includes projecting end walls, a privacy fence, windows in groups of two, and a combination of siding materials, as well as a gate with door that may access a rear entrance or patio. Other elevations were not visible from the public ROW. The building's immediate grounds are heavily landscaped, providing screening for entries and interiors.



Figure 7.2-16. 1832 South 324th Place, view southwest.



Figure 7.2-17. 1832 South 324th Place, view southeast.



Figure 7.2-18. 1832 South 324th Place, undated, King County Assessor, courtesy of the Puget Sound Regional Branch of the Washington State Archives.

Integrity

No alterations are evident, apart from a small number of aluminum-frame windows that may have replaced earlier wood-frame windows. From its period of construction (1974), the building at 1832 South 324th Place retains integrity of location, setting, design, materials, workmanship, feeling, and association.

Evaluation

The professional building at 1832 South 324th Place was constructed in 1974 among other commercial and professional buildings once known as “Federal Way Plaza South,” although a review of published sources, including local newspaper archives, revealed little about its original use (King County Assessor 1935–2022). It does not appear to have any associations with events that made a significant contribution to the broad patterns of our local, state, or national history (Criterion A). The building is not known to be associated with the lives of significant persons (Criterion B). The building is a modest example of a late twentieth century professional building, featuring separate offices in a single-story block with recessed entries and tall windows. While it is a recognizable example of Modern design, it is not significant as a “specimen of its type or period of construction” as it is not “an important example (within its context) of building practices of a particular time in history” (NPS 1997). The building does not embody the distinctive characteristics of a type, period, or method of construction; or represent the work of a master; or possess high artistic values; or represent a significant and distinguishable entity whose components may lack individual distinction (i.e., is part of a district) (Criterion C). Finally, the building was built of common construction methods and well-known materials and is unlikely to answer important research questions or yield information about human history that can only be answered by the actual physical material, design, construction methods, or interrelation of these resources (Criterion D).

Due to a lack of significance, HRA recommends 1832 South 324th Place not eligible for listing in the NRHP under any criteria

7.2.7 1703 South 324th Street

According to the King County Assessor, the commercial building at 1703 South 324th Street was constructed in 1974 among other commercial and professional buildings once known as “Federal Way Plaza South,” although research revealed little about its original use (King County Assessor 1935–2022). The building is rectangular in plan and faces north. It sits on a poured-concrete foundation, is clad in running bond brick, and is topped by a flat, built-up roof with a heavy eave used for signage (Figures 7.2-19–7.2-21).

The building’s facade has two entries. The eastern entry includes a metal pedestrian door paired with a full-height sidelight and topped by a panel of textured concrete (pebble dash). The entry door is paired east and west with metal-frame fixed lights, also located between panels of textured concrete. Marquis signage indicates the tenant is City of Joy Herb & Acupuncture. A second marquis sign is currently empty. The western entry includes a single metal pedestrian door flanked by full-height sidelights and topped by a panel of textured concrete. A metal-frame window to the west of the entry is located between textured-concrete panels. The marquis sign on the eave reads “Monster Burgers & Teriyaki.” The building’s western elevation includes four bays within a wall of brick, each

with vinyl-frame sliding windows located between panels of textured concrete. The rear (south) elevation includes two additional windows and a pedestrian door.



Figure 7.2-19. 1703 South 324th Street, view southwest.



Figure 7.2-20. 1703 South 324th Street, view southeast.



Figure 7.2-21. 1703 South 324th Street, undated, King County Assessor, courtesy of the Puget Sound Regional Branch of the Washington State Archives.

Integrity

From its period of construction (1974), the commercial building at 1703 South 324th Street retains integrity of location and setting, as it remains a commercial building on its original parcel. Alterations including incompatible replacement windows and a change of use, from medical offices to commercial strip, have diminished its integrity of design, materials, workmanship, feeling, and association (King County Assessor 1935–2022).

Evaluation

The commercial building at 1703 South 324th Street was constructed in 1974 among other commercial and professional buildings once known as “Federal Way Plaza South,” although a review of published sources, including local newspaper archives, revealed little about its original use (King County Assessor 1935–2022). The building does not appear to have any associations with events that made a significant contribution to the broad patterns of our local, state, or national history (Criterion A). The building is not known to be associated with the lives of significant persons (Criterion B). The building is a modest example of a late twentieth century professional building, serving multiple tenants in a single-story block with minimal architectural character. While it is a recognizable example of Modern design, it is not significant as a “specimen of its type or period of construction” as it is not “an important example (within its context) of building practices of a particular time in history” (NPS 1997). The building does not embody the distinctive characteristics of a type, period, or method of construction; or represent the work of a master; or possess high artistic values; or represent a significant and distinguishable entity whose components may lack

individual distinction (i.e., is part of a district) (Criterion C). Finally, the building was built of common construction methods and well-known materials and is unlikely to answer important research questions or yield information about human history that can only be answered by the actual physical material, design, construction methods, or interrelation of these resources (Criterion D).

Due to a lack of significance and diminished integrity, HRA recommends 1703 South 324th Street not eligible for listing in the NRHP under any criteria

7.2.8 1720 South 324th Place

According to the King County Assessor, the commercial building at 1720 South 324th Place was constructed in 1975 (King County Assessor 1935–2022). The building is rectangular in plan and faces north. It sits on a poured-concrete foundation, is clad in running bond brick, and is topped by a flat, built-up roof with a heavy eave used for signage (Figures 7.2-22–7.2-24).

The building's facade includes storefront entries for three tenants. The eastern entry, for Northwest Dentistry, includes a metal pedestrian door flanked by large metal-frame picture windows. The entry is topped by a panel of textured concrete (parging). The central storefront includes one large metal-frame window located between panels of textured concrete. The window is flanked to the east by paired, glazed pedestrian doors and to the west by a single glazed pedestrian door topped by textured concrete. Two marquis signs identify the tenant as "Ball Chiropractic Center" and "Massage Therapy." The western entry includes a single, glazed pedestrian door under a panel of parged concrete and one wide metal-frame window located between textured-concrete panels. A marquis sign identifies the tenant as "K.T. Hair Salon and Spa." The building's eastern and western elevations include no fenestration. The building's rear (south) elevation includes secondary entries for all three tenants, with two large windows on the east end and smaller square windows associated with the entries of the central and western businesses.



Figure 7.2-22. 1720 South 324th Place, view southwest.



Figure 7.2-23. 1720 South 324th Place, view southeast.



Figure 7.2-24. 1720 South 324th Place, 1986, King County Assessor, courtesy of the Puget Sound Regional Branch of the Washington State Archives.

Integrity

From its period of construction (1975), the commercial building at 1720 South 324th Place retains integrity of location, setting, design, materials, workmanship, feeling, and association, as the only evident alterations are related to tenant turn-over and do not impact the overall integrity of the building.

Evaluation

The commercial building at 1720 South 324th Place was constructed in 1975 among other commercial and professional buildings once known as “Federal Way Plaza South,” although a review of published sources, including local newspaper archives, revealed little about its original use (King County Assessor 1935–2022). The building does not appear to have any associations with events that made a significant contribution to the broad patterns of our local, state, or national history (Criterion A). The building is not known to be associated with the lives of significant persons (Criterion B). The building is a modest example of a late twentieth century professional building, serving multiple tenants in a single-story block with minimal architectural character. While it is a recognizable example of Modern design, it is not significant as a “specimen of its type or period of construction” as it is not “an important example (within its context) of building practices of a particular time in history” (NPS 1997). The building does not embody the distinctive characteristics of a type, period, or method of construction; or represent the work of a master; or possess high artistic values; or represent a significant and distinguishable entity whose components may lack individual distinction (i.e., is part of a district) (Criterion C). Finally, the building was built of common construction methods and well-known materials and is unlikely to answer important

research questions or yield information about human history that can only be answered by the actual physical material, design, construction methods, or interrelation of these resources (Criterion D).

Due to a lack of significance, HRA recommends 1720 South 324th Place not eligible for listing in the NRHP under any criteria

7.2.9 1804 South 324th Place

According to the King County Assessor, the commercial building at 1804 South 324th Place was constructed in 1976 (King County Assessor 1935–2022). The building is a single story, irregular in plan, and faces east. It sits on a poured-concrete foundation, is clad in a combination of brick in running bond and diagonal boards, and is topped by a flat, built-up roof with deep projecting eave (Figures 7.2-25–7.2-27).

The building is constructed of two distinct halves, a brick block to the north, with no fenestration, and a recessed, wood-clad office to the south with oriel window. The building’s east-facing facade includes an off-center entry, accessed by a concrete ramp with metal railing. The entrance door is flanked to the south by the building’s large, irregular oriel window with fixed, wood-frame windows. To the north is an additional fixed window and the northern projection, entirely clad in brick veneer. Likewise, the building’s north elevation includes a wall of brick with no fenestration. A marquis sign reads “Cascade Veterinary Hospital.” The building’s west elevation includes a wall of brick, plus a secondary entry on the southern, wood-clad office. An exterior stair with open concrete treads, leads to a single pedestrian door paired with a square wood-frame window between plywood panels. The building’s south elevation includes the projecting walls of the irregular oriel and wood-framed windows.



Figure 7.2-25. 1804 South 324th Place, view west.



Figure 7.2-26. 1804 South 324th Place, view southeast.



Figure 7.2-27. 1804 South 324th Place, undated, King County Assessor, courtesy of the Puget Sound Regional Branch of the Washington State Archives.

Integrity

From its period of construction (1976), the commercial building at 1804 South 324th Place retains integrity of location, setting, design, materials, workmanship, feeling, and association, as no alterations are evident.

Evaluation

The professional services building at 1804 South 324th Place was constructed in 1976 among other commercial and professional buildings once known as “Federal Way Plaza South,” although a review of published sources, including local newspaper archives, revealed little about its original use (King County Assessor 1935–2022). The building does not appear to have any associations with events that made a significant contribution to the broad patterns of our local, state, or national history (Criterion A). The building is not known to be associated with the lives of significant persons (Criterion B). The building is a modest example of a late twentieth century professional building, serving a single tenant in a single-story block with modest architectural character. While it is a recognizable example of Modern design, it is not significant as a “specimen of its type or period of construction” as it is not “an important example (within its context) of building practices of a particular time in history” (NPS 1997). The building does not embody the distinctive characteristics of a type, period, or method of construction; or represent the work of a master; or possess high artistic values; or represent a significant and distinguishable entity whose components may lack individual distinction (i.e., is part of a district) (Criterion C). Finally, the building was built of common construction methods and well-known materials and is unlikely to answer important research questions or yield information about human history that can only be answered by the actual physical material, design, construction methods, or interrelation of these resources (Criterion D).

Due to a lack of significance, HRA recommends 1804 South 324th Place not eligible for listing in the NRHP under any criteria.

7.2.10 1814 South 324th Place

According to the King County Assessor, the commercial office building at 1814 South 324th Place was constructed in 1974 (King County Assessor 1935–2022). The building is square in plan and faces south. It sits on a poured-concrete foundation, is clad in a combination of brick in running bond and horizontal, lapped boards, and is topped by a flat, built-up roof with eaves (Figures 7.2-28–7.2-30).

The building’s south-facing facade includes a ramp with metal railing leading to a recessed entry at the southwest corner consisting of a single glazed door paired with a full-height sidelight. The entry is topped by a panel of lapped boards. To the east of the entry is a wall of brick with a sign for the Law Offices of Christopher A. Benson PLLC Adkins Law PLLC. To the east of this wall are three bays including metal windows and panels of lapped boards. The building’s east elevation also includes bays of windows, separated by brick and located between panels of lapped boards. An off-center entry door includes a projecting awning topped by a panel of lapped boards. The building’s north elevation includes an exterior concrete stair with brick screen and panels of metal-frame sliding and fixed windows between panels of lapped boards. A vinyl-frame window has been added to the elevation’s northwest corner. The building’s west elevation includes two bands of tall

windows between panels of lapped boards. A vinyl-frame sliding window has been added to the brick wall between them.



Figure 7.2-28. 1814 South 324th Place, view northeast.



Figure 7.2-29. 1814 South 324th Place, view southeast.

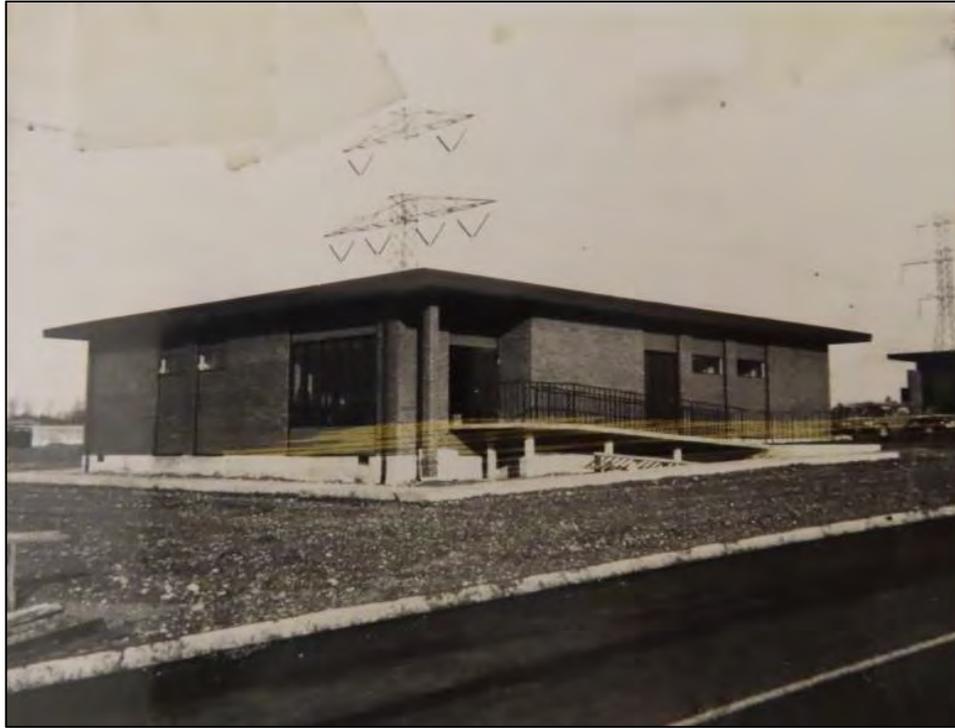


Figure 7.2-30. 1814 South 324th Place, undated, King County Assessor, courtesy of the Puget Sound Regional Branch of the Washington State Archives.

Integrity

Based on its period of construction (1974), the office building at 1814 South 324th Place retains integrity of location, setting, feeling, and association, as it remains an office building on its original parcel. Alterations including the addition of vinyl-frame windows within previously solid walls on two elevations, added between 2015 and 2021, as indicated by King County Assessor, have diminished its integrity of design, materials, and workmanship (King County Assessor 1935–2022).

Evaluation

The professional services building at 1814 South 324th Place was constructed in 1974 among other commercial and professional buildings once known as “Federal Way Plaza South,” although a review of published sources, including local newspaper archives, revealed little about its original use (King County Assessor 1935–2022). The building does not appear to have any associations with events that made a significant contribution to the broad patterns of our local, state, or national history (Criterion A). The building is not known to be associated with the lives of significant persons (Criterion B). The building is a modest example of a late twentieth century professional building, originally serving pediatric medical professionals and now serving as a legal office in a single-story block with modest architectural character (King County Assessor 1935–2022). While it is a recognizable example of Modern design, it is not significant as a “specimen of its type or period of construction” as it is not “an important example (within its context) of building practices of a particular time in history” (NPS 1997). The building does not embody the distinctive characteristics

of a type, period, or method of construction; or represent the work of a master; or possess high artistic values; or represent a significant and distinguishable entity whose components may lack individual distinction (i.e., is part of a district) (Criterion C). Finally, the building was built of common construction methods and well-known materials and is unlikely to answer important research questions or yield information about human history that can only be answered by the actual physical material, design, construction methods, or interrelation of these resources (Criterion D).

Due to a lack of significance and diminished integrity, HRA recommends 1814 South 324th Place not eligible for listing in the NRHP under any criteria.

7.2.11 1826 South 324th Place

According to the King County Assessor, the office building at 1826 South 324th Place was constructed in 1975 (King County Assessor 1935–2022). The building is a single story, square in plan, and faces south. It sits on a poured-concrete foundation, is clad in a combination of lapped wood boards and brick in running bond, and is topped by a flat, built-up roof with projecting eaves (Figures 7.2-31–7.2-33).

The building's south-facing facade includes a recessed entry with shallow concrete stoop and metal railing. The entry door, an incompatible door with oval light, is flanked by a full-height sidelight to the west and is topped by a shallow transom topped by a panel of lapped boards. The entry is flanked to the east by a projection with a ribbon of wood-frame windows between panels of lapped boards. Applied signage identifies the tenant as Federal Way Dental Excellence. The building's southeast corner steps back, providing a walkway between this building and the neighboring building at 1832 S 324th Pl. The building's secondary west elevation includes projecting end wall and windows, singular or in pairs, with projecting wood frames. Between them are panels of lapped boards. The building's north elevation includes two secondary entries behind projecting brick screens, both with shallow concrete stairs and metal railings. Between the two entries are windows, singular and in pairs, with projecting wood frames in walls of lapped wood boards. A small utility or storage bay, brick clad, is located at the building's northwest corner. The building's east elevation also includes projecting brick endwalls and windows in pairs or singular, with projecting wood frames in a wall of lapped boards.



Figure 7.2-31. 1826 South 324th Place, view northeast.



Figure 7.2-32. 1826 South 324th Place, view south.



Figure 7.3-33. 1826 South 324th Place, undated, King County Assessor, courtesy of the Puget Sound Regional Branch of the Washington State Archives.

Integrity

From its period of construction (1975), the office building at 1826 South 324th Place retains integrity of location, setting, design, materials, workmanship, feeling, and association, as no alterations are evident apart from the replacement of an original door with an incompatible door.

Evaluation

The professional services building at 1826 South 324th Place was constructed in 1975 among other commercial and professional buildings once known as “Federal Way Plaza South,” although a review of published sources, including local newspaper archives, revealed little about its original use (King County Assessor 1935–2022). The building does not appear to have any associations with events that made a significant contribution to the broad patterns of our local, state, or national history (Criterion A). The building is not known to be associated with the lives of significant persons (Criterion B). The building is a modest example of a late twentieth century professional building, originally serving as a medical clinic and now serving as a dental clinic in a single-story block with modest architectural character (King County Assessor 1935–2022). While it is a recognizable example of Modern design, it is not significant as a “specimen of its type or period of construction” as it is not “an important example (within its context) of building practices of a particular time in history” (NPS 1997). The building does not embody the distinctive characteristics of a type, period, or method of construction; or represent the work of a master; or possess high artistic values; or represent a significant and distinguishable entity whose components may lack individual distinction

(i.e., is part of a district) (Criterion C). Finally, the building was built of common construction methods and well-known materials and is unlikely to answer important research questions or yield information about human history that can only be answered by the actual physical material, design, construction methods, or interrelation of these resources (Criterion D).

Due to a lack of significance, HRA recommends 1826 South 324th Place not eligible for listing in the NRHP under any criteria.

7.2.12 3802 South 321st Street

According to the King County Assessor, the residence at 3802 South 321st Street was constructed in 1959 (King County Assessor 1935–2022). The building is rectangular in plan, with a single story to the east and two stories to the west, and faces south. It sits on a poured-concrete foundation, is clad in lapped boards, and is topped by shallow, side-gabled, membrane roofs (Figures 7.2-34–7.2-36).

The building's south-facing facade includes an off-center entry on the east half. The entry door is paired with a large, vinyl-frame picture window. Near the building's southeast corner is an aluminum-frame fixed window with adjacent casement. The building's west, two-story mass includes an overhead garage door and a vinyl four-light window on the lower floor, the braces for a former balcony above them, and two aluminum-frame windows on the second floor. Secondary elevations are minimally visible behind mature foliage, but no fenestration was visible.



Figure 7.2-34. 3802 South 321st Street, view north



Figure 7.2-35. 3802 South 321st Street, view northeast.

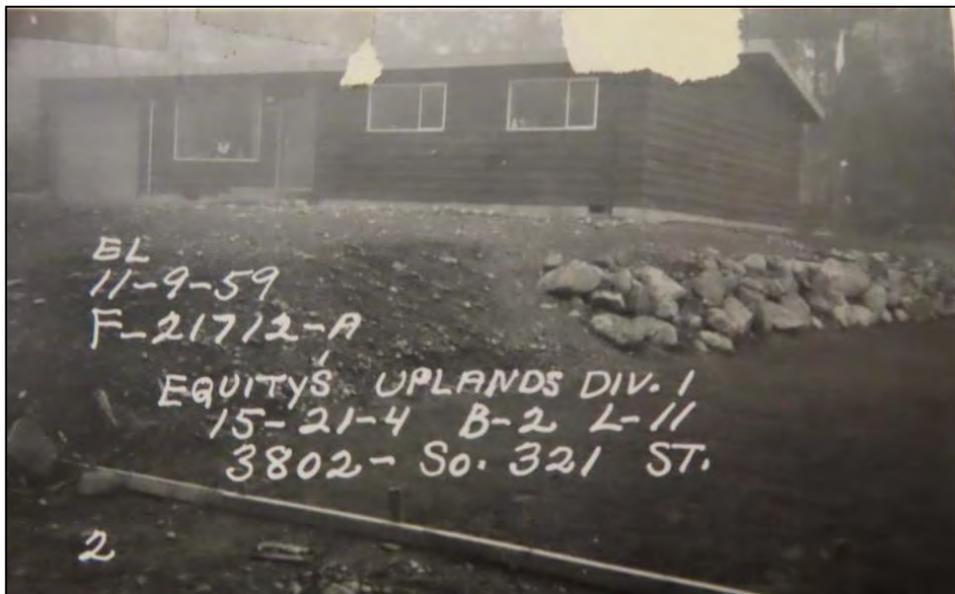


Figure 7.2-36. 3802 South 321st Street, 1959, King County Assessor, courtesy of the Puget Sound Regional Branch of the Washington State Archives.

Integrity

From its period of construction (1959), the residence at 3802 South 321st Street retains integrity of location, setting, and association, as it remains a single-family residence on its original parcel. However, the building has been greatly enlarged by a second-story addition over a reconfigured garage, and additional alterations including incompatible vinyl windows, the boarding up of a former window near the entry door, and the removal of a former balcony above the garage, have further diminished its integrity of design, materials, workmanship, and feeling (King County Assessor 1935–2022).

Evaluation

The single-family residence at 3802 South 321st Street was constructed in 1959 and does not appear to have any associations with events that made a significant contribution to the broad patterns of our local, state, or national history (Criterion A). The house is not known to be associated with the lives of significant persons (Criterion B). The resource is a modest example of an enlarged early Ranch house; alterations and additions have obscured its original character and removed or altered character-defining features. The building does not embody the distinctive characteristics of a type, period, or method of construction; or represent the work of a master; or possess high artistic values; or represent a significant and distinguishable entity whose components may lack individual distinction (i.e., is part of a district) (Criterion C). Finally, the house was built of common construction methods and well-known materials and is unlikely to answer important research questions or yield information about human history that can only be answered by the actual physical material, design, construction methods, or interrelation of these resources (Criterion D).

Due to a lack of significance and an irretrievable loss of integrity, HRA recommends 3802 South 321st Street not eligible for listing in the NRHP under any criteria.

7.2.13 3812 South 321st Street

According to the King County Assessor, the residence at 3812 South 321st Street was constructed in 1959 (King County Assessor 1935–2022). The single-story building faces south toward 321st Street. It is rectangular in plan, sits on a poured-concrete foundation, is clad in lapped wood boards, and it topped by a side-gabled membrane roof (Figures 7.2-37–7.2-39).

The building's facade includes a central entry door with small concrete stoop, sheltering under a projecting eave. The entry door is flanked to the west by two wood-frame windows with inoperable shutters. The entry is flanked to the east by a large three-part picture window over a skirt of brick veneer. Windows are wood frame. To the east of the window is a projecting garage with overhead garage door. A shallow wood awning is located above the garage door. The building's secondary east and west elevations were minimally visible but include additional wood windows and a slightly projecting roof peak.



Figure 7.2-37. 3812 South 321st Street, view northwest.



Figure 7.2-38. 3812 South 321st Street, view northeast.

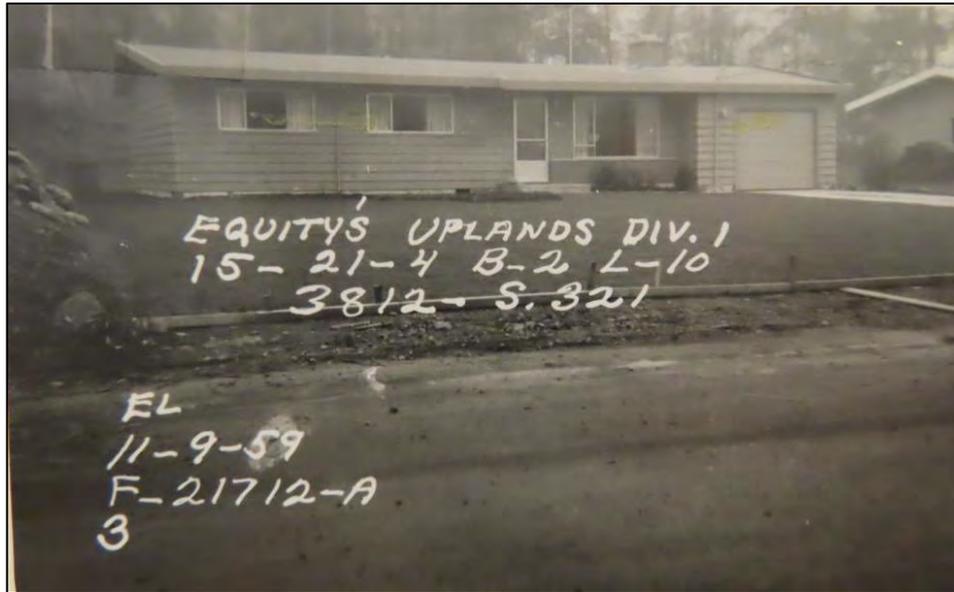


Figure 7.2-39. 3812 South 321st Street, 1959, King County Assessor, courtesy of the Puget Sound Regional Branch of the Washington State Archives.

Integrity

From its period of construction (1959), the residence at 3812 South 321st Street retains integrity of location, setting, design, materials, workmanship, feeling, and association, as few alterations are evident, apart from reroofing in an incompatible material and the addition of incompatible garage door.

Evaluation

The single-family residence at 3812 South 321st Street was constructed in 1959 and does not appear to have any associations with events that made a significant contribution to the broad patterns of our local, state, or national history (Criterion A). The house is not known to be associated with the lives of significant persons (Criterion B). The resource is a modest example of a ubiquitous type, an early Ranch house. It possesses no distinctive features of the type apart from its massing. The building does not embody the distinctive characteristics of a type, period, or method of construction; or represent the work of a master; or possess high artistic values; or represent a significant and distinguishable entity whose components may lack individual distinction (i.e., is part of a district) (Criterion C). Finally, the house was built of common construction methods and well-known materials and is unlikely to answer important research questions or yield information about human history that can only be answered by the actual physical material, design, construction methods, or interrelation of these resources (Criterion D).

Due to a lack of significance, HRA recommends 3812 South 321st Street not eligible for listing in the NRHP under any criteria.

7.2.14 3820 South 321st Street

According to the King County Assessor, the residence at 3820 South 321st Street was constructed in 1959 (King County Assessor 1935–2022). The single-story, L-shaped building faces south. It sits on a poured-concrete foundation, is clad in vinyl siding, and is topped by a cross-gabled, membrane roof (Figures 7.2-40–7.2-42).

The building's south-facing facade includes a central entry with concrete stoop under a slight roof projection. The entry is flanked to the east by two vinyl-frame sliding windows, and to the west by a large three-part vinyl-frame picture window over a skirt of brick veneer. To the east is a projecting garage with front-gabled roof and overhead garage door. According to the King County Assessor, the building has been enlarged from 1,008 square ft to 1,610 square ft by an addition to the rear and a second addition deeply set back off the building's northeast corner, where it is obscured by mature foliage (King County Assessor 1935–2022). Secondary elevations include additional vinyl windows.



Figure 7.2-40. 3820 South 321st Street, view northeast.



Figure 7.2-41. 3820 South 321st Street, view northwest.

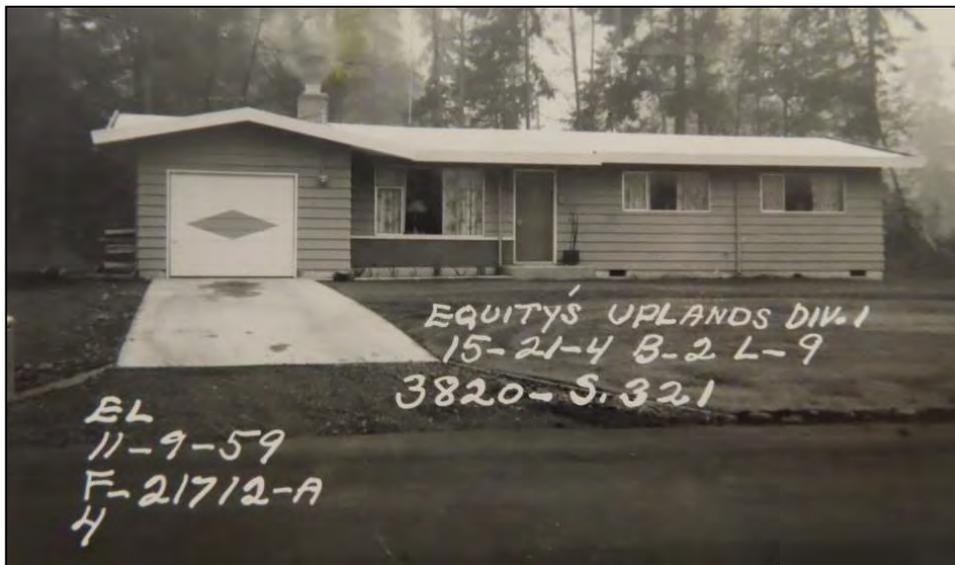


Figure 7.2-42. 3820 South 321st Street, 1959, King County Assessor, courtesy of the Puget Sound Regional Branch of the Washington State Archives.

Integrity

From its period of construction (1959), the residence at 3820 South 321st Street retains integrity of location, setting, feeling, and association, as it remains a single-family residence on its original parcel. Additions to the rear and to the east, along with incompatible materials including vinyl siding and windows, have diminished its integrity of design, materials, and workmanship (King County Assessor 1935–2022).

Evaluation

The single-family residence at 3820 South 321st Street was constructed in 1959 and does not appear to have any associations with events that made a significant contribution to the broad patterns of our local, state, or national history (Criterion A). The house is not known to be associated with the lives of significant persons (Criterion B). The resource is a modest example of a ubiquitous type, an early Ranch house. It possesses no distinctive features of the type apart from its massing, which has been altered. The building does not embody the distinctive characteristics of a type, period, or method of construction; or represent the work of a master; or possess high artistic values; or represent a significant and distinguishable entity whose components may lack individual distinction (i.e., is part of a district) (Criterion C). Finally, the house was built of common construction methods and well-known materials and is unlikely to answer important research questions or yield information about human history that can only be answered by the actual physical material, design, construction methods, or interrelation of these resources (Criterion D).

Due to a lack of significance and an irretrievable loss of integrity, HRA recommends 3820 South 321st Street not eligible for listing in the NRHP under any criteria.

7.2.15 3828 South 321st Street

According to the King County Assessor, the residence at 3828 South 321st Street was constructed in 1959 (King County Assessor 1935–2022). The single-story, rectangular building faces south. It sits on a poured-concrete foundation, is clad in wood sheet, and is topped by a flat roof with deep eave (Figures 7.2-43–7.2-45).

The building's south-facing facade includes a central entry door with shallow stoop flanked east and west by aluminum-frame windows. At the facade's west end is an attached garage with a wood-paneled, overhead garage door. Side elevations include no evident fenestration or other features.



Figure 7.2-43. 3828 South 321st Street, view north.



Figure 7.2-44. 3828 South 321st Street, view northeast.



Figure 7.2-45. 3828 South 321st Street, 1959, King County Assessor, courtesy of the Puget Sound Regional Branch of the Washington State Archives.

Integrity

From its period of construction (1959), the residence at 3828 South 321st Street retains integrity of location, setting, design, materials, workmanship, feeling, and association. A review of King County Assessor's photos shows that the only evident alteration is the addition of an ornamental garage door (King County Assessor 1935–2022).

Evaluation

The single-family residence at 3828 South 321st Street was constructed in 1959 and does not appear to have any associations with events that made a significant contribution to the broad patterns of our local, state, or national history (Criterion A). The house is not known to be associated with the lives of significant persons (Criterion B). The resource is a modest example of a ubiquitous type, an early Ranch house. It possesses few distinctive features apart from its massing and flat roof. The building does not embody the distinctive characteristics of a type, period, or method of construction; or represent the work of a master; or possess high artistic values; or represent a significant and distinguishable entity whose components may lack individual distinction (i.e., is part of a district) (Criterion C). Finally, the house was built of common construction methods and well-known materials and is unlikely to answer important research questions or yield information about human history that can only be answered by the actual physical material, design, construction methods, or interrelation of these resources (Criterion D).

Due to a lack of significance, HRA recommends 3828 South 321st Street not eligible for listing in the NRHP under any criteria.

7.2.16 32615 Pacific Highway South

According to the King County Assessor, and confirmed by aerial photography, the 19 commercial warehouses and a former office building at 32615 Pacific Highway South were constructed in 1975 (King County Assessor 1935–2022; NETROnline 2022). The original office building was replaced by a new office building ca. 2006 (NETROnline 2022). The development faces east toward Pacific Highway S. The office is a small rectangular building separated from a large warehouse to the rear (west) by a drive. These buildings are flanked by one additional warehouse to the north and south, with a grid of 16 additional warehouses located to the rear of the large parcel. Warehouses and office are located on poured-concrete foundations, are constructed of concrete, and include upper panels of corrugated metal siding. The office is topped by a side-gabled, standing-seam metal roof with minimal eaves. The warehouses are topped by flat built-up roofs (Figures 7.2-46–7.2-48).

The warehouses are consistent, featuring overhead garage doors facing the interior of the complex. The office building includes a projecting gable at the entry, supported by concrete-block columns. Windows on the facade and on secondary elevations are tall and metal frame. On the north elevation, the building’s mass is cut away to provide a covered walkway to a metal-frame entry door flanked by metal-frame windows. To the rear of the office, the large warehouse includes an east-facing parapet flanked north and south by full-height metal-frame windows.



Figure 7.2-46. 32615 Pacific Highway South, view northwest.



Figure 7.2-47. 32615 Pacific Highway South, view southwest.



Figure 7.2-48. 32615 Pacific Highway South, 1986, King County Assessor, courtesy of the Puget Sound Regional Branch of the Washington State Archives.

Integrity

From its period of construction (1975), the warehouse complex at 32615 Pacific Highway South retains integrity of location and setting, as it remains on its original parcel on Pacific Highway South. The complex does not retain integrity of design, materials, workmanship, feeling, or association due to extensive alterations and additions that included the replacement of the original office building ca. 2006 (King County Assessor 1935–2022; NETROnline 2022).

Evaluation

The self-storage complex at 32615 Pacific Highway South was constructed in 1975 and does not appear to have any associations with events that made a significant contribution to the broad patterns of our local, state, or national history (Criterion A). The complex is not known to be associated with the lives of significant persons (Criterion B). The complex is utilitarian in character, with few character-defining features apart from its massing. The complex does not embody the distinctive characteristics of a type, period, or method of construction; or represent the work of a master; or possess high artistic values; or represent a significant and distinguishable entity whose components may lack individual distinction (i.e., is part of a district) (Criterion C). Finally, the complex was built of common construction methods and well-known materials and is unlikely to answer important research questions or yield information about human history that can only be answered by the actual physical material, design, construction methods, or interrelation of these resources (Criterion D).

Due to a lack of significance and irretrievable loss of integrity, HRA recommends 32615 Pacific Highway South not eligible for listing in the NRHP under any criteria.

7.2.17 32530 Pacific Highway South

According to the King County Assessor, the automotive service center at 32530 Pacific Highway South was constructed in 1975 (King County Assessor 1935–2022). The building is a single story tall, rectangular in plan, and faces a parking lot to the north. The building sits on a poured-concrete foundation, is constructed of concrete block, and is topped by a flat built-up roof with parapet (Figures 7.2-49–7.2-51).

The building's facade includes an aluminum-frame pedestrian door surrounded by aluminum-frame full-height windows and transoms that wrap the building's northwest corner. East of the entry is a secondary aluminum-frame door with sidelight and transom. Farther east are four garage bays with overhead garage doors. Visible garage doors are metal with lights. The garage bays are partially topped by shallow awnings, broken by a sign for "Auto Service Experts." The building's west elevation includes corner-wrapping windows near the entry but no other fenestration. The south elevation abuts another building and was not visible. The east elevation includes a projecting end wall but was not visible.



Figure 7.2-49. 32530 Pacific Highway South, view south.



Figure 7.2-50. 32530 Pacific Highway South, view southeast.



Figure 7.2-51. 32530 Pacific Highway South, undated, King County Assessor, courtesy of the Puget Sound Regional Branch of the Washington State Archives.

Integrity

From its period of construction (1975), the building at 32530 Pacific Highway South retains integrity of location, setting, design, materials, workmanship, feeling, and association, as few alterations are evident apart from the replacement of one glass pedestrian door with a solid door and the removal of freestanding signage, evident in assessor's photos (King County 2022).

Evaluation

The automotive service station at 32530 Pacific Highway South was constructed in 1975 and does not appear to have any associations with events that made a significant contribution to the broad patterns of our local, state, or national history (Criterion A). The building is not known to be associated with the lives of significant persons (Criterion B). The building is a Modern one-part block with few character-defining features apart from its storefront. The building does not embody the distinctive characteristics of a type, period, or method of construction; or represent the work of a master; or possess high artistic values; or represent a significant and distinguishable entity whose components may lack individual distinction (i.e., is part of a district) (Criterion C). Finally, the building was built of common construction methods and well-known materials and is unlikely to answer important research questions or yield information about human history that can only be answered by the actual physical material, design, construction methods, or interrelation of these resources (Criterion D).

Due to a lack of significance, HRA recommends 32530 Pacific Highway South not eligible for listing in the NRHP under any criteria.

7.2.18 1617 South 324th Street

According to the King County Assessor, the office building at 1617 South 324th Street was constructed in 1971 (King County Assessor 1935–2022). The building is square in plan, a single story tall, and faces north. It sits on a poured-concrete foundation, is clad in brick in stacked bond, and is topped by a flat built-up roof with deep eave (Figures 7.2-52–7.2-54).

The building’s north-facing facade includes an off-center entry door paired with metal-frame transom and full-height sidelight. East and west of the entry are metal-framed windows between panels of stucco or textured concrete. Windows are separated by stacked brick walls. Four are located east of the entry, and two are located to the west. The eave includes signage for the “Washington State Department of Licensing.” The secondary west elevation includes seven metal-frame windows between textured-concrete panels. The building’s east elevation includes only one large window between textured-concrete panels. One pedestrian door, and two smaller windows with textured-concrete panels are also located on this elevation, along with a pad screened by a fence of wood boards. The rear (south) elevation includes nine windows with textured-concrete panels across the elevation, and a secondary entry door.



Figure 7.2-52. 1617 South 324th Street, view southwest.



Figure 7.2-53. 1617 South 324th Street, view west.



Figure 7.2-54. 1617 South 324th Street, 1972, King County Assessor, courtesy of the Puget Sound Regional Branch of the Washington State Archives.

Integrity

From its period of construction (1971), the building at 1617 South 324th Street retains integrity of location, setting, design, materials, workmanship, feeling, and association, as no alterations were evident, apart from some in-kind window replacement.

Evaluation

The public office building at 1617 South 324th Street was constructed in 1971. It is described in King County Assessor's records as state offices for the Department of Social and Health Services (DSHS). It is not clear when the building transitioned to the Department of Licensing, but it appears to have provided local office space for the state since its construction. While the building is associated with state government, it does not appear to have any associations with events that made a significant contribution to the broad patterns of our local, state, or national history. As noted by the NPS, "mere association with historic events or trends is not enough, in and of itself, to qualify under Criterion A: the property's specific association must be considered important as well. For example, a building historically in commercial use must be shown to have been significant in commercial history" (NPS 1997). Research did not reveal that the building at 32411 Pacific Highway S was significant in the history of state government (Criterion A). The building is not known to be associated with the lives of significant persons (Criterion B). The building is a Modern one-part block with few character-defining features apart from its massing. The building does not embody the distinctive characteristics of a type, period, or method of construction; or represent the work of a master; or possess high artistic values; or represent a significant and distinguishable entity whose components may lack individual distinction (i.e., is part of a district) (Criterion C). Finally, the building was built of common construction methods and well-known materials and is unlikely to answer important research questions or yield information about human history that can only be answered by the actual physical material, design, construction methods, or interrelation of these resources (Criterion D).

Due to a lack of significance, HRA recommends the offices at 1617 South 324th Street not eligible for listing in the NRHP under any criteria.

7.2.19 32400 Pacific Highway South

According to the King County Assessor, the bank building at 32400 Pacific Highway South was constructed in 1974 (King County Assessor 1935–2022). It was designed by Callison, Erickson and Hobbie and constructed by Universal Builders for the Continental Bank of Federal Way (*Seattle Times* 1973). The building is a single story tall, irregular in plan, with a telescoping facade facing north. It sits on a poured-concrete foundation, is clad in vertical wood boards, and is topped by a flat built-up roof with no eave (Figures 7.2-55–7.2-57).

The building's facade includes an entry at the northwest corner, comprising a glazed pedestrian door paired with a wall of metal-frame windows supported by a central stiffener. Telescoping bays to the east are also filled by deep set windows in wood frames. The building's secondary east elevation includes a recessed mass to the south that includes drive-thru bays. The roof with deep awning is supported by heavy rectangular posts. Building corners are rounded and no fenestration is present. The building's south elevation provides four drive-thru bays, one of which includes an automated

teller machine. Another includes a callbox. Signage for “Key Bank” is located on the eave. The building’s west elevation includes a curved wall surface and the recessed wall of the telescoping entry, with a wall of windows obscured by mature foliage.



Figure 7.2-55. 32400 Pacific Highway South, view southwest.



Figure 7.2-56. 32400 Pacific Highway South, view northwest.



Figure 7.2-57. 32400 Pacific Highway South, undated, King County Assessor, courtesy of the Puget Sound Regional Branch of the Washington State Archives.

Integrity

From its period of construction (1974), the bank building at 32400 Pacific Highway South retains integrity of location, setting, feeling, and association. According to the King County Assessor, a new teller window and four drive-thru lanes (replacing three earlier lanes) were constructed against the rear (south) elevation of the preexisting bank in 1983, when the building was associated with Puget Sound National Bank (King County Assessor 1935–2022; *Seattle Times* 1973). Awnings, which provided some screening for original windows on the facade, have been removed, as has freestanding signage, diminishing the building’s integrity of design, materials, and workmanship.

Evaluation

The bank building at 32400 Pacific Highway South was designed by Callison, Erickson and Hobble and completed by Universal Builders in 1974 (*Seattle Times* 1973). Callison, Erickson and Hobble was a short-lived partnership (1970–1973) that was responsible for the Park Place Office Building in Seattle (1969–1971). Anthony Callison (1932–1988) received a B.Arch. from the University of Washington in 1956, and partnered with multiple other designers, forming the Callison Partnerships, Ltd. in Seattle in 1975 (Ochsner 2014:426). It has since grown into a global architecture, planning, and design firm (CallisonRTKL 2022). This building does not appear among other significant designs prepared by Callison and his partners but is distinctive for its telescoping facade.

The Continental Bank of Federal Way was founded in Burien in 1969. The Federal Way branch was the second of four in King County by 1976, when the bank was acquired by Puget Sound National Bank of Tacoma after accusations of mismanagement (*Seattle Times* 1976a, 1976b).

The bank building at 32400 Pacific Highway South was constructed in 1974 and does not appear to have any associations with events that made a significant contribution to the broad patterns of our local, state, or national commercial history (Criterion A). The building is not known to be associated with the lives of significant persons (Criterion B). The building does represent a modest interpretation of Modernism, which was popular in bank buildings of the Northwest in the mid-twentieth century, a time when banking architecture abandoned classical forms known for solidity and strength and embraced inventive and creative design (Huffaker 2022). The dramatic telescoping window walls in square openings, visible from a busy street corner, emphasize form over ornament, borrowing from International or Miesien ideals. While the building is small and does not feature dramatic cantilevered volumes, it does feature the geometric, horizontal focus and curved surfaces “as elements of contrast” identified by historians as characteristics of the International style (Whiffen 1999:248). The building does possess the distinctive characteristics of Modernism (although it is a late example) and does represent the work of a master architect (Criterion C). The building was built of common construction methods and well-known materials and is unlikely to answer important research questions or yield information about human history that can only be answered by the actual physical material, design, construction methods, or interrelation of these resources (Criterion D).

As an example of a Modern bank building, HRA recommends the building at 32400 Pacific Highway South eligible for local listing in the NRHP under Criterion C, in the area of Architecture. Its period of significance dates to its construction in 1974, and HRA assumes the boundary of the eligible resource is the current tax parcel boundary.

7.2.20 32002 Military Road South

According to the King County Assessor, the gas station and market at 32002 Military Road South was constructed in 1973 (King County Assessor 1935–2022). The single-story building is rectangular in plan with a projecting canopy supported by slender posts over gas pumps. The building sits on a poured-concrete foundation, is of prefabricated metal clad in wood sheet, and is topped by a flat, built-up roof with deep projecting eave (Figures 7.2-58–7.2-60).

The building’s facade faces northwest toward the canopy. It includes an off-center entry of paired aluminum-frame doors topped by sidelight and flanked east and west by ribbons of half-height, aluminum-frame windows. The secondary east elevation includes no fenestration. The secondary west elevation includes one large picture window paired with a ribbon of shallow windows. Freestanding signage identifies the business as a Mobil gas station.



Figure 7.2-58. 32002 Military Road South, view southeast.



Figure 7.2-59. 32002 Military Road South, view south.



Figure 7.2-60. 32002 Military Road South, 1973, King County Assessor, courtesy of the Puget Sound Regional Branch of the Washington State Archives.

Integrity

From its period of construction (1973), the market and gas station at 32002 Military Road South retains integrity of location, setting, and feeling, as it remains on its original parcel. A review of assessor's photos indicates that the canopy has been rebuilt as a flat rather than gabled shelter; the building's character-defining blade sign has been removed; and the building's once asymmetrical entrance has been redesigned to feature bands of symmetrical windows (King County Assessor 1935–2022). The building has been rebranded as a market and gas station. The building no longer retains integrity of design, materials, workmanship, or association.

Evaluation

The market and gas station at 32002 Military Road South was constructed in 1973 and does not appear to have any associations with events that made a significant contribution to the broad patterns of our local, state, or national commercial history (Criterion A). The building is not known to be associated with the lives of significant persons (Criterion B). The market and gas station is a modest example of a ubiquitous and undistinguished resource type, the corner gas station, with branded signage dating to the twenty-first century. The building does not embody the distinctive characteristics of a type, period, or method of construction; or represent the work of a master; or possess high artistic values; or represent a significant and distinguishable entity whose components may lack individual distinction (i.e., is part of a district) (Criterion C). Finally, the building was built of common construction methods and well-known materials and is unlikely to answer important research questions or yield information about human history that can only be answered by the actual physical material, design, construction methods, or interrelation of these resources (Criterion D).

Due to a lack of significance and loss of integrity, HRA recommends 32002 Military Road South not eligible for listing in the NRHP under any criteria.

7.2.21 32411 Pacific Highway South

According to the King County Assessor, the strip commercial building at 32411 Pacific Highway South was constructed in 1972 (King County Assessor 1935–2022). The single-story building is generally rectangular and faces north. It sits on a poured-concrete foundation, is constructed of concrete block, and is topped by a flat, built-up roof with two prominent parapets near the east and west corners of the north-facing facade (Figures 7.2-61–7.2-63).

The building includes two large retail spaces, defined by enframed entries with projecting columns and large parapets for signage. Tenants include O’Reilly Auto Parts (east) and Vince’s Italian Restaurant (west). Below the parapets and across the facade are storefronts made up of aluminum-frame pedestrian doors flanked by full-height, aluminum-frame windows and topped by transoms, some of which have been covered with panels of textured concrete. Storefronts are separated by concrete-block columns, and the facade steps back slightly from the anchor tenant at the northeast corner. Above the storefronts, the eaves include lighted signage and some ornamental concrete projections. The building’s secondary west elevation includes wrapping windows from the facade and one secondary pedestrian door. The rear (south) elevation includes a wall of concrete block with secondary pedestrian doors and a projection off the easternmost tenant space. The building’s east elevation includes wrapping windows from the facade and a stepped-back wall of parged-concrete block and concrete planter boxes.



Figure 7.2-61. 32411 Pacific Highway South, view southwest.



Figure 7.2-62. 32411 Pacific Highway South, view southeast.



Figure 7.2-63. 32411 Pacific Highway South, 1981, King County Assessor, courtesy of the Puget Sound Regional Branch of the Washington State Archives.

Integrity

From its period of construction (1972), the strip commercial building at 32411 Pacific Highway South retains integrity of location, setting, and association, as it continues to host numerous business storefronts off Pacific Highway South. Alterations associated with a 6,000 square ft addition in 1980 and extensive exterior remodeling as recently as 2005 have obscured the facade’s historical character and diminished its integrity of design, materials, workmanship, and feeling (King County Assessor 1935–2022; *Seattle Times* 1980).

Evaluation

The strip commercial center at 32411 Pacific Highway South was constructed in 1972. It is referred to as Larkspur Center in King County Assessor’s records, although it is not popularly known by this name (King County Assessor 1935–2022). Vince’s Italian Restaurant anchors the development’s western edge. The eastern edge, which hosted Keene Furniture in the 1970s and early 1980s, is now a storefront for O’Reilly Auto Parts (King County Assessor 1935–2022).

While the strip commercial center at 32411 Pacific Highway South is associated with local commerce, it does not have any associations with events that made a significant contribution to the broad patterns of our local, state, or national commercial history. It was constructed late in the twentieth century as an addition to Federal Way’s established commercial center. As noted by the NPS, “mere association with historic events or trends is not enough, in and of itself, to qualify under Criterion A: the property’s specific association must be considered important as well. For example, a building historically in commercial use must be shown to have been significant in commercial history” (NPS 1997). Research did not reveal that the building at 32411 Pacific Highway South was significant in the history of commerce (Criterion A). The building is not known to be associated with the lives of significant persons (Criterion B). The building was constructed as a single rectangular building with street frontage. It retains few distinctive features from its period of construction due to extensive alterations. The building does not embody the distinctive characteristics of a type, period, or method of construction; or represent the work of a master; or possess high artistic values; or represent a significant and distinguishable entity whose components may lack individual distinction (i.e., is part of a district) (Criterion C). Finally, the building was built of common construction methods and well-known materials and is unlikely to answer important research questions or yield information about human history that can only be answered by the actual physical material, design, construction methods, or interrelation of these resources (Criterion D).

Due to a lack of significance and an irretrievable loss of integrity, HRA recommends 32411 Pacific Highway South not eligible for listing in the NRHP under any criteria.

7.2.22 3014 South 320th Street

Initial research indicated that a single-family residence was located at 3014 South 320th Street. However, field survey indicated that the building had been demolished, and this parcel and surrounding parcels were under development. No historic-period resource was present (Figures 7.2-64).



Figure 7.2-64. The former location of 3014 South 320th Street, view west.

7.2.23 31209 32nd Avenue South

According to the King County Assessor, the residence at 31209 32nd Avenue South was constructed in 1954 (King County Assessor 1935–2022). However, it appears that the 1950s building was moved to this location in 1969, as suggested by property records cards and historic aerial imagery (King County Assessor 1935–2022; NETROnline 2022). The parcel at 31209 32nd Avenue South remained undeveloped in 1969, according to aerial imagery, and the extant residence appears at its present location and in its present form by 1980 (NETROnline 2022). The two-story building, irregular in plan, faces east. It sits on a concrete-block foundation, is clad in a combination of lapped wood boards topped by T1-11, and is topped by a hipped asphalt shingle roof (Figures 7.2-65–7.2-67).

The building's east-facing facade includes a prominent deck with metal railing off the upper story. It is accessed by a stair with metal rail, is supported by slender posts, and provides access to the primary entry door, which is flanked to the north by a projection with vinyl-frame windows. To the south are additional vinyl-frame windows, and a recessed mass on the south end with a vinyl-frame window. Under the balcony is a sliding door and additional vinyl windows. The building's secondary elevations are minimally visible. The north elevation includes a projecting carport with vehicular access to a large garage located west of the residence. It is front gabled and clad in wood boards topped by T1-11. The secondary south elevation includes two additional sliding, vinyl-frame windows. To the rear of the building is a large greenhouse next to the garage. According to the King County Assessor, the greenhouse and a shed, not visible from the public ROW, were added in 2016 (King County Assessor 1935–2022).



Figure 7.2-65. 31209 32nd Avenue South, view west.



Figure 7.2-66. 31209 32nd Avenue South, view northwest.

MAN	Wardrobes		
Date First Occupied, Month	Nov 1 st	1969	
Date Built, 19	54	Unfinished <input type="checkbox"/>	Moved, 19 69
Date Finished, 19	54	Rebuilt, 19	Remodeled, 19 69
Dep. for Age		Future Life	Years
Dep. for Cond.	Dep. for Ob.	Dep. for Es.	Total 57

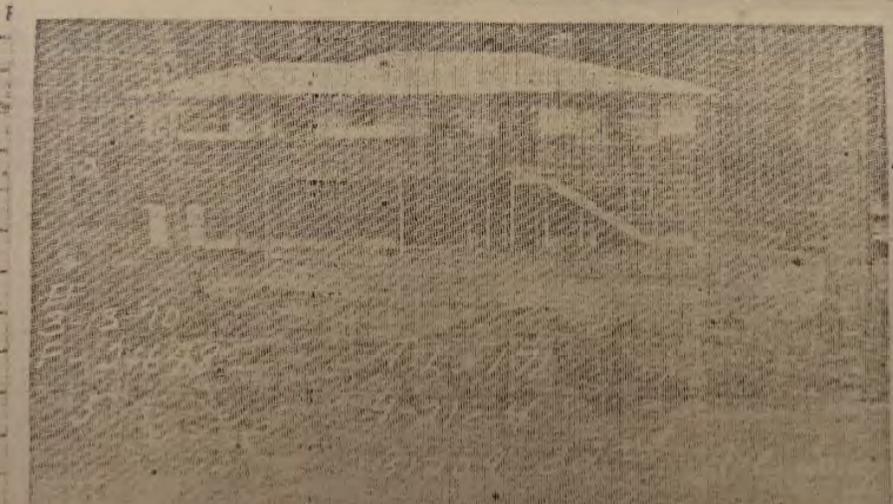


Figure 7.2-67. 31209 32nd Avenue South, 1970, King County Assessor, courtesy of the Puget Sound Regional Branch of the Washington State Archives.

Integrity

From its period of construction (1954), the building at 31209 32nd Avenue South does not retain integrity of location, setting, design, materials, workmanship, feeling, or association, as it was apparently moved to this location in 1969 and altered by the addition of incompatible materials and successive waves of construction (King County Assessor 1935–2022; NETROnline 2022).

Evaluation

The residence at 31209 32nd Avenue South was constructed in 1954 and was moved to its present location in 1969 (King County Assessor 1935–2022). The building does not appear to have any associations with events that made a significant contribution to the broad patterns of our local, state, or national history (Criterion A). The building is not known to be associated with the lives of significant persons (Criterion B). The residence possesses some of the characteristics of a raised Ranch, including the wide hipped roof and horizontal emphasis, but alterations and additions have obscured its original character. The building does not embody the distinctive characteristics of a type, period, or method of construction; or represent the work of a master; or possess high artistic values; or represent a significant and distinguishable entity whose components may lack individual distinction (i.e., is part of a district) (Criterion C). Finally, the building was built of common construction methods and well-known materials and is unlikely to answer important research

questions or yield information about human history that can only be answered by the actual physical material, design, construction methods, or interrelation of these resources (Criterion D).

Due to a lack of significance and an irretrievable loss of integrity, HRA recommends 31209 32nd Avenue South not eligible for listing in the NRHP under any criteria.

7.2.24 31014 28th Avenue South

According to the King County Assessor, the residence at 31014 28th Avenue South was constructed in 1957 (King County Assessor 1935–2022). The single-story building is rectangular in plan and faces west. It sits on a poured-concrete foundation, is clad in T1-11, and is topped by a side-gabled, membrane roof (Figures 7.2-68–7.2-70).

The building's west-facing facade includes a central entry flanked north and south by vinyl-frame windows. The entry and the three-part window to its north are paired with a wood deck with wood lattice railing, topped by a projecting porch roof of corrugated plastic supported by slender square posts. Additional vinyl-frame sliding windows are located to the south, and an overhead garage door is located to the north. Privacy fencing and mature foliage screen the house from the roadway and secondary elevations are not visible.

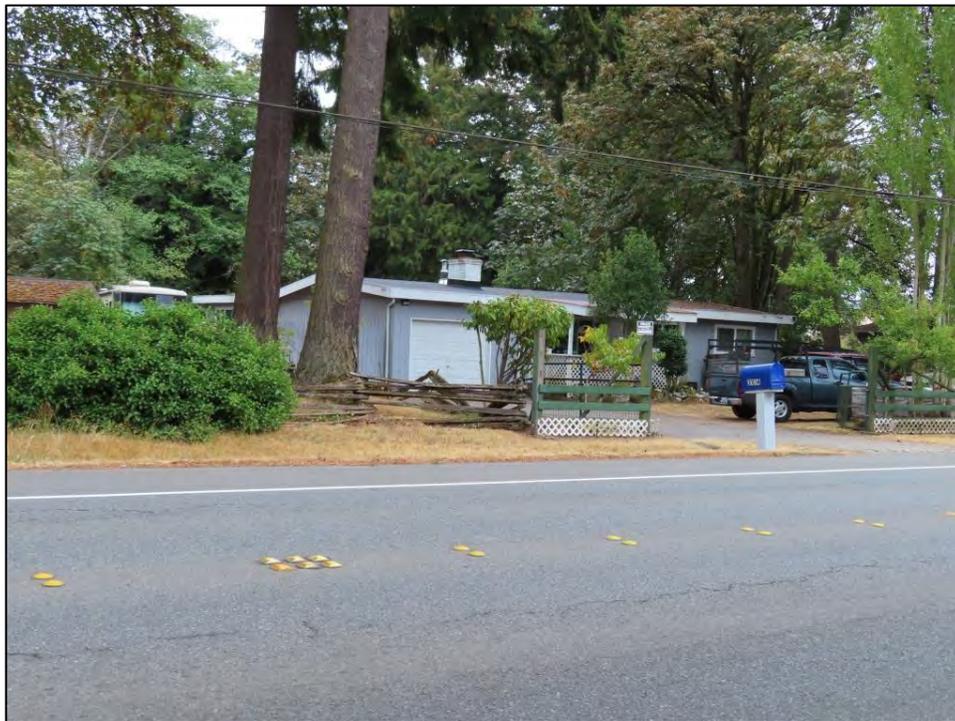


Figure 7.2-68. 31014 28th Avenue South, view southeast.



Figure 7.2-69. 31014 28th Avenue South, view east.

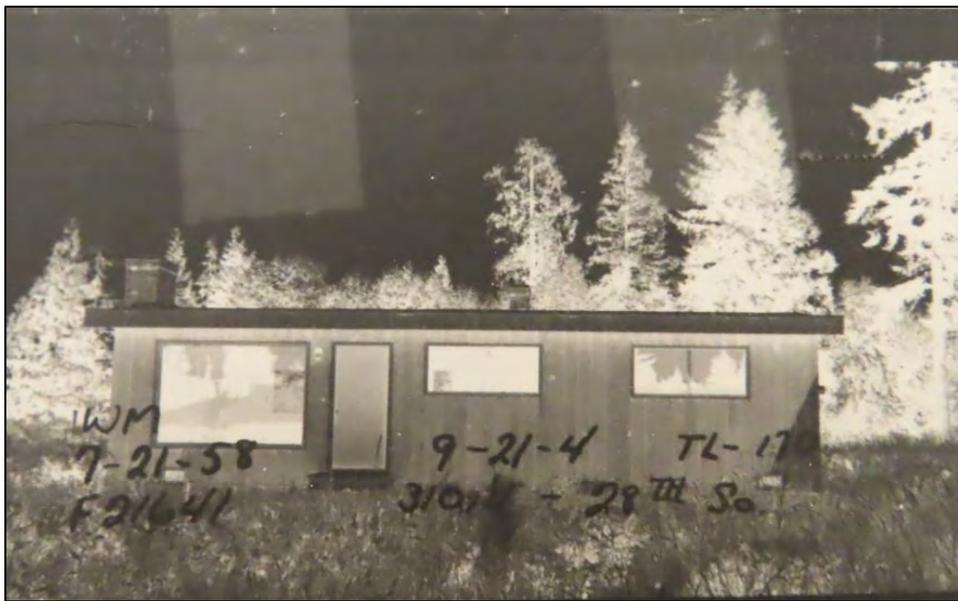


Figure 7.2-70. 31014 28th Avenue South, 1958, King County Assessor, courtesy of the Puget Sound Regional Branch of the Washington State Archives.

Integrity

From its period of construction (1957), the residence at 31014 28th Avenue South retains integrity of location, setting, feeling, and association, as it remains a single-family residence on its original parcel. The addition of an attached garage and porch, along with alterations and incompatible replacement materials, including windows, have diminished its integrity of design, materials, and workmanship.

Evaluation

The residence at 31014 28th Avenue South was constructed in 1957 and does not appear to have any associations with events that made a significant contribution to the broad patterns of our local, state, or national history (Criterion A). The building is not known to be associated with the lives of significant persons (Criterion B). The residence is an altered early Ranch with few character-defining features apart from its massing. The building does not embody the distinctive characteristics of a type, period, or method of construction; or represent the work of a master; or possess high artistic values; or represent a significant and distinguishable entity whose components may lack individual distinction (i.e., is part of a district) (Criterion C). Finally, the building was built of common construction methods and well-known materials and is unlikely to answer important research questions or yield information about human history that can only be answered by the actual physical material, design, construction methods, or interrelation of these resources (Criterion D).

Due to a lack of significance and an irretrievable loss of integrity, HRA recommends 31014 28th Avenue South not eligible for listing in the NRHP under any criteria.

7.2.25 3126 South 320th Street

Initial research indicated that a single-family residence was located at 3126 South 320th Street. However, field survey indicated that the building had been demolished and this parcel and surrounding parcels were under development. No historic-period resource was present (see Figure 7.2-64).

7.2.26 3112 South 320th Street

Initial research indicated that a single-family residence was located at 3112 South 320th Street. However, field survey indicated that the building had been demolished and this parcel and surrounding parcels were under development. No historic-period resource was present (see Figure 7.2-64).

7.2.27 Potential Historic District

The APE includes a complex known as the Federal Way Plaza South, which includes a number of office and commercial buildings constructed in the mid-1970s. HRA considered whether the development could potentially qualify as an NRHP-eligible historic district. However, based on the results of field and archival research, HRA does not believe that the development retains resources with sufficient significance or sufficient integrity to qualify for listing under any NRHP criteria. No

other potential districts were identified within the APE. Therefore, HRA recommends that no potential NRHP-eligible historic district is present.

8. Conclusions and Recommendations

8.1 Archaeological Resources

HRA performed an archaeological inventory of the ADI on August 26 and 29 and September 6–8, 2022, that included pedestrian survey and shovel probing. The urban transportation corridor and adjacent developed and undeveloped areas in which the APE is located have been previously disturbed by logging, commercial, and infrastructural development (e.g., road construction, utility installation) activities since the late nineteenth century. Seventy-five shovel probes were excavated within the ADI.

HRA archaeologists encountered one historic-period archaeological site, a mid-twentieth century abandoned asphalt roadway. The site was assigned the Smithsonian trinomial 45KI1662. HRA recommends that the site is not eligible for listing in the NRHP. Site 45KI1662 does not meet any of the criteria for listing in the NRHP, and it lacks integrity of design, workmanship, feeling, and association. No other significant archaeological resources were identified within the ADI.

HRA recommends that no further archaeological study is necessary unless the project design changes substantially.

8.1.1 Unanticipated Discovery of Archaeological Resources

HRA recommends that a project-specific unanticipated discovery plan (UDP) be in place in advance of ground disturbance for the Project. Procedures outlined in the plan should be followed if any archaeological resources are encountered during project construction or maintenance.

8.1.2 Inadvertent Discovery of Human Remains

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

The county coroner will assume jurisdiction over the human skeletal remains and make a determination of whether those remains are forensic or non-forensic. If the county coroner determines the remains are non-forensic, they will report that finding to the DAHP. DAHP will then take jurisdiction over those remains and report them to the appropriate cemeteries and affected Tribes. The State Physical Anthropologist will make a determination of whether the remains are Indigenous or non-Indigenous, and report that finding to any appropriate cemeteries and the affected Tribes. DAHP will then handle all consultation with the affected parties as to the future preservation, excavation, and disposition of the remains.

8.2 Architectural Survey Results

HRA surveyed and inventoried 23 architectural resources within the APE. Of these, HRA recommends one, the Key Bank building at 32400 Pacific Highway South, eligible for listing in the NRHP. HRA recommends all other surveyed architectural resources not eligible for listing in the NRHP. Additionally, HRA considered whether the APE included a potential NRHP-eligible historic district. However, the results of archival and field research indicate that no eligible historic district is present.

8.3 Assessment of Effects

HRA identified historic properties within the APE that have the potential to be affected by the Project. These include the Key Bank building at 32400 Pacific Highway South, which HRA recommends eligible for local listing in the NRHP. Additionally, previously documented resources in the APE determined eligible for listing in the NRHP include the Calvary Lutheran Church, located at 2415 S 320th St. in Federal Way, and four BPA transmission lines (Tacoma–Covington No. 2, Tacoma–Raver 1 & 2 No. 1, Tacoma–Covington No. 3, and Tacoma–Covington No. 4), which pass through the APE.

8.3.1 *Key Bank*

The Key Bank building, located at 32400 Pacific Highway South, is recommended eligible for local listing in the NRHP under Criterion C for its architectural design. The building sits at the southeast corner of the intersection of Pacific Highway South and South 324th Street. The Project proposes to widen South 324th Street north of the bank building and Pacific Highway Southwest of the bank building. However, the bank building is set back from the roadway and separated from it by a parking lot and landscaping. Therefore, it appears that the Project, as proposed, has no potential to affect any characteristics that qualify the building for listing in the NRHP. Additionally, temporary noise, vibration, and visual impacts do not constitute an adverse effect due to the transitory nature of construction.

8.3.2 *Calvary Lutheran Church*

The Federal Transit Administration determined Calvary Lutheran Church, located at 2415 South 320th Street, eligible for listing in the NRHP under Criterion C in 2014 (DAHP 2022). The building is located within the APE and within one parcel of proposed alterations to South 320th Street, where the Project proposes to convert two lanes of general traffic to BRT, an alteration that will take place within the existing ROW and will require restriping. The Calvary Lutheran Church is set back from the roadway and is shielded from traffic along South 320th Street by lawn, shrubs, and mature trees, along with an addition added at the building's northwest corner. The proposed changes to South 320th Street will not affect any characteristics that qualify the building for listing in the NRHP. Other project elements are separated from the church by more than one parcel and will not affect the building. HRA recommends that the Project, as proposed, will not adversely affect the Calvary Lutheran Church. As noted above, temporary noise, vibration, and visual impacts do not constitute an adverse effect due to the transitory nature of construction.

8.3.3 BPA Transmission Lines

The Tacoma–Covington No. 2, Tacoma–Raver 1 & 2 No. 1, Tacoma–Covington No. 3, and Tacoma–Covington No. 4 transmission lines cross the APE at a diagonal, with steel lattice towers and conduit crossing southwest to northeast over I-5. BPA determined the transmission lines eligible for listing in the NRHP under Criterion A in 2021 (BPA 2021). The lines were evaluated in association with Sound Transit’s Link LRT, which is leading BPA to realign the transmission system at this location. BPA is already planning to move, update, and reposition towers within the alignment, and integrity in this location may be lost. While the exact details of BPA’s planned work within the APE are unknown, it does not appear that the Project will lead to a loss of integrity for the transmission lines as it will make roadway improvements within the public ROW under the transmission lines. It will not directly affect the eligible resources, as it will not affect any characteristics that qualify the transmission system for listing in the NRHP. As noted above, temporary noise, vibration, and visual impacts do not constitute an adverse effect due to the transitory nature of construction.

As the three historic properties within the APE will not be adversely affected by the Project, as proposed, HRA recommends a finding of *no adverse effect* on historic properties for the Project.

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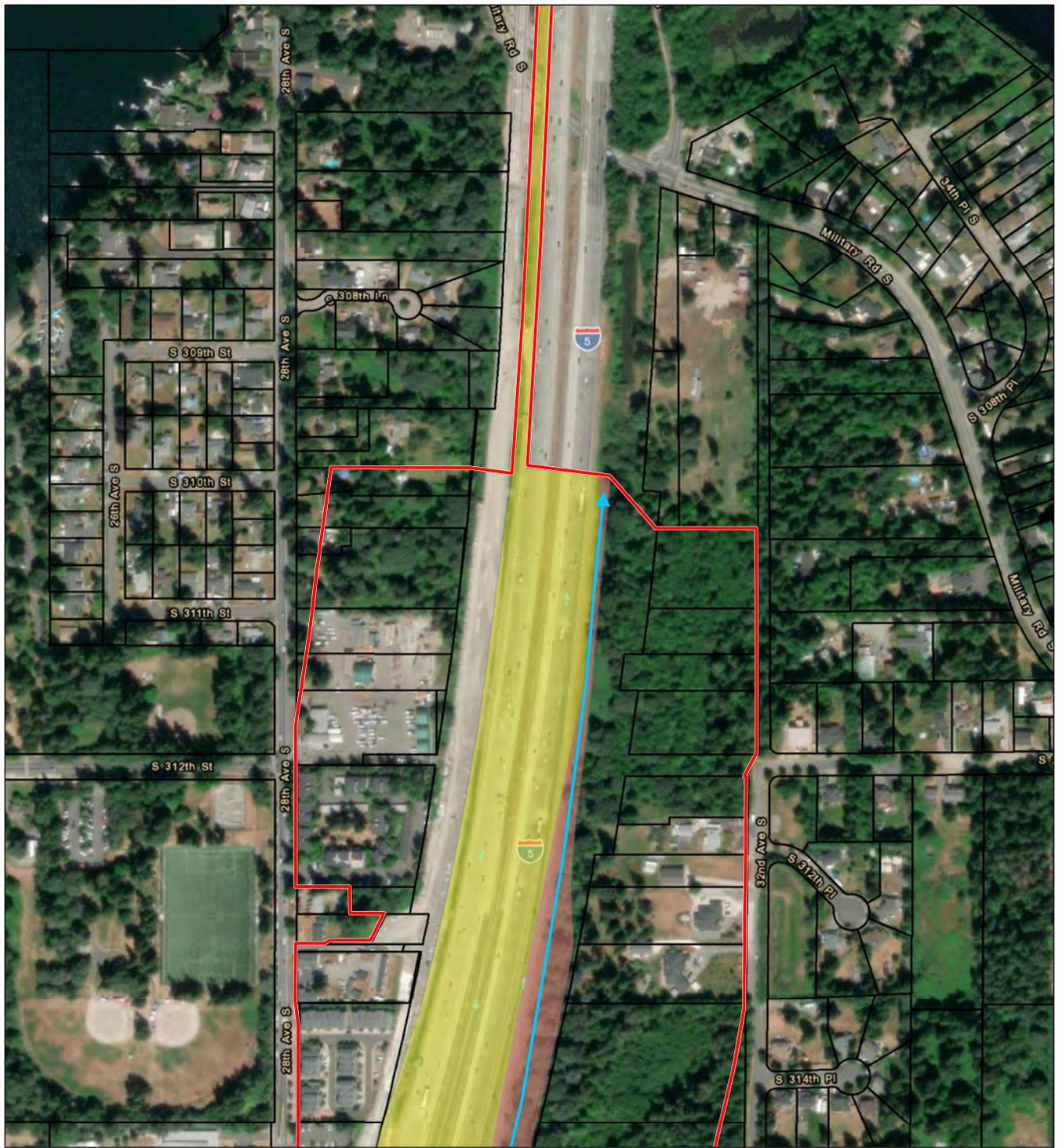
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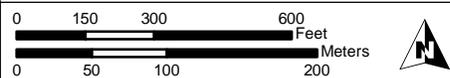
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Appendix A. Pedestrian Survey Results



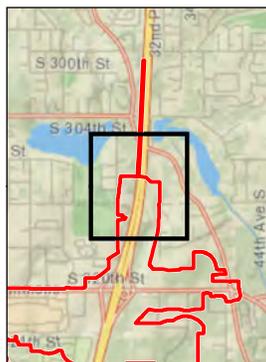
**City of Federal Way
City Center Access Project**

- Survey Transect
- Archaeological Survey Area
- Area of Direct Impact (ADI)
- Area of Potential Effects (APE)



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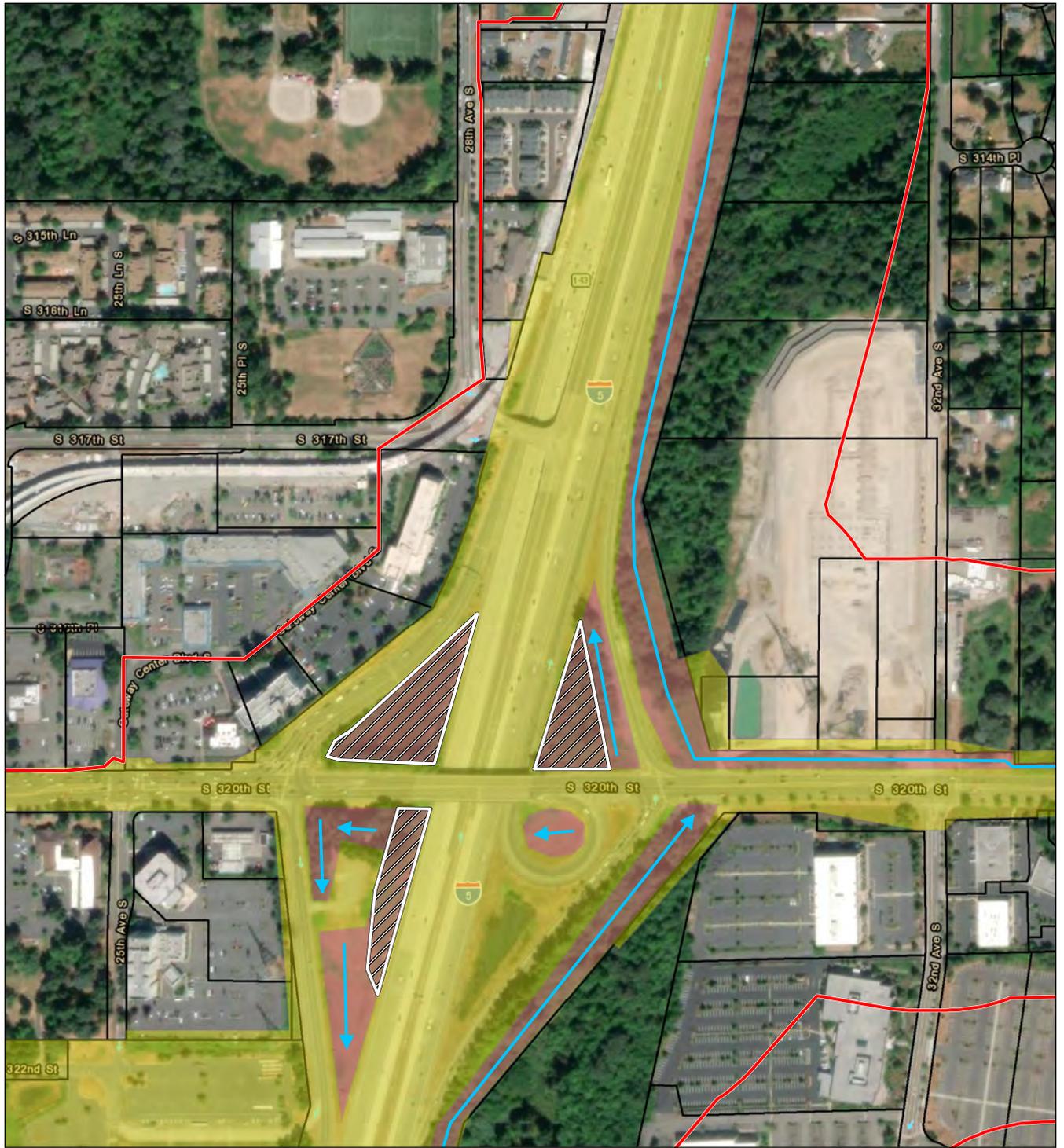


**CITY OF FEDERAL WAY CITY CENTER ACCESS PROJECT
PEDESTRIAN SURVEY RESULTS**

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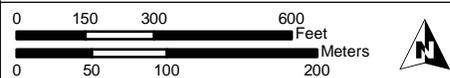


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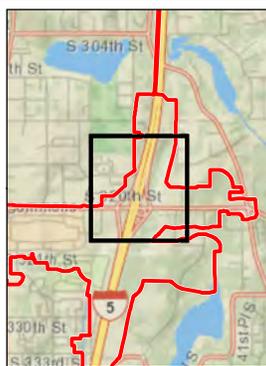
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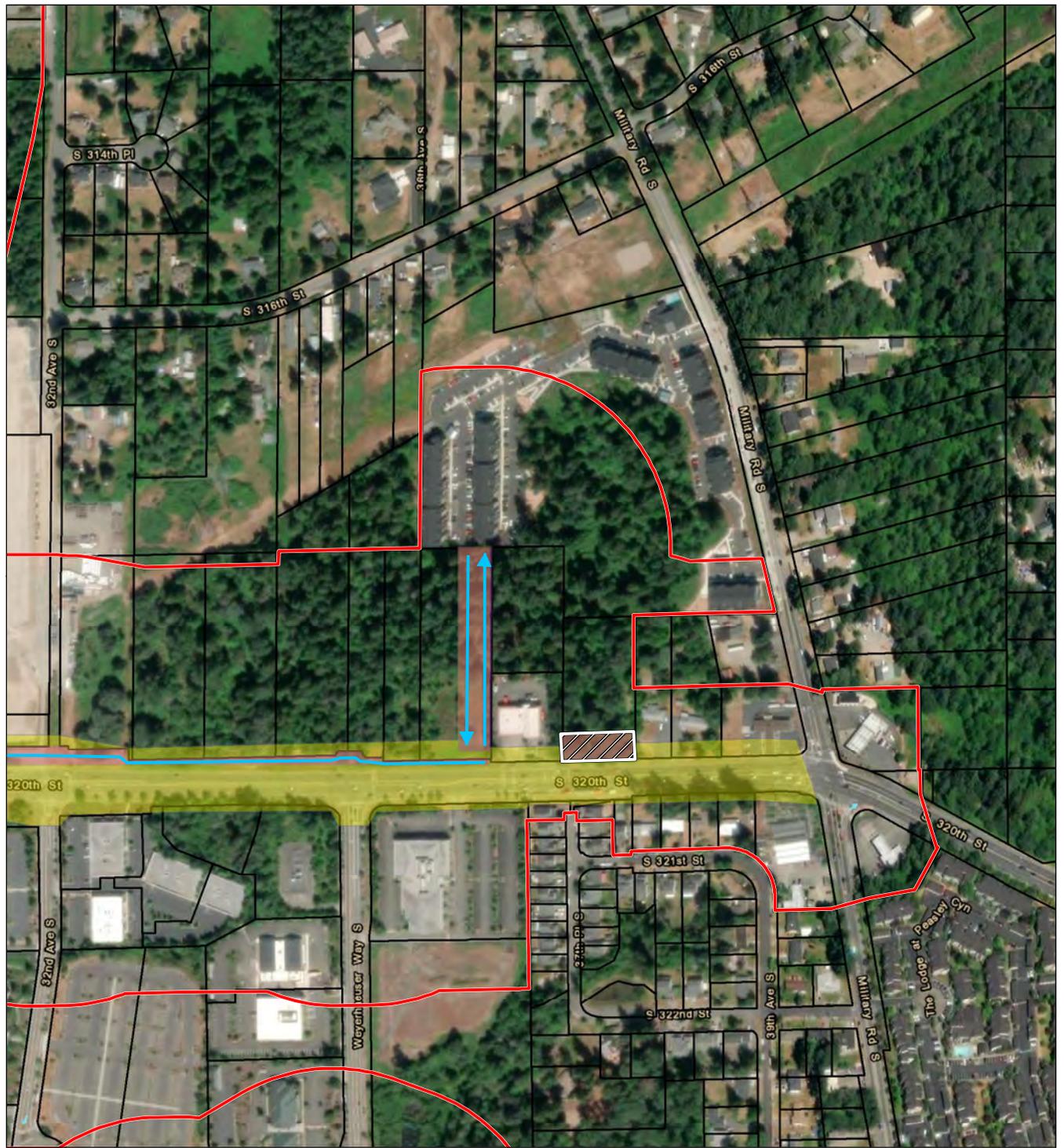


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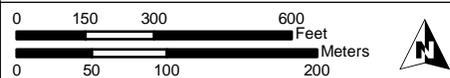


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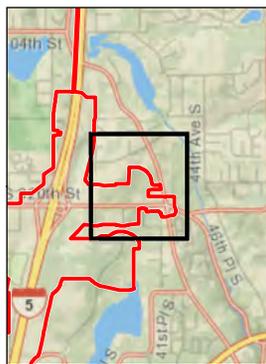
**City of Federal Way
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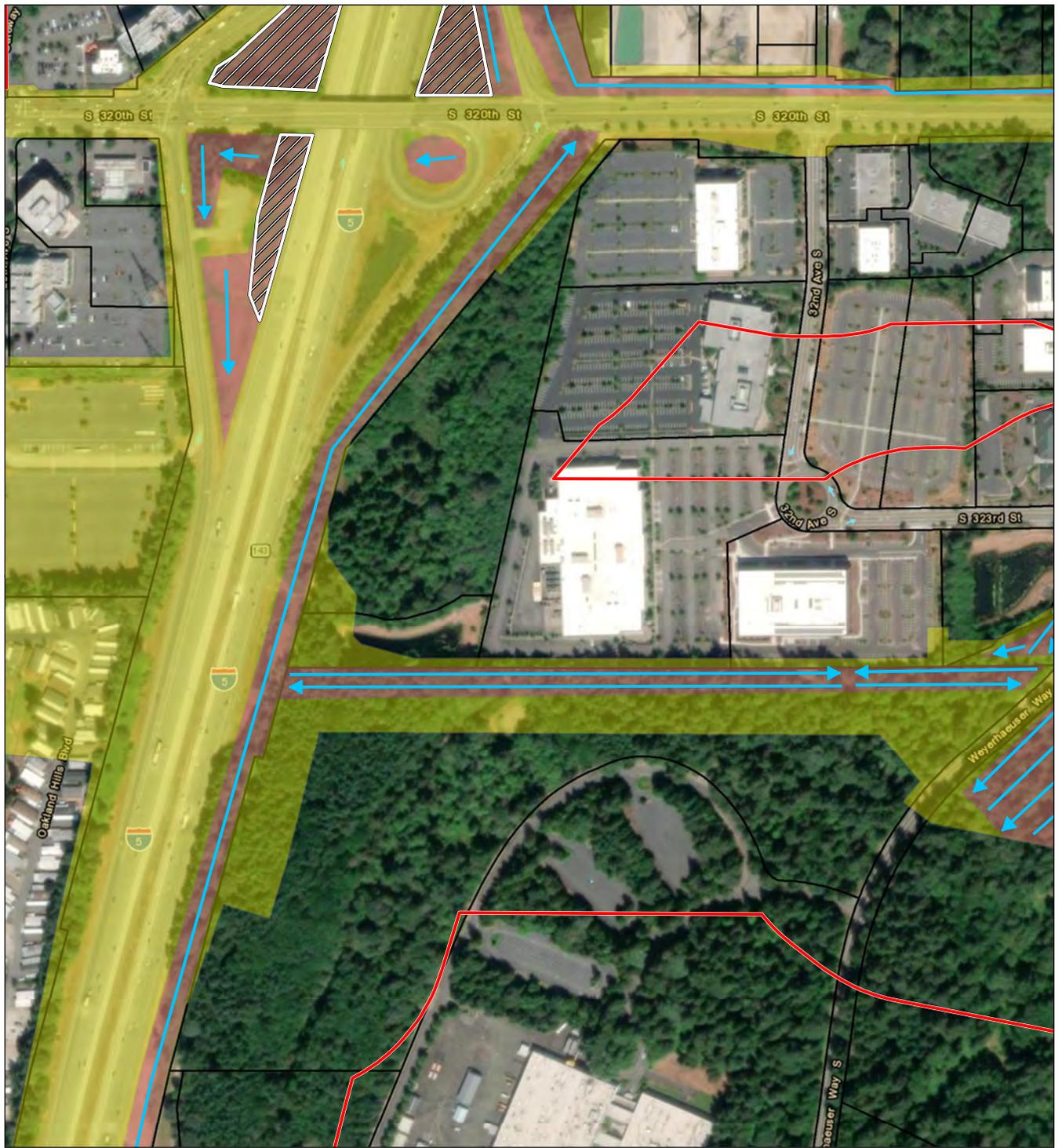


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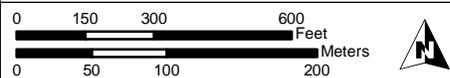


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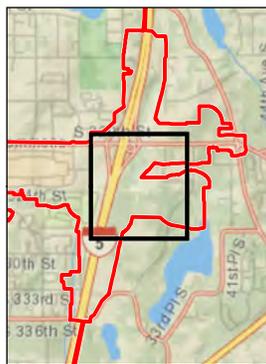
**City of Federal Way
City Center Access Project**

-  Survey Transect
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**CITY OF FEDERAL WAY CITY CENTER ACCESS PROJECT
PEDESTRIAN SURVEY RESULTS**

PROJ./COOR. UTM Zone 10	DATUM NAD83	SCALE 1:5,000	CONTRACTOR NAME Parametrix
MAP COUNT Page 4 of 7	DATE 14 Dec 2022	PROJECT NAME City of Federal Way City Center Access Project	

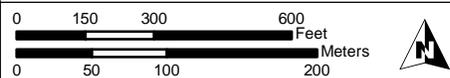


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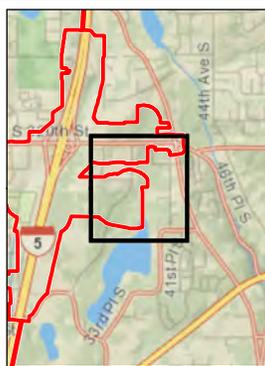
**City of Federal Way
City Center Access Project**

- Survey Transect
- Unsurveyed Area
- Archaeological Survey Area
- Area of Direct Impact (ADI)
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Historical Research Associates, Inc., Seattle, WA

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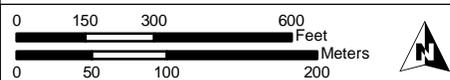


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**City of Federal Way
City Center Access Project**

- Survey Transect
- Archaeological Site Boundary
- Unsurveyed Area
- Archaeological Survey Area
- Area of Direct Impact (ADI)
- Area of Potential Effects (APE)



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NOTES:
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**CITY OF FEDERAL WAY CITY CENTER ACCESS PROJECT
PEDESTRIAN SURVEY RESULTS**

PROJ./COORD. UTM Zone 10	DATUM NAD83	SCALE 1:5,000	CONTRACTOR NAME Parametrix
MAP COUNT Page 6 of 7	DATE 14 Dec 2022	PROJECT NAME City of Federal Way City Center Access Project	



Source Info: Service Layer Credits: Esri, HERE, Garmin, (c) OpenStreetMap contributors
Source: Esri, Maxar, Earthstar Geographics, and the GIS User Community
National Geographic, Esri, Garmin, HERE, UNEP-WCMC, USGS, NASA, ESA, METI, NRCAN, GEBCO, NOAA, Increment P Corp.



**City of Federal Way
City Center Access Project**

-  Survey Transect
-  Archaeological Site Boundary
-  Archaeological Survey Area
-  Area of Direct Impact (ADI)
-  Area of Potential Effects (APE)



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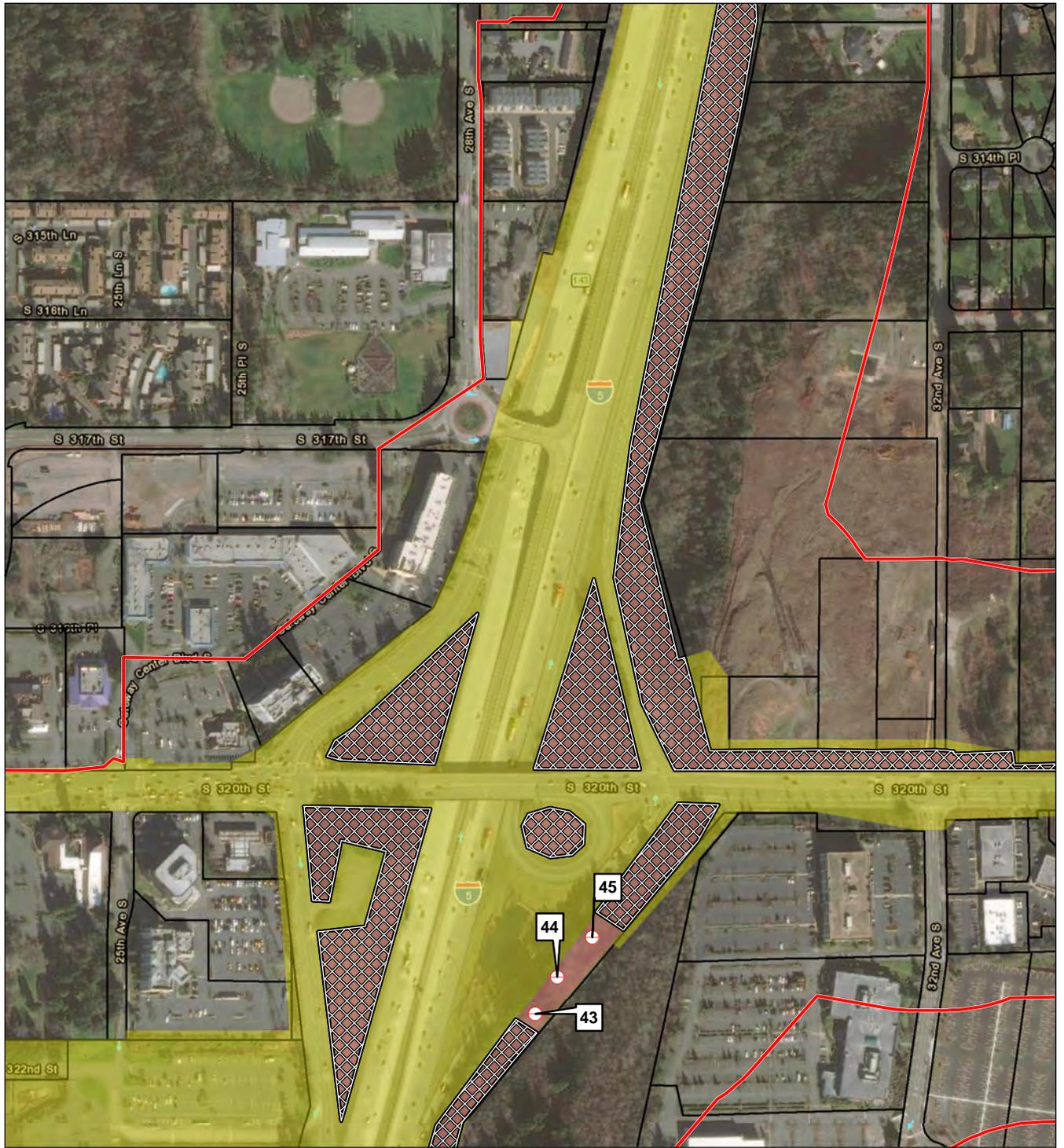
**CITY OF FEDERAL WAY CITY CENTER ACCESS PROJECT
PEDESTRIAN SURVEY RESULTS**

PROJ./COOR. UTM Zone 10	DATUM NAD83	SCALE 1:5,000	CONTRACTOR NAME Parametrix
MAP COUNT Page 7 of 7	DATE 14 Dec 2022	PROJECT NAME City of Federal Way City Center Access Project	



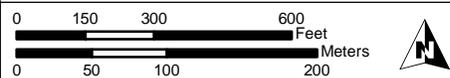
Source Info: Service Layer Credits: Esri, HERE, Garmin, (c) OpenStreetMap contributors
Source: Esri, Maxar, Earthstar Geographics, and the GIS User Community
National Geographic, Esri, Garmin, HERE, UNEP-WCMC, USGS, NASA, ESA, METI, NRCAN, GEBCO, NOAA, Increment P Corp.

Appendix B. Subsurface Survey Results



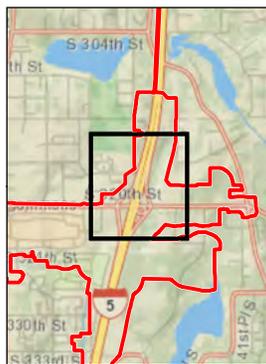
**City of Federal Way
City Center Access Project**

- Shovel Probe (Negative)
- Area Unsuitable for Probing
- Archaeological Survey Area
- Area of Direct Impact (ADI)
- Area of Potential Effects (APE)



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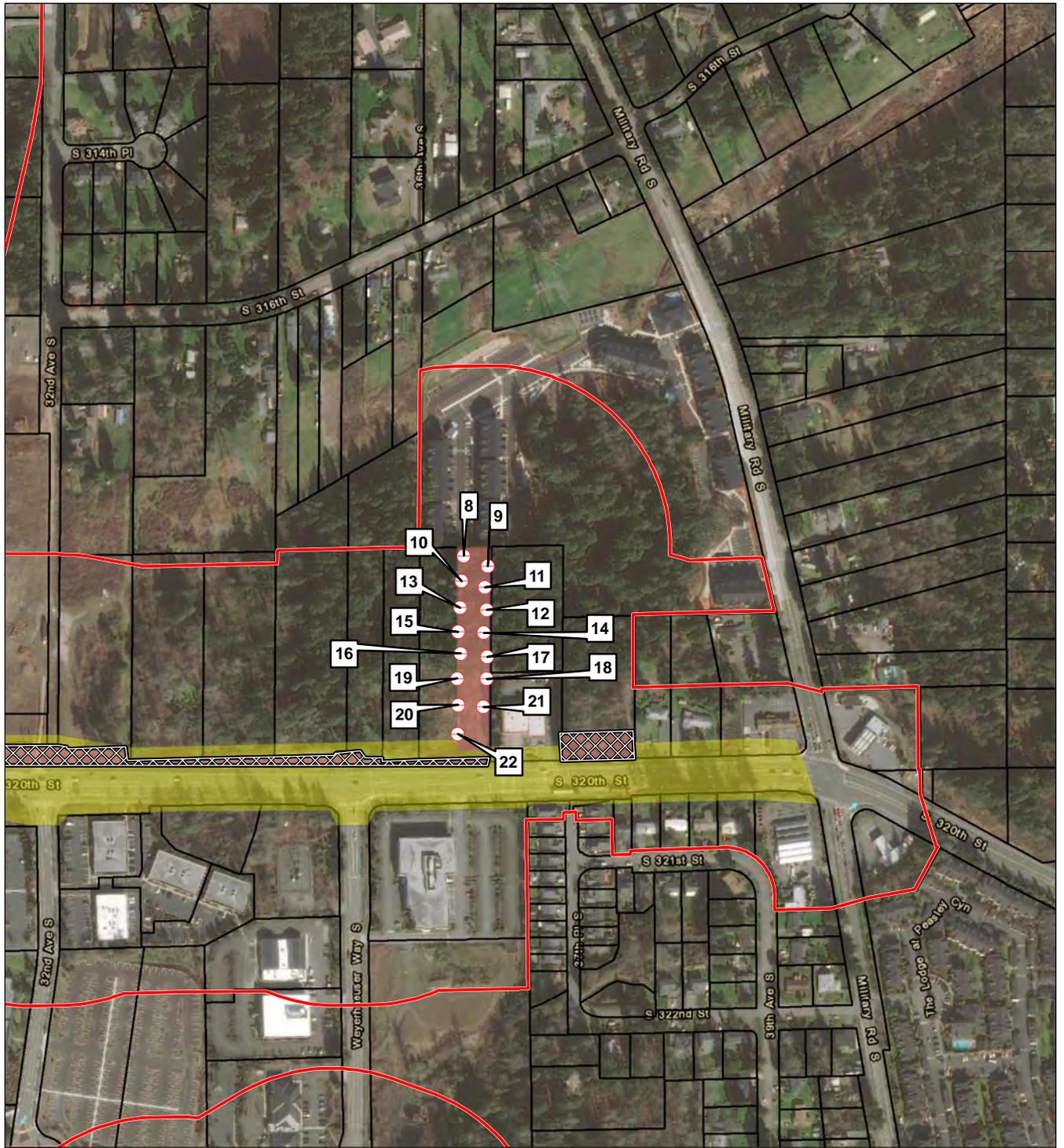


**CITY OF FEDERAL WAY CITY CENTER ACCESS PROJECT
SUBSURFACE CITY CENTER ACCESS PROJECT**

PROJ./COORD. UTM Zone 10	DATUM NAD83	SCALE 1:5,000	CONTRACTOR NAME Parametrix
MAP COUNT Page 2 of 7	DATE 20 Oct 2022	PROJECT NAME City of Federal Way City Center Access Project	



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National Geographic, Esri, Garmin, HERE, UNEP-WCMC, USGS, NASA, ESA, METI, NRCAN, GEBCO, NOAA, Increment P Corp.



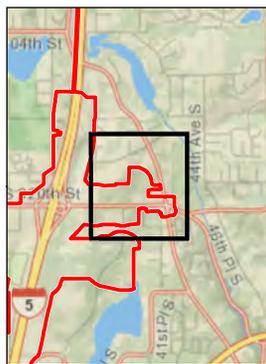
**City of Federal Way
City Center Access Project**

- ⊖ Shovel Probe (Negative)
- ▨ Area Unsuitable for Probing
- Archaeological Survey Area
- Area of Direct Impact (ADI)
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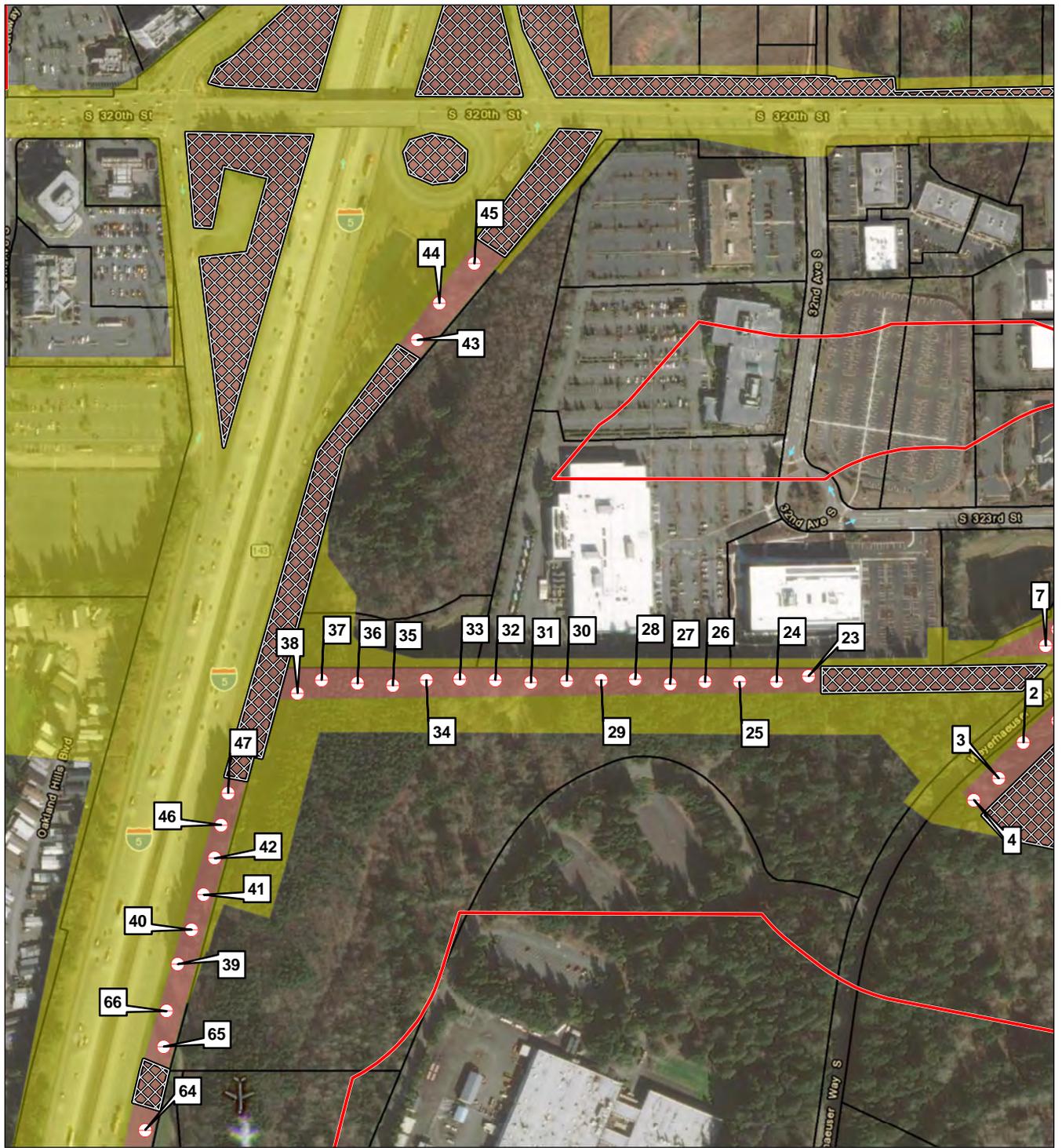


**CITY OF FEDERAL WAY CITY CENTER ACCESS PROJECT
SUBSURFACE SURVEY RESULTS**

PROJ./COORD. UTM Zone 10	DATUM NAD83	SCALE 1:5,000	CONTRACTOR NAME Parametrix
MAP COUNT Page 3 of 7	DATE 20 Oct 2022	PROJECT NAME City of Federal Way City Center Access Project	

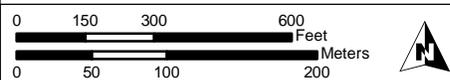


Source Info: Service Layer Credits: Esri, HERE, Garmin, (c) OpenStreetMap contributors
Source: Esri, Maxar, Earthstar Geographics, and the GIS User Community
National Geographic, Esri, Garmin, HERE, UNEP-WCMC, USGS, NASA, ESA, METI, NRCAN, GEBCO, NOAA, Increment P Corp.



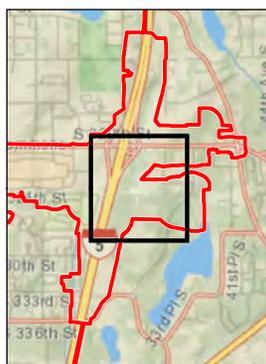
**City of Federal Way
City Center Access Project**

- Shovel Probe (Negative)
- Area Unsuitable for Probing
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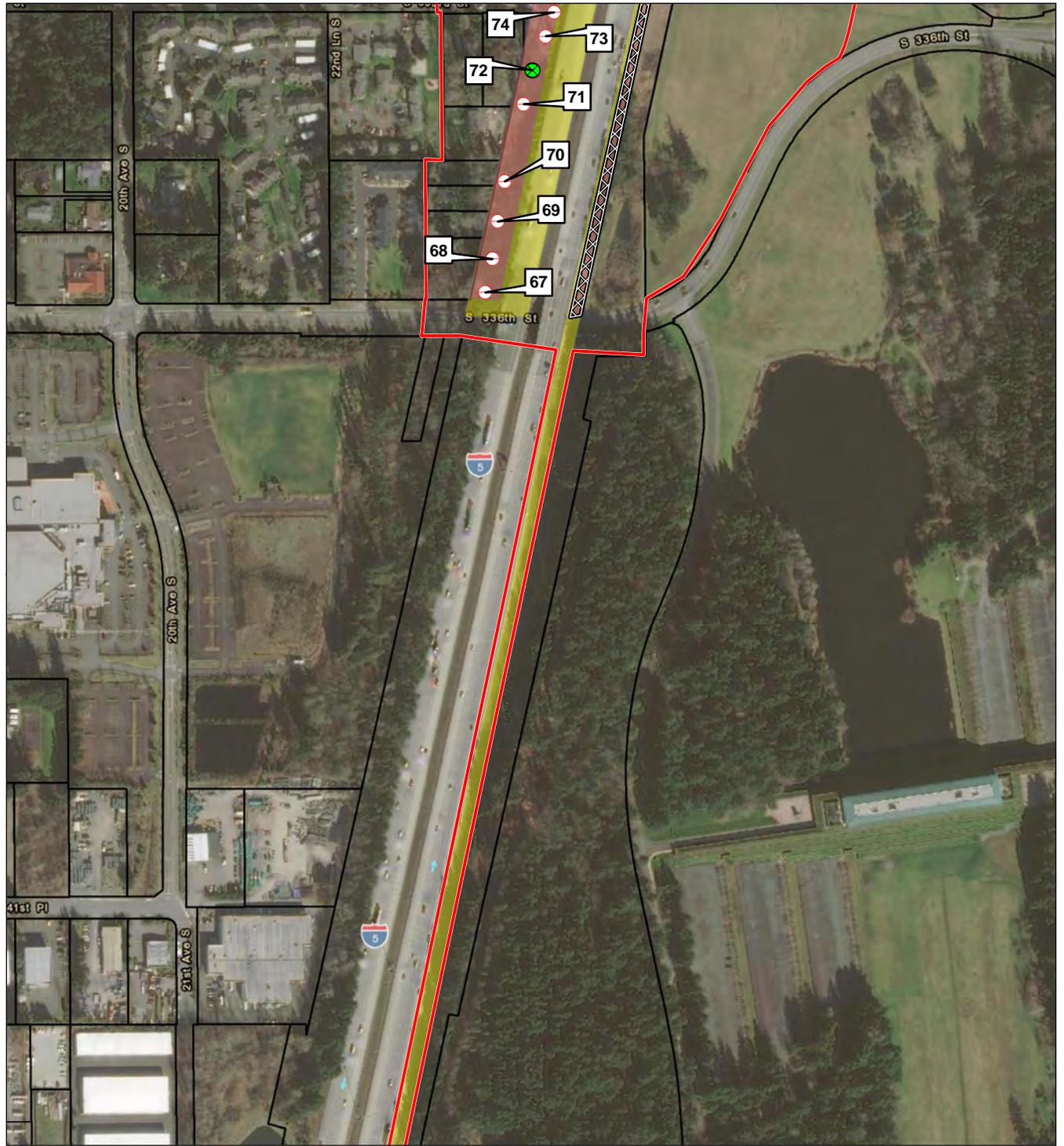


**CITY OF FEDERAL WAY CITY CENTER ACCESS PROJECT
SUBSURFACE SURVEY RESULTS**

PROJ./COOR. UTM Zone 10	DATUM NAD83	SCALE 1:5,000	CONTRACTOR NAME Parametrix
MAP COUNT Page 4 of 7	DATE 20 Oct 2022	PROJECT NAME City of Federal Way City Center Access Project	

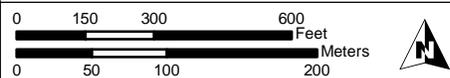


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National Geographic, Esri, Garmin, HERE, UNEP-WCMC, USGS, NASA, ESA, METI, NRCAN, GEBCO, NOAA, Increment P Corp.



**City of Federal Way
City Center Access Project**

- Shovel Probe (Positive)
- Shovel Probe (Negative)
- Area Unsuitable for Probing
- Archaeological Survey Area
- Area of Direct Impact (ADI)
- Area of Potential Effects (APE)



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**CITY OF FEDERAL WAY CITY CENTER ACCESS PROJECT
SUBSURFACE SURVEY RESULTS**

PROJ./COOR. UTM Zone 10	DATUM NAD83	SCALE 1:5,000	CONTRACTOR NAME Parametrix
MAP COUNT Page 7 of 7	DATE 20 Oct 2022	PROJECT NAME City of Federal Way City Center Access Project	



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National Geographic, Esri, Garmin, HERE, UNEP-WCMC, USGS, NASA, ESA, METI, NRCAN, GEBCO, NOAA, Increment P Corp.

Appendix C. Shovel Probe Table

Table C-1. Shovel Probe Table.

Shovel Probe	Maximum Depth (cmbs)	Description (cmbs): Description— <i>Comments</i>	Cultural Materials
1	55	0–12: Dark brown organic very loose duff, many rootlets 12–55: Light brown sandy silt, some gravels <i>Terminated at target depth</i>	No
2	50	0–10: Dark brown silty loam, roots 10–50: Yellowish-brown sandy silt, some subangular gravels and cobbles <i>Terminated at target depth</i>	No
3	50	0–10: Light brown fine-grained sandy silt, some rounded and subrounded gravels, some small cobbles, many fine grass roots 10–15: Light brown fine-grained sandy silt, some rounded and subangular gravels and small cobbles with some fine and medium roots <i>Terminated at target depth</i>	No
4	96	0–13: Brown silty fine-grained sand, few subrounded gravels ranging from small to medium pebbles, many fine to medium sized tree and shrub roots 13–96: Yellowish-brown silty fine-grained sand, some subrounded gravels ranging from small to large pebbles, some fine tree roots, trace quantities of charcoal <i>Terminated at target depth</i>	No
5	90	0–10: Dark brown organic duff, many rootlets 10–90: Yellowish-brown sandy silt, few subrounded gravels ranging from small pebbles to small cobbles, concentration of cemented soil at 10–40 cmbs on West wall, flecks of charcoal throughout <i>Terminated at target depth / root impasse</i>	No
6	50	0–20: Brown loamy sand, few rounded and subrounded gravels, some woody debris, and many tree roots 20–50: Light brown fine-grained sand, few rounded and subrounded gravels ranging from small pebbles to small cobbles <i>Terminated at target depth</i>	No
7	80	0–25: Duff, dark brown silty loam, decaying woody debris, many roots 25–80: Yellowish-brown silty sand, some subangular gravels, moderate roots <i>Terminated at target depth</i>	No

Table C-1. Shovel Probe Table.

Shovel Probe	Maximum Depth (cmbs)	Description (cmbs): Description— <i>Comments</i>	Cultural Materials
8	52	0–10: Dark brown organic duff, many rootlets 10–52: Yellowish-brown very fine sandy silt, some subrounded gravels ranging from small pebbles to small cobbles, flecks of charcoal throughout <i>Terminated at target depth</i>	No
9	45	0–10: Brown loamy fine-grained sand, some rounded and subrounded gravels, many fine grass roots 10–45: Brown loamy fine-grained sand, many rounded and subrounded gravels ranging from small pebbles to small cobbles, few tree roots <i>Terminated due to impassible large rock</i>	No
10	50	0–10: Duff, dark brown silty loam, many roots 10–50: Yellowish-brown sandy silt, some subrounded gravels, few roots <i>Terminated at target depth</i>	No
11	56	0–13: O horizon, dark brown silty loam, few subrounded to angular gravels ranging from small pebbles to small cobbles, many fine to large tree roots, extensive decaying woody debris 13–56: Light brown fine-grained sandy silt, many subrounded to subangular gravels ranging from small pebbles to small cobbles, some fine shrub and tree roots <i>Terminated at target depth</i>	No
12	50	0–10: Light grayish-brown loamy sand, some rounded and subrounded gravels 10–50: Light brown silty sand, some rounded and subrounded gravels <i>Terminated at target depth</i>	No
13	50	0–5: Dark brown organic duff, decaying woody debris, roots 5–50: Yellowish-brown sandy silt, some subangular to subrounded gravels, few subangular to subrounded small cobbles, few roots <i>Terminated at target depth</i>	No
14	50	0–6: Dark brown organic duff, many rootlets 6–50: Light yellowish-brown sandy silt, some subrounded gravels ranging from small pebbles to small cobbles in dry, loose matrix <i>Terminated at target depth</i>	No

Table C-1. Shovel Probe Table.

Shovel Probe	Maximum Depth (cmbs)	Description (cmbs): Description— <i>Comments</i>	Cultural Materials
15	65	0–9: O horizon, dark brown silty loam, few round to subrounded gravels ranging from small to large pebbles, many fine shrub and tree roots, decaying woody debris 9–65: Light brown fine-grained sandy silt, some rounded and subrounded gravels ranging from small to large pebbles, few fine shrub and tree roots <i>Terminated at target depth</i>	No
16	50	0–5: Light brown fine silty sand, few rounded to subrounded gravels, many fine and medium root 5–50: Light brown fine silty sand, few rounded to subrounded gravels ranging from small pebbles to small cobbles <i>Terminated at target depth</i>	No
17	50	0–50: Yellowish-brown silty sand, many subangular to subrounded gravels and cobbles, few roots, surface heavily disturbed <i>Terminated at target depth</i>	No
18	48	0–5: Dark brown very compact organic duff 5–48: Light brown very compact sandy silt, some subrounded gravels ranging from pebbles to small cobbles <i>Terminated due to cobble impasse</i>	No
19	30	0–20: Yellowish-brown sandy silt, some subangular to subrounded gravels, few roots 20–30: Very light brown compact silt, many subangular to subrounded gravels and cobbles <i>Terminated due to rock impasse</i>	5 cmbs: colorless glass shard 15 cmbs: several plastic fragments
20	40	0–15: Light brownish-gray very compact sand with many rounded and subrounded gravels ranging from small pebbles to small cobble 15–40: Light gray very compact sandy silt, many gravels ranging from medium pebbles to medium cobbles <i>Terminated due to impassible compact gravel layer</i>	No
21	37	0–3: Brown very compact organic duff 3–27: Brown very compact silt, some subrounded gravels ranging from small pebbles to small cobbles 27–37: Light grayish-brown silt, some subrounded gravels ranging from small pebbles to small cobbles <i>Terminated due to rock impasse</i>	No

Table C-1. Shovel Probe Table.

Shovel Probe	Maximum Depth (cmbs)	Description (cmbs): Description— <i>Comments</i>	Cultural Materials
22	20	0–20: Light brown fine-grained sandy silt, many rounded and subrounded gravels ranging from small to large pebbles, few fine grass and shrub roots, large cobble obstruction encountered at 15 cmbs <i>Terminated due to cobble impasse</i>	No
23	80	0–8: Dark brown organic dry duff 8–75: Light yellowish-brown sandy silt, some subrounded gravels ranging from small pebbles to cobbles 75–80: Light grayish-brown extremely compact silt, some subrounded gravels ranging from pebbles to cobbles <i>Terminated due to cobble impasse</i>	No
24	50	0–10: Brown organic silty loam duff, many roots 10–50: Yellowish-brown sandy silt, some subangular to subrounded gravels, few fine roots <i>Terminated at target depth</i>	No
25	100	0–5: Brown loamy fine-grained sand, woody debris, few rounded and subrounded gravels, some fine grass roots 5–90: Light brown fine silty sand, many rounded and subrounded gravels ranging from small pebbles to medium cobbles 90–100: Very light gray sandy silt, some rounded and subrounded gravels <i>Terminated at target depth</i>	No
26	50	0–10: Brown organic silty loam duff, many roots 10–50: Yellowish-brown sandy silt, some subangular to subrounded gravels, few fine roots <i>Terminated at target depth</i>	No
27	52	0–10: Dark brown organic dry duff 10–52: Light yellowish-brown sandy silt, some subrounded gravels ranging from small pebbles to cobbles <i>Terminated due to root impasse</i>	No
28	50	0–10: Brown loamy sand, few rounded and subrounded gravels, many fine grass roots 10–50: Light brown silty sand, many rounded and subrounded gravels ranging from small pebbles to small cobbles, some roots <i>Terminated at target depth</i>	No

Table C-1. Shovel Probe Table.

Shovel Probe	Maximum Depth (cmbs)	Description (cmbs): Description— <i>Comments</i>	Cultural Materials
29	70	0–10: Brown organic duff, decaying woody debris, many roots 10–60: Yellowish-brown sandy silt, few roots, some subangular to subrounded gravels 60–70: Light grayish-brown compact silt, some subangular to subrounded gravels <i>Terminated due to rock impasse</i>	No
30	75	0–10: Brown loamy sand, few rounded to subrounded gravels, many fine roots 10–40: Light grayish-brown sandy silt, some rounded and subrounded gravels, roots 40–75: Light orange-brown silty sand, some rounded and subrounded gravels ranging from small pebbles to small cobbles <i>Terminated due to large rock impasse</i>	No
31	75	0–12: Dark brown organic dry duff 12–75: Light yellowish-brown sandy silt, some subrounded gravels ranging from small pebbles to cobbles, many roots throughout <i>Terminated at target depth</i>	No
32	48	0–16: Brown silty loam, few rounded and subrounded gravels ranging from small to large pebbles, some fine shrub roots 16–48: Light brown silt, few rounded and subrounded gravels ranging from small to large pebbles, very few fine shrub roots <i>Terminated at target depth</i>	No
33	50	0–5: Brown loamy sand, some rounded and subrounded gravels, some roots 5–50: Light brown silt, many rounded and subrounded gravels ranging from small pebbles to small cobbles, many roots <i>Terminated at target depth</i>	No
34	50	0–5: Brown organic duff, many roots 5–50: Yellowish-brown compact sandy silt, few roots, few subangular to subrounded gravels <i>Terminated at target depth</i>	No

Table C-1. Shovel Probe Table.

Shovel Probe	Maximum Depth (cmbs)	Description (cmbs): Description— <i>Comments</i>	Cultural Materials
35	50	0–10: Brown loamy sand, few rounded and subrounded gravels, some roots 10–40: Light brown silty sand, some rounded and subrounded gravels, some roots 40–50: Light grayish-brown silty sand with some rounded and subrounded gravels <i>Terminated at target depth</i>	No
36	70	0–5: Brown organic dry duff 5–65: Light yellowish-brown sandy silt, few subrounded gravels ranging from pebbles to cobbles 65–70: Light grayish-brown extremely compact sandy silt, few subrounded gravels ranging from pebbles to cobbles <i>Terminated at target depth/ due to cobble impasse</i>	No
37	90	0–10: Brown organic duff with decaying organic matter, some roots 10–50: Yellowish-brown sandy silt, few subangular to subrounded gravels, few roots 50–60: Reddish-brown compact silt, few subangular to subrounded gravels 60–90: Yellowish-brown compact sandy silt, few subangular to subrounded gravels, roots <i>Terminated due to rock impasse</i>	No
38	52	0–7: O horizon, many decaying woody debris, brown fine-grained sandy silt, very few subrounded and subangular gravels with small pebbles, many fine to medium sized shrub and tree roots 7–18: Brown fine-grained sandy silt, few subrounded and subangular gravels ranging from small to medium pebbles, many fine shrub and tree roots, large cobble at ~10 cmbs 18–52: Light brown fine-grained sandy silt, few subrounded and subangular gravels ranging from small to medium pebbles, some fine tree roots <i>Terminated at target depth</i>	No

Table C-1. Shovel Probe Table.

Shovel Probe	Maximum Depth (cmbs)	Description (cmbs): Description— <i>Comments</i>	Cultural Materials
39	40	0–20: Brown fine-grained sandy silt, some rounded and subrounded gravels ranging from small to medium pebbles, some fine grass and shrub roots 20–40: Light brown fine-grained sandy silt, some rounded and subrounded gravels ranging from small to medium pebbles, few fine shrub roots <i>Terminated at target depth</i>	No
40	50	0–10: Brown organic duff with decaying organic matter 10–45: Yellowish-brown sandy silt, few subangular to subrounded gravels, few roots 45–50: Light grayish-brown compact silt, some subrounded gravels <i>Terminated at target depth</i>	No
41	68	0–10: Brown organic duff, many roots 10–25: Light brown silt, few subrounded gravels ranging from pebbles to cobbles 25–68: Light brown extremely compact silt, some subrounded gravels ranging from pebbles to cobbles <i>Terminated due to compaction/cobble impasse</i>	No
42	45	0–10: Light brown loamy sand, few rounded and subrounded gravels, woody debris, some roots 10–45: Very light brown silty sand, few rounded and subrounded gravels <i>Terminated due to large root ball impasse</i>	No
43	85	0–10: Brown loamy sand, some rounded and subrounded gravels, many roots 10–70: Light brown silty sand, some rounded and subrounded gravels ranging from small pebbles to small cobbles 70–85: Light gray very compact silt, many gravels <i>Terminated due to impassible compact gravel layer</i>	No
44	50	0–8: Brown organic duff, many roots 8–40: Light brown moderately compact silt, few subrounded pebbles and cobbles 40–50: Light grayish-brown compact silt, few subrounded pebbles and cobbles <i>Terminated at target depth</i>	No

Table C-1. Shovel Probe Table.

Shovel Probe	Maximum Depth (cmbs)	Description (cmbs): Description— <i>Comments</i>	Cultural Materials
45	25	0–25: Yellowish-brown fine silt, some subangular to subrounded gravels and cobbles, few roots <i>Terminated due to impassible compact gravel</i>	No
46	40	0–10: Brown loamy sand, few gravels, many roots 10–35: Light grayish-brown silty sand, few rounded and subrounded gravels ranging from small pebbles to small cobbles, some roots 35–40: Light orange-brown heavily compact silt, many gravels ranging from small pebbles to small cobbles <i>Terminated due to impassible compact gravel</i>	No
47	65	0–18: Brown organic duff, many roots 18–60: Light brown moderately compact silt, few subrounded pebbles and cobbles, some roots 60–65: Light brown extremely compact silt, some subrounded gravels ranging from pebbles to cobbles <i>Terminated due to compaction/cobble impasse</i>	No
48	48	0–48: Light brown very compact sandy silt, some subrounded pebbles and cobbles <i>Terminated due to cobble impasse</i>	No
49	30	0–30: Yellowish-brown compact sandy silt, some subangular to subrounded gravels and cobbles <i>Terminated due to rock impasse</i>	No
50	55	0–55: Light gray very compact silt, many gravels ranging from small pebbles to small cobbles <i>Terminated due to compaction of soil and gravels</i>	No
51	50	0–50: Yellowish-brown compact sandy silt, some subangular to subrounded gravels and cobbles, few roots <i>Terminated at target depth</i>	No
52	55	0–55: Light grayish-brown very compact silt with pockets of oxidation throughout, some subrounded pebbles and cobbles <i>Terminated at target depth</i>	No

Table C-1. Shovel Probe Table.

Shovel Probe	Maximum Depth (cmbs)	Description (cmbs): Description— <i>Comments</i>	Cultural Materials
53	50	0–40: Light brownish-gray heavily compacted silt, many gravels ranging from small pebbles to small cobbles 40–50: Light gray heavily compact silt with orange-brown silt mottling (redoxification), many gravels ranging from small pebbles to small cobbles <i>Terminated at target depth</i>	No
54	45	0–12: Light brownish-gray fine-grained sandy silt, some rounded and subrounded gravels ranging from small to large pebbles, many fine grass roots 12–45: Gray fine-grained densely compacted sandy silt, many rounded and subrounded gravels ranging from small pebbles to small cobbles, very few fine grass roots, some redoxification throughout <i>Terminated at target depth</i>	No
55	60	0–50: Light brownish-gray heavily compacted silt, many gravels ranging from small pebbles to small cobbles 50–60: Gray very compact silt with orange mottling, some subrounded pebbles and cobbles <i>Terminated at target depth</i>	No
56	35	0–25: Light brownish-gray heavily compact silt, many gravels ranging from small pebbles to small cobbles 25–35: Light gray heavily compact silt, many gravels and small cobbles <i>Terminated due to impassible compact gravel layer</i>	No
57	45	0–20: Yellowish-brown compact sandy silt, few subangular to subrounded gravels 20–45: Light gray very compact silt, some subangular to subrounded gravels <i>Terminated due to rock impasse</i>	No
58	34	0–16: Grayish-brown fine-grained sandy silt, many rounded and subrounded gravels ranging from small pebbles to small cobbles many fine grass roots 16–34: Gray densely compacted silt, many rounded and subrounded gravels ranging from small pebbles to medium cobbles, very few fine grass roots <i>Terminated due to cemented cobble impasse</i>	No

Table C-1. Shovel Probe Table.

Shovel Probe	Maximum Depth (cmbs)	Description (cmbs): Description— <i>Comments</i>	Cultural Materials
59	50	0–40: Light brown very compact silt, many gravels 40–50: Light gray silt with redoxification, many gravels ranging from small pebbles to small cobbles <i>Terminated at target depth</i>	No
60	50	0–20: Light brownish-gray heavily compacted silt, many gravels ranging from small pebbles to small cobbles 20–50: Gray very compact silt with orange mottling, some subrounded pebbles and cobbles <i>Terminated at target depth</i>	No
61	30	0–15: Yellowish-brown compact sandy silt, few subangular to subrounded gravels 15–30: Light gray very compact silt, some subangular to subrounded gravels <i>Terminated due to rock impasse</i>	No
62	35	0–10: Grayish-brown fine-grained sandy silt, many rounded and subrounded gravels ranging from small pebbles to small cobbles many fine grass roots 10–35: Gray densely compacted silt, many rounded and subrounded gravels ranging from small pebbles to medium cobbles, very few fine grass roots <i>Terminated due to cemented cobble layer impasse</i>	No
63	50	0–40: Light brown heavily compact silt, many gravels angular and subangular gravels ranging from small pebbles to small cobbles 40–50: Light gray heavily compact silt with redox, many gravels ranging from small pebbles to small cobbles <i>Terminated at target depth</i>	No
64	50	0–15: Light brownish-gray heavily compacted silt, many gravels ranging from small pebbles to small cobbles 15–50: Gray extremely compact silt with orange mottling, some subrounded pebbles and cobbles <i>Terminated at target depth</i>	No
65	50	0–40: Light brownish-gray very compact silt, few angular and subangular gravels 40–50: Light gray very compact silt, root burn <i>Terminated at target depth</i>	No

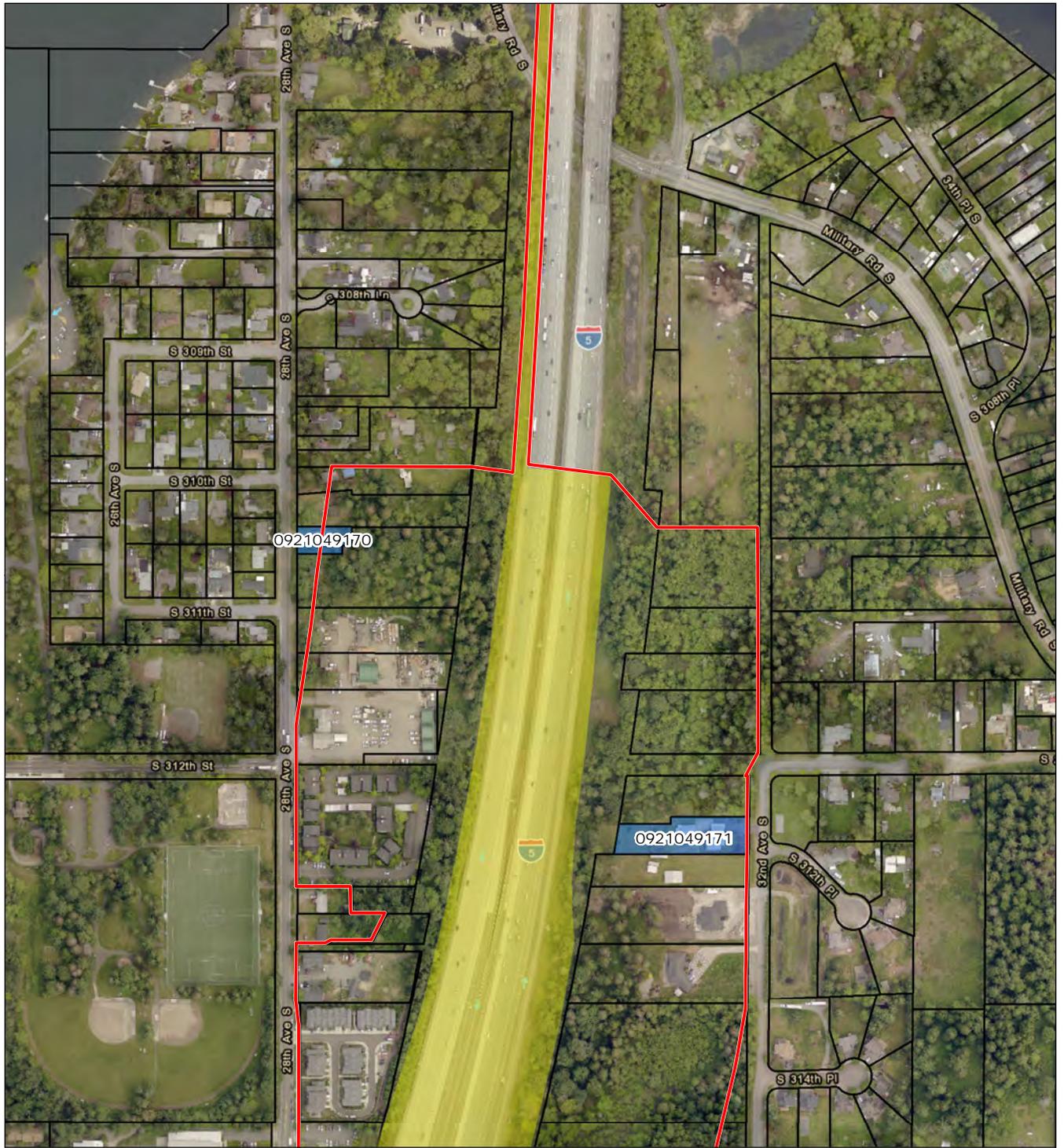
Table C-1. Shovel Probe Table.

Shovel Probe	Maximum Depth (cmbs)	Description (cmbs): Description— <i>Comments</i>	Cultural Materials
66	50	0–5: Brown organic duff 5–40: Light brown compact silt, some subrounded pebbles and cobbles 40–50: Brown slightly compact silt, some subrounded pebbles and cobbles <i>Terminated at target depth</i>	No
67	50	0–50: Light brownish-gray very compact silt, some gravels ranging from small pebbles to small cobbles, some roots <i>Terminated at target depth</i>	No
68	50	0–50: Yellowish-brown sandy silt, some subangular and subrounded gravels and cobbles <i>Terminated at target depth</i>	No
69	50	0–5: Brown organic duff 5–40: Light brown compact silt, some subrounded gravels ranging from small pebbles to cobbles 40–50: Brown slightly compact silt, some subrounded gravels ranging from small pebbles to cobbles <i>Terminated at target depth</i>	No
70	40	0–40: Light brown very compact silt, some gravels, roots <i>Terminated due to compact soil</i>	No
71	50	0–40: Light brownish-gray very compact silt, some gravels, many roots 40–50: Light gray very compact silt, few gravels <i>Terminated at max depth</i>	No
72	7	0–7: Dark brown fine-grained sandy silt, some rounded and subrounded gravels ranging from small to large pebbles, some fine shrub roots <i>Terminated due to asphalt roadway obstruction</i>	7 cmbs: buried asphalt roadway surface (45KI1662)
73	25	0–25: Light grayish-brown heavily compact brown silt, few gravels, many small cobbles <i>Terminated due to impassible compact gravel/cobble layer</i>	No
74	46	0–15: Light brown silt, few subrounded pebbles 15–46: Light grayish-brown compact silt, some subrounded gravels ranging from pebbles to cobbles <i>Terminated at cobble impasse</i>	No

Table C-1. Shovel Probe Table.

Shovel Probe	Maximum Depth (cmbs)	Description (cmbs): Description— <i>Comments</i>	Cultural Materials
75	25	0–25: Light brownish-gray heavily compact brown silt, some rounded to angular gravels <i>Terminated due to impassible compact gravel/cobble layer</i>	No

Appendix D. Architectural Inventory Results



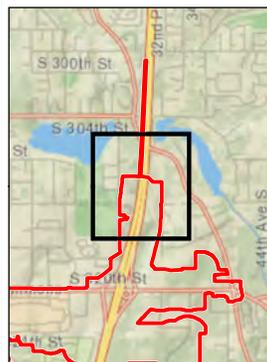
**City of Federal Way
City Center Access Project**

- Inventoried Parcel (Recommended Not Eligible)
- Parcel
- Area of Direct Impact (ADI)
- Area of Potential Effects (APE)



Historical Research Associates, Inc., Seattle, WA

CONTAINS PRIVILEGED INFORMATION
DO NOT RELEASE



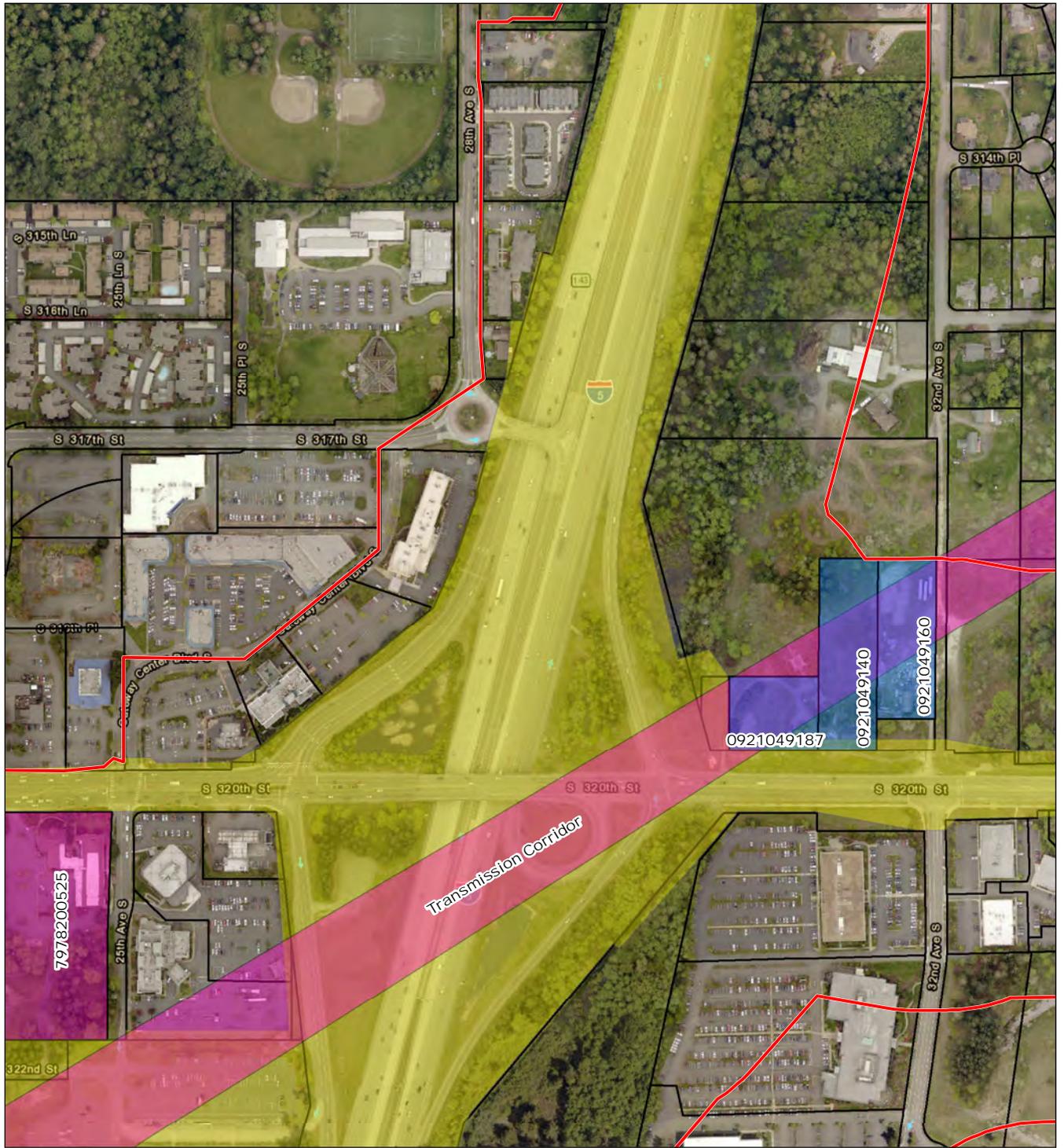
NOTES:
Produced by Historical Research Inc. Project Team. The spatial information used to construct this map is based on collected or sourced GIS data for the most current project area, and is considered reliable only at the scale at which the data was created and the scale at which the map was published. This drawing is prepared solely for the use of the contractual team partners and assumes no liability to any other party for any representations contained in these drawings. This map must be printed at full scale (100%) in order for the scale to remain correct.

**CITY OF FEDERAL WAY CITY CENTER ACCESS PROJECT
ARCHITECTURAL INVENTORY RESULTS**

PROJ./COOR. UTM Zone 10	DATUM NAD83	SCALE 1:5,000	CONTRACTOR NAME Parametrix
MAP COUNT Page 1 of 7	DATE 20 Oct 2022	PROJECT NAME City of Federal Way City Center Access Project	



Source Info: Service Layer Credits: Esri, HERE, Garmin, (c) OpenStreetMap contributors, National Geographic, Esri, Garmin, HERE, UNEP-WCMC, USGS, NASA, ESA, METI, NRCAN, GEBCO, NOAA, Increment P Corp, EagleView Technologies, Inc.



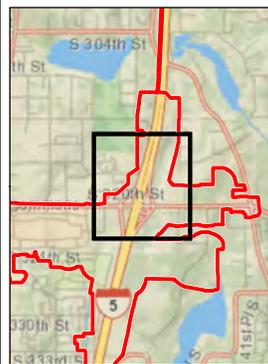
**City of Federal Way
City Center Access Project**

- Resource Previously Determined NRHP-Eligible
- Inventoried Parcel (Recommended Not Eligible)
- Parcel
- Area of Direct Impact (ADI)
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**CONTAINS PRIVILEGED INFORMATION
DO NOT RELEASE**



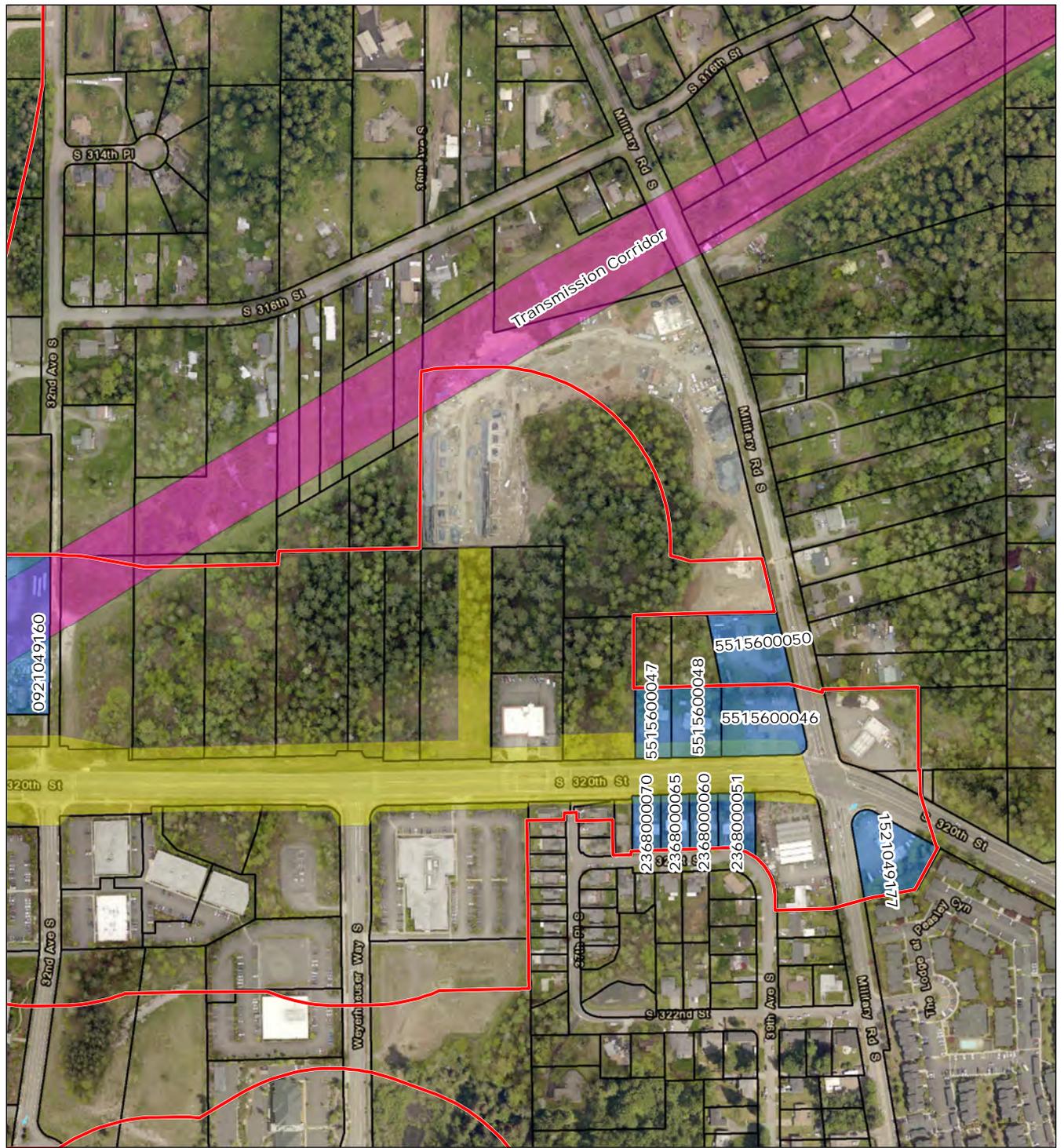
NOTES:
Produced by Historical Research Inc. Project Team. The spatial information used to construct this map is based on collected or sourced GIS data for the most current project area, and is considered reliable only at the scale at which the data was created and the scale at which the map was published. This drawing is prepared solely for the use of the contractual team partners and assumes no liability to any other party for any representations contained in these drawings. This map must be printed at full scale (100%) in order for the scale to remain correct.

**CITY OF FEDERAL WAY CITY CENTER ACCESS PROJECT
ARCHITECTURAL INVENTORY RESULTS**

PROJ./COOR. UTM Zone 10	DATUM NAD83	SCALE 1:5,000	CONTRACTOR NAME Parametrix
MAP COUNT Page 2 of 7	DATE 20 Oct 2022	PROJECT NAME City of Federal Way City Center Access Project	

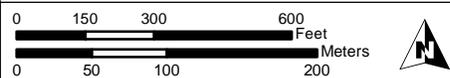


Source Info: Service Layer Credits: Esri, HERE, Garmin, (c) OpenStreetMap contributors, National Geographic, Esri, Garmin, HERE, UNEP-WCMC, USGS, NASA, ESA, METI, NRCAN, GEBCO, NOAA, Increment P Corp, EagleView Technologies, Inc.



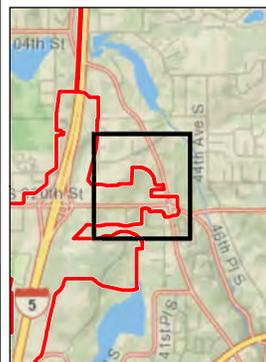
**City of Federal Way
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- Parcel
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DO NOT RELEASE



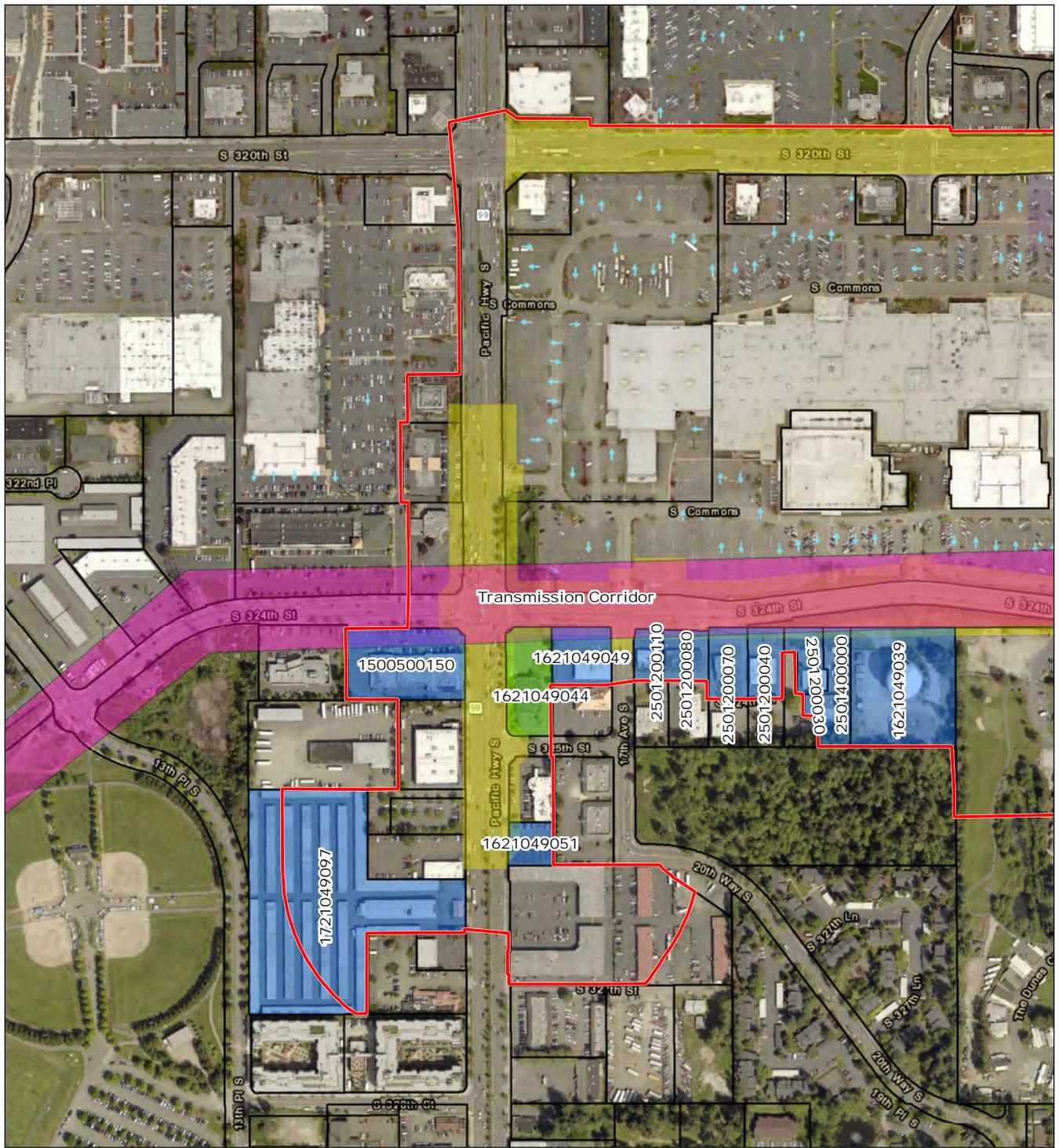
NOTES:
Produced by Historical Research Inc. Project Team. The spatial information used to construct this map is based on collected or sourced GIS data for the most current project area, and is considered reliable only at the scale at which the data was created and the scale at which the map was published. This drawing is prepared solely for the use of the contractual team partners and assumes no liability to any other party for any representations contained in these drawings. This map must be printed at full scale (100%) in order for the scale to remain correct.

**CITY OF FEDERAL WAY CITY CENTER ACCESS PROJECT
ARCHITECTURAL INVENTORY RESULTS**

PROJ./COORD. UTM Zone 10	DATUM NAD83	SCALE 1:5,000	CONTRACTOR NAME Parametrix
MAP COUNT Page 3 of 7	DATE 20 Oct 2022	PROJECT NAME City of Federal Way City Center Access Project	



Source Info: Service Layer Credits: Esri, HERE, Garmin, (c) OpenStreetMap contributors, National Geographic, Esri, Garmin, HERE, UNEP-WCMC, USGS, NASA, ESA, METI, NRCAN, GEBCO, NOAA, Increment P Corp, EagleView Technologies, Inc.



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City Center Access Project**

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- Inventoried Parcel (Recommended Not Eligible)
- Parcel
- Area of Direct Impact (ADI)
- Area of Potential Effects (APE)



Historical Research Associates, Inc., Seattle, WA

CONTAINS PRIVILEGED INFORMATION
DO NOT RELEASE



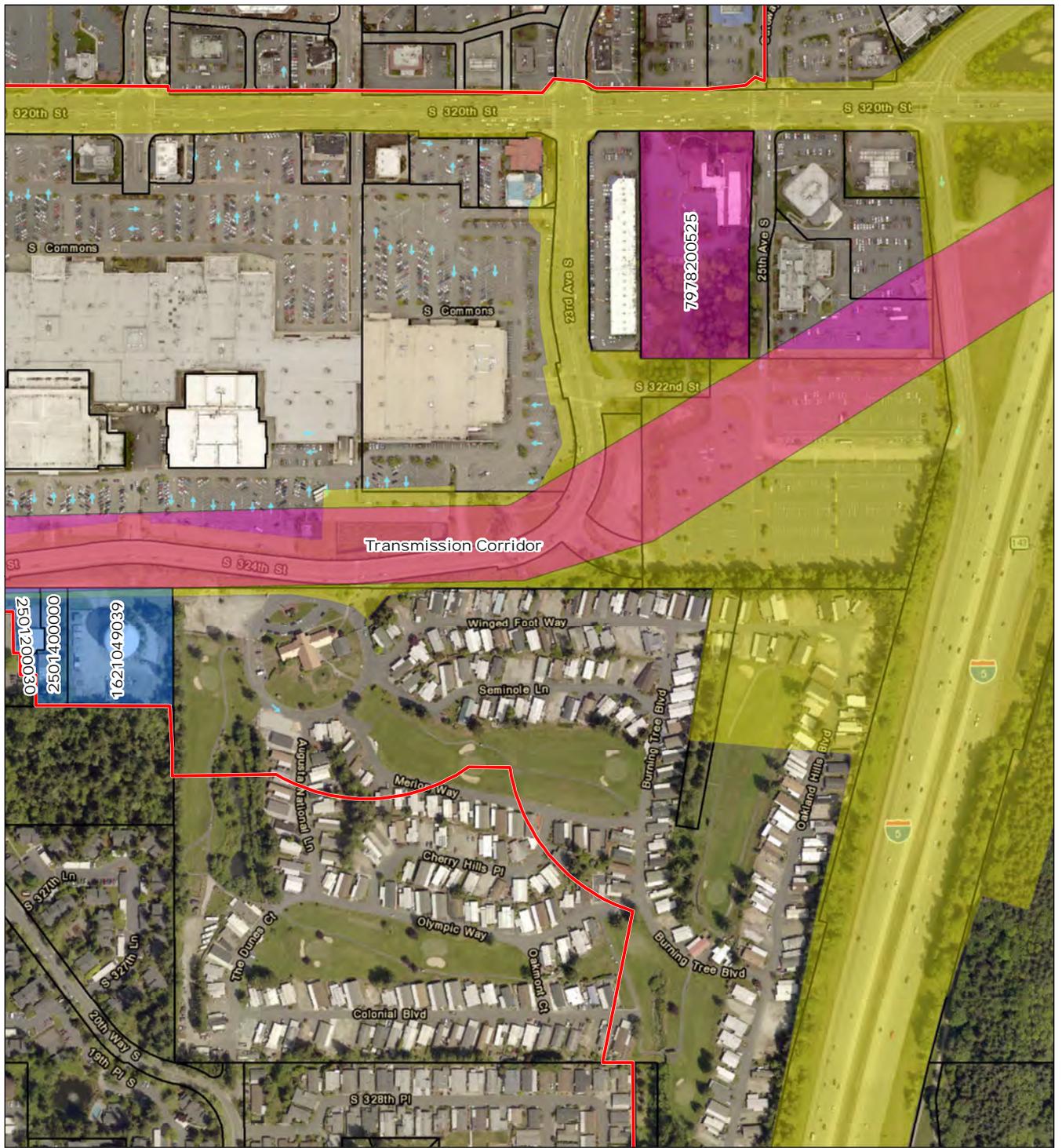
NOTES:
Produced by Historical Research Inc. Project Team. The spatial information used to construct this map is based on collected or sourced GIS data for the most current project area, and is considered reliable only at the scale at which the data was created and the scale at which the map was published. This drawing is prepared solely for the use of the contractual team partners and assumes no liability to any other party for any representations contained in these drawings. This map must be printed at full scale (100%) in order for the scale to remain correct.

**CITY OF FEDERAL WAY CITY CENTER ACCESS PROJECT
ARCHITECTURAL INVENTORY RESULTS**

PROJ./COORD.	DATUM	SCALE	CONTRACTOR NAME
UTM Zone 10	NAD83	1:5,000	Parametrix
MAP COUNT	DATE	PROJECT NAME	
Page 4 of 7	20 Oct 2022	City of Federal Way City Center Access Project	



Source Info: Service Layer Credits: Esri, HERE, Garmin, (c) OpenStreetMap contributors, National Geographic, Esri, Garmin, HERE, UNEP-WCMC, USGS, NASA, ESA, METI, NRCAN, GEBCO, NOAA, Increment P Corp, EagleView Technologies, Inc.



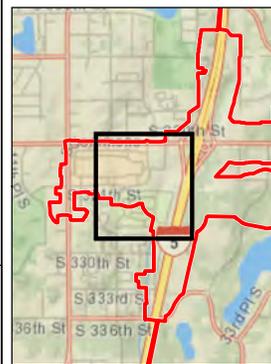
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City Center Access Project**

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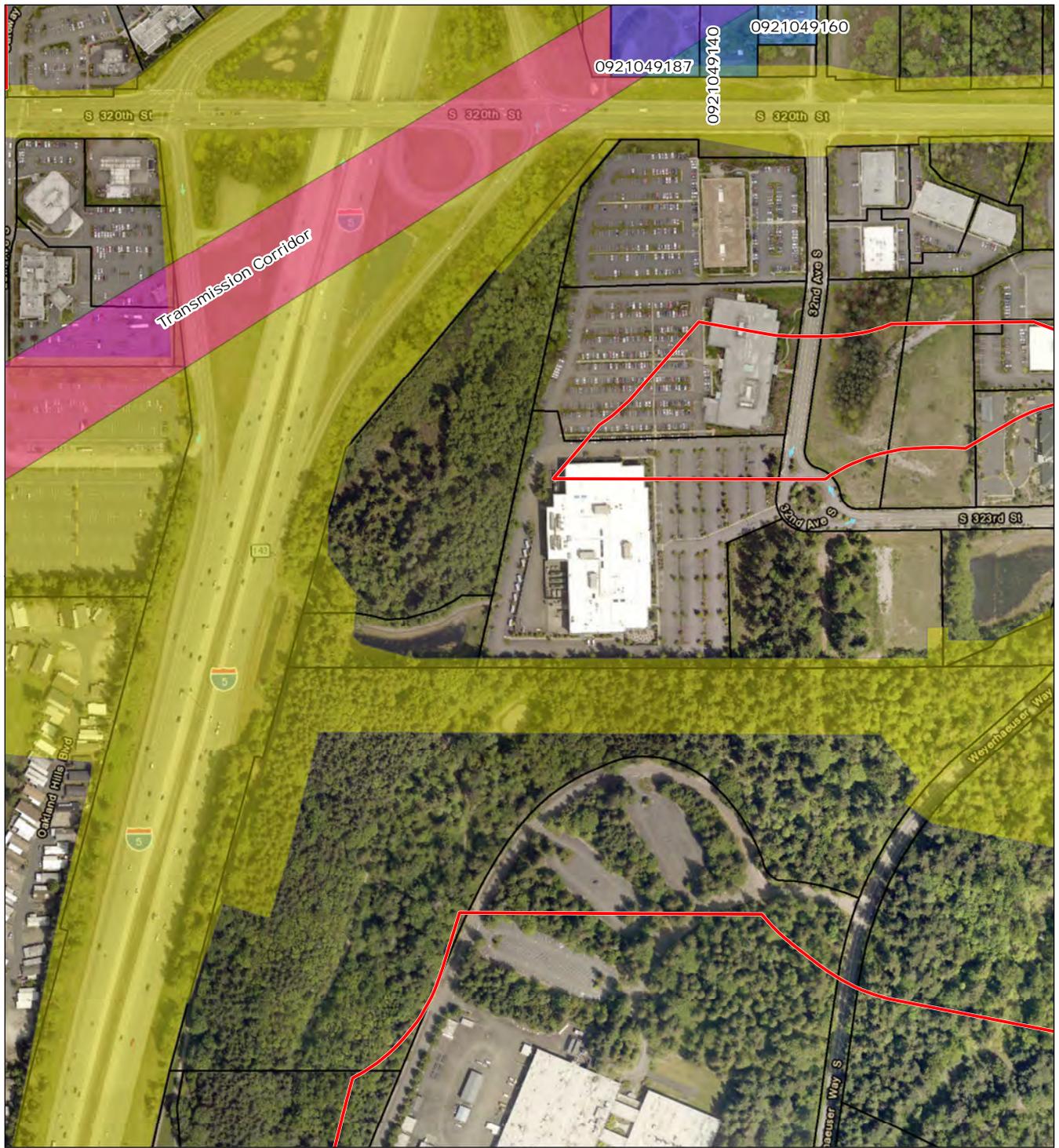
NOTES:
Produced by Historical Research Inc. Project Team. The spatial information used to construct this map is based on collected or sourced GIS data for the most current project area, and is considered reliable only at the scale at which the data was created and the scale at which the map was published. This drawing is prepared solely for the use of the contractual team partners and assumes no liability to any other party for any representations contained in these drawings. This map must be printed at full scale (100%) in order for the scale to remain correct.

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ARCHITECTURAL INVENTORY RESULTS**

PROJ./COOR. UTM Zone 10	DATUM NAD83	SCALE 1:5,000	CONTRACTOR NAME Parametrix
MAP COUNT Page 5 of 7	DATE 20 Oct 2022	PROJECT NAME City of Federal Way City Center Access Project	

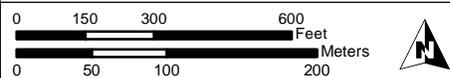


Source Info: Service Layer Credits: Esri, HERE, Garmin, (c) OpenStreetMap contributors, National Geographic, Esri, Garmin, HERE, UNEP-WCMC, USGS, NASA, ESA, METI, NRCAN, GEBCO, NOAA, Increment P Corp, EagleView Technologies, Inc.



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City Center Access Project**

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**CITY OF FEDERAL WAY CITY CENTER ACCESS PROJECT
ARCHITECTURAL INVENTORY RESULTS**

PROJ./COOR. UTM Zone 10	DATUM NAD83	SCALE 1:5,000	CONTRACTOR NAME Parametrix
MAP COUNT Page 6 of 7	DATE 20 Oct 2022	PROJECT NAME City of Federal Way City Center Access Project	

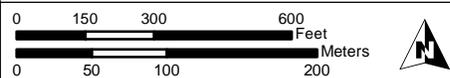


Source Info: Service Layer Credits: Esri, HERE, Garmin, (c) OpenStreetMap contributors, National Geographic, Esri, Garmin, HERE, UNEP-WCMC, USGS, NASA, ESA, METI, NRCAN, GEBCO, NOAA, Increment P Corp, EagleView Technologies, Inc.



**City of Federal Way
City Center Access Project**

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**CITY OF FEDERAL WAY CITY CENTER ACCESS PROJECT
ARCHITECTURAL INVENTORY RESULTS**

PROJ./COOR. UTM Zone 10	DATUM NAD83	SCALE 1:5,000	CONTRACTOR NAME Parametrix
MAP COUNT Page 7 of 7		DATE 20 Oct 2022	PROJECT NAME City of Federal Way City Center Access Project



Source Info: Service Layer Credits: Esri, HERE, Garmin, (c) OpenStreetMap contributors, National Geographic, Esri, Garmin, HERE, UNEP-WCMC, USGS, NASA, ESA, METI, NRCAN, GEBCO, NOAA, Increment P Corp, EagleView Technologies, Inc.

Appendix E. Archaeological Site Form for 45KI1662



STATE OF WASHINGTON ARCHAEOLOGICAL SITE INVENTORY FORM

Smithsonian Number: 45KI01662

*County: King

*Date: May 20, 2021 *Compiler: Matthew Warren

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

SITE DESIGNATION

Site Name:

Field/ Temporary ID: HRA-2777-1

*Site Type: Historic Road

SITE LOCATION

*USGS Quad Map Name: Poverty Bay

*Legal Description: T 21 R 4 E/W: E Section(s): 16

Quarter Section(s): SW

*UTM: Zone 10 Easting 552697 Northing 5239000

Latitude: 47.303 Longitude: -122.303 Elevation (ft/m): 390 ft (118.9 m)

Other Maps:

Type:

Scale:

Source:

Drainage, Major: Puget Sound

Drainage, Minor: Hylebos Creek River Mile:

Aspect: 180°

Slope: 0-1%

*Location Description (General to Specific): The site is located in the eastern part of the city of Federal Way, Washington, within a narrow, wooded strip of Washington State Department of Transportation (WSDOT) right-of-way (ROW) near the western base of the west fill embankment slope of Interstate-5 (I-5). It is approximately 250 feet east of the north end of Hylebos Creek and 5.1 miles east-northeast of the mouth of Hylebos Creek at Commencement Bay. The site is located directly to the south of the intersection of 24th Ave. S and S 333rd St.

Approach (For Relocation Purposes): Take I-5 south from Seattle 22 miles to exit 143 for S 320th St., then keep left at the fork and proceed for 0.2 miles. Turn left (east) onto S 320th St., then proceed for 0.5 miles. Turn right (south) onto Weyerhaeuser Way S and proceed for 1 mile. At the traffic circle, take the first exit onto S 336th St. and proceed for 0.6 miles. Turn right (north) onto 20th Ave. S, then proceed for 0.2 miles. Turn right (east) onto S 333rd St. and proceed 0.2 miles to the intersection of S 333rd St. and 24th Ave. S. Enter the vegetated area east of 24th Ave. S on foot through a gate located approximately 75 feet south of the intersection of S 333rd St. and 24th Ave. S.

SITE DESCRIPTION

***Narrative Description:** The site was identified in September 2022 during an archaeological survey for the City of Federal Way’s City Center Access Project (Warren and Beckner 2022). It consists of one feature, an abandoned, buried asphalt road surface that represents a segment of the original 24th Ave. S. The road surface is approximately 15 feet wide, at least 150 feet long, and has a north–south orientation. It extends approximately 150 feet southward from its north end, where it runs directly beneath the present-day 24th Ave. S at a depth of up to 6 inches below the modern road surface. At its south end, the abandoned road surface terminates at its intersection with a drainage canal that parallels the course of I-5 and varies from approximately 1–3 feet in depth. Most of the road surface is shallowly buried under a thin O horizon at a depth of up to 6 inches and has been extensively disturbed since its abandonment by the growth of trees (predominantly Douglas-fir and red alder) on and adjacent to it. Tree roots growing beneath it have forced portions of the asphalt road above the surrounding ground surface in several locations.

Historic maps of the local area indicate that the original north–south alignment of 24th Ave. S was constructed between 1936 and 1949 and extended approximately 900 feet south of its intersection with S 333rd St. to intersect with S 336th St. It was in use until at least 1955 (Metsker 1936; Thomas Bros. 1955; USGS 1949). The segment of 24th Ave. S south of S 336th St. was evidently abandoned during the construction of I-5, which opened to the public in 1962 (Stein 2003). The new interstate’s road prism overlay most of the abandoned road segment and it does not appear on a 1961 USGS map (USGS 1961). Therefore, Site 45KI1662 is identified as a portion of the segment of 24th Ave. S south of S 336th St. Present-day 24th Ave. S bends slightly to the southwest of its intersection with S 333rd St. and appears to directly overlay up to 75 ft of the original alignment.

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

***Site Dimensions:**

***Length:** 150 ft ***Direction:** N-S ***Width:** 15 ft ***Direction:** E-W

***Method of Horizontal Measurement:** tape measure

***Depth:** up to 6 inches (15 cm) *** Method of Vertical Measurement:** tape measure

***Vegetation** (On Site):

Local: Douglas fir, red alder, Himalayan blackberry

Regional: Tsuga heterophylla zone

Landforms (On Site): drainage canal, fill embankment

Local: low plateau, Green River Valley

Water Resources (Type): Hylebos Creek **Distance:** 250 feet **Permanence:** perennial

CULTURAL MATERIALS AND FEATURES

***Narrative Description:** Cultural material consists of one feature, an approximately 150-foot segment of abandoned, mostly buried asphalt roadway measuring approximately 15 feet in width. The asphalt layer is up to 1 inch thick. The asphalt road surface was encountered in one shovel probe at 7 centimeters below ground surface. Two additional shovel probes excavated within 15 meters of the abandoned road surface contained no historic artifacts, and no other artifacts were encountered in its vicinity. The depth of the roadbed was not evident during the documentation of the site. While the road surface has been extensively disturbed by tree growth since its abandonment, the overall alignment of the road segment remains intact. However, the full extent of the road surface degradation is not known, as it was not fully exposed during the documentation of the feature.

***Method of Collection(s):** Not applicable.

***Location of Artifacts (Temporary/Permanent):** Not applicable.

SITE AGE

***Component:** Historic ***Dates:** mid-twentieth century (ca. 1936-1960)

***Dating Method:** historic maps

Phase: N/A

Basis for Phase Designation: N/A

SITE RECORDERS

Observed by: Matthew Warren

Address: see below

***Date Recorded:** October 18, 2022

***Recorded by (Professional Archaeologist):** Matthew Warren

***Affiliation:** Historical Research Associates, Inc.

***Affiliation Phone Number:** 206-343-0226

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

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

Date Revisited:

Revisited By:

SITE HISTORY

Previous Work (Done on Archaeological Site): None.

LAND OWNERSHIP

***Owner:** Washington Department of Transportation (WSDOT)

***Address:** 310 Maple Park Avenue SE, Olympia, Washington 98501

***Tax Lot/ Parcel No:** N/A

RESEARCH REFERENCES

***Items/Documents Used In Research** (*Specify*):

Metsker, Chas. F (Metsker)

1936 Township 21 N., Range 4 E., W.M. Metsker Maps, Seattle, Washington. Electronic document, <http://www.historicmapworks.com>, accessed October 2022.

Thomas Bros.

1955 Page 060. In King County 1955, Washington. Thomas Bros. Popular Atlas of King County. Electronic document, <http://www.historicmapworks.com>, accessed October 2022.

U.S. Geological Survey (USGS)

1949 Poverty Bay. Electronic document, <https://livingatlas.arcgis.com/topoexplorer/index.html>, accessed August 2022.

1961 Poverty Bay. Electronic document, <https://livingatlas.arcgis.com/topoexplorer/index.html>, accessed October 2022.

Warren, Matthew, and Chrisanne Beckner

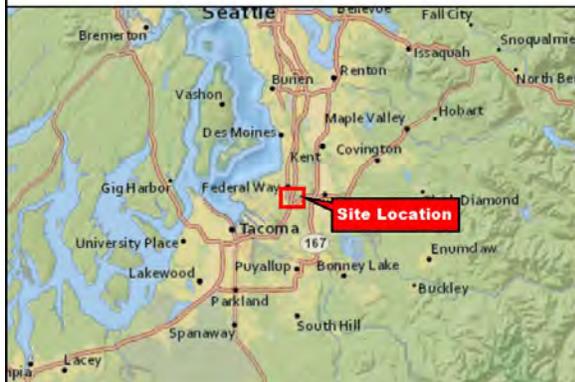
2022 Federal Way City Center Access Project Cultural Resources Technical Report. Historical Research Associates, Inc., Seattle, Washington. Submitted to Parametrix, Seattle, Washington.

USGS MAP



 Site Boundary

45KI1662
Site Location



HISTORICAL
RESEARCH
ASSOCIATES, INC.

Date: 12/14/2022

Coord./Project
**NAD 1983 UTM Zone 10N
Transverse Mercator**

Datum
NAD83

Scale
1:24,000

Township/Range
T21N R04E

Quadrangle
Poverty Bay, WA

Historical Research Associates, Inc.
Service Layer Credits: Copyright: © 2013 National Geographic Society, i-cubed
National Geographic, Esri, Garmin, HERE, UNEP-WCMC, USGS, NASA, ESA, METI,
NRCAN, GEBCO, NOAA, Increment P Corp.

SKETCH MAP



**45KI1662
Site Location**

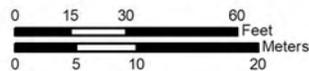
- ✕ Shovel Probe (Positive)
- ⊖ Shovel Probe (Negative)
- Site Boundary

**Aerial Overview
Date: 12/14/2022**



Coord/Projection NAD 1983 UTM Zone 10N Transverse Mercator	Datum NAD83	Scale 1:600
Township/Range T21N R04E	Quadrangle Poverty Bay, WA	

Service Layer Credits: Esri, HERE, Garmin, (c) OpenStreetMap contributors
Pictometry, King County



Historical Research Associates, Inc., Seattle, WA

PHOTOGRAPH(S)

***Photograph Description(s):**



Buried asphalt road surface of Site 45KI1662, view south along site alignment.

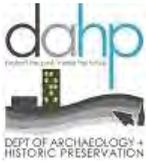


Asphalt road surface of Site 45KI1662 exposed due to root growth disturbance.



Asphalt road surface exposed in shovel probe.

Appendix F. Historic Property Inventory Forms

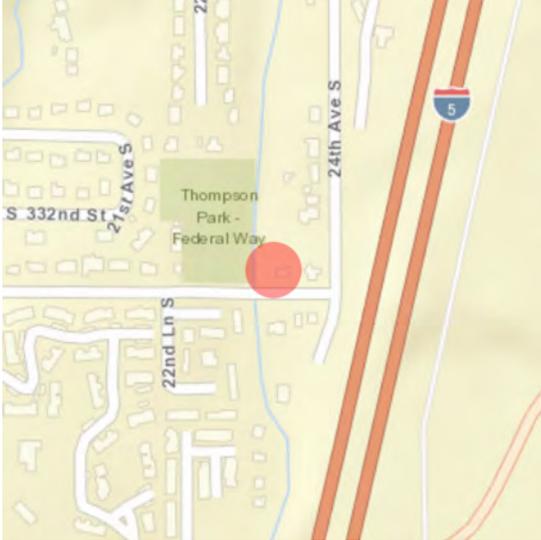


Historic Property Report

Resource Name: Residence

Property ID: 311005

Location



Address: 2238 S 333RD ST, FEDERAL WAY, WA
Tax No/Parcel No: 7978200166
Plat/Block/Lot: STATE PLAT IN SEC 16-21-4 LOT C OF KC SP LESS E 20
Geographic Areas: King County, POVERTY BAY Quadrangle, T21R04E16

Information

Number of stories: N/A

Construction Dates:

Construction Type	Year	Circa
Built Date	1968	<input checked="" type="checkbox"/>

Historic Use:

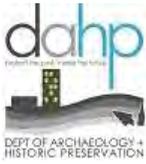
Category	Subcategory
Domestic	Domestic - Single Family House
Domestic	Domestic - Single Family House

Historic Context:

Category
Architecture

Architect/Engineer:

Category	Name or Company
----------	-----------------



Historic Property Report

Resource Name: Residence

Property ID: 311005

Thematics:

Local Registers and Districts

Name	Date Listed	Notes
------	-------------	-------

Project History

Project Number, Organization, Project Name	Resource Inventory	SHPO Determination	SHPO Determined By, Determined Date
2011-07-00109, , Assessors Data Project: King County D	7/8/2011	Not Determined	
2018-02-01251, FTA, Tacoma Dome Link Extension	4/17/2020	Survey/Inventory	
2021-09-06464, WSDOT, City of Federal Way_City Center Access Project	10/12/2022	Survey/Inventory	

Photos



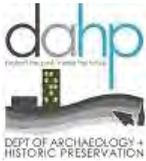
2238 S 333rd St, view north



2238 S 333rd St, view northeast



2238 S 333rd St., 1969, King County Assessor, courtesy of the Puget Sound Regional Branch of the Washington State Archives



Historic Property Report

Resource Name: Residence

Property ID: 311005

Inventory Details - 7/8/2011

Common name:

Date recorded: 7/8/2011

Field Recorder: Artifacts Consulting, Inc.

Field Site number: 7978200166

SHPO Determination

Detail Information

Surveyor Opinion

Significance narrative: Data included on this historic property inventory form (HPI) detail stemmed from County Assessor building records imported by the Washington State Department of Archaeology of Historic Preservation (DAHP) into WISAARD in 2011. This upload reduces data entry burden on community volunteers and historical societies participating in the survey and inventory of their communities. The intent of this project is directed specifically to facilitating community and public involvement in stewardship, increasing data accuracy, and providing a versatile planning tool to Certified Local Governments (CLGs).

Project methodology entailed use of the University of Washington's State Parcel Database (<http://depts.washington.edu/wagis/projects/parcels/development.php>) to provide the base parcel layer for CLGs. Filtering of building data collected from each county trimmed out all properties built after 1969, as well as all current, previously inventoried properties. Translation of building data descriptors to match fields in HPI allowed the data upload. Calculation of point locations utilized the center of each parcel.

Data on this detail provides a snapshot of building information as of 2011. A detailed project methodology description resides with DAHP. Project team members: Historic Preservation Northwest, GeoEngineers, and Artifacts Consulting, Inc. (project lead).

Physical description: The house at 2238 S 333rd Street, Federal Way, is located in King County. According to the county assessor, the structure was built in 1968 and is a single family dwelling. The building has a single-family form with a basement garage.



Historic Property Report

Resource Name: Residence

Property ID: 311005

Inventory Details - 4/17/2020

Common name:

Date recorded: 4/17/2020

Field Recorder: Chrisanne Beckner

Field Site number:

SHPO Determination

Detail Information

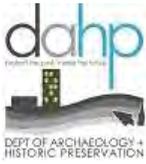
Characteristics:

Category	Item
Foundation	Concrete - Poured
Cladding	Wood - T 1-11
Roof Type	Gable - Side
Roof Material	Asphalt/Composition
Form Type	Single Dwelling - Split Level
Plan	Rectangle
Structural System	Wood - Platform Frame

Styles:

Period	Style Details
Modern Movement (1930-1970)	Modern

Surveyor Opinion



Historic Property Report

Resource Name: Residence

Property ID: 311005

Significance narrative:

Integrity

From its period of construction (1968), 2238 S 333rd Street retains integrity of location, setting, feeling, and association, although alterations including recladding, window replacement, and altered fenestration, have diminished its integrity of design, materials, and workmanship.

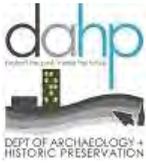
Evaluation

The building at 2238 S 333rd Street was constructed in 1968 and does not appear, based on a review of historic maps and local histories, to have any association with events that made a significant contribution to the broad patterns of local, state, or national history (Criterion A). Background research did not reveal any association of the resource with the lives of significant persons (Criterion B). The building is an example of a split-level with few character-defining features from the historic period, apart from its plan (Criterion C). It does not embody the distinctive characteristics of a type, period, or method of construction; or represent the work of a master; or possess high artistic values; or represent a significant and distinguishable entity whose components may lack individual distinction (i.e., is part of a district) (Criterion C). Finally, the building was built of common construction methods and well-known materials and is unlikely to answer important research questions or yield information about human history that can only be answered by the actual physical material, design, construction methods, or interrelation of these resources (Criterion D).

Due to a lack of significance and integrity, Historical Research Associates recommends 2238 S 333rd Street is not eligible for listing in the National Register of Historic Places under any criteria.

Physical description:

Built in 1968, the residential building at 2238 S 333rd Street fronts south (King County Assessor 2020). The two-story, rectangular building sits on a poured-concrete foundation, is clad in T1-11, and is topped by a side-gabled asphalt roof. Windows throughout are vinyl framed in altered fenestration. There is a large picture window on the second floor near the southeast corner. The main entrance of the split-level is elevated with concrete steps in the center of the south facade. A secondary entry door has been added on the first floor between the garage doors and the main entrance. Visible secondary elevations include no additional fenestration.



Historic Property Report

Resource Name: Residence

Property ID: 311005

Bibliography:

Givens, Linda. 2017. Federal Way 320th Library, King County Library System. HistoryLink.org essay 20376. Electronic document: <https://www.historylink.org/File/20376>, accessed May 28, 2020.

Historical Society of Federal Way. 2015. Historical Society of Federal Way Timeline. Prepared for 4Culture and the City of Federal Way. Electronic document, <http://www.federalwayhistory.org/federal-way-timeline.php>, accessed October 10, 2019.

King County Tax Assessor
2020 eReal Property Database. Electronic document, <https://blue.kingcounty.com/Assessor/eRealProperty/default.aspx>, accessed January 31, 2020.

Meador, Karen. 2014. Military Road: A Lasting Legacy. Pamphlet in the Civil War History in Washington Territory series. Published by 4 Culture King County and United Daughters of the Confederacy.

NETROnline. 2020. Historic Aerials, Federal Way, King County Washington. Electronic document, <https://www.historicaerials.com/>, accessed May 28, 2020.

Stein, Alan. 2003. Federal Way—Thumbnail History. HistoryLink.org essay 4215. Electronic document: <https://www.historylink.org/File/4215>, accessed May 28, 2020.



Historic Property Report

Resource Name: Residence

Property ID: 311005

Inventory Details - 10/12/2022

Common name:

Date recorded: 10/12/2022

Field Recorder: Chrisanne Beckner

Field Site number:

SHPO Determination

Detail Information

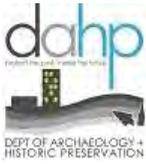
Characteristics:

Category	Item
Foundation	Concrete - Poured
Form Type	Single Dwelling
Roof Type	Gable - Side
Roof Material	Asphalt/Composition - Shingle
Cladding	Wood - T 1-11
Structural System	Wood - Platform Frame
Plan	Rectangle

Styles:

Period	Style Details
No Style	No Style

Surveyor Opinion



Historic Property Report

Resource Name: Residence

Property ID: 311005

Significance narrative: Integrity Statement:
From its period of construction (1968), the residence at 2238 S 333rd St. retains integrity of location, setting, feeling, and association, as it remains a single-family residence on its original parcel. The building's windows have been replaced with incompatible vinyl-framed windows and framed with shutters. The building does not retain integrity of design, materials, or workmanship.

Evaluation:
The single-family residence at 2238 S 333rd St. was constructed in 1968 and does not appear to have any associations with events that made a significant contribution to the broad patterns of our local, state, or national history (Criterion A). The house is not known to be associated with the lives of significant persons (Criterion B). The resource is a modest example of a split-level residence with no distinctive features and incompatible replacement windows. The resource does not embody the distinctive characteristics of a type, period, or method of construction; or represent the work of a master; or possess high artistic values; or represent a significant and distinguishable entity whose components may lack individual distinction (i.e., is part of a district) (Criterion C). Finally, the house was built of common construction methods and well-known materials and is unlikely to answer important research questions or yield information about human history that can only be answered by the actual physical material, design, construction methods, or interrelation of these resources (Criterion D).

Due to a lack of significance and diminished integrity, HRA recommends 2238 S 333rd St. not eligible for listing in the NRHP under any criteria.

Physical description: According to the King County Assessor, the residence at 2238 S 333rd St. was constructed in 1968 (King County Assessor 2022). The two-story building faces south toward S 333rd St. It is rectangular in plan, sits on a poured-concrete foundation, is clad in T1-11, and is topped by a side-gabled roof covered in asphalt shingles.

The building's façade facade includes a concrete stair with wrought iron rails leading to an off-center entry door paired with a full-height sidelight to the west. A rectangular window is located above the door and under a roof projection supported by a simple square column. West of the entry are a pair of vinyl-framed sliding windows with inoperable shutters. East of the entry is a slight projection with a central picture window above vinyl-framed sliders. The window is flanked by inoperable shutters. The building's lower level includes two overhead garage doors and a pedestrian door on the west half and a centrally located sliding window on the east half. The building's east elevation includes an exterior, concrete -block chimney. The building's west elevation includes no fenestration. To the rear of the residence are two garden sheds, minimally visible, and a small greenhouse.

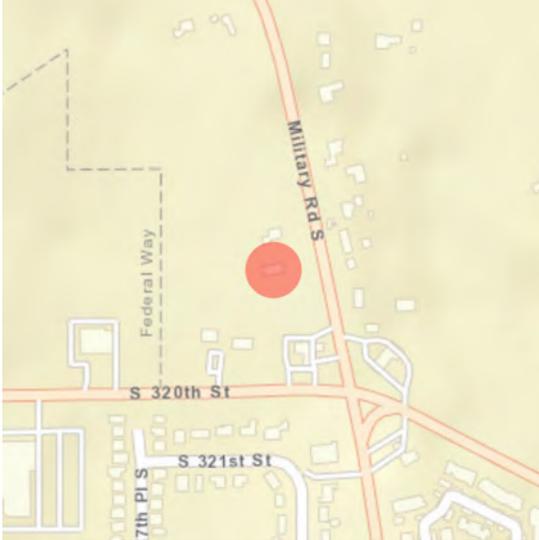
Bibliography: King County Assessor
2022 Property Records Cards and Folios. On file with the Puget Sound Regional Branch of the Washington State Archives, Bellevue, Washington.

Historic Property Report

Resource Name: Residence

Property ID: 729148

Location



Address: 31827 Military Rd S, Auburn, Washington, 98001

Geographic Areas: T21R04E10, King County, POVERTY BAY Quadrangle, King County Certified Local Government

Information

Number of stories: 1.00

Construction Dates:

Construction Type	Year	Circa
Built Date	1943	<input type="checkbox"/>
Built Date	1994	<input type="checkbox"/>
Addition	1983	<input checked="" type="checkbox"/>
Demolished	2004	<input checked="" type="checkbox"/>

Historic Use:

Category	Subcategory
Domestic	Domestic - Single Family House
Domestic	Domestic - Single Family House

Historic Context:

Category
Architecture

Architect/Engineer:

Category	Name or Company
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Historic Property Report

Resource Name: Residence

Property ID: 729148

Thematics:

Local Registers and Districts

Name	Date Listed	Notes
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Project History

Project Number, Organization, Project Name	Resource Inventory	SHPO Determination	SHPO Determined By, Determined Date
2021-09-06464, WSDOT, City of Federal Way_City Center Access Project	10/12/2022	Survey/Inventory	

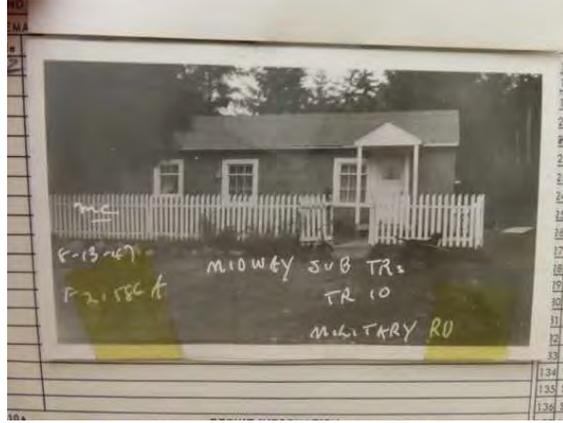
Photos



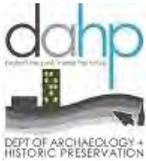
31827 Military Road South, view northwest



31827 Military Road South, view west



31827 Military Road South, 1947, King County Assessor, courtesy of the Puget Sound Regional Branch of the Washington State Archives.



Historic Property Report

Resource Name: Residence

Property ID: 729148

Inventory Details - 10/12/2022

Common name:

Date recorded: 10/12/2022

Field Recorder: Chrisanne Beckner

Field Site number:

SHPO Determination

Detail Information

Characteristics:

Category	Item
Foundation	Concrete - Poured
Form Type	Single Dwelling
Roof Type	Gable - Side
Roof Material	Asphalt/Composition - Shingle
Cladding	Wood - T 1-11
Cladding	Wood - Board & Batten
Structural System	Wood - Platform Frame
Plan	Irregular

Styles:

Period	Style Details
No Style	No Style

Surveyor Opinion



Historic Property Report

Resource Name: Residence

Property ID: 729148

Significance narrative:

Integrity Statement:

From its period of construction (1943), the office at 31827 Military Rd. S retains integrity of location, as it remains on its original parcel. Multiple additions, the first of which added an office to the former residence (east) and the second of which added a large garage off the original residence (west), led to an irretrievable loss of integrity by 1983 (King County Assessor 1935–2022). Additionally, the residence has been converted from a residential to commercial use, its windows and siding replaced, and its large parcel altered by the demolition of former buildings and the construction of a drive-thru coffee stand. Alterations and additions, along with a change of use, have diminished the building's integrity of setting, design, materials, workmanship, feeling, and association.

Evaluation:

The office at 31827 Military Rd. S was constructed in 1943 and does not appear to have any associations with events that made a significant contribution to the broad patterns of our local, state, or national history (Criterion A). The house is not known to be associated with the lives of significant persons (Criterion B). The building is a former residence, greatly enlarged, and further altered by changes in fenestration patterns and use. The resource does not embody the distinctive characteristics of a type, period, or method of construction; or represent the work of a master; or possess high artistic values; or represent a significant and distinguishable entity whose components may lack individual distinction (i.e., is part of a district) (Criterion C). Finally, the building was built of common construction methods and well-known materials and is unlikely to answer important research questions or yield information about human history that can only be answered by the actual physical material, design, construction methods, or interrelation of these resources (Criterion D).

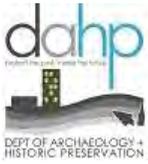
Due to a lack of significance and an irretrievable loss of integrity, HRA recommends 31827 Military Rd. S not eligible for listing in the NRHP under any criteria.

Physical description:

According to the King County Assessor, the former residence at 31827 Military Rd. S was constructed in 1943 (King County Assessor 1935–2022). It has been converted to office use. The office building faces south and is irregular in plan. It sits on a poured-concrete foundation and is clad in a combination of board-and-batten (central mass) and T1-11 (projections north and south). The building is topped by a steep side-gabled roof with projecting eave (central mass) with a steep side-gabled roof on the eastern projection, and a shallow side-gabled roof on the west projection. The roof is covered in asphalt shingles.

A small drive-thru coffee stand was added to the parcel southeast of the former residence ca. 1994 (King County Assessor 1935–2022). The coffee stand is rectangular, clad in T1-11, and topped by a front-gabled roof. It has been installed along with a drive with curbs. Aerials show that the parcel is the former location of additional buildings that were removed between 2002 and 2006 (NETROnline 2022).

The building's central mass includes a pedestrian door under a small, projecting hood. A vinyl-frame sliding window is located to the east. To the west of the central mass is a tall garage with an additional vinyl-frame sliding window. To the east of the central mass are two stepped-back projections including a single pedestrian door and four-light, wood-frame windows. On the east-facing elevations, windows include a six-light, square, wood-frame window and a wide five-light, wood-frame window. No other fenestration is evident. The building's north elevation is screened from view by chain-link fence.



Historic Property Report

Resource Name: Residence

Property ID: 729148

Bibliography:

King County Assessor

1935 - 2022 Property Records Cards and Folios. On file with the Puget Sound Regional Branch of the Washington State Archives, Bellevue, Washington.

NETROnline

2022 Historic Aerials, Seattle, Nationwide Environmental Title Research, LLC. Electronic document, <https://www.historicaerials.com/>, accessed September 20, 2011.

Location



Address: 3820 S 320th St, Auburn, Washington, 98001

Geographic Areas: T21R04E10, King County, POVERTY BAY Quadrangle, King County Certified Local Government

Information

Number of stories: 1.00

Construction Dates:

Construction Type	Year	Circa
Built Date	1957	<input type="checkbox"/>
Addition		<input type="checkbox"/>
Remodel		<input type="checkbox"/>

Historic Use:

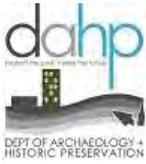
Category	Subcategory
Domestic	Domestic - Single Family House
Domestic	Domestic - Single Family House

Historic Context:

Category
Architecture

Architect/Engineer:

Category	Name or Company
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Historic Property Report

Resource Name: Commercial

Property ID: 729151

Thematics:

Local Registers and Districts

Name	Date Listed	Notes
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Project History

Project Number, Organization, Project Name	Resource Inventory	SHPO Determination	SHPO Determined By, Determined Date
2021-09-06464, WSDOT, City of Federal Way_City Center Access Project	10/12/2022	Survey/Inventory	

Photos



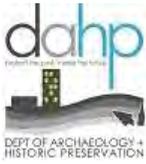
3820 South 320th Street, view northeast



3820 South 320th Street, view northwest



3820 South 320th Street, 1965, King County Assessor, courtesy of the Puget Sound Regional Branch of the Washington State Archives.



Historic Property Report

Resource Name: Commercial

Property ID: 729151

Inventory Details - 10/12/2022

Common name:

Date recorded: 10/12/2022

Field Recorder: Chrisanne Beckner

Field Site number:

SHPO Determination

Detail Information

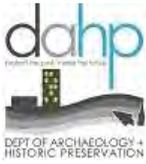
Characteristics:

Category	Item
Foundation	Concrete - Poured
Form Type	Single Dwelling
Roof Material	Asphalt/Composition - Shingle
Cladding	Wood - Clapboard
Cladding	Brick
Roof Type	Gable - Side
Structural System	Wood - Platform Frame
Plan	Irregular

Styles:

Period	Style Details
No Style	No Style

Surveyor Opinion



Historic Property Report

Resource Name: Commercial

Property ID: 729151

Significance narrative: Integrity Statement:
From its period of construction (1957), the office building at 3820 S 320th St. retains integrity of location, as it remains on its original parcel. A change of use (from residential to commercial), plus the addition of a projecting entry on a former garage, commercial signage, replacement windows, and paved parking area, along with alterations in fenestration patterns, have diminished its integrity of setting, design, materials, workmanship, feeling, and association.

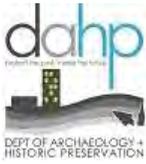
Evaluation:
The office building at 3820 S 320th St. was constructed in 1957 and does not appear to have any associations with events that made a significant contribution to the broad patterns of our local, state, or national history (Criterion A). The office building is not known to be associated with the lives of significant persons (Criterion B). The building is a former residence converted to an office use, with a large added entry that masks the location of a former garage. The resource does not embody the distinctive characteristics of a type, period, or method of construction; or represent the work of a master; or possess high artistic values; or represent a significant and distinguishable entity whose components may lack individual distinction (i.e., is part of a district) (Criterion C). Finally, the building was built of common construction methods and well-known materials and is unlikely to answer important research questions or yield information about human history that can only be answered by the actual physical material, design, construction methods, or interrelation of these resources (Criterion D).
Due to a lack of significance and an irretrievable loss of integrity, HRA recommends 3820 S 320th St. not eligible for listing in the NRHP under any criteria.

Physical description: According to the King County Assessor, the former residence at 3820 S 320th St., which has been converted to a commercial use, was constructed in 1957 (King County Assessor 1935–2022). The parcel includes a large, freestanding, roadside sign for “Poole Pain Relief and Wellness Center.” The building faces south on a large parcel with an expansive, paved parking lot to the south, shared with the neighboring residence at 3810 S 320th St. The commercial building sits on a poured-concrete foundation, is clad in lapped boards with a skirt of brick veneer, and is topped by a side-gabled roof with asphalt shingles.

The building’s facade includes a projecting gabled entry. A central pedestrian door is flanked east and west by pairs of full-height, vinyl-frame windows. The porch, with pipe rail and concrete ramp, shelters under a projecting gable clad in T1-11 with a vinyl fan light. East of the projecting entry, the elevation includes aluminum-frame fixed and casement windows. The building’s west elevation includes T1-11 and a fan light in the gable. Other elevations were not visible.

A small shed, also clad in wood with a gabled roof, is located to the west of the office building.

Bibliography: King County Assessor
1935 - 2022 Property Records Cards and Folios. On file with the Puget Sound Regional Branch of the Washington State Archives, Bellevue, Washington.

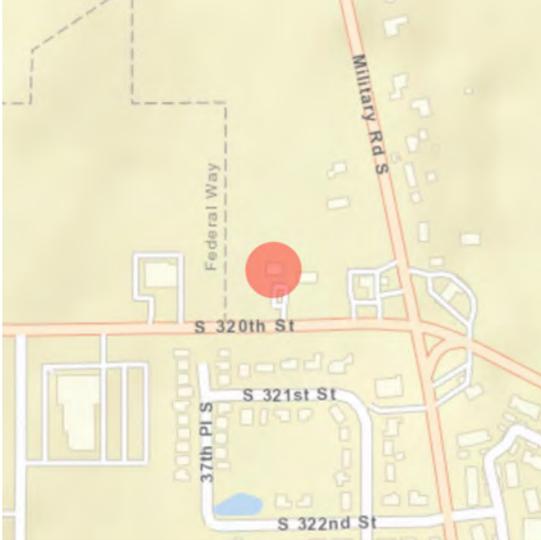


Historic Property Report

Resource Name: Residence

Property ID: 729155

Location



Address: 3810 S 320th St, Auburn, Washington, 98001

Geographic Areas: POVERTY BAY Quadrangle, King County Certified Local Government, King County, T21R04E10

Information

Number of stories: 1.00

Construction Dates:

Construction Type	Year	Circa
Built Date	1957	<input type="checkbox"/>

Historic Use:

Category	Subcategory
Domestic	Domestic - Single Family House
Domestic	Domestic - Single Family House

Historic Context:

Category
Architecture

Architect/Engineer:

Category	Name or Company
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Historic Property Report

Resource Name: Residence

Property ID: 729155

Thematics:

Local Registers and Districts

Name	Date Listed	Notes
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Project History

Project Number, Organization, Project Name	Resource Inventory	SHPO Determination	SHPO Determined By, Determined Date
2021-09-06464, WSDOT, City of Federal Way_City Center Access Project	10/13/2022	Survey/Inventory	

Photos



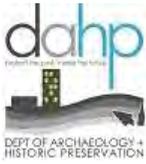
3810 South 320th Street, view north



3810 South 320th Street, view northwest



3810 South 320th Street, 1959, King County Assessor, courtesy of the Puget Sound Regional Branch of the Washington State Archives



Historic Property Report

Resource Name: Residence

Property ID: 729155

Inventory Details - 10/13/2022

Common name:

Date recorded: 10/13/2022

Field Recorder: Cele Wolman

Field Site number:

SHPO Determination

Detail Information

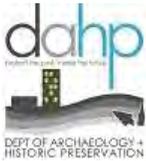
Characteristics:

Category	Item
Foundation	Concrete - Poured
Form Type	Single Dwelling
Roof Type	Gable - Side
Roof Material	Asphalt/Composition - Shingle
Cladding	Wood - Clapboard
Structural System	Wood - Platform Frame
Plan	Irregular

Styles:

Period	Style Details
No Style	No Style

Surveyor Opinion



Historic Property Report

Resource Name: Residence

Property ID: 729155

Significance narrative: Integrity Statement:
According to the present tenant, the residence has been recently altered by the addition of a large picture window on the facade (personal communication, 2022). From its period of construction (1957), the building at 3810 S 320th St. retains integrity of location, feeling, and association, as it remains a single-family residence on its original parcel. However, the conversion of the neighboring building at 3820 S 320th St. to commercial use, the replacement of windows and window types, the addition of a porch with rail and awning, a screening wall on the carport, and paved parking have diminished the residence's integrity of setting, design, materials, and workmanship.

Evaluation:
The office building at 3810 S 320th St. was constructed in 1957 and does not appear to have any associations with events that made a significant contribution to the broad patterns of our local, state, or national history (Criterion A). The office building is not known to be associated with the lives of significant persons (Criterion B). The building is a modest Ranch house with integrated carport and incompatible alterations evident at the entry and in fenestration patterns. The resource does not embody the distinctive characteristics of a type, period, or method of construction; or represent the work of a master; or possess high artistic values; or represent a significant and distinguishable entity whose components may lack individual distinction (i.e., is part of a district) (Criterion C). Finally, the building was built of common construction methods and well-known materials and is unlikely to answer important research questions or yield information about human history that can only be answered by the actual physical material, design, construction methods, or interrelation of these resources (Criterion D). Due to a lack of significance and an irretrievable loss of integrity, HRA recommends 3810 S 320th St. not eligible for listing in the NRHP under any criteria.

Physical description: According to the King County Assessor, the residence at 3810 S 320th St. was constructed in 1957 (King County Assessor 1935–2022). The building is rectangular in plan, sits on a poured-concrete foundation, is clad in lapped wood boards, and is topped by a side-gabled roof covered in asphalt shingles. The building shares a large, paved parking area with the neighboring office building at 3820 S 320th St.

The building's south-facing facade includes an off-centered entry with a small stoop and wood railing. West of the entry are vinyl-frame one-over-one and casement windows. East of the entry is a large picture window and a brick planter box. East of the planter box is a recessed carport. Under the projecting carport roof is an exterior brick chimney and doors at the rear, presumably to access storage areas. East of the carport is a partial screened wall.

Bibliography: King County Assessor
1935 - 2022 Property Records Cards and Folios. On file with the Puget Sound Regional Branch of the Washington State Archives, Bellevue, Washington.

Location



Address: 3910 S 320th St, Auburn, Washington, 98001

Geographic Areas: T21R04E10, King County, POVERTY BAY Quadrangle, King County Certified Local Government

Information

Number of stories: 1.00

Construction Dates:

Construction Type	Year	Circa
Built Date	1971	<input type="checkbox"/>

Historic Use:

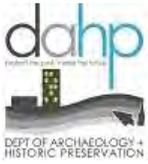
Category	Subcategory
Commerce/Trade	Commerce/Trade - Business
Commerce/Trade	Commerce/Trade - Business

Historic Context:

Category
Architecture

Architect/Engineer:

Category	Name or Company
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Historic Property Report

Resource Name: Gas Station

Property ID: 729157

Thematics:

Local Registers and Districts

Name	Date Listed	Notes
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Project History

Project Number, Organization, Project Name	Resource Inventory	SHPO Determination	SHPO Determined By, Determined Date
2021-09-06464, WSDOT, City of Federal Way_City Center Access Project	10/13/2022	Survey/Inventory	

Photos



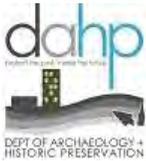
3910 South 320th Street, view northwest



3910 South 320th Street, view northeast



3910 South 320th Street, 1971, King County Assessor, courtesy of the Puget Sound Regional Branch of the Washington State Archives



Historic Property Report

Resource Name: Gas Station

Property ID: 729157

Inventory Details - 10/13/2022

Common name:

Date recorded: 10/13/2022

Field Recorder: Cele Wolman

Field Site number:

SHPO Determination

Detail Information

Characteristics:

Category	Item
Foundation	Concrete - Poured
Form Type	Gas Station - Convenience Store w/Canopy
Cladding	Wood - Board & Batten
Cladding	Stucco
Cladding	Wood - Plywood
Cladding	Wood - Clapboard
Roof Type	Gable - Side
Roof Material	Asphalt/Composition - Shingle
Plan	Rectangle

Styles:

Period	Style Details
No Style	No Style

Surveyor Opinion



Historic Property Report

Resource Name: Gas Station

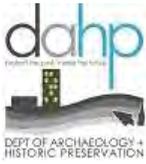
Property ID: 729157

Significance narrative: Integrity Statement:
From its period of construction (1971), the gas station and market at 3910 S 320th St. retains integrity of location, setting, feeling, and association, as it remains on its original parcel at a busy intersection. Aerials and assessor's photos suggest the building and canopies retain their original forms. However, replacement windows, covered windows, sealed doors on the east elevation, a change of use from a service station to a market, and a mix of materials, suggesting additional alterations, have diminished its integrity of design, materials, and workmanship (King County Assessor 1935–2022).\

Evaluation:
The gas station and market at 3910 S 320th St. was constructed in 1971 and does not appear to have any associations with events that made a significant contribution to the broad patterns of our local, state, or national history (Criterion A). The building is not known to be associated with the lives of significant persons (Criterion B). The gas station and market are a modest example of a ubiquitous and undistinguished resource type, the corner gas station, with branded signage dating to the twenty-first century. The building does not embody the distinctive characteristics of a type, period, or method of construction; or represent the work of a master; or possess high artistic values; or represent a significant and distinguishable entity whose components may lack individual distinction (i.e., is part of a district) (Criterion C). Finally, the building was built of common construction methods and well-known materials and is unlikely to answer important research questions or yield information about human history that can only be answered by the actual physical material, design, construction methods, or interrelation of these resources (Criterion D).
Due to a lack of significance and loss of integrity, HRA recommends 3910 S 320th St. not eligible for listing in the NRHP under any criteria

Physical description: According to the King County Assessor, the gas station and market at 3910 S 320th St. was constructed in 1971 (King County Assessor 1935–2022). The rectangular building, with two projecting awnings over gas pumps off the south and east elevations, faces south. The building sits on a poured-concrete foundation and is clad in a mix of materials including board-and batten on the facade, stucco on the facade, and plywood panels topped by lapped wood boards on secondary elevations. The building is topped by a side-gabled roof covered in asphalt shingles.
The building's facade includes a central aluminum-frame entry door flanked by windows to the east and west. The western windows are wood frame. The eastern windows are metal frame. All are topped by a panel for signage that reads "am/pm." The shallow gable roof includes a central monitor and gabled projections over walkways and gas pumps. The building's secondary elevations include no fenestration. It appears that former windows may have been covered. Freestanding signs and projecting awnings identify the retailer as Arco. Gas pumps are located alongside columns supporting the projecting gabled awnings. The building's rear elevation includes pedestrian doors but no additional fenestration.

Bibliography: King County Assessor
1935 - 2022 Property Records Cards and Folios. On file with the Puget Sound Regional Branch of the Washington State Archives, Bellevue, Washington.

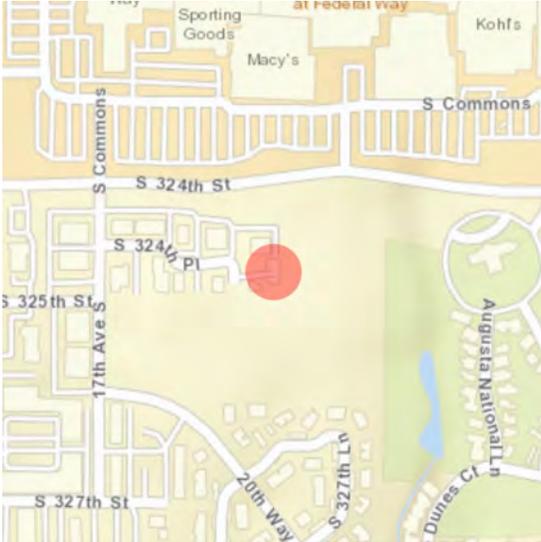


Historic Property Report

Resource Name: Commercial

Property ID: 729158

Location



Address: 1832 S 324th Pl, Federal Way, Washington, 98003

Geographic Areas: POVERTY BAY Quadrangle, King County Certified Local Government, T21R04E16, King County

Information

Number of stories: 1.00

Construction Dates:

Construction Type	Year	Circa
Built Date	1974	<input type="checkbox"/>

Historic Use:

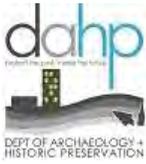
Category	Subcategory
Health Care	Health Care - Medical Business/Office
Health Care	Health Care - Medical Business/Office

Historic Context:

Category
Architecture

Architect/Engineer:

Category	Name or Company
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Historic Property Report

Resource Name: Commercial

Property ID: 729158

Thematics:

Local Registers and Districts

Name	Date Listed	Notes
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Project History

Project Number, Organization, Project Name	Resource Inventory	SHPO Determination	SHPO Determined By, Determined Date
2021-09-06464, WSDOT, City of Federal Way_City Center Access Project	10/13/2022	Survey/Inventory	

Photos



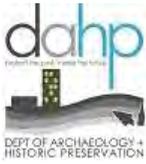
1832 South 324th Place, view southwest



1832 South 324th Place, view southeast



1832 South 324th Place, undated, King County Assessor,
courtesy of the Puget Sound Regional Branch of the
Washington State Archives



Historic Property Report

Resource Name: Commercial

Property ID: 729158

Inventory Details - 10/13/2022

Common name:

Date recorded: 10/13/2022

Field Recorder: Cele Wolman

Field Site number:

SHPO Determination

Detail Information

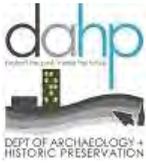
Characteristics:

Category	Item
Foundation	Concrete - Poured
Form Type	Commercial
Roof Type	Flat with Eaves
Cladding	Wood - Clapboard
Cladding	Brick
Roof Material	Asphalt/Composition - Built Up
Structural System	Masonry - Concrete Block
Plan	Irregular

Styles:

Period	Style Details
No Style	No Style

Surveyor Opinion



Historic Property Report

Resource Name: Commercial

Property ID: 729158

Significance narrative:

Integrity Statement:

No alterations are evident, apart from a small number of aluminum-frame windows that may have replaced earlier wood-frame windows. From its period of construction (1974), the building at 1832 S 324th Pl. retains integrity of location, setting, design, materials, workmanship, feeling, and association.

Evaluation:

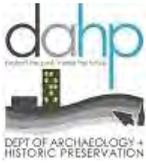
The professional building at 1832 S 324th Pl. was constructed in 1974 among other commercial and professional buildings once known as “Federal Way Plaza South,” although a review of published sources, including local newspaper archives, revealed little about its original use (King County Assessor 1935–2022). It does not appear to have any associations with events that made a significant contribution to the broad patterns of our local, state, or national history (Criterion A). The building is not known to be associated with the lives of significant persons (Criterion B). The building is a modest example of a late twentieth century professional building, featuring separate offices in a single-story block with recessed entries and tall windows. While it is a recognizable example of Modern design, it is not significant as a “specimen of its type or period of construction” as it is not “an important example (within its context) of building practices of a particular time in history” (NPS 1997). The building does not embody the distinctive characteristics of a type, period, or method of construction; or represent the work of a master; or possess high artistic values; or represent a significant and distinguishable entity whose components may lack individual distinction (i.e., is part of a district) (Criterion C). Finally, the building was built of common construction methods and well-known materials and is unlikely to answer important research questions or yield information about human history that can only be answered by the actual physical material, design, construction methods, or interrelation of these resources (Criterion D). Due to a lack of significance, HRA recommends 1832 S 324th Pl. not eligible for listing in the NRHP under any criteria.

Physical description:

According to the King County Assessor, the business office at 1832 S 324th Pl. was constructed in 1974 (King County Assessor 1935–2022). The building sits at the rear (south) of a flag lot. It sits on a poured-concrete foundation; is constructed of concrete block, according to the King County Assessor; and is clad in a combination of lapped wood boards and brick veneer in running bond. The building is topped by a flat built-up roof with deep overhanging eaves. This building includes two units for healthcare-providing tenants.

The building’s west elevation includes an entry and stoop near the north end and a recessed entry and stoop at the south, with a secondary entry located in a central alcove. Entries include single pedestrian doors with shallow stairs and stoops and pipe railings. Entry doors are paired with full-height sidelights and transoms. Additional windows appear as shallow aluminum-frame windows above panels of lapped boards, or in groups of two and three narrow, tall, wood-frame windows.

The north elevation includes projecting end walls, a privacy fence, windows in groups of two, and a combination of siding materials, as well as a gate with door that may access a rear entrance or patio. Other elevations were not visible from the public ROW. The building’s immediate grounds are heavily landscaped, providing screening for entries and interiors.



Historic Property Report

Resource Name: Commercial

Property ID: 729158

Bibliography:

King County Assessor

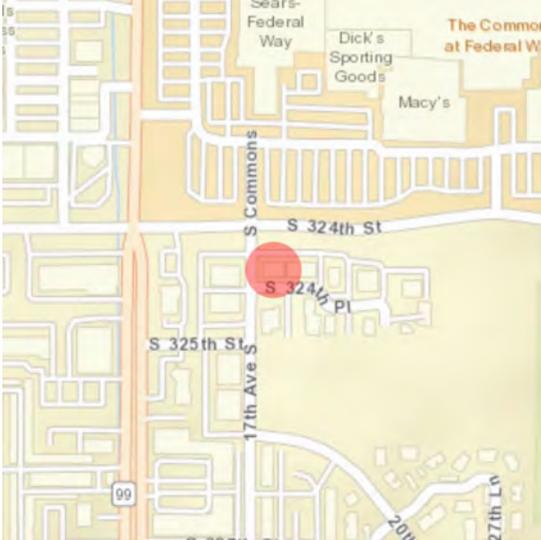
1935 - 2022 Property Records Cards and Folios. On file with the Puget Sound Regional Branch of the Washington State Archives, Bellevue, Washington.

National Park Service (NPS)

1997 National Register Bulletin: How to Apply the National Register Criteria for Evaluation. Electronic document,

http://www.nps.gov/nr/publications/bulletins/nrb15/nrb15_2.htm, accessed October 13, 2022.

Location



Address: 1703 S 324th St, Federal Way, Washington, 98003

Geographic Areas: King County, POVERTY BAY Quadrangle, King County Certified Local Government, T21R04E16

Information

Number of stories: 1.00

Construction Dates:

Construction Type	Year	Circa
Built Date	1974	<input type="checkbox"/>

Historic Use:

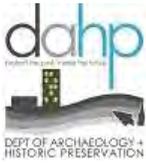
Category	Subcategory
Health Care	Health Care - Medical Business/Office
Health Care	Health Care - Medical Business/Office

Historic Context:

Category
Architecture

Architect/Engineer:

Category	Name or Company
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Historic Property Report

Resource Name: Commercial

Property ID: 729159

Thematics:

Local Registers and Districts

Name	Date Listed	Notes
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Project History

Project Number, Organization, Project Name	Resource Inventory	SHPO Determination	SHPO Determined By, Determined Date
2021-09-06464, WSDOT, City of Federal Way_City Center Access Project	10/14/2022	Survey/Inventory	

Photos



1703 South 324th Street, view southwest



1703 South 324th Street, view southeast



1703 South 324th Street, undated, King County Assessor, courtesy of the Puget Sound Regional Branch of the Washington State Archives



Historic Property Report

Resource Name: Commercial

Property ID: 729159

Inventory Details - 10/14/2022

Common name:

Date recorded: 10/14/2022

Field Recorder: Cele Wolman

Field Site number:

SHPO Determination

Detail Information

Characteristics:

Category	Item
Plan	Rectangle
Foundation	Concrete - Poured
Form Type	Commercial - Strip Commercial
Roof Type	Flat with Eaves
Roof Material	Asphalt/Composition - Built Up
Cladding	Brick - Stretcher Bond
Plan	Rectangle

Styles:

Period	Style Details
No Style	No Style

Surveyor Opinion



Historic Property Report

Resource Name: Commercial

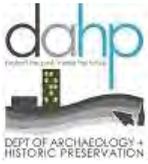
Property ID: 729159

Significance narrative: Integrity Statement:
From its period of construction (1974), the commercial building at 1703 S 324th St. retains integrity of location and setting, as it remains a commercial building on its original parcel. Alterations including incompatible replacement windows and a change of use, from medical offices to commercial strip, have diminished its integrity of design, materials, workmanship, feeling, and association (King County Assessor 1935–2022).

Evaluation:
The commercial building at 1703 S 324th St. was constructed in 1974 among other commercial and professional buildings once known as “Federal Way Plaza South,” although a review of published sources, including local newspaper archives, revealed little about its original use (King County Assessor 1935–2022). The building does not appear to have any associations with events that made a significant contribution to the broad patterns of our local, state, or national history (Criterion A). The building is not known to be associated with the lives of significant persons (Criterion B). The building is a modest example of a late twentieth century professional building, serving multiple tenants in a single-story block with minimal architectural character. While it is a recognizable example of Modern design, it is not significant as a “specimen of its type or period of construction” as it is not “an important example (within its context) of building practices of a particular time in history” (NPS 1997). The building does not embody the distinctive characteristics of a type, period, or method of construction; or represent the work of a master; or possess high artistic values; or represent a significant and distinguishable entity whose components may lack individual distinction (i.e., is part of a district) (Criterion C). Finally, the building was built of common construction methods and well-known materials and is unlikely to answer important research questions or yield information about human history that can only be answered by the actual physical material, design, construction methods, or interrelation of these resources (Criterion D). Due to a lack of significance and diminished integrity, HRA recommends 1703 S 324th St. not eligible for listing in the NRHP under any criteria.

Physical description: According to the King County Assessor, the commercial building at 1703 S 324th St. was constructed in 1974 among other commercial and professional buildings once known as “Federal Way Plaza South,” although research revealed little about its original use (King County Assessor 1935–2022). The building is rectangular in plan and faces north. It sits on a poured-concrete foundation, is clad in running bond brick, and is topped by a flat, built-up roof with a heavy eave used for signage.

The building’s facade has two entries. The eastern entry includes a metal pedestrian door paired with a full-height sidelight and topped by a panel of textured concrete (pebble dash). The entry door is paired east and west with metal-frame fixed lights, also located between panels of textured concrete. Marquis signage indicates the tenant is City of Joy Herb & Acupuncture. A second marquis sign is currently empty. The western entry includes a single metal pedestrian door flanked by full-height sidelights and topped by a panel of textured concrete. A metal-frame window to the west of the entry is located between textured-concrete panels. The marquis sign on the eave reads “Monster Burgers & Teriyaki.” The building’s western elevation includes four bays within a wall of brick, each with vinyl-frame sliding windows located between panels of textured concrete. The rear (south) elevation includes two additional windows and a pedestrian door.



Historic Property Report

Resource Name: Commercial

Property ID: 729159

Bibliography:

King County Assessor

1935 - 2022 Property Records Cards and Folios. On file with the Puget Sound Regional Branch of the Washington State Archives, Bellevue, Washington.

National Park Service (NPS)

1997 National Register Bulletin: How to Apply the National Register Criteria for Evaluation. Electronic document,

http://www.nps.gov/nr/publications/bulletins/nrb15/nrb15_2.htm, accessed October 13, 2022.

Location



Address: 1720 S 324th Pl, Federal Way, Washington, 98003

Geographic Areas: T21R04E16, POVERTY BAY Quadrangle, King County Certified Local Government, King County

Information

Number of stories: 1.00

Construction Dates:

Construction Type	Year	Circa
Built Date	1975	<input type="checkbox"/>

Historic Use:

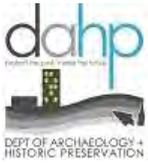
Category	Subcategory
Commerce/Trade	Commerce/Trade - Business
Commerce/Trade	Commerce/Trade - Business

Historic Context:

Category
Architecture

Architect/Engineer:

Category	Name or Company
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Historic Property Report

Resource Name: Commercial

Property ID: 729160

Thematics:

Local Registers and Districts

Name	Date Listed	Notes
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Project History

Project Number, Organization, Project Name	Resource Inventory	SHPO Determination	SHPO Determined By, Determined Date
2021-09-06464, WSDOT, City of Federal Way_City Center Access Project	10/14/2022	Survey/Inventory	

Photos



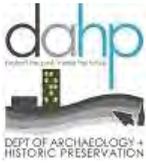
1720 South 324th Place, view southwest



1720 South 324th Place, view southeast



1720 South 324th Place, 1986, King County Assessor, courtesy of the Puget Sound Regional Branch of the Washington State Archives



Historic Property Report

Resource Name: Commercial

Property ID: 729160

Inventory Details - 10/14/2022

Common name:

Date recorded: 10/14/2022

Field Recorder: Cele Wolman

Field Site number:

SHPO Determination

Detail Information

Characteristics:

Category	Item
Foundation	Concrete - Poured
Form Type	Commercial - Strip Commercial
Roof Type	Asphalt/Composition - Built Up
Roof Type	Flat with Eaves
Cladding	Brick - Stretcher Bond
Plan	Rectangle
Roof Material	Asphalt/Composition - Built Up

Styles:

Period	Style Details
No Style	No Style

Surveyor Opinion



Historic Property Report

Resource Name: Commercial

Property ID: 729160

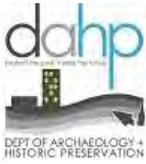
Significance narrative: Integrity Statement:
From its period of construction (1975), the commercial building at 1720 S 324th Pl. retains integrity of location, setting, design, materials, workmanship, feeling, and association, as the only evident alterations are related to tenant turn-over and do not impact the overall integrity of the building.

Evaluation:
The commercial building at 1720 S 324th Pl. was constructed in 1975 among other commercial and professional buildings once known as “Federal Way Plaza South,” although a review of published sources, including local newspaper archives, revealed little about its original use (King County Assessor 1935–2022). The building does not appear to have any associations with events that made a significant contribution to the broad patterns of our local, state, or national history (Criterion A). The building is not known to be associated with the lives of significant persons (Criterion B). The building is a modest example of a late twentieth century professional building, serving multiple tenants in a single-story block with minimal architectural character. While it is a recognizable example of Modern design, it is not significant as a “specimen of its type or period of construction” as it is not “an important example (within its context) of building practices of a particular time in history” (NPS 1997). The building does not embody the distinctive characteristics of a type, period, or method of construction; or represent the work of a master; or possess high artistic values; or represent a significant and distinguishable entity whose components may lack individual distinction (i.e., is part of a district) (Criterion C). Finally, the building was built of common construction methods and well-known materials and is unlikely to answer important research questions or yield information about human history that can only be answered by the actual physical material, design, construction methods, or interrelation of these resources (Criterion D).

Due to a lack of significance, HRA recommends 1720 S 324th Pl. not eligible for listing in the NRHP under any criteria.

Physical description: According to the King County Assessor, the commercial building at 1720 S 324th Pl. was constructed in 1975 (King County Assessor 1935–2022). The building is rectangular in plan and faces north. It sits on a poured-concrete foundation, is clad in running bond brick, and is topped by a flat, built-up roof with a heavy eave used for signage.

The building’s facade includes storefront entries for three tenants. The eastern entry, for Northwest Dentistry, includes a metal pedestrian door flanked by large metal-frame picture windows. The entry is topped by a panel of textured concrete (parging). The central storefront includes one large metal-frame window located between panels of textured concrete. The window is flanked to the east by paired, glazed pedestrian doors and to the west by a single glazed pedestrian door topped by textured concrete. Two marquis signs identify the tenant as “Ball Chiropractic Center” and “Massage Therapy.” The western entry includes a single, glazed pedestrian door under a panel of parged concrete and one wide metal-frame window located between textured-concrete panels. A marquis sign identifies the tenant as “K.T. Hair Salon and Spa.” The building’s eastern and western elevations include no fenestration. The building’s rear (south) elevation includes secondary entries for all three tenants, with two large windows on the east end and smaller square windows associated with the entries of the central and western businesses.



Historic Property Report

Resource Name: Commercial

Property ID: 729160

Bibliography:

King County Assessor

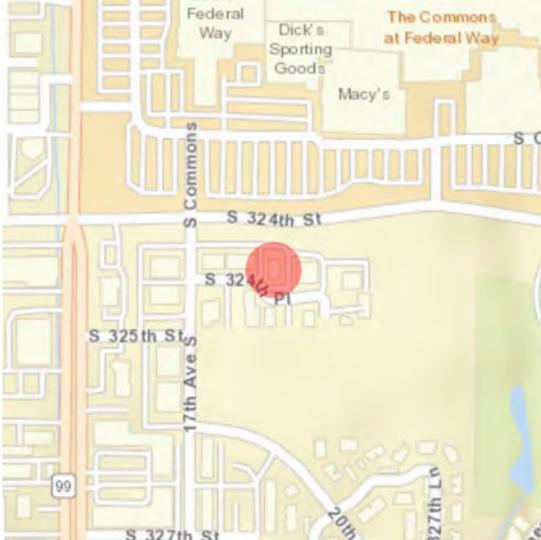
1935 - 2022 Property Records Cards and Folios. On file with the Puget Sound Regional Branch of the Washington State Archives, Bellevue, Washington.

National Park Service (NPS)

1997 National Register Bulletin: How to Apply the National Register Criteria for Evaluation. Electronic document,

http://www.nps.gov/nr/publications/bulletins/nrb15/nrb15_2.htm, accessed October 13, 2022.

Location



Address: 1804 S 324th Pl, Federal Way, Washington, 98003

Geographic Areas: T21R04E16, POVERTY BAY Quadrangle, King County Certified Local Government, King County

Information

Number of stories: 1.00

Construction Dates:

Construction Type	Year	Circa
Built Date	1976	<input type="checkbox"/>

Historic Use:

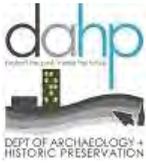
Category	Subcategory
Health Care	Health Care - Medical Business/Office
Health Care	Health Care - Medical Business/Office

Historic Context:

Category
Architecture

Architect/Engineer:

Category	Name or Company
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Historic Property Report

Resource Name: Commercial

Property ID: 729162

Thematics:

Local Registers and Districts

Name	Date Listed	Notes
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Project History

Project Number, Organization, Project Name	Resource Inventory	SHPO Determination	SHPO Determined By, Determined Date
2021-09-06464, WSDOT, City of Federal Way_City Center Access Project	10/14/2022	Survey/Inventory	

Photos



1804 South 324th Place, view west



1804 South 324th Place, view southeast



1804 South 324th Place, undated, King County Assessor, courtesy of the Puget Sound Regional Branch of the Washington State Archives



Historic Property Report

Resource Name: Commercial

Property ID: 729162

Inventory Details - 10/14/2022

Common name:

Date recorded: 10/14/2022

Field Recorder: Cele Wolman

Field Site number:

SHPO Determination

Detail Information

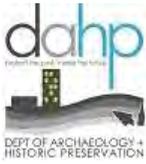
Characteristics:

Category	Item
Plan	Irregular
Foundation	Concrete - Poured
Cladding	Brick - Stretcher Bond
Cladding	Wood
Roof Type	Flat with Eaves
Roof Material	Asphalt/Composition - Built Up
Form Type	Commercial

Styles:

Period	Style Details
No Style	No Style

Surveyor Opinion



Historic Property Report

Resource Name: Commercial

Property ID: 729162

Significance narrative:**Integrity Statement:**

From its period of construction (1976), the commercial building at 1804 S 324th Pl. retains integrity of location, setting, design, materials, workmanship, feeling, and association, as no alterations are evident.

Evaluation:

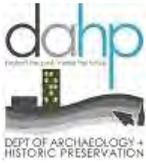
The professional services building at 1804 S 324th Pl. was constructed in 1976 among other commercial and professional buildings once known as “Federal Way Plaza South,” although a review of published sources, including local newspaper archives, revealed little about its original use (King County Assessor 1935–2022). The building does not appear to have any associations with events that made a significant contribution to the broad patterns of our local, state, or national history (Criterion A). The building is not known to be associated with the lives of significant persons (Criterion B). The building is a modest example of a late twentieth century professional building, serving a single tenant in a single-story block with modest architectural character. While it is a recognizable example of Modern design, it is not significant as a “specimen of its type or period of construction” as it is not “an important example (within its context) of building practices of a particular time in history” (NPS 1997). The building does not embody the distinctive characteristics of a type, period, or method of construction; or represent the work of a master; or possess high artistic values; or represent a significant and distinguishable entity whose components may lack individual distinction (i.e., is part of a district) (Criterion C). Finally, the building was built of common construction methods and well-known materials and is unlikely to answer important research questions or yield information about human history that can only be answered by the actual physical material, design, construction methods, or interrelation of these resources (Criterion D).

Due to a lack of significance, HRA recommends 1804 S 324th Pl. not eligible for listing in the NRHP under any criteria.

Physical description:

According to the King County Assessor, the commercial building at 1804 S 324th Pl. was constructed in 1976 (King County Assessor 1935–2022). The building is a single story, irregular in plan, and faces east. It sits on a poured-concrete foundation, is clad in a combination of brick in running bond and diagonal boards, and is topped by a flat, built-up roof with deep projecting eave.

The building is constructed of two distinct halves, a brick block to the north, with no fenestration, and a recessed, wood-clad office to the south with oriel window. The building’s east-facing facade includes an off-center entry, accessed by a concrete ramp with metal railing. The entrance door is flanked to the south by the building’s large, irregular oriel window with fixed, wood-frame windows. To the north is an additional fixed window and the northern projection, entirely clad in brick veneer. Likewise, the building’s north elevation includes a wall of brick with no fenestration. A marquis sign reads “Cascade Veterinary Hospital.” The building’s west elevation includes a wall of brick, plus a secondary entry on the southern, wood-clad office. An exterior stair with open concrete treads, leads to a single pedestrian door paired with a square wood-frame window between plywood panels. The building’s south elevation includes the projecting walls of the irregular oriel and wood-framed windows.



Historic Property Report

Resource Name: Commercial

Property ID: 729162

Bibliography:

King County Assessor

1935 - 2022 Property Records Cards and Folios. On file with the Puget Sound Regional Branch of the Washington State Archives, Bellevue, Washington.

National Park Service (NPS)

1997 National Register Bulletin: How to Apply the National Register Criteria for Evaluation. Electronic document,

http://www.nps.gov/nr/publications/bulletins/nrb15/nrb15_2.htm, accessed October 13, 2022.

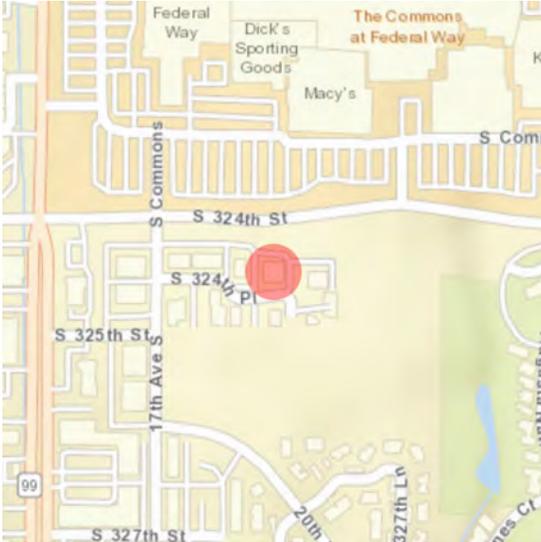


Historic Property Report

Resource Name: Clinic

Property ID: 729163

Location



Address: 1814 S 324th Pl, Federal Way, Washington, 98003

Geographic Areas: King County, T21R04E16, POVERTY BAY Quadrangle, King County Certified Local Government

Information

Number of stories: 1.00

Construction Dates:

Construction Type	Year	Circa
Built Date	1974	<input type="checkbox"/>
Remodel	2015	<input type="checkbox"/>

Historic Use:

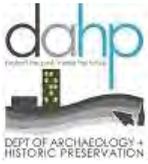
Category	Subcategory
Commerce/Trade	
Commerce/Trade	

Historic Context:

Category
Architecture

Architect/Engineer:

Category	Name or Company
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Historic Property Report

Resource Name: Clinic

Property ID: 729163

Thematics:

Local Registers and Districts

Name	Date Listed	Notes
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Project History

Project Number, Organization, Project Name	Resource Inventory	SHPO Determination	SHPO Determined By, Determined Date
2021-09-06464, WSDOT, City of Federal Way_City Center Access Project	10/14/2022	Survey/Inventory	

Photos



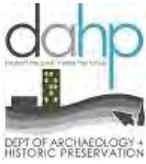
1814 South 324th Place, view northeast



1814 South 324th Place, view southeast



1814 South 324th Place, undated, King County Assessor, courtesy of the Puget Sound Regional Branch of the Washington State Archives



Historic Property Report

Resource Name: Clinic

Property ID: 729163

Inventory Details - 10/14/2022

Common name:

Date recorded: 10/14/2022

Field Recorder: Cele Wolman

Field Site number:

SHPO Determination

Detail Information

Characteristics:

Category	Item
Foundation	Concrete - Poured
Form Type	Commercial
Roof Type	Flat with Eaves
Roof Material	Asphalt/Composition - Built Up
Cladding	Brick - Stretcher Bond
Cladding	Wood - Clapboard
Plan	Square

Styles:

Period	Style Details
No Style	No Style

Surveyor Opinion



Historic Property Report

Resource Name: Clinic

Property ID: 729163

Significance narrative:

Integrity Statement:

Based on its period of construction (1974), the office building at 1814 S 324th Pl. retains integrity of location, setting, feeling, and association, as it remains an office building on its original parcel. Alterations including the addition of vinyl-frame windows within previously solid walls on two elevations, added between 2015 and 2021, as indicated by King County Assessor, have diminished its integrity of design, materials, and workmanship (King County Assessor 1935–2022).

Evaluation:

The professional services building at 1814 S 324th Pl. was constructed in 1974 among other commercial and professional buildings once known as “Federal Way Plaza South,” although a review of published sources, including local newspaper archives, revealed little about its original use (King County Assessor 1935–2022). The building does not appear to have any associations with events that made a significant contribution to the broad patterns of our local, state, or national history (Criterion A). The building is not known to be associated with the lives of significant persons (Criterion B). The building is a modest example of a late twentieth century professional building, originally serving pediatric medical professionals and now serving as a legal office in a single-story block with modest architectural character (King County Assessor 1935–2022). While it is a recognizable example of Modern design, it is not significant as a “specimen of its type or period of construction” as it is not “an important example (within its context) of building practices of a particular time in history” (NPS 1997). The building does not embody the distinctive characteristics of a type, period, or method of construction; or represent the work of a master; or possess high artistic values; or represent a significant and distinguishable entity whose components may lack individual distinction (i.e., is part of a district) (Criterion C). Finally, the building was built of common construction methods and well-known materials and is unlikely to answer important research questions or yield information about human history that can only be answered by the actual physical material, design, construction methods, or interrelation of these resources (Criterion D).

Due to a lack of significance and diminished integrity, HRA recommends 1814 S 324th Pl. not eligible for listing in the NRHP under any criteria.



Historic Property Report

Resource Name: Clinic

Property ID: 729163

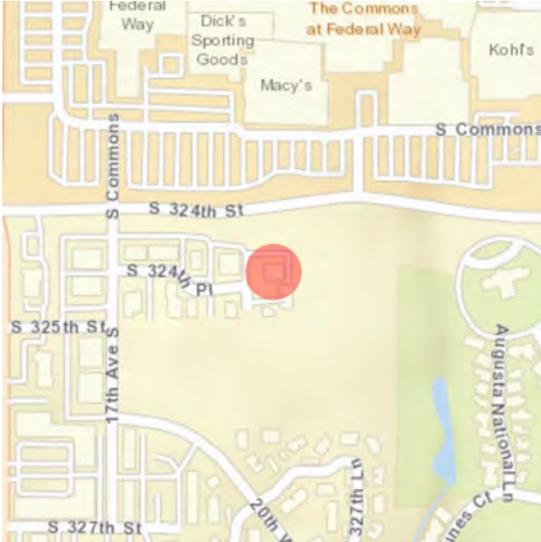
Physical description: According to the King County Assessor, the commercial office building at 1814 S 324th Pl. was constructed in 1974 (King County Assessor 1935–2022). The building is square in plan and faces south. It sits on a poured-concrete foundation, is clad in a combination of brick in running bond and horizontal, lapped boards, and is topped by a flat, built-up roof with eaves.

The building's south-facing facade includes a ramp with metal railing leading to a recessed entry at the southwest corner consisting of a single glazed door paired with a full-height sidelight. The entry is topped by a panel of lapped boards. To the east of the entry is a wall of brick with a sign for the Law Offices of Christopher A. Benson PLLC Adkins Law PLLC. To the east of this wall are three bays including metal windows and panels of lapped boards. The building's east elevation also includes bays of windows, separated by brick and located between panels of lapped boards. An off-center entry door includes a projecting awning topped by a panel of lapped boards. The building's north elevation includes an exterior concrete stair with brick screen and panels of metal-frame sliding and fixed windows between panels of lapped boards. A vinyl-frame window has been added to the elevation's northwest corner. The building's west elevation includes two bands of tall windows between panels of lapped boards. A vinyl-frame sliding window has been added to the brick wall between them.

Bibliography: King County Assessor
1935 - 2022 Property Records Cards and Folios. On file with the Puget Sound Regional Branch of the Washington State Archives, Bellevue, Washington.

National Park Service (NPS)
1997 National Register Bulletin: How to Apply the National Register Criteria for Evaluation. Electronic document,
http://www.nps.gov/nr/publications/bulletins/nrb15/nrb15_2.htm, accessed October 13, 2022.

Location



Address: 1826 S 324th Pl, Federal Way, Washington, 98003

Geographic Areas: POVERTY BAY Quadrangle, King County Certified Local Government, King County, T21R04E16

Information

Number of stories: 1.00

Construction Dates:

Construction Type	Year	Circa
Built Date	1975	<input type="checkbox"/>

Historic Use:

Category	Subcategory
Health Care	Health Care - Clinic
Health Care	Health Care - Clinic

Historic Context:

Category
Architecture

Architect/Engineer:

Category	Name or Company
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Historic Property Report

Resource Name: Commercial

Property ID: 729164

Thematics:

Local Registers and Districts

Name	Date Listed	Notes
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Project History

Project Number, Organization, Project Name	Resource Inventory	SHPO Determination	SHPO Determined By, Determined Date
2021-09-06464, WSDOT, City of Federal Way_City Center Access Project	10/14/2022	Survey/Inventory	

Photos



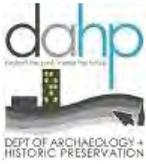
1826 South 324th Place, view northeast



1826 South 324th Place, view south



1826 South 324th Place, undated, King County Assessor,
courtesy of the Puget Sound Regional Branch of the
Washington State Archives



Historic Property Report

Resource Name: Commercial

Property ID: 729164

Inventory Details - 10/14/2022

Common name:

Date recorded: 10/14/2022

Field Recorder: Cele Wolman

Field Site number:

SHPO Determination

Detail Information

Characteristics:

Category	Item
Foundation	Concrete - Poured
Form Type	Commercial
Plan	Square
Cladding	Brick - Stretcher Bond
Cladding	Wood - Clapboard
Roof Type	Flat with Eaves
Roof Material	Asphalt/Composition - Built Up

Styles:

Period	Style Details
No Style	No Style

Surveyor Opinion



Historic Property Report

Resource Name: Commercial

Property ID: 729164

Significance narrative:

Integrity Statement:

From its period of construction (1975), the office building at 1826 S 324th Pl. retains integrity of location, setting, design, materials, workmanship, feeling, and association, as no alterations are evident apart from the replacement of an original door with an incompatible door.

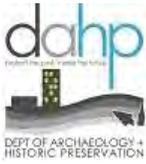
Evaluation:

The professional services building at 1826 S 324th Pl. was constructed in 1975 among other commercial and professional buildings once known as “Federal Way Plaza South,” although a review of published sources, including local newspaper archives, revealed little about its original use (King County Assessor 1935–2022). The building does not appear to have any associations with events that made a significant contribution to the broad patterns of our local, state, or national history (Criterion A). The building is not known to be associated with the lives of significant persons (Criterion B). The building is a modest example of a late twentieth century professional building, originally serving as a medical clinic and now serving as a dental clinic in a single-story block with modest architectural character (King County Assessor 1935–2022). While it is a recognizable example of Modern design, it is not significant as a “specimen of its type or period of construction” as it is not “an important example (within its context) of building practices of a particular time in history” (NPS 1997). The building does not embody the distinctive characteristics of a type, period, or method of construction; or represent the work of a master; or possess high artistic values; or represent a significant and distinguishable entity whose components may lack individual distinction (i.e., is part of a district) (Criterion C). Finally, the building was built of common construction methods and well-known materials and is unlikely to answer important research questions or yield information about human history that can only be answered by the actual physical material, design, construction methods, or interrelation of these resources (Criterion D). Due to a lack of significance, HRA recommends 1826 S 324th Pl. not eligible for listing in the NRHP under any criteria.

Physical description:

According to the King County Assessor, the office building at 1826 S 324th Pl. was constructed in 1975 (King County Assessor 1935–2022). The building is a single story, square in plan, and faces south. It sits on a poured-concrete foundation, is clad in a combination of lapped wood boards and brick in running bond, and is topped by a flat, built-up roof with projecting eaves.

The building’s south-facing facade includes a recessed entry with shallow concrete stoop and metal railing. The entry door, an incompatible door with oval light, is flanked by a full-height sidelight to the west and is topped by a shallow transom topped by a panel of lapped boards. The entry is flanked to the east by a projection with a ribbon of wood-frame windows between panels of lapped boards. Applied signage identifies the tenant as Federal Way Dental Excellence. The building’s southeast corner steps back, providing a walkway between this building and the neighboring building at 1832 S 324th Pl. The building’s secondary west elevation includes projecting end wall and windows, singular or in pairs, with projecting wood frames. Between them are panels of lapped boards. The building’s north elevation includes two secondary entries behind projecting brick screens, both with shallow concrete stairs and metal railings. Between the two entries are windows, singular and in pairs, with projecting wood frames in walls of lapped wood boards. A small utility or storage bay, brick clad, is located at the building’s northwest corner. The building’s east elevation also includes projecting brick endwalls and windows in pairs or singular, with projecting wood frames in a wall of lapped boards.



Historic Property Report

Resource Name: Commercial

Property ID: 729164

Bibliography:

King County Assessor

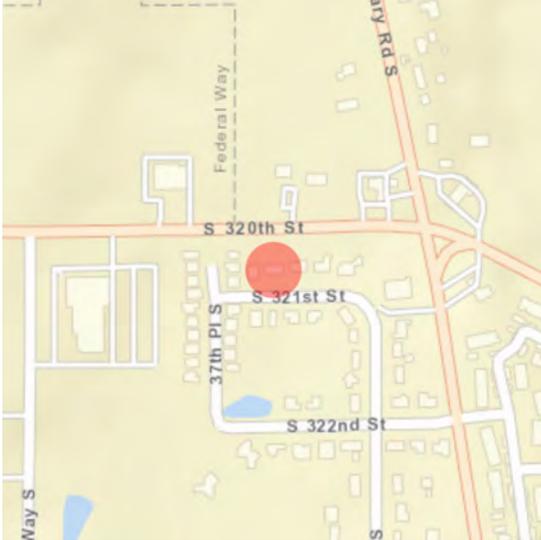
1935 - 2022 Property Records Cards and Folios. On file with the Puget Sound Regional Branch of the Washington State Archives, Bellevue, Washington.

National Park Service (NPS)

1997 National Register Bulletin: How to Apply the National Register Criteria for Evaluation. Electronic document,

http://www.nps.gov/nr/publications/bulletins/nrb15/nrb15_2.htm, accessed October 13, 2022.

Location



Address: 3802 S 321st St, Federal Way, Washington, 98001

Geographic Areas: POVERTY BAY Quadrangle, King County Certified Local Government, T21R04E15, King County

Information

Number of stories: 2.00

Construction Dates:

Construction Type	Year	Circa
Built Date	1959	<input type="checkbox"/>
Addition		<input type="checkbox"/>
Remodel		<input type="checkbox"/>

Historic Use:

Category	Subcategory
Domestic	Domestic - Single Family House
Domestic	Domestic - Single Family House

Historic Context:

Category
Architecture

Architect/Engineer:

Category	Name or Company
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Historic Property Report

Resource Name: Residence

Property ID: 729165

Thematics:

Local Registers and Districts

Name	Date Listed	Notes
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Project History

Project Number, Organization, Project Name	Resource Inventory	SHPO Determination	SHPO Determined By, Determined Date
2021-09-06464, WSDOT, City of Federal Way_City Center Access Project	10/14/2022	Survey/Inventory	

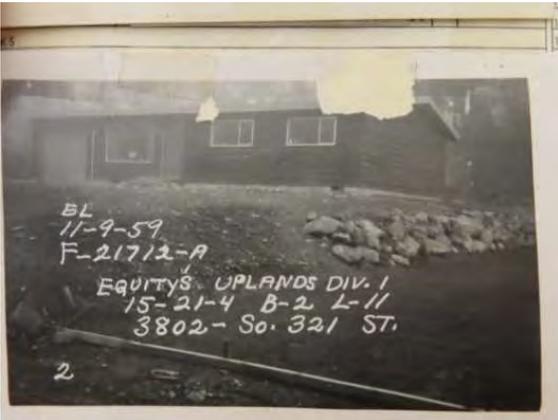
Photos



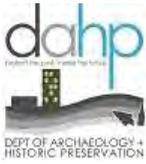
3802 South 321st Street, view north



3802 South 321st Street, view northeast



3802 South 321st Street, 1959, King County Assessor, courtesy of the Puget Sound Regional Branch of the Washington State Archives



Historic Property Report

Resource Name: Residence

Property ID: 729165

Inventory Details - 10/14/2022

Common name:

Date recorded: 10/14/2022

Field Recorder: Cele Wolman

Field Site number:

SHPO Determination

Detail Information

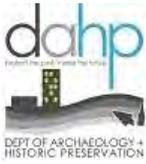
Characteristics:

Category	Item
Plan	Rectangle
Foundation	Concrete - Poured
Form Type	Single Dwelling
Roof Type	Gable - Side
Roof Material	Asphalt/Composition - Built Up
Cladding	Wood - Clapboard
Structural System	Wood - Platform Frame

Styles:

Period	Style Details
No Style	No Style

Surveyor Opinion



Historic Property Report

Resource Name: Residence

Property ID: 729165

Significance narrative: Integrity Statement:
From its period of construction (1959), the residence at 3802 S 321st St. retains integrity of location, setting, and association, as it remains a single-family residence on its original parcel. However, the building has been greatly enlarged by a second-story addition over a reconfigured garage, and additional alterations including incompatible vinyl windows, the boarding up of a former window near the entry door, and the removal of a former balcony above the garage, have further diminished its integrity of design, materials, workmanship, and feeling (King County Assessor 1935–2022).

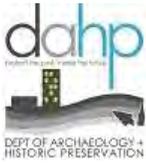
Evaluation:
The single-family residence at 3802 S 321st St. was constructed in 1959 and does not appear to have any associations with events that made a significant contribution to the broad patterns of our local, state, or national history (Criterion A). The house is not known to be associated with the lives of significant persons (Criterion B). The resource is a modest example of an enlarged early Ranch house; alterations and additions have obscured its original character and removed or altered character-defining features. The building does not embody the distinctive characteristics of a type, period, or method of construction; or represent the work of a master; or possess high artistic values; or represent a significant and distinguishable entity whose components may lack individual distinction (i.e., is part of a district) (Criterion C). Finally, the house was built of common construction methods and well-known materials and is unlikely to answer important research questions or yield information about human history that can only be answered by the actual physical material, design, construction methods, or interrelation of these resources (Criterion D).

Due to a lack of significance and an irretrievable loss of integrity, HRA recommends 3802 S 321st St. not eligible for listing in the NRHP under any criteria.

Physical description: According to the King County Assessor, the residence at 3802 S 321st St. was constructed in 1959 (King County Assessor 1935–2022). The building is rectangular in plan, with a single story to the east and two stories to the west, and faces south. It sits on a poured-concrete foundation, is clad in lapped boards, and is topped by shallow, side-gabled, membrane roofs.

The building's south-facing facade includes an off-center entry on the east half. The entry door is paired with a large, vinyl-frame picture window. Near the building's southeast corner is an aluminum-frame fixed window with adjacent casement. The building's west, two-story mass includes an overhead garage door and a vinyl four-light window on the lower floor, the braces for a former balcony above them, and two aluminum-frame windows on the second floor. Secondary elevations are minimally visible behind mature foliage, but no fenestration was visible.

Bibliography: King County Assessor
1935 - 2022 Property Records Cards and Folios. On file with the Puget Sound Regional Branch of the Washington State Archives, Bellevue, Washington.

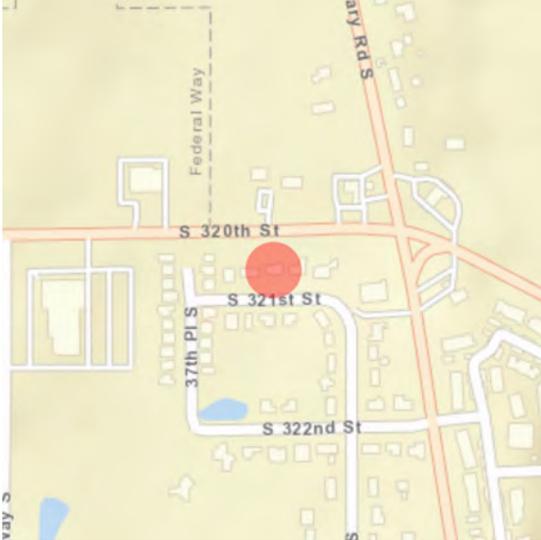


Historic Property Report

Resource Name: Residence

Property ID: 328171

Location



Address: 3812 S 321st St, Federal Way, Washington, 98001
Tax No/Parcel No: 2368000065
Plat/Block/Lot: EQUITYS UPLANDS ADD DIV # 1
Geographic Areas: King County, POVERTY BAY Quadrangle, T21R04E15

Information

Number of stories: 1.00

Construction Dates:

Construction Type	Year	Circa
Built Date	1959	<input type="checkbox"/>

Historic Use:

Category	Subcategory
Domestic	Domestic - Single Family House
Domestic	Domestic - Single Family House

Historic Context:

Category
Architecture

Architect/Engineer:

Category	Name or Company
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Historic Property Report

Resource Name: Residence

Property ID: 328171

Thematics:

Local Registers and Districts

Name	Date Listed	Notes
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Project History

Project Number, Organization, Project Name	Resource Inventory	SHPO Determination	SHPO Determined By, Determined Date
2011-07-00109, , Assessors Data Project: King County D	7/11/2011	Not Determined	
2021-09-06464, WSDOT, City of Federal Way_City Center Access Project	10/14/2022	Survey/Inventory	

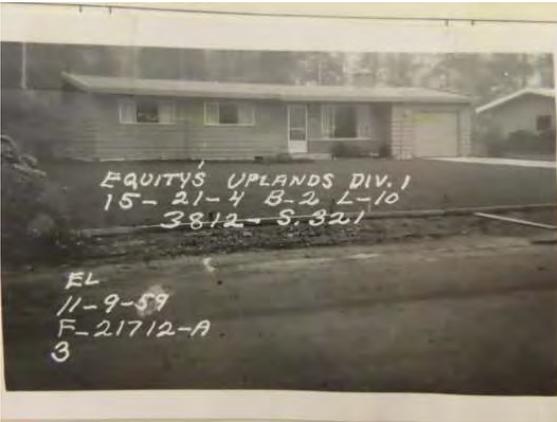
Photos



3812 South 321st Street, view northwest



3812 South 321st Street, view northeast



3812 South 321st Street, 1959, King County Assessor, courtesy of the Puget Sound Regional Branch of the Washington State Archives



Historic Property Report

Resource Name: Residence

Property ID: 328171

Inventory Details - 7/11/2011

Common name:

Date recorded: 7/11/2011

Field Recorder: Artifacts Consulting, Inc.

Field Site number: 2368000065

SHPO Determination

Detail Information

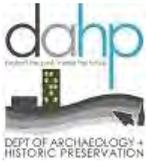
Surveyor Opinion

Significance narrative: Data included on this historic property inventory form (HPI) detail stemmed from County Assessor building records imported by the Washington State Department of Archaeology of Historic Preservation (DAHP) into WISAARD in 2011. This upload reduces data entry burden on community volunteers and historical societies participating in the survey and inventory of their communities. The intent of this project is directed specifically to facilitating community and public involvement in stewardship, increasing data accuracy, and providing a versatile planning tool to Certified Local Governments (CLGs).

Project methodology entailed use of the University of Washington's State Parcel Database (<http://depts.washington.edu/wagis/projects/parcels/development.php>) to provide the base parcel layer for CLGs. Filtering of building data collected from each county trimmed out all properties built after 1969, as well as all current, previously inventoried properties. Translation of building data descriptors to match fields in HPI allowed the data upload. Calculation of point locations utilized the center of each parcel.

Data on this detail provides a snapshot of building information as of 2011. A detailed project methodology description resides with DAHP. Project team members: Historic Preservation Northwest, GeoEngineers, and Artifacts Consulting, Inc. (project lead).

Physical description: The house at 3812 S 321st Street, Lakeland North, is located in King County. According to the county assessor, the structure was built in 1959 and is a single family dwelling. The building has a single-family form with an attached garage.



Historic Property Report

Resource Name: Residence

Property ID: 328171

Inventory Details - 10/14/2022

Common name:

Date recorded: 10/14/2022

Field Recorder: Cele Wolman

Field Site number:

SHPO Determination

Detail Information

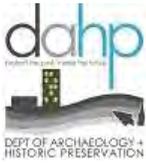
Characteristics:

Category	Item
Plan	Rectangle
Foundation	Concrete - Poured
Form Type	Single Dwelling
Roof Type	Gable - Side
Roof Material	Asphalt/Composition - Built Up
Cladding	Wood - Clapboard
Structural System	Wood - Platform Frame

Styles:

Period	Style Details
No Style	No Style

Surveyor Opinion



Historic Property Report

Resource Name: Residence

Property ID: 328171

Significance narrative: Integrity Statement:
From its period of construction (1959), the residence at 3812 S 321st St. retains integrity of location, setting, design, materials, workmanship, feeling, and association, as few alterations are evident, apart from reroofing in an incompatible material and the addition of incompatible garage door.

Evaluation:
The single-family residence at 3812 S 321st St. was constructed in 1959 and does not appear to have any associations with events that made a significant contribution to the broad patterns of our local, state, or national history (Criterion A). The house is not known to be associated with the lives of significant persons (Criterion B). The resource is a modest example of a ubiquitous type, an early Ranch house. It possesses no distinctive features of the type apart from its massing. The building does not embody the distinctive characteristics of a type, period, or method of construction; or represent the work of a master; or possess high artistic values; or represent a significant and distinguishable entity whose components may lack individual distinction (i.e., is part of a district) (Criterion C). Finally, the house was built of common construction methods and well-known materials and is unlikely to answer important research questions or yield information about human history that can only be answered by the actual physical material, design, construction methods, or interrelation of these resources (Criterion D).

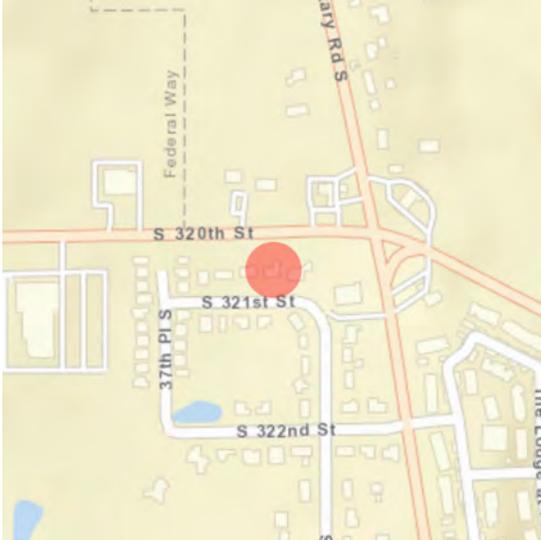
Due to a lack of significance, HRA recommends 3812 S 321st St. not eligible for listing in the NRHP under any criteria.

Physical description: According to the King County Assessor, the residence at 3812 S 321st St. was constructed in 1959 (King County Assessor 1935–2022). The single-story building faces south toward 321st St. It is rectangular in plan, sits on a poured-concrete foundation, is clad in lapped wood boards, and it topped by a side-gabled membrane roof.

The building's facade includes a central entry door with small concrete stoop, sheltering under a projecting eave. The entry door is flanked to the west by two wood-frame windows with inoperable shutters. The entry is flanked to the east by a large three-part picture window over a skirt of brick veneer. Windows are wood frame. To the east of the window is a projecting garage with overhead garage door. A shallow wood awning is located above the garage door. The building's secondary east and west elevations were minimally visible but include additional wood windows and a slightly projecting roof peak.

Bibliography: King County Assessor
1935 - 2022 Property Records Cards and Folios. On file with the Puget Sound Regional Branch of the Washington State Archives, Bellevue, Washington.

Location



Address: 3820 S 321st St, Federal Way, Washington, 98001

Geographic Areas: King County, T21R04E15, POVERTY BAY Quadrangle, King County Certified Local Government

Information

Number of stories: 1.00

Construction Dates:

Construction Type	Year	Circa
Built Date	1959	<input type="checkbox"/>
Addition		<input type="checkbox"/>

Historic Use:

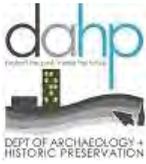
Category	Subcategory
Domestic	Domestic - Single Family House
Domestic	Domestic - Single Family House

Historic Context:

Category
Architecture

Architect/Engineer:

Category	Name or Company
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Historic Property Report

Resource Name: Residence

Property ID: 729166

Thematics:

Local Registers and Districts

Name	Date Listed	Notes
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Project History

Project Number, Organization, Project Name	Resource Inventory	SHPO Determination	SHPO Determined By, Determined Date
2021-09-06464, WSDOT, City of Federal Way_City Center Access Project	10/14/2022	Survey/Inventory	

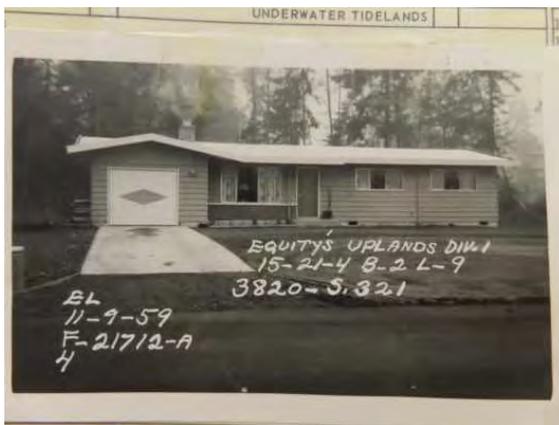
Photos



3820 South 321st Street, view northeast



3820 South 321st Street, view northwest



3820 South 321st Street, 1959, King County Assessor, courtesy of the Puget Sound Regional Branch of the Washington State Archives



Historic Property Report

Resource Name: Residence

Property ID: 729166

Inventory Details - 10/14/2022

Common name:

Date recorded: 10/14/2022

Field Recorder: Cele Wolman

Field Site number:

SHPO Determination

Detail Information

Characteristics:

Category	Item
Foundation	Concrete - Poured
Form Type	Single Dwelling
Roof Type	Gable - Cross
Roof Material	Asphalt/Composition - Built Up
Cladding	Vinyl Siding
Structural System	Wood - Platform Frame
Plan	L-Shape

Styles:

Period	Style Details
No Style	No Style

Surveyor Opinion



Historic Property Report

Resource Name: Residence

Property ID: 729166

Significance narrative: Integrity Statement:
From its period of construction (1959), the residence at 3820 S 321st St. retains integrity of location, setting, feeling, and association, as it remains a single-family residence on its original parcel. Additions to the rear and to the east, along with incompatible materials including vinyl siding and windows, have diminished its integrity of design, materials, and workmanship (King County Assessor 1935–2022).

Evaluation:
The single-family residence at 3820 S 321st St. was constructed in 1959 and does not appear to have any associations with events that made a significant contribution to the broad patterns of our local, state, or national history (Criterion A). The house is not known to be associated with the lives of significant persons (Criterion B). The resource is a modest example of a ubiquitous type, an early Ranch house. It possesses no distinctive features of the type apart from its massing, which has been altered. The building does not embody the distinctive characteristics of a type, period, or method of construction; or represent the work of a master; or possess high artistic values; or represent a significant and distinguishable entity whose components may lack individual distinction (i.e., is part of a district) (Criterion C). Finally, the house was built of common construction methods and well-known materials and is unlikely to answer important research questions or yield information about human history that can only be answered by the actual physical material, design, construction methods, or interrelation of these resources (Criterion D).

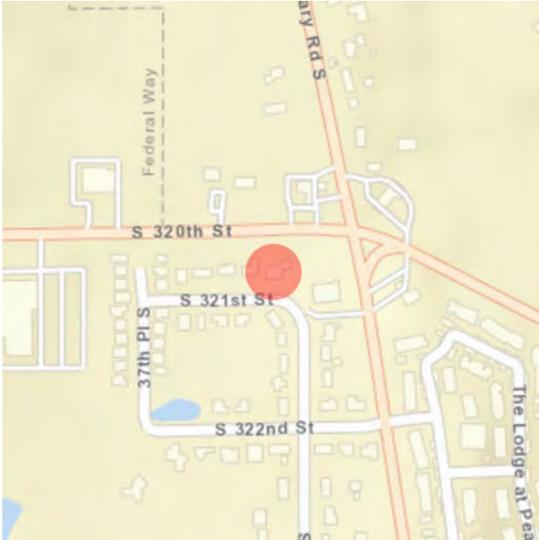
Due to a lack of significance and an irretrievable loss of integrity, HRA recommends 3820 S 321st St. not eligible for listing in the NRHP under any criteria.

Physical description: According to the King County Assessor, the residence at 3820 S 321st St. was constructed in 1959 (King County Assessor 1935–2022). The single-story, L-shaped building faces south. It sits on a poured-concrete foundation, is clad in vinyl siding, and is topped by a cross-gabled, membrane roof.

The building's south-facing facade includes a central entry with concrete stoop under a slight roof projection. The entry is flanked to the east by two vinyl-frame sliding windows, and to the west by a large three-part vinyl-frame picture window over a skirt of brick veneer. To the east is a projecting garage with front-gabled roof and overhead garage door. According to the King County Assessor, the building has been enlarged from 1,008 square ft to 1,610 square ft by an addition to the rear and a second addition deeply set back off the building's northeast corner, where it is obscured by mature foliage (King County Assessor 1935–2022). Secondary elevations include additional vinyl windows.

Bibliography: King County Assessor
1935 - 2022 Property Records Cards and Folios. On file with the Puget Sound Regional Branch of the Washington State Archives, Bellevue, Washington.

Location



Address: 3828 S 321st St, Federal Way, Washington, 98001

Geographic Areas: T21R04E15, POVERTY BAY Quadrangle, King County Certified Local Government, King County

Information

Number of stories: 1.00

Construction Dates:

Construction Type	Year	Circa
Built Date	1959	<input type="checkbox"/>

Historic Use:

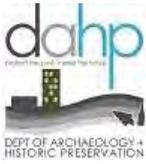
Category	Subcategory
Domestic	Domestic - Single Family House
Domestic	Domestic - Single Family House

Historic Context:

Category
Architecture

Architect/Engineer:

Category	Name or Company
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Historic Property Report

Resource Name: Residence

Property ID: 729167

Thematics:

Local Registers and Districts

Name	Date Listed	Notes
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Project History

Project Number, Organization, Project Name	Resource Inventory	SHPO Determination	SHPO Determined By, Determined Date
2021-09-06464, WSDOT, City of Federal Way_City Center Access Project	10/14/2022	Survey/Inventory	

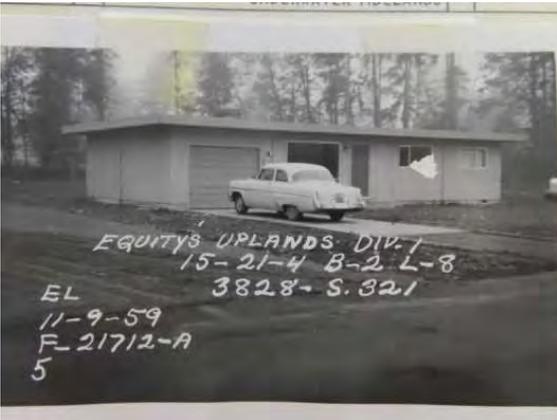
Photos



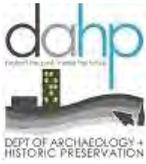
3828 South 321st Street, view north



3828 South 321st Street, view northeast



3828 South 321st Street, 1959, King County Assessor, courtesy of the Puget Sound Regional Branch of the Washington State Archives



Historic Property Report

Resource Name: Residence

Property ID: 729167

Inventory Details - 10/14/2022

Common name:

Date recorded: 10/14/2022

Field Recorder: Cele Wolman

Field Site number:

SHPO Determination

Detail Information

Characteristics:

Category	Item
Foundation	Concrete - Poured
Form Type	Single Dwelling
Roof Type	Flat with Eaves
Roof Material	Asphalt/Composition - Built Up
Cladding	Wood - Vertical Boards
Structural System	Wood - Platform Frame
Plan	Rectangle

Styles:

Period	Style Details
No Style	No Style

Surveyor Opinion



Historic Property Report

Resource Name: Residence

Property ID: 729167

Significance narrative: Integrity Statement:
From its period of construction (1959), the residence at 3828 S 321st St. retains integrity of location, setting, design, materials, workmanship, feeling, and association. A review of King County Assessor's photos shows that the only evident alteration is the addition of an ornamental garage door (King County Assessor 1935–2022).

Evaluation:
The single-family residence at 3828 S 321st St. was constructed in 1959 and does not appear to have any associations with events that made a significant contribution to the broad patterns of our local, state, or national history (Criterion A). The house is not known to be associated with the lives of significant persons (Criterion B). The resource is a modest example of a ubiquitous type, an early Ranch house. It possesses few distinctive features apart from its massing and flat roof. The building does not embody the distinctive characteristics of a type, period, or method of construction; or represent the work of a master; or possess high artistic values; or represent a significant and distinguishable entity whose components may lack individual distinction (i.e., is part of a district) (Criterion C). Finally, the house was built of common construction methods and well-known materials and is unlikely to answer important research questions or yield information about human history that can only be answered by the actual physical material, design, construction methods, or interrelation of these resources (Criterion D).

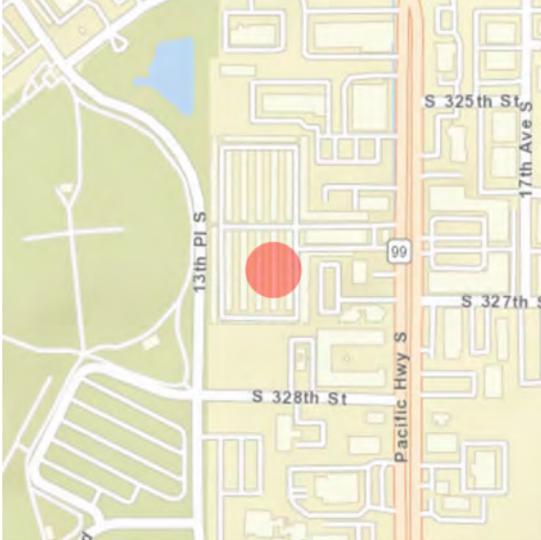
Due to a lack of significance, HRA recommends 3828 S 321st St. not eligible for listing in the NRHP under any criteria.

Physical description: According to the King County Assessor, the residence at 3828 S 321st St. was constructed in 1959 (King County Assessor 1935–2022). The single-story, rectangular building faces south. It sits on a poured-concrete foundation, is clad in wood sheet, and is topped by a flat roof with deep eave.

The building's south-facing facade includes a central entry door with shallow stoop flanked east and west by aluminum-frame windows. At the facade's west end is an attached garage with a wood-paneled, overhead garage door. Side elevations include no evident fenestration or other features.

Bibliography: King County Assessor
1935 - 2022 Property Records Cards and Folios. On file with the Puget Sound Regional Branch of the Washington State Archives, Bellevue, Washington.

Location



Address: 32615 Pacific Hwy S, Federal Way, Washington, 98003

Geographic Areas: King County, T21R04E17, POVERTY BAY Quadrangle, King County Certified Local Government

Information

Number of stories: 1.00

Construction Dates:

Construction Type	Year	Circa
Built Date	1975	<input type="checkbox"/>

Historic Use:

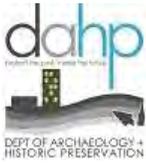
Category	Subcategory
Commerce/Trade	Commerce/Trade - Warehouse
Commerce/Trade	Commerce/Trade - Warehouse

Historic Context:

Category
Commerce
Architecture

Architect/Engineer:

Category	Name or Company
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Historic Property Report

Resource Name: Commercial

Property ID: 729168

Thematics:

Local Registers and Districts

Name	Date Listed	Notes
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Project History

Project Number, Organization, Project Name	Resource Inventory	SHPO Determination	SHPO Determined By, Determined Date
2021-09-06464, WSDOT, City of Federal Way_City Center Access Project	10/14/2022	Survey/Inventory	

Photos



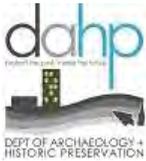
32615 Pacific Highway South, view northwest



32615 Pacific Highway South, view southwest



32615 Pacific Highway South, 1986, King County Assessor, courtesy of the Puget Sound Regional Branch of the Washington State Archives



Historic Property Report

Resource Name: Commercial

Property ID: 729168

Inventory Details - 10/14/2022

Common name:

Date recorded: 10/14/2022

Field Recorder: Cele Wolman

Field Site number:

SHPO Determination

Detail Information

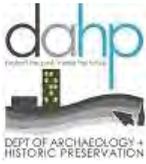
Characteristics:

Category	Item
Foundation	Concrete - Poured
Form Type	Commercial
Roof Type	Flat with Eaves
Structural System	Masonry - Poured Concrete
Roof Type	Gable - Side
Roof Material	Asphalt/Composition - Built Up
Roof Type	Flat with Eaves
Cladding	Metal - Corrugated
Plan	Irregular

Styles:

Period	Style Details
No Style	No Style

Surveyor Opinion



Historic Property Report

Resource Name: Commercial

Property ID: 729168

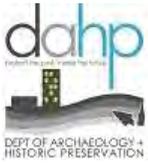
Significance narrative: Integrity Statement:
From its period of construction (1975), the warehouse complex at 32615 Pacific Highway S retains integrity of location and setting, as it remains on its original parcel on Pacific Highway S. The complex does not retain integrity of design, materials, workmanship, feeling, or association due to extensive alterations and additions that included the replacement of the original office building ca. 2006 (King County Assessor 1935–2022; NETROnline 2022).

Evaluation:
The self-storage complex at 32615 Pacific Highway S was constructed in 1975 and does not appear to have any associations with events that made a significant contribution to the broad patterns of our local, state, or national history (Criterion A). The complex is not known to be associated with the lives of significant persons (Criterion B). The complex is utilitarian in character, with few character-defining features apart from its massing. The complex does not embody the distinctive characteristics of a type, period, or method of construction; or represent the work of a master; or possess high artistic values; or represent a significant and distinguishable entity whose components may lack individual distinction (i.e., is part of a district) (Criterion C). Finally, the complex was built of common construction methods and well-known materials and is unlikely to answer important research questions or yield information about human history that can only be answered by the actual physical material, design, construction methods, or interrelation of these resources (Criterion D).

Due to a lack of significance and irretrievable loss of integrity, HRA recommends 32615 Pacific Highway S not eligible for listing in the NRHP under any criteria.

Physical description: According to the King County Assessor, and confirmed by aerial photography, the 19 commercial warehouses and a former office building at 32615 Pacific Highway S were constructed in 1975 (King County Assessor 1935–2022; NETROnline 2022). The original office building was replaced by a new office building ca. 2006 (NETROnline 2022). The development faces east toward Pacific Highway S. The office is a small rectangular building separated from a large warehouse to the rear (west) by a drive. These buildings are flanked by one additional warehouse to the north and south, with a grid of 16 additional warehouses located to the rear of the large parcel. Warehouses and office are located on poured-concrete foundations, are constructed of concrete, and include upper panels of corrugated metal siding. The office is topped by a side-gabled, standing-seam metal roof with minimal eaves. The warehouses are topped by flat built-up roofs.

The warehouses are consistent, featuring overhead garage doors facing the interior of the complex. The office building includes a projecting gable at the entry, supported by concrete-block columns. Windows on the facade and on secondary elevations are tall and metal frame. On the north elevation, the building's mass is cut away to provide a covered walkway to a metal-frame entry door flanked by metal-frame windows. To the rear of the office, the large warehouse includes an east-facing parapet flanked north and south by full-height metal-frame windows.



Historic Property Report

Resource Name: Commercial

Property ID: 729168

Bibliography:

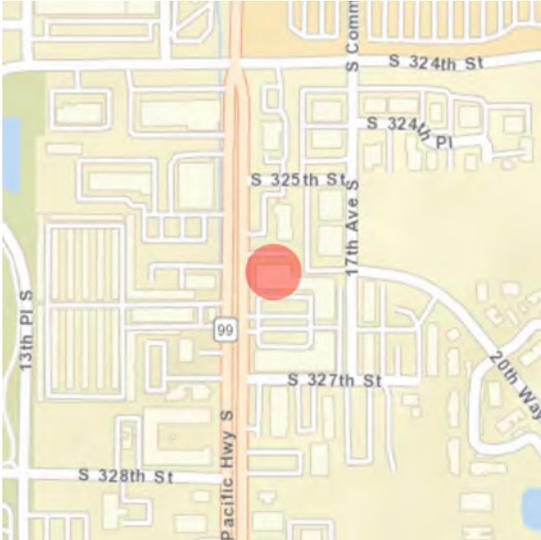
King County Assessor

1935 - 2022 Property Records Cards and Folios. On file with the Puget Sound Regional Branch of the Washington State Archives, Bellevue, Washington.

NETROnline

2022 Historic Aerials, Seattle, Nationwide Environmental Title Research, LLC. Electronic document, <https://www.historicaerials.com/>, accessed September 20, 2011.

Location



Address: 32530 Pacific Hwy S, Federal Way, Washington, 98003

Geographic Areas: King County, T21R04E16, POVERTY BAY Quadrangle, King County Certified Local Government

Information

Number of stories: 1.00

Construction Dates:

Construction Type	Year	Circa
Built Date	1975	<input type="checkbox"/>

Historic Use:

Category	Subcategory
Commerce/Trade	Commerce/Trade - Business
Commerce/Trade	Commerce/Trade - Business

Historic Context:

Category
Architecture

Architect/Engineer:

Category	Name or Company
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Historic Property Report

Resource Name: Commercial

Property ID: 729169

Thematics:

Local Registers and Districts

Name	Date Listed	Notes
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Project History

Project Number, Organization, Project Name	Resource Inventory	SHPO Determination	SHPO Determined By, Determined Date
2021-09-06464, WSDOT, City of Federal Way_City Center Access Project	10/14/2022	Survey/Inventory	

Photos



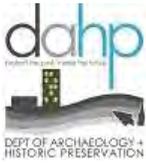
32530 Pacific Highway South, view south



32530 Pacific Highway S, undated, King County Assessor, courtesy of the Puget Sound Regional Branch of the Washington State Archives



32530 Pacific Highway South, view southeast



Historic Property Report

Resource Name: Commercial

Property ID: 729169

Inventory Details - 10/14/2022

Common name:

Date recorded: 10/14/2022

Field Recorder: Cele Wolman

Field Site number:

SHPO Determination

Detail Information

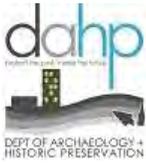
Characteristics:

Category	Item
Foundation	Concrete - Poured
Form Type	Commercial
Roof Type	Flat with Eaves
Roof Material	Asphalt/Composition - Built Up
Cladding	Concrete - Block (cmu)
Plan	Rectangle

Styles:

Period	Style Details
No Style	No Style

Surveyor Opinion



Historic Property Report

Resource Name: Commercial

Property ID: 729169

Significance narrative: Integrity Statement:
From its period of construction (1975), the building at 32530 Pacific Highway S retains integrity of location, setting, design, materials, workmanship, feeling, and association, as few alterations are evident apart from the replacement of one glass pedestrian door with a solid door and the removal of freestanding signage, evident in assessor's photos (King County 2022).

Evaluation:
The automotive service station at 32530 Pacific Highway S was constructed in 1975 and does not appear to have any associations with events that made a significant contribution to the broad patterns of our local, state, or national history (Criterion A). The building is not known to be associated with the lives of significant persons (Criterion B). The building is a Modern one-part block with few character-defining features apart from its storefront. The building does not embody the distinctive characteristics of a type, period, or method of construction; or represent the work of a master; or possess high artistic values; or represent a significant and distinguishable entity whose components may lack individual distinction (i.e., is part of a district) (Criterion C). Finally, the building was built of common construction methods and well-known materials and is unlikely to answer important research questions or yield information about human history that can only be answered by the actual physical material, design, construction methods, or interrelation of these resources (Criterion D).

Due to a lack of significance, HRA recommends 32530 Pacific Highway S not eligible for listing in the NRHP under any criteria.

Physical description: According to the King County Assessor, the automotive service center at 32530 Pacific Highway S was constructed in 1975 (King County Assessor 1935–2022). The building is a single story tall, rectangular in plan, and faces a parking lot to the north. The building sits on a poured-concrete foundation, is constructed of concrete block, and is topped by a flat built-up roof with parapet.

The building's facade includes an aluminum-frame pedestrian door surrounded by aluminum-frame full-height windows and transoms that wrap the building's northwest corner. East of the entry is a secondary aluminum-frame door with sidelight and transom. Farther east are four garage bays with overhead garage doors. Visible garage doors are metal with lights. The garage bays are partially topped by shallow awnings, broken by a sign for "Auto Service Experts." The building's west elevation includes corner-wrapping windows near the entry but no other fenestration. The south elevation abuts another building and was not visible. The east elevation includes a projecting end wall but was not visible.

Bibliography: King County Assessor
1935 - 2022 Property Records Cards and Folios. On file with the Puget Sound Regional Branch of the Washington State Archives, Bellevue, Washington.

Location



Address: 1617 S 324th St, Federal Way, Washington, 98003

Geographic Areas: King County, POVERTY BAY Quadrangle, King County Certified Local Government, T21R04E16

Information

Number of stories: 1.00

Construction Dates:

Construction Type	Year	Circa
Built Date	1971	<input type="checkbox"/>

Historic Use:

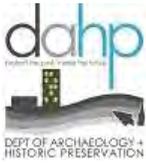
Category	Subcategory
Government	Government - Administrative Facility
Government	Government - Administrative Facility

Historic Context:

Category
Architecture

Architect/Engineer:

Category	Name or Company
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Historic Property Report

Resource Name: Commercial

Property ID: 729170

Thematics:

Local Registers and Districts

Name	Date Listed	Notes
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Project History

Project Number, Organization, Project Name	Resource Inventory	SHPO Determination	SHPO Determined By, Determined Date
2021-09-06464, WSDOT, City of Federal Way_City Center Access Project	10/14/2022	Survey/Inventory	

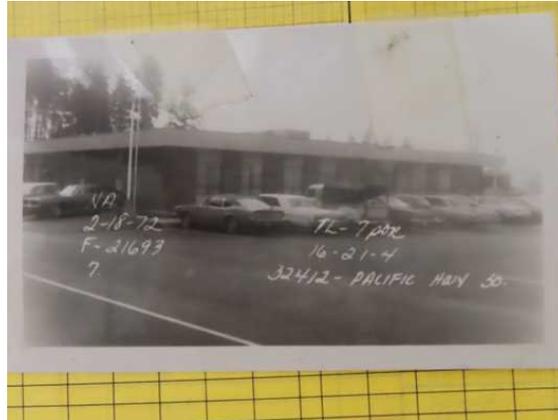
Photos



1617 South 324th Street, view southeast



1617 South 324th Street, view west



1617 S 324th St., 1972, King County Assessor, courtesy of the Puget Sound Regional Branch of the Washington State Archives



Historic Property Report

Resource Name: Commercial

Property ID: 729170

Inventory Details - 10/14/2022

Common name:

Date recorded: 10/14/2022

Field Recorder: Cele Wolman

Field Site number:

SHPO Determination

Detail Information

Characteristics:

Category	Item
Foundation	Concrete - Poured
Form Type	Commercial
Roof Type	Flat with Eaves
Roof Material	Asphalt/Composition - Built Up
Cladding	Brick
Plan	Square

Styles:

Period	Style Details
No Style	No Style

Surveyor Opinion



Historic Property Report

Resource Name: Commercial

Property ID: 729170

Significance narrative:

Integrity Statement:

From its period of construction (1971), the building at 1617 S 324th St. retains integrity of location, setting, design, materials, workmanship, feeling, and association, as no alterations were evident, apart from some in-kind window replacement.

Evaluation:

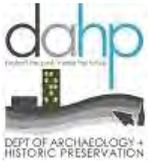
The public office building at 1617 S 324th St. was constructed in 1971. It is described in King County Assessor's records as state offices for the Department of Social and Health Services (DSHS). It is not clear when the building transitioned to the Department of Licensing, but it appears to have provided local office space for the state since its construction. While the building is associated with state government, it does not appear to have any associations with events that made a significant contribution to the broad patterns of our local, state, or national history. As noted by the NPS, "mere association with historic events or trends is not enough, in and of itself, to qualify under Criterion A: the property's specific association must be considered important as well. For example, a building historically in commercial use must be shown to have been significant in commercial history" (NPS 1997). Research did not reveal that the building at 32411 Pacific Highway S was significant in the history of state government (Criterion A). The building is not known to be associated with the lives of significant persons (Criterion B). The building is a Modern one-part block with few character-defining features apart from its massing. The building does not embody the distinctive characteristics of a type, period, or method of construction; or represent the work of a master; or possess high artistic values; or represent a significant and distinguishable entity whose components may lack individual distinction (i.e., is part of a district) (Criterion C). Finally, the building was built of common construction methods and well-known materials and is unlikely to answer important research questions or yield information about human history that can only be answered by the actual physical material, design, construction methods, or interrelation of these resources (Criterion D).

Due to a lack of significance, HRA recommends the offices at 1617 S 324th St. not eligible for listing in the NRHP under any criteria.

Physical description:

According to the King County Assessor, the office building at 1617 S 324th St. was constructed in 1971 (King County Assessor 1935–2022). The building is square in plan, a single story tall, and faces north. It sits on a poured-concrete foundation, is clad in brick in stacked bond, and is topped by a flat built-up roof with deep eave.

The building's north-facing facade includes an off-center entry door paired with metal-frame transom and full-height sidelight. East and west of the entry are metal-framed windows between panels of stucco or textured concrete. Windows are separated by stacked brick walls. Four are located east of the entry, and two are located to the west. The eave includes signage for the "Washington State Department of Licensing." The secondary west elevation includes seven metal-frame windows between textured-concrete panels. The building's east elevation includes only one large window between textured-concrete panels. One pedestrian door, and two smaller windows with textured-concrete panels are also located on this elevation, along with a pad screened by a fence of wood boards. The rear (south) elevation includes nine windows with textured-concrete panels across the elevation, and a secondary entry door.



Historic Property Report

Resource Name: Commercial

Property ID: 729170

Bibliography:

King County Assessor

1935 - 2022 Property Records Cards and Folios. On file with the Puget Sound Regional Branch of the Washington State Archives, Bellevue, Washington.

National Park Service (NPS)

1997 National Register Bulletin: How to Apply the National Register Criteria for Evaluation. Electronic document,

http://www.nps.gov/nr/publications/bulletins/nrb15/nrb15_2.htm, accessed October 13, 2022.

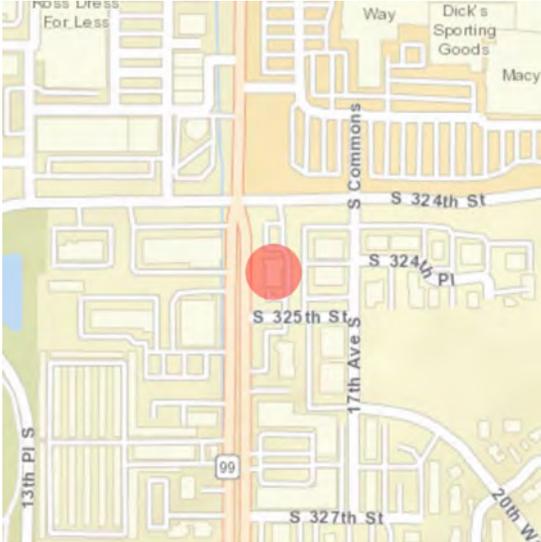


Historic Property Report

Resource Name: Bank

Property ID: 729171

Location



Address: 32400 Pacific Hwy S, Federal Way, Washington, 98003

Geographic Areas: King County, POVERTY BAY Quadrangle, King County Certified Local Government, T21R04E16

Information

Number of stories: 1.00

Construction Dates:

Construction Type	Year	Circa
Built Date	1974	<input type="checkbox"/>

Historic Use:

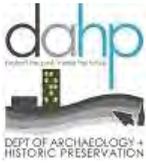
Category	Subcategory
Commerce/Trade	Commerce/Trade - Financial Institution
Commerce/Trade	Commerce/Trade - Financial Institution

Historic Context:

Category
Architecture

Architect/Engineer:

Category	Name or Company
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Historic Property Report

Resource Name: Bank

Property ID: 729171

Thematics:

Local Registers and Districts

Name	Date Listed	Notes
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Project History

Project Number, Organization, Project Name	Resource Inventory	SHPO Determination	SHPO Determined By, Determined Date
2021-09-06464, WSDOT, City of Federal Way_City Center Access Project	10/14/2022	Survey/Inventory	

Photos



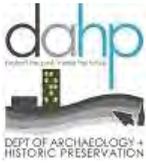
32400 Pacific Highway South, view southwest



32400 Pacific Highway South, view northwest



32400 Pacific Highway S, undated, King County Assessor, courtesy of the Puget Sound Regional Branch of the Washington State Archives



Historic Property Report

Resource Name: Bank

Property ID: 729171

Inventory Details - 10/14/2022

Common name: Key Bank
Date recorded: 10/14/2022
Field Recorder: Cele Wolman
Field Site number:
SHPO Determination

Detail Information

Characteristics:

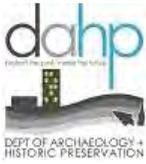
Category	Item
Foundation	Concrete - Poured
Form Type	Commercial
Roof Type	Flat with Parapet
Roof Material	Asphalt/Composition - Built Up
Plan	Irregular
Cladding	Wood - Vertical Boards

Styles:

Period	Style Details
No Style	No Style

Surveyor Opinion

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



Historic Property Report

Resource Name: Bank

Property ID: 729171

Significance narrative:

Integrity:

From its period of construction (1974), the bank building at 32400 Pacific Highway S retains integrity of location, setting, feeling, and association. According to the King County Assessor, a new teller window and four drive-thru lanes (replacing three earlier lanes) were constructed against the rear (south) elevation of the preexisting bank in 1983, when the building was associated with Puget Sound National Bank (King County Assessor 1935–2022; Seattle Times 1973). Awnings, which provided some screening for original windows on the facade, have been removed, as has freestanding signage, diminishing the building's integrity of design, materials, and workmanship.

Evaluation:

The bank building at 32400 Pacific Highway S was designed by Callison, Erickson and Hobbie and completed by Universal Builders in 1974 (Seattle Times 1973). Callison, Erickson and Hobbie was a short-lived partnership (1970–1973) that was responsible for the Park Place Office Building in Seattle (1969–1971). Anthony Callison (1932–1988) received a B.Arch. from the University of Washington in 1956, and partnered with multiple other designers, forming the Callison Partnerships, Ltd. in Seattle in 1975 (Ochsner 2014:426). It has since grown into a global architecture, planning, and design firm (CallisonRTKL 2022). This building does not appear among other significant designs prepared by Callison and his partners but is distinctive for its telescoping facade.

The Continental Bank of Federal Way was founded in Burien in 1969. The Federal Way branch was the second of four in King County by 1976, when the bank was acquired by Puget Sound National Bank of Tacoma after accusations of mismanagement (Seattle Times 1976a, 1976b).

The bank building at 32400 Pacific Highway S was constructed in 1974 and does not appear to have any associations with events that made a significant contribution to the broad patterns of our local, state, or national commercial history (Criterion A). The building is not known to be associated with the lives of significant persons (Criterion B). The building does represent a modest interpretation of Modernism, which was popular in bank buildings of the Northwest in the mid-twentieth century, a time when banking architecture abandoned classical forms known for solidity and strength and embraced inventive and creative design (Huffaker 2022). The dramatic telescoping window walls in square openings, visible from a busy street corner, emphasize form over ornament, borrowing from International or Miesien ideals. While the building is small and does not feature dramatic cantilevered volumes, it does feature the geometric, horizontal focus and curved surfaces “as elements of contrast” identified by historians as characteristics of the International style (Whiffen 1999:248). The building does possess the distinctive characteristics of Modernism, although it is a late example and does represent the work of a master architect (Criterion C). The building was built of common construction methods and well-known materials and is unlikely to answer important research questions or yield information about human history that can only be answered by the actual physical material, design, construction methods, or interrelation of these resources (Criterion D).

As an example of a Modern bank building, HRA recommends the building at 32400 Pacific Highway S eligible for local listing in the NRHP under Criterion C, in the area of Architecture. Its period of significance dates to its construction in 1974, and HRA assumes the boundary of the eligible resource is the current tax parcel boundary.



Historic Property Report

Resource Name: Bank

Property ID: 729171

Physical description:

According to the King County Assessor, the bank building at 32400 Pacific Highway S was constructed in 1974 (King County Assessor 1935–2022). It was designed by Callison, Erickson and Hobbie and constructed by Universal Builders for the Continental Bank of Federal Way (Seattle Times 1973). The building is a single story tall, irregular in plan, with a telescoping facade facing north. It sits on a poured-concrete foundation, is clad in vertical wood boards, and is topped by a flat built-up roof with no eave.

The building's facade includes an entry at the northwest corner, comprising a glazed pedestrian door paired with a wall of metal-frame windows supported by a central stiffener. Telescoping bays to the east are also filled by deep set windows in wood frames. The building's secondary east elevation includes a recessed mass to the south that includes drive-thru bays. The roof with deep awning is supported by heavy rectangular posts. Building corners are rounded and no fenestration is present. The building's south elevation provides four drive-thru bays, one of which includes an automated teller machine. Another includes a callbox. Signage for "Key Bank" is located on the eave. The building's west elevation includes a curved wall surface and the recessed wall of the telescoping entry, with a wall of windows obscured by mature foliage.

Bibliography:

CallisonRTKL

2022 CallisonRTKL, About. Electronic document, <https://www.callisonrtkl.com/about/>, accessed October 21, 2022.

Huffaker, Kirk

2022 Bank Building Architecture in the U.S. Electronic document, <https://www.midcenturybanks.com/bank-building-architecture-in-the-us>, accessed October 21, 2022.

King County Assessor

1935 - 2022 Property Records Cards and Folios. On file with the Puget Sound Regional Branch of the Washington State Archives, Bellevue, Washington.

National Park Service (NPS)

1997 National Register Bulletin: How to Apply the National Register Criteria for Evaluation. Electronic document, http://www.nps.gov/nr/publications/bulletins/nrb15/nrb15_2.htm, accessed October 13, 2022

Ochsner, Jeffrey Karl

2014 Shaping Seattle Architecture: A Historical Guide to the Architects. University of Washington Press, Seattle.

Seattle Times

1973 Building of Bank Under Way. August 5.

1976a Continental Bank Expected to Survive. February 14.

1976b Speedy Trial Denied, Says Accused Man. April 27.

Whiffen, Marcus

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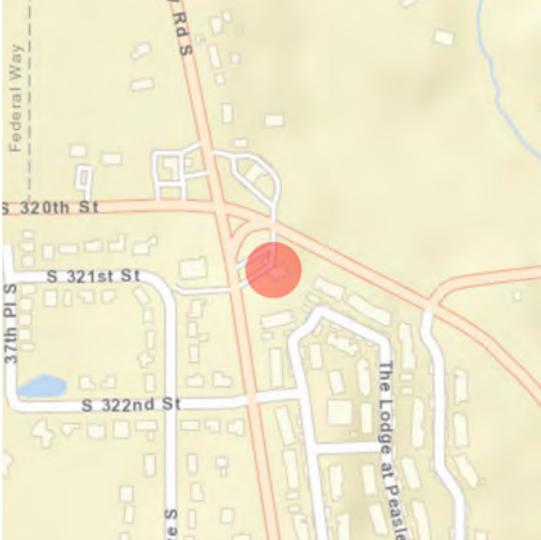


Historic Property Report

Resource Name: Bank

Property ID: 729171

Location



Address: 32002 Military Rd S, Federal Way, Washington, 98001

Geographic Areas: King County, POVERTY BAY Quadrangle, King County Certified Local Government, T21R04E15

Information

Number of stories: 1.00

Construction Dates:

Construction Type	Year	Circa
Built Date	1973	<input type="checkbox"/>

Historic Use:

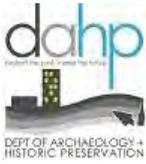
Category	Subcategory
Commerce/Trade	Commerce/Trade - Business
Commerce/Trade	Commerce/Trade - Business

Historic Context:

Category
Architecture

Architect/Engineer:

Category	Name or Company
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Historic Property Report

Resource Name: Gas Station

Property ID: 729172

Thematics:

Local Registers and Districts

Name	Date Listed	Notes
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Project History

Project Number, Organization, Project Name	Resource Inventory	SHPO Determination	SHPO Determined By, Determined Date
2021-09-06464, WSDOT, City of Federal Way_City Center Access Project	10/14/2022	Survey/Inventory	

Photos



32002 Military Road South, view southeast



32002 Military Road South, view south



32002 Military Rd. S, 1973, King County Assessor, courtesy of the Puget Sound Regional Branch of the Washington State Archives



Historic Property Report

Resource Name: Gas Station

Property ID: 729172

Inventory Details - 10/14/2022

Common name:

Date recorded: 10/14/2022

Field Recorder: Cele Wolman

Field Site number:

SHPO Determination

Detail Information

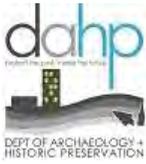
Characteristics:

Category	Item
Plan	Rectangle
Foundation	Concrete - Poured
Form Type	Gas Station - Box with Canopy
Roof Type	Flat with Eaves
Roof Material	Asphalt/Composition - Built Up
Cladding	Wood - Vertical Boards

Styles:

Period	Style Details
No Style	No Style

Surveyor Opinion



Historic Property Report

Resource Name: Gas Station

Property ID: 729172

Significance narrative: Integrity Statement:
From its period of construction (1973), the market and gas station at 32002 Military Rd. S retains integrity of location, setting, and feeling, as it remains on its original parcel. A review of assessor's photos indicates that the canopy has been rebuilt as a flat rather than gabled shelter; the building's character-defining blade sign has been removed; and the building's once asymmetrical entrance has been redesigned to feature bands of symmetrical windows (King County Assessor 1935–2022). The building has been rebranded as a market and gas station. The building no longer retains integrity of design, materials, workmanship, or association.

Evaluation:
The market and gas station at 32002 Military Rd. S was constructed in 1973 and does not appear to have any associations with events that made a significant contribution to the broad patterns of our local, state, or national commercial history (Criterion A). The building is not known to be associated with the lives of significant persons (Criterion B). The market and gas station is a modest example of a ubiquitous and undistinguished resource type, the corner gas station, with branded signage dating to the twenty-first century. The building does not embody the distinctive characteristics of a type, period, or method of construction; or represent the work of a master; or possess high artistic values; or represent a significant and distinguishable entity whose components may lack individual distinction (i.e., is part of a district) (Criterion C). Finally, the building was built of common construction methods and well-known materials and is unlikely to answer important research questions or yield information about human history that can only be answered by the actual physical material, design, construction methods, or interrelation of these resources (Criterion D).

Due to a lack of significance and loss of integrity, HRA recommends 32002 Military Rd. S not eligible for listing in the NRHP under any criteria.

Physical description: According to the King County Assessor, the gas station and market at 32002 Military Rd. S was constructed in 1973 (King County Assessor 1935–2022). The single-story building is rectangular in plan with a projecting canopy supported by slender posts over gas pumps. The building sits on a poured-concrete foundation, is of prefabricated metal clad in wood sheet, and is topped by a flat, built-up roof with deep projecting eave.

The building's facade faces northwest toward the canopy. It includes an off-center entry of paired aluminum-frame doors topped by sidelight and flanked east and west by ribbons of half-height, aluminum-frame windows. The secondary east elevation includes no fenestration. The secondary west elevation includes one large picture window paired with a ribbon of shallow windows. Freestanding signage identifies the business as a Mobil gas station.

Bibliography: King County Assessor
1935 - 2022 Property Records Cards and Folios. On file with the Puget Sound Regional Branch of the Washington State Archives, Bellevue, Washington.

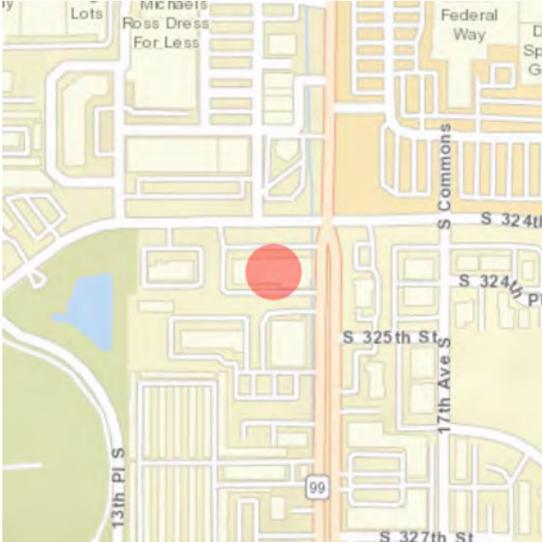


Historic Property Report

Resource Name: Commercial

Property ID: 729173

Location



Address: 32411 Pacific Hwy S, Federal Way, Washington, 98003

Geographic Areas: King County, POVERTY BAY Quadrangle, King County Certified Local Government, T21R04E17

Information

Number of stories: 1.00

Construction Dates:

Construction Type	Year	Circa
Built Date	1972	<input type="checkbox"/>
Addition	1980	<input type="checkbox"/>
Remodel	2005	<input type="checkbox"/>

Historic Use:

Category	Subcategory
Commerce/Trade	Commerce/Trade - Business
Commerce/Trade	Commerce/Trade - Business

Historic Context:

Category
Architecture

Architect/Engineer:

Category	Name or Company
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Historic Property Report

Resource Name: Commercial

Property ID: 729173

Thematics:

Local Registers and Districts

Name	Date Listed	Notes
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Project History

Project Number, Organization, Project Name	Resource Inventory	SHPO Determination	SHPO Determined By, Determined Date
2021-09-06464, WSDOT, City of Federal Way_City Center Access Project	10/14/2022	Survey/Inventory	

Photos



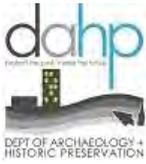
32411 Pacific Highway South, view southwest



32411 Pacific Highway South, view southeast



32411 Pacific Highway S, 1981, King County Assessor, courtesy of the Puget Sound Regional Branch of the Washington State Archives



Historic Property Report

Resource Name: Commercial

Property ID: 729173

Inventory Details - 10/14/2022

Common name:

Date recorded: 10/14/2022

Field Recorder: Cele Wolman

Field Site number:

SHPO Determination

Detail Information

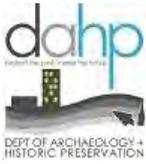
Characteristics:

Category	Item
Form Type	Commercial - Strip Commercial
Plan	Rectangle
Foundation	Concrete - Poured
Roof Type	Flat with Parapet
Roof Material	Asphalt/Composition - Built Up
Cladding	Concrete - Block (cmu)

Styles:

Period	Style Details
No Style	No Style

Surveyor Opinion



Historic Property Report

Resource Name: Commercial

Property ID: 729173

Significance narrative:

Integrity Statement:

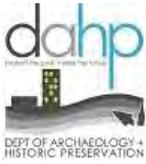
From its period of construction (1972), the strip commercial building at 32411 Pacific Highway S retains integrity of location, setting, and association, as it continues to host numerous business storefronts off Pacific Highway S. Alterations associated with a 6,000 square ft addition in 1980 and extensive exterior remodeling as recently as 2005 have obscured the facade's historical character and diminished its integrity of design, materials, workmanship, and feeling (King County Assessor 1935–2022; Seattle Times 1980).

Evaluation:

The strip commercial center at 32411 Pacific Highway S was constructed in 1972. It is referred to as Larkspur Center in King County Assessor's records, although it is not popularly known by this name (King County Assessor 1935–2022). Vince's Italian Restaurant anchors the development's western edge. The eastern edge, which hosted Keene Furniture in the 1970s and early 1980s, is now a storefront for O'Reilly Auto Parts (King County Assessor 1935–2022).

While the strip commercial center at 32411 Pacific Highway S is associated with local commerce, it does not have any associations with events that made a significant contribution to the broad patterns of our local, state, or national commercial history. It was constructed late in the twentieth century as an addition to Federal Way's established commercial center. As noted by the NPS, "mere association with historic events or trends is not enough, in and of itself, to qualify under Criterion A: the property's specific association must be considered important as well. For example, a building historically in commercial use must be shown to have been significant in commercial history" (NPS 1997). Research did not reveal that the building at 32411 Pacific Highway S was significant in the history of commerce (Criterion A). The building is not known to be associated with the lives of significant persons (Criterion B). The building was constructed as a single rectangular building with street frontage. It retains few distinctive features from its period of construction due to extensive alterations. The building does not embody the distinctive characteristics of a type, period, or method of construction; or represent the work of a master; or possess high artistic values; or represent a significant and distinguishable entity whose components may lack individual distinction (i.e., is part of a district) (Criterion C). Finally, the building was built of common construction methods and well-known materials and is unlikely to answer important research questions or yield information about human history that can only be answered by the actual physical material, design, construction methods, or interrelation of these resources (Criterion D).

Due to a lack of significance and an irretrievable loss of integrity, HRA recommends 32411 Pacific Highway S not eligible for listing in the NRHP under any criteria.



Historic Property Report

Resource Name: Commercial

Property ID: 729173

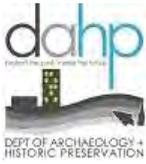
Physical description: According to the King County Assessor, the strip commercial building at 32411 Pacific Highway S was constructed in 1972 (King County Assessor 1935–2022). The single-story building is generally rectangular and faces north. It sits on a poured-concrete foundation, is constructed of concrete block, and is topped by a flat, built-up roof with two prominent parapets near the east and west corners of the north-facing facade.

The building includes two large retail spaces, defined by enframed entries with projecting columns and large parapets for signage. Tenants include O'Reilly Auto Parts (east) and Vince's Italian Restaurant (west). Below the parapets and across the facade are storefronts made up of aluminum-frame pedestrian doors flanked by full-height, aluminum-frame windows and topped by transoms, some of which have been covered with panels of textured concrete. Storefronts are separated by concrete-block columns, and the facade steps back slightly from the anchor tenant at the northeast corner. Above the storefronts, the eaves include lighted signage and some ornamental concrete projections. The building's secondary west elevation includes wrapping windows from the facade and one secondary pedestrian door. The rear (south) elevation includes a wall of concrete block with secondary pedestrian doors and a projection off the easternmost tenant space. The building's east elevation includes wrapping windows from the facade and a stepped-back wall of parged-concrete block and concrete planter boxes.

Bibliography: King County Assessor
1935 - 2022 Property Records Cards and Folios. On file with the Puget Sound Regional Branch of the Washington State Archives, Bellevue, Washington.

National Park Service (NPS)
1997 National Register Bulletin: How to Apply the National Register Criteria for Evaluation. Electronic document,
http://www.nps.gov/nr/publications/bulletins/nrb15/nrb15_2.htm, accessed October 13, 2022.

Seattle Times
1980 Briefly. September 7.

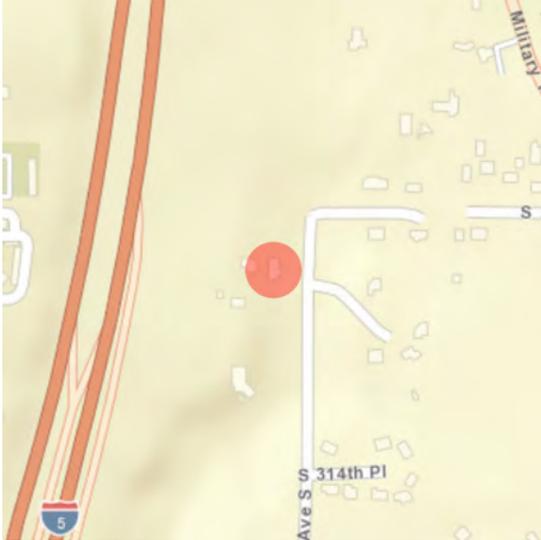


Historic Property Report

Resource Name: Residence

Property ID: 304058

Location



Address: 31209 32nd Ave S, Auburn, Washington, 98001
Tax No/Parcel No: 0921049171
Plat/Block/Lot: S 2.5 AC OF N 7.5 AC OF NE 1/4 OF SE 1/4 LESS CO R
Geographic Areas: King County, POVERTY BAY Quadrangle, T21R04E09

Information

Number of stories: 2.00

Construction Dates:

Construction Type	Year	Circa
Built Date	1954	<input type="checkbox"/>

Historic Use:

Category	Subcategory

Historic Context:

Category

Architect/Engineer:

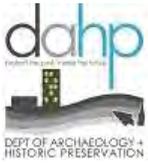
Category	Name or Company

Thematics:

Local Registers and Districts

Name	Date Listed	Notes

Project History



Historic Property Report

Resource Name: Residence

Property ID: 304058

Project Number, Organization, Project Name	Resource Inventory	SHPO Determination	SHPO Determined By, Determined Date
2011-07-00109, , Assessors Data Project: King County D	7/7/2011	Not Determined	
2021-09-06464, WSDOT, City of Federal Way_City Center Access Project	10/14/2022	Survey/Inventory	

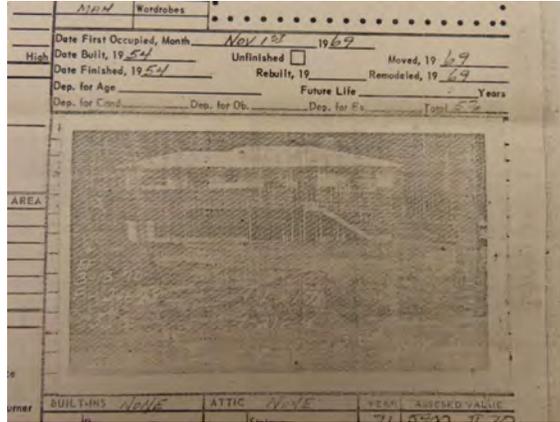
Photos



31209 32nd Avenue South, view west



31209 32nd Avenue South, view northwest



31209 32nd Ave. S, 1970, King County Assessor, courtesy of the Puget Sound Regional Branch of the Washington State Archives



Historic Property Report

Resource Name: Residence

Property ID: 304058

Inventory Details - 7/7/2011

Common name:

Date recorded: 7/7/2011

Field Recorder: Artifacts Consulting, Inc.

Field Site number: 0921049171

SHPO Determination

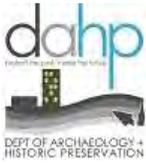
Detail Information

Surveyor Opinion

Significance narrative: Data included on this historic property inventory form (HPI) detail stemmed from County Assessor building records imported by the Washington State Department of Archaeology of Historic Preservation (DAHP) into WISAARD in 2011. This upload reduces data entry burden on community volunteers and historical societies participating in the survey and inventory of their communities. The intent of this project is directed specifically to facilitating community and public involvement in stewardship, increasing data accuracy, and providing a versatile planning tool to Certified Local Governments (CLGs).

Project methodology entailed use of the University of Washington's State Parcel Database (<http://depts.washington.edu/wagis/projects/parcels/development.php>) to provide the base parcel layer for CLGs. Filtering of building data collected from each county trimmed out all properties built after 1969, as well as all current, previously inventoried properties. Translation of building data descriptors to match fields in HPI allowed the data upload. Calculation of point locations utilized the center of each parcel. Data on this detail provides a snapshot of building information as of 2011. A detailed project methodology description resides with DAHP. Project team members: Historic Preservation Northwest, GeoEngineers, and Artifacts Consulting, Inc. (project lead).

Physical description: The house at 31209 32nd Avenue S, Lakeland North, is located in King County. According to the county assessor, the structure was built in 1954 and is a single family dwelling. The building has a single-family form.



Historic Property Report

Resource Name: Residence

Property ID: 304058

Inventory Details - 10/14/2022

Common name:

Date recorded: 10/14/2022

Field Recorder: Cele Wolman

Field Site number:

SHPO Determination

Detail Information

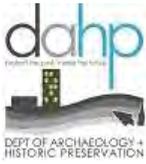
Characteristics:

Category	Item
Foundation	Concrete - Block
Form Type	Single Dwelling
Plan	Irregular
Cladding	Wood - T 1-11
Cladding	Wood - Clapboard
Roof Type	Hip
Roof Material	Asphalt/Composition - Shingle

Styles:

Period	Style Details
No Style	No Style

Surveyor Opinion



Historic Property Report

Resource Name: Residence

Property ID: 304058

Significance narrative:

Integrity Statement:

From its period of construction (1954), the building at 31209 32nd Ave. S does not retain integrity of location, setting, design, materials, workmanship, feeling, or association, as it was apparently moved to this location in 1969 and altered by the addition of incompatible materials and successive waves of construction (King County Assessor 1935–2022; NETROnline 2022).

Evaluation:

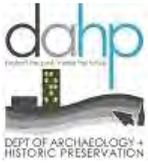
The residence at 31209 32nd Ave. S was constructed in 1954 and was moved to its present location in 1969 (King County Assessor 1935–2022). The building does not appear to have any associations with events that made a significant contribution to the broad patterns of our local, state, or national history (Criterion A). The building is not known to be associated with the lives of significant persons (Criterion B). The residence possesses some of the characteristics of a raised Ranch, including the wide hipped roof and horizontal emphasis, but alterations and additions have obscured its original character. The building does not embody the distinctive characteristics of a type, period, or method of construction; or represent the work of a master; or possess high artistic values; or represent a significant and distinguishable entity whose components may lack individual distinction (i.e., is part of a district) (Criterion C). Finally, the building was built of common construction methods and well-known materials and is unlikely to answer important research questions or yield information about human history that can only be answered by the actual physical material, design, construction methods, or interrelation of these resources (Criterion D).

Due to a lack of significance and an irretrievable loss of integrity, HRA recommends 31209 32nd Ave. S not eligible for listing in the NRHP under any criteria.

Physical description:

According to the King County Assessor, the residence at 31209 32nd Ave. S was constructed in 1954 (King County Assessor 1935–2022). However, it appears that the 1950s building was moved to this location in 1969, as suggested by property records cards and historic aerial imagery (King County Assessor 1935–2022; NETROnline 2022). The parcel at 31209 32nd Ave. S remained undeveloped in 1969, according to aerial imagery, and the extant residence appears at its present location and in its present form by 1980 (NETROnline 2022). The two-story building, irregular in plan, faces east. It sits on a concrete-block foundation, is clad in a combination of lapped wood boards topped by T1-11, and is topped by a hipped asphalt shingle roof.

The building's east-facing facade includes a prominent deck with metal railing off the upper story. It is accessed by a stair with metal rail, is supported by slender posts, and provides access to the primary entry door, which is flanked to the north by a projection with vinyl-frame windows. To the south are additional vinyl-frame windows, and a recessed mass on the south end with a vinyl-frame window. Under the balcony is a sliding door and additional vinyl windows. The building's secondary elevations are minimally visible. The north elevation includes a projecting carport with vehicular access to a large garage located west of the residence. It is front gabled and clad in wood boards topped by T1-11. The secondary south elevation includes two additional sliding, vinyl-frame windows. To the rear of the building is a large greenhouse next to the garage. According to the King County Assessor, the greenhouse and a shed, not visible from the public ROW, were added in 2016 (King County Assessor 1935–2022).



Historic Property Report

Resource Name: Residence

Property ID: 304058

Bibliography:

King County Assessor

1935 - 2022 Property Records Cards and Folios. On file with the Puget Sound Regional Branch of the Washington State Archives, Bellevue, Washington.

NETROnline

2022 Historic Aerials, Seattle, Nationwide Environmental Title Research, LLC. Electronic document, <https://www.historicaerials.com/>, accessed September 20, 2011.



Historic Property Report

Resource Name: Residence

Property ID: 399971

Location



Address: 31014 28th Ave S, Federal Way, Washington, 98003
Tax No/Parcel No: 0921049170
Plat/Block/Lot: POR OF S 1/2 OF SE 1/4 OF NE 1/4 DAF - N 75 OF W 1
Geographic Areas: King County, POVERTY BAY Quadrangle, T21R04E09

Information

Number of stories: 1.00

Construction Dates:

Construction Type	Year	Circa
Built Date	1957	<input type="checkbox"/>

Historic Use:

Category	Subcategory
Domestic	Domestic - Single Family House
Domestic	Domestic - Single Family House

Historic Context:

Category
Architecture

Architect/Engineer:

Category	Name or Company
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Historic Property Report

Resource Name: Residence

Property ID: 399971

Thematics:

Local Registers and Districts

Name	Date Listed	Notes
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Project History

Project Number, Organization, Project Name	Resource Inventory	SHPO Determination	SHPO Determined By, Determined Date
2011-07-00116, , Assessors Data Project: King County I	7/6/2011	Not Determined	
2021-09-06464, WSDOT, City of Federal Way_City Center Access Project	10/14/2022	Survey/Inventory	

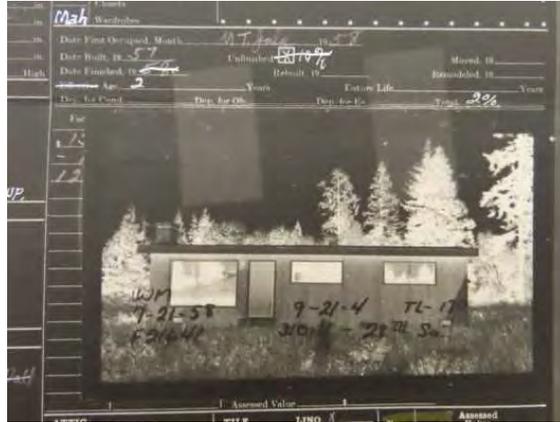
Photos



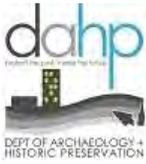
31014 28th Avenue South, view southeast



31014 28th Avenue South, view east



31014 28th Ave. S, 1958, King County Assessor, courtesy of the Puget Sound Regional Branch of the Washington State Archives



Historic Property Report

Resource Name: Residence

Property ID: 399971

Inventory Details - 7/6/2011

Common name:

Date recorded: 7/6/2011

Field Recorder: Artifacts Consulting, Inc.

Field Site number: 0921049170

SHPO Determination

Detail Information

Characteristics:

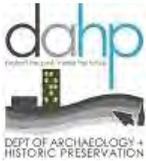
Category	Item
Form Type	Single Dwelling

Surveyor Opinion

Significance narrative: Data included on this historic property inventory form (HPI) detail stemmed from County Assessor building records imported by the Washington State Department of Archaeology of Historic Preservation (DAHP) into WISAARD in 2011. This upload reduces data entry burden on community volunteers and historical societies participating in the survey and inventory of their communities. The intent of this project is directed specifically to facilitating community and public involvement in stewardship, increasing data accuracy, and providing a versatile planning tool to Certified Local Governments (CLGs).

Project methodology entailed use of the University of Washington's State Parcel Database (<http://depts.washington.edu/wagis/projects/parcels/development.php>) to provide the base parcel layer for CLGs. Filtering of building data collected from each county trimmed out all properties built after 1969, as well as all current, previously inventoried properties. Translation of building data descriptors to match fields in HPI allowed the data upload. Calculation of point locations utilized the center of each parcel. Data on this detail provides a snapshot of building information as of 2011. A detailed project methodology description resides with DAHP. Project team members: Historic Preservation Northwest, GeoEngineers, and Artifacts Consulting, Inc. (project lead).

Physical description: The house at 31014 28th Avenue S, Federal Way, is located in King County. According to the county assessor, the structure was built in 1957 and is a single family dwelling. The building has a single-family form with an attached garage.



Historic Property Report

Resource Name: Residence

Property ID: 399971

Inventory Details - 10/14/2022

Common name:

Date recorded: 10/14/2022

Field Recorder: Cele Wolman

Field Site number:

SHPO Determination

Detail Information

Characteristics:

Category	Item
Plan	Rectangle
Foundation	Concrete - Poured
Form Type	Single Dwelling
Cladding	Wood - T 1-11
Roof Type	Gable - Side
Roof Material	Asphalt/Composition - Built Up
Structural System	Wood - Platform Frame

Styles:

Period	Style Details
No Style	No Style

Surveyor Opinion



Historic Property Report

Resource Name: Residence

Property ID: 399971

Significance narrative: Integrity Statement:
From its period of construction (1957), the residence at 31014 28th Ave. S retains integrity of location, setting, feeling, and association, as it remains a single-family residence on its original parcel. The addition of an attached garage and porch, along with alterations and incompatible replacement materials, including windows, have diminished its integrity of design, materials, and workmanship.

Evaluation:
The residence at 31014 28th Ave. S was constructed in 1957 and does not appear to have any associations with events that made a significant contribution to the broad patterns of our local, state, or national history (Criterion A). The building is not known to be associated with the lives of significant persons (Criterion B). The residence is an altered early Ranch with few character-defining features apart from its massing. The building does not embody the distinctive characteristics of a type, period, or method of construction; or represent the work of a master; or possess high artistic values; or represent a significant and distinguishable entity whose components may lack individual distinction (i.e., is part of a district) (Criterion C). Finally, the building was built of common construction methods and well-known materials and is unlikely to answer important research questions or yield information about human history that can only be answered by the actual physical material, design, construction methods, or interrelation of these resources (Criterion D).

Due to a lack of significance and an irretrievable loss of integrity, HRA recommends 31014 28th Ave. S not eligible for listing in the NRHP under any criteria.

Physical description: According to the King County Assessor, the residence at 31014 28th Ave. S was constructed in 1957 (King County Assessor 1935–2022). The single-story building is rectangular in plan and faces west. It sits on a poured-concrete foundation, is clad in T1-11, and is topped by a side-gabled, membrane roof.

The building's west-facing facade includes a central entry flanked north and south by vinyl-frame windows. The entry and the three-part window to its north are paired with a wood deck with wood lattice railing, topped by a projecting porch roof of corrugated plastic supported by slender square posts. Additional vinyl-frame sliding windows are located to the south, and an overhead garage door is located to the north. Privacy fencing and mature foliage screen the house from the roadway and secondary elevations are not visible.

Bibliography: King County Assessor
1935 - 2022 Property Records Cards and Folios. On file with the Puget Sound Regional Branch of the Washington State Archives, Bellevue, Washington.

Appendix G: City Center Access Project, Federal Way, Washington Cultural Resources Method Memo

City Center Access Project, Federal Way, Washington

Cultural Resources Method Memo

1. Introduction and Project Description

The City of Federal Way initiated the City Center Access Project to determine what transportation system changes are needed to preserve future mobility in the City Center. The Federal Way City Center Core is designated as one of 29 regional growth centers identified in the Puget Sound Regional Council's Vision 2040. The purpose of the Federal Way City Center Access Project (Project) is to improve the economic vitality of the City Center and to improve the quality of life for people who work, play, and live in the City by increasing multimodal mobility and access to regional and local trips while protecting the integrity of the interstate system. Access and mobility are limited by congestion issues along South 320th Street between Pacific Highway South and Military Road, including to and from Interstate 5 (I-5), and by the lack of multimodal facilities across I-5. The location of the Project is depicted in **Figure 1**.

The City Center is served by South 320th Street and is bounded by South 312th Street on the north, South 324th Street on the south, I-5 on the east, and 11th Place South and 14th Avenue South on the west. The City's Comprehensive Plan identifies development of the City Center to include a mix of uses, such as the Performing Arts and Events Center, a public park, and a mix of high-density residential, commercial, office, educational, and civic uses. Access between I-5 and the land uses surrounding the City Center is primarily via the South 320th Street interchange with direct HOV access at the South 317th Street interchange that serves the Federal Way Transit Center. Sound Transit's Link Light Rail Transit (LRT) is being extended to Federal Way, with a station opening in the City Center currently scheduled in 2024. LRT is planned for extension to Tacoma in 2032.

The South 324th Street Interchange Alternative 2I (Grade Separated Ramps + Roundabouts at South 324th Street) was identified as the alternative that best meets the Purpose and Need of the Project. Alternative 2I was recommended to the Federal Way City Council in November 2019 based on the results of alternatives analysis screening. The City Council agreed to move forward with Alternative 2I.

Below is a description of the elements included in the Preferred Alternative (the Project). This description is based on the preliminary design and is subject to change as design progresses.

Access Modifications

The Project includes a modified interchange at South 320th Street, with braided ramps and new access at South 324th Street. There are no new gore points along I-5, but the existing gore points north and south of the South 320th Street interchange will be relocated. The northbound off-ramp gore will move 2,100 feet south, the northbound on-ramp gore will move 150 feet north, the southbound off-ramp gore will move 550 feet north, and the southbound on-ramp gore will move 2,200 feet south.

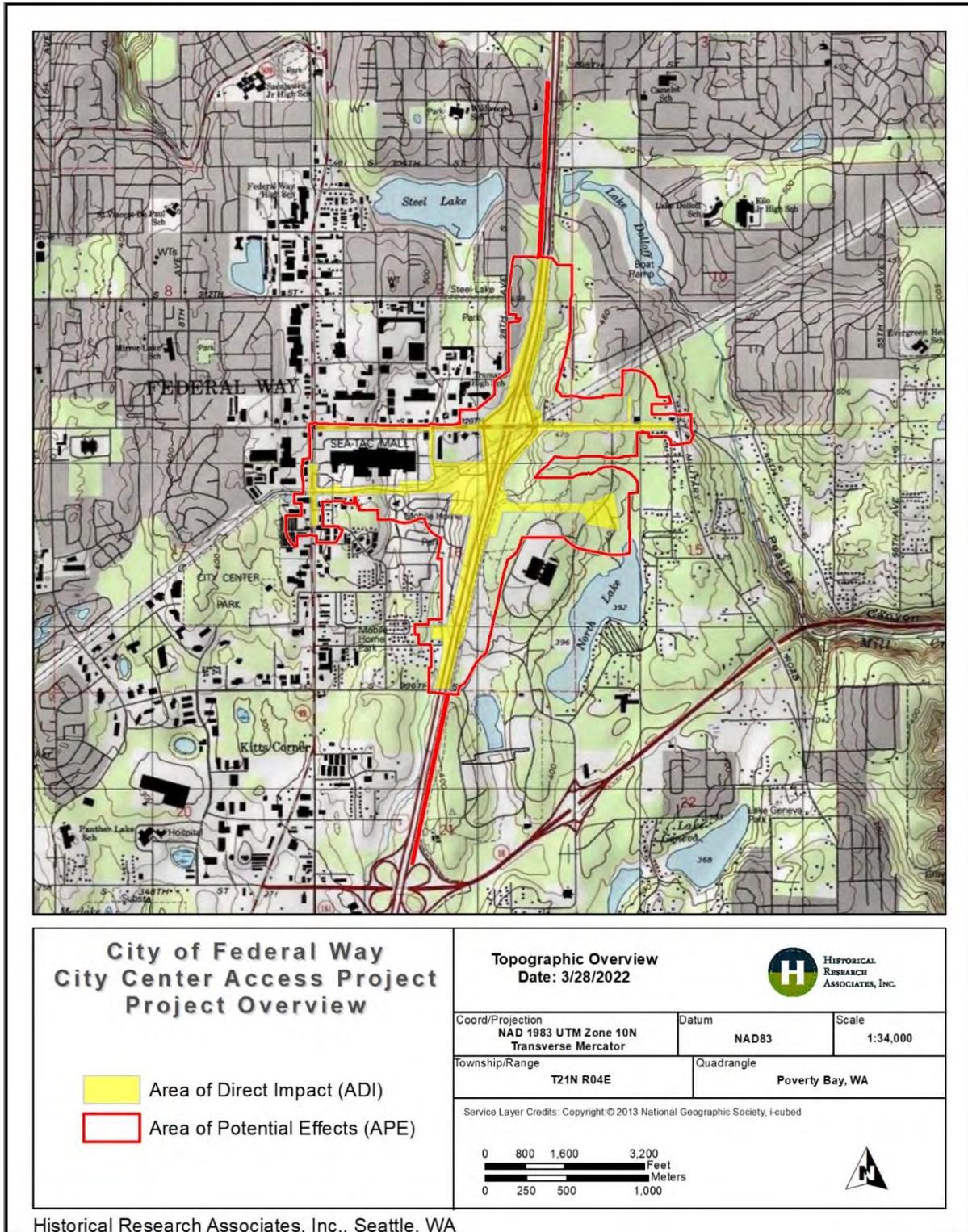


Figure 1. Location of the City Center Access Project.

All on-ramps from South 320th Street and South 324th Street will be metered and will not include HOV bypasses.

South 324th Street Roadway Improvements

The Project includes a new two-lane bridge along South 324th Street, crossing I-5 and roundabouts at the ramp terminals. Both ramp terminals will have single-lane roundabouts with slip lanes in the northwest and southwest quadrants of the South 324th Street/I-5 southbound ramps intersection.

West of the new South 324th Street interchange, South 324th Street will be five lanes from State Route (SR) 99 to 23rd Avenue South and four lanes from 23rd Avenue South to I-5 southbound ramps. There will be a two-lane roundabout at the South 324th Street/23rd Avenue South intersection. The Project also includes intersection improvements at South 324th Street/SR 99 that will help manage westbound queues from the new interchange, including an additional southbound left-turn lane and an additional northbound left-turn lane.

East of the new South 324th Street interchange, South 324th Street will be three lanes from I-5 northbound ramps to Weyerhaeuser Way South, with a single-lane roundabout or a signal at South 324th Street/Weyerhaeuser Way South that will include a relocated access to the boat ramp.

South 320th Street Roadway Improvements

There are currently HOV lanes in both directions along South 320th Street between SR 99 and 20th Avenue South.

The Project includes HOV lanes on South 320th Street in both directions between 20th Avenue South and Military Road to support future bus rapid transit (BRT) along South 320th Street included in the King County Metro long-range plan. Between 20th Avenue South and I-5 southbound ramps, a general-purpose lane in each direction will be converted to an HOV lane. Crossing I-5, between I-5 southbound ramps and I-5 northbound ramps, the South 320th Street bridge will be widened to include a new HOV lane in both directions and a lengthened left-turn lane for the I-5 southbound on-ramp. Between I-5 and Military Road, South 320th Street will be widened to accommodate the added HOV lanes.

Nonmotorized Improvements

The Project includes nonmotorized improvements on both South 324th Street and South 320th Street. Between SR 99 and Weyerhaeuser Way South, there will be a shared-use path on the north side of South 324th Street and a sidewalk on the south side of South 324th Street. There is potential for the shared-use path to connect to the Bonneville Power Administration (BPA) Trail in the future. A shared-use path on the west side of 23rd Avenue South between South 324th Street and South 320th Street is included. The South 320th Street bridge crossing I-5 will have a sidewalk on the north and south side. Between I-5 northbound ramps and Military Road South, there will be a sidewalk on the north and south side.

Design Compatibility

The Project design accommodates the Sound Transit Federal Way Link Extension (FWLE) and Tacoma Dome Link Extension (TDLE) projects, BPA transmission tower relocations, and future widening of the I-

5 corridor. The Sound Transit FWLE and TDLE WSDOT Compatibility Reports establish the WSDOT Compatibility Line, which the City Center Access project needs to adhere to. The roadway design incorporates input received from the City, WSDOT, and Sound Transit during design coordination meetings and submittal reviews.

Other design constraints and considerations include avoiding impacts to the existing bog, east of I-5, and the Tacoma Water transmission main, which crosses through the project area on South 320th Street, I-5 ramps and mainline, 23rd Avenue South, SR 99, and parallels South 324th Street. The Project design minimizes impacts to the BP 14” Olympic Pipeline located on the east side of I-5, King County Metro Park and Ride, and adjacent development. Other utilities within the Project area include Lakehaven Water and Sewer District, Comcast, CenturyLink, Puget Sound Energy Electric and Gas, and Zayo Communications.

Further, within the Project’s area of direct impact (ADI) are three barriers to fish passage (Site IDs 992364, 995299, and 995300), as identified by the Washington State Department of Fish and Wildlife (WDFW) and WSDOT. Correction of these barriers, as proposed within this Project, has been determined to be necessary according to a federal permanent injunction requiring the State of Washington to accelerate fish barrier corrections for salmon and steelhead streams in the Puget Sound area (Federal Court Injunction 2013) and the WSDOT Fish Passage Performance Report (WSDOT 2019). Preliminary hydraulic design analyses is currently being conducted on the three barriers to determine appropriate fish passable structures for each location. Correction of fish passable barriers in the vicinity of the South 320th Street interchange is anticipated to begin in 2024/2025 prior to Phase 1 (see below for discussion of phasing). The construction of the fish passage culvert crossing South 324th Street may be included with Phase 1, if it is not constructed with the other fish passage improvements in 2024/2025.

Project Phasing

The design and construction of the City Center Access improvements will likely need to be phased due to funding limitations. The following table summarizes the anticipated project phases.

Anticipated Project Phasing

	Local Street Improvements and Connections	Ramp and Interchange Improvements
Phase 1	<ul style="list-style-type: none"> ◆ Construct new South 324th Street between 23rd Avenue South and I-5 southbound ramp intersections ◆ Improve South 324th Street and SR 99 intersection with added turn lanes 	<ul style="list-style-type: none"> ◆ Construct/revise I-5 southbound off ramps to South 320th Street and South 324th Street ◆ Construct/revise on ramps from South 320th Street and South 324th Street to I-5 southbound
Phase 2	<ul style="list-style-type: none"> ◆ Widen South 324th Street between SR 99 and 23rd Avenue South ◆ Construct new South 324th Street from I-5 southbound ramp intersection to Weyerhaeuser Way South, including South 324th Street bridge and Weyerhaeuser Way South intersection 	<ul style="list-style-type: none"> ◆ Construct I-5 northbound off ramp to South 324th Street ◆ Construct portion of I-5 northbound off ramp to South 320th Street
Phase 3A	<ul style="list-style-type: none"> ◆ Replace South 320th Street bridge over I-5 	<ul style="list-style-type: none"> ◆ Reconstruct South 320th Street loop ramp to I-5 northbound

Anticipated Project Phasing

	Local Street Improvements and Connections	Ramp and Interchange Improvements
	<ul style="list-style-type: none"> ◆ Widen South 320th Street from I-5 southbound ramp intersection to Military Rd ◆ Restripe South 320th Street to provide HOV lanes from SR 99 to southbound ramp intersection 	<ul style="list-style-type: none"> ◆ Construct the remaining portion of I-5 northbound off ramp to South 320th Street
Phase 3B	<ul style="list-style-type: none"> ◆ Local improvements associated with this project are substantially complete 	<ul style="list-style-type: none"> ◆ Realign the I-5 northbound on ramp from South 320th Street ◆ Construct the I-5 northbound on ramp from South 324th Street

2. Area of Potential Effects

For the purposes of this study, Historical Research Associates, Inc. (HRA), defined the Area of Potential Effects (APE) as being one parcel out (to no more than 500 ft) from the area of direct impacts (ADI) for the Project, so that visual effects will be taken into account (**Figure 2**). Where project impacts were limited to striping or signage along I-5, the APE was limited to the ADI itself, as evident and the north and south ends of the APE. The ADI is defined as the Project footprint and encompasses Alternative 2I design elements, the local road improvement elements, the transit improvement elements and the HOV improvement elements. The APE is located within Township 21 North, Range 4 East, Sections 9, 10, 15 16, 17, 21, Willamette Meridian, Poverty Bay USGS Quadrangle.

The ADI extends approximately 0.75 miles north on the I-5 right-of-way (ROW) from the South 320th Street overpass and continues south until the underpass at South 336th Street. The ADI extends west along South 320th Street until it intersects with Military Road South and west were the proposed extension of South 324th Street will be located until it intersects with Weyerhaeuser Way South. The ADI extends east along South 320th Street and South 324th Street until they intersect with Pacific Highway South. Improvements at the intersection of South 324th Street and Pacific Highway South and the section of 23rd Avenue South between South 320th Street and South 324th Street are also included in the ADI. The majority of the ADI is covered by impervious surfaces (i.e. paved). The delineation of the APE and ADI is being conducted in consultation with the Washington State Department of Transportation (WSDOT).

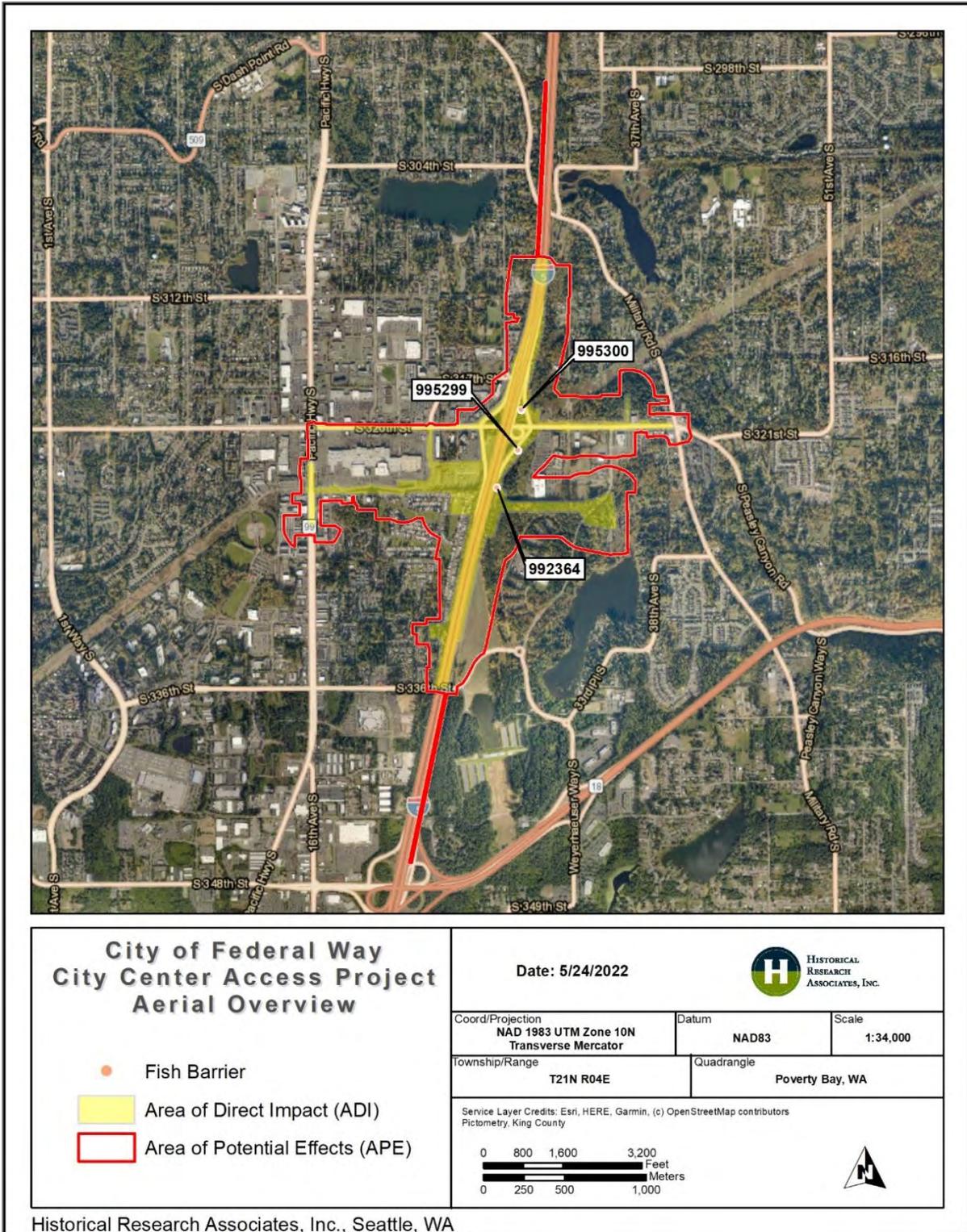


Figure 2. Aerial image of area of potential effects.

3. Research Methodology and Resources Analyzed

HRA archaeologists and architectural historians conducted an archival record search for the Project using a research radius of 0.25 miles out from the center of the APE. The purpose of this review was to determine which areas need to be inventoried for cultural resources, to assess the potential of the Project to impact previously recorded cultural resources, and to determine which architectural resources need to be recorded and evaluated for listing in the National Register of Historic Places (NRHP). Resources consulted included:

- The Department of Archaeology and Historic Preservation’s (DAHP’s) Washington Information System for Architectural and Archaeological Records Data (WISAARD) including:
 - previous cultural resources surveys
 - archaeological site records
 - historic property inventory (HPI) forms
 - cemetery records
 - historic properties listed in the NRHP or the Washington Heritage Register (WHR)
 - statewide predictive model layer
- HRA’s in-house library, which includes information on the environmental, archaeological, and historical context of the Project’s vicinity
- Historic-period plats from the U.S. Surveyor General (USSG) General Land Office (GLO) Historic-period maps and atlases (e.g., Sanborn, Kroll, Metsker)
- Ethnographic sources (e.g., Hilbert et al. 2001)
- Natural Resource Conservation Service (NRCS) Web Soil Survey Database

A cultural resources record search was compiled for the alternatives analysis for the Project in May 2019, and was updated in March 2022. Portions of the record search were used to inform this memo. The review of the archival records indicate that the majority of the APE has not been previously surveyed, and no recorded archaeological resources, cemeteries, or NRHP or WHR listed properties are within the APE or immediately adjacent to the APE.

Three previous cultural resources studies were conducted within the APE (**Figure 3**). One study was conducted for a Sound Transit regional transit service access improvement project. This study overlapped with the APE east of The Commons at Federal Way between South 322nd Street and Winged Foot Way and included pedestrian survey and shovel probing. No cultural resources were identified during the study (Forsman et al. 1999). The second study was conducted for a park development project that overlapped with a small portion of the APE (approximately 0.2 acres) at Thompson Park. The study included pedestrian survey and shovel probing, during which no cultural resources were identified (Earley 2005). The third study was conducted for WSDOT for an infrastructure improvements project at the I-5/SR 18 interchange, which

overlapped approximately 0.7 miles of the south end of the APE. The study included pedestrian survey and shovel probing, during which no cultural resources were identified (Bard and Durio 2006).

One additional cultural resources study was located within 0.25 miles of the APE. The study was conducted on behalf of WSDOT to evaluate a historic building foundation identified during construction along I-5. It was located less than 0.1 mile west of the south end of the APE and included pedestrian survey. The foundation was recorded as archaeological site 45KI719. No additional cultural resources were identified during the study (Luttrell 2005a).

Archaeological Resources

One previously recorded archaeological resource, isolate 45KI1583, is located within the APE. The isolate is a 1966 beer bottle identified near the base of an embankment west of I-5 (Adams 2021).

Two previously recorded archaeological resources have been identified within 0.25 mile of the APE. Site 45KI719, mentioned above, was a structural foundation of a 20 by 18 foot building constructed circa 1936 that was located less than 0.1 mile west of the south end of the APE (Luttrell 2005b). Following its recordation, the site was removed during construction in the WSDOT right-of-way (Bartoy 2013). Site 45KI1543 is located approximately 0.1 mile east of the APE and consists of a historic-period debris scatter. The site contains glass, ceramic, and metal fragments of domestic wares dated to approximately 1950–1990. Site 45KI1543 was determined not eligible for listing in the NRHP (Huber 2020; Wardlow 2021).

The DAHP predictive model indicates that the majority of the APE has a low to moderately low probability of containing archaeological resources. One area with a moderate potential for containing archaeological resources is present in the vicinity of the Belmor Park Golf & Country Club located to the southeast of The Commons at Federal Way.

Historic-Period Built Environment Resources

There are 49 historic-period built-environment resources (constructed in 1977 or earlier) located within the APE, 22 of which have been previously evaluated. Twenty have been determined not eligible for listing in the NRHP, either by the Federal Transit Authority (FTA) in 2014 or in association with Sound Transit projects in 2020/2021 (DAHP 2022). Additionally, there is one NRHP-eligible building within the APE. The FTA determined the Calvary Lutheran Church, located at 2415 320th Street in Federal Way, eligible for listing in the NRHP as part of the Federal Way Link Extension project in 2014 (DAHP 2022). Additionally, the BPA has determined that transmission lines that cross the APE (Tacoma-Covington No. 2 and the Tacoma-Raver 1 & 2 No. 1 Transmission Line and the Tacoma-Covington No. 3 and the Tacoma Covington No. 4 Transmission Line) are eligible for listing in the NRHP (BPA 2021) (**Table 1**).

Within the 0.25-mile study area, there is one additional built-environment resource that has been determined eligible for listing in the NRHP. The state’s architectural historian, Michael Houser, determined that the Weyerhaeuser Headquarters building at 33663 Weyerhaeuser Way South in Federal Way was eligible for listing in the NRHP in 2017. No other resources within the 0.25-mile study area have been determined eligible for or listed in the NRHP (DAHP 2022).

Table 1. Previously Documented Historic-Period, Built-Environment Resources within the APE.

	WISAARD Property ID	Address	Name/Description	Lead Federal Agency/DAHP's Determination
1	None	No address	Tacoma-Covington No. 2 and the Tacoma-Raver 1 & 2 No. 1 Transmission Line and the Tacoma-Covington No. 3 and the Tacoma Covington No. 4 Transmission Line	NRHP-Eligible
2	100773	2415 South 320th Street	Church	NRHP-Eligible
3	304377	33049 24th Avenue South	Single-family residence	Not NRHP-Eligible
4	316302	2234 South 336th Street	Single-family residence	Not NRHP-Eligible
5	393802	2230 South 336th Street	Single-family residence	Not NRHP-Eligible
6	307792	2245 South 333rd Street	Single-family residence	Not NRHP-Eligible
7	309382	33217 24th Avenue South	Single-family residence	Not NRHP-Eligible
8	323645	2244 South 333rd Street	Single-family residence	Not NRHP-Eligible
9	721218	33211 24th Avenue South	Single-family residence	Not NRHP-Eligible
10	316362	33111 24th Avenue South	Single-family residence	Not NRHP-Eligible
11	323645	2224 South 333rd Street	Single-family residence	Not NRHP-Eligible
12	343458	32000 Pacific Highway South	Bank	Not NRHP-Eligible
13	674318	2101 South 324th Street	Belmor Mobile Home Park	Not NRHP-Eligible
14	674019	31104 28th Avenue South	Single-family residence	Not NRHP-Eligible
15	674018	31130 28th Avenue South	Steel Lake Maintenance Facility	Not NRHP-Eligible
16	304718	31224 28th Avenue South	Single-family residence	Not NRHP-Eligible
17	674015	31612 28th Avenue South	Single-family residence	Not NRHP-Eligible
18	674017	31228 28th Avenue South	Single-family residence	Not NRHP-Eligible
19	674016	31250 28th Avenue South	Apartment complex	Not NRHP-Eligible

Table 1. Previously Documented Historic-Period, Built-Environment Resources within the APE.

	WISAARD Property ID	Address	Name/Description	Lead Federal Agency/DAHP's Determination
20	674029	31000 28th Avenue South	Single-family residence	Not NRHP-Eligible
21	674028	31004 28th Avenue South	Single-family residence	Not NRHP-Eligible
22	674027	31016 28th Avenue South	Single-family residence	Not NRHP-Eligible

Historic-Period Cemeteries

There are no previously recorded cemeteries within the APE.

4. Data Needs and Information Collection

Cultural resources survey needs within the APE are outlined here as follows.

Archaeology

HRA proposes to conduct a pedestrian survey and shovel probe excavations within all accessible (i.e. unpaved, not graveled and compacted no utilities), areas of the ADI (**Attachment A**). HRA’s GIS Specialist will prepare handheld electronic tablets or Global Position System (GPS) units to be used during the archaeological field survey. The devices will be used to efficiently document pedestrian transects, shovel probes, and any cultural resources that may be identified. Data entered on the devices will be transferred to project files on HRA’s server. This will streamline the fieldwork and data management efforts. Data management will be an ongoing task, which will include downloading/backing up/organizing all records, files, and images.

Pedestrian transects will be spaced at 20-meter transects within the ADI. During this survey, the archaeologist will seek out and examine ground exposures (e.g., ditches).

HRA will also excavate up to 270 shovel probes throughout the ADI. Probes will be spaced approximately 30 meters apart with adjustments for natural barriers (e.g., trees), modern development (e.g., pavement, buried utilities). The Field Director will have the flexibility to place probes based on the proposed project design (i.e., stormwater facilities, illumination foundations). Excavated sediment will be screened through 1/4-inch mesh. Sediment observed in each shovel probe will be documented on standard HRA hard copy shovel probe forms. Observations include but are not limited to sediment grain size, presence of gravels, evidence of disturbance, and presence of cultural materials. Cultural materials found in each shovel probe will be photographed using a digital camera. Shovel probes will be filled upon completion of documentation and their location will be noted using a GPS instrument.

The identification of any subsurface cultural materials in a single shovel probe will result in the excavation of up to four additional shovel tests in a cruciform pattern at a distance of 5 meters (a.k.a. “radial” probes),

to determine if there are additional buried archaeological materials. The location and the cultural materials will be documented on a Washington Archaeological Site Inventory form. Photographs will be taken to accompany the form, and a sketch map will be prepared showing any intrasite resource patterns and the site in relation to the surrounding topography and developments. HRA assumes that one archaeological site or isolate will be encountered during this survey. Any artifacts identified during survey will not be collected. They will be placed back into the shovel probe hole that they came from.

Architectural Features

During background research, HRA identified 49 parcels within the APE that, according to the King County Assessor’s data, include buildings or structures within documented dates of construction before 1977 (**Attachment A**). Excluding those with previous determinations of eligibility (see **Table 1**), HRA assumes that the following 27 resources will require inventory and NRHP evaluations (**Table 2**).

Table 2. Resources Within the APE Requiring Architectural Inventory and Evaluation

	Parcel Number	Street Address	Property Type	Construction Date
1.	7978200166	2238 South 333rd Street	Single-family residence	1968
2.	5515600050	31827 Military Road South	Commercial	1943
3.	5515600048	3820 South 320th Street	Commercial	1957
4.	5515600047	3810 South 320th Street	Single-family residence	1957
5.	5515600046	3910 South 320th Street	Commercial	1971
6.	2501400000	1832 South 324th Place	Professional	1974
7.	2501200110	1703 South 324th Street	Professional	1974
8.	2501200080	1720 South 324th Place	Commercial	1975
9.	2501200070	1804 South 324th Place	Professional	1976
10.	2501200040	1814 South 324th Place	Professional	1974
11.	2501200030	1826 South 324th Place	Professional	1975
12.	2368000070	3802 South 321st Street	Single-family residence	1959
13.	2368000065	3812 South 321st Street	Single-family residence	1959
14.	2368000060	3820 South 321st Street	Single-family residence	1959

Table 2. Resources Within the APE Requiring Architectural Inventory and Evaluation

	Parcel Number	Street Address	Property Type	Construction Date
15.	2368000051	3828 South 321st Street	Single-family residence	1959
16.	1721049097	32615 Pacific Highway South	Commercial	1975
17.	1621049051	32530 Pacific Highway South	Commercial	1975
18.	1621049049	1617 South 324th Street	Professional	1971
19.	1621049044	32400 Pacific Highway South	Professional	1974
20.	1621049039	None	Water tower	Unknown
21.	1521049177	32002 Military Road South	Commercial	1973
22.	1500500150	32411 Pacific Highway South	Commercial	1972
23.	0921049187	3014 South 320th Street	Multi-family residence	1960
24.	0921049171	31209 32nd Avenue South	Single-family residence	1954
25.	0921049170	31014 28th Avenue South	Single-family residence	1957
26.	921049160	3126 South 320th Street	Single-family residence	Unknown
27.	921049140	3112 South 320th Street	Single-family residence	Unknown

5. Applicable Plans, Policies and Regulations

The Project is subject to approval by the FHWA and is defined as a federal undertaking; therefore, compliance with Section 106 of the National Historic Preservation Act (NHPA) is required. Section 106 of the NHPA, as amended, requires federal agencies to identify and evaluate the effects of federally assisted undertakings on historic properties and consult with stakeholders to find agreed-upon ways to avoid, minimize, or mitigate adverse effects. Pursuant to the NHPA, as delegated authority by FHWA, WSDOT must complete a cultural resources inventory to be reviewed by DAHP, affected federal agencies, and affected Tribes.

6. Deliverables

HRA is in the process of compiling the record search for the Project, which will be included in the inventory report. After the field work is complete, HRA will prepare a cultural resources technical report

that includes the results of the archaeological and architectural surveys. HRA will also prepare new cultural resources forms, as needed, based on the findings of the cultural resources inventory.

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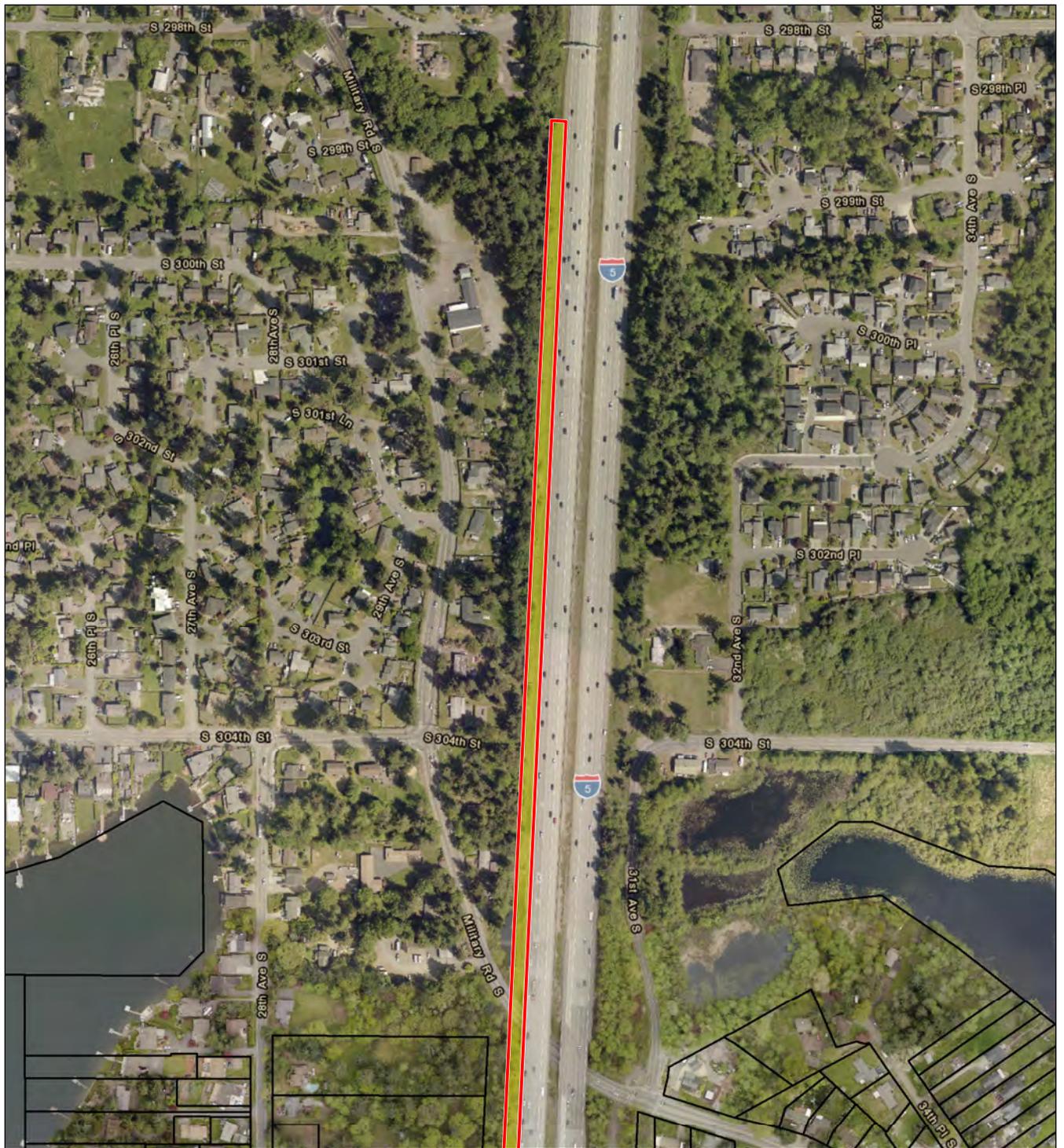
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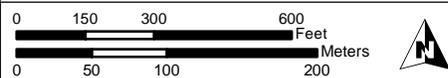
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Attachment A. Previous Studies, Parcels Requiring Architectural Inventory, and Archaeological Survey



**City of Federal Way
City Center Access Project**

- Area of Potential Effects (APE)
- Previous Cultural Study
- Parcel Requiring Architectural Inventory
- Archaeological Survey
- Area of Direct Impact (ADI)
- Parcel



Historical Research Associates, Inc., Seattle, WA

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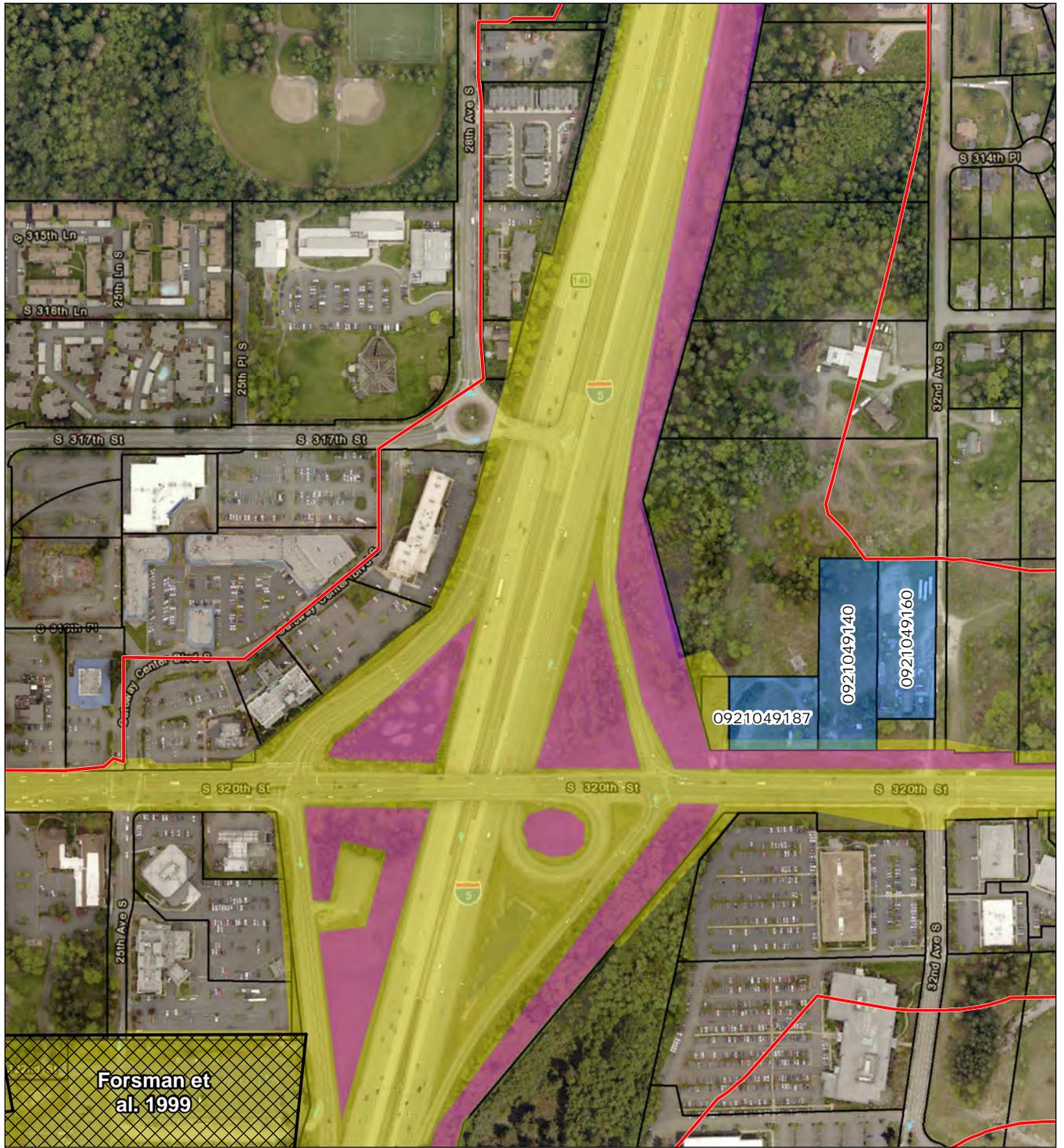
NOTES:
Produced by Historical Research Inc. Project Team. The spatial information used to construct this map is based on collected or sourced GIS data for the most current project area, and is considered reliable only at the scale at which the data was created and the scale at which the map was published. This drawing is prepared solely for the use of the contractual team partners and assumes no liability to any other party for any representations contained in these drawings. This map must be printed at full scale (100%) in order for the scale to remain correct.

CITY OF FEDERAL WAY CITY CENTER ACCESS PROJECT

PROJ./COOR. UTM Zone 10	DATUM NAD83	SCALE 1:5,000	CONTRACTOR NAME Parametrix
MAP COUNT Page 1 of 11	DATE 24 Mar 2022	PROJECT NAME City of Federal Way City Center Access Project	



Source Info: Service Layer Credits: Esri, HERE, Garmin, (c) OpenStreetMap contributors, National Geographic, Esri, Garmin, HERE, UNEP-WCMC, USGS, NASA, ESA, METI, NRCAN, GEBCO, NOAA, Increment P Corp, EagleView Technologies, Inc.



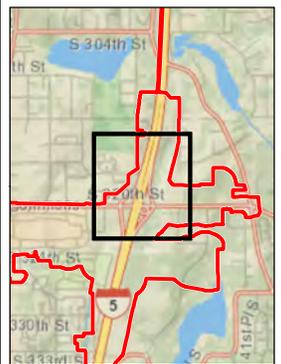
**City of Federal Way
City Center Access Project**

- Area of Potential Effects (APE)
- Previous Cultural Study
- Parcel Requiring Architectural Inventory
- Archaeological Survey
- Area of Direct Impact (ADI)
- Parcel



Historical Research Associates, Inc., Seattle, WA

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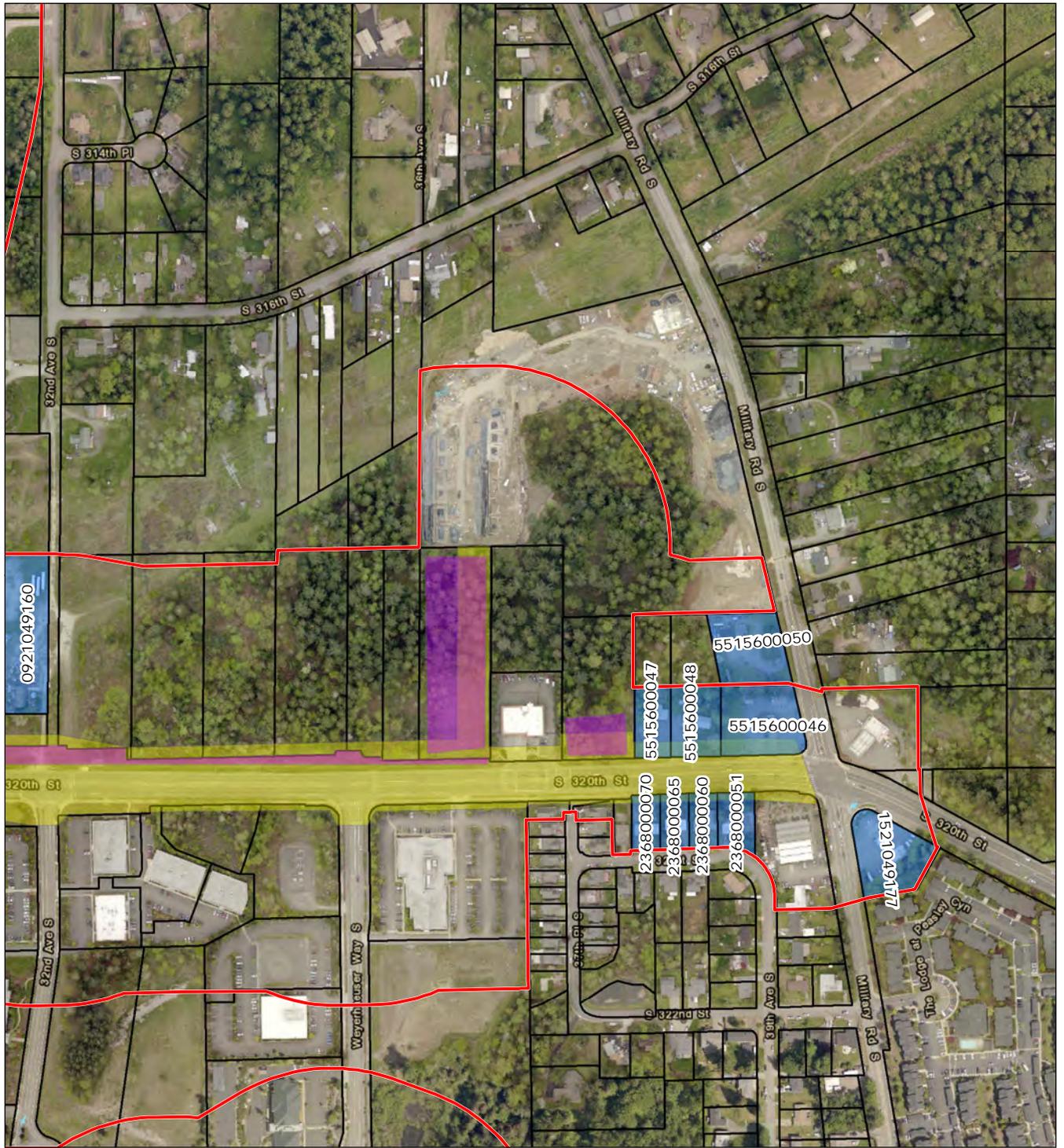
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CITY OF FEDERAL WAY CITY CENTER ACCESS PROJECT

PROJ./COOR. UTM Zone 10	DATUM NAD83	SCALE 1:5,000	CONTRACTOR NAME Parametrix
MAP COUNT Page 3 of 11		DATE 24 Mar 2022	PROJECT NAME City of Federal Way City Center Access Project

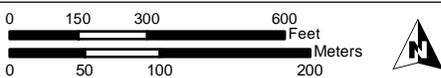


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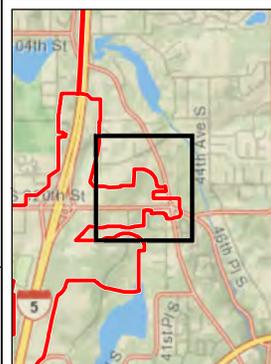
**City of Federal Way
City Center Access Project**

- Area of Potential Effects (APE)
- Previous Cultural Study
- Parcel Requiring Architectural Inventory
- Archaeological Survey
- Area of Direct Impact (ADI)
- Parcel



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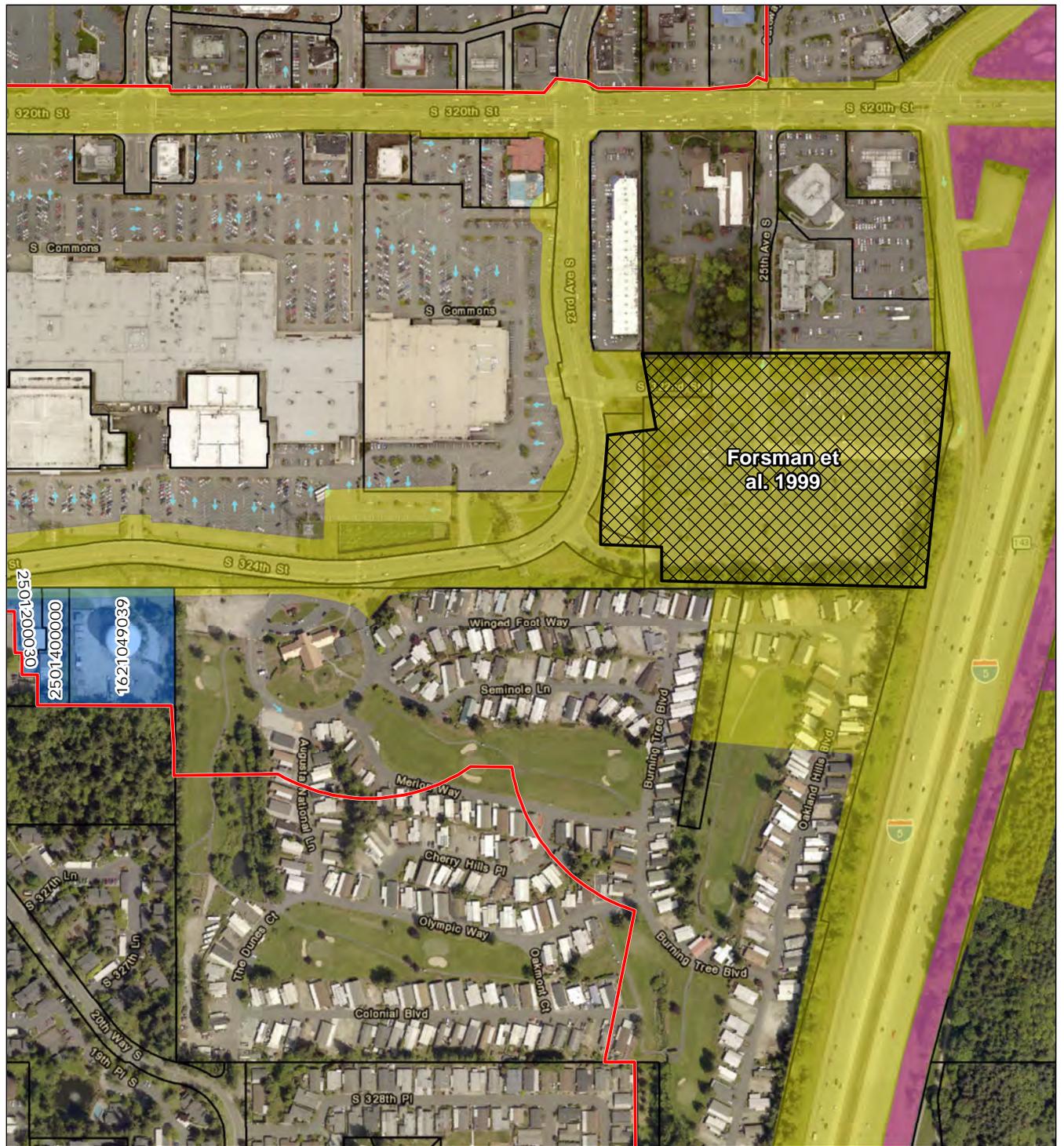
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MAP COUNT Page 4 of 11	DATE 24 Mar 2022	PROJECT NAME City of Federal Way City Center Access Project	

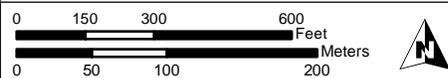


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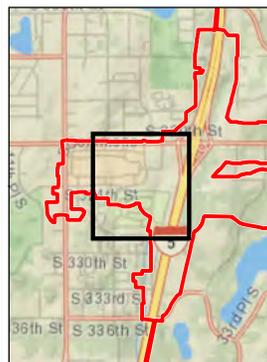
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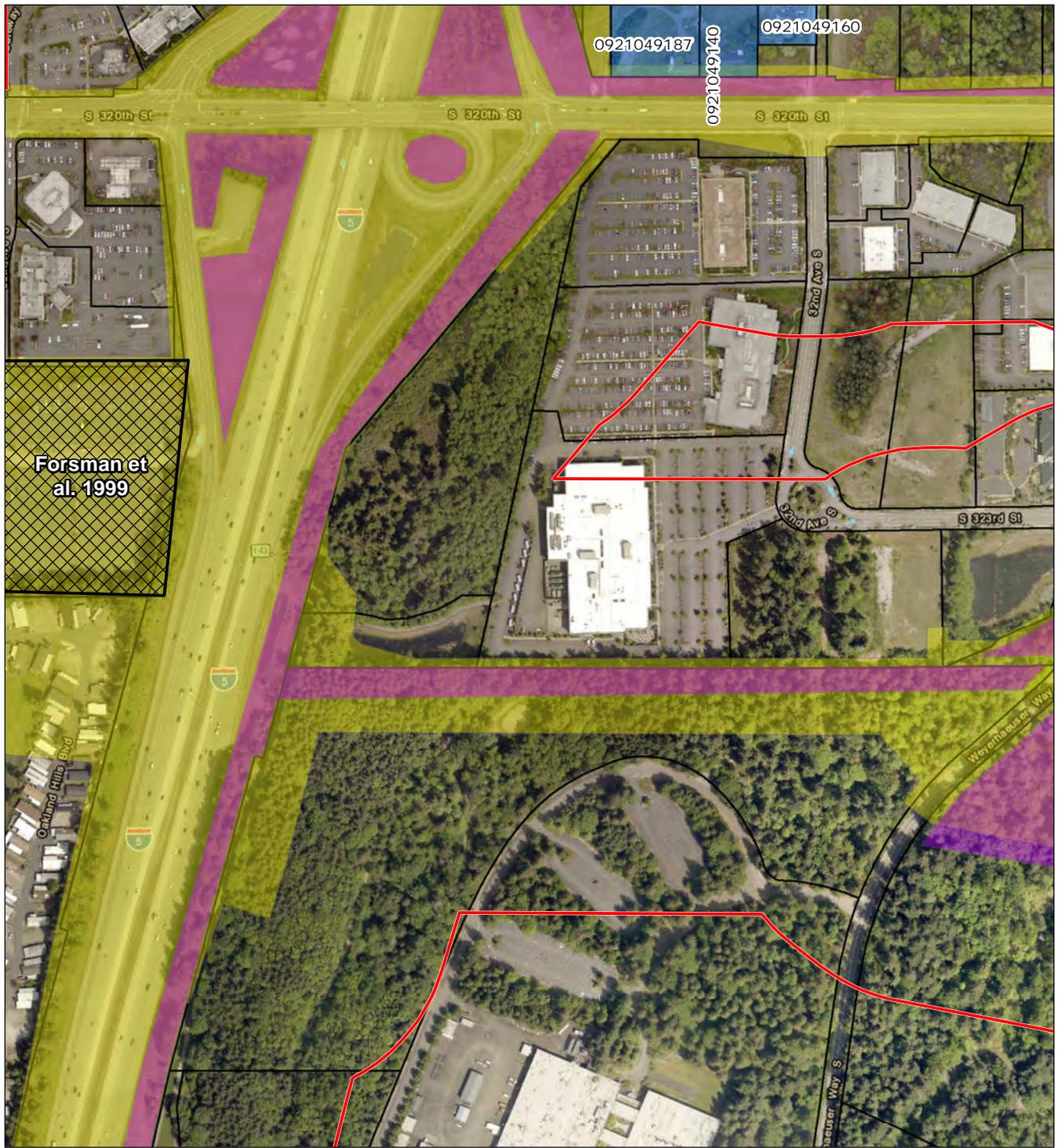
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PROJ./COORD. UTM Zone 10	DATUM NAD83	SCALE 1:5,000	CONTRACTOR NAME Parametrix
MAP COUNT Page 6 of 11	DATE 24 Mar 2022	PROJECT NAME City of Federal Way City Center Access Project	

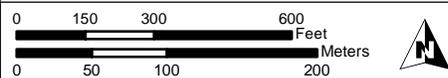


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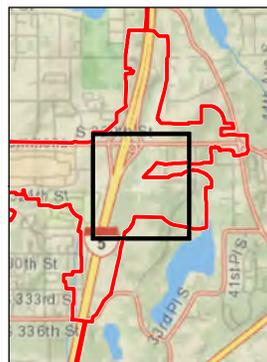
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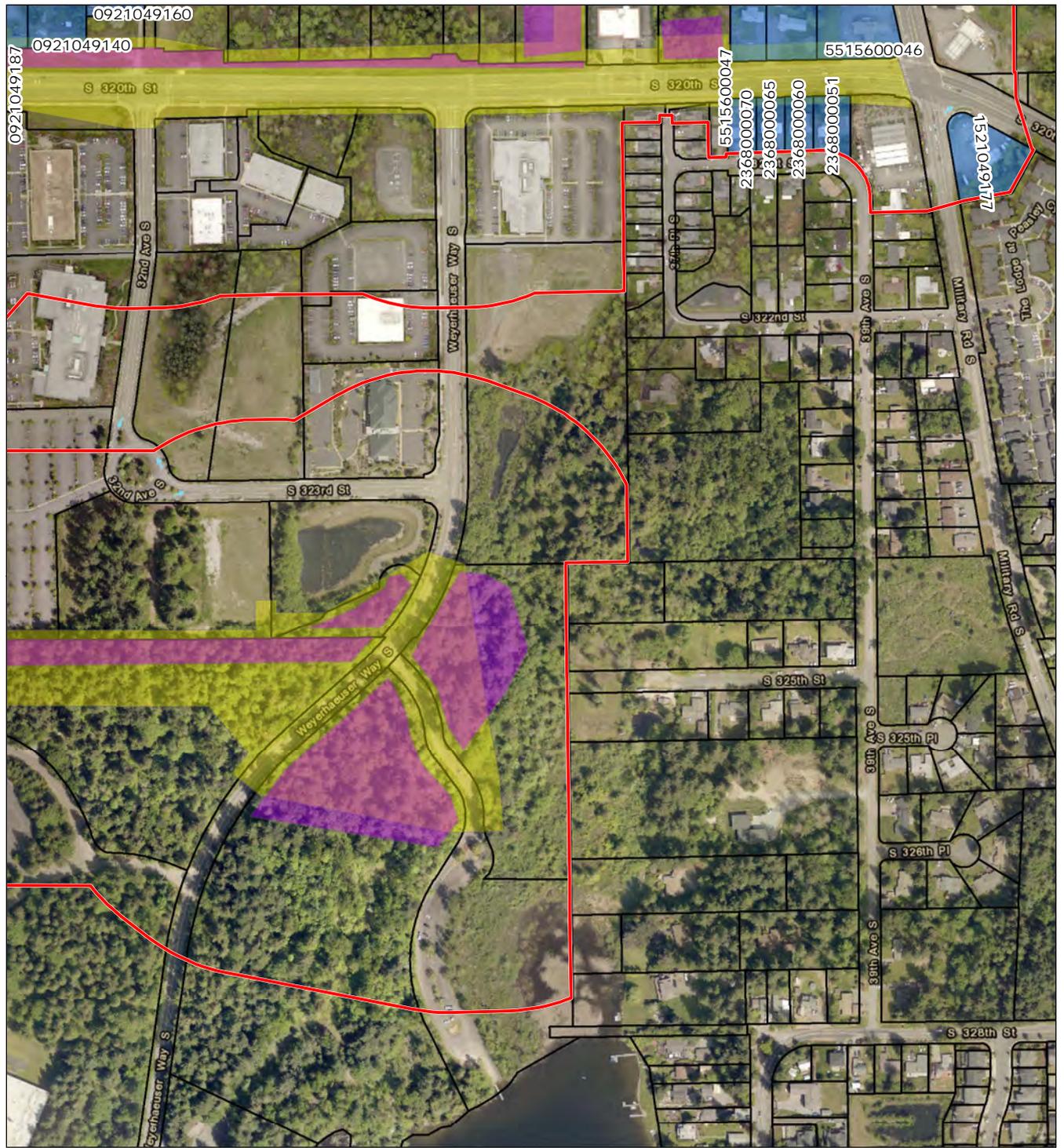
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CITY OF FEDERAL WAY CITY CENTER ACCESS PROJECT

PROJ./COOR. UTM Zone 10	DATUM NAD83	SCALE 1:5,000	CONTRACTOR NAME Parametrix
MAP COUNT Page 7 of 11	DATE 24 Mar 2022	PROJECT NAME City of Federal Way City Center Access Project	

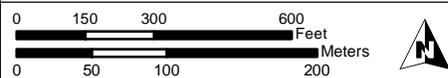


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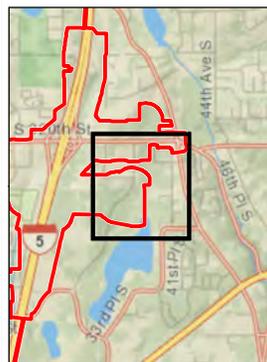
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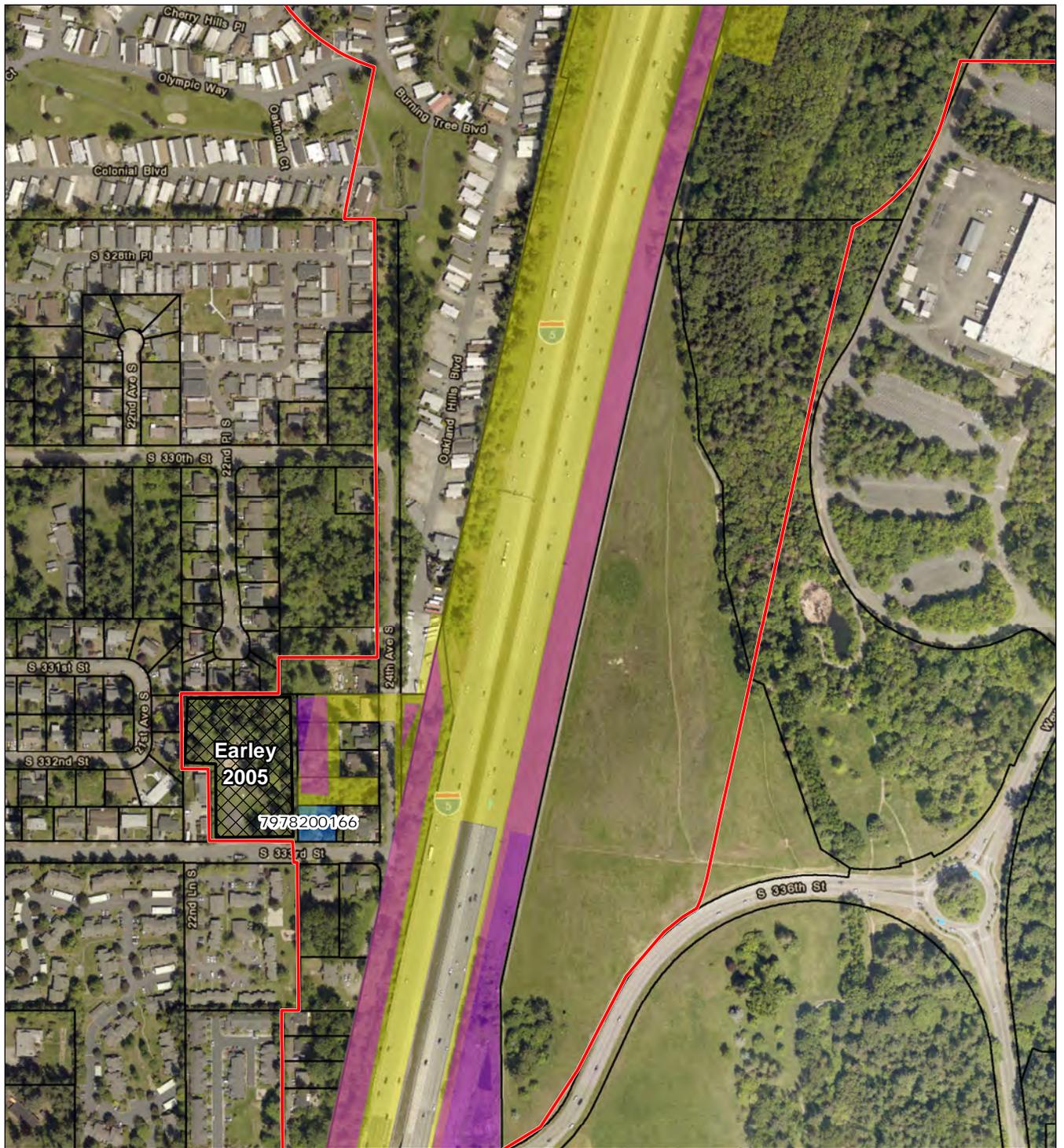
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MAP COUNT Page 8 of 11	DATE 24 Mar 2022	PROJECT NAME City of Federal Way City Center Access Project	

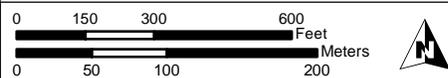


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MAP COUNT Page 9 of 11	DATE 24 Mar 2022	PROJECT NAME City of Federal Way City Center Access Project	

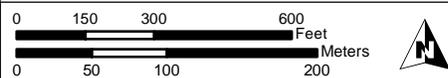


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MAP COUNT Page 11 of 11	DATE 24 Mar 2022	PROJECT NAME City of Federal Way City Center Access Project	



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