

**Aurora Avenue North Transit, Pedestrian, and
Safety Improvements,
North 110th Street to North 145th Street
NEPA Documented Categorical Exclusion**

**Final
Historical, Archaeological, and
Cultural Resources
Discipline Report**

Prepared for
**Seattle Department of
Transportation**

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1 **Summary**

2 **Introduction**

3 The City of Seattle, in cooperation with the Washington State Department
4 of Transportation (WSDOT) and the Federal Highway Administration
5 (FHWA), proposes to make transit, pedestrian, and safety improvements
6 to Aurora Avenue North between North 110th Street and North 145th
7 Street. The purpose of this Cultural Resources Discipline Report is to
8 describe existing conditions and evaluate both positive and negative
9 impacts the project would have on historic, archaeological, and cultural
10 resources. This report was prepared in support of a National
11 Environmental Policy Act (NEPA) Documented Categorical Exclusion
12 (DCE) and a State Environmental Policy Act (SEPA) Determination of
13 Nonsignificance (DNS)

14 **Methodology**

15 The cultural resources discipline team contacted and consulted with
16 agencies and other resources to gather information about existing
17 archaeological resources and traditional cultural places, and historic
18 architectural resources. The files and records of the Washington
19 Department of Archaeology and Historic Preservation (DAHP) were
20 reviewed for the project area to determine whether any historic properties
21 had been previously identified in the project corridor itself. An Area of
22 Potential Effect (APE) was developed to study the potential impacts of
23 the proposed project; DAHP concurred with the definition of the APE on
24 October 13, 2006. An archaeological reconnaissance survey and a survey
25 of all structures that predated 1960 within the APE were completed.

26 **Affected Environment**

27 The potential impact area for this project includes Aurora Avenue North
28 between 110th and 145th Streets in the City of Seattle. The direct impact
29 zone for this cultural resources investigation consists of the proposed
30 streetscape improvements that would encroach on existing structures that
31 face Aurora Avenue North.

32 The geology, archaeology, ethnography and history of the area are
33 outlined in Section 4 of this report. No properties that had previously
34 been listed, or determined eligible for listing, on the National Register of
35 Historic Places (NRHP), the Washington Heritage Register (WHR), or
36 listed as local Seattle landmarks exist within the APE or the parcels
37 immediately abutting the APE.

1 **Project Construction Impacts and**
2 **Mitigation**

3 The Aurora Avenue North APE (110th Street to 145th Street) contains no
4 prehistoric or historic archaeological sites that are currently listed on,
5 nominated to, or determined eligible for the NRHP or the WHR.

6 Similarly, the APE contains no historic buildings or structures that are
7 currently listed on, nominated to, or determined eligible for the NRHP or
8 WHR.

9 The temporary presence of construction machinery and vehicles is not
10 expected to have any impact on properties that are either eligible or
11 potentially eligible for listing on the NRHP or WHR.

12 If previously undiscovered archaeological remains are encountered during
13 construction activities, appropriate mitigation measures should be
14 followed to ensure their identification, evaluation, and disposition. If
15 prehistoric archaeological sites are detected during construction, work
16 should be halted in the immediate vicinity of the find.

17 No impacts to historic properties are anticipated that would require
18 mitigation as a result of construction of the proposed project.

19 **Project Operation Impacts and Mitigation**

20 No historic properties or known archaeological or ethnographic sites were
21 identified within the APE; therefore, no direct or indirect impacts on such
22 sites are anticipated to result from operation of the proposed project.

23 Since there are no known historic, archaeological, or cultural resources
24 within the APE, no mitigation is required.

1 **Acronyms and Abbreviations**

2 **Used in This Report**

3	ACHP	Advisory Council on Historic Preservation
4	ADA	Americans with Disabilities Act
5	APE	Area of Potential Effect
6	BAT	business access and transit [lane]
7	DCE	Documented Categorical Exclusion
8	DAHP	Department of Archaeology and Historic Preservation
9	FHWA	Federal Highway Administration
10	GIS	geographic information system
11	HABS	Historic American Building Survey
12	NEPA	National Environmental Policy Act
13	NRHP	National Register of Historic Places
14	PSRC	Puget Sound Regional Council
15	RDP	Route Development Plan
16	SDOT	Seattle Department of Transportation
17	SHPO	State Historic Preservation Officer
18	SIP	State Implementation Plan
19	SDOT	Seattle Department of Transportation
20	SEPA	State Environmental Policy Act
21	SR 99	State Route 99
22	USDOT	United States Department of Transportation
23	WAC	Washington Administrative Code
24	WHR	Washington Heritage Register
25	WSDOT	Washington State Department of Transportation

1. Introduction

The Aurora Avenue North project is intended to provide transit, pedestrian, and safety improvements to Aurora Avenue North between North 110th Street and North 145th Street. These improvements are consistent with the Route Development Plan (RDP) (WSDOT, 2003) prepared by WSDOT for Aurora Avenue North between the north end of the Battery Street Tunnel and North 145th Street in the City of Seattle, Washington (milepost 32.44 to milepost 40.47). The RDP is a 25-year plan intended to assist WSDOT, the City of Seattle, and King County Metro in making informed decisions on future improvements to the SR 99 corridor.

This discipline report was prepared using the guidance outlined in Section 456 of the Washington State Department of Transportation (WSDOT) *Environmental Procedures Manual M31-11* (WSDOT, 2006).

The purpose of this Cultural Resources Discipline Report is to describe existing historic resources and evaluate both positive and negative impacts the project would have on these characteristics. Cultural resources as defined here include districts, sites, buildings, structures, objects, and landscapes significant in American history, prehistory, architecture, archaeology, engineering, and culture, as well as Native American cultural resources. These resources are protected by a number of statutes and regulations at all levels of government and must be taken into consideration in the NEPA DCE/SEPA DNS.

The study area for the Cultural Resources Discipline Report is defined as the Area of Potential Effect (APE). The APE includes the area that is potentially subject to indirect impacts from construction, as well as the actual building or construction site. A vertical APE will also be characterized once the depth of the proposed water quality vaults has been determined; see section 2 for a description of these vaults. This report discusses cultural resource impacts for both construction and operation of the proposed project, as well as any mitigation requirements that apply to these impacts.

The National Historic Preservation Act (NHPA) (16 USC 470f) and its implementing regulation, Protection of Historic Properties (36 CFR 800) defines historic properties as any property listed in or eligible for the National Register of Historic Places (NRHP). Under NHPA, a property is significant if it meets the NRHP criteria (36 CFR 60.4—see below). The process by which a federal agency complies with the NHPA is defined in the Act at Section 106. Section 106 is a consultation process where federal agencies consider the impacts of proposed projects on historic properties and provide the Advisory Council on Historic Preservation (ACHP) and the Washington State Historic Preservation Officer (SHPO) with an opportunity to comment on any undertaking that would adversely affect properties listed in or eligible for the NRHP. In Washington, the

1 SHPO is located within the Department of Archaeology and Historic
2 Preservation (DAHP). Regulations (36 CFR 800) outline the steps
3 required to satisfy Section 106, namely, resource identification
4 (inventory), significance evaluation, and determination (and resolution of)
5 adverse impacts on significant historic properties.

6 This project must also comply with Washington's State Environmental
7 Policy Act (SEPA). Because of this compliance requirement, project
8 impacts on cultural resources must be considered when weighing the
9 overall impact of the project on the environment, as stipulated in the
10 Washington Administration Code (WAC) 197-11-960. SEPA requires
11 that significant properties, specifically those listed in or eligible for the
12 Washington Heritage Register (WHR), be given consideration when state
13 actions affect historic and cultural values. The WHR is Washington's
14 version of the NRHP and follows similar criteria. Any building or site
15 listed on the NRHP is automatically listed on the WHR. The WHR is
16 maintained through DAHP, and consultation with DAHP (SHPO) is
17 necessary when evaluating properties for WHR status and assessing
18 potential impacts. Native American burials are protected under
19 RCW 27.44, and impacts on archeological sites are regulated by
20 RCW 27.53.

21 In addition to federal and state recognition, historic resources can also be
22 recognized and protected at the local level. These are properties
23 designated as local landmarks by the City of Seattle's Historic
24 Preservation Program or King County's Landmarks Program.

25 The following sections describe the potential construction and operation
26 impacts on cultural resources, and summarize the potential impacts for all
27 known cultural resources within the APE.

2. Project Description

The Aurora Avenue North project is located within the City of Seattle in King County, Washington. Aurora Avenue North is a major north/south urban highway that serves both local and regional traffic within the City of Seattle. Aurora Avenue North, as named within the City of Seattle, is a portion of signed State Route 99 (SR 99) that extends from north Pierce County to north Snohomish County and serves as a regional link between cities within the Puget Sound Region. Within the project limits, Aurora Avenue serves as a major traffic artery for the City of Seattle, with links to I-5 through connections at North 130th Street and North 145th Street.

The City of Seattle, in cooperation with WSDOT and the Federal Highway Administration (FHWA), proposes to make improvements to Aurora Avenue North between North 110th Street and North 145th Street (approximately 1.6 miles; see Exhibit 2-1). The project improvements are described in greater detail below. These improvements are consistent with the RDP (WSDOT 2003) prepared by WSDOT for Aurora Avenue North between the north end of the Battery Street Tunnel and North 145th Street in the City of Seattle, Washington (milepost 32.44 to milepost 40.47). The RDP is a 25-year plan intended to assist WSDOT, the City of Seattle, and King County Metro in making informed decisions on future improvements to the SR 99 corridor.

The RDP listed the following six, long-term improvement recommendations for what was referred to as the North Focus Area, from North 110th Street to North 145th Street (see Exhibit 2-2):

- Widen existing lanes
- Add a southbound business access and transit (BAT) lane
- Add a raised median with controlled access points
- Construct a continuous amenity zone on both sides of SR 99
- Improve pedestrian crossings
- Driveway consolidation at logical locations

This project has been designed with the intent of fulfilling those recommendations.

2.1 Major Design Elements

2.1.1 Widen the Roadway

The existing roadway consists of four general-purpose lanes, a continuous two-way left turn lane and/or a delineated left turn lane, and paved shoulders where width allows. There is also a BAT lane in the northbound direction. Sidewalks exist at spot locations throughout the project limits.



- Cemetery
- Park
- Project Footprint

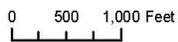
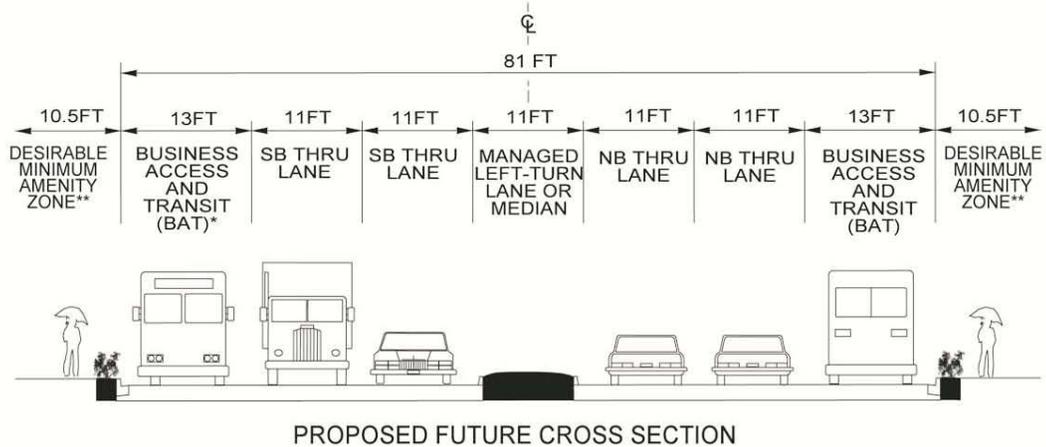
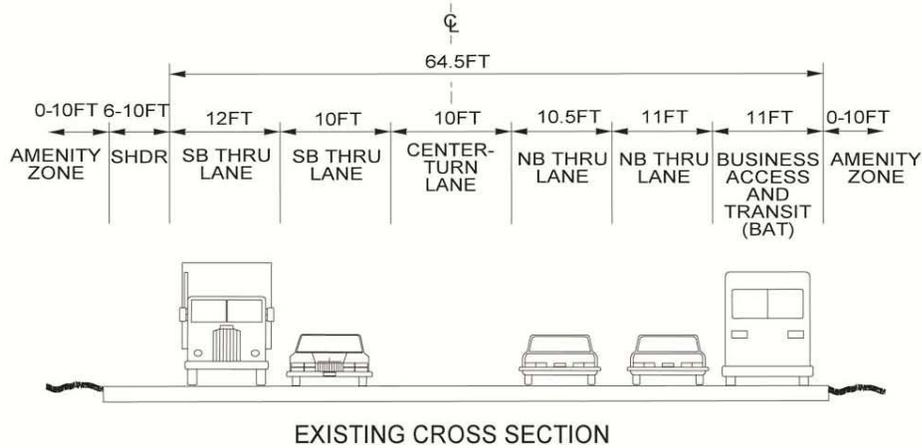


Exhibit 2-1. Vicinity Map
Aurora Avenue N 110th to 145th

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*SOUTHBOUND BAT LANE AND AMENITY ZONE TO BE CONSTRUCTED AS ROADWAY REDEVELOPMENT PROJECT

**AMENITY ZONE WIDTH MAY VARY DUE TO EXISTING STRUCTURES AND RIGHT-OF-WAY CONSTRAINTS

Exhibit 2-2. Proposed Future Cross Section
Aurora Avenue N 110th to 145th

Numerous commercial and retail driveways with undefined limits exist along both sides of the roadway.

Seattle Department of Transportation (SDOT) is proposing to widen the Aurora roadway by adding a new southbound 13-foot BAT Lane (see Exhibit 2-2). The proposed improvements would create a seven-lane roadway section (measuring roughly 81 feet as compared to the existing 64 feet) composed of the following:

- 13-foot BAT lanes in both directions, with a new southbound BAT lane
- Two 11-foot general purpose lanes in each direction
- An 11-foot left turn lane/landscaped center median, or access management features, between North 110th Street and North 145th Street
- Revisions to U-turns and left turns between North 110th Street and North 145th Street
- New curbs and gutters

Where the Evergreen-Washelli Cemetery is located within the project corridor, from North 110th Street to roughly North 116th Street, the proposed project improvements would create a reduced section (measuring 90 feet as compared to the 105 feet proposed for the remainder of the project) to eliminate the need to acquire right-of-way from the cemetery. Modifications to the proposed full section would be as follows:

- 11.5-foot BAT lanes in both directions
- Two 10.5-foot general purpose lanes in each direction
- A 10-foot left turn lane/landscaped center median, or access management features
- An 8-foot sidewalk on the west side of Aurora along the entire length of the cemetery property, from North 110th Street to the vicinity of North 118th Street
- A 7-foot sidewalk on the east side of Aurora along the cemetery property from North 110th Street to North 115th Street.

2.1.2 Build Sidewalks and ADA Ramps

In general, a 12-foot sidewalk would be added on both sides of the road to include sidewalks, landscaping strips or tree pits, utility poles with mounted lighting, and fire hydrants. Ultimately, where there are right-of-way constraints, the sidewalk may be reduced to 5.5 feet. Refer to Exhibit 2-2 for details. For the purposes of this analysis, a 12-foot sidewalk was evaluated for impacts.

Americans with Disabilities Act (ADA) ramps would be provided throughout the project area.

2.1.3 Upgrade Storm Drainage Facilities

The existing drainage along the project area consists primarily of enclosed pipes and catch basins that collect and convey stormwater runoff from the roadway, driveways, and adjacent properties to the main trunk line running parallel to Aurora Avenue North.

The project would direct all runoff to a new storm drain system and six new underground vaults, which would discharge to the existing trunk line parallel to Aurora Avenue North before ultimately discharging to Green Lake to the south. It has not been determined whether the detention vaults would be located in the right-of-way of Aurora Avenue North or in adjacent side streets. The six discharge points would be located at:

- North 145th Street
- North Roosevelt Way
- North 137th Street
- South of North 135th Street through K-Mart
- North 115th Street
- North 110th Street

Runoff that enters the project site from offsite areas would be collected and conveyed in a separate drainage system and would not be routed through the underground vaults. The treatment of stormwater runoff for the project would meet the criteria in WSDOT's 2004 *Highway Runoff Manual*.

2.1.4 Replace Lighting

Existing lighting in the corridor consists of utility poles with street lights along both sides of Aurora Avenue North. The poles are currently staggered with spacing from 120 to 170 feet. In addition to the current lighting scheme for the corridor, four additional lights would be added at each of the existing signalized intersections. The same luminaire type, mounting height, and arm length that currently exist along the corridor is proposed for the project. The exact location of the new staggered utility poles has yet to be determined. The potential spacing between poles is anticipated to be between 120 and 170 feet. The utility lines would not be placed underground as part of this project.

2.1.5 Install Landscaped Medians and Sidewalk Zone with Landscaped Strips

The existing corridor consists mainly of commercial development with few pedestrian or landscape improvements. Overhead power lines, asphalt

shoulders, cars, and adjacent businesses dominate much of the visual appearance through the corridor.

The following elements would be implemented for the project:

- The median would be approximately 11 feet wide, including the curb. The median would be approximately 12 inches in height and include hardy, low-maintenance plants; no trees would be included.
- The sidewalk zone, in general, would be 12 feet wide where practicable, as mentioned in Section 2.1.2.
- The planting strip, included as part of the total sidewalk zone, would be a minimum of 3 feet wide with 5-foot “bulb-outs” where trees are located.
- At some parcels along the study area, Seattle Municipal Code onsite compliant parking spaces are likely to be removed as a result of the proposed sidewalk zone. In addition, existing noncompliant parking spaces, which are located within City of Seattle right-of-way, would be affected. Where feasible, the City will help identify other parking opportunities for affected businesses along the corridor that lose onsite compliant parking spaces as a result of the project.

2.1.6 Upgrade Traffic Signalizations

No new signalized intersections are proposed for the project corridor. The seven existing signalized intersections would be upgraded to include new interconnected equipment and poles.

2.1.7 Upgrade Metro Bus Stops

Existing transit stops will be upgraded with lighting and shelters. No new stops are proposed.

2.2 Phased Construction

Right-of-way acquisition could start as early as fall 2007. Construction is expected to be completed in several phases, as funding becomes available, over the next 8 to 10 years. Improvements between North 137th Street and North 145th Street could begin in late 2007.

Construction for each phase is anticipated to last approximately 1.5 to 2 years. Potential environmental impacts and mitigation for all phases are analyzed in this NEPA document but are not currently funded. Future phases may require further environmental analysis at the time they are funded if significant changes occur in the project design.

3. Methodology

3.1 Methods of Analysis

The cultural resources discipline team contacted and consulted with agencies and other resources to gather information about existing archeological resources and traditional cultural places, and historic architectural resources. In addition, this information was used to characterize and assess the potential impacts of the Aurora Avenue North Transit, Pedestrian, and Safety Improvement Project on these resources.

An APE map was prepared based on the geographic information system (GIS) map layer. The generally accepted practice is to include the first building/property/tax lot facing the project corridor only in the APE. The APE for this project extends the length of Aurora Avenue between 110th and 145th Streets, and one tax lot on either side of the roadway; see Exhibit 3-1.

WSDOT approved the APE and submitted it to DAHP for their concurrence; DAHP concurred on October 13, 2006. The letter is contained in Appendix B.

The tax lots/parcels within the APE were surveyed by an architectural historian to check for the presence of buildings and structures that might be eligible for inclusion in the NRHP (or WHR).

A field reconnaissance (windshield survey) of architectural resources was conducted along the project corridor on February 7, 2006, by Catherine Barrier. A more intensive field survey was conducted August 17th, 2006, by Megan Venno and Jessica Feldman. All architectural historians surveying and preparing this report are qualified under the Secretary of the Interior's professional standards.

The architectural historians documented all structures within the APE that predated 1960 during this survey. Using a base year of 1960 covers all historic resources that would be 50 or more years old by the time the project is constructed. These buildings were photographed and the data was entered onto DAHP historic property inventory forms and into the DAHP historic inventory database. The inventory forms describe the building's geographical location, physical description, key characteristics, construction date, and significance; copies are provided in Appendix A.

The architectural historians also identified and evaluated literature about historic resources; collected existing data, including archival records, historic photographs, maps, King County Tax Assessor records, and local histories; and analyzed these data to assess the NRHP and/or WHR eligibility of the resources.

The proposed project construction footprint, which is much smaller in size than the APE, was surveyed by archaeologists. The archaeological windshield survey was conducted on February 7, 2006, by archaeologists Dr. James C. Bard and Mr. Robin McClintock. The archaeological “windshield survey” of both sides of Aurora Avenue North was conducted by driving slowly along the edge of street to check for the presence of any open/exposed native sediment that could be subsequently inspected by pedestrian survey.

Consultations with Tribes are being conducted by the SDOT in cooperation with WSDOT.

The files and records of the DAHP were reviewed for the project area to determine whether any historic properties had been previously identified in the project corridor itself. Archaeological records were checked by Dr. Bard and Mr. McClintock on February 7, 2006. Architectural (historic building) records were checked by Ms. Barrier on February 8, 2006.

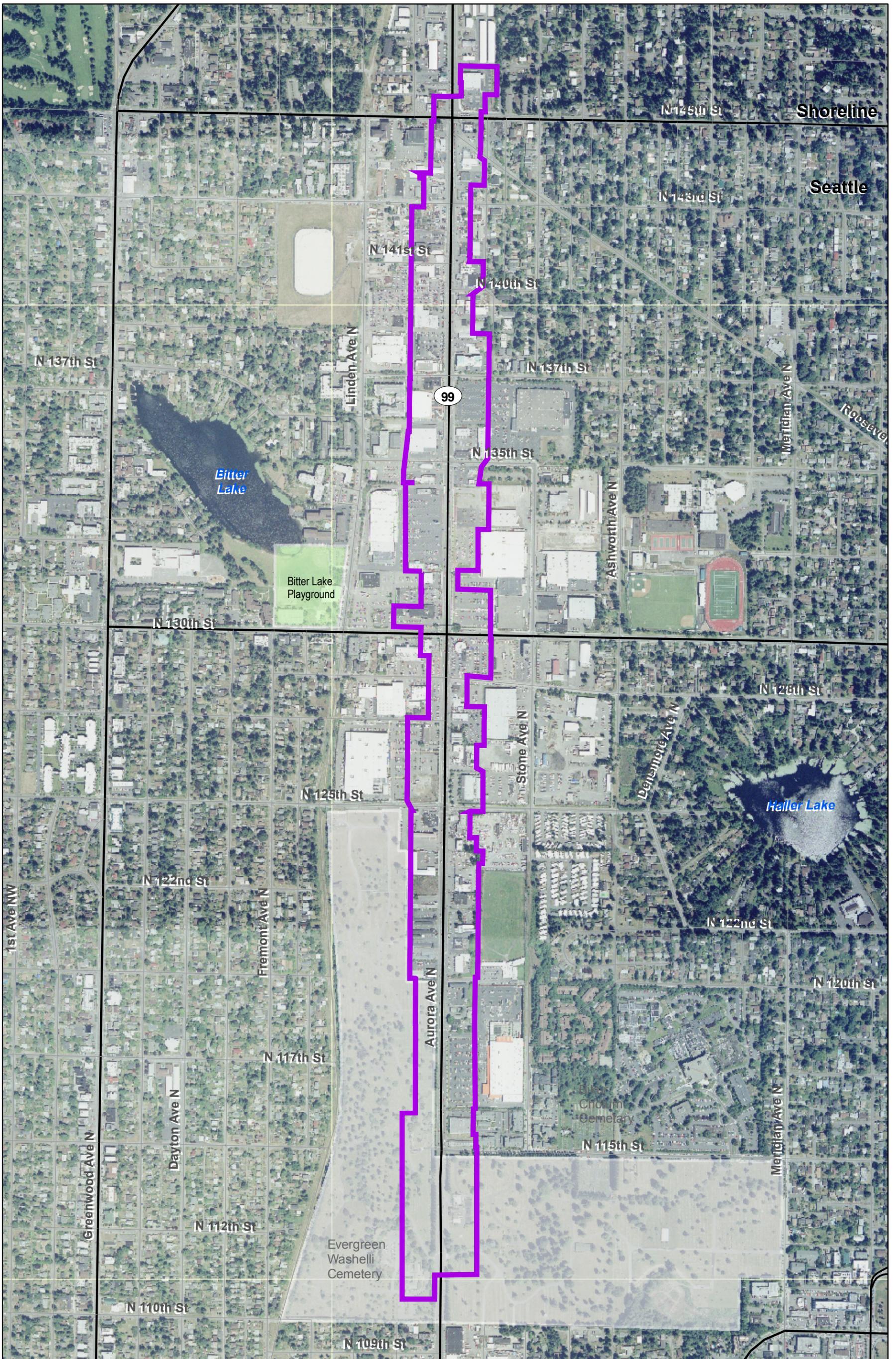
The following data sources were checked at the DAHP:

- National Register of Historic Places
- Washington Heritage Register
- Determinations of Eligibility
- Archaeological site inventory files
- Traditional Cultural Property files (most often, such are kept in confidential Tribal archives)
- Lists of City of Seattle Landmarks

Potential project impacts (construction and operation) on identified historic/cultural resources were evaluated according to the following criteria. Significant impacts are those that are defined in 36 CFR 800.5(a)(1), often referred to as the Criteria of Adverse Effect.

Examples of adverse effects are listed in 36 CFR 800.5(a)(2), as follows:

- Physical destruction of or damage to all or part of the property
- Alteration of a property, including restoration, rehabilitation, repair, maintenance, stabilization, hazardous material remediation and provision of handicapped access, that is not consistent with the Secretary’s Standards for the Treatment of Historic Properties (36 CFR Part 68) and applicable guidelines
- Removal of the property from its historic location
- Change of the character of the property’s use or of physical features within the property’s setting that contribute to its historic significance
- Introduction of visual, atmospheric, or audible elements that diminish the integrity of the property’s significant historic features



- Area of Potential Effect
- Cemetery
- Park

0 500 1,000 Feet



Exhibit 3-1
Area of Potential Effect
 Aurora Avenue N 110th to 145th

- Neglect of a property which causes its deterioration, except where such neglect and deterioration are recognized qualities of a property of religious and cultural significance to an Indian tribe or Native Hawaiian organization
- Transfer, lease, or sale of property out of Federal ownership or control without adequate and legally enforceable restrictions or conditions to ensure long-term preservation of the property's historic significance

There are several types of impacts to cultural resources including direct, indirect, long-term, short-term, irreversible, construction, and operation. The definition of the types of impacts are as follows:

- **Direct Impacts**— Direct impacts to cultural resources are primary impacts caused by a project and would occur at the same time and place as a project. These might include actions that require demolition or removal/transfer of historic buildings and structures, excavation/removal of archaeological sites, or direct physical interference with a traditional cultural property.
- **Indirect Impacts**—Might include actions that produce “proximity effects” on historic buildings and structures (e.g., noise, vibration, visual intrusion), as well as actions that might result in heightened danger to archaeological sites and traditional cultural properties (e.g., increased human access to an area that might increase chances for vandalism, looting, or inadvertent degradation of the resources).
- **Long-Term Impacts**—Might include introduction of long-lasting or long-term harmful proximity effects (that last long beyond initial project implementation) to historic buildings and structures or long-lasting or long-term heightened danger to archaeological sites and traditional cultural properties.
- **Irreversible Impacts**—Impacts that would completely destroy significant (e.g., NRHP-eligible historic properties) cultural resources if the destruction cannot be otherwise mitigated through measures commonly used to reduce project impacts to significant cultural resources to a non-significant level. Because many kinds of cultural resources are by their nature non-renewable resources (e.g., archaeological sites, historic buildings and structures, traditional cultural properties), project-induced changes to significant cultural resources that effectively destroy or completely degrade their archaeological, architectural, historical, or cultural values and attributes result in a commitment of nonrenewable resources.
- **Short-Term Impacts**—Impacts that might be reasonably expected to cease after initial project elements have been implemented. Short-term impacts would include temporary proximity effects to historic buildings and structures and temporary conditions of heightened danger to archaeological sites and traditional cultural properties.

- **Construction Impacts**—Direct impacts caused by construction of project facilities, whereas operation impacts are those impacts caused by operation of project facilities after they are built.

The magnitude of a specific project impact to a cultural resource might be less than significant, significant but avoidable, significant but unavoidable, and beneficial. The term “significant,” when applied to a cultural resource, means that the resource is important enough to be listed in, or is eligible for listing in, a national, state, or even local historical resource register or landmark inventory. Because not all cultural resources are important enough to be listed in, or eligible to be listed in, such historic registers, a project impact that might destroy a cultural resource of low importance would be an impact that does not reach the threshold of significance. The following definitions guided the following impact assessment:

- **Less than Significant Impact**—Impact that does not reach the threshold of significance. This could be complete destruction of a cultural resource of low importance or a minor effect on a cultural resource of very high importance (e.g., a historic building listed in the NRHP).
- **Significant but Avoidable Impact**—Impact that reaches the threshold of significance but feasible mitigation measures are available to reduce the impact to less than significant levels. This could be complete destruction of an archaeological site of very high importance (listed in the NRHP), but that can be successfully and fully mitigated through data recovery (and which has no other values that might make it register-eligible than its value for “data recovery”). This could include the necessary removal or relocation of a historic building determined eligible for listing in the NRHP where HABS (Historic American Building Survey) mitigation measures can be suitably implemented.
- **Significant but Unavoidable Impact**—Impact that reaches the threshold of significance and for which feasible mitigation measures are not available to reduce the impact to less than significant levels. This could include partial or total disturbance or destruction of a Native American cemetery; commonly, even careful removal of Indian graves to a safe location cannot adequately mitigate the harm to Indian culture and to the living Indian community affected. This could include any degree of degradation to a Native American traditional cultural property if the degradation results in harm to Indian culture that cannot be adequately mitigated to the satisfaction of the Indian community affected.
- **Beneficial Impact**—Impact that benefits the cultural resource. Such an impact might be one that reduces current levels of public access to archaeological sites and thus reduces foot-traffic damage to surface artifacts and reduces opportunities for unauthorized collecting. A beneficial impact might be one that improves public access to standing, occupied, or functioning historic properties if mitigation

measures include creation of educational or interpretive displays that explain the historical or architectural importance of the property (e.g., educational/interpretive kiosks).

4. Affected Environment

4.1 Cultural Resources Environmental Setting

The potential impact area for this project includes Aurora Avenue North between North 110th and North 145th Streets in the City of Seattle. The direct impact area for this cultural resources investigation consists of the proposed streetscape improvements that would encroach on existing structures that face Aurora Avenue North. The following information provides the cultural resources environmental setting within the impact area.

4.1.1 Geology/Geomorphology

The City of Seattle is located in the Puget Trough, a depressed, glaciated area that extends from the Canadian border to the Willamette Valley in western Oregon. The trough was formed by at least six periods of glacial advance, each scouring the deposits of its predecessor. The last of these glacial periods was the Vashon Stade of the Fraser glaciation, which followed the Olympia interglacial about 18,000 years ago. This glacial advance began to recede about 13,500 years ago. Eocene-era basalt flows and flow breccias underlie the Pleistocene glacial deposits.

Numerous post-glacial processes could have affected patterns of human subsistence and settlement and the archaeological evidence of those activities. As the Puget glacial lobe, estimated to be up to 3,000 feet thick (Galster and Ladrade, 1991) receded, broad isostatic rebound occurred, raising some surfaces as much as 300 feet. Extensive sediment deposition began in stream valleys, lakes, and inlets forming alluvial surfaces. Sea level, as much as 200 feet below that of today, began to rise (Thorsen, 1980), initiating active shoreline erosion and slope failures. About 1,000 years ago, a large earthquake occurred in the region. Evidence around Puget Sound includes surface subsidence, uplifted terraces, turbidity deposits in lake sediments, tsunami deposits, and rock avalanches (Atwater and Moore, 1992; Buckman et al., 1992; Karlin and Abella, 1992; and Schuster et al., 1992). Larson and Lewarch (1994) report that the West Point landform subsided approximately three feet as a result of this earthquake.

In the Aurora Avenue North corridor, an area once heavily forested, cultural processes have been responsible for obscuring archaeological deposits (that might exist or might have existed). These processes resulted from the rapid settlement and urbanization following the arrival of the Interurban and Great Northern rail lines in the early decades of the 20th century, the creation and improvement of the Northern Trunk Road (Aurora Avenue North), and the post-World War II housing and commercial boom.

4.1.2 Previous Archaeological Investigations

A records search conducted at DAHP revealed the complete absence of recorded prehistoric and historic archaeological sites in the immediate vicinity of the Aurora Avenue North APE. In contrast, large numbers of prehistoric sites have been recorded throughout King County, most as a result of federally or state-mandated reconnaissance surveys associated with project development.

4.1.3 Ethnography

The northern portion of the City of Seattle lies within lands and waters once controlled by the Suquamish Indians (Wessen and Stilson, 1987). At the time of historic contact there was a large Indian population in southern Puget Sound consisting of eight closely related tribal groups (Twana-Skokomish, Nisqually, Puyallup, Duwamish, Suquamish, Skykomish, Snoqualmie, and Muckleshoot), all of whom spoke Coast Salish languages (Wessen and Stilson, 1987).

These peoples were skilled fishermen, hunters, and plant collectors who used a settlement and subsistence system marked by a central base or winter village, and a cycle of movements to smaller, more informal, settlements at different times of the year to exploit locally available resources. The winter village was a focal point of social and ceremonial life (Wessen and Stilson, 1987). These peoples were also skilled artisans and technicians who produced a wide array of objects from plants, bone, and stone. They were especially noted for their superb woodworking abilities because they used western red cedar for large plank houses with carved houseposts, canoes, bent corner boxes, and other items. Cedar bark and other fibers were woven or twisted to create basketry, cordage, netting, and garments (Wessen and Stilson, 1987). Living along Puget Sound, the Suquamish had direct access to intertidal and marine resources and their principal settlements were located adjacent to or on saltwater beaches.

4.1.4 Prehistoric Culture Sequence

Blukis-Onat (1987) presented a developmental cultural sequence for northern Puget Sound that would pertain to any archaeological resources that might be present in the APE.

13,000 B.P. to 6,000 B.P. (Generalized Resource Development—Post-Glacial Settlement)

Many sites that date to this time period are located more than 100 feet above present sea level and/or are considerably inland from modern shorelines. Sites are often found on former river terraces and artifacts characteristic of this period tend to be scattered over large areas. Stratigraphically, sites are shallow and rest immediately above glacial debris. A few sites contain features such as hearths, lenses of charcoal, burned sand or earth, and stake molds, and are overlain by shell middens. The sites are believed to represent food procurement and processing camps and characteristic artifacts include leaf-shaped projectile points and knives (many of basalt) and a variety of pebble and heavy spall tools. Although faunal remains and bone tools rarely are found in these sites (possibly due to soil chemistry), there are indications that both terrestrial and littoral resources were used. In addition to deer and elk, bison, mastodon, and mammoth were also present (at least during the immediate post-glacial period). It is possible that anadromous fishing developed late in this time period.

6,000 B.P. to 2,500 B.P. (Specialized Resource Development—Developmental Salish)

Several local cultural developments have been noted for this time period in mainland and island regions north of Puget Sound and in the foothills of the Cascade Mountains. There are some significant differences in tool assemblages between coastal and inland sites. In northern Puget Sound, coastal sites are characterized by the addition of numerous ground stone implements to the earlier artifact assemblages. Basalt projectile points are relatively common and microblades and cores (often of obsidian) have been found. Large ground stone projectile points and knives, as well as adzes and

celts, characterize this period of cultural development. Bone and antler tools, as well as ground stone implements, have been found. Whetstones and other grinding stones are common. Toggling harpoons, indicating developed sea mammal hunting, are found in certain sites of this time range. Some sites might have been villages containing permanent structures; however, most were evidently temporary food procurement camps. In addition to terrestrial and littoral resources, marine resources were used. Shell middens developed generally after 4,000 years ago. In inland sites, bone implements are scarce (possibly due to soil conditions), but ground stone tools comparable to those at coastal sites are present. In addition, chipped stone tools are varied in style and material and are abundant at the interior locations.

2,500 B.P. to 250 B.P. (Specialized Resource Management—Established Coast Salish)

Cultural developments during this time period are well known. Numerous, but minor, local and regional differences in artifact types might result from the differences in resources available and used throughout the area as well as from differences derived from varied culture histories. The manufactured objects and other artifacts in coastal sites from this period show a full-scale development of the maritime-oriented cultures known from the ethnographic record. Inland sites reflect the fully developed, land-mammal hunting and upriver-fishing traditions of the Cascade foothills.

250 B.P. to 150 B.P. (Cultural Conflict—Euro-American Contact)

The archaeological record of this time period is poorly documented. Contact is indicated by trade goods of Spanish, Russian, British, and U.S. manufacture recovered from sites with a predominantly prehistoric artifact assemblage. Contact with Euro-American diseases changed the population and composition of Native American communities. By the end of the 19th^h century, the traditional lifestyles of the Northwest Coast were altered considerably and material culture was significantly altered.

4.1.5 Historic Setting

The north Pacific coast was first explored during the second half of the 18th century by European seafarers searching for the fabled Northwest Passage to the Atlantic Ocean. The first European discovery of the Strait of Juan de Fuca occurred in 1787 by the English captain Charles Barkley. While the Greek explorer commonly known as Juan de Fuca claimed to have traveled through the area in 1592, his claims are generally considered fanciful by scholars. Interest in the region intensified in the 1780s when a maritime fur trade was established. Traders from Europe and the United States traded with local Native Americans for sea otter pelts, which were carried to China where they were highly valued.

The first systematic exploration of Puget Sound by Europeans occurred in 1792 when an expedition led by Captain George Vancouver spent two months in the area. Vancouver's expedition named many of the prominent geographic features in the Puget Sound area.

Settlement of the Puget Sound area by Euro-Americans was slowed by the dispute between Great Britain and the United States over possession of the Pacific Northwest. Following the War of 1812, a treaty of joint occupancy was signed, which allowed citizens from both countries to settle in the region. Over the next thirty years, Euro-American activities in the region were dominated by the

Hudson's Bay Company, which strongly encouraged immigrants to settle in the Willamette Valley. In 1846, an agreement was reached that set the boundary between British and U.S. territory at the 49th parallel, thus placing Puget Sound under U.S. control.

One of the first European settlements in the Puget Sound area was that of the Puget Sound Agricultural Company, which was established by the Hudson's Bay Company south of present-day Tacoma in 1839. The settlement provided agricultural goods for the Hudson's Bay post at Fort Vancouver. The establishment of settlements around Puget Sound increased with the discovery of gold in California in 1849. The dense fir and cedar forests that extended to the shores of Puget Sound made it an ideal area for timber harvest. By the early 1850s, numerous company mill towns were located on the Sound, cutting and milling timber for export to San Francisco.

Early accounts of the areas north of downtown Seattle include stories of Native Americans traveling along the shores of Puget Sound and local streams and collecting swordfern and kinnikinnick at Richmond Beach and wild cranberries at Ronald Bog and Twin Ponds. Native peoples set controlled burns in what is now the Richmond Highlands and North City areas to create meadows that favored growth of certain wild plants and to provide open inviting habitat for small game.

In the 1880s, when railroad fever gripped the Northwest, land speculators planned towns in anticipation of the arrival of the transcontinental railroad. Richmond Beach was among such towns and was platted in 1890. The arrival of the Great Northern Railroad in Richmond Beach in 1891 triggered growth of the small town and increased the pace of development in the wooded highlands of what is now Shoreline. Travel was made easier by construction of the Seattle-Everett Interurban line in 1906 and the paving of the North Trunk Road with bricks in 1913. By 1914, people could live on a large lot, raise much of their own food and still be able to take the Interurban train or the bus to work or high school in Seattle. Children attended the two local elementary schools. General stores provided most of the goods that could not be grown at home. Local produce from fruit orchards, chicken farms, and strawberry crops could be shipped to Seattle via the Interurban or the train.

During the early 20th century, the areas north of downtown Seattle attracted large developments because of its rural, yet accessible, location. These included the Highlands and Seattle Golf Club (circa 1908) and the Firland Tuberculosis Sanitarium (circa 1911), which is now occupied by Crista Ministeries. Commercial centers formed around the Interurban stops at Ronald (North 175th Street and Aurora Avenue North) and Richmond Highlands (North 185th Street and Aurora Avenue North). Automobile travel contributed to the broadened settlement pattern during the 1920s.

The Great Depression and World War II (1930 to 1945) slowed the pace of housing development. During the Depression, many local families eked out a living on land they had purchased in better times. By the late 1930s, commercial development concentrated along Aurora Avenue North, which saw increasing use as part of the region's primary north-south travel route—State Road 99.

Traffic volume on SR 99 increased, especially after the Interurban closed in 1939. Only a few isolated automobile-oriented businesses along SR 99 dating to this time period are still standing along Aurora Avenue North. During World War II, building materials were rationed and private housing construction came to a standstill. The only major development in the project vicinity during the war was the Naval Hospital (Fircrest), which at its peak in 1945 housed more than 2,000 patients and 600 staff.

The end of World War II unleashed a tremendous demand for family housing, and during the late 1940s large housing developments such as Ridgecrest (NE 165th Street to NE 155th Street and 5th Avenue North to 10th Avenue North) seemingly sprang up overnight. Schools ran on double shifts as

families with young children moved into new homes. In the late 1940s, business leaders and citizens began to view the area immediately north of NE 145th Street as a unified region rather than as scattered settlements concentrated at Interurban stops and railroad access points. In 1944 the name “Shoreline” was used for the first time to describe the school district. The name was coined by a student at the Lake City Elementary School to define a community that went from city line to county line and from the shore of Puget Sound to the shore of Lake Washington. Today, Shoreline is an incorporated city within King County with well over 50,000 residents and its southern boundary line is the northern terminus of this project (NE 145th Street).

As described in an important study by Copass (1996), five phases of community development apply to the project vicinity: Pre-Contact (until 1880), Railroad and Mosquito Fleet (1880–1904), Interurban and North Trunk Road (1905–1929), Depression and World War II (1930–1945), and Building the Automobile Suburbs. Copass (1996) observed that road expansion projects potentially pose a threat to historic structures, particularly along the SR 99/Aurora Avenue North corridor. Even where buildings are not removed, changes to the site can diminish the historic integrity. Two of the historic themes identified by Copass (1996) pertain to the historic resources within the APE. Some relevant excerpts are included here.

The Interurban and the North Trunk Road (1906 to 1929)

As explained by Copass (1996), the project vicinity was thinly settled in the early 1900s. Travel was difficult and the region lacked land resources to support large-scale agriculture or resource-based industries other than logging. Between the opening of the Interurban in 1906 and the onset of the Great Depression in 1929, regional population growth and the development of new transportation networks linking the project vicinity to downtown Seattle spurred development. Seattle residents came to regard the areas to the north as semi-rural retreats, while local residents benefited from better access to Seattle for work or for school. During this era, small-scale residential developments and small agricultural operations were the main land uses.

In Seattle’s northern suburbs, growth spread along the commuter rail line and the expanding road network almost simultaneously with the opening of the Interurban in 1906 and the North Trunk Road (a vitrified brick highway extending north from Seattle) in 1912. As Seattle’s population increased between 1900 and 1920, development proceeded outward along trolley lines into “streetcar suburbs” such as Madison Park, Leschi, Queen Anne, and Wallingford. As these areas lost their semi-rural character, people who desired more affordable large land tracts or a rural lifestyle had to move farther north.

The Interurban era had hardly begun when the first signs of the automobile-oriented future appeared in Shoreline with the opening of the North Trunk Road (later largely replaced by Aurora Avenue North). By 1912, the two-lane, all-brick North Trunk Road extended from Greenlake north to the county line. By the late 1920s, development became increasingly automobile oriented, and development spread farther east and west from the main transportation spine. In 1925, portions of the North Trunk Road were made part of Highway 99. Highway 99 was widened and surfaced at this time and in some areas rerouted. North of the APE is a portion of the brick North Trunk Road still visible at Ronald Place, east of the intersection of Aurora Avenue North and Ronald Place.

Highway 99 became the focus of automobile-oriented business. New businesses in the late 1920s and early 1930s included cafes, roadhouses, and gas stations. For the most part, the commercial centers already formed at the Interurban stations remained the focus of the automobile-oriented commercial developments.

Building the Automobile Suburbs (1946 to 1956)

The end of World War II signaled what was described in the 1952 King County Planning Commission's "Shoreline Report: Studies for a Comprehensive Plan" as "the breaking of the dam." With the end of war-time restrictions on automobile use, these northern suburbs once again became a desirable area for Seattle workers to live. New residents poured into the area, creating tremendous demand for new housing developments, new shopping centers, and new schools. This same study noted that commercial development had increasingly focused on Aurora Avenue North and the comprehensive plan described the commercial development as "gas stations, hamburger stands, commercial signs, tourist courts, and trailer parks" interspersed with "better" commercial shopping districts.

4.2 Findings

4.2.1 Historic Resources Identified

No properties that had previously been listed on, or determined eligible for listing on, the NRHP or WHR or as local Seattle landmarks exist within the APE or the parcels immediately abutting the APE.

The DAHP records search, however, revealed that seven properties abutting the APE had been previously identified as potentially historic (Lentz and Holstine, 1995):

PS1-049	Rest Inn Motel—11502 Aurora Avenue North
PS1-048	El Dorado Motel—11726 Aurora Avenue North
PS1-047	(No Name)—12025 Aurora Avenue North
PS1-046	Seals Motel—12035 Aurora Avenue North
PS1-045	Ambassador Inn Motel—12059 Aurora Avenue North
PS1-044	North Seattle Chrysler Plymouth—13719 Aurora Avenue North
PS1-043	Crest Motel—14115 Aurora Avenue North

In addition, inventory forms documenting the Evergreen Washelli Cemetery (11000 Aurora Ave North) were also found in the DAHP files and are included in Appendix A (Peckham, 1979).

None of these properties appeared eligible for listing on the NRHP or WHR or as local Seattle landmarks. The properties that were documented as the Crest Motel and North Seattle Chrysler Plymouth appear to have been demolished and replaced with new buildings. None of the remaining structures appear to have sufficient integrity or architectural or associative significance to meet the criteria of the NRHP, the WHR, or the Seattle Landmarks ordinance.

An additional 27 properties were identified within the APE that would be 50 or more years old by the time the project was constructed. These buildings were photographed and the data was entered onto DAHP historic property inventory forms and into the DAHP historic inventory database. The inventory forms describe the building's geographical location, physical description, key

characteristics, construction date, and significance; copies are included in Appendix A. Exhibit 4-1 presents a summary of these properties and a determination of eligibility for each property.

EXHIBIT 4-1. SUMMARY OF PROPERTIES WITHIN APE

	Street Address	Date Built	Building Type/Style	Alterations	Description	Determination of Eligibility
1	12015 Aurora Avenue N.	1950/1991	Commercial	Roof has been replaced, windows have been replaced, large warehouse addition at rear.	This commercial structure is one story, clad in concrete block, with a concrete block foundation. It has a rectangular plan, with a hipped roof of replacement asphalt composition shingles. The front façade has had most of the windows replaced with fixed storefront windows, however, one glass block window and one single hung metal frame window remain. At the rear of the property is a 1991 storage warehouse addition. It is a garage with two bays, and a side gabled roof of asphalt composition shingle. The addition is clad in wood siding.	Not eligible
2	12035 Aurora Avenue N.	1947	Hotel	Roof has been replaced, multiple additions.	This vernacular structure, built in 1947, is U-shaped with part of the facade clad in brick veneer, and part clad in wood horizontal siding. The roof has varying shapes, including hipped and front-gabled with a brick chimney. The entire roof is clad in replacement asphalt composition shingle. The building appears to have been built in different phases. There are hexagonal windows under the office. The windows are sliding and of metal frame construction.	Not eligible

EXHIBIT 4-1. SUMMARY OF PROPERTIES WITHIN APE

	Street Address	Date Built	Building Type/Style	Alterations	Description	Determination of Eligibility
3	12045 Aurora Avenue N.	1948	Hotel	Cladding has been replaced, roof has been replaced	This commercial vernacular structure is two stories, clad in smooth stucco. The roof is of cross gable construction, covered with asphalt composition shingle roofing. There is a covered walkway near the office, which has skylights in the roof. The windows are a combination of metal fixed and sliding sash. There have been extensive changes to the cladding and roof.	Not eligible
4	12245 Aurora Avenue N.	1956	Hotel	Some windows have been replaced, some cladding has been replaced.	This vernacular style motel is two stories, clad in vinyl siding and brick veneer. The structure is rectangular in shape and has a concrete block foundation. The roof is cross hipped and of asphalt composition shingle. There is a balcony walkway over the parking lot clad in smooth stucco, and the building has metal stairs and a combination of metal casement, fixed, and hopper style windows.	Not eligible
5	12715 Aurora Avenue N.	1917	Commercial	Roof has been replaced, some windows have been replaced.	This vernacular commercial structure is clad in vertical wood board and batten. The structure has a square plan, and the cross gabled roof is composed of asphalt composition shingle. The windows are fixed metal. There is a large three bay garage at the side of the structure.	Not eligible

EXHIBIT 4-1. SUMMARY OF PROPERTIES WITHIN APE

	Street Address	Date Built	Building Type/Style	Alterations	Description	Determination of Eligibility
6	13711 Aurora Avenue N.	1955	Commercial	There is a large addition on the north end of the building.	This vernacular commercial structure is clad in concrete and vertical wood boards. It is rectangular in shape with a flat roof. There are four bays on the building, though originally there were two. There is an addition on the north end of the structure. The windows are fixed metal and wrap around the front and side of the building. There is an overhang above the windows.	Not eligible
7	13720 Aurora Avenue N.	1941	Commercial	Fenestration alteration, garage door is a possible addition.	This vernacular commercial structure is clad in vertical wood boards. It is a rectangular structure with a flat roof. There is a garage bay on the front façade of the structure. A canvas overhang surrounds the front façade. The main entry has wood double doors. The windows are metal sliding.	Not eligible
8	14135 Aurora Avenue N.	1940	Commercial	Garage door may be replacement.	This vernacular commercial structure is clad in concrete block with a flat roof. The rectangular structure has a one bay garage and an office. There are metal frame storefront windows that wrap around the side of the building. There is a brick chimney on the structure.	Not eligible

EXHIBIT 4-1. SUMMARY OF PROPERTIES WITHIN APE

	Street Address	Date Built	Building Type/Style	Alterations	Description	Determination of Eligibility
9	14315 Aurora Avenue N.	1960	Industrial/Warehouse	Building has had some infill of doors and windows, which were then painted over.	This vernacular commercial structure is of concrete block construction. It has a rectangular plan with a flat roof. There has been some infill which has been painted. Difficult to see structure from street, is partially obscured by fence.	Not eligible
10	14507 Aurora Avenue N.	1960	Vacant	Infill around windows, rusticated false stone may have been added at a later date.	This vernacular commercial structure is a vacant service station. It has a Y-shaped plan and is clad in rusticated false stone and concrete. It is a one and a half story structure with a flat roof. There are two garage bays on the front façade and the windows are fixed metal. There is a classic porte cochere on two sides of the building supported with rounded posts.	Not eligible

EXHIBIT 4-1. SUMMARY OF PROPERTIES WITHIN APE

	Street Address	Date Built	Building Type/Style	Alterations	Description	Determination of Eligibility
11	14320 Aurora Avenue N.	1956	Commercial/Store	Anti-theft bars have been added, the aluminum overhang is also a possible addition.	This vernacular commercial structure is clad in concrete with brick or brick veneer below water table on front façade. The one and a half story building has a rectangular plan and a flat roof with a parapet. The windows are metal, fixed, storefront windows spanning the entire front façade. There are slight piers at the corners which break the roofline. The side windows are covered with anti-theft bars, and there is an aluminum overhang on the front façade.	Not eligible
12	14300 Aurora Avenue N.	1956	Restaurant	The structure has been completely remodeled, with extensive changes to the cladding and windows.	This vernacular commercial structure is clad in smooth concrete, which is scored below the water line. The building is rectangular in plan and with a flat roof. There is a canvas overhang surrounding the entire building. The windows are fixed with metal frames. The structure has been completely remodeled, with extensive changes to the cladding and windows.	Not eligible

EXHIBIT 4-1. SUMMARY OF PROPERTIES WITHIN APE

	Street Address	Date Built	Building Type/Style	Alterations	Description	Determination of Eligibility
13	14058 Aurora Avenue N.	1950	Commercial	There is an addition to the side of the building, anti-theft bars have been added to the windows.	This vernacular commercial structure is one story, clad in brick veneer. There is an addition to the side of the building, also one story, with a shed roof and clad in vertical wood siding. The building is rectangular in plan with a flat roof of asphalt composition. The roof overhangs the front façade to create a porch and is supported by square wood posts. The windows are fixed metal with anti-theft bars. The foundation is poured concrete.	Not eligible
14	14036 Aurora Avenue N.	1952	Restaurant	Some windows have been replaced, the building may have been added on to.	This vernacular commercial structure is clad in vinyl horizontal siding. The building has an irregularly shaped plan and a flat roof with a false parapet. There is a porte cochere on the side of the structure. The two front doors are at an angle on the corner of the building. The windows are a combination of fixed metal and sliding vinyl.	Not eligible

EXHIBIT 4-1. SUMMARY OF PROPERTIES WITHIN APE

	Street Address	Date Built	Building Type/Style	Alterations	Description	Determination of Eligibility
15	14032 Aurora Avenue N.	1951	Commercial	Some windows have been filled in and covered with siding. Portions of the exterior have been reclad.	This vernacular commercial structure is clad in stone veneer and wood horizontal siding. The rectangular building has a mansard roof of wood shake which is flat on top. Some windows appear to have been filled in and covered with horizontal wood siding. There is a stone chimney.	Not eligible
16	13760 Aurora Avenue N.	1932	Commercial	A portion of the building is a later addition, and portions of the exterior have been reclad.	This commercial vernacular structure is of wood shingle and wood shake construction, with brick veneer on the lower portion of the facade. There are two separate rooflines, suggesting either the front or back portion was an addition. Both the one and two story portions of the building have front gabled rooflines, with different pitches. The windows are fixed metal storefront.	Not eligible
17	13738 Aurora Avenue N.	1951	Commercial	Portions of the exterior have been reclad, and the back section of the building may be an addition.	This vernacular commercial structure is one story, clad in stone veneer with concrete on the back portion of the building. The square building has a flat roof that overhangs the front façade and is supported by stone columns. There are corner windows with a fixed wood sash and a multipaned door.	Not eligible

EXHIBIT 4-1. SUMMARY OF PROPERTIES WITHIN APE

	Street Address	Date Built	Building Type/Style	Alterations	Description	Determination of Eligibility
18	13728 Aurora Avenue N.	1942	Commercial	The exterior of the building has been reclad, and the windows have been replaced.	This vernacular commercial structure is one story and clad in board and batten. The roof is front gabled and of asphalt composition shingle construction. The building is raised with brick below the waterline and has concrete steps to entrance. The windows are wood frame with a metal sash, and the front façade has a central entrance with a metal double door. There have been changes to both the cladding and the windows.	Not eligible
19	12710 Aurora Avenue N.	1947	Warehouse	The exterior cladding has been modified extensively, and if there were windows, they have been removed.	This vernacular commercial structure is two stories, clad in standing seam metal. The roof is flat with a false parapet. The rectangular building has two bays of different heights with garage style doors. There are no windows and the cladding has been changed extensively.	Not eligible

EXHIBIT 4-1. SUMMARY OF PROPERTIES WITHIN APE

	Street Address	Date Built	Building Type/Style	Alterations	Description	Determination of Eligibility
20	12714 Aurora Avenue N.	1948	Commercial	The cladding and windows have been modified	This vernacular commercial structure is two stories, clad in horizontal wood siding on the first story and vertical wood siding on the second story. The roof is flat with a large overhang. There are three garage bays on the front façade and fixed storefront windows of wood frame construction. The second floor has metal sliding windows. The cladding and windows have been moderately changed. The building is irregularly shaped.	Not eligible
21	12546 Aurora Avenue N.	1959	Commercial	The exterior cladding may have been modified and some windows may have been modified.	This vernacular commercial structure is one story clad in concrete block. It has an L-shaped plan and a flat roof. The entry is recessed and there are fixed metal frame storefront windows on the front façade. The foundation is concrete block.	Not eligible
22	12534 Aurora Avenue N.	1955	Restaurant	Portions of the exterior have been clad in brick veneer, and some windows have been infilled.	This vernacular commercial structure is one story, clad in concrete block with brick veneer on the front façade. The roof is flat with a metal overhang. The windows are fixed and some have been filled in. The foundation is concrete block.	Not eligible

EXHIBIT 4-1. SUMMARY OF PROPERTIES WITHIN APE

	Street Address	Date Built	Building Type/Style	Alterations	Description	Determination of Eligibility
23	12230 Aurora Avenue N.	1955	Commercial	Some windows have been painted over, portions of the exterior have been covered with wood plank veneer.	This vernacular commercial structure is one and a half stories, clad in smooth concrete with vertical wood plank veneer on the front façade. The roof is flat with a wide overhang on the primary façade. The building has a rectangular plan with fixed wood storefront windows, some of which have been painted over.	Not eligible
24	12226 Aurora Avenue N.	1957	Commercial	Some windows have been replaced, roof has possibly been replaced.	This vernacular commercial structure is a small shed like building clad in vertical wood plank. The shed roof has a large overhang over front entry. The windows are a combination of vinyl fixed and single hung.	Not eligible
25	11740 Aurora Avenue N.	1947	Vacant	The windows have been modified extensively, and the roof has been replaced.	This vernacular commercial structure is one story, clad in concrete with vertical wood siding in the gable on front façade. The roof is front gabled of asphalt composition shingle. The windows are a combination of fixed and sliding aluminum. The foundation is poured concrete. There have been extensive changes to the windows. The building is vacant.	Not eligible

EXHIBIT 4-1. SUMMARY OF PROPERTIES WITHIN APE

	Street Address	Date Built	Building Type/Style	Alterations	Description	Determination of Eligibility
26	11736 Aurora Avenue N.	1950	Hotel	Windows have been replaced on buildings, front building has been reclad.	These vernacular commercial structures are two separate buildings, but part of the same motel complex. The front building is two stories, with a hipped roof of asphalt composition shingle. The building is clad in vertical plank and wood shingle, and there is a brick chimney. The windows are sliding and hung sash of wood frame construction. The building also has a basement built into the slope of the hill. The second structure is located behind the first and is a one story rectangular building clad in brick. It has a side gabled roof of asphalt composition shingle with a wide overhang. The windows are a combination of metal fixed and casement.	Not eligible
27	11728 Aurora Avenue N.	1957	Commercial	Some of the windows have been modified.	This vernacular commercial structure is two stories, clad in concrete. The rectangular shaped building has a flat roof with a chimney. The roof extends over all three sides of the building and is cantilevered. The windows are fixed metal, and some have been frosted.	Not eligible

EXHIBIT 4-1. SUMMARY OF PROPERTIES WITHIN APE

	Street Address	Date Built	Building Type/Style	Alterations	Description	Determination of Eligibility
28	12752 Aurora Avenue N.	1953	Restaurant	The exterior has been covered in stucco, some of the windows have been replaced, the entry around the main entry has been modified.	This vernacular commercial structure is rectangular, one story, clad in stucco. The foundation is poured concrete and the roof is a combination of flat and mansard, though flared at the corners. It is of asphalt composition shingle. The windows are sliding vinyl sash. The entrance is extended out with a fixed wood frame window.	Not eligible
29	11220 Aurora Avenue N.	1884/1920	Cemetery		The Evergreen-Washelli cemeteries are located on both sides of Aurora Avenue North, with the older Washelli section on the east side of the road. The cemetery has many cemeteries within it, including the Veterans cemetery. The Chimes Tower, constructed in 1961 with donated funds, sits at the peak of a low hill rising above the typical Veterans Administration white headstones. It is constructed of bronze-colored glass, metal and concrete in octagon shape. Coats of arms for the various military groups are included in the glass panes of the tower. Within the Veterans Cemetery are several artillery pieces circa 1898 – 1918. Two cannons within this cemetery are believed to have originally been on the USS Constitution. The overall landscape of the older section of the cemetery is pastoral, with low hilly areas, large old growth trees, at least one oak lane, and curvilinear paved roadways. The headstones are mostly single and free standing, and typical of late 19th and	Not eligible

EXHIBIT 4-1. SUMMARY OF PROPERTIES WITHIN APE

	Street Address	Date Built	Building Type/Style	Alterations	Description	Determination of Eligibility
					<p>early 20th century styles with a variety of headstones and use of ornamentation and design. There is no specific landscape furniture or signage that would unify the cemetery. This older section of the cemetery also has a mausoleum in the "temple" form with elements of Neo-Classical Tuscan architecture. The Evergreen section is newer, however, the overall landscape of trees, lawns, and roads are similar. There are a few rock retaining walls. Almost all of the headstones are flush with the ground. There are a few slab-type benches in this area.</p>	

4.2.2 Archeological or Ethnographic Resources Identified

The archaeological survey found only one area where potential native soils could be seen. This area consists of an open drainage ditch along a small portion of the west side of Aurora Avenue North. This drainage ditch appears to be U-shaped and has probably been mechanically cleaned out in the past with a backhoe by city or county municipal service personnel.

5. Environmental Consequences

This section discusses the impacts, both positive and negative, of construction and operation of the proposed Project on cultural resources in the study area. The Project is described in detail in Section 2.

The Aurora Avenue North APE (110th Street to 145th Street) contains no prehistoric or historic archaeological sites that are currently listed on, nominated to, or determined eligible for the NRHP or the WHR. Similarly, the APE contains no historic buildings or structures that are currently listed on, nominated to, or determined eligible for the NRHP or WHR.

The APE is located in an area of low sensitivity for the presence of Native American archaeological sites. Aurora Avenue North crosses no streams or rivers, is located well away from the shores of Puget Sound and Lake Washington, and is located away from inland lakes and bogs such as Echo Lake, Ronald Bog, and Haller Lake. Historic archaeological sites, if present, would probably post-date the 1920s when Euro-American development increased in the area.

5.1 Impacts During Construction

Impacts during construction are considered short-term in comparison to the life-span of the completed project. Construction of the proposed project is expected to last approximately 8-10 years in phased construction. Most of the construction impacts would end when construction is complete. The expected construction activities would cause increases in noise and dust levels, detract from views and visual quality due to removal of earth and staging of construction equipment, and create glare from lighting if construction takes place at night. SDOT would comply with local policies and regulations regarding construction activities.

5.1.1 Direct Impacts

The temporary presence of construction machinery and vehicles is not expected to have any impacts on properties because no properties that appeared eligible or potentially eligible for the NRHP or the WHR are located within the APE.

If archaeological sites are discovered during construction, they would either be avoided or would be subject to mitigation measures if avoidance is not possible.

5.1.2 Indirect Impacts

No historic properties or known archaeological or ethnographic sites were identified within the APE; therefore, no indirect impacts on such sites are anticipated to result from construction of the proposed project.

5.1.3 Mitigation

Mitigation measures for the proposed project are discussed in terms of archaeological resources, ethnohistorical resources, and historic resources.

Archaeological Resources

Surface visibility was too limited to adequately determine if prehistoric or historic archaeological sites are present. Because there is a low probability of the presence of prehistoric archaeological sites in the APE, no further investigative work is needed and construction can proceed without archaeological monitoring.

Where prehistoric or historic archaeological sites are found to be present and cannot be avoided through project redesign, mitigation is accomplished by implementing data recovery operations. Mitigation would only be required at archaeological sites that have been determined eligible for listing in the NRHP. Non-eligible sites would not be subject to mitigation measures prior to construction.

The WSDOT has established operational procedures to deal with inadvertent discoveries of bones during construction. The following summarizes WSDOT's typical procedures. Actual procedures for the project would be developed and incorporated into a Memorandum of Agreement (MOA) covering the treatment of cultural resources encountered during construction.

When a WSDOT field inspector becomes aware a discovery has been made from the construction contractor's field staff, the matter is immediately brought to the attention of designated WSDOT officials.

WSDOT may then issue a "Stop Work Order" in the immediate area until an assessment by the police and/or an approved Archaeologist can be made. Construction crews are often reassigned to tasks in another area (typically at least 50 to 100 feet away). Pending arrival of knowledgeable personnel, WSDOT tries to preserve the discovery site to prevent further damage.

If bones are involved, especially on the surface or buried shallowly, then the police from the local jurisdiction are called to the site by WSDOT to determine if it is a crime scene. If the bones seem to be human, the reporting officer contacts the Medical Examiner (usually the County Medical Examiner) to begin a possible criminal investigation.

At the first indication of a possible link of the discovered remains to an Indian tribe, the assigned Archaeologist would typically contact the Tribe(s) and coordinate work with them. This might involve having a tribal staff archaeologist onsite or merely sharing the written findings with the Tribe. Human skeletal remains are a sensitive subject; bones of Native Americans are typically returned to the current Tribe (to which they can be linked) for reburial by the Tribe. Artifacts and/or sites of religious significance to the Tribes must be dealt with in a manner that is sensitive to the Tribe.

Ethnohistorical Resources

If the Tribes report the presence of Traditional Cultural Properties, additional compliance work would likely be required in accordance with federal guidance (Parker and King, 1990).

Historic Resources

No impacts to historic properties are anticipated as a result of the construction of the proposed project that would require mitigation.

5.2 Impacts During Operation

5.2.1 Direct Impacts

No historic properties or known archaeological or ethnographic sites were identified within the APE; therefore, no direct impacts on such sites are anticipated to result from operation of the proposed project.

5.2.2 Indirect Impacts

No historic properties or known archeological or ethnographic sites were identified within the APE; therefore, no indirect impacts on such sites are anticipated to result from operation of the proposed project.

5.2.3 Mitigation

No impacts to historic properties or known archeological or ethnographic sites are anticipated that would require mitigation as a result of operation of the proposed project.

5.3 Significant Unavoidable Adverse Impacts

Significant unavoidable adverse impacts for the proposed project are discussed in terms of archaeological resources and historic resources.

5.3.1 Archaeological Resources

If archaeological sites are discovered during construction and it is not possible to avoid them, unavoidable adverse impacts would occur. Depending on the nature and extent of the discovered resources, it would be possible to reduce any unavoidable adverse impacts to a non-significant level through implementation of appropriate mitigation measures (e.g., data recovery excavations or construction monitoring).

5.3.2 Historic Resources

The properties located within the APE are believed to be ineligible for inclusion in the NRHP. Therefore, no unavoidable adverse impacts on historic properties are anticipated as a result of construction or operation of the proposed project.

6. References

- Atwater, B.F., and A.L. Moore. 1992. "A Tsunami About 1,000 Years Ago in Puget Sound, Washington." *Science* 258:1614-1617.
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- Larson, L.L., and D.E. Lewarch, eds. 1994. [Draft] *The Archaeology of West Point, Seattle, Washington, 4,000 Years of Hunter-Fisher-Gatherer Landuse in Southern Puget Sound*. Report on file, Office of Archaeology and Historic Preservation, Olympia, WA.
- Lentz, Florence K. and Craig Holstine. 1995. *An Inventory and Evaluation of Historic Properties Associated with Transportation in Washington State*. Eastern Washington University Reports in Archaeology and History, Cheney, WA.

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- Schuster, R.L., R.L. Logan, and P.T. Pringle. 1992. "Prehistoric Rock Avalanches in the Olympic Mountains, Washington." *Science* 258:1620-1621.
- Schwantes, C.A. 1989. *The Pacific Northwest: An Interpretive History*. Lincoln: University of Nebraska Press.
- Thorson, R.M. 1980. "Ice-Sheet Glaciation of the Puget Lowland, Washington, during the Vashon Stade (Late Pleistocene)." *Quaternary Research* 13:303-321.
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Appendix A
Historic Resource Survey Forms

**Historic Property
Inventory Report for**

at 12015 N Aurora Ave, Seattle, WA 98133

LOCATION SECTION

Field Site No. AA0806

OAHF No.

Historic Name:

Common Name: Al's Glass, Big Idea's, Artistic License

Property Address: 12015 N Aurora Ave, Seattle, WA 98133

Comments:

County King Township/Range/EW Section T26R04na 1/4 Sec 30 1/4 1/4 Sec Quadrangle SEATTLE NORTH

UTM Reference
Zone: 10 Spatial Type: Point Acquisition Code: USGS Topo
Sequence: 10 Easting: 549110 Northing: 5285013

Tax No./Parcel No. 3026049096 Plat/Block/Lot Supplemental Map(s) Acreage 0.48

IDENTIFICATION SECTION

Survey Name: Aurora Avenue North/SR 99

Field Recorder: Megan Venno

Date Recorded: 08/17/2006

Owner's Name: Brett & Cheryl Gourley Owner Address: 15912 Larch Way N City/State/Zip: Seattle, WA 98037

Classification: Building Resource Status Survey/Inventory Comments

Within a District? No

Contributing?

National Register Nomination:

Local District:

National Register District/Thematic Nomination Name:

DESCRIPTION SECTION

Historic Use: Unknown

Current Use: Commerce/Trade - Business

Plan: Rectangle No. of Stories: 1

Structural System: Unknown

Changes to plan: Slight Changes to interior: Unknown Style Vernacular
Changes to original cladding: Changes to other:
Changes to windows: Moderate Other (specify):

Form/Type
Commercial



View of Front Façade

taken 08/17/2006

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

Comments:

**Historic Property
Inventory Report for**

at 12015 N Aurora Ave, Seattle, WA 98133

Cladding	Foundation	Roof Material	Roof Type
Concrete - Block	Concrete - Block	Asphalt / Composition - Shingle	Hip

NARRATIVE SECTION

Date Of Construction: 1950/1991

Study Unit	Other
Architecture/Landscape Architecture	

Architect:

Builder:

Engineer:

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

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

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

**Statement of
Significance**

Aurora Avenue North, as named within the City of Seattle, is a portion of State Route 99 (SR 99) that extends from north Pierce County to north Snohomish County and serves as a regional link between cities within the Puget Sound Region. Aurora Avenue serves as a major traffic artery for the City of Seattle with links to I-5. Aurora Avenue North experienced rapid settlement and urbanization following the arrival of the Interurban and Great Northern rail lines in the early decades of the 20th century, the creation and improvement of the Northern Trunk Road (Aurora Avenue North), and the post-World War II housing and commercial boom. During the early 20th century, the area north of downtown Seattle attracted large developments because of its rural, yet accessible, location. These included the Highlands and Seattle Golf Club (circa 1908) and the Firland Tuberculosis Sanitarium (circa 1911), which is now occupied by Crista Ministeries. Commercial centers formed around the Interurban stops at Ronald (North 175th Street and Aurora Avenue North) and Richmond Highlands (North 185th Street and Aurora Avenue North). Automobile travel contributed to the broadened settlement pattern during the 1920s. The Great Depression and World War II (1930 to 1945) slowed the pace of housing development. During the Depression, many local families eked out a living on land they had purchased in better times. By the late 1930s, commercial development concentrated along Aurora Avenue North, which saw increasing use as part of the region's primary north-south travel route—U.S. Highway 99. The end of World War II unleashed a tremendous demand for family housing, and during the late 1940s large housing developments such as Ridgecrest (NE 165th Street to NE 155th Street and 5th Avenue North to 10th Avenue North) seemingly sprang up overnight. The end of World War II signaled what was described in the 1952 King County Planning Commission's "Shoreline Report: Studies for a Comprehensive Plan" as "the breaking of the dam." With the end of war-time restrictions on automobile use, these northern suburbs once again became a desirable area for Seattle workers to live. New residents poured into the area, creating tremendous demand for new housing developments, new shopping centers, and new schools. This same study noted that commercial development had increasingly focused on Aurora Avenue North and the comprehensive plan described the commercial development as "gas stations, hamburger stands, commercial signs, tourist courts, and trailer parks" interspersed with "better" commercial shopping districts. This building has no known association with significant historic events, has no distinguishing architectural design, and no other known associations that might render it eligible for listing in the NRHP.

**Description of
Physical
Appearance**

This commercial structure is one story, clad in concrete block, with a concrete block foundation. It has a rectangular plan, with a hipped roof of replacement asphalt composition shingles. The front façade has had most of the windows replaced with fixed storefront windows, however, one glass block window and one single hung metal frame window remain. At the rear of the property is a 1991 storage warehouse addition. It is a garage with two bays, and a side gabled roof of asphalt composition shingle. The addition is clad in wood siding.

**Major
Bibliographic
References**

Bard, J.C., R. McClintock and A. Bergstad. 2001. Shoreline Interurban Trail Cultural Resources Technical Memo. Report on file, Department of Archaeology and Historic Preservation, Olympia.

CH2M HILL. 2001. Aurora Avenue North Multimodal Corridor Project: North 145th Street to North 165th Street, Preliminary Draft Discipline Report – Historical and Archaeological Resources (prepared for the City of Shoreline). Report on file, Department of Archaeology and Historic Preservation, Olympia.

Copass, C. 1996. Historic Resources Survey and Inventory Update for the City of Shoreline. King County Historic Preservation Program, Seattle, WA.

Lentz, Florence K. and Craig Holstine, 1995. An Inventory and Evaluation of Historic Properties Associated with Transportation in Washington State. Eastern Washington University Reports in Archaeology and History, Cheney, WA.

Additional Photos for:

at 12015 N Aurora Ave, Seattle, WA 98133



View of Front Façade taken 08/17/2006

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

Comments:



View of Front Façade taken 08/17/2006

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

Comments:

View of taken

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

Comments:

View of taken

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

Comments:

Historic Property
Inventory Report for

at 12035 N Aurora Ave, Seattle, WA 98133

LOCATION SECTION

Field Site No. AA0806

OAH No.

Historic Name:

Common Name: Seals Motel

Property Address: 12035 N Aurora Ave, Seattle, WA 98133

Comments:

County King Township/Range/EW Section 1/4 Sec 1/4 1/4 Sec 30 Quadrangle SEATTLE NORTH

UTM Reference
Zone: 10 Spatial Type: Point Acquisition Code: USGS Topo
Sequence: 10 Easting: 549112 Northing: 5285044

Tax No./Parcel No. 3026049070 Plat/Block/Lot Supplemental Map(s) Acreage 0.96

IDENTIFICATION SECTION

Survey Name: Aurora Avenue North/SR 99

Field Recorder: Megan Venno Date Recorded: 08/17/2006

Owner's Name: K & Y Investments Inc Owner Address: 12035 Aurora Ave N City/State/Zip: Seattle, WA 98133

Classification: Building Resource Status Comments

Within a District? No Survey/Inventory

Contributing?

National Register Nomination:

Local District:

National Register District/Thematic Nomination Name:

DESCRIPTION SECTION

Historic Use: Unknown

Current Use: Domestic - Hotel

Plan: U-Shape No. of Stories: 1

Structural System: Unknown

Changes to plan: Moderate Changes to interior: Unknown Style
Changes to original cladding: Unknown Changes to other: Unknown Vernacular
Changes to windows: Slight Other (specify):



View of Front Façade

taken 08/17/2006

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

Comments:

Form/Type

Hotel/Motel

**Historic Property
Inventory Report for**

at 12035 N Aurora Ave, Seattle, WA 98133

Cladding	Foundation	Roof Material	Roof Type
<u>Wood</u> <u>Brick</u>	<u>Unknown</u>	<u>Asphalt / Composition - Shingle</u>	<u>Hip</u>

NARRATIVE SECTION

Date Of Construction: 1947

Study Unit	Other
<u>Architecture/Landscape Architecture</u>	

Architect:

Builder:

Engineer:

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

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

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

**Statement of
Significance**

Aurora Avenue North, as named within the City of Seattle, is a portion of signed State Route 99 (SR 99) that extends from north Pierce County to north Snohomish County and serves as a regional link between cities within the Puget Sound Region. Aurora Avenue serves as a major traffic artery for the City of Seattle with links to I-5. The Aurora Avenue North experienced rapid settlement and urbanization following the arrival of the Interurban and Great Northern rail lines in the early decades of the 20th century, the creation and improvement of the Northern Trunk Road (Aurora Avenue North), and the post-World War II housing and commercial boom. During the early 20th century, the areas north of downtown Seattle attracted large developments because of its rural, yet accessible, location. These included the Highlands and Seattle Golf Club (circa 1908) and the Firland Tuberculosis Sanitarium (circa 1911), which is now occupied by Crista Ministeries. Commercial centers formed around the Interurban stops at Ronald (North 175th Street and Aurora Avenue North) and Richmond Highlands (North 185th Street and Aurora Avenue North). Automobile travel contributed to the broadened settlement pattern during the 1920s. The Great Depression and World War II (1930 to 1945) slowed the pace of housing development. During the Depression, many local families eked out a living on land they had purchased in better times. By the late 1930s, commercial development concentrated along Aurora Avenue North, which saw increasing use as part of the region's primary north-south travel route—U.S. Highway 99. The end of World War II unleashed a tremendous demand for family housing, and during the late 1940s large housing developments such as Ridgcrest (NE 165th Street to NE 155th Street and 5th Avenue North to 10th Avenue North) seemingly sprang up overnight. The end of World War II signaled what was described in the 1952 King County Planning Commission's "Shoreline Report: Studies for a Comprehensive Plan" as "the breaking of the dam." With the end of war-time restrictions on automobile use, these northern suburbs once again became a desirable area for Seattle workers to live. New residents poured into the area, creating tremendous demand for new housing developments, new shopping centers, and new schools. This same study noted that commercial development had increasingly focused on Aurora Avenue North and the comprehensive plan described the commercial development as "gas stations, hamburger stands, commercial signs, tourist courts, and trailer parks" interspersed with "better" commercial shopping districts. This building has no known association with significant historic events, has no distinguishing architectural design, and no other known associations that might render it eligible for listing in the NRHP.

**Description of
Physical
Appearance**

This vernacular structure, built in 1947, is U-shaped with part of the facade clad in brick veneer, and part clad in wood horizontal siding. The roof has varying shapes, including hipped and front-gabled with a brick chimney. The entire roof is clad in replacement asphalt composition shingle. The building appears to have been built in different phases. There are hexagonal windows under the office. The windows are sliding and of metal frame construction.

**Major
Bibliographic
References**

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**Historic Property
Inventory Report for**

at 12045 N Aurora Ave, Seattle, WA 98133

LOCATION SECTION

Field Site No. AA0806

OAHF No.

Historic Name:

Common Name: Orion Motel

Property Address: 12045 N Aurora Ave, Seattle, WA 98133

Comments:

County King Township/Range/EW Section T26R04na 1/4 Sec 30 1/4 1/4 Sec Quadrangle SEATTLE NORTH

UTM Reference
Zone: 10 Spatial Type: Point Acquisition Code: USGS Topo
Sequence: 10 Easting: 549110 Northing: 5285078

Tax No./Parcel No.
3026049080

Plat/Block/Lot

Supplemental Map(s)

Acreage
0.48

IDENTIFICATION SECTION

Survey Name: Aurora Avenue North/SR 99

Field Recorder: Megan Venno

Date Recorded: 08/17/2006

Owner's Name:

Owner Address:

City/State/Zip:

Sang Mok & Chun Ok Kim

Classification: Building

Resource Status

Comments

Within a District? No

Survey/Inventory

Contributing?

National Register Nomination:

Local District:

National Register District/Thematic Nomination Name:

DESCRIPTION SECTION

Historic Use: Unknown

Current Use: Domestic - Hotel

Plan: L-Shape

No. of Stories: 2

Structural System: Unknown

Changes to plan: Unknown

Changes to interior: Unknown

Style

Changes to original cladding: Extensive

Changes to other:

Vernacular

Changes to windows: Extensive

Other (specify):

Form/Type

Hotel/Motel



View of Front Façade

taken 08/17/2006

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

Comments:

**Historic Property
Inventory Report for**

at 12045 N Aurora Ave, Seattle, WA 98133

Cladding	Foundation	Roof Material	Roof Type
<u>Stucco</u>	<u>Concrete - Poured</u>	<u>Asphalt / Composition - Shingle</u>	<u>Gable - Cross Gable</u>

NARRATIVE SECTION

Date Of Construction: 1948

Study Unit	Other
<u>Architecture/Landscape Architecture</u>	

Architect:

Builder:

Engineer:

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

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

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

**Statement of
Significance**

Aurora Avenue North, as named within the City of Seattle, is a portion of signed State Route 99 (SR 99) that extends from north Pierce County to north Snohomish County and serves as a regional link between cities within the Puget Sound Region. Aurora Avenue serves as a major traffic artery for the City of Seattle with links to I-5. The Aurora Avenue North experienced rapid settlement and urbanization following the arrival of the Interurban and Great Northern rail lines in the early decades of the 20th century, the creation and improvement of the Northern Trunk Road (Aurora Avenue North), and the post-World War II housing and commercial boom. During the early 20th century, the areas north of downtown Seattle attracted large developments because of its rural, yet accessible, location. These included the Highlands and Seattle Golf Club (circa 1908) and the Firland Tuberculosis Sanitarium (circa 1911), which is now occupied by Crista Ministeries. Commercial centers formed around the Interurban stops at Ronald (North 175th Street and Aurora Avenue North) and Richmond Highlands (North 185th Street and Aurora Avenue North). Automobile travel contributed to the broadened settlement pattern during the 1920s. The Great Depression and World War II (1930 to 1945) slowed the pace of housing development. During the Depression, many local families eked out a living on land they had purchased in better times. By the late 1930s, commercial development concentrated along Aurora Avenue North, which saw increasing use as part of the region's primary north-south travel route—U.S. Highway 99. The end of World War II unleashed a tremendous demand for family housing, and during the late 1940s large housing developments such as Ridgecrest (NE 165th Street to NE 155th Street and 5th Avenue North to 10th Avenue North) seemingly sprang up overnight. The end of World War II signaled what was described in the 1952 King County Planning Commission's "Shoreline Report: Studies for a Comprehensive Plan" as "the breaking of the dam." With the end of war-time restrictions on automobile use, these northern suburbs once again became a desirable area for Seattle workers to live. New residents poured into the area, creating tremendous demand for new housing developments, new shopping centers, and new schools. This same study noted that commercial development had increasingly focused on Aurora Avenue North and the comprehensive plan described the commercial development as "gas stations, hamburger stands, commercial signs, tourist courts, and trailer parks" interspersed with "better" commercial shopping districts. This building has no known association with significant historic events, has no distinguishing architectural design, and no other known associations that might render it eligible for listing in the NRHP.

**Description of
Physical
Appearance**

This commercial vernacular structure is two stories, clad in smooth stucco. The roof is of cross gable construction, covered with asphalt composition shingle roofing. There is a covered walkway near the office, which has sunlights in the roof. The windows are a combination of metal fixed and sliding sash. There have been extensive changes to the cladding and roof.

**Major
Bibliographic
References**

Bard, J.C., R. McClintock and A. Bergstad. 2001. Shoreline Interurban Trail Cultural Resources Technical Memo. Report on file, Department of Archaeology and Historic Preservation, Olympia.

CH2M HILL. 2001. Aurora Avenue North Multimodal Corridor Project: North 145th Street to North 165th Street, Preliminary Draft Discipline Report – Historical and Archaeological Resources (prepared for the City of Shoreline). Report on file, Department of Archaeology and Historic Preservation, Olympia.

Copass, C. 1996. Historic Resources Survey and Inventory Update for the City of Shoreline. King County Historic Preservation Program, Seattle, WA.

Lentz, Florence K. and Craig Holstine, 1995. An Inventory and Evaluation of Historic Properties Associated with Transportation in Washington State. Eastern Washington University Reports in Archaeology and History, Cheney, WA.

**Historic Property
Inventory Report for**

at 12245 N Aurora Ave, Seatte, WA 98133

LOCATION SECTION

Field Site No. AA0806

OAHF No.

Historic Name:

Common Name: American Travels Inn Motel/Black Angus Motor Inn

Property Address: 12245 N Aurora Ave, Seatte, WA 98133

Comments:

County King Township/Range/EW Section T26R04na 1/4 Sec 30 1/4 1/4 Sec Quadrangle SEATTLE NORTH

UTM Reference
Zone: 10 Spatial Type: Point Acquisition Code: USGS Topo
Sequence: 10 Easting: 549095 Northing: 5285271

Tax No./Parcel No.
3026049105

Plat/Block/Lot

Supplemental Map(s)

Acreage
1.19

IDENTIFICATION SECTION

Survey Name: Aurora Avenue North/SR 99

Field Recorder: Megan Venno

Date Recorded: 08/17/2006

Owner's Name: Limantzakis Properties Owner Address: 704 NE Northlake Wy City/State/Zip: Seattle, WA 98105

Classification: Building Resource Status Survey/Inventory Comments
Within a District? No

Contributing?

National Register Nomination:

Local District:

National Register District/Thematic Nomination Name:

DESCRIPTION SECTION

Historic Use: Unknown

Current Use: Domestic - Hotel

Plan: Rectangle No. of Stories: 2

Structural System: Unknown

Changes to plan: Unknown Changes to interior: Unknown Style Vernacular
Changes to original cladding: Unknown Changes to other: Unknown
Changes to windows: Unknown Other (specify):



View of Front Façade

taken 08/17/2006

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

Comments:

Form/Type

Hotel/Motel

**Historic Property
Inventory Report for**

at 12245 N Aurora Ave, Seattle, WA 98133

Cladding	Foundation	Roof Material	Roof Type
<u>Veneer - Vinyl Siding</u>	<u>Concrete - Block</u>	<u>Asphalt / Composition - Shingle</u>	<u>Hip - Hip with cross gable</u>

NARRATIVE SECTION

Date Of Construction: 1956

Study Unit	Other
<u>Architecture/Landscape Architecture</u>	

Architect:

Builder:

Engineer:

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

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

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

**Statement of
Significance**

Aurora Avenue North, as named within the City of Seattle, is a portion of signed State Route 99 (SR 99) that extends from north Pierce County to north Snohomish County and serves as a regional link between cities within the Puget Sound Region. Aurora Avenue serves as a major traffic artery for the City of Seattle with links to I-5. The Aurora Avenue North experienced rapid settlement and urbanization following the arrival of the Interurban and Great Northern rail lines in the early decades of the 20th century, the creation and improvement of the Northern Trunk Road (Aurora Avenue North), and the post-World War II housing and commercial boom. During the early 20th century, the areas north of downtown Seattle attracted large developments because of its rural, yet accessible, location. These included the Highlands and Seattle Golf Club (circa 1908) and the Firland Tuberculosis Sanitarium (circa 1911), which is now occupied by Crista Ministeries. Commercial centers formed around the Interurban stops at Ronald (North 175th Street and Aurora Avenue North) and Richmond Highlands (North 185th Street and Aurora Avenue North). Automobile travel contributed to the broadened settlement pattern during the 1920s. The Great Depression and World War II (1930 to 1945) slowed the pace of housing development. During the Depression, many local families eked out a living on land they had purchased in better times. By the late 1930s, commercial development concentrated along Aurora Avenue North, which saw increasing use as part of the region's primary north-south travel route—U.S. Highway 99. The end of World War II unleashed a tremendous demand for family housing, and during the late 1940s large housing developments such as Ridgecrest (NE 165th Street to NE 155th Street and 5th Avenue North to 10th Avenue North) seemingly sprang up overnight. The end of World War II signaled what was described in the 1952 King County Planning Commission's "Shoreline Report: Studies for a Comprehensive Plan" as "the breaking of the dam." With the end of war-time restrictions on automobile use, these northern suburbs once again became a desirable area for Seattle workers to live. New residents poured into the area, creating tremendous demand for new housing developments, new shopping centers, and new schools. This same study noted that commercial development had increasingly focused on Aurora Avenue North and the comprehensive plan described the commercial development as "gas stations, hamburger stands, commercial signs, tourist courts, and trailer parks" interspersed with "better" commercial shopping districts. This building has no known association with significant historic events, has no distinguishing architectural design, and no other known associations that might render it eligible for listing in the NRHP.

**Description of
Physical
Appearance**

This vernacular style motel is two stories, clad in vinyl siding and brick veneer. The structure is rectangular in shape and has a concrete block foundation. The roof is cross hipped and of asphalt composition shingle. There is a balcony walkway over the parking lot clad in smooth stucco, and the building has metal stairs and a combination of metal casement, fixed, and hopper style windows.

**Historic Property
Inventory Report for**

at 12245 N Aurora Ave, Seattle, WA 98133

**Major
Bibliographic
References**

Bard, J.C., R. McClintock and A. Bergstad. 2001. Shoreline Interurban Trail Cultural Resources Technical Memo. Report on file, Department of Archaeology and Historic Preservation, Olympia.

CH2M HILL. 2001. Aurora Avenue North Multimodal Corridor Project: North 145th Street to North 165th Street, Preliminary Draft Discipline Report – Historical and Archaeological Resources (prepared for the City of Shoreline). Report on file, Department of Archaeology and Historic Preservation, Olympia.

Copass, C. 1996. Historic Resources Survey and Inventory Update for the City of Shoreline. King County Historic Preservation Program, Seattle, WA.

Lentz, Florence K. and Craig Holstine, 1995. An Inventory and Evaluation of Historic Properties Associated with Transportation in Washington State. Eastern Washington University Reports in Archaeology and History, Cheney, WA.

**Historic Property
Inventory Report for**

at 12715 N Aurora, Seattle, WA 98133

LOCATION SECTION

Field Site No. AA0806

OAHP No.

Historic Name:

Common Name: Lakeside Motors

Property Address: 12715 N Aurora, Seattle, WA 98133

Comments:

County King Township/Range/EW Section T26R04na 1/4 Sec 19 1/4 1/4 Sec Quadrangle SEATTLE NORTH

UTM Reference
Zone: 10 Spatial Type: Point Acquisition Code: USGS Topo
Sequence: 10 Easting: 549079 Northing: 5285552

Tax No./Parcel No. 1926049215 Plat/Block/Lot Schreiners Garden Trs/0/24 Supplemental Map(s) Acreage 9.64

IDENTIFICATION SECTION

Survey Name: Aurora Avenue North/SR 99

Field Recorder: Megan Venno

Date Recorded: 08/17/2006

Owner's Name: Steven S. Fleischman Owner Address: P. O. Box 33127 City/State/Zip: Seattle, WA 98133

Classification: Building Resource Status Survey/Inventory Comments

Within a District? No

Contributing?

National Register Nomination:

Local District:

National Register District/Thematic Nomination Name:

DESCRIPTION SECTION

Historic Use: Unknown

Current Use: Commerce/Trade - Business

Plan: Square No. of Stories: 1

Structural System: Unknown

Changes to plan: Unknown Changes to interior: Unknown Style Vernacular
Changes to original cladding: Unknown Changes to other: Unknown
Changes to windows: Unknown Other (specify):

Form/Type
Hotel/Motel



View of Front Façade

taken 08/17/2006

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

Comments:

**Historic Property
Inventory Report for**

at 12715 N Aurora, Seattle, WA 98133

Cladding	Foundation	Roof Material	Roof Type
<u>Vertical - Board-and-Batten</u>	<u>Unknown</u>	<u>Asphalt / Composition - Shingle</u>	<u>Gable - Cross Gable</u>

NARRATIVE SECTION

Date Of Construction: 1917

Study Unit

Other

Architect:

Builder:

Engineer:

Architecture/Landscape Architecture

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

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

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

**Statement of
Significance**

Aurora Avenue North, as named within the City of Seattle, is a portion of signed State Route 99 (SR 99) that extends from north Pierce County to north Snohomish County and serves as a regional link between cities within the Puget Sound Region. Aurora Avenue serves as a major traffic artery for the City of Seattle with links to I-5. The Aurora Avenue North experienced rapid settlement and urbanization following the arrival of the Interurban and Great Northern rail lines in the early decades of the 20th century, the creation and improvement of the Northern Trunk Road (Aurora Avenue North), and the post-World War II housing and commercial boom. During the early 20th century, the areas north of downtown Seattle attracted large developments because of its rural, yet accessible, location. These included the Highlands and Seattle Golf Club (circa 1908) and the Firland Tuberculosis Sanitarium (circa 1911), which is now occupied by Crista Ministeries. Commercial centers formed around the Interurban stops at Ronald (North 175th Street and Aurora Avenue North) and Richmond Highlands (North 185th Street and Aurora Avenue North). Automobile travel contributed to the broadened settlement pattern during the 1920s. The Great Depression and World War II (1930 to 1945) slowed the pace of housing development. During the Depression, many local families eked out a living on land they had purchased in better times. By the late 1930s, commercial development concentrated along Aurora Avenue North, which saw increasing use as part of the region's primary north-south travel route—U.S. Highway 99. The end of World War II unleashed a tremendous demand for family housing, and during the late 1940s large housing developments such as Ridgecrest (NE 165th Street to NE 155th Street and 5th Avenue North to 10th Avenue North) seemingly sprang up overnight. The end of World War II signaled what was described in the 1952 King County Planning Commission's "Shoreline Report: Studies for a Comprehensive Plan" as "the breaking of the dam." With the end of war-time restrictions on automobile use, these northern suburbs once again became a desirable area for Seattle workers to live. New residents poured into the area, creating tremendous demand for new housing developments, new shopping centers, and new schools. This same study noted that commercial development had increasingly focused on Aurora Avenue North and the comprehensive plan described the commercial development as "gas stations, hamburger stands, commercial signs, tourist courts, and trailer parks" interspersed with "better" commercial shopping districts. This building has no known association with significant historic events, has no distinguishing architectural design, and no other known associations that might render it eligible for listing in the NRHP.

**Description of
Physical
Appearance**

This vernacular commercial structure is clad in vertical wood board and batten. The structure has a square plan, and the cross gabled roof is composed of asphalt composition shingle. The windows are fixed metal. There is a large three bay garage at the side of the structure.

**Major
Bibliographic
References**

Bard, J.C., R. McClintock and A. Bergstad. 2001. Shoreline Interurban Trail Cultural Resources Technical Memo. Report on file, Department of Archaeology and Historic Preservation, Olympia.

CH2M HILL. 2001. Aurora Avenue North Multimodal Corridor Project: North 145th Street to North 165th Street, Preliminary Draft Discipline Report – Historical and Archaeological Resources (prepared for the City of Shoreline). Report on file, Department of Archaeology and Historic Preservation, Olympia.

Copass, C. 1996. Historic Resources Survey and Inventory Update for the City of Shoreline. King County Historic Preservation Program, Seattle, WA.

Lentz, Florence K. and Craig Holstine, 1995. An Inventory and Evaluation of Historic Properties Associated with Transportation in Washington State. Eastern Washington University Reports in Archaeology and History, Cheney, WA.

**Historic Property
Inventory Report for**

at 13711 N Aurora Ave, Seattle, WA 98133

LOCATION SECTION

Field Site No. AA0806

OAHP No.

Historic Name:

Common Name: Town & Country Chrysler-Jeep

Property Address: 13711 N Aurora Ave, Seattle, WA 98133

Comments:

County King Township/Range/EW Section T26R04na 1/4 Sec 19 1/4 1/4 Sec Quadrangle SEATTLE NORTH

UTM Reference
Zone: 10 Spatial Type: Point Acquisition Code: USGS Topo
Sequence: 10 Easting: 549078 Northing: 5286400

Tax No./Parcel No.
0164000069

Plat/Block/Lot
Allendale Add/2/2-3

Supplemental Map(s)

Acreage
1.23

IDENTIFICATION SECTION

Survey Name: Aurora Avenue North/SR 99

Field Recorder: Megan Venno

Date Recorded: 08/17/2006

Owner's Name: Vic & Jack LLC Owner Address: P.O. Box 77430 City/State/Zip: Seattle, WA 98177

Classification: Building Resource Status Survey/Inventory Comments

Within a District? No

Contributing?

National Register Nomination:

Local District:

National Register District/Thematic Nomination Name:

DESCRIPTION SECTION

Historic Use: Unknown

Current Use: Commerce/Trade - Specialty Store

Plan: Rectangle No. of Stories: 1

Structural System: Concrete - Block

Changes to plan: Unknown Changes to interior: Unknown Style Vernacular
Changes to original cladding: Unknown Changes to other:
Changes to windows: Unknown Other (specify):



View of Front Façade

taken 08/17/2006

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

Comments:

Form/Type

Commercial

**Historic Property
Inventory Report for**

at 13711 N Aurora Ave, Seattle, WA 98133

Cladding	Foundation	Roof Material	Roof Type
<u>Vertical - Boards</u> <u>Concrete</u>	<u>Concrete - Block</u>	<u>Unknown</u>	<u>Flat with Eaves</u>

NARRATIVE SECTION

Date Of Construction: 1955

Study Unit	Other
<u>Architecture/Landscape Architecture</u>	

Architect:

Builder:

Engineer:

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

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

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

**Statement of
Significance**

Aurora Avenue North, as named within the City of Seattle, is a portion of signed State Route 99 (SR 99) that extends from north Pierce County to north Snohomish County and serves as a regional link between cities within the Puget Sound Region. Aurora Avenue serves as a major traffic artery for the City of Seattle with links to I-5. The Aurora Avenue North experienced rapid settlement and urbanization following the arrival of the Interurban and Great Northern rail lines in the early decades of the 20th century, the creation and improvement of the Northern Trunk Road (Aurora Avenue North), and the post-World War II housing and commercial boom. During the early 20th century, the areas north of downtown Seattle attracted large developments because of its rural, yet accessible, location. These included the Highlands and Seattle Golf Club (circa 1908) and the Firland Tuberculosis Sanitarium (circa 1911), which is now occupied by Crista Ministeries. Commercial centers formed around the Interurban stops at Ronald (North 175th Street and Aurora Avenue North) and Richmond Highlands (North 185th Street and Aurora Avenue North). Automobile travel contributed to the broadened settlement pattern during the 1920s. The Great Depression and World War II (1930 to 1945) slowed the pace of housing development. During the Depression, many local families eked out a living on land they had purchased in better times. By the late 1930s, commercial development concentrated along Aurora Avenue North, which saw increasing use as part of the region's primary north-south travel route—U.S. Highway 99. The end of World War II unleashed a tremendous demand for family housing, and during the late 1940s large housing developments such as Ridgcrest (NE 165th Street to NE 155th Street and 5th Avenue North to 10th Avenue North) seemingly sprang up overnight. The end of World War II signaled what was described in the 1952 King County Planning Commission's "Shoreline Report: Studies for a Comprehensive Plan" as "the breaking of the dam." With the end of war-time restrictions on automobile use, these northern suburbs once again became a desirable area for Seattle workers to live. New residents poured into the area, creating tremendous demand for new housing developments, new shopping centers, and new schools. This same study noted that commercial development had increasingly focused on Aurora Avenue North and the comprehensive plan described the commercial development as "gas stations, hamburger stands, commercial signs, tourist courts, and trailer parks" interspersed with "better" commercial shopping districts. This building has no known association with significant historic events, has no distinguishing architectural design, and no other known associations that might render it eligible for listing in the NRHP.

**Description of
Physical
Appearance**

This vernacular commercial structure is clad in concrete and vertical wood boards. It is rectangular in shape with a flat roof. There are four bays on the building, though originally there were two. There is an addition on the north end of the structure. The windows are fixed metal and wrap around the front and side of the building. There is an overhang above the windows.

**Historic Property
Inventory Report for**

at 13711 N Aurora Ave, Seattle, WA 98133

**Major
Bibliographic
References**

Bard, J.C., R. McClintock and A. Bergstad. 2001. Shoreline Interurban Trail Cultural Resources Technical Memo. Report on file, Department of Archaeology and Historic Preservation, Olympia.

CH2M HILL. 2001. Aurora Avenue North Multimodal Corridor Project: North 145th Street to North 165th Street, Preliminary Draft Discipline Report – Historical and Archaeological Resources (prepared for the City of Shoreline). Report on file, Department of Archaeology and Historic Preservation, Olympia.

Copass, C. 1996. Historic Resources Survey and Inventory Update for the City of Shoreline. King County Historic Preservation Program, Seattle, WA.

Lentz, Florence K. and Craig Holstine, 1995. An Inventory and Evaluation of Historic Properties Associated with Transportation in Washington State. Eastern Washington University Reports in Archaeology and History, Cheney, WA.

**Historic Property
Inventory Report for**

at 13720 N Aurora Ave, Seattle, WA 98133

LOCATION SECTION

Field Site No. AA0806

OAHP No.

Historic Name:

Common Name: K&C Motors

Property Address: 13720 N Aurora Ave, Seattle, WA 98133

Comments:

County King Township/Range/EW Section T26R04na 1/4 Sec 19 1/4 1/4 Sec Quadrangle SEATTLE NORTH

UTM Reference
Zone: 10 Spatial Type: Point Acquisition Code: USGS Topo
Sequence: 10 Easting: 549152 Northing: 5286445

Tax No./Parcel No.
6149700080

Plat/Block/Lot
North Seattle Heights Div No. 01/ 1/ 16

Supplemental Map(s)

Acreage
0.15

IDENTIFICATION SECTION

Survey Name: Aurora Avenue North/SR 99

Field Recorder: Megan Venno

Date Recorded: 08/17/2006

Owner's Name: A & N Aurora Body & Paint Inco. Owner Address: 13720 Aurora Avenue N City/State/Zip: Seattle, WA 98133

Classification: Building Resource Status Survey/Inventory Comments

Within a District? No

Contributing?

National Register Nomination:

Local District:

National Register District/Thematic Nomination Name:



View of Front Façade

taken 08/17/2006

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

Comments:

DESCRIPTION SECTION

Historic Use: Unknown

Current Use: Commerce/Trade - Specialty Store

Plan: Rectangle No. of Stories: 1

Structural System: Unknown

Changes to plan: Unknown Changes to interior: Unknown Style Vernacular
Changes to original cladding: Unknown Changes to other: Unknown
Changes to windows: Moderate Other (specify):

Form/Type
Commercial

**Historic Property
Inventory Report for**

at 13720 N Aurora Ave, Seattle, WA 98133

Cladding	Foundation	Roof Material	Roof Type
<u>Vertical - Boards</u>	<u>Concrete - Poured</u>	<u>Unknown</u>	<u>Flat with Eaves</u>

NARRATIVE SECTION

Date Of Construction: 1941

Study Unit	Other
<u>Architecture/Landscape Architecture</u>	

Architect:

Builder:

Engineer:

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

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

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

**Statement of
Significance**

Aurora Avenue North, as named within the City of Seattle, is a portion of signed State Route 99 (SR 99) that extends from north Pierce County to north Snohomish County and serves as a regional link between cities within the Puget Sound Region. Aurora Avenue serves as a major traffic artery for the City of Seattle with links to I-5. The Aurora Avenue North experienced rapid settlement and urbanization following the arrival of the Interurban and Great Northern rail lines in the early decades of the 20th century, the creation and improvement of the Northern Trunk Road (Aurora Avenue North), and the post-World War II housing and commercial boom. During the early 20th century, the areas north of downtown Seattle attracted large developments because of its rural, yet accessible, location. These included the Highlands and Seattle Golf Club (circa 1908) and the Firland Tuberculosis Sanitarium (circa 1911), which is now occupied by Crista Ministeries. Commercial centers formed around the Interurban stops at Ronald (North 175th Street and Aurora Avenue North) and Richmond Highlands (North 185th Street and Aurora Avenue North). Automobile travel contributed to the broadened settlement pattern during the 1920s. The Great Depression and World War II (1930 to 1945) slowed the pace of housing development. During the Depression, many local families eked out a living on land they had purchased in better times. By the late 1930s, commercial development concentrated along Aurora Avenue North, which saw increasing use as part of the region's primary north-south travel route—U.S. Highway 99. The end of World War II unleashed a tremendous demand for family housing, and during the late 1940s large housing developments such as Ridgecrest (NE 165th Street to NE 155th Street and 5th Avenue North to 10th Avenue North) seemingly sprang up overnight. The end of World War II signaled what was described in the 1952 King County Planning Commission's "Shoreline Report: Studies for a Comprehensive Plan" as "the breaking of the dam." With the end of war-time restrictions on automobile use, these northern suburbs once again became a desirable area for Seattle workers to live. New residents poured into the area, creating tremendous demand for new housing developments, new shopping centers, and new schools. This same study noted that commercial development had increasingly focused on Aurora Avenue North and the comprehensive plan described the commercial development as "gas stations, hamburger stands, commercial signs, tourist courts, and trailer parks" interspersed with "better" commercial shopping districts. This building has no known association with significant historic events, has no distinguishing architectural design, and no other known associations that might render it eligible for listing in the NRHP.

**Description of
Physical
Appearance**

This vernacular commercial structure is clad in vertical wood boards. It is a rectangular structure with a flat roof. There is a garage bay on the front façade of the structure. A canvas overhang surrounds the front façade. The main entry has wood double doors. The windows are metal sliding.

**Historic Property
Inventory Report for**

at 13720 N Aurora Ave, Seattle, WA 98133

**Major
Bibliographic
References**

Bard, J.C., R. McClintock and A. Bergstad. 2001. Shoreline Interurban Trail Cultural Resources Technical Memo. Report on file, Department of Archaeology and Historic Preservation, Olympia.

CH2M HILL. 2001. Aurora Avenue North Multimodal Corridor Project: North 145th Street to North 165th Street, Preliminary Draft Discipline Report – Historical and Archaeological Resources (prepared for the City of Shoreline). Report on file, Department of Archaeology and Historic Preservation, Olympia.

Copass, C. 1996. Historic Resources Survey and Inventory Update for the City of Shoreline. King County Historic Preservation Program, Seattle, WA.

Lentz, Florence K. and Craig Holstine, 1995. An Inventory and Evaluation of Historic Properties Associated with Transportation in Washington State. Eastern Washington University Reports in Archaeology and History, Cheney, WA.

**Historic Property
Inventory Report for**

at 14135 N Aurora Ave, Seatte, WA 98133

LOCATION SECTION

Field Site No. AA0806

OAHP No.

Historic Name:

Common Name: E-Z Auto Buy Quality Cars

Property Address: 14135 N Aurora Ave, Seatte, WA 98133

Comments:

County King Township/Range/EW Section T26R04na 1/4 Sec 19 1/4 1/4 Sec Quadrangle SEATTLE NORTH

UTM Reference
Zone: 10 Spatial Type: Point Acquisition Code: USGS Topo
Sequence: 10 Easting: 549076 Northing: 5286725

Tax No./Parcel No.
1926049426

Plat/Block/Lot

Supplemental Map(s)

Acreage
1.01

IDENTIFICATION SECTION

Survey Name: Aurora Avenue North/SR 99

Field Recorder: Megan Venno

Date Recorded: 08/17/2006

Owner's Name: Saadatmandi Mohammad H Owner Address: 14135 Aurora Ave N City/State/Zip: Seattle, WA 98133

Classification: Building Resource Status Survey/Inventory Comments

Within a District? No

Contributing?

National Register Nomination:

Local District:

National Register District/Thematic Nomination Name:



View of Front Façade

taken 08/17/2006

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

Comments:

DESCRIPTION SECTION

Historic Use: Unknown

Current Use: Commerce/Trade - Specialty Store

Plan: Rectangle No. of Stories: 1

Structural System: Concrete - Block

Changes to plan: Unknown Changes to interior: Unknown Style Vernacular
Changes to original cladding: Unknown Changes to other: Unknown
Changes to windows: Unknown Other (specify):

Form/Type
Commercial

**Historic Property
Inventory Report for**

at 14135 N Aurora Ave, Seattle, WA 98133

Cladding	Foundation	Roof Material	Roof Type
<u>Concrete - Block</u>	<u>Concrete - Block</u>	<u>Unknown</u>	<u>Flat with Eaves</u>

NARRATIVE SECTION

Date Of Construction: 1940

Study Unit	Other
<u>Architecture/Landscape Architecture</u>	

Architect:

Builder:

Engineer:

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

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

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

**Statement of
Significance**

Aurora Avenue North, as named within the City of Seattle, is a portion of signed State Route 99 (SR 99) that extends from north Pierce County to north Snohomish County and serves as a regional link between cities within the Puget Sound Region. Aurora Avenue serves as a major traffic artery for the City of Seattle with links to I-5. The Aurora Avenue North experienced rapid settlement and urbanization following the arrival of the Interurban and Great Northern rail lines in the early decades of the 20th century, the creation and improvement of the Northern Trunk Road (Aurora Avenue North), and the post-World War II housing and commercial boom. During the early 20th century, the areas north of downtown Seattle attracted large developments because of its rural, yet accessible, location. These included the Highlands and Seattle Golf Club (circa 1908) and the Firland Tuberculosis Sanitarium (circa 1911), which is now occupied by Crista Ministeries. Commercial centers formed around the Interurban stops at Ronald (North 175th Street and Aurora Avenue North) and Richmond Highlands (North 185th Street and Aurora Avenue North). Automobile travel contributed to the broadened settlement pattern during the 1920s. The Great Depression and World War II (1930 to 1945) slowed the pace of housing development. During the Depression, many local families eked out a living on land they had purchased in better times. By the late 1930s, commercial development concentrated along Aurora Avenue North, which saw increasing use as part of the region's primary north-south travel route—U.S. Highway 99. The end of World War II unleashed a tremendous demand for family housing, and during the late 1940s large housing developments such as Ridgecrest (NE 165th Street to NE 155th Street and 5th Avenue North to 10th Avenue North) seemingly sprang up overnight. The end of World War II signaled what was described in the 1952 King County Planning Commission's "Shoreline Report: Studies for a Comprehensive Plan" as "the breaking of the dam." With the end of war-time restrictions on automobile use, these northern suburbs once again became a desirable area for Seattle workers to live. New residents poured into the area, creating tremendous demand for new housing developments, new shopping centers, and new schools. This same study noted that commercial development had increasingly focused on Aurora Avenue North and the comprehensive plan described the commercial development as "gas stations, hamburger stands, commercial signs, tourist courts, and trailer parks" interspersed with "better" commercial shopping districts. This building has no known association with significant historic events, has no distinguishing architectural design, and no other known associations that might render it eligible for listing in the NRHP.

**Description of
Physical
Appearance**

This vernacular commercial structure is clad in concrete block with a flat roof. The rectangular structure has a one bay garage and an office. There are metal frame storefront windows that wrap around the side of the building. There is a brick chimney on the structure.

**Historic Property
Inventory Report for**

at 14135 N Aurora Ave, Seattle, WA 98133

**Major
Bibliographic
References**

Bard, J.C., R. McClintock and A. Bergstad. 2001. Shoreline Interurban Trail Cultural Resources Technical Memo. Report on file, Department of Archaeology and Historic Preservation, Olympia.

CH2M HILL. 2001. Aurora Avenue North Multimodal Corridor Project: North 145th Street to North 165th Street, Preliminary Draft Discipline Report – Historical and Archaeological Resources (prepared for the City of Shoreline). Report on file, Department of Archaeology and Historic Preservation, Olympia.

Copass, C. 1996. Historic Resources Survey and Inventory Update for the City of Shoreline. King County Historic Preservation Program, Seattle, WA.

Lentz, Florence K. and Craig Holstine, 1995. An Inventory and Evaluation of Historic Properties Associated with Transportation in Washington State. Eastern Washington University Reports in Archaeology and History, Cheney, WA.

**Historic Property
Inventory Report for**

at 14315 N Aurora Ave, Seattle, WA 98133

LOCATION SECTION

Field Site No. AA0806

OAHP No.

Historic Name:

Common Name: AM-PM Towing

Property Address: 14315 N Aurora Ave, Seattle, WA 98133

Comments:

County King Township/Range/EW Section T26R04na 1/4 Sec 19 1/4 1/4 Sec Quadrangle SEATTLE NORTH

UTM Reference
Zone: 10 Spatial Type: Point Acquisition Code: USGS Topo
Sequence: 10 Easting: 549070 Northing: 5286827

Tax No./Parcel No.
1926049130

Plat/Block/Lot

Supplemental Map(s)

Acreege
0.18

IDENTIFICATION SECTION

Survey Name: Aurora Avenue North/SR 99

Field Recorder: Megan Venno

Date Recorded: 08/17/2006

Owner's Name: Crane, Michael D + Irene B Owner Address: P. O. Box 55044 City/State/Zip: Seattle, WA 98155

Classification: Building Resource Status Survey/Inventory Comments

Within a District? No

Contributing?

National Register Nomination:

Local District:

National Register District/Thematic Nomination Name:

DESCRIPTION SECTION

Historic Use: Unknown

Current Use: Commerce/Trade - Warehouse

Plan: Rectangle No. of Stories: 1

Structural System: Unknown

Changes to plan: Unknown Changes to interior: Unknown Style Vernacular
Changes to original cladding: Unknown Changes to other: Unknown
Changes to windows: Extensive Other (specify):



View of Front Façade

taken 08/17/2006

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

Comments:

Form/Type

Commercial

**Historic Property
Inventory Report for**

at 14315 N Aurora Ave, Seattle, WA 98133

Cladding	Foundation	Roof Material	Roof Type
<u>Concrete - Block</u>	<u>Concrete - Block</u>	<u>Unknown</u>	<u>Flat with Eaves</u>

NARRATIVE SECTION

Date Of Construction: 1960

Study Unit	Other
<u>Architecture/Landscape Architecture</u>	

Architect:

Builder:

Engineer:

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

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

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

**Statement of
Significance**

Aurora Avenue North, as named within the City of Seattle, is a portion of signed State Route 99 (SR 99) that extends from north Pierce County to north Snohomish County and serves as a regional link between cities within the Puget Sound Region. Aurora Avenue serves as a major traffic artery for the City of Seattle with links to I-5. The Aurora Avenue North experienced rapid settlement and urbanization following the arrival of the Interurban and Great Northern rail lines in the early decades of the 20th century, the creation and improvement of the Northern Trunk Road (Aurora Avenue North), and the post-World War II housing and commercial boom. During the early 20th century, the areas north of downtown Seattle attracted large developments because of its rural, yet accessible, location. These included the Highlands and Seattle Golf Club (circa 1908) and the Firland Tuberculosis Sanitarium (circa 1911), which is now occupied by Crista Ministeries. Commercial centers formed around the Interurban stops at Ronald (North 175th Street and Aurora Avenue North) and Richmond Highlands (North 185th Street and Aurora Avenue North). Automobile travel contributed to the broadened settlement pattern during the 1920s. The Great Depression and World War II (1930 to 1945) slowed the pace of housing development. During the Depression, many local families eked out a living on land they had purchased in better times. By the late 1930s, commercial development concentrated along Aurora Avenue North, which saw increasing use as part of the region's primary north-south travel route—U.S. Highway 99. The end of World War II unleashed a tremendous demand for family housing, and during the late 1940s large housing developments such as Ridgecrest (NE 165th Street to NE 155th Street and 5th Avenue North to 10th Avenue North) seemingly sprang up overnight. The end of World War II signaled what was described in the 1952 King County Planning Commission's "Shoreline Report: Studies for a Comprehensive Plan" as "the breaking of the dam." With the end of war-time restrictions on automobile use, these northern suburbs once again became a desirable area for Seattle workers to live. New residents poured into the area, creating tremendous demand for new housing developments, new shopping centers, and new schools. This same study noted that commercial development had increasingly focused on Aurora Avenue North and the comprehensive plan described the commercial development as "gas stations, hamburger stands, commercial signs, tourist courts, and trailer parks" interspersed with "better" commercial shopping districts. This building has no known association with significant historic events, has no distinguishing architectural design, and no other known associations that might render it eligible for listing in the NRHP.

**Description of
Physical
Appearance**

This vernacular commercial structure is of concrete block construction. It has a rectangular plan with a flat roof. There has been some infill which has been painted.

**Historic Property
Inventory Report for**

at 14315 N Aurora Ave, Seattle, WA 98133

**Major
Bibliographic
References**

Bard, J.C., R. McClintock and A. Bergstad. 2001. Shoreline Interurban Trail Cultural Resources Technical Memo. Report on file, Department of Archaeology and Historic Preservation, Olympia.

CH2M HILL. 2001. Aurora Avenue North Multimodal Corridor Project: North 145th Street to North 165th Street, Preliminary Draft Discipline Report – Historical and Archaeological Resources (prepared for the City of Shoreline). Report on file, Department of Archaeology and Historic Preservation, Olympia.

Copass, C. 1996. Historic Resources Survey and Inventory Update for the City of Shoreline. King County Historic Preservation Program, Seattle, WA.

Lentz, Florence K. and Craig Holstine, 1995. An Inventory and Evaluation of Historic Properties Associated with Transportation in Washington State. Eastern Washington University Reports in Archaeology and History, Cheney, WA.

**Historic Property
Inventory Report for**

at 14507 N Aurora Ave, Seattle, WA 98133

LOCATION SECTION

Field Site No. AA0806

OAHP No.

Historic Name:

Common Name:

Property Address: 14507 N Aurora Ave, Seattle, WA 98133

Comments:

County King Township/Range/EW Section T26R04na 1/4 Sec 18 1/4 1/4 Sec Quadrangle SEATTLE NORTH

UTM Reference
Zone: 10 Spatial Type: Point Acquisition Code: USGS Topo
Sequence: 10 Easting: 549074 Northing: 5286982

Tax No./Parcel No.
2827100066

Plat/Block/Lot
Golf Club Acres/ 0/12

Supplemental Map(s)

Acreege
0.3

IDENTIFICATION SECTION

Survey Name: Aurora Avenue North/SR 99

Field Recorder: Megan Venno

Date Recorded: 08/17/2006

Owner's Name: Conner & Rubin LLC Owner Address: 8043 Wallingford Ave N City/State/Zip: Seattle, WA 98103

Classification: Building Resource Status Survey/Inventory Comments
Within a District? No

Contributing?

National Register Nomination:

Local District:

National Register District/Thematic Nomination Name:

DESCRIPTION SECTION

Historic Use: Unknown

Current Use: Vacant/Not in Use

Plan: Y-Shape No. of Stories: 1.5

Structural System: Unknown

Changes to plan: Intact Changes to interior: Unknown Style Vernacular
Changes to original cladding: Intact Changes to other: Unknown
Changes to windows: Unknown Other (specify):



View of Front Façade

taken 08/17/2006

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

Comments:

Form/Type
Commercial

**Historic Property
Inventory Report for**

at 14507 N Aurora Ave, Seattle, WA 98133

Cladding	Foundation	Roof Material	Roof Type
<u>Stone - Rubble</u> <u>Concrete - Block</u>	<u>Concrete - Block</u>	<u>Unknown</u>	<u>Flat with Eaves</u>

NARRATIVE SECTION

Date Of Construction: 1960

Study Unit	Other
<u>Architecture/Landscape Architecture</u>	

Architect:

Builder:

Engineer:

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

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

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

**Statement of
Significance**

Aurora Avenue North, as named within the City of Seattle, is a portion of signed State Route 99 (SR 99) that extends from north Pierce County to north Snohomish County and serves as a regional link between cities within the Puget Sound Region. Aurora Avenue serves as a major traffic artery for the City of Seattle with links to I-5. The Aurora Avenue North experienced rapid settlement and urbanization following the arrival of the Interurban and Great Northern rail lines in the early decades of the 20th century, the creation and improvement of the Northern Trunk Road (Aurora Avenue North), and the post-World War II housing and commercial boom. During the early 20th century, the areas north of downtown Seattle attracted large developments because of its rural, yet accessible, location. These included the Highlands and Seattle Golf Club (circa 1908) and the Firland Tuberculosis Sanitarium (circa 1911), which is now occupied by Crista Ministeries. Commercial centers formed around the Interurban stops at Ronald (North 175th Street and Aurora Avenue North) and Richmond Highlands (North 185th Street and Aurora Avenue North). Automobile travel contributed to the broadened settlement pattern during the 1920s. The Great Depression and World War II (1930 to 1945) slowed the pace of housing development. During the Depression, many local families eked out a living on land they had purchased in better times. By the late 1930s, commercial development concentrated along Aurora Avenue North, which saw increasing use as part of the region's primary north-south travel route—U.S. Highway 99. The end of World War II unleashed a tremendous demand for family housing, and during the late 1940s large housing developments such as Ridgcrest (NE 165th Street to NE 155th Street and 5th Avenue North to 10th Avenue North) seemingly sprang up overnight. The end of World War II signaled what was described in the 1952 King County Planning Commission's "Shoreline Report: Studies for a Comprehensive Plan" as "the breaking of the dam." With the end of war-time restrictions on automobile use, these northern suburbs once again became a desirable area for Seattle workers to live. New residents poured into the area, creating tremendous demand for new housing developments, new shopping centers, and new schools. This same study noted that commercial development had increasingly focused on Aurora Avenue North and the comprehensive plan described the commercial development as "gas stations, hamburger stands, commercial signs, tourist courts, and trailer parks" interspersed with "better" commercial shopping districts. This building has no known association with significant historic events, has no distinguishing architectural design, and no other known associations that might render it eligible for listing in the NRHP.

**Description of
Physical
Appearance**

This vernacular commercial structure is a vacant service station. It has a Y-shaped plan and is clad in rusticated false stone and concrete. It is a one and a half story structure with a flat roof. There are two garage bays on the front façade and the windows are fixed metal. There is a classic porte cochere on two sides of the building supported with rounded posts.

**Historic Property
Inventory Report for**

at 14507 N Aurora Ave, Seattle, WA 98133

**Major
Bibliographic
References**

Bard, J.C., R. McClintock and A. Bergstad. 2001. Shoreline Interurban Trail Cultural Resources Technical Memo. Report on file, Department of Archaeology and Historic Preservation, Olympia.

CH2M HILL. 2001. Aurora Avenue North Multimodal Corridor Project: North 145th Street to North 165th Street, Preliminary Draft Discipline Report – Historical and Archaeological Resources (prepared for the City of Shoreline). Report on file, Department of Archaeology and Historic Preservation, Olympia.

Copass, C. 1996. Historic Resources Survey and Inventory Update for the City of Shoreline. King County Historic Preservation Program, Seattle, WA.

Lentz, Florence K. and Craig Holstine, 1995. An Inventory and Evaluation of Historic Properties Associated with Transportation in Washington State. Eastern Washington University Reports in Archaeology and History, Cheney, WA.

Historic Property
Inventory Report for

at 14320 N Aurora Ave, Seattle, WA 98133

LOCATION SECTION

Field Site No. AA0806

OAHP No.

Historic Name:

Common Name: Schucks Auto Supply

Property Address: 14320 N Aurora Ave, Seattle, WA 98133

Comments:

County Township/Range/EW Section 1/4 Sec 1/4 1/4 Sec Quadrangle
King T26R04na 19 SEATTLE NORTH

UTM Reference
Zone: 10 Spatial Type: Point Acquisition Code: USGS Topo
Sequence: 10 Easting: 549142 Northing: 5286820

Tax No./Parcel No. Plat/Block/Lot Supplemental Map(s) Acreage
6450300155 Overland Park Add Blocks 1-24/1/15-20 & 31-35 0.64

IDENTIFICATION SECTION

Survey Name: Aurora Avenue North/SR 99

Field Recorder: Megan Venno

Date Recorded: 08/17/2006

Owner's Name: Keybank NA-TRST Real Estate
Owner Address: 127 Public Square 18th Floor
City/State/Zip: Cleveland, OH 44114

Classification: Building Resource Status Comments
Within a District? No Survey/Inventory

Contributing?

National Register Nomination:

Local District:

National Register District/Thematic Nomination Name:

DESCRIPTION SECTION

Historic Use: Unknown

Current Use: Commerce/Trade - Specialty Store

Plan: Rectangle No. of Stories: 1.5

Structural System: Unknown

Changes to plan: Unknown Changes to interior: Unknown Style
Changes to original cladding: Unknown Changes to other: Unknown Vernacular
Changes to windows: Unknown Other (specify):



View of Front Façade

taken 08/17/2006

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

Comments:

Form/Type
Commercial - Mall

**Historic Property
Inventory Report for**

at 14320 N Aurora Ave, Seattle, WA 98133

Cladding	Foundation	Roof Material	Roof Type
<u>Veneer - Brick</u>	<u>Concrete - Poured</u>	<u>Unknown</u>	<u>Flat with Parapet</u>

NARRATIVE SECTION

Date Of Construction: 1956

Study Unit	Other
<u>Architecture/Landscape Architecture</u>	

Architect:

Builder:

Engineer:

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

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

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

**Statement of
Significance**

Aurora Avenue North, as named within the City of Seattle, is a portion of signed State Route 99 (SR 99) that extends from north Pierce County to north Snohomish County and serves as a regional link between cities within the Puget Sound Region. Aurora Avenue serves as a major traffic artery for the City of Seattle with links to I-5. The Aurora Avenue North experienced rapid settlement and urbanization following the arrival of the Interurban and Great Northern rail lines in the early decades of the 20th century, the creation and improvement of the Northern Trunk Road (Aurora Avenue North), and the post-World War II housing and commercial boom. During the early 20th century, the areas north of downtown Seattle attracted large developments because of its rural, yet accessible, location. These included the Highlands and Seattle Golf Club (circa 1908) and the Firland Tuberculosis Sanitarium (circa 1911), which is now occupied by Crista Ministries. Commercial centers formed around the Interurban stops at Ronald (North 175th Street and Aurora Avenue North) and Richmond Highlands (North 185th Street and Aurora Avenue North). Automobile travel contributed to the broadened settlement pattern during the 1920s. The Great Depression and World War II (1930 to 1945) slowed the pace of housing development. During the Depression, many local families eked out a living on land they had purchased in better times. By the late 1930s, commercial development concentrated along Aurora Avenue North, which saw increasing use as part of the region's primary north-south travel route—U.S. Highway 99. The end of World War II unleashed a tremendous demand for family housing, and during the late 1940s large housing developments such as Ridgecrest (NE 165th Street to NE 155th Street and 5th Avenue North to 10th Avenue North) seemingly sprang up overnight. The end of World War II signaled what was described in the 1952 King County Planning Commission's "Shoreline Report: Studies for a Comprehensive Plan" as "the breaking of the dam." With the end of war-time restrictions on automobile use, these northern suburbs once again became a desirable area for Seattle workers to live. New residents poured into the area, creating tremendous demand for new housing developments, new shopping centers, and new schools. This same study noted that commercial development had increasingly focused on Aurora Avenue North and the comprehensive plan described the commercial development as "gas stations, hamburger stands, commercial signs, tourist courts, and trailer parks" interspersed with "better" commercial shopping districts. This building has no known association with significant historic events, has no distinguishing architectural design, and no other known associations that might render it eligible for listing in the NRHP.

**Description of
Physical
Appearance**

This vernacular commercial structure is clad in concrete with brick or brick veneer below watertable on front façade. The one and a half story building has a rectangular plan and a flat roof with a parapet. The windows are metal, fixed, storefront windows spanning the entire front façade. There are slight piers at the corners which break the roofline. The side windows are covered with anti-theft bars, and there is an aluminum overhang on the front façade.

**Historic Property
Inventory Report for**

at 14320 N Aurora Ave, Seattle, WA 98133

**Major
Bibliographic
References**

Bard, J.C., R. McClintock and A. Bergstad. 2001. Shoreline Interurban Trail Cultural Resources Technical Memo. Report on file, Department of Archaeology and Historic Preservation, Olympia.

CH2M HILL. 2001. Aurora Avenue North Multimodal Corridor Project: North 145th Street to North 165th Street, Preliminary Draft Discipline Report – Historical and Archaeological Resources (prepared for the City of Shoreline). Report on file, Department of Archaeology and Historic Preservation, Olympia.

Copass, C. 1996. Historic Resources Survey and Inventory Update for the City of Shoreline. King County Historic Preservation Program, Seattle, WA.

Lentz, Florence K. and Craig Holstine, 1995. An Inventory and Evaluation of Historic Properties Associated with Transportation in Washington State. Eastern Washington University Reports in Archaeology and History, Cheney, WA.

**Historic Property
Inventory Report for**

at 14300 N Aurora Ave, Seatte, WA 98133

LOCATION SECTION

Field Site No. AA0806

OAHP No.

Historic Name:

Common Name: Taco Time

Property Address: 14300 N Aurora Ave, Seatte, WA 98133

Comments:

County King Township/Range/EW Section T26R04na 1/4 Sec 19 1/4 1/4 Sec Quadrangle SEATTLE NORTH

UTM Reference
Zone: 10 Spatial Type: Point Acquisition Code: Unknown
Sequence: 10 Easting: 549140 Northing: 5286775

Tax No./Parcel No.
6450300130

Plat/Block/Lot
Overland Park Add Blocks/1/26-30

Supplemental Map(s)

Acreage
0.27

IDENTIFICATION SECTION

Survey Name: Aurora Avenue North/SR 99

Field Recorder: Megan Venno

Date Recorded: 08/17/2006

Owner's Name: Tacton Inc Owner Address: 3300 Maple Valley Hwy City/State/Zip: Renton, WA 98058

Classification: Building Resource Status Survey/Inventory Comments

Within a District? No

Contributing?

National Register Nomination:

Local District:

National Register District/Thematic Nomination Name:

DESCRIPTION SECTION

Historic Use: Unknown

Current Use: Commerce/Trade - Restaurant

Plan: Rectangle No. of Stories: 1

Structural System: Unknown

Changes to plan: Unknown Changes to interior: Unknown Style Vernacular
Changes to original cladding: Extensive Changes to other: Unknown
Changes to windows: Extensive Other (specify):



View of Front Façade

taken 08/17/2006

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

Comments:

Form/Type

Commercial

**Historic Property
Inventory Report for**

at 14300 N Aurora Ave, Seatte, WA 98133

Cladding	Foundation	Roof Material	Roof Type
<u>Stucco</u> Concrete - Block	<u>Unknown</u>	<u>Unknown</u>	<u>Flat with Eaves</u>

NARRATIVE SECTION

Date Of Construction: 1956

Study Unit	Other
<u>Architecture/Landscape Architecture</u>	

Architect:

Builder:

Engineer:

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

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

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

**Statement of
Significance**

Aurora Avenue North, as named within the City of Seattle, is a portion of signed State Route 99 (SR 99) that extends from north Pierce County to north Snohomish County and serves as a regional link between cities within the Puget Sound Region. Aurora Avenue serves as a major traffic artery for the City of Seattle with links to I-5. The Aurora Avenue North experienced rapid settlement and urbanization following the arrival of the Interurban and Great Northern rail lines in the early decades of the 20th century, the creation and improvement of the Northern Trunk Road (Aurora Avenue North), and the post-World War II housing and commercial boom. During the early 20th century, the areas north of downtown Seattle attracted large developments because of its rural, yet accessible, location. These included the Highlands and Seattle Golf Club (circa 1908) and the Firland Tuberculosis Sanitarium (circa 1911), which is now occupied by Crista Ministeries. Commercial centers formed around the Interurban stops at Ronald (North 175th Street and Aurora Avenue North) and Richmond Highlands (North 185th Street and Aurora Avenue North). Automobile travel contributed to the broadened settlement pattern during the 1920s. The Great Depression and World War II (1930 to 1945) slowed the pace of housing development. During the Depression, many local families eked out a living on land they had purchased in better times. By the late 1930s, commercial development concentrated along Aurora Avenue North, which saw increasing use as part of the region's primary north-south travel route—U.S. Highway 99. The end of World War II unleashed a tremendous demand for family housing, and during the late 1940s large housing developments such as Ridgcrest (NE 165th Street to NE 155th Street and 5th Avenue North to 10th Avenue North) seemingly sprang up overnight. The end of World War II signaled what was described in the 1952 King County Planning Commission's "Shoreline Report: Studies for a Comprehensive Plan" as "the breaking of the dam." With the end of war-time restrictions on automobile use, these northern suburbs once again became a desirable area for Seattle workers to live. New residents poured into the area, creating tremendous demand for new housing developments, new shopping centers, and new schools. This same study noted that commercial development had increasingly focused on Aurora Avenue North and the comprehensive plan described the commercial development as "gas stations, hamburger stands, commercial signs, tourist courts, and trailer parks" interspersed with "better" commercial shopping districts. This building has no known association with significant historic events, has no distinguishing architectural design, and no other known associations that might render it eligible for listing in the NRHP.

**Description of
Physical
Appearance**

This vernacular commercial structure is clad in smooth concrete, which is scored below the water line. The building is rectangular in plan and with a flat roof. There is a canvas overhang surrounding the entire building. The windows are fixed with metal frames. The structure has been completely remodeled, with extensive changes to the cladding and windows.

**Historic Property
Inventory Report for**

at 14300 N Aurora Ave, Seattle, WA 98133

**Major
Bibliographic
References**

Bard, J.C., R. McClintock and A. Bergstad. 2001. Shoreline Interurban Trail Cultural Resources Technical Memo. Report on file, Department of Archaeology and Historic Preservation, Olympia.

CH2M HILL. 2001. Aurora Avenue North Multimodal Corridor Project: North 145th Street to North 165th Street, Preliminary Draft Discipline Report – Historical and Archaeological Resources (prepared for the City of Shoreline). Report on file, Department of Archaeology and Historic Preservation, Olympia.

Copass, C. 1996. Historic Resources Survey and Inventory Update for the City of Shoreline. King County Historic Preservation Program, Seattle, WA.

Lentz, Florence K. and Craig Holstine, 1995. An Inventory and Evaluation of Historic Properties Associated with Transportation in Washington State. Eastern Washington University Reports in Archaeology and History, Cheney, WA.

**Historic Property
Inventory Report for**

at 14058 N Aurora Ave, Seatte, WA 98133

LOCATION SECTION

Field Site No. AA0806

OAHP No.

Historic Name:

Common Name:

Property Address: 14058 N Aurora Ave, Seatte, WA 98133

Comments:

County King Township/Range/EW Section T26R04na 1/4 Sec 19 1/4 1/4 Sec Quadrangle SEATTLE NORTH

UTM Reference
Zone: 10 Spatial Type: Point Acquisition Code: USGS Topo
Sequence: 10 Easting: 549140 Northing: 5286734

Tax No./Parcel No.
6450305060

Plat/Block/Lot
Overland Park Add Blcoks 1-24/24/48-49-50

Supplemental Map(s)

Acreage
0.15

IDENTIFICATION SECTION

Survey Name: Aurora Avenue North/SR 99

Field Recorder: Megan Venno

Date Recorded: 08/17/2006

Owner's Name: OHJ LLC Owner Address: P.O. Box 15236 City/State/Zip: Seattle, WA 98115

Classification: Building Resource Status Survey/Inventory Comments

Within a District? No

Contributing?

National Register Nomination:

Local District:

National Register District/Thematic Nomination Name:

DESCRIPTION SECTION

Historic Use: Unknown

Current Use: Commerce/Trade - Business

Plan: Rectangle No. of Stories: 1

Structural System: Unknown

Changes to plan: Unknown Changes to interior: Unknown Style Vernacular
Changes to original cladding: Unknown Changes to other: Unknown
Changes to windows: Unknown Other (specify):



View of Front Façade

taken 08/17/2006

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

Comments:

Form/Type
Commercial

**Historic Property
Inventory Report for**

at 14058 N Aurora Ave, Seattle, WA 98133

Cladding	Foundation	Roof Material	Roof Type
<u>Veneer - Brick</u>	<u>Concrete - Poured</u>	<u>Asphalt / Composition</u>	<u>Shed</u> <u>Flat with Eaves</u>

NARRATIVE SECTION

Date Of Construction: 1950

Study Unit	Other
<u>Architecture/Landscape Architecture</u>	

Architect:

Builder:

Engineer:

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

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

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

**Statement of
Significance**

Aurora Avenue North, as named within the City of Seattle, is a portion of signed State Route 99 (SR 99) that extends from north Pierce County to north Snohomish County and serves as a regional link between cities within the Puget Sound Region. Aurora Avenue serves as a major traffic artery for the City of Seattle with links to I-5. The Aurora Avenue North experienced rapid settlement and urbanization following the arrival of the Interurban and Great Northern rail lines in the early decades of the 20th century, the creation and improvement of the Northern Trunk Road (Aurora Avenue North), and the post-World War II housing and commercial boom. During the early 20th century, the areas north of downtown Seattle attracted large developments because of its rural, yet accessible, location. These included the Highlands and Seattle Golf Club (circa 1908) and the Firland Tuberculosis Sanitarium (circa 1911), which is now occupied by Crista Ministeries. Commercial centers formed around the Interurban stops at Ronald (North 175th Street and Aurora Avenue North) and Richmond Highlands (North 185th Street and Aurora Avenue North). Automobile travel contributed to the broadened settlement pattern during the 1920s. The Great Depression and World War II (1930 to 1945) slowed the pace of housing development. During the Depression, many local families eked out a living on land they had purchased in better times. By the late 1930s, commercial development concentrated along Aurora Avenue North, which saw increasing use as part of the region's primary north-south travel route—U.S. Highway 99. The end of World War II unleashed a tremendous demand for family housing, and during the late 1940s large housing developments such as Ridgcrest (NE 165th Street to NE 155th Street and 5th Avenue North to 10th Avenue North) seemingly sprang up overnight. The end of World War II signaled what was described in the 1952 King County Planning Commission's "Shoreline Report: Studies for a Comprehensive Plan" as "the breaking of the dam." With the end of war-time restrictions on automobile use, these northern suburbs once again became a desirable area for Seattle workers to live. New residents poured into the area, creating tremendous demand for new housing developments, new shopping centers, and new schools. This same study noted that commercial development had increasingly focused on Aurora Avenue North and the comprehensive plan described the commercial development as "gas stations, hamburger stands, commercial signs, tourist courts, and trailer parks" interspersed with "better" commercial shopping districts. This building has no known association with significant historic events, has no distinguishing architectural design, and no other known associations that might render it eligible for listing in the NRHP.

**Description of
Physical
Appearance**

This vernacular commercial structure is one story, clad in brick veneer. There is an addition to the side of the building, also one story, with a shed roof and clad in vertical wood siding. The building is rectangular in plan with a flat roof of asphalt composition. The roof overhangs the front façade to create a porch and is supported by square wood posts. The windows are fixed metal with anti-theft bars. The foundation is poured concrete.

**Historic Property
Inventory Report for**

at 14058 N Aurora Ave, Seattle, WA 98133

**Major
Bibliographic
References**

Bard, J.C., R. McClintock and A. Bergstad. 2001. Shoreline Interurban Trail Cultural Resources Technical Memo. Report on file, Department of Archaeology and Historic Preservation, Olympia.

CH2M HILL. 2001. Aurora Avenue North Multimodal Corridor Project: North 145th Street to North 165th Street, Preliminary Draft Discipline Report – Historical and Archaeological Resources (prepared for the City of Shoreline). Report on file, Department of Archaeology and Historic Preservation, Olympia.

Copass, C. 1996. Historic Resources Survey and Inventory Update for the City of Shoreline. King County Historic Preservation Program, Seattle, WA.

Lentz, Florence K. and Craig Holstine, 1995. An Inventory and Evaluation of Historic Properties Associated with Transportation in Washington State. Eastern Washington University Reports in Archaeology and History, Cheney, WA.

**Historic Property
Inventory Report for**

at 14036 N Aurora Ave, Seatte, WA 98133

LOCATION SECTION

Field Site No. AA0806

OAHP No.

Historic Name:

Common Name: A & M Grocery and Jir Mir Restaurant

Property Address: 14036 N Aurora Ave, Seatte, WA 98133

Comments:

County King Township/Range/EW Section T26R04na 1/4 Sec 19 1/4 1/4 Sec Quadrangle SEATTLE NORTH

UTM Reference
Zone: 10 Spatial Type: Point Acquisition Code: USGS Topo
Sequence: 10 Easting: 549152 Northing: 5286604

Tax No./Parcel No.
6450305020

Plat/Block/Lot
Overland Park Add Blocks 1-24/24/40-43

Supplemental Map(s)

Acreege
0.23

IDENTIFICATION SECTION

Survey Name: Aurora Avenue North/SR 99

Field Recorder: Megan Venno

Date Recorded: 08/17/2006

Owner's Name: Simon, AP & Glennie Owner Address: P.O. Box 33671 City/State/Zip: Seattle, WA 98133

Classification: Building Resource Status Survey/Inventory Comments

Within a District? No

Contributing?

National Register Nomination:

Local District:

National Register District/Thematic Nomination Name:

DESCRIPTION SECTION

Historic Use: Unknown

Current Use: Commerce/Trade - Restaurant

Plan: Irregular No. of Stories: 1

Structural System: Unknown

Changes to plan: Unknown Changes to interior: Unknown Style Vernacular
Changes to original cladding: Unknown Changes to other: Unknown
Changes to windows: Unknown Other (specify):



View of Front Façade

taken 08/17/2006

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

Comments:

Form/Type

Commercial

**Historic Property
Inventory Report for**

at 14036 N Aurora Ave, Seattle, WA 98133

Cladding	Foundation	Roof Material	Roof Type
<u>Veneer - Vinyl Siding</u>	<u>Unknown</u>	<u>Unknown</u>	<u>Flat with Parapet</u>

NARRATIVE SECTION

Date Of Construction: 1952

Study Unit	Other
<u>Architecture/Landscape Architecture</u>	

Architect:

Builder:

Engineer:

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

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

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

**Statement of
Significance**

Aurora Avenue North, as named within the City of Seattle, is a portion of signed State Route 99 (SR 99) that extends from north Pierce County to north Snohomish County and serves as a regional link between cities within the Puget Sound Region. Aurora Avenue serves as a major traffic artery for the City of Seattle with links to I-5. The Aurora Avenue North experienced rapid settlement and urbanization following the arrival of the Interurban and Great Northern rail lines in the early decades of the 20th century, the creation and improvement of the Northern Trunk Road (Aurora Avenue North), and the post-World War II housing and commercial boom. During the early 20th century, the areas north of downtown Seattle attracted large developments because of its rural, yet accessible, location. These included the Highlands and Seattle Golf Club (circa 1908) and the Firland Tuberculosis Sanitarium (circa 1911), which is now occupied by Crista Ministeries. Commercial centers formed around the Interurban stops at Ronald (North 175th Street and Aurora Avenue North) and Richmond Highlands (North 185th Street and Aurora Avenue North). Automobile travel contributed to the broadened settlement pattern during the 1920s. The Great Depression and World War II (1930 to 1945) slowed the pace of housing development. During the Depression, many local families eked out a living on land they had purchased in better times. By the late 1930s, commercial development concentrated along Aurora Avenue North, which saw increasing use as part of the region's primary north-south travel route—U.S. Highway 99. The end of World War II unleashed a tremendous demand for family housing, and during the late 1940s large housing developments such as Ridgecrest (NE 165th Street to NE 155th Street and 5th Avenue North to 10th Avenue North) seemingly sprang up overnight. The end of World War II signaled what was described in the 1952 King County Planning Commission's "Shoreline Report: Studies for a Comprehensive Plan" as "the breaking of the dam." With the end of war-time restrictions on automobile use, these northern suburbs once again became a desirable area for Seattle workers to live. New residents poured into the area, creating tremendous demand for new housing developments, new shopping centers, and new schools. This same study noted that commercial development had increasingly focused on Aurora Avenue North and the comprehensive plan described the commercial development as "gas stations, hamburger stands, commercial signs, tourist courts, and trailer parks" interspersed with "better" commercial shopping districts. This building has no known association with significant historic events, has no distinguishing architectural design, and no other known associations that might render it eligible for listing in the NRHP.

**Description of
Physical
Appearance**

This vernacular commercial structure is clad in vinyl horizontal siding. The building has an irregularly shaped plan and a flat roof with a false parapet. There is a porte cochere on the side of the structure. The two front doors are at an angle on the corner of the building. The windows are a combination of fixed metal and sliding vinyl.

**Historic Property
Inventory Report for**

at 14036 N Aurora Ave, Seattle, WA 98133

**Major
Bibliographic
References**

Bard, J.C., R. McClintock and A. Bergstad. 2001. Shoreline Interurban Trail Cultural Resources Technical Memo. Report on file, Department of Archaeology and Historic Preservation, Olympia.

CH2M HILL. 2001. Aurora Avenue North Multimodal Corridor Project: North 145th Street to North 165th Street, Preliminary Draft Discipline Report – Historical and Archaeological Resources (prepared for the City of Shoreline). Report on file, Department of Archaeology and Historic Preservation, Olympia.

Copass, C. 1996. Historic Resources Survey and Inventory Update for the City of Shoreline. King County Historic Preservation Program, Seattle, WA.

Lentz, Florence K. and Craig Holstine, 1995. An Inventory and Evaluation of Historic Properties Associated with Transportation in Washington State. Eastern Washington University Reports in Archaeology and History, Cheney, WA.

**Historic Property
Inventory Report for**

at 14032 N Aurora Ave, Seatte, WA 98133

LOCATION SECTION

Field Site No. AA0806

OAHP No.

Historic Name:

Common Name: Dental & Medical Clinic

Property Address: 14032 N Aurora Ave, Seatte, WA 98133

Comments:

County King Township/Range/EW Section T26R04na 1/4 Sec 19 1/4 1/4 Sec Quadrangle SEATTLE NORTH

UTM Reference
Zone: 10 Spatial Type: Point Acquisition Code: USGS Topo
Sequence: 10 Easting: 549145 Northing: 5286659

Tax No./Parcel No.
6450305010

Plat/Block/Lot
Overland Park Add Blocks 1-24/ 24/38-39

Supplemental Map(s)

Acreage
0.11

IDENTIFICATION SECTION

Survey Name: Aurora Avenue North/SR 99

Field Recorder: Megan Venno

Date Recorded: 08/17/2006

Owner's Name: Walker, Tom Owner Address: P.O. Box 77069 City/State/Zip: Seattle, WA 98177

Classification: Building Resource Status Survey/Inventory Comments

Within a District? No

Contributing?

National Register Nomination:

Local District:

National Register District/Thematic Nomination Name:

DESCRIPTION SECTION

Historic Use: Unknown

Current Use: Health Care - Medical Business/Office

Plan: Rectangle No. of Stories: 1

Structural System: Unknown

Changes to plan: Unknown Changes to interior: Unknown Style Vernacular
Changes to original cladding: Unknown Changes to other: Unknown
Changes to windows: Unknown Other (specify):



View of Front Façade

taken 08/17/2006

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

Comments:

Form/Type

Commercial

**Historic Property
Inventory Report for**

at 14032 N Aurora Ave, Seattle, WA 98133

Cladding	Foundation	Roof Material	Roof Type
<u>Veneer - Permastone</u> <u>Wood - Horizontal Tongue and G</u>	<u>Unknown</u>	<u>Wood - Shake</u>	<u>Mansard</u> <u>Flat with Eaves</u>

NARRATIVE SECTION

Date Of Construction: 1951

Study Unit	Other
<u>Architecture/Landscape Architecture</u>	

Architect:

Builder:

Engineer:

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

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

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

**Statement of
Significance**

Aurora Avenue North, as named within the City of Seattle, is a portion of signed State Route 99 (SR 99) that extends from north Pierce County to north Snohomish County and serves as a regional link between cities within the Puget Sound Region. Aurora Avenue serves as a major traffic artery for the City of Seattle with links to I-5. The Aurora Avenue North experienced rapid settlement and urbanization following the arrival of the Interurban and Great Northern rail lines in the early decades of the 20th century, the creation and improvement of the Northern Trunk Road (Aurora Avenue North), and the post-World War II housing and commercial boom. During the early 20th century, the areas north of downtown Seattle attracted large developments because of its rural, yet accessible, location. These included the Highlands and Seattle Golf Club (circa 1908) and the Firland Tuberculosis Sanitarium (circa 1911), which is now occupied by Crista Ministeries. Commercial centers formed around the Interurban stops at Ronald (North 175th Street and Aurora Avenue North) and Richmond Highlands (North 185th Street and Aurora Avenue North). Automobile travel contributed to the broadened settlement pattern during the 1920s. The Great Depression and World War II (1930 to 1945) slowed the pace of housing development. During the Depression, many local families eked out a living on land they had purchased in better times. By the late 1930s, commercial development concentrated along Aurora Avenue North, which saw increasing use as part of the region's primary north-south travel route—U.S. Highway 99. The end of World War II unleashed a tremendous demand for family housing, and during the late 1940s large housing developments such as Ridgcrest (NE 165th Street to NE 155th Street and 5th Avenue North to 10th Avenue North) seemingly sprang up overnight. The end of World War II signaled what was described in the 1952 King County Planning Commission's "Shoreline Report: Studies for a Comprehensive Plan" as "the breaking of the dam." With the end of war-time restrictions on automobile use, these northern suburbs once again became a desirable area for Seattle workers to live. New residents poured into the area, creating tremendous demand for new housing developments, new shopping centers, and new schools. This same study noted that commercial development had increasingly focused on Aurora Avenue North and the comprehensive plan described the commercial development as "gas stations, hamburger stands, commercial signs, tourist courts, and trailer parks" interspersed with "better" commercial shopping districts. This building has no known association with significant historic events, has no distinguishing architectural design, and no other known associations that might render it eligible for listing in the NRHP.

**Description of
Physical
Appearance**

This vernacular commercial structure is clad in stone veneer and wood horizontal siding. The rectangular building has a mansard roof of wood shake which is flat on top. Some windows appear to have been filled in and covered with horizontal wood siding. There is a stone chimney.

**Historic Property
Inventory Report for**

at 14032 N Aurora Ave, Seattle, WA 98133

**Major
Bibliographic
References**

Bard, J.C., R. McClintock and A. Bergstad. 2001. Shoreline Interurban Trail Cultural Resources Technical Memo. Report on file, Department of Archaeology and Historic Preservation, Olympia.

CH2M HILL. 2001. Aurora Avenue North Multimodal Corridor Project: North 145th Street to North 165th Street, Preliminary Draft Discipline Report – Historical and Archaeological Resources (prepared for the City of Shoreline). Report on file, Department of Archaeology and Historic Preservation, Olympia.

Copass, C. 1996. Historic Resources Survey and Inventory Update for the City of Shoreline. King County Historic Preservation Program, Seattle, WA.

Lentz, Florence K. and Craig Holstine, 1995. An Inventory and Evaluation of Historic Properties Associated with Transportation in Washington State. Eastern Washington University Reports in Archaeology and History, Cheney, WA.

Historic Property
Inventory Report for

at 13760 N Aurora Ave, Seattle, WA 98133

LOCATION SECTION

Field Site No. AA0806

OAHP No.

Historic Name:

Common Name: The Salvage Broker

Property Address: 13760 N Aurora Ave, Seattle, WA 98133

Comments:

County Township/Range/EW Section 1/4 Sec 1/4 1/4 Sec Quadrangle
King T26R04na 19 SEATTLE NORTH

UTM Reference
Zone: 10 Spatial Type: Point Acquisition Code: USGS Topo
Sequence: 10 Easting: 549148 Northing: 5286538

Tax No./Parcel No. Plat/Block/Lot Supplemental Map(s) Acreage
6149700120 North Seattle Heights Div. No. 01/1/24 0.15

IDENTIFICATION SECTION

Survey Name: Aurora Avenue North/SR 99

Field Recorder: Megan Venno

Date Recorded: 08/17/2006

Owner's Name: Owner Address: City/State/Zip:
Frank A Besancon 2126 Breezy Point Rd. Camano Island, WA 98282

Classification: Building Resource Status: Survey/Inventory Comments:
Within a District? No

Contributing?

National Register Nomination:

Local District:

National Register District/Thematic Nomination Name:

DESCRIPTION SECTION

Historic Use: Unknown

Current Use: Commerce/Trade - Specialty Store

Plan: Rectangle No. of Stories: 1-2

Structural System: Unknown

Changes to plan: Unknown Changes to interior: Unknown Style
Changes to original cladding: Unknown Changes to other: Unknown Vernacular
Changes to windows: Unknown Other (specify):



View of Front Façade

taken 08/17/2006

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

Comments:

Form/Type

Commercial

**Historic Property
Inventory Report for**

at 13760 N Aurora Ave, Seattle, WA 98133

Cladding	Foundation	Roof Material	Roof Type
<u>Wood</u> <u>Veneer - Brick</u>	<u>Unknown</u>	<u>Asphalt / Composition</u>	<u>Gable - Front Gable</u>

NARRATIVE SECTION

Date Of Construction: 1932

Study Unit	Other
<u>Architecture/Landscape Architecture</u>	

Architect:

Builder:

Engineer:

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

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

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

**Statement of
Significance**

Aurora Avenue North, as named within the City of Seattle, is a portion of signed State Route 99 (SR 99) that extends from north Pierce County to north Snohomish County and serves as a regional link between cities within the Puget Sound Region. Aurora Avenue serves as a major traffic artery for the City of Seattle with links to I-5. The Aurora Avenue North experienced rapid settlement and urbanization following the arrival of the Interurban and Great Northern rail lines in the early decades of the 20th century, the creation and improvement of the Northern Trunk Road (Aurora Avenue North), and the post-World War II housing and commercial boom. During the early 20th century, the areas north of downtown Seattle attracted large developments because of its rural, yet accessible, location. These included the Highlands and Seattle Golf Club (circa 1908) and the Firland Tuberculosis Sanitarium (circa 1911), which is now occupied by Crista Ministeries. Commercial centers formed around the Interurban stops at Ronald (North 175th Street and Aurora Avenue North) and Richmond Highlands (North 185th Street and Aurora Avenue North). Automobile travel contributed to the broadened settlement pattern during the 1920s. The Great Depression and World War II (1930 to 1945) slowed the pace of housing development. During the Depression, many local families eked out a living on land they had purchased in better times. By the late 1930s, commercial development concentrated along Aurora Avenue North, which saw increasing use as part of the region's primary north-south travel route—U.S. Highway 99. The end of World War II unleashed a tremendous demand for family housing, and during the late 1940s large housing developments such as Ridgcrest (NE 165th Street to NE 155th Street and 5th Avenue North to 10th Avenue North) seemingly sprang up overnight. The end of World War II signaled what was described in the 1952 King County Planning Commission's "Shoreline Report: Studies for a Comprehensive Plan" as "the breaking of the dam." With the end of war-time restrictions on automobile use, these northern suburbs once again became a desirable area for Seattle workers to live. New residents poured into the area, creating tremendous demand for new housing developments, new shopping centers, and new schools. This same study noted that commercial development had increasingly focused on Aurora Avenue North and the comprehensive plan described the commercial development as "gas stations, hamburger stands, commercial signs, tourist courts, and trailer parks" interspersed with "better" commercial shopping districts. This building has no known association with significant historic events, has no distinguishing architectural design, and no other known associations that might render it eligible for listing in the NRHP.

**Description of
Physical
Appearance**

This commercial vernacular structure is of wood shingle and wood shake construction, with brick veneer on the lower portion of the facade. There are two separate rooflines, suggesting either the front or back portion was an addition. Both the one and two story portions of the building have front gabled rooflines, with different pitches. The windows are fixed metal storefront.

**Historic Property
Inventory Report for**

at 13760 N Aurora Ave, Seattle, WA 98133

**Major
Bibliographic
References**

Bard, J.C., R. McClintock and A. Bergstad. 2001. Shoreline Interurban Trail Cultural Resources Technical Memo. Report on file, Department of Archaeology and Historic Preservation, Olympia.

CH2M HILL. 2001. Aurora Avenue North Multimodal Corridor Project: North 145th Street to North 165th Street, Preliminary Draft Discipline Report – Historical and Archaeological Resources (prepared for the City of Shoreline). Report on file, Department of Archaeology and Historic Preservation, Olympia.

Copass, C. 1996. Historic Resources Survey and Inventory Update for the City of Shoreline. King County Historic Preservation Program, Seattle, WA.

Lentz, Florence K. and Craig Holstine, 1995. An Inventory and Evaluation of Historic Properties Associated with Transportation in Washington State. Eastern Washington University Reports in Archaeology and History, Cheney, WA.

**Historic Property
Inventory Report for**

at 13738 N Aurora Ave, Seattle, WA 98133

LOCATION SECTION

Field Site No. AA0806

OAHP No.

Historic Name:

Common Name: Car Pros

Property Address: 13738 N Aurora Ave, Seattle, WA 98133

Comments:

County King Township/Range/EW Section T26R04na 1/4 Sec 19 1/4 1/4 Sec Quadrangle SEATTLE NORTH

UTM Reference
Zone: 10 Spatial Type: Point Acquisition Code: USGS Topo
Sequence: 10 Easting: 549147 Northing: 5286472

Tax No./Parcel No.
6149700100

Plat/Block/Lot
North Seattle heights Div. No. 01/1/19-20

Supplemental Map(s)

Acreage
0.3

IDENTIFICATION SECTION

Survey Name: Aurora Avenue North/SR 99

Field Recorder: Megan Venno

Date Recorded: 08/17/2006

Owner's Name: Roth, Lani B
Owner Address: 7742 9th NW

City/State/Zip:
Seattle, WA 98117

Classification: Building Resource Status Survey/Inventory

Within a District? No

Contributing?

National Register Nomination:

Local District:

National Register District/Thematic Nomination Name:

DESCRIPTION SECTION

Historic Use: Unknown

Current Use: Commerce/Trade - Specialty Store

Plan: Square No. of Stories: 1

Structural System: Unknown

Changes to plan: Slight Changes to interior: Unknown Style

Changes to original cladding: Intact Changes to other: Unknown Style Vernacular

Changes to windows: Intact Other (specify):



View of Front Façade

taken 08/17/2006

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

Comments:

Form/Type

Commercial

**Historic Property
Inventory Report for**

at 13738 N Aurora Ave, Seattle, WA 98133

Cladding	Foundation	Roof Material	Roof Type
<u>Veneer - Permastone</u>	<u>Unknown</u>	<u>Unknown</u>	<u>Flat with Eaves</u>
<u>Wood - Drop Siding</u>			
<u>Concrete</u>			

NARRATIVE SECTION

Date Of Construction: 1951

Study Unit	Other
<u>Architecture/Landscape Architecture</u>	

Architect:

Builder:

Engineer:

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

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

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

**Statement of
Significance**

Aurora Avenue North, as named within the City of Seattle, is a portion of signed State Route 99 (SR 99) that extends from north Pierce County to north Snohomish County and serves as a regional link between cities within the Puget Sound Region. Aurora Avenue serves as a major traffic artery for the City of Seattle with links to I-5. The Aurora Avenue North experienced rapid settlement and urbanization following the arrival of the Interurban and Great Northern rail lines in the early decades of the 20th century, the creation and improvement of the Northern Trunk Road (Aurora Avenue North), and the post-World War II housing and commercial boom. During the early 20th century, the areas north of downtown Seattle attracted large developments because of its rural, yet accessible, location. These included the Highlands and Seattle Golf Club (circa 1908) and the Firland Tuberculosis Sanitarium (circa 1911), which is now occupied by Crista Ministries. Commercial centers formed around the Interurban stops at Ronald (North 175th Street and Aurora Avenue North) and Richmond Highlands (North 185th Street and Aurora Avenue North). Automobile travel contributed to the broadened settlement pattern during the 1920s. The Great Depression and World War II (1930 to 1945) slowed the pace of housing development. During the Depression, many local families eked out a living on land they had purchased in better times. By the late 1930s, commercial development concentrated along Aurora Avenue North, which saw increasing use as part of the region's primary north-south travel route—U.S. Highway 99. The end of World War II unleashed a tremendous demand for family housing, and during the late 1940s large housing developments such as Ridgecrest (NE 165th Street to NE 155th Street and 5th Avenue North to 10th Avenue North) seemingly sprang up overnight. The end of World War II signaled what was described in the 1952 King County Planning Commission's "Shoreline Report: Studies for a Comprehensive Plan" as "the breaking of the dam." With the end of war-time restrictions on automobile use, these northern suburbs once again became a desirable area for Seattle workers to live. New residents poured into the area, creating tremendous demand for new housing developments, new shopping centers, and new schools. This same study noted that commercial development had increasingly focused on Aurora Avenue North and the comprehensive plan described the commercial development as "gas stations, hamburger stands, commercial signs, tourist courts, and trailer parks" interspersed with "better" commercial shopping districts. This building has no known association with significant historic events, has no distinguishing architectural design, and no other known associations that might render it eligible for listing in the NRHP.

**Description of
Physical
Appearance**

This vernacular commercial structure is one story, clad in stone veneer with concrete on the back portion of the building. The square building has a flat roof that overhangs the front façade and is supported by stone columns. There are corner windows with a fixed wood sash and a multipaned door.

**Historic Property
Inventory Report for**

at 13738 N Aurora Ave, Seattle, WA 98133

**Major
Bibliographic
References**

Bard, J.C., R. McClintock and A. Bergstad. 2001. Shoreline Interurban Trail Cultural Resources Technical Memo. Report on file, Department of Archaeology and Historic Preservation, Olympia.

CH2M HILL. 2001. Aurora Avenue North Multimodal Corridor Project: North 145th Street to North 165th Street, Preliminary Draft Discipline Report – Historical and Archaeological Resources (prepared for the City of Shoreline). Report on file, Department of Archaeology and Historic Preservation, Olympia.

Copass, C. 1996. Historic Resources Survey and Inventory Update for the City of Shoreline. King County Historic Preservation Program, Seattle, WA.

Lentz, Florence K. and Craig Holstine, 1995. An Inventory and Evaluation of Historic Properties Associated with Transportation in Washington State. Eastern Washington University Reports in Archaeology and History, Cheney, WA.

Historic Property
Inventory Report for

at 13728 N Aurora Ave, Seattle, WA 98133

LOCATION SECTION

Field Site No. AA0806

OAHP No.

Historic Name:

Common Name: Stereo Warehouse

Property Address: 13728 N Aurora Ave, Seattle, WA 98133

Comments:

County Township/Range/EW Section 1/4 Sec 1/4 1/4 Sec Quadrangle
King T26R04na 19 SEATTLE NORTH

UTM Reference
Zone: 10 Spatial Type: Point Acquisition Code: USGS Topo
Sequence: 10 Easting: 549154 Northing: 5286444

Tax No./Parcel No. Plat/Block/Lot Supplemental Map(s) Acreage
6149700035 North Seattle Heights Div. No. 01/1/7 & 18 0.3

IDENTIFICATION SECTION

Survey Name: Aurora Avenue North/SR 99

Field Recorder: Megan Venno Date Recorded: 08/17/2006

Owner's Name: Owner Address: City/State/Zip:
Clarke, Dutton + Midori M 8225 197th St. SE Snohomish, WA 98296

Classification: Building Resource Status Comments
Within a District? No Survey/Inventory

Contributing?

National Register Nomination:

Local District:

National Register District/Thematic Nomination Name:

DESCRIPTION SECTION

Historic Use: Unknown

Current Use: Commerce/Trade - Specialty Store

Plan: Rectangle No. of Stories: 1

Structural System: Unknown

Changes to plan: Unknown Changes to interior: Unknown Style
Changes to original cladding: Slight Changes to other: Unknown Vernacular
Changes to windows: Moderate Other (specify):



View of Front Façade taken 08/17/2006

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

Comments:

Form/Type
Commercial

**Historic Property
Inventory Report for**

at 13728 N Aurora Ave, Seattle, WA 98133

Cladding	Foundation	Roof Material	Roof Type
<u>Vertical - Board-and-Batten</u>	<u>Post & Pier</u>	<u>Asphalt / Composition - Shingle</u>	<u>Gable - Front Gable</u>

NARRATIVE SECTION

Date Of Construction: 1942

Study Unit	Other
<u>Architecture/Landscape Architecture</u>	

Architect:

Builder:

Engineer:

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

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

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

**Statement of
Significance**

Aurora Avenue North, as named within the City of Seattle, is a portion of signed State Route 99 (SR 99) that extends from north Pierce County to north Snohomish County and serves as a regional link between cities within the Puget Sound Region. Aurora Avenue serves as a major traffic artery for the City of Seattle with links to I-5. The Aurora Avenue North experienced rapid settlement and urbanization following the arrival of the Interurban and Great Northern rail lines in the early decades of the 20th century, the creation and improvement of the Northern Trunk Road (Aurora Avenue North), and the post-World War II housing and commercial boom. During the early 20th century, the areas north of downtown Seattle attracted large developments because of its rural, yet accessible, location. These included the Highlands and Seattle Golf Club (circa 1908) and the Firland Tuberculosis Sanitarium (circa 1911), which is now occupied by Crista Ministeries. Commercial centers formed around the Interurban stops at Ronald (North 175th Street and Aurora Avenue North) and Richmond Highlands (North 185th Street and Aurora Avenue North). Automobile travel contributed to the broadened settlement pattern during the 1920s. The Great Depression and World War II (1930 to 1945) slowed the pace of housing development. During the Depression, many local families eked out a living on land they had purchased in better times. By the late 1930s, commercial development concentrated along Aurora Avenue North, which saw increasing use as part of the region's primary north-south travel route—U.S. Highway 99. The end of World War II unleashed a tremendous demand for family housing, and during the late 1940s large housing developments such as Ridgecrest (NE 165th Street to NE 155th Street and 5th Avenue North to 10th Avenue North) seemingly sprang up overnight. The end of World War II signaled what was described in the 1952 King County Planning Commission's "Shoreline Report: Studies for a Comprehensive Plan" as "the breaking of the dam." With the end of war-time restrictions on automobile use, these northern suburbs once again became a desirable area for Seattle workers to live. New residents poured into the area, creating tremendous demand for new housing developments, new shopping centers, and new schools. This same study noted that commercial development had increasingly focused on Aurora Avenue North and the comprehensive plan described the commercial development as "gas stations, hamburger stands, commercial signs, tourist courts, and trailer parks" interspersed with "better" commercial shopping districts. This building has no known association with significant historic events, has no distinguishing architectural design, and no other known associations that might render it eligible for listing in the NRHP.

**Description of
Physical
Appearance**

This vernacular commercial structure is one story and clad in board and batten. The roof is front gabled and of asphalt composition shingle construction. The building is raised with brick below the waterline and has concrete steps to entrance. The windows are wood frame with a metal sash, and the front façade has a central entrance with a metal double door. There have been changes to both the cladding and the windows.

**Historic Property
Inventory Report for**

at 13728 N Aurora Ave, Seattle, WA 98133

**Major
Bibliographic
References**

Bard, J.C., R. McClintock and A. Bergstad. 2001. Shoreline Interurban Trail Cultural Resources Technical Memo. Report on file, Department of Archaeology and Historic Preservation, Olympia.

CH2M HILL. 2001. Aurora Avenue North Multimodal Corridor Project: North 145th Street to North 165th Street, Preliminary Draft Discipline Report – Historical and Archaeological Resources (prepared for the City of Shoreline). Report on file, Department of Archaeology and Historic Preservation, Olympia.

Copass, C. 1996. Historic Resources Survey and Inventory Update for the City of Shoreline. King County Historic Preservation Program, Seattle, WA.

Lentz, Florence K. and Craig Holstine, 1995. An Inventory and Evaluation of Historic Properties Associated with Transportation in Washington State. Eastern Washington University Reports in Archaeology and History, Cheney, WA.

**Historic Property
Inventory Report for**

at 12710 N Aurora Ave, Seattle, WA 98133

LOCATION SECTION

Field Site No. Aa0806

OAHP No.

Historic Name:

Common Name: Aurora Auto Body and Paint

Property Address: 12710 N Aurora Ave, Seattle, WA 98133

Comments:

County King Township/Range/EW Section T26R04na 1/4 Sec 19 1/4 1/4 Sec Quadrangle SEATTLE NORTH

UTM Reference
Zone: 10 Spatial Type: Point Acquisition Code: USGS Topo
Sequence: 10 Easting: 549169 Northing: 5285568

Tax No./Parcel No.
1632700015

Plat/Block/Lot
Cliffords Haller Lake Add/0/3

Supplemental Map(s)

Acreage
0.29

IDENTIFICATION SECTION

Survey Name: Aurora Avenue North/SR 99

Field Recorder: Megan Venno

Date Recorded: 08/17/2006

Owner's Name: Barrett, Thomas F Etal Owner Address: 3524 Stone Way City/State/Zip: Seattle, WA 98103

Classification: Building Resource Status Survey/Inventory Comments

Within a District? No

Contributing?

National Register Nomination:

Local District:

National Register District/Thematic Nomination Name:

DESCRIPTION SECTION

Historic Use: Unknown

Current Use: Commerce/Trade - Specialty Store

Plan: Rectangle No. of Stories: 2

Structural System: Unknown

Changes to plan: Intact Changes to interior: Unknown Style Vernacular
Changes to original cladding: Extensive Changes to other: Unknown
Changes to windows: Unknown Other (specify):



View of Front Façade

taken 08/17/2006

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

Comments:

Form/Type
Commercial

Cladding <u>Metal</u>	Foundation <u>Unknown</u>	Roof Material <u>Unknown</u>	Roof Type <u>Flat with Parapet</u>
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NARRATIVE SECTION

Date Of Construction: 1947

Study Unit <u>Architecture/Landscape Architecture</u>	Other
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Architect:

Builder:

Engineer:

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

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

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

**Statement of
Significance**

Aurora Avenue North, as named within the City of Seattle, is a portion of signed State Route 99 (SR 99) that extends from north Pierce County to north Snohomish County and serves as a regional link between cities within the Puget Sound Region. Aurora Avenue serves as a major traffic artery for the City of Seattle with links to I-5. The Aurora Avenue North experienced rapid settlement and urbanization following the arrival of the Interurban and Great Northern rail lines in the early decades of the 20th century, the creation and improvement of the Northern Trunk Road (Aurora Avenue North), and the post-World War II housing and commercial boom. During the early 20th century, the areas north of downtown Seattle attracted large developments because of its rural, yet accessible, location. These included the Highlands and Seattle Golf Club (circa 1908) and the Firland Tuberculosis Sanitarium (circa 1911), which is now occupied by Crista Ministeries. Commercial centers formed around the Interurban stops at Ronald (North 175th Street and Aurora Avenue North) and Richmond Highlands (North 185th Street and Aurora Avenue North). Automobile travel contributed to the broadened settlement pattern during the 1920s. The Great Depression and World War II (1930 to 1945) slowed the pace of housing development. During the Depression, many local families eked out a living on land they had purchased in better times. By the late 1930s, commercial development concentrated along Aurora Avenue North, which saw increasing use as part of the region's primary north-south travel route—U.S. Highway 99. The end of World War II unleashed a tremendous demand for family housing, and during the late 1940s large housing developments such as Ridgecrest (NE 165th Street to NE 155th Street and 5th Avenue North to 10th Avenue North) seemingly sprang up overnight. The end of World War II signaled what was described in the 1952 King County Planning Commission's "Shoreline Report: Studies for a Comprehensive Plan" as "the breaking of the dam." With the end of war-time restrictions on automobile use, these northern suburbs once again became a desirable area for Seattle workers to live. New residents poured into the area, creating tremendous demand for new housing developments, new shopping centers, and new schools. This same study noted that commercial development had increasingly focused on Aurora Avenue North and the comprehensive plan described the commercial development as "gas stations, hamburger stands, commercial signs, tourist courts, and trailer parks" interspersed with "better" commercial shopping districts. This building has no known association with significant historic events, has no distinguishing architectural design, and no other known associations that might render it eligible for listing in the NRHP.

**Description of
Physical
Appearance**

This vernacular commercial structure is two stories, clad in standing seam metal. The roof is flat with a false parapet. The rectangular building has two bays of different heights with garage style doors. There are no windows and the cladding has been changed extensively.

**Historic Property
Inventory Report for**

at 12710 N Aurora Ave, Seattle, WA 98133

**Major
Bibliographic
References**

Bard, J.C., R. McClintock and A. Bergstad. 2001. Shoreline Interurban Trail Cultural Resources Technical Memo. Report on file, Department of Archaeology and Historic Preservation, Olympia.

CH2M HILL. 2001. Aurora Avenue North Multimodal Corridor Project: North 145th Street to North 165th Street, Preliminary Draft Discipline Report – Historical and Archaeological Resources (prepared for the City of Shoreline). Report on file, Department of Archaeology and Historic Preservation, Olympia.

Copass, C. 1996. Historic Resources Survey and Inventory Update for the City of Shoreline. King County Historic Preservation Program, Seattle, WA.

Lentz, Florence K. and Craig Holstine, 1995. An Inventory and Evaluation of Historic Properties Associated with Transportation in Washington State. Eastern Washington University Reports in Archaeology and History, Cheney, WA.

Historic Property
Inventory Report for

at 12714 N Aurora Ave, Seattle, WA 98133

LOCATION SECTION

Field Site No. AA0806

OAHF No.

Historic Name:

Common Name: North End Door Co

Property Address: 12714 N Aurora Ave, Seattle, WA 98133

Comments:

County Township/Range/EW Section 1/4 Sec 1/4 1/4 Sec Quadrangle
King T26R04na 19 SEATTLE NORTH

UTM Reference
Zone: 10 Spatial Type: Point Acquisition Code: USGS Topo
Sequence: 10 Easting: 549157 Northing: 5285588

Tax No./Parcel No. Plat/Block/Lot Supplemental Map(s) Acreage
1632700010 Cliffords Haller Lake Add/0/2 0.27

IDENTIFICATION SECTION

Survey Name: Aurora Avenue North/SR 99

Field Recorder: Megan Venno

Date Recorded: 08/17/2006

Owner's Name: Owner Address: City/State/Zip:
TAF LLC 12714 Aurora Ave N Seattle, WA 98133

Classification: Building Resource Status Comments

Within a District? No Survey/Inventory

Contributing?

National Register Nomination:

Local District:

National Register District/Thematic Nomination Name:

DESCRIPTION SECTION

Historic Use: Unknown

Current Use: Commerce/Trade - Specialty Store

Plan: Irregular No. of Stories: 2

Structural System: Unknown

Changes to plan: Extensive Changes to interior: Unknown Style
Changes to original cladding: Moderate Changes to other: Unknown Vernacular
Changes to windows: Moderate Other (specify):



View of Front Façade

taken 08/17/2006

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

Comments:

Form/Type

Commercial

**Historic Property
Inventory Report for**

at 12714 N Aurora Ave, Seattle, WA 98133

Cladding	Foundation	Roof Material	Roof Type
<u>Shingle</u> <u>Wood</u>	<u>Unknown</u>	<u>Unknown</u>	<u>Flat with Eaves</u>

NARRATIVE SECTION

Date Of Construction: 1948

Study Unit	Other
<u>Architecture/Landscape Architecture</u>	

Architect:

Builder:

Engineer:

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

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

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

**Statement of
Significance**

Aurora Avenue North, as named within the City of Seattle, is a portion of signed State Route 99 (SR 99) that extends from north Pierce County to north Snohomish County and serves as a regional link between cities within the Puget Sound Region. Aurora Avenue serves as a major traffic artery for the City of Seattle with links to I-5. The Aurora Avenue North experienced rapid settlement and urbanization following the arrival of the Interurban and Great Northern rail lines in the early decades of the 20th century, the creation and improvement of the Northern Trunk Road (Aurora Avenue North), and the post-World War II housing and commercial boom. During the early 20th century, the areas north of downtown Seattle attracted large developments because of its rural, yet accessible, location. These included the Highlands and Seattle Golf Club (circa 1908) and the Firland Tuberculosis Sanitarium (circa 1911), which is now occupied by Crista Ministeries. Commercial centers formed around the Interurban stops at Ronald (North 175th Street and Aurora Avenue North) and Richmond Highlands (North 185th Street and Aurora Avenue North). Automobile travel contributed to the broadened settlement pattern during the 1920s. The Great Depression and World War II (1930 to 1945) slowed the pace of housing development. During the Depression, many local families eked out a living on land they had purchased in better times. By the late 1930s, commercial development concentrated along Aurora Avenue North, which saw increasing use as part of the region's primary north-south travel route—U.S. Highway 99. The end of World War II unleashed a tremendous demand for family housing, and during the late 1940s large housing developments such as Ridgcrest (NE 165th Street to NE 155th Street and 5th Avenue North to 10th Avenue North) seemingly sprang up overnight. The end of World War II signaled what was described in the 1952 King County Planning Commission's "Shoreline Report: Studies for a Comprehensive Plan" as "the breaking of the dam." With the end of war-time restrictions on automobile use, these northern suburbs once again became a desirable area for Seattle workers to live. New residents poured into the area, creating tremendous demand for new housing developments, new shopping centers, and new schools. This same study noted that commercial development had increasingly focused on Aurora Avenue North and the comprehensive plan described the commercial development as "gas stations, hamburger stands, commercial signs, tourist courts, and trailer parks" interspersed with "better" commercial shopping districts. This building has no known association with significant historic events, has no distinguishing architectural design, and no other known associations that might render it eligible for listing in the NRHP.

**Description of
Physical
Appearance**

This vernacular commercial structure is two stories, clad in horizontal wood siding on the first story and vertical wood siding on the second story. The roof is flat with a large overhang. There are three garage bays on the front façade and fixed storefront windows of wood frame construction. The second floor has metal sliding windows. The cladding and windows have been moderately changed. The building is irregularly shaped.

**Historic Property
Inventory Report for**

at 12714 N Aurora Ave, Seattle, WA 98133

**Major
Bibliographic
References**

Bard, J.C., R. McClintock and A. Bergstad. 2001. Shoreline Interurban Trail Cultural Resources Technical Memo. Report on file, Department of Archaeology and Historic Preservation, Olympia.

CH2M HILL. 2001. Aurora Avenue North Multimodal Corridor Project: North 145th Street to North 165th Street, Preliminary Draft Discipline Report – Historical and Archaeological Resources (prepared for the City of Shoreline). Report on file, Department of Archaeology and Historic Preservation, Olympia.

Copass, C. 1996. Historic Resources Survey and Inventory Update for the City of Shoreline. King County Historic Preservation Program, Seattle, WA.

Lentz, Florence K. and Craig Holstine, 1995. An Inventory and Evaluation of Historic Properties Associated with Transportation in Washington State. Eastern Washington University Reports in Archaeology and History, Cheney, WA.

**Historic Property
Inventory Report for**

at 12546 N Aurora Ave, Seatte, WA 98133

LOCATION SECTION

Field Site No. AA0806

OAHP No.

Historic Name:

Common Name: Appliance Service Station

Property Address: 12546 N Aurora Ave, Seatte, WA 98133

Comments:

County King Township/Range/EW Section T26R04na 1/4 Sec 19 1/4 1/4 Sec Quadrangle SEATTLE NORTH

UTM Reference
Zone: 10 Spatial Type: Point Acquisition Code: USGS Topo
Sequence: 10 Easting: 549155 Northing: 5285478

Tax No./Parcel No.
1926049178

Plat/Block/Lot

Supplemental Map(s)

Acreage
0.23

IDENTIFICATION SECTION

Survey Name: Aurora Avenue North/SR 99

Field Recorder: Megan Venno

Date Recorded: 08/17/2006

Owner's Name: Dews, Walter M Sr Owner Address: 1821 NW 195th City/State/Zip: Seattle, WA 98177

Classification: Building Resource Status Survey/Inventory Comments

Within a District? No

Contributing?

National Register Nomination:

Local District:

National Register District/Thematic Nomination Name:

DESCRIPTION SECTION

Historic Use: Unknown

Current Use: Commerce/Trade - Specialty Store

Plan: L-Shape No. of Stories: 1

Structural System: Concrete - Block

Changes to plan: Unknown Changes to interior: Unknown Style Vernacular
Changes to original cladding: Intact Changes to other: Unknown
Changes to windows: Unknown Other (specify):



View of Front Façade

taken 08/17/2006

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

Comments:

Form/Type
Commercial

**Historic Property
Inventory Report for**

at 12546 N Aurora Ave, Seattle, WA 98133

Cladding	Foundation	Roof Material	Roof Type
<u>Concrete - Block</u>	<u>Concrete - Block</u>	<u>Unknown</u>	<u>Flat with Eaves</u>

NARRATIVE SECTION

Date Of Construction: 1959

Study Unit	Other
<u>Architecture/Landscape Architecture</u>	

Architect:
Builder:
Engineer:

- Property appears to meet criteria for the National Register of Historic Places: No
- Property is located in a potential historic district (National and/or local): No
- Property potentially contributes to a historic district (National and/or local):

**Statement of
Significance**

Aurora Avenue North, as named within the City of Seattle, is a portion of signed State Route 99 (SR 99) that extends from north Pierce County to north Snohomish County and serves as a regional link between cities within the Puget Sound Region. Aurora Avenue serves as a major traffic artery for the City of Seattle with links to I-5. The Aurora Avenue North experienced rapid settlement and urbanization following the arrival of the Interurban and Great Northern rail lines in the early decades of the 20th century, the creation and improvement of the Northern Trunk Road (Aurora Avenue North), and the post-World War II housing and commercial boom. During the early 20th century, the areas north of downtown Seattle attracted large developments because of its rural, yet accessible, location. These included the Highlands and Seattle Golf Club (circa 1908) and the Firland Tuberculosis Sanitarium (circa 1911), which is now occupied by Crista Ministeries. Commercial centers formed around the Interurban stops at Ronald (North 175th Street and Aurora Avenue North) and Richmond Highlands (North 185th Street and Aurora Avenue North). Automobile travel contributed to the broadened settlement pattern during the 1920s. The Great Depression and World War II (1930 to 1945) slowed the pace of housing development. During the Depression, many local families eked out a living on land they had purchased in better times. By the late 1930s, commercial development concentrated along Aurora Avenue North, which saw increasing use as part of the region's primary north-south travel route—U.S. Highway 99. The end of World War II unleashed a tremendous demand for family housing, and during the late 1940s large housing developments such as Ridgecrest (NE 165th Street to NE 155th Street and 5th Avenue North to 10th Avenue North) seemingly sprang up overnight. The end of World War II signaled what was described in the 1952 King County Planning Commission's "Shoreline Report: Studies for a Comprehensive Plan" as "the breaking of the dam." With the end of war-time restrictions on automobile use, these northern suburbs once again became a desirable area for Seattle workers to live. New residents poured into the area, creating tremendous demand for new housing developments, new shopping centers, and new schools. This same study noted that commercial development had increasingly focused on Aurora Avenue North and the comprehensive plan described the commercial development as "gas stations, hamburger stands, commercial signs, tourist courts, and trailer parks" interspersed with "better" commercial shopping districts. This building has no known association with significant historic events, has no distinguishing architectural design, and no other known associations that might render it eligible for listing in the NRHP.

**Description of
Physical
Appearance**

This vernacular commercial structure is one story clad in concrete block. It has an L-shaped plan and a flat roof. The entry is recessed and there are fixed metal frame storefront windows on the front façade. The foundation is concrete block.

**Historic Property
Inventory Report for**

at 12546 N Aurora Ave, Seattle, WA 98133

**Major
Bibliographic
References**

Bard, J.C., R. McClintock and A. Bergstad. 2001. Shoreline Interurban Trail Cultural Resources Technical Memo. Report on file, Department of Archaeology and Historic Preservation, Olympia.

CH2M HILL. 2001. Aurora Avenue North Multimodal Corridor Project: North 145th Street to North 165th Street, Preliminary Draft Discipline Report – Historical and Archaeological Resources (prepared for the City of Shoreline). Report on file, Department of Archaeology and Historic Preservation, Olympia.

Copass, C. 1996. Historic Resources Survey and Inventory Update for the City of Shoreline. King County Historic Preservation Program, Seattle, WA.

Lentz, Florence K. and Craig Holstine, 1995. An Inventory and Evaluation of Historic Properties Associated with Transportation in Washington State. Eastern Washington University Reports in Archaeology and History, Cheney, WA.

**Historic Property
Inventory Report for**

at 12534 N Aurora Ave, Seattle, WA 98133

LOCATION SECTION

Field Site No. AA0806

OAHP No.

Historic Name:

Common Name: Dawg Tags Bar & Grill

Property Address: 12534 N Aurora Ave, Seattle, WA 98133

Comments:

County King Township/Range/EW Section T26R04na 1/4 Sec 19 1/4 1/4 Sec Quadrangle SEATTLE NORTH

UTM Reference
Zone: 10 Spatial Type: Point Acquisition Code: USGS Topo
Sequence: 10 Easting: 549163 Northing: 5285449

Tax No./Parcel No. 1926049298 Plat/Block/Lot Supplemental Map(s) Acreage 0.11

IDENTIFICATION SECTION

Survey Name: Aurora Avenue North/SR 99

Field Recorder: Megan Venno

Date Recorded: 08/17/2006

Owner's Name: Garneaa, Edward J + Faye M Owner Address: 11725 Shoreline Park Dr NW City/State/Zip: Seattle, WA 98177

Classification: Building Resource Status Survey/Inventory Comments

Within a District? No

Contributing?

National Register Nomination:

Local District:

National Register District/Thematic Nomination Name:

DESCRIPTION SECTION

Historic Use: Unknown

Current Use: Commerce/Trade - Restaurant

Plan: Rectangle No. of Stories: 1

Structural System: Concrete - Block

Changes to plan: Unknown Changes to interior: Unknown Style Vernacular
Changes to original cladding: Unknown Changes to other: Unknown
Changes to windows: Unknown Other (specify):



View of Front Façade

taken 08/17/2006

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

Comments:

Form/Type
Commercial

**Historic Property
Inventory Report for**

at 12534 N Aurora Ave, Seattle, WA 98133

Cladding	Foundation	Roof Material	Roof Type
<u>Concrete - Block</u> <u>Veneer - Brick</u>	<u>Concrete - Block</u>	<u>Unknown</u>	<u>Flat with Eaves</u>

NARRATIVE SECTION

Date Of Construction: 1955

Study Unit	Other
<u>Architecture/Landscape Architecture</u>	

Architect:

Builder:

Engineer:

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

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

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

**Statement of
Significance**

Aurora Avenue North, as named within the City of Seattle, is a portion of signed State Route 99 (SR 99) that extends from north Pierce County to north Snohomish County and serves as a regional link between cities within the Puget Sound Region. Aurora Avenue serves as a major traffic artery for the City of Seattle with links to I-5. The Aurora Avenue North experienced rapid settlement and urbanization following the arrival of the Interurban and Great Northern rail lines in the early decades of the 20th century, the creation and improvement of the Northern Trunk Road (Aurora Avenue North), and the post-World War II housing and commercial boom. During the early 20th century, the areas north of downtown Seattle attracted large developments because of its rural, yet accessible, location. These included the Highlands and Seattle Golf Club (circa 1908) and the Firland Tuberculosis Sanitarium (circa 1911), which is now occupied by Crista Ministeries. Commercial centers formed around the Interurban stops at Ronald (North 175th Street and Aurora Avenue North) and Richmond Highlands (North 185th Street and Aurora Avenue North). Automobile travel contributed to the broadened settlement pattern during the 1920s. The Great Depression and World War II (1930 to 1945) slowed the pace of housing development. During the Depression, many local families eked out a living on land they had purchased in better times. By the late 1930s, commercial development concentrated along Aurora Avenue North, which saw increasing use as part of the region's primary north-south travel route—U.S. Highway 99. The end of World War II unleashed a tremendous demand for family housing, and during the late 1940s large housing developments such as Ridgcrest (NE 165th Street to NE 155th Street and 5th Avenue North to 10th Avenue North) seemingly sprang up overnight. The end of World War II signaled what was described in the 1952 King County Planning Commission's "Shoreline Report: Studies for a Comprehensive Plan" as "the breaking of the dam." With the end of war-time restrictions on automobile use, these northern suburbs once again became a desirable area for Seattle workers to live. New residents poured into the area, creating tremendous demand for new housing developments, new shopping centers, and new schools. This same study noted that commercial development had increasingly focused on Aurora Avenue North and the comprehensive plan described the commercial development as "gas stations, hamburger stands, commercial signs, tourist courts, and trailer parks" interspersed with "better" commercial shopping districts. This building has no known association with significant historic events, has no distinguishing architectural design, and no other known associations that might render it eligible for listing in the NRHP.

**Description of
Physical
Appearance**

This vernacular commercial structure is one story, clad in concrete block with brick veneer on the front façade. The roof is flat with a metal overhang. The windows are fixed and some have been filled in. The foundation is concrete block.

**Major
Bibliographic
References**

Bard, J.C., R. McClintock and A. Bergstad. 2001. Shoreline Interurban Trail Cultural Resources Technical Memo. Report on file, Department of Archaeology and Historic Preservation, Olympia.

CH2M HILL. 2001. Aurora Avenue North Multimodal Corridor Project: North 145th Street to North 165th Street, Preliminary Draft Discipline Report – Historical and Archaeological Resources (prepared for the City of Shoreline). Report on file, Department of Archaeology and Historic Preservation, Olympia.

Copass, C. 1996. Historic Resources Survey and Inventory Update for the City of Shoreline. King County Historic Preservation Program, Seattle, WA.

Lentz, Florence K. and Craig Holstine, 1995. An Inventory and Evaluation of Historic Properties Associated with Transportation in Washington State. Eastern Washington University Reports in Archaeology and History, Cheney, WA.

**Historic Property
Inventory Report for**

at 12230 N Aurora Ave, Seattle, WA 98133

LOCATION SECTION

Field Site No. AA0806

OAHP No.

Historic Name:

Common Name: Cash 1

Property Address: 12230 N Aurora Ave, Seattle, WA 98133

Comments:

County King Township/Range/EW Section T26R04na 1/4 Sec 30 1/4 1/4 Sec Quadrangle SEATTLE NORTH

UTM Reference
Zone: 10 Spatial Type: Point Acquisition Code: USGS Topo
Sequence: 10 Easting: 549171 Northing: 5285252

Tax No./Parcel No.
3026049088

Plat/Block/Lot

Supplemental Map(s)

Acreage
0.61

IDENTIFICATION SECTION

Survey Name: Aurora Avenue North/SR 99

Field Recorder: Megan Venno

Date Recorded: 08/17/2006

Owner's Name: BDM Inverstmnts Owner Address: 8045 Lakemont Dr. NE City/State/Zip: Seattle, WA 98115

Classification: Building Resource Status Survey/Inventory Comments

Within a District? No

Contributing?

National Register Nomination:

Local District:

National Register District/Thematic Nomination Name:

DESCRIPTION SECTION

Historic Use: Unknown

Current Use: Commerce/Trade - Financial Institution

Plan: Rectangle No. of Stories: 1.5

Structural System: Unknown

Changes to plan: Unknown Changes to interior: Unknown Style Vernacular
Changes to original cladding: Unknown Changes to other: Unknown
Changes to windows: Unknown Other (specify):

Form/Type
Commercial



View of Front Façade

taken 08/17/2006

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

Comments:

**Historic Property
Inventory Report for**

at 12230 N Aurora Ave, Seattle, WA 98133

Cladding	Foundation	Roof Material	Roof Type
Concrete <u>Vertical - Boards</u>	<u>Unknown</u>	<u>Unknown</u>	<u>Flat with Parapet</u>

NARRATIVE SECTION

Date Of Construction: 1955

Study Unit	Other
<u>Architecture/Landscape Architecture</u>	

Architect:

Builder:

Engineer:

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

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

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

**Statement of
Significance**

Aurora Avenue North, as named within the City of Seattle, is a portion of signed State Route 99 (SR 99) that extends from north Pierce County to north Snohomish County and serves as a regional link between cities within the Puget Sound Region. Aurora Avenue serves as a major traffic artery for the City of Seattle with links to I-5. The Aurora Avenue North experienced rapid settlement and urbanization following the arrival of the Interurban and Great Northern rail lines in the early decades of the 20th century, the creation and improvement of the Northern Trunk Road (Aurora Avenue North), and the post-World War II housing and commercial boom. During the early 20th century, the areas north of downtown Seattle attracted large developments because of its rural, yet accessible, location. These included the Highlands and Seattle Golf Club (circa 1908) and the Firland Tuberculosis Sanitarium (circa 1911), which is now occupied by Crista Ministeries. Commercial centers formed around the Interurban stops at Ronald (North 175th Street and Aurora Avenue North) and Richmond Highlands (North 185th Street and Aurora Avenue North). Automobile travel contributed to the broadened settlement pattern during the 1920s. The Great Depression and World War II (1930 to 1945) slowed the pace of housing development. During the Depression, many local families eked out a living on land they had purchased in better times. By the late 1930s, commercial development concentrated along Aurora Avenue North, which saw increasing use as part of the region's primary north-south travel route—U.S. Highway 99. The end of World War II unleashed a tremendous demand for family housing, and during the late 1940s large housing developments such as Ridgcrest (NE 165th Street to NE 155th Street and 5th Avenue North to 10th Avenue North) seemingly sprang up overnight. The end of World War II signaled what was described in the 1952 King County Planning Commission's "Shoreline Report: Studies for a Comprehensive Plan" as "the breaking of the dam." With the end of war-time restrictions on automobile use, these northern suburbs once again became a desirable area for Seattle workers to live. New residents poured into the area, creating tremendous demand for new housing developments, new shopping centers, and new schools. This same study noted that commercial development had increasingly focused on Aurora Avenue North and the comprehensive plan described the commercial development as "gas stations, hamburger stands, commercial signs, tourist courts, and trailer parks" interspersed with "better" commercial shopping districts. This building has no known association with significant historic events, has no distinguishing architectural design, and no other known associations that might render it eligible for listing in the NRHP.

**Description of
Physical
Appearance**

This vernacular commercial structure is one and a half stories, clad in smooth concrete with vertical wood plank veneer on the front façade. The roof is flat with a wide overhang on the primary façade. The building has a rectangular plan with fixed wood storefront windows, some of which have been painted over.

**Historic Property
Inventory Report for**

at 12230 N Aurora Ave, Seattle, WA 98133

**Major
Bibliographic
References**

Bard, J.C., R. McClintock and A. Bergstad. 2001. Shoreline Interurban Trail Cultural Resources Technical Memo. Report on file, Department of Archaeology and Historic Preservation, Olympia.

CH2M HILL. 2001. Aurora Avenue North Multimodal Corridor Project: North 145th Street to North 165th Street, Preliminary Draft Discipline Report – Historical and Archaeological Resources (prepared for the City of Shoreline). Report on file, Department of Archaeology and Historic Preservation, Olympia.

Copass, C. 1996. Historic Resources Survey and Inventory Update for the City of Shoreline. King County Historic Preservation Program, Seattle, WA.

Lentz, Florence K. and Craig Holstine, 1995. An Inventory and Evaluation of Historic Properties Associated with Transportation in Washington State. Eastern Washington University Reports in Archaeology and History, Cheney, WA.

**Historic Property
Inventory Report for**

at 12226 N Aurora Ave, Seatte, WA 98133

LOCATION SECTION

Field Site No. AA0806

OAHF No.

Historic Name:

Common Name:

Property Address: 12226 N Aurora Ave, Seatte, WA 98133

Comments:

County King Township/Range/EW Section T26R04na 1/4 Sec 30 1/4 1/4 Sec Quadrangle SEATTLE NORTH

UTM Reference
Zone: 10 Spatial Type: Point Acquisition Code: USGS Topo
Sequence: 10 Easting: 549175 Northing: 5285229

Tax No./Parcel No.
3026049092

Plat/Block/Lot

Supplemental Map(s)

Acreege
0.59

IDENTIFICATION SECTION

Survey Name: Aurora Avenue North/SR 99

Field Recorder: Megan Venno

Date Recorded: 08/17/2006

Owner's Name: BHL Inverstments LLC Owner Address: 19235 NE 149th St. City/State/Zip: Seattle, WA 98077

Classification: Building Resource Status Survey/Inventory Comments

Within a District? No

Contributing?

National Register Nomination:

Local District:

National Register District/Thematic Nomination Name:

DESCRIPTION SECTION

Historic Use: Unknown

Current Use: Commerce/Trade - Specialty Store

Plan: Square No. of Stories: 1

Structural System: Unknown

Changes to plan: Intact Changes to interior: Unknown Style Vernacular
Changes to original cladding: Unknown Changes to other: Unknown
Changes to windows: Unknown Other (specify):

Form/Type
Commercial



View of Front Façade

taken 08/17/2006

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

Comments:

**Historic Property
Inventory Report for**

at 12226 N Aurora Ave, Seattle, WA 98133

Cladding	Foundation	Roof Material	Roof Type
<u>Vertical - Boards</u>	<u>Unknown</u>	<u>Unknown</u>	<u>Shed</u>

NARRATIVE SECTION

Date Of Construction: 1957

Study Unit	Other
<u>Architecture/Landscape Architecture</u>	

Architect:

Builder:

Engineer:

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

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

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

**Statement of
Significance**

Aurora Avenue North, as named within the City of Seattle, is a portion of signed State Route 99 (SR 99) that extends from north Pierce County to north Snohomish County and serves as a regional link between cities within the Puget Sound Region. Aurora Avenue serves as a major traffic artery for the City of Seattle with links to I-5. The Aurora Avenue North experienced rapid settlement and urbanization following the arrival of the Interurban and Great Northern rail lines in the early decades of the 20th century, the creation and improvement of the Northern Trunk Road (Aurora Avenue North), and the post-World War II housing and commercial boom. During the early 20th century, the areas north of downtown Seattle attracted large developments because of its rural, yet accessible, location. These included the Highlands and Seattle Golf Club (circa 1908) and the Firland Tuberculosis Sanitarium (circa 1911), which is now occupied by Crista Ministeries. Commercial centers formed around the Interurban stops at Ronald (North 175th Street and Aurora Avenue North) and Richmond Highlands (North 185th Street and Aurora Avenue North). Automobile travel contributed to the broadened settlement pattern during the 1920s. The Great Depression and World War II (1930 to 1945) slowed the pace of housing development. During the Depression, many local families eked out a living on land they had purchased in better times. By the late 1930s, commercial development concentrated along Aurora Avenue North, which saw increasing use as part of the region's primary north-south travel route—U.S. Highway 99. The end of World War II unleashed a tremendous demand for family housing, and during the late 1940s large housing developments such as Ridgecrest (NE 165th Street to NE 155th Street and 5th Avenue North to 10th Avenue North) seemingly sprang up overnight. The end of World War II signaled what was described in the 1952 King County Planning Commission's "Shoreline Report: Studies for a Comprehensive Plan" as "the breaking of the dam." With the end of war-time restrictions on automobile use, these northern suburbs once again became a desirable area for Seattle workers to live. New residents poured into the area, creating tremendous demand for new housing developments, new shopping centers, and new schools. This same study noted that commercial development had increasingly focused on Aurora Avenue North and the comprehensive plan described the commercial development as "gas stations, hamburger stands, commercial signs, tourist courts, and trailer parks" interspersed with "better" commercial shopping districts. This building has no known association with significant historic events, has no distinguishing architectural design, and no other known associations that might render it eligible for listing in the NRHP.

**Description of
Physical
Appearance**

This vernacular commercial structure is a small shed like building clad in vertical wood plank. The shed roof has a large overhang over front entry. The windows are a combination of vinyl fixed and single hung.

**Historic Property
Inventory Report for**

at 12226 N Aurora Ave, Seattle, WA 98133

**Major
Bibliographic
References**

Bard, J.C., R. McClintock and A. Bergstad. 2001. Shoreline Interurban Trail Cultural Resources Technical Memo. Report on file, Department of Archaeology and Historic Preservation, Olympia.

CH2M HILL. 2001. Aurora Avenue North Multimodal Corridor Project: North 145th Street to North 165th Street, Preliminary Draft Discipline Report – Historical and Archaeological Resources (prepared for the City of Shoreline). Report on file, Department of Archaeology and Historic Preservation, Olympia.

Copass, C. 1996. Historic Resources Survey and Inventory Update for the City of Shoreline. King County Historic Preservation Program, Seattle, WA.

Lentz, Florence K. and Craig Holstine, 1995. An Inventory and Evaluation of Historic Properties Associated with Transportation in Washington State. Eastern Washington University Reports in Archaeology and History, Cheney, WA.

**Historic Property
Inventory Report for**

at 11740 N Aurora Ave, Seattle, WA 98133

LOCATION SECTION

Field Site No. AA0806

OAHP No.

Historic Name:

Common Name:

Property Address: 11740 N Aurora Ave, Seattle, WA 98133

Comments:

County King Township/Range/EW Section T26R04na 1/4 Sec 30 1/4 1/4 Sec Quadrangle SEATTLE NORTH

UTM Reference

Zone: 10 Spatial Type: Point

Acquisition Code: USGS Topo

Sequence: 10 Easting: 549167

Northing: 5284864

Tax No./Parcel No.

Plat/Block/Lot

Supplemental Map(s)

Acreage

3026049095

0.23

IDENTIFICATION SECTION

Survey Name: Aurora Avenue North/SR 99

Field Recorder: Megan Venno

Date Recorded: 08/17/2006

Owner's Name:

Owner Address:

City/State/Zip:

Jasmin LLC

11736 Aurora Ave N

Seattle, WA 98133

Classification: Building

Resource Status

Comments

Within a District? No

Survey/Inventory

Contributing?

National Register Nomination:

Local District:

National Register District/Thematic Nomination Name:

DESCRIPTION SECTION

Historic Use: Unknown

Current Use: Vacant/Not in Use

Plan: Rectangle

No. of Stories: 1

Structural System: Unknown

Changes to plan: Intact

Changes to interior: Unknown

Style

Changes to original cladding: Unknown

Changes to other: Unknown

Vernacular

Changes to windows: Extensive

Other (specify):

Form/Type

Commercial



View of Front Façade

taken 08/17/2006

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

Comments:

**Historic Property
Inventory Report for**

at 11740 N Aurora Ave, Seattle, WA 98133

Cladding

Vertical - Boards
Concrete

Foundation

Concrete - Poured

Roof Material

Asphalt / Composition - Shingle

Roof Type

Gable - Front Gable

NARRATIVE SECTION

Date Of Construction: 1947

Study Unit

Other

Architect:

Builder:

Engineer:

Architecture/Landscape Architecture

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

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

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

**Statement of
Significance**

Aurora Avenue North, as named within the City of Seattle, is a portion of signed State Route 99 (SR 99) that extends from north Pierce County to north Snohomish County and serves as a regional link between cities within the Puget Sound Region. Aurora Avenue serves as a major traffic artery for the City of Seattle with links to I-5. The Aurora Avenue North experienced rapid settlement and urbanization following the arrival of the Interurban and Great Northern rail lines in the early decades of the 20th century, the creation and improvement of the Northern Trunk Road (Aurora Avenue North), and the post-World War II housing and commercial boom. During the early 20th century, the areas north of downtown Seattle attracted large developments because of its rural, yet accessible, location. These included the Highlands and Seattle Golf Club (circa 1908) and the Firland Tuberculosis Sanitarium (circa 1911), which is now occupied by Crista Ministeries. Commercial centers formed around the Interurban stops at Ronald (North 175th Street and Aurora Avenue North) and Richmond Highlands (North 185th Street and Aurora Avenue North). Automobile travel contributed to the broadened settlement pattern during the 1920s. The Great Depression and World War II (1930 to 1945) slowed the pace of housing development. During the Depression, many local families eked out a living on land they had purchased in better times. By the late 1930s, commercial development concentrated along Aurora Avenue North, which saw increasing use as part of the region's primary north-south travel route—U.S. Highway 99. The end of World War II unleashed a tremendous demand for family housing, and during the late 1940s large housing developments such as Ridgcrest (NE 165th Street to NE 155th Street and 5th Avenue North to 10th Avenue North) seemingly sprang up overnight. The end of World War II signaled what was described in the 1952 King County Planning Commission's "Shoreline Report: Studies for a Comprehensive Plan" as "the breaking of the dam." With the end of war-time restrictions on automobile use, these northern suburbs once again became a desirable area for Seattle workers to live. New residents poured into the area, creating tremendous demand for new housing developments, new shopping centers, and new schools. This same study noted that commercial development had increasingly focused on Aurora Avenue North and the comprehensive plan described the commercial development as "gas stations, hamburger stands, commercial signs, tourist courts, and trailer parks" interspersed with "better" commercial shopping districts. This building has no known association with significant historic events, has no distinguishing architectural design, and no other known associations that might render it eligible for listing in the NRHP.

**Description of
Physical
Appearance**

This vernacular commercial structure is one story, clad in concrete with vertical wood siding in the gable on front façade. The roof is front gabled of asphalt composition shingle. The windows are a combination of fixed and sliding aluminum. The foundation is poured concrete. There have been extensive changes to the windows. The building is vacant.

**Major
Bibliographic
References**

Bard, J.C., R. McClintock and A. Bergstad. 2001. Shoreline Interurban Trail Cultural Resources Technical Memo. Report on file, Department of Archaeology and Historic Preservation, Olympia.

CH2M HILL. 2001. Aurora Avenue North Multimodal Corridor Project: North 145th Street to North 165th Street, Preliminary Draft Discipline Report – Historical and Archaeological Resources (prepared for the City of Shoreline). Report on file, Department of Archaeology and Historic Preservation, Olympia.

Copass, C. 1996. Historic Resources Survey and Inventory Update for the City of Shoreline. King County Historic Preservation Program, Seattle, WA.

Lentz, Florence K. and Craig Holstine, 1995. An Inventory and Evaluation of Historic Properties Associated with Transportation in Washington State. Eastern Washington University Reports in Archaeology and History, Cheney, WA.

**Historic Property
Inventory Report for**

at 11736 N Aurora Ave, Seattle, WA 98133

LOCATION SECTION

Field Site No. AA0806

OAHP No.

Historic Name:

Common Name: El Dorado Motel

Property Address: 11736 N Aurora Ave, Seattle, WA 98133

Comments:

County King Township/Range/EW Section T26R04na 1/4 Sec 30 1/4 1/4 Sec Quadrangle SEATTLE NORTH

UTM Reference
Zone: 10 Spatial Type: Point Acquisition Code: USGS Topo
Sequence: 10 Easting: 549171 Northing: 5284847

Tax No./Parcel No.
3026049098

Plat/Block/Lot

Supplemental Map(s)

Acreage
0.23

IDENTIFICATION SECTION

Survey Name: Aurora Avenue North/SR 99

Field Recorder: Megan Venno

Date Recorded: 08/17/2006

Owner's Name: Jasmin LLC Owner Address: 11736 Aurora Ave N City/State/Zip: Seattle, WA 98133

Classification: Building Resource Status Survey/Inventory Comments

Within a District? No

Contributing?

National Register Nomination:

Local District:

National Register District/Thematic Nomination Name:

DESCRIPTION SECTION

Historic Use: Unknown

Current Use: Domestic - Hotel

Plan: Unknown No. of Stories: 2

Structural System: Unknown

Changes to plan: Unknown Changes to interior: Unknown Style Vernacular
Changes to original cladding: Unknown Changes to other: Unknown
Changes to windows: Unknown Other (specify):



View of Front Façade

taken 08/17/2006

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

Comments:

Form/Type

Hotel/Motel

**Historic Property
Inventory Report for**

at 11736 N Aurora Ave, Seattle, WA 98133

Cladding	Foundation	Roof Material	Roof Type
<u>Shingle</u> <u>Vertical - Boards</u> <u>Brick</u>	<u>Unknown</u>	<u>Asphalt / Composition - Shingle</u>	<u>Hip</u> <u>Gable - Side Gable</u>

NARRATIVE SECTION

Date Of Construction: 1950

Study Unit	Other
<u>Architecture/Landscape Architecture</u>	

Architect:

Builder:

Engineer:

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

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

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

**Statement of
Significance**

Aurora Avenue North, as named within the City of Seattle, is a portion of signed State Route 99 (SR 99) that extends from north Pierce County to north Snohomish County and serves as a regional link between cities within the Puget Sound Region. Aurora Avenue serves as a major traffic artery for the City of Seattle with links to I-5. The Aurora Avenue North experienced rapid settlement and urbanization following the arrival of the Interurban and Great Northern rail lines in the early decades of the 20th century, the creation and improvement of the Northern Trunk Road (Aurora Avenue North), and the post-World War II housing and commercial boom. During the early 20th century, the areas north of downtown Seattle attracted large developments because of its rural, yet accessible, location. These included the Highlands and Seattle Golf Club (circa 1908) and the Firland Tuberculosis Sanitarium (circa 1911), which is now occupied by Crista Ministeries. Commercial centers formed around the Interurban stops at Ronald (North 175th Street and Aurora Avenue North) and Richmond Highlands (North 185th Street and Aurora Avenue North). Automobile travel contributed to the broadened settlement pattern during the 1920s. The Great Depression and World War II (1930 to 1945) slowed the pace of housing development. During the Depression, many local families eked out a living on land they had purchased in better times. By the late 1930s, commercial development concentrated along Aurora Avenue North, which saw increasing use as part of the region's primary north-south travel route—U.S. Highway 99. The end of World War II unleashed a tremendous demand for family housing, and during the late 1940s large housing developments such as Ridgecrest (NE 165th Street to NE 155th Street and 5th Avenue North to 10th Avenue North) seemingly sprang up overnight. The end of World War II signaled what was described in the 1952 King County Planning Commission's "Shoreline Report: Studies for a Comprehensive Plan" as "the breaking of the dam." With the end of war-time restrictions on automobile use, these northern suburbs once again became a desirable area for Seattle workers to live. New residents poured into the area, creating tremendous demand for new housing developments, new shopping centers, and new schools. This same study noted that commercial development had increasingly focused on Aurora Avenue North and the comprehensive plan described the commercial development as "gas stations, hamburger stands, commercial signs, tourist courts, and trailer parks" interspersed with "better" commercial shopping districts. This building has no known association with significant historic events, has no distinguishing architectural design, and no other known associations that might render it eligible for listing in the NRHP.

**Description of
Physical
Appearance**

These vernacular commercial structures are two separate buildings, but part of the same motel complex. The front building is two stories, with a hipped roof of asphalt composition shingle. The building is clad in vertical plank and wood shingle, and there is a brick chimney. The windows are sliding and hung sash of wood frame construction. The building also has a basement built into the slope of the hill. The second structure is located behind the first and is a one story rectangular building clad in brick. It has a side gabled roof of asphalt composition shingle with a wide overhang. The windows are a combination of metal fixed and casement.

**Historic Property
Inventory Report for**

at 11736 N Aurora Ave, Seattle, WA 98133

**Major
Bibliographic
References**

Bard, J.C., R. McClintock and A. Bergstad. 2001. Shoreline Interurban Trail Cultural Resources Technical Memo. Report on file, Department of Archaeology and Historic Preservation, Olympia.

CH2M HILL. 2001. Aurora Avenue North Multimodal Corridor Project: North 145th Street to North 165th Street, Preliminary Draft Discipline Report – Historical and Archaeological Resources (prepared for the City of Shoreline). Report on file, Department of Archaeology and Historic Preservation, Olympia.

Copass, C. 1996. Historic Resources Survey and Inventory Update for the City of Shoreline. King County Historic Preservation Program, Seattle, WA.

Lentz, Florence K. and Craig Holstine, 1995. An Inventory and Evaluation of Historic Properties Associated with Transportation in Washington State. Eastern Washington University Reports in Archaeology and History, Cheney, WA.

Additional Photos for:

at 11736 N Aurora Ave, Seattle, WA 98133



View of Back building

taken 08/17/2006

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

Comments:

View of

taken

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

Comments:

View of

taken

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

Comments:

View of

taken

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

Comments:

Historic Property
Inventory Report for

at 11728 N Aurora Ave, Seattle, WA 98133

LOCATION SECTION

Field Site No. AA0806

OAHP No.

Historic Name:

Common Name: R. B. White Electric/ Signal Services

Property Address: 11728 N Aurora Ave, Seattle, WA 98133

Comments:

County King Township/Range/EW Section T26R04W5 1/4 Sec 19 1/4 1/4 Sec Quadrangle SEATTLE NORTH

UTM Reference
Zone: 10 Spatial Type: Point Acquisition Code: USGS Topo
Sequence: 10 Easting: 549166 Northing: 5284868

Tax No./Parcel No.
1926049012

Plat/Block/Lot

Supplemental Map(s)

Acreege
1.19

IDENTIFICATION SECTION

Survey Name: Aurora Avenue North/SR 99

Field Recorder: Megan Venno

Date Recorded: 08/17/2006

Owner's Name: Advance Holdings LLC Owner Address: P. O. Box 33178 City/State/Zip: Seattle, NM 98133

Classification: Building Resource Status Survey/Inventory Comments

Within a District? No

Contributing?

National Register Nomination:

Local District:

National Register District/Thematic Nomination Name:

DESCRIPTION SECTION

Historic Use: Unknown

Current Use: Commerce/Trade - Business

Plan: Rectangle No. of Stories: 2

Structural System: Unknown

Changes to plan: Unknown Changes to interior: Unknown Style Vernacular
Changes to original cladding: Unknown Changes to other: Unknown
Changes to windows: Unknown Other (specify):



View of Front Façade

taken 08/17/2006

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

Comments:

Form/Type

Commercial

**Historic Property
Inventory Report for**

at 11728 N Aurora Ave, Seattle, WA 98133

Cladding <u>Concrete</u>	Foundation <u>Unknown</u>	Roof Material <u>Unknown</u>	Roof Type <u>Flat with Eaves</u>
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NARRATIVE SECTION

Date Of Construction: 1957

Study Unit <u>Architecture/Landscape Architecture</u>	Other
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Architect:

Builder:

Engineer:

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

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

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

**Statement of
Significance**

Aurora Avenue North, as named within the City of Seattle, is a portion of signed State Route 99 (SR 99) that extends from north Pierce County to north Snohomish County and serves as a regional link between cities within the Puget Sound Region. Aurora Avenue serves as a major traffic artery for the City of Seattle with links to I-5. The Aurora Avenue North experienced rapid settlement and urbanization following the arrival of the Interurban and Great Northern rail lines in the early decades of the 20th century, the creation and improvement of the Northern Trunk Road (Aurora Avenue North), and the post-World War II housing and commercial boom. During the early 20th century, the areas north of downtown Seattle attracted large developments because of its rural, yet accessible, location. These included the Highlands and Seattle Golf Club (circa 1908) and the Firland Tuberculosis Sanitarium (circa 1911), which is now occupied by Crista Ministeries. Commercial centers formed around the Interurban stops at Ronald (North 175th Street and Aurora Avenue North) and Richmond Highlands (North 185th Street and Aurora Avenue North). Automobile travel contributed to the broadened settlement pattern during the 1920s. The Great Depression and World War II (1930 to 1945) slowed the pace of housing development. During the Depression, many local families eked out a living on land they had purchased in better times. By the late 1930s, commercial development concentrated along Aurora Avenue North, which saw increasing use as part of the region's primary north-south travel route—U.S. Highway 99. The end of World War II unleashed a tremendous demand for family housing, and during the late 1940s large housing developments such as Ridgecrest (NE 165th Street to NE 155th Street and 5th Avenue North to 10th Avenue North) seemingly sprang up overnight. The end of World War II signaled what was described in the 1952 King County Planning Commission's "Shoreline Report: Studies for a Comprehensive Plan" as "the breaking of the dam." With the end of war-time restrictions on automobile use, these northern suburbs once again became a desirable area for Seattle workers to live. New residents poured into the area, creating tremendous demand for new housing developments, new shopping centers, and new schools. This same study noted that commercial development had increasingly focused on Aurora Avenue North and the comprehensive plan described the commercial development as "gas stations, hamburger stands, commercial signs, tourist courts, and trailer parks" interspersed with "better" commercial shopping districts. This building has no known association with significant historic events, has no distinguishing architectural design, and no other known associations that might render it eligible for listing in the NRHP.

**Description of
Physical
Appearance**

This vernacular commercial structure is two stories, clad in concrete. The rectangular shaped building has a flat roof with a chimney. The roof extends over all three sides of the building and is cantilevered. The windows are fixed metal, and some have been frosted.

**Historic Property
Inventory Report for**

at 11728 N Aurora Ave, Seattle, WA 98133

**Major
Bibliographic
References**

Bard, J.C., R. McClintock and A. Bergstad. 2001. Shoreline Interurban Trail Cultural Resources Technical Memo. Report on file, Department of Archaeology and Historic Preservation, Olympia.

CH2M HILL. 2001. Aurora Avenue North Multimodal Corridor Project: North 145th Street to North 165th Street, Preliminary Draft Discipline Report – Historical and Archaeological Resources (prepared for the City of Shoreline). Report on file, Department of Archaeology and Historic Preservation, Olympia.

Copass, C. 1996. Historic Resources Survey and Inventory Update for the City of Shoreline. King County Historic Preservation Program, Seattle, WA.

Lentz, Florence K. and Craig Holstine, 1995. An Inventory and Evaluation of Historic Properties Associated with Transportation in Washington State. Eastern Washington University Reports in Archaeology and History, Cheney, WA.

**Historic Property
Inventory Report for**

at 12752 N Aurora Ave, Seattle, WA 98133

LOCATION SECTION

Field Site No. AA0806

OAHP No.

Historic Name:

Common Name: Pho of Aurora

Property Address: 12752 N Aurora Ave, Seattle, WA 98133

Comments:

County King Township/Range/EW Section T26R04na 1/4 Sec 19 1/4 1/4 Sec Quadrangle SEATTLE NORTH

UTM Reference
Zone: 10 Spatial Type: Point Acquisition Code: USGS Topo
Sequence: 10 Easting: 549150 Northing: 5285614

Tax No./Parcel No.
1632700005

Plat/Block/Lot
Cliffords Haller Lake Add/0/1

Supplemental Map(s)

Acreage
0.23

IDENTIFICATION SECTION

Survey Name: Aurora Avenue North/SR 99

Field Recorder: Megan Venno

Date Recorded: 08/17/2006

Owner's Name: Wong, Lea M Owner Address: 5301 24th Ave S City/State/Zip: Seattle, WA 98108

Classification: Building Resource Status Survey/Inventory Comments

Within a District? No

Contributing?

National Register Nomination:

Local District:

National Register District/Thematic Nomination Name:

DESCRIPTION SECTION

Historic Use: Unknown

Current Use: Commerce/Trade - Restaurant

Plan: Rectangle No. of Stories: 1

Structural System: Unknown

Changes to plan: Intact Changes to interior: Unknown Style Vernacular
Changes to original cladding: Extensive Changes to other: Unknown
Changes to windows: Extensive Other (specify):

Form/Type
Commercial



View of Front Façade

taken 08/17/2006

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

Comments:

**Historic Property
Inventory Report for**

at 12752 N Aurora Ave, Seattle, WA 98133

Cladding	Foundation	Roof Material	Roof Type
<u>Stucco</u>	<u>Concrete - Poured</u>	<u>Asphalt / Composition - Shingle</u>	<u>Flat with Eaves</u> <u>Mansard</u>

NARRATIVE SECTION

Date Of Construction: 1953

Study Unit	Other
<u>Architecture/Landscape Architecture</u>	

Architect:

Builder:

Engineer:

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

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

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

**Statement of
Significance**

Aurora Avenue North, as named within the City of Seattle, is a portion of signed State Route 99 (SR 99) that extends from north Pierce County to north Snohomish County and serves as a regional link between cities within the Puget Sound Region. Aurora Avenue serves as a major traffic artery for the City of Seattle with links to I-5. The Aurora Avenue North experienced rapid settlement and urbanization following the arrival of the Interurban and Great Northern rail lines in the early decades of the 20th century, the creation and improvement of the Northern Trunk Road (Aurora Avenue North), and the post-World War II housing and commercial boom. During the early 20th century, the areas north of downtown Seattle attracted large developments because of its rural, yet accessible, location. These included the Highlands and Seattle Golf Club (circa 1908) and the Firland Tuberculosis Sanitarium (circa 1911), which is now occupied by Crista Ministeries. Commercial centers formed around the Interurban stops at Ronald (North 175th Street and Aurora Avenue North) and Richmond Highlands (North 185th Street and Aurora Avenue North). Automobile travel contributed to the broadened settlement pattern during the 1920s. The Great Depression and World War II (1930 to 1945) slowed the pace of housing development. During the Depression, many local families eked out a living on land they had purchased in better times. By the late 1930s, commercial development concentrated along Aurora Avenue North, which saw increasing use as part of the region's primary north-south travel route—U.S. Highway 99. The end of World War II unleashed a tremendous demand for family housing, and during the late 1940s large housing developments such as Ridgcrest (NE 165th Street to NE 155th Street and 5th Avenue North to 10th Avenue North) seemingly sprang up overnight. The end of World War II signaled what was described in the 1952 King County Planning Commission's "Shoreline Report: Studies for a Comprehensive Plan" as "the breaking of the dam." With the end of war-time restrictions on automobile use, these northern suburbs once again became a desirable area for Seattle workers to live. New residents poured into the area, creating tremendous demand for new housing developments, new shopping centers, and new schools. This same study noted that commercial development had increasingly focused on Aurora Avenue North and the comprehensive plan described the commercial development as "gas stations, hamburger stands, commercial signs, tourist courts, and trailer parks" interspersed with "better" commercial shopping districts. This building has no known association with significant historic events, has no distinguishing architectural design, and no other known associations that might render it eligible for listing in the NRHP.

**Description of
Physical
Appearance**

This vernacular commercial structure is rectangular, one story, clad in stucco. The foundation is poured concrete and the roof is a combination of flat and mansard, though flared at the corners. It is of asphalt composition shingle. The windows are sliding vinyl sash. The entrance is extended out with a fixed wood frame window.

**Major
Bibliographic
References**

Bard, J.C., R. McClintock and A. Bergstad. 2001. Shoreline Interurban Trail Cultural Resources Technical Memo. Report on file, Department of Archaeology and Historic Preservation, Olympia.

CH2M HILL. 2001. Aurora Avenue North Multimodal Corridor Project: North 145th Street to North 165th Street, Preliminary Draft Discipline Report – Historical and Archaeological Resources (prepared for the City of Shoreline). Report on file, Department of Archaeology and Historic Preservation, Olympia.

Copass, C. 1996. Historic Resources Survey and Inventory Update for the City of Shoreline. King County Historic Preservation Program, Seattle, WA.

Lentz, Florence K. and Craig Holstine, 1995. An Inventory and Evaluation of Historic Properties Associated with Transportation in Washington State. Eastern Washington University Reports in Archaeology and History, Cheney, WA.

**Historic Property
Inventory Report for**

Evergreen-Washelli Cemetery

at 11220 N Aurora Ave, Seattle, WA 98133

LOCATION SECTION

Field Site No. AA0806

OAHP No.

Historic Name: Evergreen-Washelli Cemetery

Common Name: Evergreen-Washelli Cemetery

Property Address: 11220 N Aurora Ave, Seattle, WA 98133

Comments:

County King Township/Range/EW Section 1/4 Sec 1/4 1/4 Sec Quadrangle SEATTLE NORTH

UTM Reference
Zone: 10 Spatial Type: Point Acquisition Code: USGS Topo
Sequence: 10 Easting: 549109 Northing: 5284873

Tax No./Parcel No. Plat/Block/Lot Supplemental Map(s) Acreage

IDENTIFICATION SECTION

Survey Name: Aurora Avenue North/SR 99

Field Recorder: Megan Venno Date Recorded: 08/17/2006

Owner's Name: Owner Address: City/State/Zip:

Classification: Site Resource Status Survey/Inventory Comments

Within a District? No

Contributing?

National Register Nomination:

Local District:

National Register District/Thematic Nomination Name:

DESCRIPTION SECTION

Historic Use: Funerary - Cemetery

Current Use: Funerary - Cemetery

Plan: Other No. of Stories:

Structural System:

Changes to plan: Changes to interior: Style

Changes to original cladding: Changes to other:

Changes to windows: Other (specify):



View of Older section

taken 09/11/2006

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

Comments:

Form/Type

Cladding	Foundation	Roof Material	Roof Type
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NARRATIVE SECTION

Date Of Construction: 1884/1920

Study Unit	Other
<u>Architecture/Landscape Architecture</u>	

Architect:

Builder:

Engineer:

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

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

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

**Statement of
Significance**

Aurora Avenue North, as named within the City of Seattle, is a portion of signed State Route 99 (SR 99) that extends from north Pierce County to north Snohomish County and serves as a regional link between cities within the Puget Sound Region. Aurora Avenue serves as a major traffic artery for the City of Seattle with links to I-5. The Aurora Avenue North experienced rapid settlement and urbanization following the arrival of the Interurban and Great Northern rail lines in the early decades of the 20th century, the creation and improvement of the Northern Trunk Road (Aurora Avenue North), and the post-World War II housing and commercial boom. During the early 20th century, the areas north of downtown Seattle attracted large developments because of its rural, yet accessible, location. These included the Highlands and Seattle Golf Club (circa 1908) and the Firland Tuberculosis Sanitarium (circa 1911), which is now occupied by Crista Ministeries. Commercial centers formed around the Interurban stops at Ronald (North 175th Street and Aurora Avenue North) and Richmond Highlands (North 185th Street and Aurora Avenue North). Automobile travel contributed to the broadened settlement pattern during the 1920s. The Great Depression and World War II (1930 to 1945) slowed the pace of housing development. During the Depression, many local families eked out a living on land they had purchased in better times. By the late 1930s, commercial development concentrated along Aurora Avenue North, which saw increasing use as part of the region's primary north-south travel route—U.S. Highway 99. The end of World War II unleashed a tremendous demand for family housing, and during the late 1940s large housing developments such as Ridgecrest (NE 165th Street to NE 155th Street and 5th Avenue North to 10th Avenue North) seemingly sprang up overnight. The end of World War II signaled what was described in the 1952 King County Planning Commission's "Shoreline Report: Studies for a Comprehensive Plan" as "the breaking of the dam." With the end of war-time restrictions on automobile use, these northern suburbs once again became a desirable area for Seattle workers to live. New residents poured into the area, creating tremendous demand for new housing developments, new shopping centers, and new schools. This same study noted that commercial development had increasingly focused on Aurora Avenue North and the comprehensive plan described the commercial development as "gas stations, hamburger stands, commercial signs, tourist courts, and trailer parks" interspersed with "better" commercial shopping districts.

Evergreen-Washelli cemetery originated in 1884 in an area known as Oak Lake, which in those days was a full day's buggy ride from Seattle (via Ballard). David Denny owned land by the lake, and when it was decided that the old Seattle Cemetery was to become Denny Park he moved the remains of an infant son from there to his property at Oak Lake. Then in 1887 his cousin Henry Levi Denny moved his family's plot from Capitol Hill to the new burial ground, and more and more family members and friends also began to bury their dead there.

In 1903 the property, known as Oaklake Cemetery, was inherited by David's son Victor. Victor sold the property in 1914 to the American Necropolis Association, a St. Louis-based company that owned cemetery properties in several states. ANA gave the cemetery the name "Washelli" (a Makah word meaning "west wind"), which had been the name of a central Seattle cemetery disestablished in 1887.

In 1919 the Evergreen Cemetery Company started a competing cemetery on the western side of Aurora Avenue, directly opposite Washelli Cemetery. In 1922 Evergreen Cemetery purchased Washelli from ANA, although the merger did not become final until 1928. By 1952 Evergreen had also taken over the mausoleums, crematory and columbarium. The cemetery changed its name to Evergreen-Washelli in 1962.

The Veterans Memorial Cemetery was started in 1927, and contains over 5,000 white marbleheadstones. It also hosts two cannon from the frigate "Constitution" (known as "Old Ironsides"), and a Chimes Tower which was added in the 1950s. In 1998 the "Doughboy" statue (cast in 1928) was moved from Seattle Center to the Veterans Cemetery, and was rededicated there on November 11 1998. Services have been held in the cemetery every Memorial Day since 1927.

The Evergreen-Washelli cemeteries were started as "endowment care" cemeteries. In other words, a portion of the cost of a grave goes into a trust fund for maintenance of the grounds.

The Evergreen-Washelli funeral home was started in 1972. It quickly outgrew its offices on the eastern side of Washelli, and in 1994 moved into larger premises on the Evergreen side of the property, just off Aurora Avenue.

To quote the NRHP criteria, "Ordinarily, cemeteries. . . shall not be considered eligible for the National Register. However, such properties will qualify if they. . . if they fall within the following categories:

a cemetery that derives its primary significance from graves of persons of transcendent importance, from age, from distinctive design features, or from association with historic events(.)" Evergreen-Washelli cemetery does not appear to exhibit distinctive organizational design features or planning patterns, but rather appears to have grown without any significant planning efforts. While certain portions of the cemetery exhibit good examples of late nineteenth and early twentieth century, the cemetery as a whole cannot be said to exhibit "distinctive design features". No graves or associations with persons of transcendent historical importance or significant historical events appear to be present at or attached to this site. Therefore, it appears the cemetery is ineligible for listing on the NRHP under any criterion.

**Description of
Physical
Appearance**

The Evergreen-Washelli cemeteries are located on both sides of Aurora Avenue North, with the older Washelli section on the east side of the road. The cemetery has many cemeteries within it, including the Veterans cemetery. The Chimes Tower, constructed in 1961 with donated funds, sits at the peak of a low hill rising above the typical Veterans Administration white headstones. It is constructed of bronze-colored glass, metal and concrete in octagon shape. Coats of arms for the various military groups are included in the glass panes of the tower. Within the Veterans Cemetery are several artillery pieces circa 1898 – 1918. Two cannons within this cemetery are believed to have originally been on the USS Constitution. The overall landscape of the older section of the cemetery is pastoral, with low hilly areas, large old growth trees, at least one oak lane, and curvilinear paved roadways. The headstones are mostly single and free standing, and typical of late 19th and early 20th century styles with a variety of headstones and use of ornamentation and design. There is no specific landscape furniture or signage that would unify the cemetery. This older section of the cemetery also has a mausoleum in the "temple" form with elements of Neo-Classical Tuscan architecture.

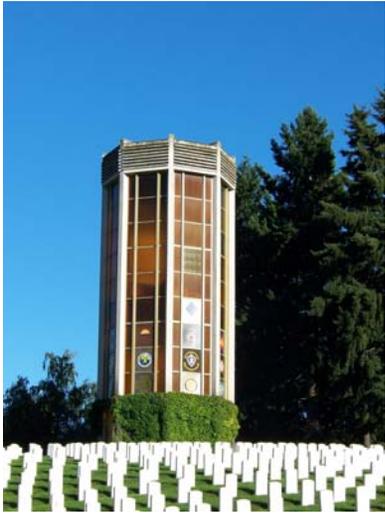
The Evergreen section is newer, however, the overall landscape of trees, lawns, and roads are similar. There are a few rock retaining walls. Almost all of the head stones are flush with the ground. There are a few slab-type benches in this area.

**Major
Bibliographic
References**

Evergreen Washelli. <http://www.evergreen-washelli.com/cemetery/index.html>.

HistoryLink Essay: Evergreen Washelli Cemetery. http://www.historylink.org/essays/output.cfm?file_id=3291.

Woodbridge, Sally B. and Roger Montgomery. 1980. A Guide to Architecture in Washington State. University of Washington Press, Seattle, WA.



View of Chimes Tower

taken 09/11/2006

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

Comments:



View of Chimes Tower # 2

taken 09/11/2006

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

Comments:



View of Mausoleum #1

taken 09/11/2006

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

Comments:



View of Newer Section

taken 09/11/2006

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

Comments:

Appendix B
DAHP Letter of Concurrence

FYI



Highways & Local Programs

RECEIVED

OCT 16 2006

OLYMPIA, WA

STATE OF WASHINGTON

DEPARTMENT OF ARCHAEOLOGY & HISTORIC PRESERVATION

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

October 13, 2006

Mr. Garth Baldwin
 Principal Archaeologist
 WSDOT, Highways & Local Programs
 PO Box 47390
 Olympia, WA 98504-7332

In future correspondence please refer to:

Log: 101306-14-FHWA
 Property: Aurora Avenue North 110th to North 145th Street
 Re: Archaeology - APE Concur

Dear Mr. Baldwin:

We have reviewed the materials forwarded to our office for the Aurora Avenue North 110th to North 145th Street project. Thank you for your description of the area of potential effect (APE) for the project. We concur with the definition of the APE. We look forward to the results of your cultural resources survey efforts, your consultation with the concerned tribes, and receiving the survey report. We would appreciate receiving any correspondence or comments from concerned tribes or other parties that you receive as you consult under the requirements of 36CFR800.4(a)(4) and the survey report when it is available.

These comments are based on the information available at the time of this review and on behalf of the State Historic Preservation Officer in conformance with Section 106 of the National Historic Preservation Act and its implementing regulations 36CFR800. Should additional information become available, our assessment may be revised. Please note that DAHP has developed a set of cultural resource reporting guidelines. You can obtain a copy of these guidelines from our Web site. Thank you for the opportunity to review and comment. Should you have any questions, please feel free to contact me.

Sincerely,

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

**DEPARTMENT OF ARCHAEOLOGY & HISTORIC PRESERVATION**

Protect the Past, Shape the Future