Discipline Report

Historic, Cultural, and Archaeological Resources

Prepared by:

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Seattle Department of Transportation
Agreement No. T12-64

Environmental Assessment

Magnolia Bridge Replacement

City of Seattle

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Introduction

What is the Magnolia Bridge Replacement Project?

The Magnolia Bridge was constructed in 1929 and has been modified, strengthened and repaired several times. The west end of the bridge was damaged by a landslide in 1997 and was closed during repairs. Bridge columns and bracing were repaired and replaced. Construction included six additional supports and a new retaining wall north of the bridge to stabilize the bluff from further landslides. The 2001 Nisqually Earthquake also resulted in bridge closure during repairs. Nearly half of the original concrete braces on the west portion of the bridge were damaged beyond repair and were replaced with steel bracing. A partial seismic retrofit of the single-span bridge structure over 15th Avenue West was completed in 2001.

Inspections of the bridge concluded that the concrete structure is showing signs of deterioration. The concrete is cracking and spalling at many locations, apparently related to corrosion of the reinforcing steel. Currently a bridge conditions study is being completed to determine if the bridge has deteriorated further.

The Magnolia Bridge Replacement Project proposes to replace the existing Magnolia Bridge structure, approaches, and related arterial connections with facilities that maintain convenient and reliable vehicular and non-motorized access between the Magnolia community and the rest of the City of Seattle.

What's been done so far?

The Seattle Department of Transportation (SDOT) commissioned a Type, Size, and Location (TSL) study after the 4,400-foot Magnolia Bridge sustained damage in the 2001 Nisqually Earthquake. Although the bridge was repaired and is now safe for motorists to use, it would be at risk if another seismic event were to occur.

In 2002, SDOT started identifying alternatives for replacing the Magnolia Bridge. The project team identified 25 project alternatives in both existing and new locations in the Interbay neighborhood. After two rounds of technical review and an extensive public involvement process, the team selected three build alternatives and the no build alternative for further study in a National Environment Policy Act (NEPA) environmental document.

SDOT began analyzing and comparing the impacts of the three alternatives to complete its obligations under the NEPA through the development of a draft Environmental Assessment (EA) and environmental discipline reports:

- Air Quality
- Environmental Justice
- Geology and Soils
- Hazardous Materials
- Historic, Cultural and Archaeological Resources
- Land Use
- Noise
- Public Lands, Section 4(f)
- Public Services and Utilities
- Social, Economic, and Relocation

- Traffic and Transportation
- Visual Quality
- Water Quality
- Wildlife, Fisheries, and Vegetation

Based, in part, on the technical information provided in these reports and the TSL study, SDOT recommended a preferred alternative. Other factors considered included, for example, community input and cost.

What alternatives are being considered?

After two rounds of technical review and an extensive public involvement process, the team selected Alternatives A, C, and D for further study in a NEPA environmental document[1].

- Alternative A (Preferred Alternative) will replace the bridge with a similar facility just south of the existing bridge.
- Alternative C combined bridge and surface segments, arcing to the north through the Port's property.
- Alternative D maintained the same endpoints as currently exist for the Magnolia Bridge, but arched the alignment to the north.

What is the Preferred Alternative?

In March 2006, SDOT recommended Alternative A as the Preferred Alternative to replace the Magnolia Bridge. Alternative A replaces the existing bridge with a new structure immediately south of the existing bridge between Magnolia Bluff and Pier 90, and on the existing bridge alignment between Pier 90 and 15th Avenue West. Ramps would provide access from the bridge's mid-span to the waterfront and the Port of Seattle Terminal 91 uplands property. Connections at the east and west ends of the bridge would be similar to the existing bridge. In November 2006, SDOT selected a bridge structure type following several public outreach events and consultations with the project's Design Advisory Group[2] and the Seattle Design Commission[3].

[1] Detailed descriptions of the three build alternatives can be found on pages 11 through 20 (pages 21 through 30 of this document) of the June 2006 Draft Historic, Cultural, and Archaeological Resources Discipline Report.

[2] The Magnolia Bridge Design Advisory Group met from 2002 to 2008 and included representatives from: Bicycle Alliance of Washington, Magnolia Chamber of Commerce, Magnolia Community Club, Magnolia/Queen Anne District Council, Port of Seattle, Queen Anne Chamber of Commerce, Queen Anne Community Council, Seattle Marine Business Coalition and BINMIC, Uptown Alliance and Friends of Queen Anne.

[3] The Seattle Design Commission is a citizen advisory committee appointed by the Mayor and confirmed by City Council to provide feedback and recommendations on the design of capital improvements and other projects and policies that shape Seattle's public realm.

Figure 1 Alternative A (Preferred Alternative)

What's new?

The project has been on hold for final design and construction since 2007. In 2013, SDOT and the Washington State Department of Transportation decided to complete the project's environmental documentation. Since 2007, several project study area conditions have changed. Two of the more significant changes are the terminations of the Seattle Monorail Project and the Port of Seattle's North Bay Master Plan process.

Seattle Monorail Project

The Seattle Monorail Project Green Line was in development during the TS&L phase of the Magnolia Bridge Replacement Project. Discipline reports prepared in 2003 through 2005 considered the effects of the monorail and bridge projects. The Green Line included an elevated monorail in the 15th Avenue West/Elliot Avenue West corridor at the east end of the Magnolia Bridge. Following a November 2005 public vote that did not approve a reduced-scale project, the project was terminated prior to any construction and all purchased property was sold.

North Bay Master Plan

During the TS&L phase of the Magnolia Bridge project, the Port of Seattle prepared a Master Plan for 94 acres of Port-owned upland properties at Terminal 91 and five acres of adjacent, City of Seattle-owned property. The total 99-acre area was termed the "North Bay Site" (Port of Seattle 2005). The North Bay Preferred Alternative assumed 3.75 million square feet of new building space developed over 25 years in an urban industrial campus. In addition,the North Bay Preferred Alternative assumed modifications and additions to the Seattle Comprehensive Plan and rezoning of Port-owned property. No further action on Port Commission adoption of the Master Plan has taken place since 2005 and the site remains in industrial zoning.

In 2010, the Port conducted a development options analysis of Terminal 91 (Port of Seattle 2010). The analysis focused only on uses permitted under current zoning. The analysis noted that there has been a historic demand for yard storage on the North Bay property, in the form of vehicle parking and equipment storage and concluded that this remains its current highest and best use.

Magnolia Bridge Replacement discipline report references to North Bay generally refer to the general site and not to specific future development conditions. These

references are not revised in the discipline report addendum. Conditions addressed for Alternative A are the same for the Magnolia Bridge Replacement Preferred Alternative.

Smith Cove Park Expansion

In March 2013, an agreement was reached between the City of Seattle, King County and the Port of Seattle to acquire the Terminal 91 “West Yard” property for the Magnolia Combined Sewer Overflow project and as an addition to Smith Cove Park. The West Yard property is the 5.38 acres south of West Garfield Street and east of 23rd Avenue West. About 0.79 acre will be purchased by King County for an underground storage tank and an above ground building for the South Magnolia Combined Sewer Overflow (CSO) facility. Other portions in the north part of the remaining 4.60-acre site will be permanent pipeline, surface and aerial easements to King County for the operation of the CSO facility. The design of CSO facilities on the West Yard site and adjacent Terminal 91 areas have been coordinated with the City of Seattle to accommodate the future Magnolia Bridge replacement structure including the ramps to and from 23rd Avenue West.

What’s in this discipline report?

Historic, Cultural, and Archaeological Resources Discipline Report (Draft June 2006)

A Historic, Cultural and Archaeological Resources Discipline Report for the Magnolia Bridge Replacement Project was prepared in 2006 by Shapiro and Associates Inc. during the Type, Size and Location d report addresses historic, archaeological, and cultural resources within the Magnolia Bridge area of potential effect (APE) under federal, state, and local regulations. It identifies potential impacts on these resources and suggests mitigation measures designed to limit those impacts. The APE for historic, archaeological, and cultural resources includes the footprints of the proposed alternatives. To assess potential in direct or visual impacts to significant historical buildings or structures, the APE includes the area within 100 feet of the proposed bridge rights-of-way, the Admiral’s Quarters located above the Elliott Bay Marina, and the contiguous Port of Seattle-owned property in the Interbay area.

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Historic, Cultural, and Archaeological Resources Discipline Report Addendum

Since completion of the draft Historic, Cultural and Archaeological Resources Discipline Report, the Preferred Alternative has been designed to about the 30 percent level. The recent development of Terminal 91, including the cruise terminal that began operation in 2009, has affected resources described in the 2006 report. The discipline report addendum brings evaluation of historic, cultural and archaeological resources in the APE up to current, mid-2013 conditions.

Discipline Report

Historic, Cultural, and Archaeological Resources

Prepared by:

Shapiro and Associates, Inc. and
Historical Research Associates, Inc.

June 2006

Seattle Department of Transportation
Agreement No. T01-34

Draft Environmental Assessment

Magnolia Bridge Replacement

City of Seattle

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Introduction

This discipline report addresses historic, archaeological, and cultural resources within the Magnolia Bridge area of potential effect (APE) under federal, state, and local regulations. It identifies potential impacts on these resources and suggests mitigation measures designed to limit those impacts. Information for this report was summarized from the results of the field survey, site forms, cultural resource reports, and maps on file with the Washington State Office of Archaeology and Historic Preservation, Seattle Landmarks Preservation Board, and University of Washington Libraries. The APE for historic, archaeological, and cultural resources includes the footprints of the proposed alternatives. In addition, the APE includes the area within 100 feet of the proposed rights-of-way, the Admiral's Quarters located above the Elliott Bay Marina, and the contiguous Port of Seattle-owned property in the Interbay area in order to assess potential indirect or visual impacts to significant historical buildings or structures.

Applicable Regulations

Federal

This project falls under a number of federal regulations: the National Historic Preservation Act and its implementing regulations under Section 106 (36 CFR 800), the National Environmental Policy Act (NEPA), the Department of Transportation Act - Section 4(f), and the Archaeological Resources Preservation Act.

Historic Preservation Act - Section 106

Section 106 of the National Historic Preservation Act requires that federal agencies take into account the effects of their undertakings on historic properties. Historic properties are defined as significant cultural resources listed in or eligible for listing in the National Register of Historic Places (NRHP). Within the state of Washington, the NRHP program is administered by the Washington State Department of Archaeology and Historic Preservation (DAHP) under the direction of the State Historic Preservation Officer (SHPO). Assessment of NRHP significance entails evaluating historic structures, sites, buildings, objects, and districts more than 50 years old under the following criteria listed in 36 Code of Federal Regulations (CFR) 60.4.

> The quality of significance in American history, architecture, archaeology, and culture is present in districts, sites, buildings, structures, and objects that possess integrity of location, design, setting, material, workmanship, feeling, and association, and:
>
> a. that are associated with events that have made a significant contribution to the broad pattern of our history; or
>
> b. that are associated with the lives of persons significant in our past; or
>
> c. that embody the distinctive characteristics of a type, period, or method of construction or that represent the work of a master, or that possess high artistic values, or that represent a significant and distinguishable entity whose components may lack individual distinction; or
>
> d. that have yielded or are likely to yield, information important in prehistory or history.

National Environmental Policy Act

NEPA, in 42 United States Code (USC) Section 4231, requires that all actions sponsored, funded, permitted, or approved by federal agencies undergo planning to ensure that environmental considerations such as impacts related to historic and cultural resources are given due weight in project decision-making. Federal implementing regulations are 23 CFR 771 (Federal Highway Administration) and 40 CFR 1500-1508 (Council on Environmental Quality).

Department of Transportation Act - Section 4(f)

Protection of certain public lands and NRHP-eligible or listed historic properties was originally mandated in Section 4(f) of the 1966 Department of Transportation Act. This section was repealed in 1983 and later codified without substantive changes as 49 USC 303. However, it is still referred to as Section 4(f) in the Federal Highway Administration's (FHWA's) Environmental Procedures (23 CFR 771).

Section 4(f) declares it a national policy to preserve, where possible, "the natural beauty of the countryside and public park and recreation lands, wildlife and waterfowl refuges, and historic sites." Highway projects can cross these special lands only if there is no feasible and prudent alternative and the sponsoring agency demonstrates that all possible planning to minimize harm has been accomplished.

A draft Section 4(f) analysis has been prepared for this project and is presented in the Magnolia Bridge Replacement Project Public Lands, Section 4(f) Discipline Report.

Archaeological Resources Protection Act

The Archaeological Resources Protection Act of 1979 applies to archaeological resources on tribal lands and non-tribal lands under federal jurisdiction. Under this legislation, the Washington State Department of Transportation (WSDOT) must apply for and obtain a permit when such resources could be affected by a project. This regulation would apply to the Magnolia Bridge Replacement Project if unknown archaeological resources were discovered during construction of the bridge over U.S. Navy-owned property on the Magnolia Bluff.

Surface Transportation and Uniform Relocation Assistance Act of 1987, Section 123(f)

In 1987, a new provision in Section 123(f) of this statute created a fund for preservation or mitigation of historic bridges (23 USC 144 [o]). It mandates that states give special consideration to rehabilitating, reusing, and preserving historic bridges. This legislation makes funds, which otherwise would have been used for bridge demolition, available for actions to preserve a historic bridge or reduce the impact of a project on a historic bridge. In 2001, DAHP determined that the Magnolia Bridge is not eligible to become a historic bridge because of extensive modifications and repairs.

North American Graves Protection and Repatriation Act

The Native American Graves Protection and Repatriation Act of 1990 provides American Indians, Native Hawaiians, and Native Alaskans a formal role in activities occurring on federal and tribal lands that may affect archaeological resources. Mitigation developed pursuant to Section 106 of the National Historic Preservation Act and the disposition of human remains must meet with the approval of appropriate tribal authorities. An inadvertent discovery of human remains and

cultural materials requires immediate "reasonable" protection of the items and a 30-day suspension of project-related activities (Public Law 101-601; 104 Stat. 3048).

State

Washington State Environmental Policy Act

The Washington State Environmental Policy Act (SEPA) and implementing regulations require the identification of cultural resources listed on or eligible for the national, state, or local registers. The Washington Archaeological Sites and Resources law provides for the conservation, preservation, and protection of the state's archaeological resources and prohibits individuals, corporations, and agencies from knowingly removing, altering, excavating, damaging, defacing, or destroying any historic or prehistoric archaeological site without a written permit from the Washington State Department of Community Development or other designee.

Other Washington State Regulations

If unknown cemeteries or burial grounds were discovered during construction of the project, the Abandoned and Historic Cemeteries Act (RCW 68.04-05) and Indian Graves and Records Act (RCW 2744) would apply. These regulations protect Indian graves and historic cemeteries by prohibiting disturbance of such sites without a permit. If other unknown archaeological resources were discovered, the Archaeological Sites and Resources Protection Act (RCW 27.53) would apply. This regulation requires a permit to excavate or remove any archaeological resource located on public lands or Indian lands.

City

The City of Seattle has established additional procedures for historic resources. The Seattle Landmarks Preservation Board reviews nominations, designations, and applications for city landmarks through the Landmarks Preservation Ordinance (Seattle Municipal Code [SMC] 25.12).

> An object, site, or improvement that is more than 25 years old may be designated for preservation as a landmark if it has significant character, interest, or value as part of the development, heritage, or cultural characteristics of the city, state, or nation, and if it falls into one of the following categories:
>
> a. It is the location of, or is associated in a significant way with, an historic event with a significant effect upon the community, city, state, or nation; or
>
> b. It is associated in a significant way with the life of a person important in the history of the city, state, or nation; or
>
> c. It is associated in a significant way with a significant aspect of the cultural, political, or economic heritage of the community, city, state, or nation; or
>
> d. It embodies the distinctive visible characteristics of an architectural style, or period, or of a method of construction; or
>
> e. It is an outstanding work of a designer or builder; or

f. Because of its prominence of spatial location, contrasts of siting, age, or scale, it is an easily identifiable visual feature of its neighborhood or the city and contributes to the distinctive quality or identity of such neighborhood or the city.

Purpose and Need

Purpose

The purpose of this project is to replace the existing Magnolia Bridge structure, approaches, and related arterial connections with facilities that maintain convenient and reliable vehicular and non-motorized access between the Magnolia community and the rest of the City of Seattle. The bridge provides an important link to the Magnolia community in Seattle (see Figure 1and Figure 2). Because the existing bridge provides the only public vehicular access to the land between North Bay, also referred to as Terminal 91, Smith Cove Park, Elliott Bay Marina, and U.S. Navy property, the project purpose also includes maintenance of access to these areas.

Need

Structural Deficiencies

The City of Seattle has identified the Magnolia Bridge as an important bridge that should remain standing following a “design” seismic event (an earthquake with a peak ground acceleration of 0.3g that is anticipated to happen every 475 years and may measure 7.5 on the Richter scale). Even with the repairs completed following the February 2001 earthquake, the existing bridge is susceptible to severe damage and collapse from an earthquake that is less severe than the “design” seismic event.

The original bridge was constructed in 1929 and has been modified, strengthened, and repaired several times. The west end of the bridge was damaged by a landslide in 1997, requiring repair and replacement of bridge columns and bracing, the construction of six additional supports, and a retaining wall north of the bridge to stabilize the bluff from further landslides. Repairs after the 2001 earthquake included replacement of column bracing at 27 of the 81 bridge supports. A partial seismic retrofit of the single-span bridge structure over 15th Avenue West was completed in 2001. The other spans were not upgraded.

Inspections of the bridge conclude that the concrete structure is showing signs of deterioration. The concrete is cracking and spalling at many locations, apparently related to corrosion of the reinforcing steel. The bridge requires constant maintenance in order to maintain its load capacity, but there does not appear to be any immediate load capacity problem. The existing foundations have insufficient capacity to handle the lateral load and uplift forces that would be generated by a “design” seismic event. The existing foundations do not extend below the soils that could liquefy during a “design” seismic event. If the soils were to liquefy, the foundations would lose their vertical-load-carrying ability and the structure would collapse.

System Linkage

There are three roadway connections from the Magnolia community, with more than 20,000 residents, to the rest of Seattle. As the southernmost of the three connections, the Magnolia Bridge is the most direct route for much of south and west Magnolia to downtown Seattle and the regional freeway system.

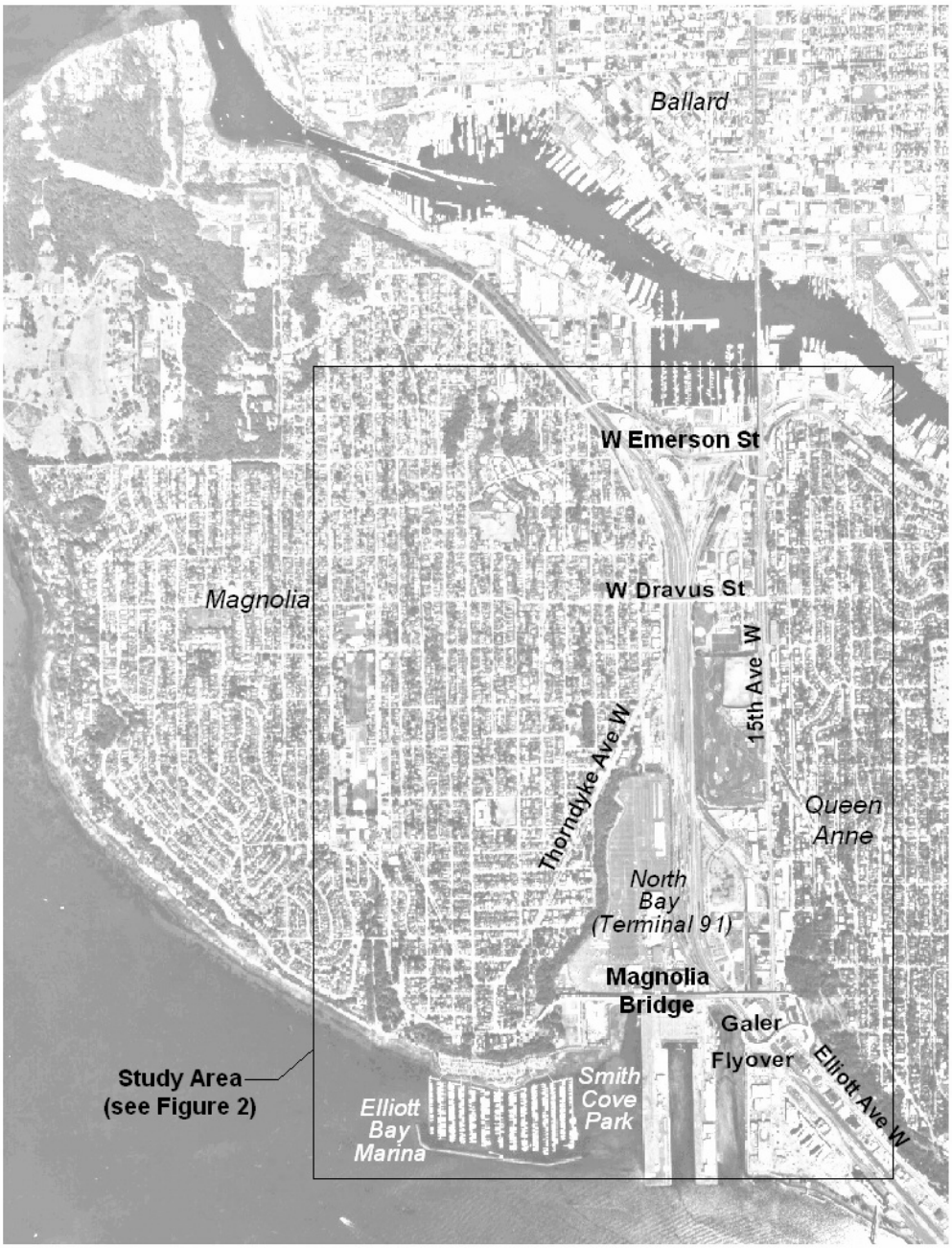

Figure 1
Vicinity Map

In meetings with the public and the Seattle Fire Department, the importance of this route for emergency services has been emphasized. The loss of use of this bridge in 1997 and again in 2001 demonstrated to the City that the remaining two bridges do not provide acceptable operation. During the bridge closure following the February 2001 earthquake, the City addressed community concerns about reduced emergency response time to medical facilities outside of Magnolia by stationing paramedics at Fire Station 41 (2416 34th Avenue West) 24 hours a day.

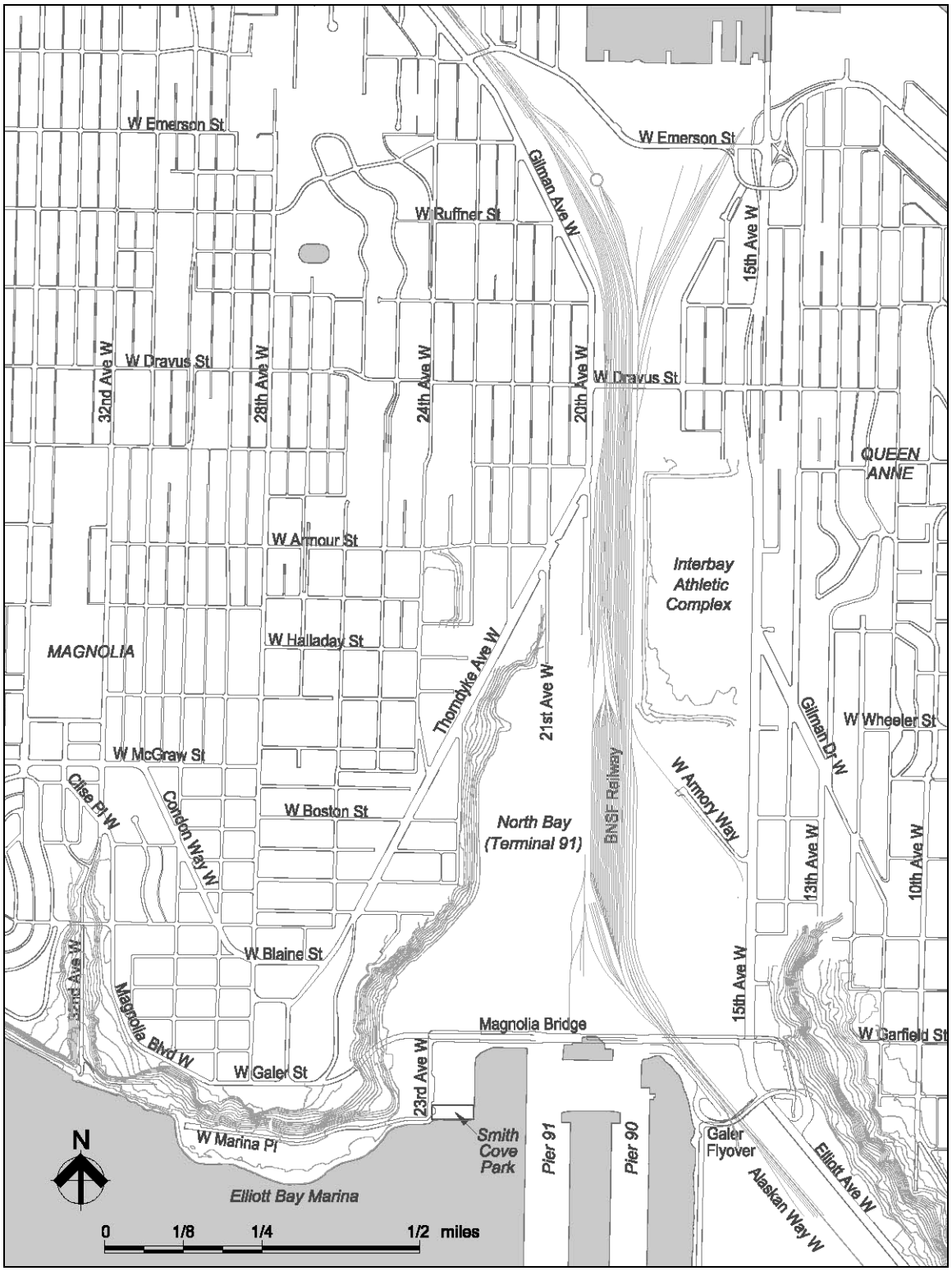

Figure 2
Study Area

Traffic Capacity

The three Magnolia community connections to the 15th Avenue West corridor are adequate for the present volume of traffic. Each of the three connections carries 30 to 35 percent of the 60,100 daily vehicle trips (2001 counts) in and out of the Magnolia community. Loss of the use of the Magnolia Bridge for several months after the February 2001 earthquake, and in 1997 following the landslide at the west end of the bridge, resulted in lengthy 15- to 30-minute delays and increased trip lengths for many of the users of the Magnolia Bridge. These users were required to use one of the two remaining bridges at West Dravus Street and West Emerson Street. Travel patterns in the Magnolia community changed substantially resulting in negative impacts on local neighborhood streets. The increase of traffic through the West Dravus Street and West Emerson Street connections also resulted in congestion and delay for the regular users of these routes. Losing the use of any one of these three bridges would result in redirected traffic volumes that would overwhelm the capacity of the remaining two bridges.

Modal Interrelationships

The Magnolia Bridge carries three of the four local transit routes serving Magnolia and downtown Seattle destinations. The topography of the east side of Magnolia, East Hill, would make access to the 15th Avenue West corridor via the West Dravus Street Bridge a circuitous route for transit. Use of the West Emerson Street connection to 15th Avenue West would add significant distance and travel time for most trips between Magnolia and downtown Seattle.

The Magnolia Bridge has pedestrian facilities connecting the Magnolia neighborhood to Smith Cove Park and Elliott Bay Marina as well as to 15th Avenue West/Elliott Avenue West. These facilities need to be maintained. The Elliott Bay multi-use trail connects Magnolia with downtown Seattle through Myrtle Edwards Park. The trail passes under the Magnolia Bridge along the west side of the BNSF rail yard, but there are no direct connections to the bridge.

Bicycle facilities on Magnolia Bridge need to be maintained or improved. Even with the steep (about 6.3 percent) grade, bicyclists use the Magnolia Bridge in both directions. There are no bike lanes on the bridge, so cyclists use the traffic lanes and sidewalks. Once cyclists cross the bridge, they must either travel with motor vehicles on Elliott Avenue West or find a way back to the Elliott Bay Trail using local east-west streets such as the Galer Flyover.

Transportation Demand

The existing Magnolia Bridge provides automobile access for Port of Seattle North Bay (Terminal 91) to and from Elliott Avenue West/15th Avenue West. Truck access between Terminal 91 and Elliott Avenue West/15th Avenue West is accommodated via the Galer Flyover. Future planned expansion of the Amgen facility on Alaskan Way West and redevelopment of underutilized portions of North Bay and other areas of Interbay will increase demand for traffic access to the Elliott Avenue West/15th Avenue West corridor. The Port of Seattle has a master planning process under way (July 2003) for its North Bay (Terminal 91) property and the Washington National Guard property east of the BNSF Railway between West Garfield Street and West Armory Way. This area contains 82 acres available for redevelopment. There are also 20 or more acres of private property available for redevelopment east of the BNSF Railway between West Wheeler Street and West Armory Way. Redevelopment of the North Bay property will include public surface

streets with connections to the replacement for the Magnolia Bridge. Forecasts of future (year 2030) traffic demand indicate that the access provided by the Galer Flyover and West Dravus Street would be inadequate. The capacity provided by the existing Magnolia Bridge or its replacement would also be needed.

Legislation

Seattle Ordinance 120957, passed in October 2002, requires that the Magnolia Bridge Replacement Study: (1) identify possible additional surface roads from Magnolia to the waterfront (avoiding 15th Avenue West and the railroad tracks); (2) obtain community input on the proposed roads; and (3) identify the cost for such roads and include it in the total cost developed in the Magnolia Bridge Replacement Study.

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Description of Alternatives

An alignment study process was implemented to help identify the specific bridge replacement alternatives to be studied in the Environmental Assessment (EA) for the project. Twenty-five concepts were developed and screened against the project goals and objectives. This resulted in nine alignment alternatives, identified as A through I, that merited further analysis. These nine went through an extensive public review and comment process as well as project screening criteria and prioritization. Initially, the top four priority alternatives, A, B, D, and H, were identified for further study in the EA. Early on, Alternative B was eliminated because it became clear that it violated City shoreline policies and Federal Section 4(f) criteria. Upon detailed traffic analysis, Alternative H was eliminated because two key intersections were predicted to function at a level of service F and could not be mitigated. The next priority, Alternative C, was then carried forward for analysis in the EA.

Independent of this project, a new north-south surface street will be constructed on Port of Seattle property connecting 21st Avenue West at the north end of North Bay with 23rd Avenue West near Smith Cove Park. In addition, a southbound ramp will be added to the Galer Flyover to accommodate eastbound to southbound Elliott Avenue West traffic movements. The Galer Flyover ramp has been identified as a needed improvement for expected future development of property west of the railroad tracks. Locations for new surface streets through the Port of Seattle property will be determined through the Port's master planning process for the North Bay property. The north-south surface street and ramp are assumed to exist under any build alternative, but they are not part of this environmental process.

Typical cross sections and plans of the build and no build alternatives are located at the end of this section.

No Build Alternative

The No Build Alternative, shown in Figure 3 and Figure 5, would maintain the existing bridge structure in place with the existing connections at the east and west ends. Long-term strategies for maintaining the existing structure would be required for the No Build Alternative. To keep the existing bridge in service for over 10 years, the following would need to be accomplished:

- An in-depth inspection of the bridge would be required to determine needed repairs and a long-term maintenance program.
- Concrete repairs would be required. These repairs could include injection of epoxy grout into cracks, repair of spalled concrete, and replacement of deficient concrete and grout.
- Preservation measures to slow corrosion of the reinforcement would be required. These measures could include a cathodic protection system.
- Any structural elements that lack the capacity to carry a tractor-trailer truck with a 20-ton gross trailer weight would need to be identified, modeled, and strengthened.

Alternative A

Alternative A would replace the existing bridge with a new structure immediately south of the existing bridge as shown in Figure 4 and Figure 6[1]. The alternative would construct a signalized, elevated intersection (Alternative A – Intersection) in the bridge's mid-span to provide access to the waterfront and the Port of Seattle North Bay property from both the east and west. Connections at the east and west ends of the bridge would be similar to the existing bridge.

An optional half-diamond interchange (Figure 7, Alternative A – Ramps) could be constructed in lieu of the elevated intersection to provide access to the waterfront and the Port of Seattle North Bay property to and from the east only.

Alternative C

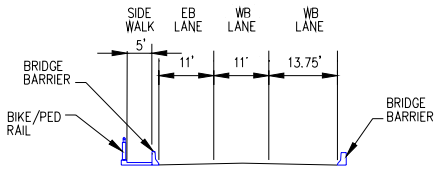
Alternative C would provide 2,200 feet of surface roadway within the Port of Seattle North Bay property between two structures as shown in Figure 4 and Figure 8. The alternative alignment would descend from Magnolia Bluff on a structure running along the toe of the slope. The alignment would reach the surface while next to the bluff before turning east to an intersection with the north-south surface street. The alignment would continue east from the intersection, turning south along the west side of the BNSF rail yard. The alignment would rise on fill and structure, turning east to cross the railroad tracks and connect to 15th Avenue West.

Alternative D

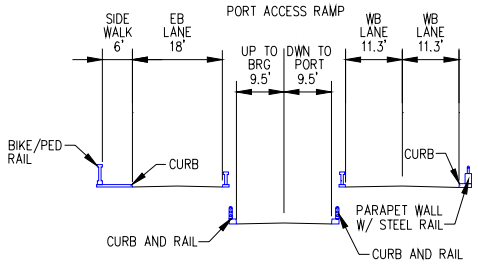
Alternative D would construct a new bridge in the form of a long arc north of the existing bridge as shown in Figure 4 and Figure 9. Connections at the east and west ends of the bridge would be similar to the existing bridge. This alternative would construct a signalized, elevated intersection (Alternative D – Intersection) in the bridge's mid-span to provide access to the waterfront and Port of Seattle North Bay property from both the east and west.

An optional half-diamond interchange (Figure 10, Alternative D – Ramps) could be constructed in lieu of the elevated intersection to provide access to the waterfront and the Port of Seattle North Bay property to and from the east only.

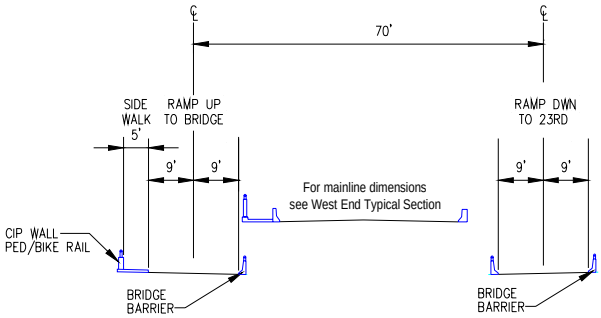
[1] The preferred alternative, Alternative A – Ramps, was announced by SDOT in April 2006.



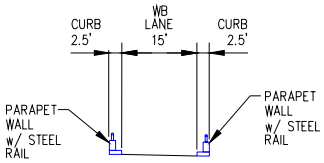
Bridge West End



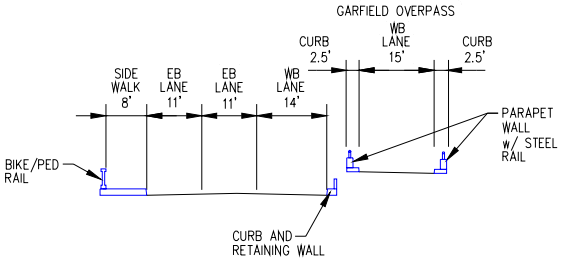
Ramp to Port Access



Ramps to 23rd Avenue West



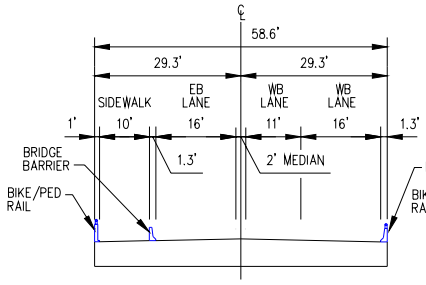
Garfield Overpass



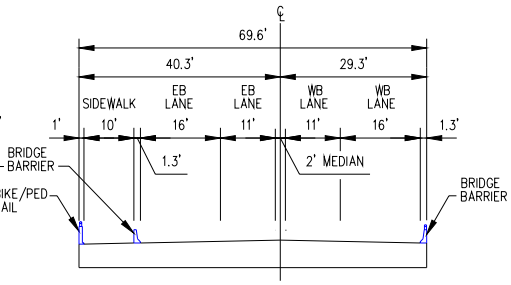
15th Avenue West Connection
Eastbound Off-Ramp
Westbound On-Ramp

NOTE:
Dimensions are approximate and obtained from construction plans and aerial photographs. The information shown has not been field verified.

Figure 3
Typical Sections – No Build Alternative

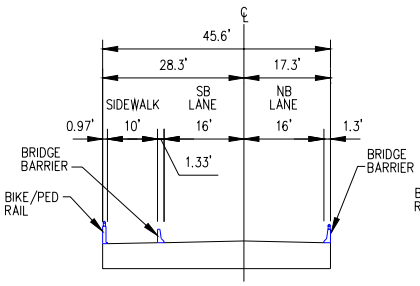


West End



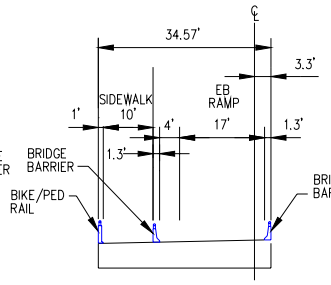
East End

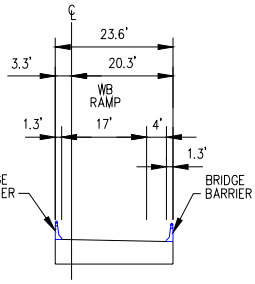
Typical Bridge Structure



T-Ramp

Typical A & D Intersection Option

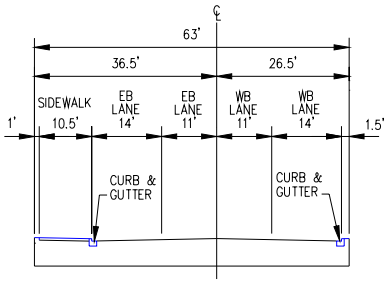




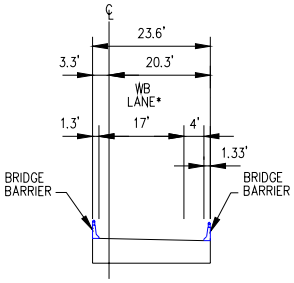
On-Ramp

Off-Ramp

Typical A & D Ramp Option

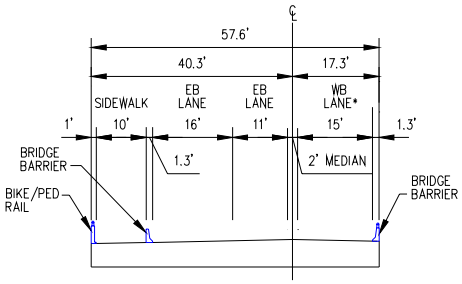


Typical Alternative C Surface Road



Garfield Overpass

* 15' Alternative C
19' Alternative D



15th Avenue West Connection

Eastbound Off-Ramp
Westbound On-Ramp

* 16' Alternative D

Figure 4
Typical Sections – Build Alternatives

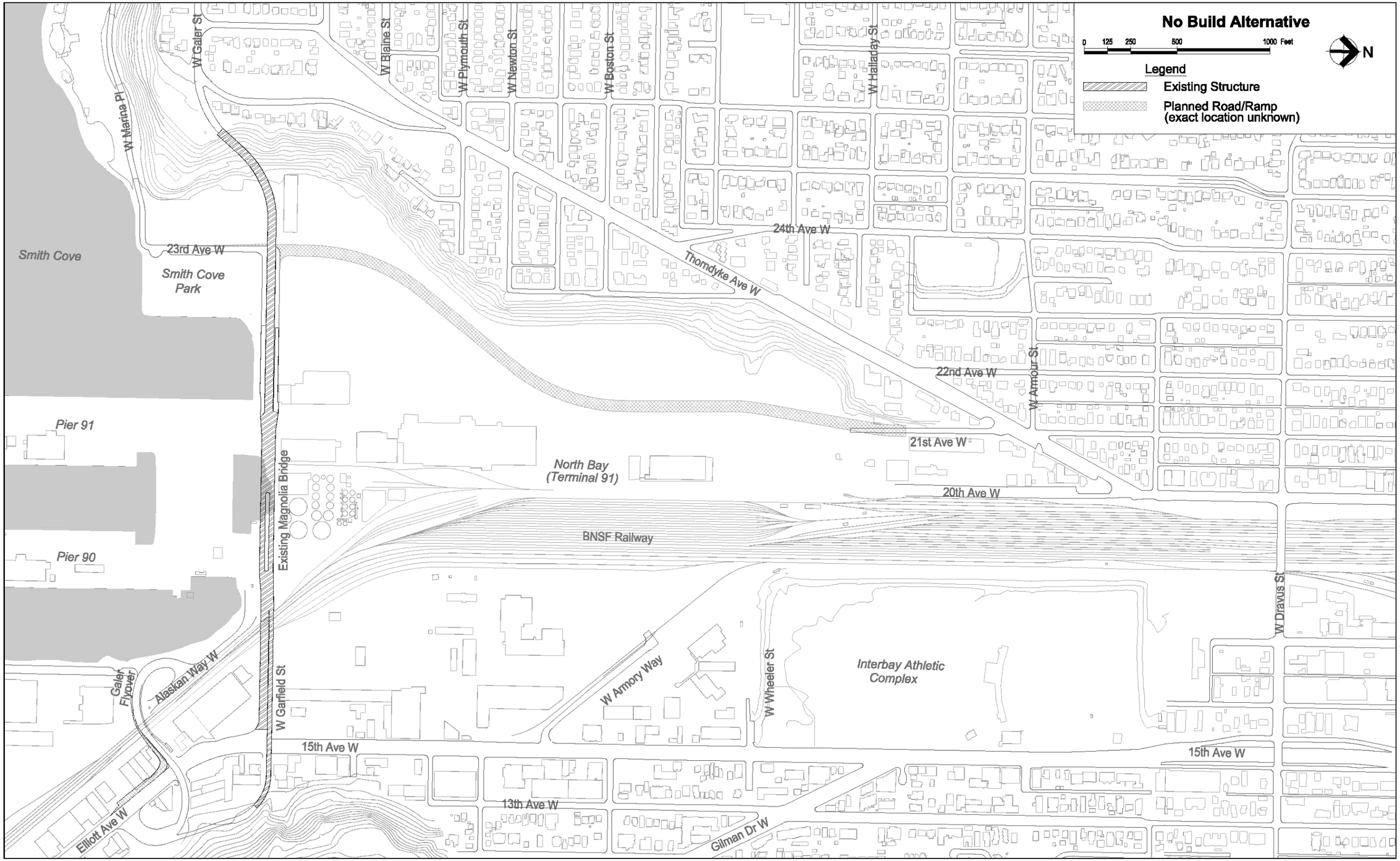


Figure 5 No Build Alternative

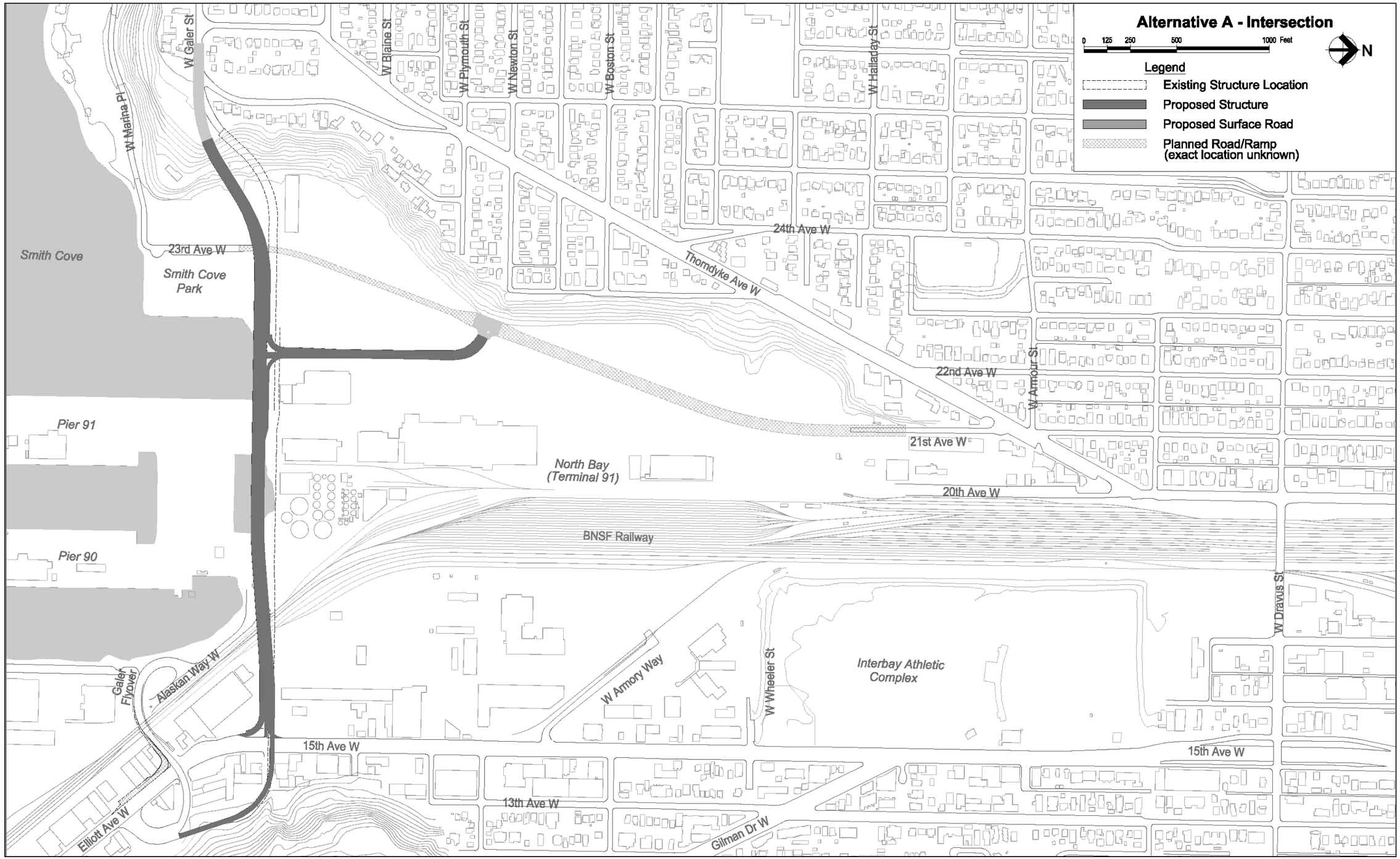


Figure 6 Alternative A - Intersection

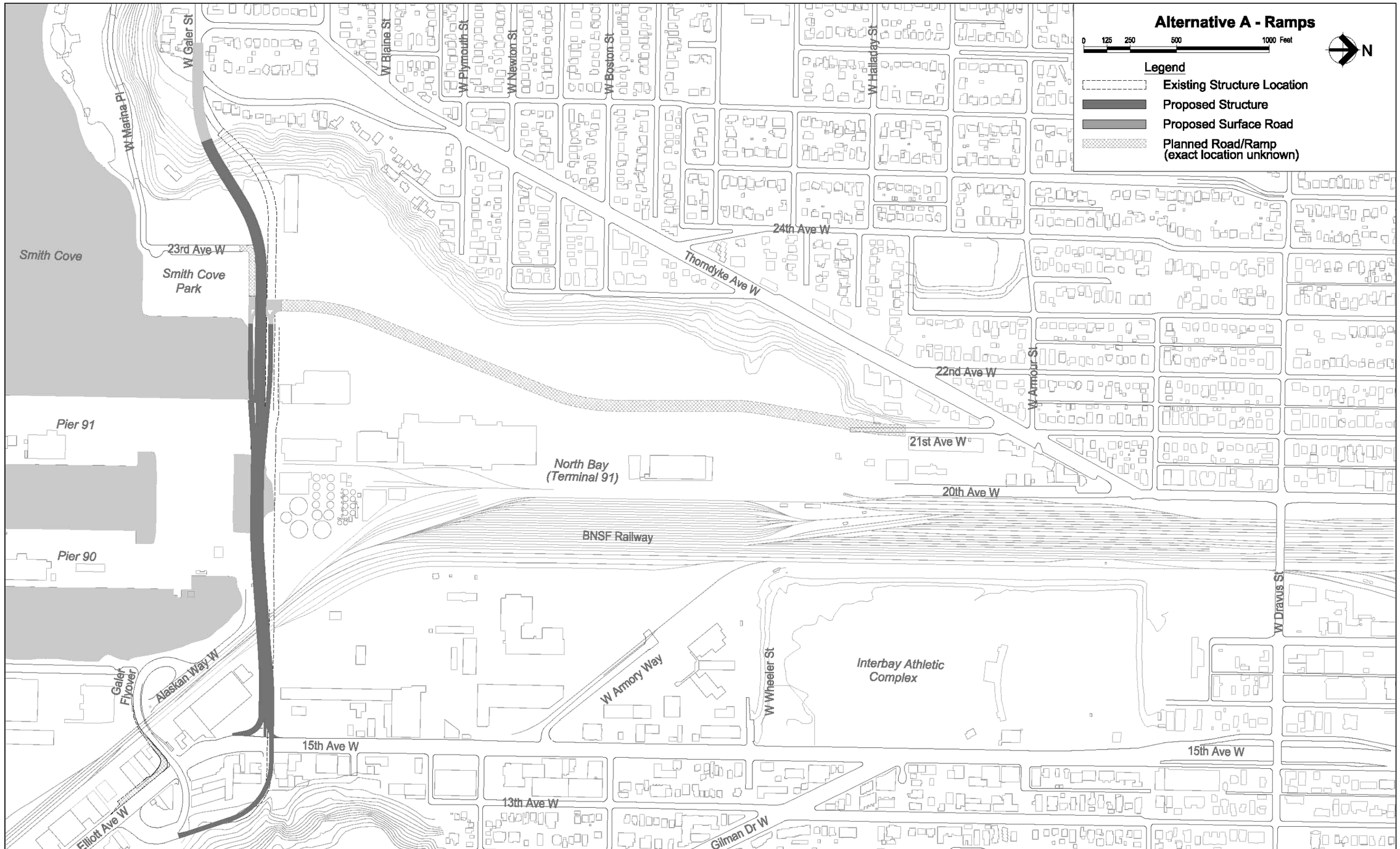


Figure 7 Alternative A - Ramps

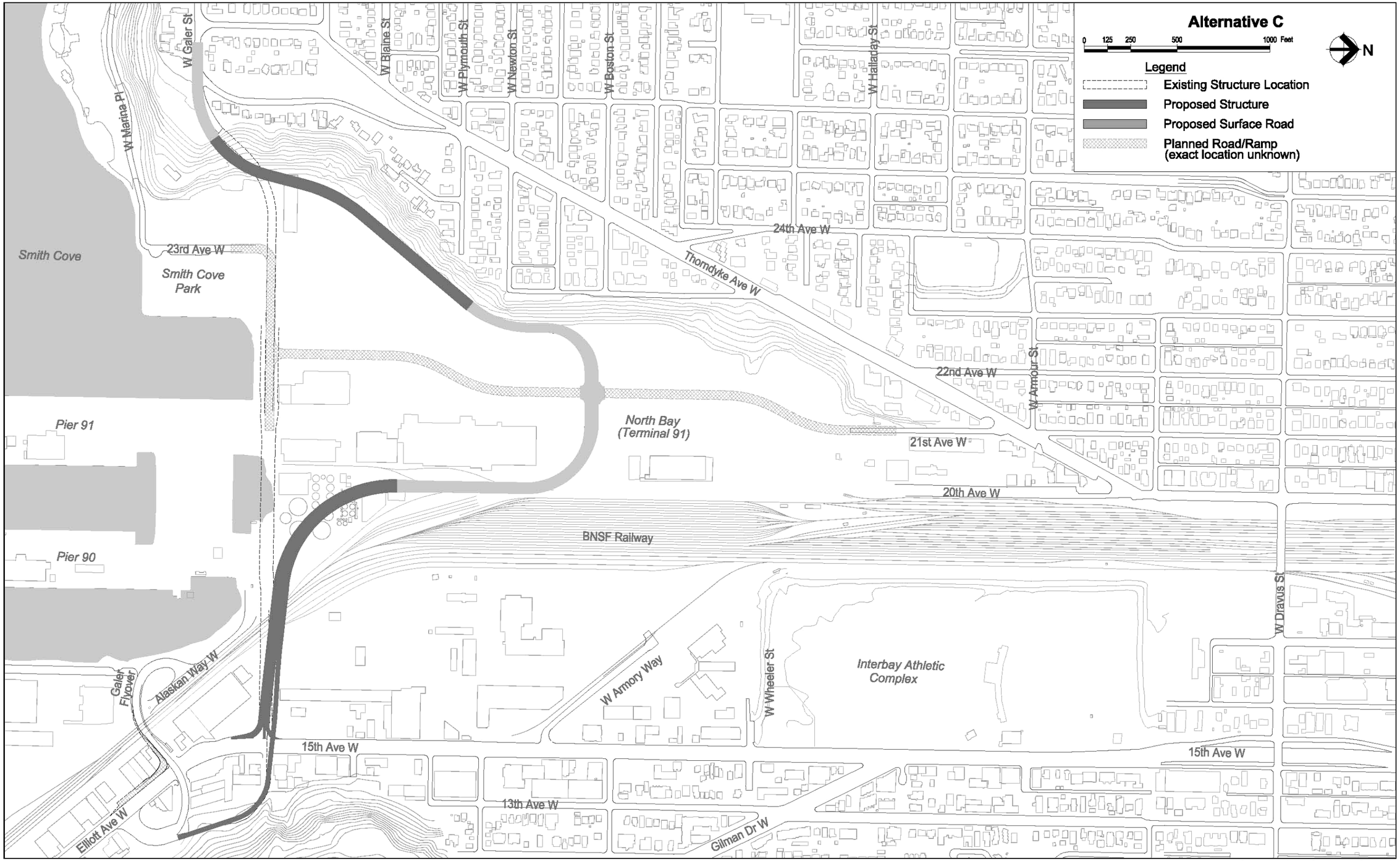


Figure 8 Alternative C

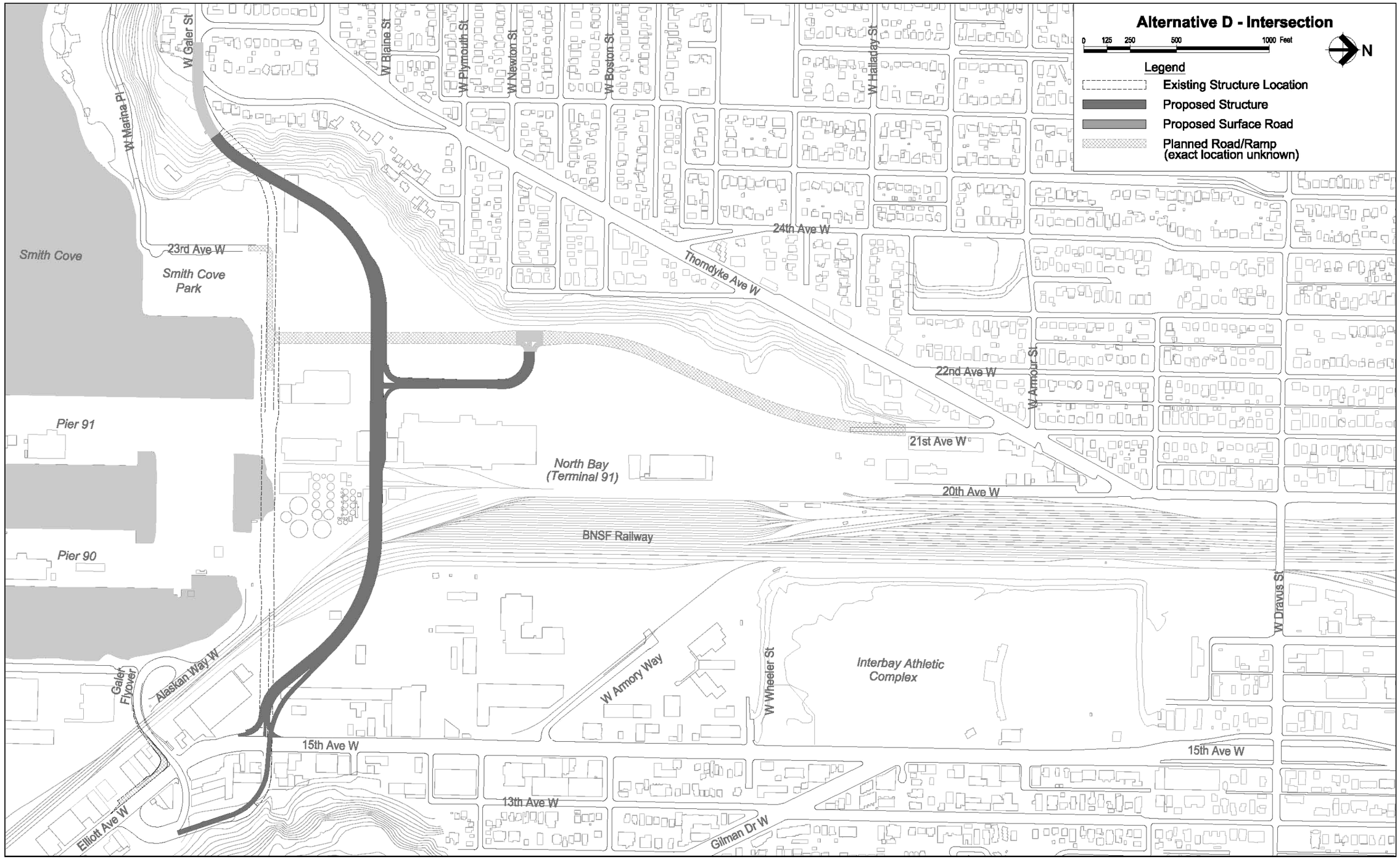


Figure 9 Alternative D - Intersection

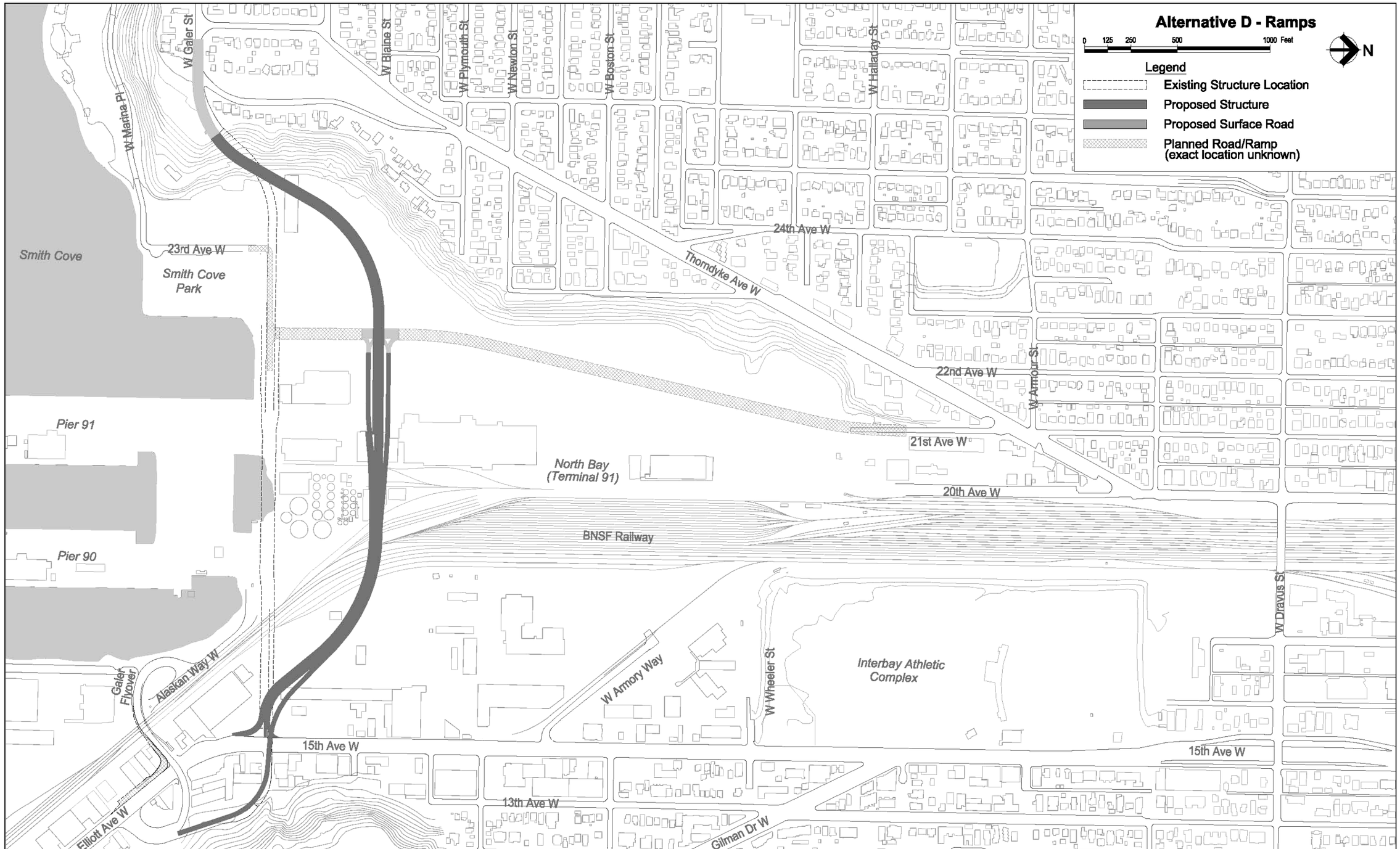


Figure 10 Alternative D - Ramps

Methods

This discipline report has been prepared consistent with the guidelines contained in Section 456 of the WSDOT *Environmental Procedures Manual*. The discipline report also reflects analyses conducted for Section 106 and Section 4(f) evaluations.

Any project funded by a federal agency, under the direct or indirect jurisdiction of a federal agency, or requiring a federal license, permit or approval is subject to the requirements of Section 106 of the National Historic Preservation Act of 1966, as amended. Evaluation of cultural resources under Section 106 will be prepared consistent with Section 106 regulations (36 CFR 800), the guidelines contained in Section 24.8 of the *Local Agency Guidelines* (WSDOT 2004a), and Section 456 of the *Environmental Procedures Manual (*WSDOT 2004b).

The Section 4(f) evaluation will be prepared consistent with Section 411.09(1) of the WSDOT *Environmental Procedures Manual*, Chapter 24.39(c) of the WSDOT *Local Agency Guidelines*, and Section IX of the FHWA Technical Advisory T 6640.8A.

Consultation and Coordination

Cultural resources staff met with DAHP and City of Seattle Office of Historic Preservation (OHP) to outline the intended APE and conduct a literature search and recorded site review. Cultural resources staff coordinated with the City of Seattle's Department of Neighborhoods Historic Preservation Program and the City Intergovernmental Affairs Office regarding questions for the tribes and ways to work with the tribes.

Area of Potential Effect

Cultural resources staff consulted with the DAHP regarding designation of the appropriate APE for the Magnolia Bridge Replacement Project. After consultation with DAHP, the APE for historic buildings or structures was determined to be 100 feet on each side of the proposed alternative footprints, effectively limiting the APE to one-lot depth from the street right-of-way (Appendix A). The Seattle Department of Transportation and the DAHP accepted the APE with a few conditions. In addition to evaluating historic resources within 100 feet of the alternative alignments, the City recommended that the APE also include the Admiral's Quarters located above the Elliott Bay Marina and the contiguous property of the Port of Seattle, which would include Piers 90 and 91 and the northernmost building on Pier 89 (see Figures 11 through 16 and Appendix A). This APE was identified so that visual effects of the undertaking on historic properties could be evaluated. The APE for archaeological resources encompassed the footprints of construction for each alternative.

Consultation

WSDOT will initiate Section 106 consultation by submitting a letter to the SHPO, appropriate THPOs, and the Seattle Historic Preservation Officer. The letter will include: a description of the project; its location, including legal description; the age of any structures present; maps and photographs; and a list of tribes that should be consulted.

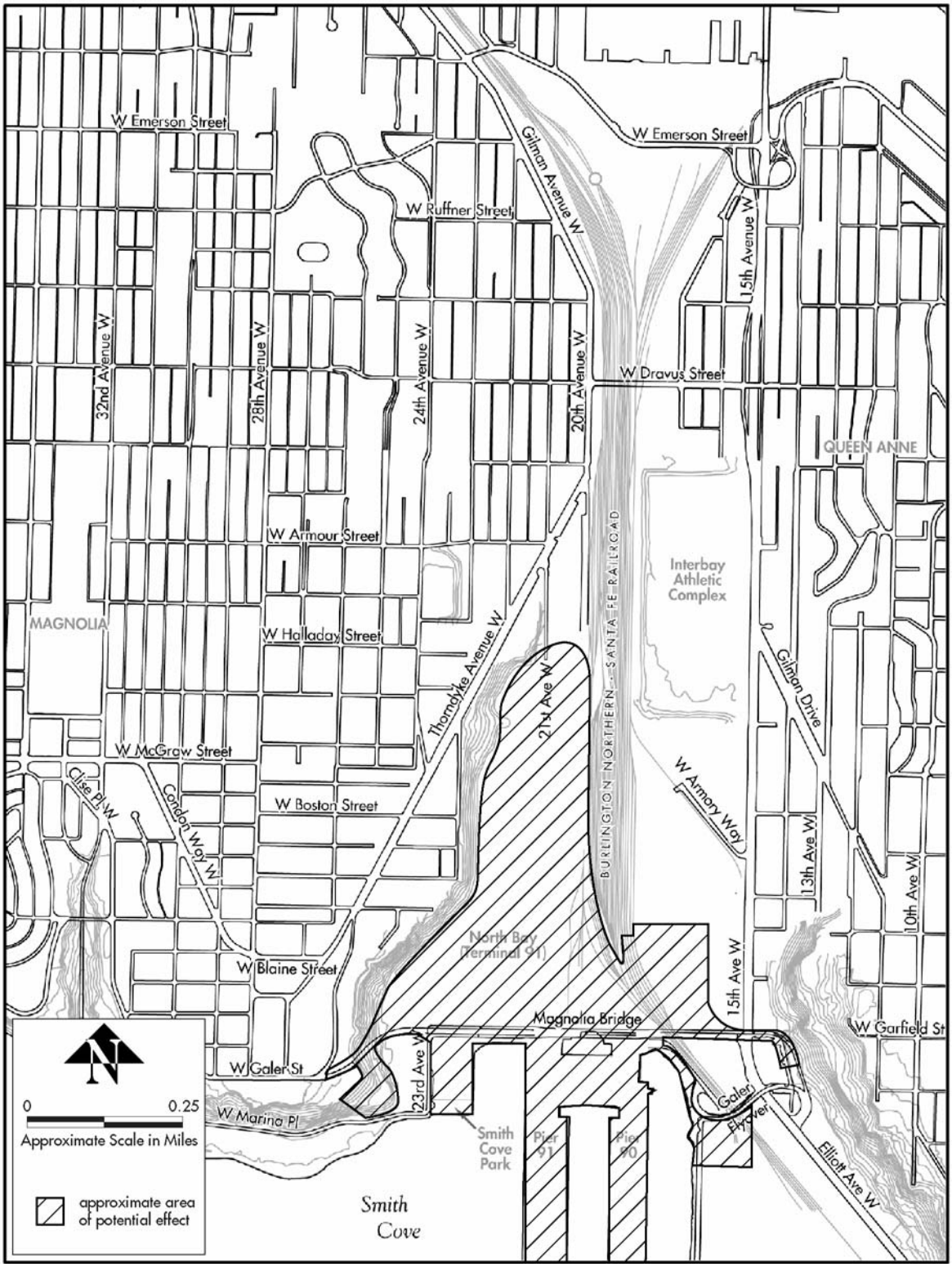


Figure 11
Area of Potential Effect for Historic Resources - Study Area

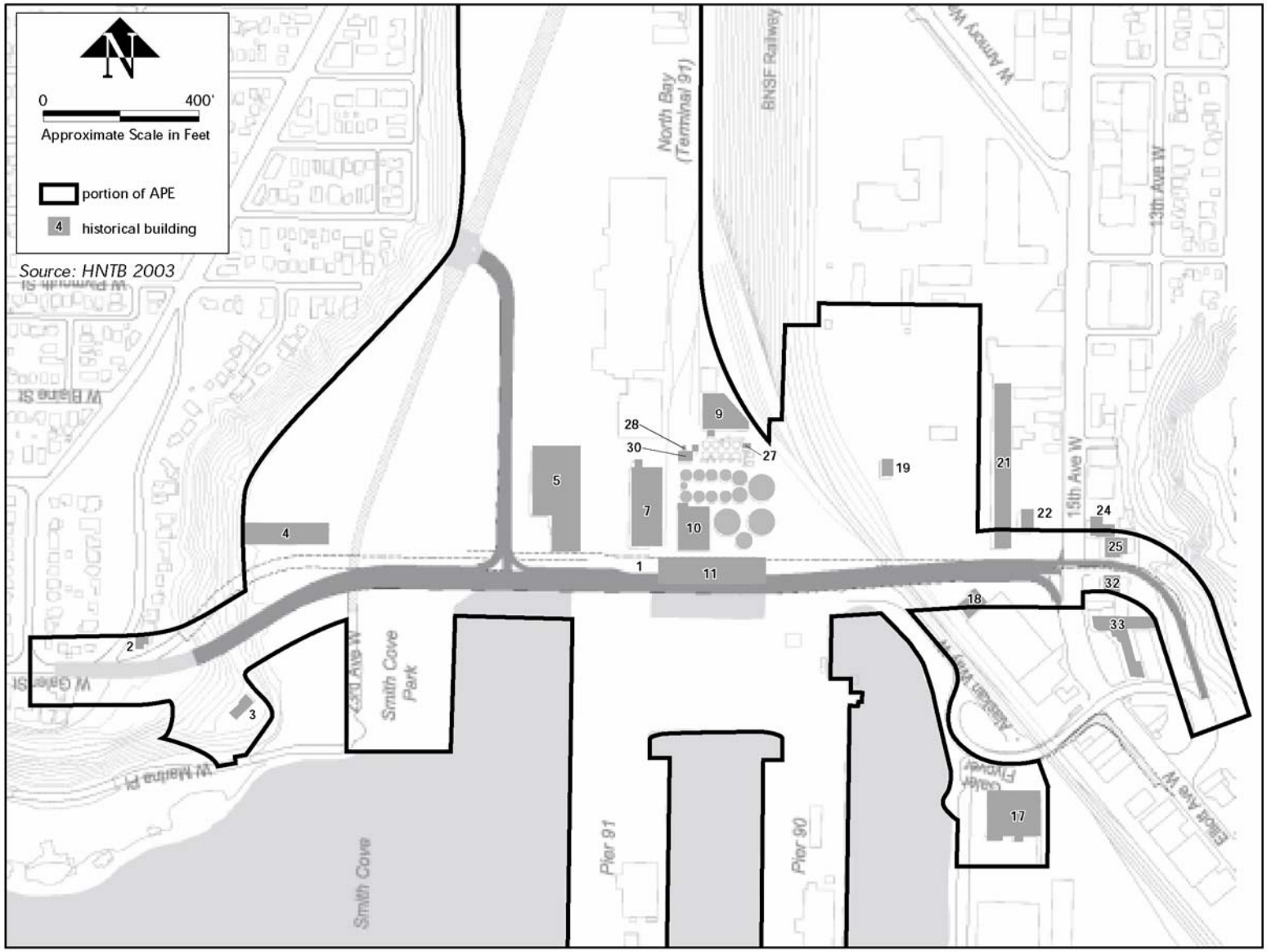


Figure 12
Area of Potential Effect for Historic Resources - Alternative A - Intersection

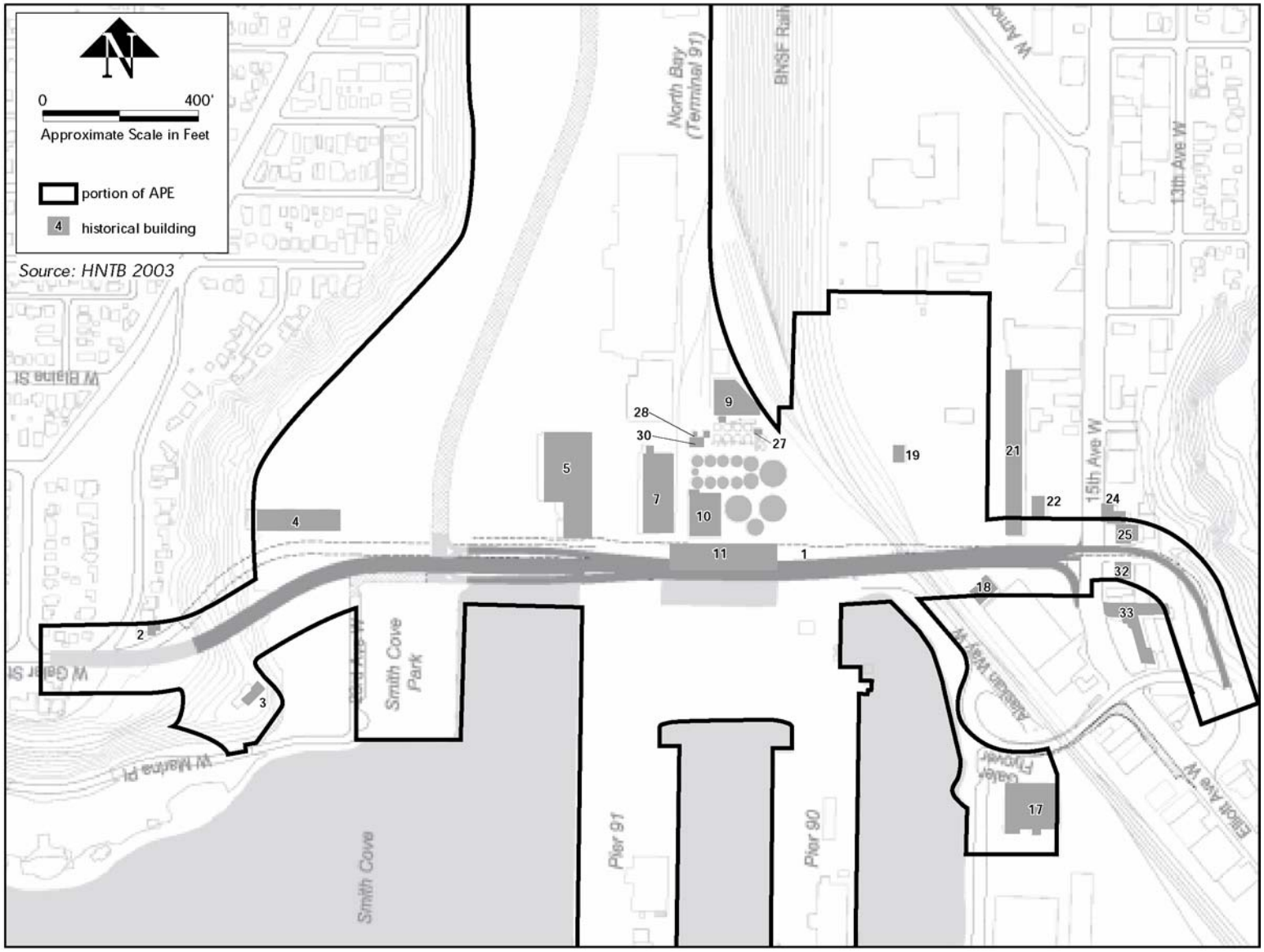


Figure 13
Area of Potential Effect for Historic Resources - Alternative A - Ramps

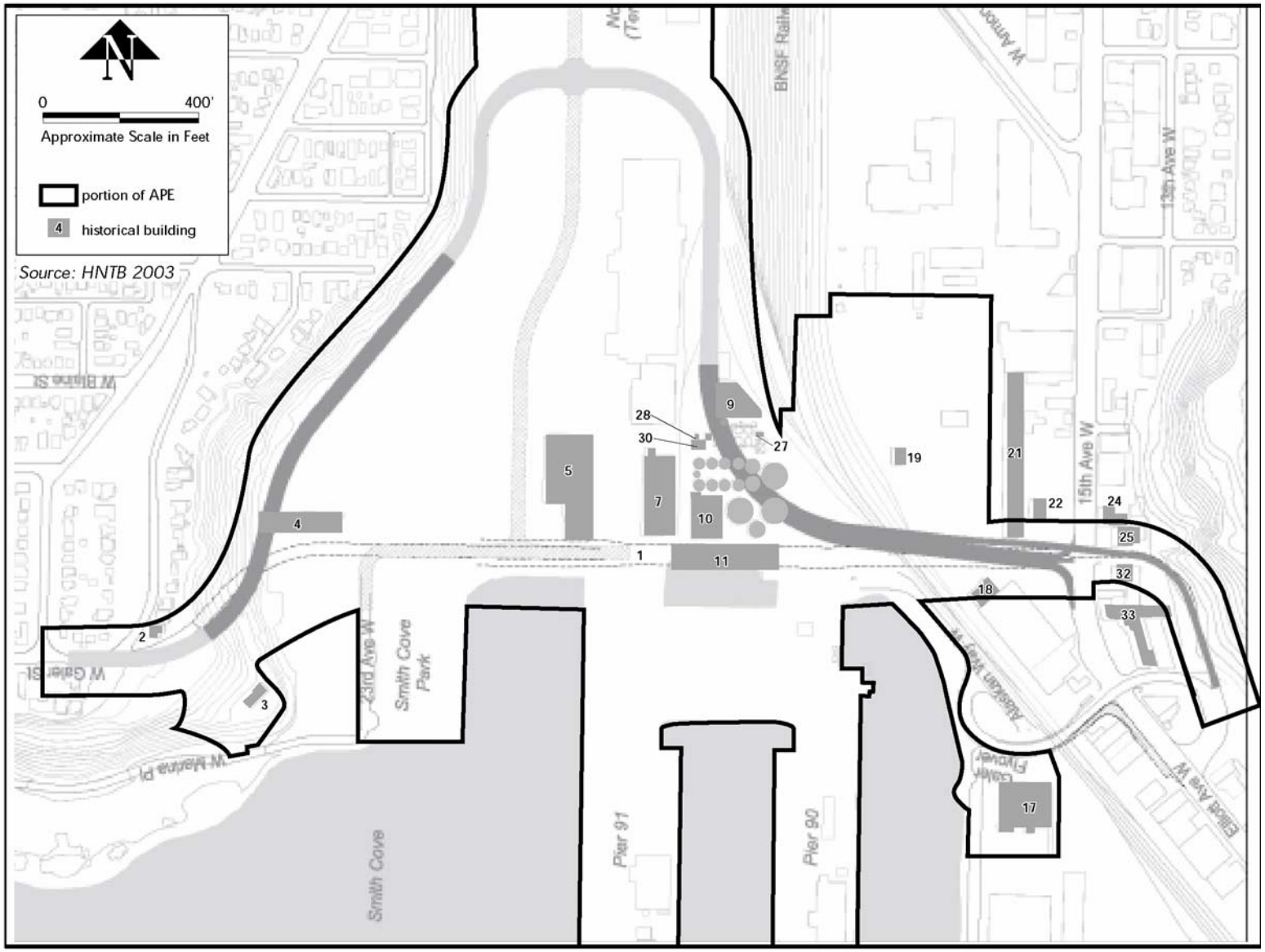


Figure 14
Area of Potential Effect for Historic Resources - Alternative C

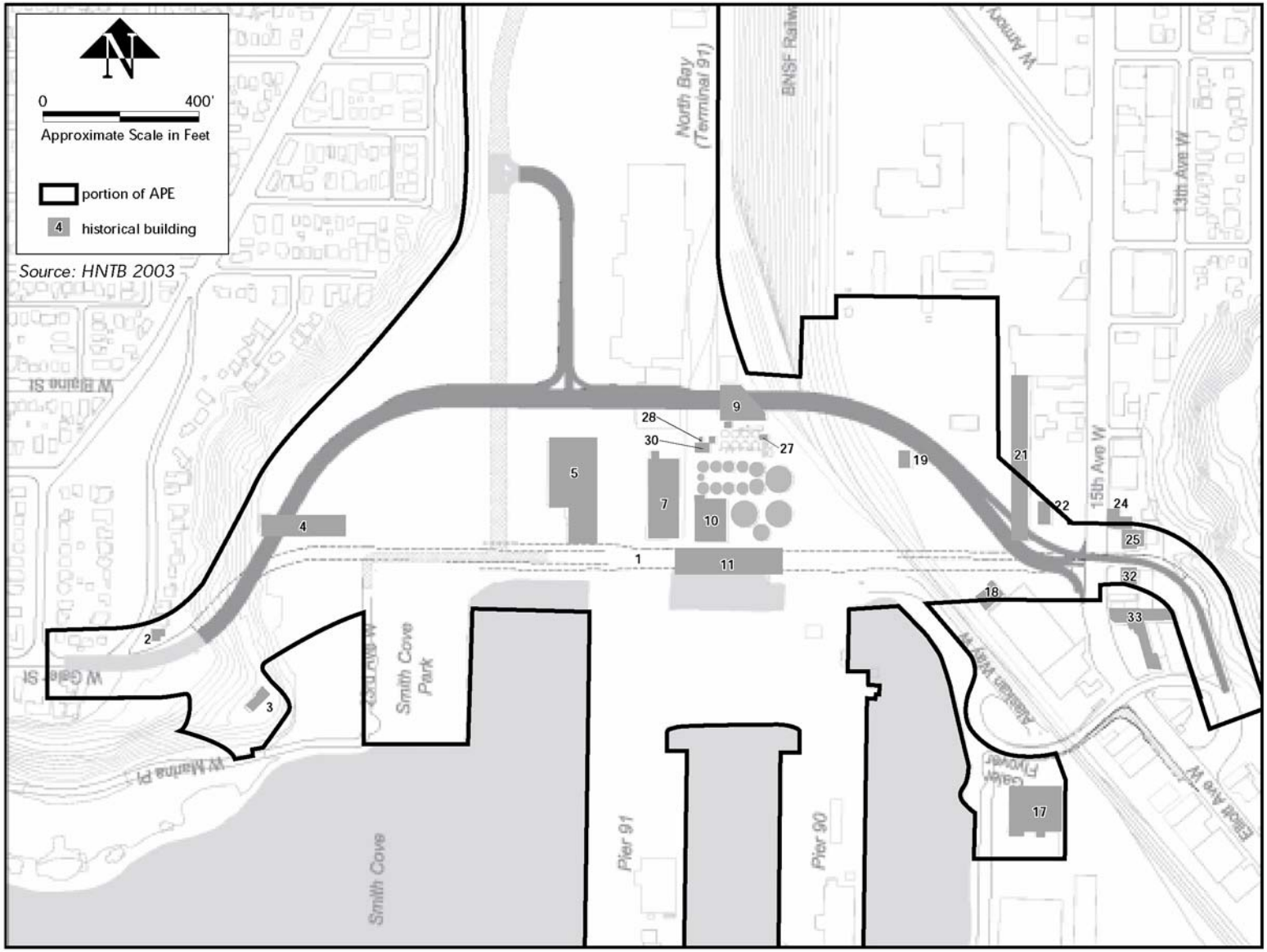


Figure 15
Area of Potential Effect for Historic Resources - Alternative D - Intersection

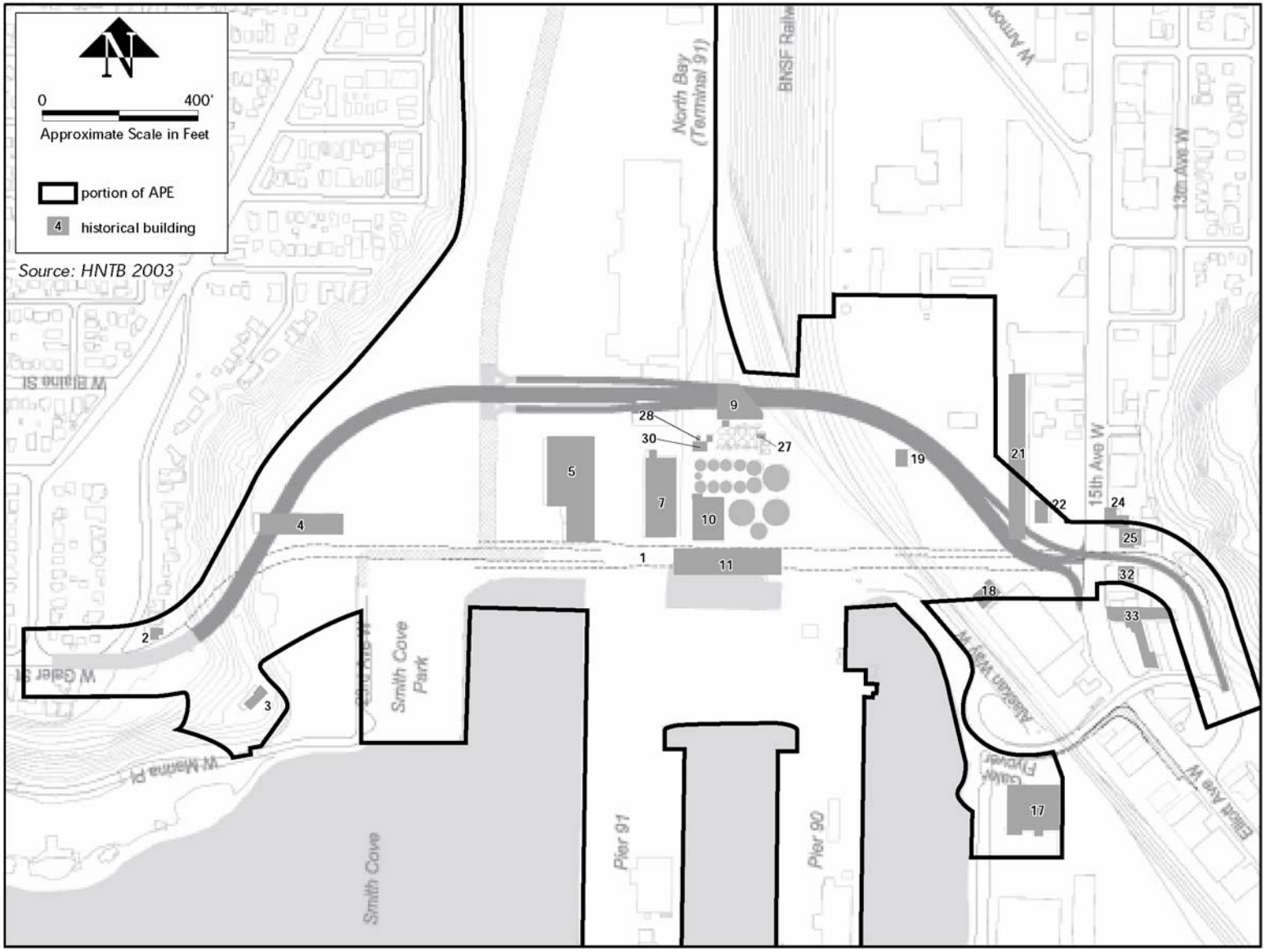


Figure 16
Area of Potential Effect for Historic Resources - Alternative D - Ramps

It is anticipated that tribal consultations will include the Suquamish, Tulalip, and Muckleshoot Tribes, Duwamish Tribal Organization, and the Yakama and Kikiallus Indian Nations (see Coordination, below, for additional discussion of tribal consultation).

Coordination

Cultural resources staff obtained information from WSDOT and the City Intergovernmental Affairs Office regarding any requirements for the Section 106/Section 4(f) reports established at meetings with other resource agencies, including the SHPO/DAHP and King County.

WSDOT may forward information requests from cultural resources staff to the appropriate tribes as part of its government-to-government consultation for the project. The City of Seattle Department of Transportation will forward information requests to WSDOT, which will coordinate with the SHPO and Tribal Historic Preservation Officers (THPO).

After reviewing the Section 106 consultation letter, the WSDOT Highways and Local Programs Service Center will send the letter to the SHPO/THPO, requesting comments or information on identifying historic properties within the APE. The Highways and Local Programs Service Center will also send a copy of the letter to FHWA to initiate consultation with the appropriate tribal governments. FHWA is required to make formal government-to-government consultation with potentially affected tribes. The project alternatives are located within the ceded territory and the "usual and accustomed areas" of the Suquamish Tribe, Tulalip Tribes, Muckleshoot Tribe, Yakama Indian Nation, Duwamish Tribal Organization (pending federal recognition), and the Kikiallus Indian Nation (not federally recognized).

After reviewing the Section 106 consultation letter and normally within 15 days of its receipt, FHWA will send a formal letter to the identified tribes, and any other tribe FHWA determines to be appropriate, to initiate the Section 106 consultation. If a response from a tribe is not received within 30 days of receiving the letter, project development would be allowed to move forward. The tribes have the option, however, of entering consultation at a later date. Any issues identified by the tribes will be addressed through the ongoing environmental process.

Background Data Review

Cultural resources staff obtained background information on the prehistoric and ethnohistoric use of the area through library and archival sources. Existing reports on cultural and historic resources in the study area were obtained and reviewed for a limited number of other project sites near the study area. Staff described the historical land use patterns including prehistoric and ethnohistoric use of the area in and surrounding the proposed alternative sites, and identified the known extent of archaeological resources as identified by the DAHP, OHP, and King County. Cultural resources staff prepared descriptive text of conditions covering archaeological and Native American resources and buildings of potential historic significance in the study area.

Cultural resources staff identified the known extent of historic resources and described the historical land use patterns using information from collections at DAHP, OHP, the University of Washington, Museum of History and Industry, and Seattle Public Library. Data consist of historical accounts, maps, and photographs

germane to the selected sites and surrounding context as well as information on the nearby historic district provided by the City of Seattle.

Prior to the field survey, staff examined 7.5-minute quadrangle maps of the study area and reviewed geotechnical boring logs. This research helped to identify geomorphic features and areas of potential archaeological and historical sensitivity during the survey.

Field Survey

Cultural resources staff conducted a pedestrian survey of areas of proposed ground disturbance associated with the project in September 2003. These areas include unpaved sections in the footprints of Alternatives A, C, and D. Unpaved portions of the APE near Magnolia Bluff belonging to the U.S. Navy and Seattle Parks and Recreation were not surveyed because these areas are fenced off. Potential staging areas were not surveyed because they are paved.

Cultural resources staff walked the impact area using no wider than a 20-meter (32-foot) transect interval. The archaeologists aligned their transects parallel to the proposed right-of-way or in cardinal directions in staging areas. Typically, three transects were walked in the proposed rights-of-way: one approximately along the centerline and one on each side. In areas of low visibility because of dense ground vegetation, the surveyors used a shovel or trowel to scrape surface vegetation away from 1-meter-square (3.2 feet) areas. The mineral soil was examined for cultural deposits as indicated by historical debris, lithic debitage, thermally altered rock, charcoal, or faunal remains. Exposed banks were examined for buried soil horizons. Subsurface probes were not excavated in the survey area. The field survey identified unpaved aggradational areas that might contain buried archaeological deposits.

Cultural resources staff identified and photographed historical buildings and structures within the project APE that appeared to be significant under the criteria for listing in the NRHP. The field survey of buildings and structures was done in February 2004. These resources were documented with full architectural descriptions, and their significance under the criteria was determined.

Because most of the Magnolia Bridge project area is paved, critical areas of the APE(s) that may contain buried archaeological deposits could not be examined using standard archaeological methods. SDOT decided to undertake additional subsurface investigations prior to further project planning as a result of WSDOT's comments on the draft *Historic, Cultural, and Archaeological Resources Discipline Report* . The goal of the investigations was to determine, to the extent feasible, whether archaeological resources are present in the APE(s). SDOT contracted with Historical Research Associates, Inc., (HRA) of Seattle to undertake a mechanical core sampling study of the APE of Alternatives A and D (which had been selected for further study) in February and March 2006. HRA project staff reviewed this report, the EA geology discipline report (Shannon and Wilson 2005), and selected ten sampling sites within the APE for Alternatives A and D. The resulting report (HRA 2006) is included as Appendix C.

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Affected Environment

Research Design

The following sections include the results of background research, and the implications of the findings on the archaeological and cultural resource record. The goal of the background research was to provide a brief environmental context for cultural resources. In addition, the cultural context describes the prehistoric, ethnohistoric, and historic period setting of the study area.

Environmental Context

Geology, Soils, and Hydrology

The study area lies within the Puget Lowland physiographic province of Western Washington. The geomorphology of this landscape was shaped during the late Pleistocene by glacial activity and Holocene stream erosion. During the Vashon Stade of the Fraser glaciation, the last glacial advance of the Pleistocene epoch, the lowland was completely scoured by the Puget Lobe of the Cordilleran ice sheet. At its maximum extent approximately 15,000 years ago, the Puget Lobe advanced southward from British Columbia and extended across the Puget Lowland from the Cascade Mountain range in the east to the Olympic Mountains in the west (Booth 1987; McKee 1972; Thorson 1980). Ice thickness ranged from 4,150 feet above the present sea level to approximately 1,526 feet at the southern margin (Thorson 1980). As this large glacier retreated, the ice sheet blocked drainage of glacial meltwater through the Strait of Juan de Fuca. Subsequently, southward-draining glacial lakes occupied the immense troughs formed by the glacier. Lacustrine sediments that accumulated in these lakebeds have depths of almost 165 feet in some areas of the Puget Basin (Thorson 1980:312). As the glacier eventually ablated and the northward-flowing drainage through the Strait of Juan de Fuca was reestablished, marine sediments flowed into the basin forming the current Puget Sound.

Since the end of the Pleistocene and the retreat of the Cordilleran glaciers, the Pacific Northwest has endured only two major episodes of regional climatic change (Mehringer 1989). Although traditional climatic models for western North America suggest three periods of climatic change (Antevs 1955), pollen records from the Olympic Peninsula and coastal British Columbia contradict this model (Mathewes 1973). Because changes in vegetation are influenced by climate, particularly temperature and precipitation, analyses of pollen records are useful indicators for understanding the timing and nature of these events. During the post-glacial period, 13,000 to 7,000 years Before Present (B.P.), temperatures increased appreciably (Leopold et al. 1982). Although climatic conditions were much warmer than they were during the Pleistocene, they were relatively cooler and wetter than they are today. Initially, vegetation was sparse consisting of subalpine grasses and sedges; however, by the end of this period, Douglas fir, western cedar, and western hemlock dominated the landscape (Brubaker 1991). The presence of essentially modern plant communities after 7,000 B.P. reflects climatic conditions similar to those of today (Leopold et al. 1982; Mathewes and Heusser 1981; Suttles 1990). With the exception of minor fluctuations, prehistoric and present ecological landscapes have not changed significantly over the last 7,000 years.

Eustatic sea level changes, isostatic rebounding of the earth's surface, volcanism, and tectonic activities have influenced the prehistoric landscape. Such activities have major implications for the preservation and distribution of subsistence resources and archaeological sites. With the release of water from the melting ice sheets, sea levels in the Puget Sound rose. After the glaciers retreated, isostatic rebound between 11,500 and 9,250 B.P. resulted in a rapid decrease in relative sea levels (Larsen 1971; Troost and Stein 1995). Increases in relative sea level after 7,000 B.P. extensively submerged shorelines until at least 4,500 years ago when eustatic and isostatic activities began to stabilize (Downing 1983; Schalk and Yesner 1988:82; Troost and Stein 1995:2.23). Since 7,000 B.P., sea levels have risen over 325 feet and continue to rise. As a result, many early archaeological sites are now submerged below the present shoreline (Fedje and Christensen 1999; Grebmeier 1983; Minor and Grant 1996).

North-south trending ridges separated by deep ravines and valleys that were formed by glacial scouring and subglacial erosion characterize the study area (Shannon and Wilson 2003). Within the Interbay area, reworked glacial deposits underlie fill, landslide, beach, and estuarine deposits. The major drainages surrounding the study area include Elliott Bay, Salmon Bay, Lake Union, Lake Washington, and the Lake Washington Ship Canal. In addition, several unnamed creeks drain into these larger bodies of water.

Around 1,100 years ago, a large earthquake occurred along the Seattle fault. In many areas, the shoreline was submerged by 3 feet. A tsunami generated by this earthquake deposited sand over low-lying coastal areas along Puget Sound (Atwater and Moore 1992). These deposits have been identified at archaeological sites in the area; they provide a chronological marker that gives archaeologists a relative method for dating archaeological deposits.

Climate, Flora, and Fauna

Warm, dry summers and wet, mild winters are characteristic climatic conditions for the Puget Sound. Precipitation occurs mainly in the fall and winter months from storms moving eastward across the Pacific Ocean. Seattle averages 40 inches of rainfall annually, and temperatures range from 85ºF at the height of summer to 45ºF during winter. This temperate climate supports a lush plant community that was valued by both human and animal foragers for subsistence.

Native coastal Indians practiced a seasonal subsistence economy that consisted of spring, summer, and fall migrations to areas for hunting, fishing, and gathering of berries, roots, and shellfish followed by a more sedentary lifestyle as they returned to longhouse villages as winter approached (Blukis Onat 1987:14). Although salmon and other fish were the primary food source, the complexity of the environment provided a rich subsistence base (Larson and Lewarch 1995).

Fish (salmon, halibut, trout, herring, cod, perch, and flounder) and sea mammals (otters, harbor seals, and sea lions) were as important nutritionally to the prehistoric occupants in coastal environments as were terrestrial fauna (deer, elk, bear, rabbits, squirrels, muskrat, and raccoons) and birds (cormorants, ducks, geese, gulls, herons, sandpiper, and teal) (Ames and Maschner 1999; Suttles 1990; Welch and Daugherty 1991). Additionally, beds of clams, oysters, cockles, moon snails, mussels, and geoducks collected along the shorelines, estuaries, intertidal flats, tidal marshes, and beaches would have provided a consistent and reliable source of protein.

The study area is located within the *Tsuga heterophylla* or western hemlock zone of the forest province (Franklin and Dyrness 1988). Douglas fir, western red cedar, and

western hemlock are the dominant tree species in this region. Big-leaf maple and red alder are successional species. The understory commonly found in the forested areas consists of vine maple, ocean spray, Pacific dogwood, Oregon grape, Pacific rhododendron, blackberry, ferns, and snowberry (Franklin and Dyrness 1988). In the river drainages, tideflats, and estuaries, cattail, wapato, and grasses are common.

Cultural Context

Prehistory

The archaeological record of Washington State has been shaped by the geologic events of the Pleistocene. The earliest known human occupation of the Puget Sound Lowlands occurs after the retreat of the Cordilleran ice sheet. The earliest evidence consists of large fluted projectile points characteristic of the Clovis cultural period between 12,000 and 9,000 years B.P. The Clovis people were nomadic hunters and gatherers, who hunted big game with atlatls and spears. Clovis sites have been found across North America, however only surface finds have been identified in Western Washington. The Ritchie-Roberts Clovis Cache site, located along the Columbia River near Wenatchee, and the Manis site near Sequim on the Olympic Peninsula are the best representations of the Clovis culture in Washington (Gustafson et al. 1979; Mehringer 1989).

The next cultural period extends from 9,000 B.P. to 5,000 B.P. This period is represented by the Olcott culture. Many sites attributable to this period have been found on low terraces within the Puget Sound Lowlands and along the Cascade foothills. These sites primarily contain stone tools and flakes and seem to represent a highly mobile culture. The Tolt site located on a terrace along the Snoqualmie drainage is perhaps the most intensively studied site representing the Olcott phase. However, Olcott phase occupations occur across Western Washington. They have been identified along the Stillaguamish River near Arlington, at Marymoor Park in Redmond, Queen Anne in Seattle, and Poulsbo on the Kitsap Peninsula.

Much of the documented archaeological record in Western Washington is attributable to the period after 5,000 B.P. It is thought that this reflects a change in the complexity of the aboriginal culture. Salmon seems to become a major economic resource allowing greater stability and sedentism for those living along the rivers and coastlines. However, biases in the archaeological record may also contribute to this pattern. Changes in the sea level along the shorelines have submerged early coastal sites. The West Point Complex (45KI428 and 45KI429) is a prime example of this. This site is located on a sand spit along the northern shoreline of the Magnolia Bluff. Excavations here in the early 1990s showed that this site was located below contemporary sea levels (Larson and Lewarch 1995). Between 5,000 B.P. and the time of European contact, the archaeological record is represented by littoral sites with large shell mounds. Ground stone artifacts, small projectile points, and bone and antler tools represent the material culture.

Ethnohistory

The study area is located within the traditional territory of the Duwamish Tribal Organization, who occupied the eastern side of Puget Sound along the Duwamish, Cedar, and Green Rivers and on the shores of Elliott Bay, Lake Washington, Lake Union, and Salmon Bay (Spier 1936). The Duwamish are a Lushootseed-speaking, Coast Salish tribe who shares political and kinship ties with the Suquamish and Muckleshoot. The Point of Elliott Treaty of 1855 assigned the Duwamish to the Port

Madison reservation on the Kitsap Peninsula. Many joined the Muckleshoot Reservation after its establishment in 1874, yet others chose to remain in the Seattle area.

The traditional economy of the Duwamish included hunting, fishing, and gathering local resources; as such, they were likely attracted to the shoreline of the Puget Sound. The Smith Cove environment would have been highly productive for subsistence activities because it provides access to several resources including shellfish, fish, birds, and terrestrial mammals along the freshwater creek and the shoreline of the inlet. Ethnographic studies by Waterman (1920, 1922) and Snyder (1968) have identified several native villages and place names for the area near Smith Cove. According to Waterman's informants, this area was considered to be a traditional Duwamish hunting ground for trapping ducks. The ducks were chased through the Interbay valley into waiting nets at Smith Cove. A small creek that used to drain into the southern margin of Smith Cove was known as *T!E'kEp*, meaning "an aerial net for snaring ducks." The Duwamish called the small creek that used to drain into Smith Cove from the north *Sila'qwotsid*, meaning "talking" (Waterman 1922). These creeks and their associated marshland appear in General Land Office (GLO) maps from 1856. Waterman identifies three Native American villages in the Seattle vicinity. These were located at Shilshole, Elliott Bay near the Belltown area, and at West Point on the west side of the Magnolia Bluff (Waterman 1920).

Semi-permanent winter villages were located along the shoreline of the Puget Sound and Lake Washington and at the confluence of major drainages such as the Duwamish, Cedar, and Black rivers (Ruby and Brown 1986). Large cedar plank houses were built to shelter extended families over the winter. Temporary campsites were established during the spring, summer, and fall as the Duwamish foraged for seasonal resources. Inland prairies and forests were visited during seasonal rounds for gathering berries, roots, and plants, and hunting deer, birds, and small animals to supplement their primary diet of fish and shellfish.

Flora and fauna were acquired for a multitude of uses beyond subsistence. Skins, fur, and feathers were fashioned into clothing. Oil and blubber from sea mammals were used for fuel. Shells were fashioned into necklaces and ornaments. Fish hooks, needles, and awls were made from bones, and sinew was used for binding. Antlers were used to make tools.

Plants were collected for subsistence, medicinal, technological, and spiritual purposes. Various rhizomes, roots, bulbs, leaves, stalks, nuts, and berries were eaten raw, cooked, or stored for consumption during the winter. Wood and bark, both important sources of fuel, were also used for building canoes, paddles, fish weirs, houses, and containers. Several plants were known for their healing properties and were collected for their medicinal and spiritual purposes. Plants were known to treat a variety of aliments including cold symptoms, sores, muscle aches, stomach disorders, constipation, rheumatism, and tuberculosis.

History

Captain George Vancouver was the first Euro-American to visit the region. During the Vancouver expedition of 1792, he explored the shorelines of the Puget Sound, recording place names and visiting native villages along the route. Almost 50 years later, the Wilkes expedition charted the Puget Sound naming numerous landmarks. Fur traders, missionaries, loggers, and miners soon followed. By the mid-1800s, the City of Seattle was firmly established.

The first fur trader to establish a post in the west was the Hudson Bay Company. The company established its presence at Fort Nisqually in 1832, trading household goods with the Native Americans for furs. The company stayed in business for 20 years until the California gold rush and the Donation Land Claims Act brought an influx of settlers and businesses to the area.

Arthur Denny, Thomas Mercer, Henry Yesler, and William Bell were the first settlers in Seattle. These prominent individuals established their land claims on what became known as Denny Hill, overlooking Elliott Bay in the spring of 1852. Instead of working his land as his fellow homesteaders did, Henry Yesler built a sawmill to process the logs from the properties that were cleared. Yesler's mill became one of the first enterprises in Seattle, providing lumber for new homes and businesses.

Logging soon became a major industry in Seattle. Trees were cleared from land claims and sold for sundry provisions such as butter, pork, and sugar (Denny 1909). The Lake Union Lumber and Manufacturing Company, later renamed the Western Mill, was established on Lake Union in 1882. The central location of this mill between the Puget Sound and Lake Washington was convenient for transporting logs. Logs were floated through Lake Union to the mill for processing and then transported by rail or ship.

As the number of settlers increased, tensions between the native populations and the white settlers increased, coming to a head in 1855 with the Indian War. During the peak of conflict, residences and buildings were burned resulting in economic setback for the City of Seattle. In 1889, the Great Seattle Fire destroyed many homes and businesses within the downtown core south of the project area. The fire, which started in a cabinet shop along First Avenue, quickly engulfed the city's commercial center destroying more than 30 blocks. As Seattle began to rebuild, the City implemented a plan to regrade the downtown area. Sediments were removed from Denny Hill and used to fill in ravines, wetlands, and shorelines to make street grades easier to climb by horse and wagon.

In 1901, the Corps of Engineers began to construct the Lake Washington Ship Canal. The canal was built to join Lake Washington with Puget Sound. Extending from Puget Sound, the canal runs through Salmon Bay to Lake Union and into Lake Washington. The Hiram Chittenden Locks were built at the west end of the canal to control the differential water levels and to transform Salmon Bay into a freshwater basin.

The study area is located in the Interbay neighborhood of Seattle. Interbay is a small industrial and commercial area located in a glacial valley between the Magnolia and Queen Anne communities. Salmon Bay and the Washington Ship Canal bound the valley to the north, and Elliott Bay is to the south. The flat topography of the Interbay area attracted commercial industries, and it became a port for shipping vessels and a transportation corridor for the Great Northern Railway.

The Interbay neighborhood is surrounded by Magnolia on the west and Queen Anne on the east. The Magnolia community began to grow steadily in the late 1930s after the Magnolia and Dravus Street bridges were erected, providing additional access to the area. The Fort Lawton army base established in 1898 and dairy farms established in the early 1900s were the first businesses in the community. Queen Anne Hill is largely a residential community. It was named for a style of architecture that was popular in this neighborhood. Many of Seattle's first settlers and prominent businessmen built their homes here including Arthur Denny and Thomas Mercer (Historylink, Queen Anne Hill, n.d.).

In 1850, Congress passed the Donation Land Law, which granted land to Caucasians or Indians of mixed blood, provided they were citizens of the United States or would become citizens within the year. This law enabled settlers to purchase their claim for $1.25 per acre after two years of successive residence on the land.

Dr. Henry Smith was one of the first settlers in the project area. In 1853, he traveled with his mother and sister from California to Washington to claim some land in the area that was later named Smith Cove (Historylink, Interbay, n.d.). He built a log cabin on his land claim next to his neighbors J. Ross, W. Strickley, and E. Smithers. Dr. Smith was a physician who was best remembered for his transcription of Chief Seattle's famous speech to the Territorial Governor in 1854 (Historylink, Interbay, n.d.). He later became a strong economic figure in Seattle's growth and development.

Between 1915 and 1919, most of the tideflats at Smith Cove were filled in, which continued sporadically through the 1930s. Seattle's filled areas became commercial and industrial districts. Fill from regrade activities in downtown Seattle was brought in to cover the wetlands and tideflats (Historylink, Interbay, n.d.; Puget Sound Maritime Historical Society 2002).

The new shoreline became a nucleus for transportation. In the early 1870s, railroad companies began searching for consistently level land over which they could construct tracks. The Seattle and Walla Walla Railroad (SWWRR) was granted land by the City of Seattle in 1873 (Klingle 2001). The Northern Pacific Railroad (NPRR) had plans to join the SWWRR route by building track across Snoqualmie Pass. However, the NPRR's plans were delayed because of financial difficulties, frustrating Seattleites (Schwantes 1993). The SWWRR right-of-way was turned over to an offshoot of the Oregon Improvement Company (OIC), the Columbia and Puget Sound Railway, by 1887 (Klingle 2001; Schwantes 1993).

During the late 1880s, Thomas Burke and Daniel Gilman began purchasing waterfront property from Henry Yesler with plans to construct a railroad terminal near the south end of Seattle. They also took options on 700 acres of Henry Smith's Donation Land Claim at Smith Cove for a possible northern terminal. The Smith Cove Land Company (SCLC) was formed to handle real estate in the area that could be developed for coal bunkers and wharves (Armbruster 1999). In 1887, Burke, Gilman, and Henry Crawford created the Seattle Lakeshore and Eastern Railroad (SLERR), proposing to build tracks along the waterfront. The OIC refused to grant the new company right-of-way. Undaunted, Burke and the SLERR planned to construct their rail line anyway: on piers beyond the high tide line and existing tracks (Klingle 2001). That same year, grading began along a 5-mile-long stretch between Smith Cove and Union Bay (Armbruster 1999).

As Seattle grew, national railroad companies sought to build lines to Puget Sound and tap into the potential for maritime shipping. James J. Hill, president of the Great Northern Railway (GNRR), employed Burke for his new overland rail company, the Seattle and Montana Railroad (SMRR). Hill acquired land holdings around Smith's Cove from the SCLC on which to construct a locomotive shop, piers, and warehouses (Klingle 2001). The SMRR line traveled north from the city across Salmon Bay, through Ballard, to Port Gardner (Armbruster 1999).

By 1899, the GNRR built its railroad terminus, Piers 88 and 89, warehouses, and grain elevators in the Interbay area, providing additional slips and storage space for ships and goods (Magden 1991; Sayre 1937). Hill and Burke courted Nippon Yusen Kaisha (NYK), Japan's main steamship line, with the GNRR's new piers to obtain exclusive shipping rights between Seattle and Yokohama. The Miike Maru arrived

at Smith Cove on August 31, 1896, to great fanfare from the citizens of Seattle (Armbruster 1999). The relationship between Japan and Seattle continued to prosper through the 1920s and 1930s as the City became the largest importer of raw silk and sent scrap metal to Japan's foundries on return voyages (Burke 1976).

The Port of Seattle, which was formed on September 5, 1911, as a civic entity separate from the City, began to construct two more piers (Piers 90 and 91) at Smith Cove beginning in 1913, allowing ships bringing cargo from Asia to dock and unload their goods (Historylink, Interbay, n.d.; Port of Seattle 1980; Sayre 1937). By 1917, a shingle mill, cannery, and cabinet maker had established a presence at Smith Cove in the area now called Interbay (Sanborn Map Company 1917).

By the early twentieth century, the Smith Cove terminal was vital to the shipping industry in Seattle (Magden 1991). With this increase in commerce came profits for the manufacturers and shipping companies but not the union workers who built and loaded the ships. In 1919, Seattle's shipyard workers went on strike, followed two days later by a sympathetic general strike that involved 130 unions and 60,000 workers and effectively closed down the city for four days. The strike showed the organization and effectiveness of the unions, but it also created a public backlash against them (University of Washington Libraries 1999). During a longshoremen's strike in May 1934, which was prompted by stevedoring employers refusing to bargain with their union, work at wharves all along the West Coast was shut down. Employers brought strikebreakers to the docks while negotiations continued to fail through June and July. Seattle Mayor Charles Smith ordered police to concentrate around the Smith Cove terminal to reopen the docks and freight rail lines and to conduct raids on union headquarters. In retaliation, longshoremen attacked police headquarters, intensifying conflict at the Smith Cove terminal. Police, armed with submachine guns, kept strikers at bay using tear gas grenades, many of which struck picketers, injuring several and killing one (Magden 1991; University of Washington Libraries 1999).

Between 1915 and 1941, the Port of Seattle owned and operated Piers 90 and 91. Jobs at the piers and at the railroad shops provided employment for hundreds, spurring housing development on the adjacent sides of Magnolia and Queen Anne hills (Port of Seattle 1980). In March of 1941, the U.S. Navy appropriated the land along the shorelines and Piers 90 and 91 as the 13th Naval District Operating Annex for use as a Navy supply depot. (Burke 1976; Historylink, Interbay, n.d.; Port of Seattle 1980; Puget Sound Maritime Historical Society 2002). To clear adequate space and to maintain security for the new 253-acre operations, the City of Seattle and the federal government burned tideland squatters' camps that had appeared during the Depression (Klingle 2001). The Navy used the piers to outfit more than 500 ships during World War II and maintained 2,500 civilian workers in nearby barracks and housing. More than 53 acres of warehouse space accommodated more than three million tons of supplies for naval vessels in 1945 alone. Naval outfitting of ships continued through the Korean and Vietnam wars. The federal government declared the terminals as "surplus" property in 1970, eventually turning them over to the Port of Seattle in 1974 (Port of Seattle 1980; Seattle Public Library n.d.).

The Texas Company (Texaco) was founded in 1901 as the Texas Fuel Company in Beaumont, Texas. The company's first fuel product, Familylite Illuminating Oil, was kerosene for lamps. By 1910, the demand for gasoline, a byproduct of the kerosene refining process, had increased because of the expanding U.S. automobile and aviation industries (Hast 1991). The Texaco refinery near the GNRR lines and Piers 89 to 91 in Interbay was constructed in 1925. Texaco joined with the Standard Oil Company of California in oil-field exploration ventures in 1936 (Hast 1991;

White 1962). During World War II, 30 percent of Texaco's production was consumed by the war effort as aviation fuel, gasoline, and petrochemicals. The company with refineries on the West Coast joined the War Emergency Tankers Inc., which operated as a collective tanker fleet for the federal War Shipping Administration (Hast 1991). Although not the first on the West Coast, the Texaco site appears to be significant as the one of the first refineries in the Puget Sound region and the only facility on Elliott Bay, where it played a major role in providing fuel for Navy and commercial ships. The storage tanks, above-ground piping, and several buildings on this site were demolished in 2005.

Background Research

GLO maps from 1856 and 1863 show the original shoreline near Smith Cove and current land claims. Historical changes to the landscape have consequences for the archaeological record. Changes in the shoreline affect the suitability of the landscape for occupation and land use. Prior to 1852, Erasmus A. Smithers was the only landowner in the Interbay area. He owned much of the land that lies south of the Interbay Golf Course. After the Donation Land Claim Act of 1852, Henry Smith claimed the land along the current shoreline. Both Smith and Smithers were instrumental in the economic development of Seattle. By the time the cove was filled in the early 1900s, the residential structures were replaced with industrial and commercial warehouses and facilities associated with shipping and transportation. The study area's research potential would be affected by the amount of fill that was brought in and modern changes to the landscape.

A number of recent cultural surveys and overviews have been completed in the Elliott Bay/Seattle area (Table 1). Many of these studies were completed for large-scale transit projects in King County. Few archaeological sites have been identified in this work.

No archaeological sites are within the study area, but three nearby sites provide contextual information demonstrating long-term occupation along the shoreline of the Puget Sound. These sites include the Duwamish site, the West Point site, and the Baba'k^{w}ob site. These early hunter/gatherer/fisher sites provide analogous data about the cultural lifestyles of the native people who built and occupied villages within the Seattle vicinity. From archaeological excavations at these sites, anthropologists are able to derive an understanding of settlement patterns and lifestyles prior to Euro-American settlement, allowing them to develop archeological probability models based on the environmental characteristics of these large sites.

The Duwamish site (45KI23), located on the delta of the Duwamish River, was occupied between 200 and 2,000 years ago (Campbell 1981). This site, which was discovered and excavated in the 1970s, is a large shell midden. Evidence of structural remains found at the site represents two separate occupations. Faunal and botanical assemblages suggest that the site was occupied year-round. The West Point site is located in Discovery Park at the base of the Magnolia Bluff. Excavation and research suggests that this occupation spans 2,000 years from 2,700 B.P. to 4,200 B.P. (Larson and Lewarch 1995). The West Point site is important in that it clearly establishes the presence of archaeological deposits below contemporary sea level. Data from excavations at West Point have extensive implications for subsistence/settlement models for the early and middle Holocene (Larson and Lewarch 1995). Comparisons of the archaeological assemblages between these two sites suggest that these villages may have had cultural ties. Midden deposits were also identified at the foot of Bell Street; these are thought to be the remains of

Baba'k^{w}ob, an ethnographic-period village site (Lewarch et al 1999). This site was discovered during construction of the World Trade Center, and research was conducted after human remains were uncovered. Although this site may have functioned as a village prior to Euro-American contact, archaeological evidence for this was not present.

The DAHP and OHP files for this project show two previously recorded significant historic structures within the APE, Piers 90 and 91 (Seattle OHP n.d.).

Table 1
Cultural Resource Investigations in the Elliott Bay Vicinity

Author	Year	Report Title	Archaeological Resources
Abbott and Larson	1984	Archaeological and Historical Cultural Resources Survey of the Pier 90 and 91 Terminals at Smith Cove	None
Lewarch et al.	2002	Archaeological Evaluation and Construction Excavation Monitoring at the World Trade Center, Baba'k^{w}ob Site	Baba'k^{w}ob Site 45KI456
Forsman et al.	1997	Denny Way/Lake Union Combined Sewer Overflow Project Seattle, King County Cultural Resources Assessment	None
Lewarch et al.	1999	Denny/Lake Union Combined Sewer Overflow Control Project Seattle, King County Archaeological Resources Treatment and Monitoring Plan	None
Lewarch et al.	2003	Seattle Project Green Line, King County, Washington Archaeological Resources and Traditional Cultural Places Assessment	Sinking Ship Areaway Site 45KI685
Shong and Larson	1997	Terminal 18 Shoreline Public Access and Landscape Project Port of Seattle, Seattle, Washington Cultural Resource Assessment	None
Earth Technology Corporation	1984	Archaeological Resources Assessment for the Downtown Seattle Transit Tunnel Project	None
Larson and Lewarch	1995	The Archaeology of West Point, Seattle, Washington. 4,000 Years of Hunter-Fisher-Gatherer Land-Use in Southern Puget Sound	None
Parvey and Cole	2002	Cultural Resources Reconnaissance for the Alki Market Redevelopment, 2820 Alki Avenue Southwest, Seattle, Washington	None
Nelson	2001	Cultural Resource Investigations for the West Lake Union Improvement Project, Seattle, Washington.	None
Demuth	1998	Historic, Cultural, and Archeological Resources Assessment for Everett-to-Seattle Commuter Rail Project Environmental Impact Statement	None
Forsman	1994	Seattle-Tacoma Commuter Rail Project Cultural Resource Overview	None
Kreutzer et al.	1992	Cultural Resources Inventory of the Naval Station Puget Sound, Sand Point, Magnolia Housing, Pier 90 Quarters, Pacific Beach Facility, Brier and Paine Field Properties	None

Cultural Resource Expectations

The potential for the presence of archaeological remains is relatively high along the edge of terraces that run along the base of Magnolia and Queen Anne hills (Figure 17). The original shoreline is no longer visible because of inland filling during the

early 1900s. As a result, early Native American sites would only be expected along the margins of the valley that runs from Salmon Bay to Smith Cove or below the modern fill. Archaeological sites from the Historic Period should be expected throughout the study area because it was settled for residential use in the early 1850s and later used for commercial and industrial activities associated with the Port of Seattle and the Great Northern Railway.

If archaeological sites are present, the types of artifacts and features that may be encountered include, but are not limited to, the following: shell middens, animal and fish bones, fish net weights, architectural features, hearths, charcoal, flaked and stone-ground tools, fire-cracked rock, and in exceptional cases preserved organics such as mats or baskets. Historical artifacts and features may include glass bottles and jars, ceramic vessels, industrial metals, tin cans, automobile and train parts, cloth, paper, and foundations of structures.

Inventory of Archaeological and Historical Properties

Section 106 regulations require that cultural resources over 50 years old that may be impacted by a federal project are to be evaluated with reference to NRHP eligibility criteria (36 CFR 60.4). The Seattle Landmarks Preservation Ordinance establishes additional policies. Any object, site, or structure that is more than 25 years old can be designated as a landmark if it has significant character, interest, or value as part of the heritage of the city, state, or nation. Buildings or structures that meet the minimum age requirements for significance are referred to as “historical;” those that are significant are referred to as “historic.”

During the field survey, all historical buildings and structures within the APE that were constructed more than 25 years ago were identified and evaluated for NRHP eligibility and assessed for potential impacts. The historical resources survey took place in a larger area than the archaeological survey to accommodate indirect and visual impacts. Twenty historical buildings or structures were identified during the field survey. King County Tax Assessor’s records were used for establishing the date of construction. An inventory and evaluation of the properties and DAHP historic property inventory forms for each structure are included in Appendix B.

Based on the results of evaluation, four structures appear to meet the criteria and are recommended as eligible for listing in the NRHP. Within 30 days of receiving the recommendations of eligibility in this report, SHPO will make a final determination as to whether the structures are eligible for listing in the NRHP.

Cultural resources staff conducted field investigations to identify archaeological resources along each alternative alignment and to identify significant historical structures in the APE. The initial archaeological evaluation included a pedestrian survey of the footprint of each alternative. Most of the study area is paved, and little ground surface is visible, however, there are two areas where the ground surface is visible: the area adjacent to the Galer Flyover and a portion of the project area at the base of the Magnolia Bluff (Figure 18). The visible ground surface adjacent to the Galer Flyover and some areas at the base of Magnolia Bluff were not available at the time of the survey.

These initial investigations included an archaeological survey of less than 10 percent of the study area.

As noted earlier, HRA conducted subsequent subsurface investigations using mechanical core sampling (see Appendix C). No archaeological resources were identified in the limited areas that were tested (HRA 2006:45), however, comparison

of sample sediments with culturally-associated sediments at the West Point site, on Puget Sound approximately three miles northwest of the Magnolia Bridge, suggest that the presence of unknown archaeological deposits elsewhere in the APE cannot be ruled out. Mechanical core sampling techniques are the best available to archaeologists to examine the potential for deeply buried deposits in a setting such as the Magnolia Bridge study area; however, these bores represent a very small horizontal sample. For a more detailed discussion of this issues, see Appendix C. Archaeological monitoring of pre-construction geotechnical investigations in specific areas of the APE that were not tested is recommended. The report also recommends development and implementation of an Inadvertent Discovery Plan to minimize or mitigate for impacts to archeological resources that may be discovered. Agreement documents for monitoring and inadvertent discoveries will stipulate the coordination and scope of pre-construction and construction monitoring, evaluation of any discovered archaeological resources, and SHPO and tribal consultation regarding mitigation measures, as appropriate.

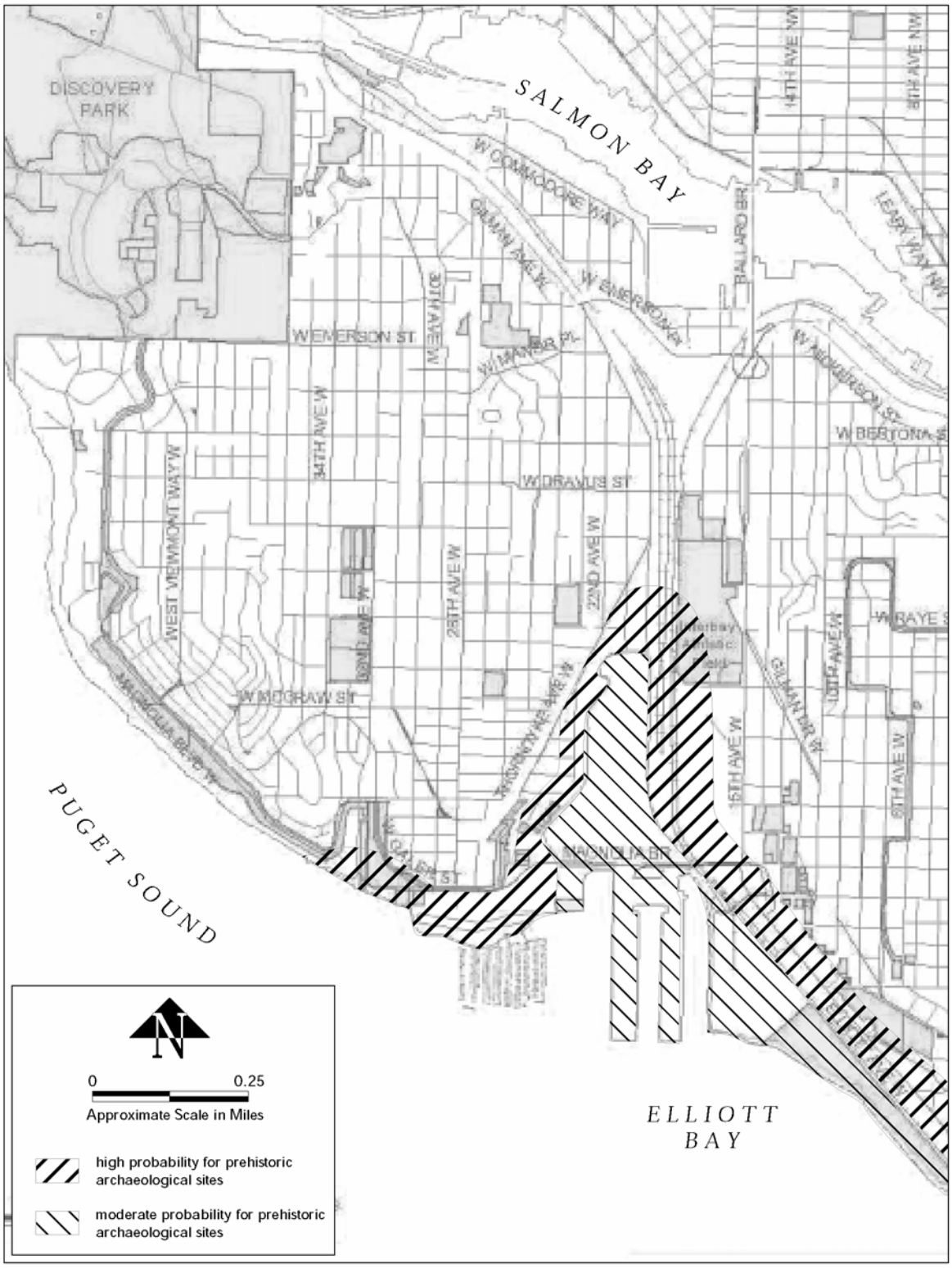

Figure 17
Probability of Archaeological Resources

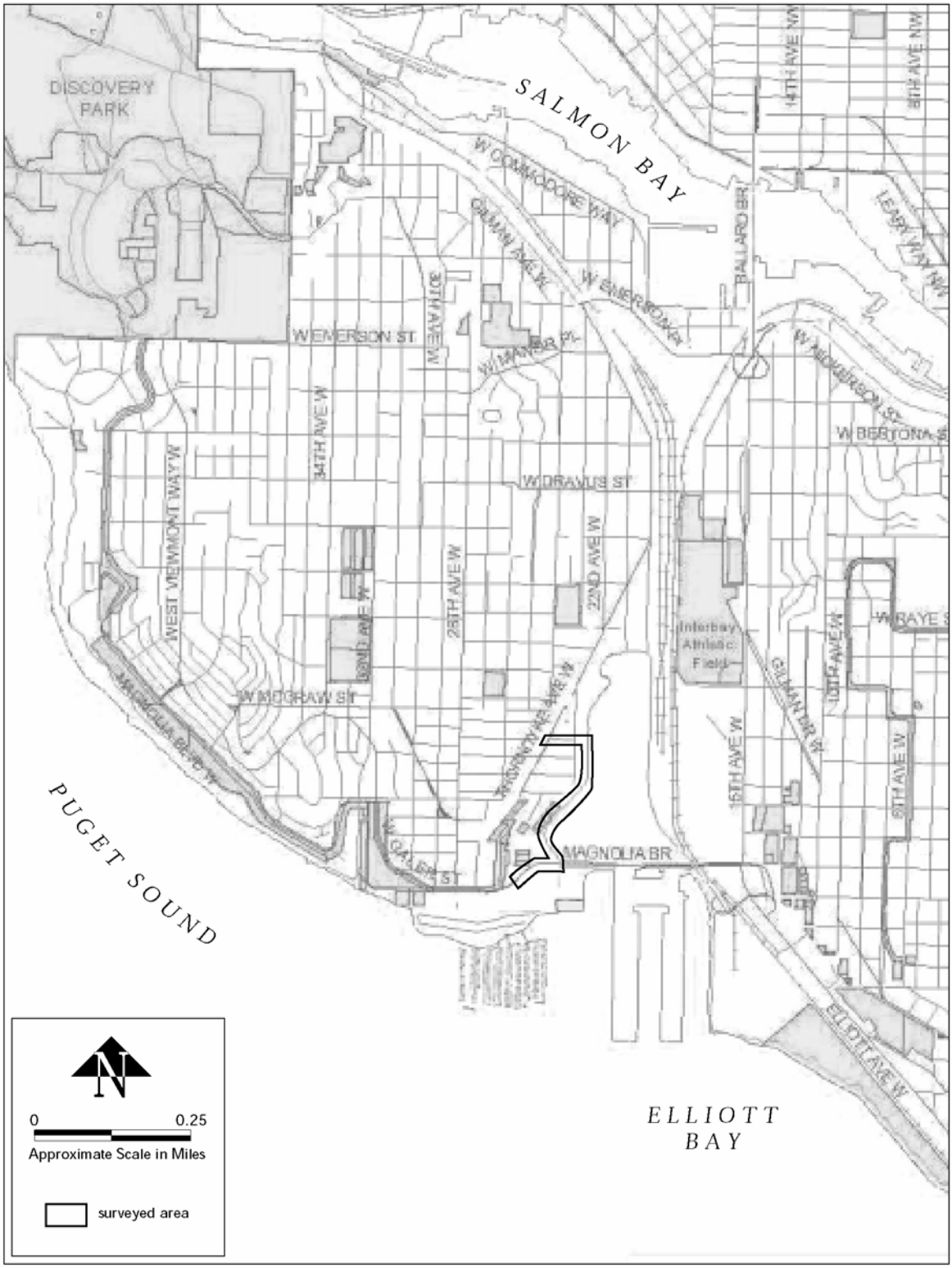

Figure 18
Areas Surveyed in September 2003 for Archaeological Resources

Table 2 lists each historical building in the APE. Under federal regulations, all federal projects must take into consideration their effects on historic buildings if they are eligible for listing on either a local, state, or national register. If a historic building is eligible, then it is considered a historic property. Effects can include direct effects and indirect effects such as visual impacts that could alter the integrity of the historic property's setting.

Cultural resources staff assigned building numbers in the field to each historical structure identified. Some buildings that were originally inventoried and assigned a building number were later dropped from further consideration if they did not meet the minimum age requirements for qualification as a Seattle landmark or for qualification on the NRHP. Therefore, building numbers identified in Table 2 are not sequential.

Table 2
Historical Buildings and Structures within the Project APE

Building No.[1]	Address or Name	Date of Construction	NRHP Eligibility (Criteria)	Seattle Landmark Eligibility (Criteria)
1	Magnolia Bridge	1929	DAHP determined ineligible	
2	1500 Magnolia Way West	1953		
3	**Admiral's House (Pier 90)**	**1945**	**C**	
4	Building 50, U.S. Navy	1942		
5	**Building 40, Port of Seattle**	**1940**	**C**	
7	Building 39, Port of Seattle	1930		
9	**Warehouse, Port of Seattle**	**1925**	**C**	
10	Building 28, Port of Seattle	1925		
11	Building 72, Port of Seattle	1942		
17	**1280 16th Avenue West**	**1966**		**B, C**
18	1523 West Garfield Street	1966		
21	1819 15th Avenue West	unknown		
22	1617 15th Avenue West	1956		
27	**Port of Seattle building**	**1929**	**A**	
28	Port of Seattle building	1925		
Buildings Evaluated for the Monorail Greenline Study[2] or Army National Guard Study[3]				
19	National Guard Building	1942		
24	1602a 15th Avenue West	1952		
25	1602b 15th Avenue West	1947		
32	1415 West Garfield Street	1940		
33	1524 Elliott Avenue West	1934		

1 These buildings are shown in Figures 12 through 16. Building numbers in bold appear to meet the criteria for listing in the NRHP or as a Seattle Landmark. The report authors recommend that the other buildings are not eligible for listing in the NRHP (also see footnote 2 below).

2 Previous evaluations have determined buildings 24, 25, 32, and 33 are not eligible for listing in the NRHP and DAHP has concurred with the findings. These properties were evaluated during the Seattle Monorail Project Green Line study (Lewarch et al. 2003). Because they are not eligible, they are not evaluated further in this document.

3 Building 19 was evaluated for the Army National Guard in 2005 and determined to not be eligible for the NRHP.

Magnolia Bridge Eligibility for Listing in the NRHP

In 2001, the DAHP determined that the Magnolia Bridge Viaduct and Extension was ineligible for listing in the NRHP because of extensive modifications and repairs, although in 1994 it had been determined significant. A copy of this correspondence is included in Appendix A. Therefore, although WSDOT and DAHP list the Magnolia Bridge as a Category II bridge (having historic interest because of its age and character, but not eligible for listing in the NRHP), no new inventory form was prepared for this report to assist in NRHP eligibility recommendations. Further evaluation is not necessary given DAHP's previous determination that the structure is ineligible for listing in the NRHP. However, in DAHP's 2003 affirmation letter of its 2001 opinion (see Appendix A), the agency requested that large format photodocumentation of the bridge be conducted before the structure's removal; preparation of a new inventory form documenting the existing structure will be conducted at that time as part of that process. These measures are outlined in the mitigation recommendations of this report.

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Studies and Coordination

A comprehensive literature review was used to assess the potential for archaeological and historic resources within the study area. Historic maps, documents, and photographs were reviewed to determine if earlier structures had been constructed in the study area. In addition, geotechnical boring logs were reviewed to identify natural and cultural processes that may have affected the preservation of cultural materials.

Data Sources

Cultural resources staff reviewed archaeological site forms, cultural resource reports, maps, historic property inventory forms, and NRHP nomination forms archived at DAHP in Olympia, Washington. In addition, staff examined literature, reports, and maps on file at the University of Washington, the Seattle Public Library, the Museum of History and Industry, Puget Sound Archives, King County, and the Seattle Landmark Office. Several historical primary source materials were reviewed to assess the potential for archaeological resources and to research historical contexts. These included: Sanborn fire maps, GLO maps, King County Tax Assessor rolls, R. L. Polk and Company city directories, newspapers, and historic photographs.

Major Assumptions

Geologic and cultural processes have affected the prehistoric landscape in the Smith Cove area. Rising sea levels around 5,000 B.P. may have submerged sites located along the shoreline, while landslides along the eastern edge of the Magnolia Bluff may have buried sites. Geologic events such as tsunamis and earthquakes are common occurrences along the Seattle fault. Although the effects of these on the human population are unknown, it is conceivable that it would have been momentous and may have led to the abandonment of villages. Furthermore, seismic activity or heavy rainfall may have caused mudslides in some areas of the Northwest coast (Dragovich et al. 1994; Hedlund 1974). Mass wasting of sediments triggered by these events may have buried sites and/or temporarily disrupted salmon runs along the streams.

Cultural processes also have implications for cultural resources. During the historic period when the Smith Cove tidelands were filled in, the landscape was irreversibly changed. Early evidence of human activities was buried under almost 30 feet of fill. The historical land use of the cove also changed. Smith Cove, which was once an estuarine habitat for plants and animals, soon became a center for transportation and industry. The implications of these events have influenced the ability to identify visible cultural materials in the project area; therefore, this analysis assumes that cultural sites and materials could be present in the subsurface.

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Operational Impacts

This section describes the direct and indirect operational impacts on known potential historic properties within the APE. Direct impacts would result from operation-related activities that would physically disturb a cultural resource. Indirect impacts would be caused by development located near a cultural resource that does not directly disturb the site, but changes the setting of the area or offers increased opportunities for human disturbance.

Operational impacts that may cause adverse effects include visual changes to the character and setting of the resource, isolation, or alteration of the surrounding environment, traffic congestion or restricted access to the property, noise and vibration out of character with the historic resources, ongoing property maintenance, and the introduction of modern architecture that is not compatible with the historical setting.

Twenty historical buildings and structures were identified within the APE. Four of these appear to be eligible for listing in the NRHP. Because none of the four has been formerly determined eligible for listing in the NRHP, all are evaluated in this report. Within 30 days of receiving this report, SHPO will make a formal determination whether any of these four structures are eligible for listing in the NRHP. Variation in the distance from the Magnolia Bridge to the resources would affect the magnitude of impacts on structures.

No archaeological resources were identified; however, subsurface mechanical boring revealed soils with the potential to contain archaeological materials within Alternatives A and D. Archaeological monitoring of select pre-construction and construction tasks and the development of an Inadvertent Discovery Plan has been recommended (Appendix C).

No Build Alternative

Because no construction is proposed under this alternative, no impacts on historic properties would occur.

Alternative A

Under Alternative A, there would be no direct effect on historic buildings or structures.

Indirect effects on historic buildings or structures would not be adverse. The bridge would be visible from historic properties; however, replacement of the bridge would not change the character of the setting and would not increase traffic flow.

Operation of the Magnolia Bridge would not affect significant archaeological resources, if such resources were to be identified in the APE, unless operation included subsurface repair or alteration of the bridge structure.

Alternative C

Building 9 would be directly affected by Alternative C. Demolition and removal of Building 9 would result in the loss of an approximately 15,300-square-foot structure used to store, repackage, and distribute lubricants and fuels. Building 9 appears to be

eligible for listing in the NRHP under Criterion C. Removal of this building would be an adverse effect.

As described for Alternative A, under Alternative C, the bridge would be visible from the historic properties, but it would not change the character of the setting or increase traffic flow. No direct effects would occur, and indirect effects would not be adverse.

As for Alternative A, operation of the Magnolia Bridge would not affect significant archaeological resources, if such resources were to be identified in the APE, unless operation included subsurface repair or alteration of the bridge structure.

Alternative D

Alternative D would permanently remove one historic structure, Building 9. As noted above, Building 9 is used to store, repackage, and distribute lubricants and fuels; it appears to be eligible for listing in the NRHP under Criterion C. Removal of this building would be an adverse effect.

As described for Alternative A, under Alternative D, the bridge would be visible from the historic properties, but it would not change the character of the setting or increase traffic flow. No direct effects would occur, and indirect effects would not be adverse.

As for Alternative A, operation of the Magnolia Bridge would not affect significant archaeological resources, if such resources were to be identified in the APE, unless operation included subsurface repair or alteration of the bridge structure.

Mitigation Measures

Because the indirect impacts are not adverse, no mitigation is necessary. Development of mitigation measures to avoid or minimize direct impacts on historic resources will be closely coordinated with the FHWA, the WSDOT Cultural Resources Coordinator, the Seattle Historic Preservation Officer, and the SHPO. A Memorandum of Agreement should be prepared to resolve any adverse effects to historic properties.

Potential mitigation measures for direct impacts on the historic structure to be demolished under Alternative C (Building 9) and Alternative D (Building 9) would include, but not be limited to, the following:

- Relocate or alter historic buildings as an alternative to demolition when possible.
- Document any historic properties to be demolished according to Historic American Building Survey/Historic American Engineering Record standards

Although DAHP determined that the Magnolia Bridge was no longer eligible for listing in the NRHP, it has requested that the structure be photodocumented prior to removal or alteration. The National Park Service's Historic American Building Survey/Historic American Engineering Record (HABS/HAER) guidelines for large-format, archival-quality photography would be used, and the photographs and negatives would be sent to DAHP. In addition, a new historic inventory form would be prepared at that time to update the study conducted in 1994 and to document the existing structure, including the 2001 modifications.

As discussed above and in Appendix C, no archaeological resources were identified in any of the project alternatives; however, subsurface mechanical boring revealed soils with the potential to contain archaeological materials within Project Alternatives A and D. Archaeological monitoring of select pre-construction and construction tasks and the development of an Inadvertent Discovery Plan has been recommended (Appendix C). If significant archaeological resources are identified in the APE, mitigation for potential operational impacts will be addressed in the same manner as construction impacts (see discussion under "Construction Impacts" below).

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Construction Impacts

This section describes the direct and indirect construction impacts on known cultural resources within the APE. Construction impacts that may cause adverse effects on historic properties include visual changes to the character and setting of the resource, demolition, isolation, or alteration of the surrounding environment, traffic congestion or restricted access to the property, noise and vibration out of character with the historic properties, and the introduction of modern architecture that is not compatible with the historical setting. With the exception of demolition, none of these construction impacts would be permanent.

No Build Alternative

Because no construction is proposed under this alternative, no impacts on historic properties would occur.

Alternative A

The presence and extent of archaeological resources below the ground surface is unknown; therefore, construction impacts to archaeological resources could result from this action. No other construction impacts would occur under this alternative.

Alternative C

The presence and extent of archaeological resources below the ground surface is unknown; therefore, construction impacts to archaeological resources could result from this action. No other construction impacts would occur under this alternative.

Alternative D

The presence and extent of archaeological resources below the ground surface is unknown; therefore, construction impacts to archaeological resources could result from this action. No other construction impacts would occur under this alternative.

Construction Mitigation Measures

As discussed above and in Appendix C, no archaeological resources were identified in any of the project alternatives; however, subsurface mechanical boring revealed soils with the potential to contain archaeological materials within Project Alternatives A and D. Subsurface investigation was not done separately for Alternative C because that alternative was no longer being considered for the bridge replacement location at the time the survey was conducted. Because the presence and extent of archaeological resources below the ground surface is unknown, a Construction Monitoring Plan and Inadvertent Discovery Plan will be developed and implemented that will address discovery and evaluation of archaeological resources during pre-construction geotechnical investigations or construction monitoring. If construction impacts to archaeological resources are identified and unavoidable, the mitigation measures stipulated in the plans will be followed.

Additionally, if archaeological resources are inadvertently discovered during construction activities, work would be halted in the immediate area as required by RCW 27.53 and the stipulations of the Inadvertent Discovery Plan would be implemented. . In the unlikely event of the discovery of human remains, work would be immediately halted in the discovery area, and the remains would be covered and

secured against further disturbance. Law enforcement personnel, the county coroner, DAHP, WSDOT, and representatives of the affected tribe(s) would be contacted immediately.

Summary of Findings

Affected Environment

The potential for the presence of archaeological remains is relatively high along the edge of terraces along the base of Magnolia and Queen Anne hills. The original shoreline is no longer visible because of inland filling during the early 1900s. Early Native American sites could be expected along the margins of the valley that runs from Salmon Bay to Smith Cove or below the modern fill. A cultural resources pedestrian survey was conducted in September 2003. Limited subsurface archaeological investigations undertaken in February and March 2006 subsequent to the completion of this report identified no archaeological resources in the APE(s) (HRA 2006). However, because the presence and extent of archaeological resources in the APE(s) is unknown at this point, archaeological monitoring of pre-construction geotechnical investigations is recommended. Deeply buried Native American archaeological sites could be expected in the project area under natural and historical fill. Historic-period archaeological sites could be expected throughout the study area because it was settled for residential use in the early 1850s and later used for commercial and industrial activities associated with the Port of Seattle and the Great Northern Railway.

During the field survey in February 2004, all historical buildings and structures in the project area that were constructed more than 25 years ago were identified. Twenty historical structures were identified during the field survey; four of these appear to meet the criteria for listing in the NRHP and one may be eligible for Seattle landmark status (see Table 2 on page 44).

Environmental Consequences

Operational Impacts

Four historic properties (buildings and structures) are identified within the project APE(s). Under Alternatives C and D, demolition of one historic property, Building 9, would occur, which would constitute a direct operational impact. The new bridge would be visible from these historic properties under all of the alternatives; however, because the character of the project setting would not change and the new bridge would not increase traffic, no adverse indirect operational impacts would occur.

Operation of the Magnolia Bridge would not affect significant archaeological resources, if such resources were to be identified in the APE, unless operation included subsurface repair or alteration of the bridge structure.

Construction Impacts

The presence and extent of archaeological resources below the ground surface is unknown, therefore, the potential exists that Alternatives A, C, and D could affect archaeological resources. Alternatives C and D would permanently remove one historic property, Building 9, which appears to be eligible for listing in the NRHP. Removal of this building would be an adverse effect.

Secondary and Cumulative Impacts

The Magnolia Bridge Replacement Project, combined with other planned projects such as the Green Line Monorail project, could have visual effects on some of the historic properties identified in the APE. Because replacing the bridge would not increase traffic flow and the character of the project setting would not change, this project is not expected to contribute to cumulative visual impacts to the four historic properties.

Mitigation Measures

Operational Mitigation

Because the indirect impacts are not adverse, no mitigation is necessary. Development of mitigation measures to avoid or minimize direct impacts on historic resources will be closely coordinated with the FHWA, the WSDOT Cultural Resources Coordinator, the Seattle Historic Preservation Officer, and the SHPO. A Memorandum of Agreement should be prepared to resolve any adverse effects to historic properties.

Potential mitigation measures for direct impacts on the historic property to be demolished under Alternative C (Building 9) and Alternative D (Building 9) would include, but not be limited to, the following:

- Relocate or alter historic properties as an alternative to demolition when possible.
- Document any historic properties to be demolished according to Historic American Building Survey/Historic American Engineering Record standards

Although DAHP determined that the Magnolia Bridge was ineligible for listing in the NRHP, it has requested that the structure be photodocumented prior to removal or alteration. HABS/HAER guidelines for large-format, archival-quality photography would be used and the photographs and negatives would be sent to DAHP. In addition, a new historic inventory form would be prepared at that time to update the study conducted in 1994 and to document the existing structure, including the 2001 modifications.

If significant archaeological resources are identified in the APE, mitigation for potential operational impacts will be addressed in the same manner as construction impacts.

Construction Mitigation

Because the presence and extent of archaeological resources below the ground surface remains unknown, a Construction Monitoring Plan and an Inadvertent Discovery Plan will be developed and implemented that will address discovery and evaluation of archaeological resources during pre-construction geotechnical investigations or construction monitoring. If construction impacts to archaeological resources are identified and unavoidable, the mitigation measures stipulated in the plans will be followed.

Additionally, if construction activities inadvertently discover archaeological resources, work would be halted in the immediate area as required by RCW 27.53 and the stipulations of the Inadvertent Discovery Plan would be implemented.

In the unlikely event of the discovery of human remains, work would be immediately halted in the discovery area, and the remains would be covered and secured against further disturbance. Law enforcement personnel, the county coroner, DAHP, WSDOT, and representatives of the affected tribe(s) would be contacted immediately.

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Appendix A: Area of Potential Effect and Magnolia Bridge Significance Correspondence

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January 6, 2004

SHAPIRO
& ASSOCIATES, INC.

Mr. Greg Griffith
Acting State Historic Preservation Officer
Office of Archaeology and Historic Preservation
P.O. Box 48343
Olympia, WA 98504-8343

Re: Magnolia Bridge Replacement Project (SHAPIRO project #1023001)

Dear Mr. Griffith:

Seattle Department of Transportation (SDOT) is currently preparing an Environmental Impact Statement (EIS) in accordance with the National Environmental Policy Act (NEPA) for the Magnolia Bridge Replacement Project. Earlier this year, Linda Naoi Goetz met with you to discuss the project's Area of Potential Effect (APE). During this consultation, an APE was proposed for assessing the project's impact on cultural resources. This APE for all alternatives included the viewshed of the project area. The boundaries of this area included the east slope of Magnolia bluff to 28th Avenue West and the west slope of Queen Anne hill up to and including 8th Avenue West. The northern boundary extended to West Dravus Street, while the southern boundary extended to the waterfront piers. The total area within this APE covered approximately 1 square mile.

During the initial reconnaissance survey of this APE, over 250 buildings that are more than 25 years old were identified as being potentially eligible for listing in the National Register of Historic Places or the Seattle Landmark Register. Potential impacts on these structures would be primarily indirect and visual in nature. Fifteen structures would be directly affected by construction of the project. The alternative bridge alignments are located within a transportation corridor that is used by the Port of Seattle (Terminal 91) and the Burlington Northern Santa Fe Railway. All alternatives connect to the 15th Avenue West/Elliott Avenue West corridor. Because the Magnolia Bridge is currently part of a transportation corridor, relocation within this setting should not adversely affect the historic setting of the properties within the project viewshed (36 CFR 800.5).

Because more than 90% of the potentially eligible buildings in the APE would have potential view and/or indirect impacts, the project team proposed to SDOT an APE of 100 feet on either side of each project alternative. This proposed APE meets the intent of historic preservation and is a more cost-effective use of public funds. SDOT met with Karen Gordon, the Seattle Historic Preservation Officer (SHPO), to discuss the project and review this proposal for APE boundaries. The proposal for the APE is consistent with the APEs defined for the Alaskan Way Viaduct project and the Seattle Monorail Project in the Interbay area. For the monorail segment in Interbay, the APE

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shapiro@shap.com

includes historic resources adjacent to (within 100 feet) the guideway and stations, effectively limiting the APE to one lot depth from the street right-of-way or station property. The Alaskan Way Viaduct project has a similar APE, but it also includes the waterfront piers adjacent to the project.

SDOT and the Seattle Historic Preservation Office accepted the APE proposal with a few conditions. In addition to evaluating historic resources within 100 feet of the alternatives, the City recommended that the APE also include the Admiral's Quarters located above the Elliott Bay Marina, and the contiguous property of the Port of Seattle, which would include Piers 90 and 91 and the northernmost building on Pier 89.

The Magnolia Bridge project team, on behalf of SDOT, is requesting your guidance and review of the proposed APE in compliance with the consultation procedures outlined in Section 106 of the National Historic Preservation Act of 1966, as amended.

Thank you for your assistance. If you have any questions regarding these changes or additional conditions, please contact me at (206) 624-9190.

Sincerely,

SHAPIRO AND ASSOCIATES, INC.

Lara C. Rooke
Cultural Resources Specialist/Archaeologist

cc: HNTB, Pete Smith
SDOT, Kirk Jones
SDOT, Sandy Gurkewitz
SHPO, Karen Gordon
Shapiro and Associates, Inc., Richard Butler
Shapiro and Associates, Inc., Anthony Katsaros

STATE OF WASHINGTON
OFFICE OF COMMUNITY DEVELOPMENT
OFFICE OF ARCHAEOLOGY & HISTORIC PRESERVATION
1063 S. Capitol Way, Suite 106 • Olympia, Washington 98501
(Mailing Address) PO Box 48343 • Olympia, Washington 98504-8343
Phone (360) 586-3065 FAX (360) 586-3067 Web Site: www.oahp.wa.gov

January 21, 2004

Ms. Lara C. Rooke
Shapiro & Associates, Inc.
101 Yesler Way, Suite 400
Seattle, Washington 98104

In future correspondence please refer to:
Log: 061203-13-FHWA
Property: Magnolia Bridge
Re: Area of Potential Effect, Magnolia Bridge Replacement Project, Seattle

Dear Ms. Rooke:

Thank you for your letter of January 6, 2004 to the Washington State Office of Archaeology and Historic Preservation (OAHP) regarding the above referenced action. This correspondence is being reviewed on behalf of the State Historic Preservation Officer (SHPO) in accord with the consultation requirements of Section 106 of the National Historic Preservation Act and its implementing regulations 36 CFR 800.

In response, I have reviewed your documentation regarding the proposed Area of Potential Effect (APE) for the replacement project. As a result, I concur with the revised APE as described in your letter in addition to the conditions proposed by the Seattle Historic Preservation Officer. These conditions require including the Admiral's Quarters, plus Piers 90 and 91 and the northernmost buildings on Pier 89 as part of the APE.

Again, thank you for the opportunity to review and comment the revised APE for this project. Should you have any questions, please feel free to contact me at 360-586-3073 or gregg@cted.wa.gov.

Sincerely,

Gregory Griffith
Deputy State Historic Preservation Officer

cc: Karen Gordon

STATE OF WASHINGTON
OFFICE OF COMMUNITY DEVELOPMENT
OFFICE OF ARCHAEOLOGY AND HISTORIC PRESERVATION
420 Golf Club Road SE, Suite 201, Lacey • PO Box 48343 • Olympia, Washington 98504-8343 • (360) 407-0752
Fax Number (360) 407-6217

June 20, 2001

RECEIVED
JUN 22 2001
CITY OF SEATTLE
HISTORIC PRESERVATION PROGRAM

Ms. Karen Gordon
Department of Neighborhoods
700 Third Avenue, Suite 400
Arctic Building
Seattle, Washington 98104-1848

In future correspondence please refer to:
Log: 102594-22-FHWA-
Re: Determination of Eligibility Reconsideration, Magnolia Bridge Viaduct & Extension

Dear Ms. Gordon:

Thank you for contacting the Washington State Office of Archaeology and Historic Preservation (OAHP) regarding the Magnolia Bridge Viaduct and Extension in Seattle. As you are aware, the Extension was determined eligible for listing in the National Register of Historic Places in 1994. The Viaduct itself was not considered eligible when first surveyed in 1980. This opinion by the surveyor was a result of modifications and repairs to the Viaduct.

In response and on behalf of the State Historic Preservation Officer (SHPO), I have reviewed the documentation submitted with your request for reconsideration of the National Register eligibility of the Magnolia Bridge Extension. As a result of this review, it appears that the Extension is no longer eligible as a result of many modifications that have taken place to the structure. As a result of these modifications, the structure is no longer able to convey those characteristics that make it National Register eligible. As a result of this opinion, further contact with OAHP is not necessary regarding earthquake repair and other modifications to the Viaduct and Extension.

Again, thank you for your assistance in this re-evaluation of National Register eligibility. Should you have any questions, please feel free to contact me at 360-407-0766 or gregg@cted.wa.gov.

Sincerely,

Gregory Griffith
Deputy State Historic Preservation Officer

GAG

STATE OF WASHINGTON
OFFICE OF COMMUNITY DEVELOPMENT
OFFICE OF ARCHAEOLOGY & HISTORIC PRESERVATION
1063 S. Capitol Way, Suite 106 • Olympia, Washington 98501
(Mailing Address) PO Box 48343 • Olympia, Washington 98504-8343
Phone (360) 586-3065 FAX (360) 586-3067 Web Site: www.oahp.wa.gov

September 25, 2003

Mr. Kirk T. Jones, PE
Seattle Department of Transportation
Key Tower, 700 5th Avenue, Suite 3900
Seattle, Washington 98104-5043

In future correspondence please refer to:
Log: 102594-22-FHWA
Property: Magnolia Bridge Viaduct & Extension, Seattle
Re: Replacement Project

Dear Mr. Jones:

Thank you for contacting the Washington State Office of Archaeology and Historic Preservation (OAHP) regarding the above referenced proposal. From your letter, I understand the City of Seattle proposes to demolish and replace the Magnolia Bridge Viaduct and Extension. As you know, OAHP's last correspondence with the City regarding the bridge resulted in our opinion that the structure is not eligible for listing in the National Register of Historic Places.

With this letter, I am affirming our opinion from June 20, 2001 that the Magnolia Bridge and Extension are not National Register eligible. We are not in receipt of any information about the property that would shift our opinion toward eligibility. Therefore at this point, OAHP involvement in the proposed replacement is not necessary. I recommend contact with the city's Historic Preservation Officer Karen Gordon to obtain any comments from that office.

I note that it is practice by the Washington State Department of Transportation and other public agencies, of photo-documenting the structure before removal. I recommend that such a documentation effort be undertaken for the Magnolia Bridge in view of the it's long presence in, and service to, the city. Labeled photographs and negatives should be forwarded to OAHP at the above address. The Seattle Historic Preservation Officer should also be contacted regarding her desire for copies of the documentation.

Thank you for the opportunity to review and comment. Should you have any questions, please feel free to contact me at 360-586-3073 or gregg@cted.wa.gov.

Sincerely,

Gregory Griffith
Deputy State Historic Preservation Officer

cc: Karen Gordon

HNTB
The HNTB Companies
600 108th AVE. NE., Suite 400, Bellevue, Wash. 98004 (425) 455-3555

LETTER OF TRANSMITTAL

Job No. 36339-PL-001-001

Date 8 October 2003

TO: Anthony Katsaros
Shapiro & Associates, Inc.

RE: Magnolia Bridge Replacement

WE ARE FORWARDING TO YOU:

- [ ] Estimates
- [ ] Plans
- [ ] Shop drawings
- [x] Copy of letter
- [ ] Proposals
- [ ] Prints
- [ ] Samples
- [ ] Change order
- [ ] Reports
- [ ] Under separate cover via:
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Appendix B: Historic Inventory Forms

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Building 2

Historic Property Inventory Report for *Terryl H. O'Brien House* **at** *1500 Magnolia Way W, Seattle, WA 98199*

LOCATION SECTION

Field Site No. Building 2 **OAHP No.:**

Historic Name: *Terryl H. O'Brien House* **Common Name:** *Terryl H. O'Brien House*

Property Address: 1500 Magnolia Way W, Seattle, WA 98199 **Comments:**

County	Township/Range/EW	Section	1/4 Sec	1/4 1/4 Sec	Quadrangle
King	T25R03E	23	SE	SW	SEATTLE NORTH

UTM Reference
Zone: 10 **Spatial Type:** Point **Acquisition Code:** Unknown
Sequence: 1 **Easting:** 545900 **Northing:** 5275450

Tax No./Parcel No.	Plat/Block/Lot	Supplemental Map(s)	Acreage
5037300305	Magnolia Park Addition 3/12-13/15		0.1

IDENTIFICATION SECTION

Survey Name: Magnolia Street Bridge Replacement

Field Recorder: Linda Naoi Goetz & Lara C. Rooke **Date Recorded:** 02/09/2004

Owner's Name:	Owner Address:	City/State/Zip:
Terryl H. O'Brien	1500 Magnolia Way	Seattle, WA 98199

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 west elevation **taken** 02/09/2004

Photography Neg. No (Roll No./Frame No.): Bldg02 photo west

Comments:

DESCRIPTION SECTION

Historic Use: Domestic - Single Family House

Current Use: Domestic - Single Family House

Plan: Irregular **No. of Stories:** 2

Structural System: Unknown

Changes to plan: Intact **Changes to interior:** Unknown **Style** **Form/Type**

Changes to original cladding: Moderate **Changes to other:** Moderate Vernacular

Changes to windows: Extensive **Other (specify):** carport/roof

Historic Property Inventory Report for *Terryl H. O'Brien House* **at** *1500 Magnolia Way W, Seattle, WA 98199*

Cladding	Foundation	Roof Material	Roof Type
Concrete Wood - Clapboard	Concrete - Poured	Asphalt / Composition - Shingle	Hip

NARRATIVE SECTION

Study Unit **Other**

Date Of Construction: 1953

Architect: unknown

Builder: unknown

Engineer: unknown

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

The Magnolia community began to grow steadily in the late 1930s after the Magnolia and Dravus Street bridges were erected, providing additional access to the area. The Fort Lawton army base established in 1898 and dairy farms established in the early 1900s were the first businesses in the community (Historylink, Queen Anne Hill, n.d.). Between 1915 and 1941, Piers 90 and 91 and at the Interbay railroad shops employed hundreds, spurring housing development on the adjacent sides of Magnolia and Queen Anne hills (Port of Seattle 1980). In March of 1941, the U.S. Navy appropriated the land along the shorelines and Piers 90 and 91 as the 13th Naval District Operating Annex for use as a Navy supply depot (Burke 1976; Historylink, Interbay, n.d.; Port of Seattle 1980; Puget Sound Maritime Historical Society 2002). The Navy used the piers to outfit more than 500 ships during World War II and maintained 2,500 civilian workers in nearby housing (Port of Seattle 1980).

The O'Brien house was constructed in a later phase of community development on Magnolia Hill, during the 1950s. Although many of the properties around this house retain the character of a post-World War II neighborhood, extensive changes have altered this property. The original cladding on the house was wood clapboard that has been replaced with fiber cement; the windows have been replaced with vinyl sashes, and the open carport has been enclosed with a large roll-up door covering the garage. The most significant change to this property is the addition of another story and the alteration of the original flat roof to hipped. Although the structure is in excellent condition, the changes to cladding, windows, and particularly massing have affected the integrity of this property. It does not appear to be eligible for inclusion in the National Register of Historic Places.

Description of Physical Appearance

The house at 1500 Magnolia Way sits on the northeast corner of this street at its intersection with West Galer Street, approximately 60 feet from the western terminus of the bridge. The house is set in a residential area with a mature, landscaped yard that slopes downward to the east. The irregular-plan house has two stories. It has a truncated, hipped, composite shingle roof with a dropped-hipped roof that appears just above the first story and encircles the house. The cornices are plain and boxed with narrow wood planks. The lower boxed cornice is stepped with an additional decorative boxed cornice that is also clad with wood planks. An exterior, pierced chimney with a stretcher bond pattern is offset right in the east (rear) elevation. A metal stovepipe is offset left on the front slope of the roof. A skylight is offset left at the apex of the roof. The house walls are clad with fiber cement clapboard siding with endboards. The foundation is concrete.

The front, or west, elevation has a double door entry offset slightly left of center. Each wood door has three panes of stained glass and six beveled, vertical wood panels. The doorway has plain wood surrounds and a metal slipsill; the doors are separated by a wood mullion. The doorway is recessed into the wall. One low step leads to the pebble aggregate concrete stoop. The stoop has square metal pipe railings on the right. Five windows appear in the second story. A series of four fixed-pane windows is offset left of center. These windows vary in shape and size; two are rectangular and two are square. The fifth fenestration is offset far right and is a horizontal sliding window. All of these windows have thin vinyl surrounds with slipsills. One grouped window is to the left of the door in the first story. It is a fixed-pane picture window flanked by a vinyl mullion and a horizontal sliding window on each side. This window has thin vinyl surrounds and a slipsill. The roll-up wood garage door is offset right at ground level. It has 25 beveled, horizontal panels, plain wood surrounds, and no sill. A stretcher bond brick retaining wall is to the left of the garage door, facing south. The front stoop overhangs this wall slightly.

The north elevation features four windows. Three of these are in the second story. Two windows are offset just left of center and one is offset right. All of the windows are square, fixed panes of pebbled glass with vinyl surrounds and slipsills. The window in the first story is a horizontal sliding window with pebbled glass, thin vinyl surrounds, and a slipsill.

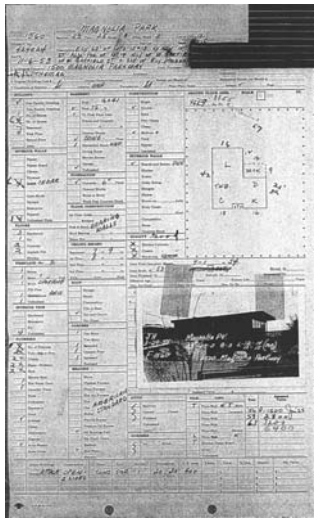
The east elevation includes a projecting wing or enclosed porch, which forms a sunroom on the left. The roof in this section of the house is composed of metal-framed skylights. The second story of this elevation features one window and a door offset left. The window is a fixed pane with thin vinyl surrounds and a slipsill. The horizontal sliding glass door has vinyl surrounds and opens out onto a deck with pipe railings. Two windows are in the first story. The first is located offset left in the sunroom. This grouped window has a fixed pane picture window flanked by a vinyl mullion and a horizontal sliding window on each side. This window has thin vinyl surrounds and a slipsill. A fixed picture window is just left of the chimney and has thin vinyl surrounds. A window and door appear at ground level. The fenestration is a horizontal sliding window with thin vinyl surrounds and a slipsill. The single-leaf door is made of wood with plain surrounds.

The south elevation has six windows. Four of these are located on the main portion of the house. The first is a grouped window with four fixed panes centered in the elevation in the uppermost story. The windows have thin vinyl mullions and surrounds but no sills. A grouped window with five fixed panes and identical mullions, surrounds, and sills is offset left in the first story. Located to the right of this window are two discrete, fixed-pane windows with the same surrounds. A dropped shed roof appears in this elevation between the first and ground floors, which serves as a vine arbor. The ground floor features two four-pane window frames flanking a one-light paneled wood door. These features are not functional, but are merely attached to the wall. Two windows appear in the south elevation of the east wing. A group of two horizontal sliding windows with vinyl surrounds and no sills appears in the first story. These windows are separated by a wood mullion. The dropped shed roof arbor continues around the building onto the wing. A grouped window is centered in the ground floor with a single fixed-pane picture window flanked by a one-over-one, double hung window on each side. These windows have thin vinyl surrounds and are separated by vinyl mullions.

Major Bibliographic References

Burke, Padraic 1976. A History of the Port of Seattle. Port of Seattle, Seattle.
Historylink n.d. Interbay – Thumbnail History. URL: www.historylink.org (visited September 24, 2003).
Historylink n.d. Queen Anne Hill – Thumbnail History. URL: www.historylink.org (visited September 24, 2003).
Port of Seattle 1980. Report on Alternative Uses for Terminal 91. Planning and Research Department, Port of Seattle, Seattle.
Puget Sound Maritime Historical Society 2002. Maritime Seattle. Arcadia Publishing, Chicago.

Additional Photos for: *Terryl H. O'Brien House* **at** *1500 Magnolia Way W, Seattle, WA 98199*



View of attachment A **taken**

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

Comments: Property card, page 1

View of attachment A **taken**

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

Comments: Property card, page 2

View of attachment A **taken**

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

Comments: Property card, page 3

View of north elevation **taken** 02/09/2004

Photography Neg. No (Roll No./Frame No.): DSCN1904

Comments:

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Additional Photos for: *Terryl H. O'Brien House* **at** *Terryl H. O'Brien House*

View of east elevation **taken** 02/09/2004

Photography Neg. No (Roll No./Frame No.): DSCN1905

Comments:

View of south elevation **taken** 02/09/2004

Photography Neg. No (Roll No./Frame No.): DSCN1906

Comments:

View of **taken**

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

Comments:

View of **taken**

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

Comments:

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Building 3

Historic Property Inventory Report for *Historic Admiral's residence* **at** *Pier 91, Seattle, WA 98119*

LOCATION SECTION

Field Site No. Building 3 **OAHP No.:**

Historic Name: *Historic Admiral's residence* **Common Name:** *same*

Property Address: Pier 91, Seattle, WA 98119 **Comments:**

County	Township/Range/EW	Section	1/4 Sec	1/4 1/4 Sec	Quadrangle
King	T25R03E	26	NW	NE	SEATTLE NORTH

UTM Reference
Zone: 10 **Spatial Type:** Point **Acquisition Code:** Unknown
Sequence: 10 **Easting:** 546020 **Northing:** 5275380

Tax No./Parcel No. 2325039107 **Plat/Block/Lot** **Supplemental Map(s)** **Acreage**

IDENTIFICATION SECTION

Survey Name: Magnolia Street Bridge Replacement

Field Recorder: Linda Naoi Goetz **Date Recorded:** 06/21/2005

Owner's Name: Dept. of Defense-US Navy **Owner Address:** **City/State/Zip:** ,

Classification: **Resource Status** Survey/Inventory **Comments**

Within a District?

Contributing?

National Register Nomination:

Local District:

National Register District/Thematic Nomination Name:

View of south elevation left half **taken** 06/21/2005

Photography Neg. No (Roll No./Frame No.): bldg 3

Comments:

DESCRIPTION SECTION

Historic Use:

Current Use:

Plan: Rectangle **No. of Stories:** 2.5

Structural System:

Changes to plan: Intact **Changes to interior:**
Changes to original cladding: Intact **Changes to other:**
Changes to windows: Intact **Other (specify):**

Style Colonial - Federal Revival **Form/Type**

Historic Property Inventory Report for *Historic Admiral's residence* **at** *Pier 91, Seattle, WA 98119*

Cladding	Foundation	Roof Material	Roof Type
Stucco		Wood - Shingle	Gable

NARRATIVE SECTION

Date Of Construction: 1944

Architect: unknown

Builder: unknown

Engineer: unknown

Study Unit	Other
Military	

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

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

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

Statement of Significance

Between 1915 and 1941, the Port of Seattle owned and operated Piers 90 and 91. Jobs at the piers and at the railroad shops provided employment for hundreds, spurring housing development on the adjacent sides of Magnolia and Queen Anne hills (Port of Seattle 1980). In March of 1941, the U.S. Navy appropriated the land along the shorelines and Piers 90 and 91 as the 13th Naval District Operating Annex for use as a Navy Seattle-area headquarters and Pacific supply depot (Burke 1976; Historylink, Interbay, n.d.; Port of Seattle 1980; Puget Sound Maritime Historical Society 2002). The Navy used the piers to outfit more than 500 ships during World War II and maintained 2,500 civilian workers in nearby barracks and housing. Over 53 acres of warehouse space accommodated more than three million tons of supplies for naval vessels in 1945 alone. Naval outfitting of ships continued through the Korean and Vietnam wars (Port of Seattle 1980; Seattle Public Library n.d.).

The Admiral's residence is in excellent condition and the grounds are well maintained. The historic integrity of the residence is good as well. The property has retained its original location, setting, and feeling. Although the adjacent piers have transferred from the US Navy to the Port of Seattle, the property maintains its association with shipping. Also, the residence retains both original (cladding, windows, doors) and replacement-in-kind (roofing) materials. Thus, as the Admiral's residence is historic, retains its historic integrity, and provides the singular known example of Naval officer housing along Elliott Bay, this property appears to be eligible for listing in the National Register of Historic Places (NRHP) as it continues to provide a unique and excellent illustration of 1940s Colonial Revival, US Navy residential architecture within the Magnolia and Interbay areas.

Description of Physical Appearance

The Admiral's residence is located on US Navy property overlooking Pier 91, Smith Cove, and Elliott Bay (see panoramic photograph). The property is adjacent to the Magnolia Marina and Smith Cove Park (which used to be the Naval Annex's playfields), but is screened from the Magnolia Bridge other Magnolia Bluff houses, and the Interbay industrial area by a mature stand of deciduous and evergreen trees and shrubs. The property sits on a terrace above the water and has a formal garden (on the west side) and a large, sloped lawn around the house.

The house is 2 ½ stories with a rectangular plan. The side gable roof is clad with composite shingle and an exterior stretcher bond chimney, which is capped with a header row of bricks and a tapering concrete stack, appear on each side of the building. The roof has slightly projecting eaves with closed cornices. The walls are clad with stucco and the foundation is poured concrete.

The front, south, elevation features a centered entryway and two single-story wings on the right and left. The closed entryway projects as a single story with a flat roof that serves as an open verandah. The verandah is surrounded by a wrought iron fence. The wood front door features six beveled panels, is flanked by two 4-pane side lights and a 3-pane transom. The door's side lights have wood surrounds and a continuous lugsill. A wood screen door appears in front of the main door. An oval fixed window appears on each side wall of the entry vestibule. The vestibule also features false square columns at each corner and beside the door. A concrete stoop and two sets of three steps appear before the door. The main portion of the front elevation has nine windows, each featuring decorative wood shutters. A three-sash ribbon window is centered in the second story over the entry vesitbule. The central sash is a six-over-six double-hung window with wood surrounds and muntins. A narrow two-over-two double hung window flanks each side of the central sash and a continuous wood lugsill appears below the three sashes. The remaining eight windows are evenly spaced across both stories of the elevation; four are in the first story and four are in the second. Each of these windows is eight-over-eight with wood surrounds and muntins. The first story windows also feature a molded panel below the sash, but above the dropped wood lugsill.

The wings at the left and right of the front elevation are identical to each other. Each wing is one story with an iron railing rimming its flat roof. False columns, similar to the vestibule's, appear at the corners of each wing. The south elevation of the wings each feature a pair of 12-pane French doors that are flanked on both sides by 18-pane side lights.

The west elevation has a quarter-round nine-pane window on each side of the chimney in the third story. A door appears offset left of the chimney in the second story. The door is wood with a fixed pane in its upper half and it has wood surrounds. This door leads out onto the second-story verandah over the side wing. A window identical to those on the second story of the front elevation appears to the right of the chimney. The chimney is interior below the second story. Three three-sash windows appear in the first story. Each window has an 18-pane fixed sash flanked on each side by a 12-pane casement window.

The north elevation features a long shed roof dormer with five windows. The windows offset left and right are a set of two closely spaced nine-pane casement sashes with wood surrounds, muntins, and slipsills. The central window is a single nine-pane fixed window flanked by two smaller three-pane casement windows. The second story features six windows. Sashes identical to those on the south elevation appear offset far left, far right, and offset right of center. A small four-pane fixed window appears offset left. A nine-pane casement window appears offset slightly left of center. A centered window, similar to that described for the second story of the south elevation, appears in the second story of this elevation. However, this window also features a flush transom light above each sash. Five windows appear in the first story of the main section of the house. Three six-pane casement windows appear to the left of the main north elevation door. Two windows identical to those on the second floor of the south elevation appear offset right. Each window features wood surrounds, muntins, and slipsills. Two doors appear in the first story of the main section of the house. One door is centered and has an open flat porch roof that is supported by scrolled brackets. The doorway has a wood screen door and a concrete stoop with three concrete steps. The wood door has nine fixed panes in the upper two-thirds and two recessed, beveled panels below. A four-pane side light appears on each side of the door. A continuous wood lugsill appears below the door and side lights. A second wood door with wood surrounds and a slipsill appears just to the left of the first door. The second door has nine fixed panes in the upper half and two beveled panels and a crossbuck below. A wood screen door covers this entry.

The north elevation of the wing on the right features a central wood door with 15 panes, wood surrounds, muntins, and a lugsill. A three-pane transom appears above the door and two concrete steps appear below. The door is flanked by an 18-pane fixed sash with wood surrounds, muntins, and a slipsill on each side. The wing on the left projects outward slightly from the north elevation. The west elevation of the wing has a ribbon window of two casement sashes and a fixed sash. Each sash has eight panes, wood surrounds and muntins, and the group has a continuous wood lugsill. The north elevation of this wing has three sashes of 18-pane fixed windows that feature the same surrounds, muntins, and sills. A wood mullion appears between each sash on both elevations. Two screened, rectangular vents appear near ground level.

The east elevation features a triangular, louvered vent on each side of the chimney under the gable. Two windows identical to those in the second story of the front elevation appear in the second story of this elevation, one on each side of the chimney. A wrought iron-railed verandah appears on the roof of the one-story projecting wing. The chimney is interior below the second story. The first story features two doors offset far left and right. Each wood door has 15 panes, wood surrounds, muntins, and a lugsill. A three-pane transom appears above each door and two concrete steps below. Each door is flanked by an eight-pane side light. One window appears centered in the first story. It has a central fixed pane flanked by sliding aluminum windows. A semicircular brick patio runs the length of this elevation.

Major Bibliographic References

Burke, Padraic 1976. A History of the Port of Seattle. Port of Seattle, Seattle.
Historylink. n.d. Interbay – Thumbnail History. URL: www.historylink.org (visited September 24, 2003).
Port of Seattle 1980. Report on Alternative Uses for Terminal 91. Planning and Research Department, Port of Seattle, Seattle.
Puget Sound Maritime Historical Society 2002. Maritime Seattle. Arcadia Publishing, Chicago.
Seattle Public Library. n.d. "Seattle naval station is big community." Newspaper clippings file, Main Branch, Seattle Public Library, Seattle, Wash.

Additional Photos for: *Historic Admiral's residence* **at** *Pier 91, Seattle, WA 98119*

View of east elevation **taken** 06/21/2005

Photography Neg. No (Roll No./Frame No.): bldg 3, east

Comments:

View of north elevation **taken** 06/21/2005

Photography Neg. No (Roll No./Frame No.): bldg 3, north

Comments:

View of bldg 3, setting **taken** 06/21/2005

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

Comments:

View of south elevation, right half **taken** 06/21/2005

Photography Neg. No (Roll No./Frame No.): bldg 3

Comments:

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Additional Photos for: *Historic Admiral's residence* **at** *Historic Admiral's residence*

View of west elevation **taken** 06/21/2005

Photography Neg. No (Roll No./Frame No.): bldg 3

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:

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Building 4

Historic Property Inventory Report for *Building 50, Port of Seattle* **at** *2001 W Garfield St, Seattle, WA 98199*

LOCATION SECTION

Field Site No. Building 4 **OAHP No.:**

Historic Name: *Building 50, Port of Seattle* **Common Name:** *Building 50, Port of Seattle*

Property Address: 2001 W Garfield St, Seattle, WA 98199 **Comments:**

County	Township/Range/EW	Section	1/4 Sec	1/4 1/4 Sec	Quadrangle
King	T25R30E	23	SE	SW	SEATTLE NORTH

UTM Reference
Zone: 10 **Spatial Type:** Point **Acquisition Code:** Unknown
Sequence: 1 **Easting:** 546070 **Northing:** 5275580

Tax No./Parcel No.	Plat/Block/Lot	Supplemental Map(s)	Acreage
2325039015	Seattle Tide Lands		4.6

IDENTIFICATION SECTION

Survey Name: Magnolia Street Bridge Replacement

Field Recorder: Linda Naoi Goetz & Lara C. Rooke **Date Recorded:** 02/09/2004

Owner's Name: U.S. Navy, Dept. of Defense **Owner Address:** **City/State/Zip:**

Classification: Building **Resource Status** Survey/Inventory **Comments**

Within a District? No

Contributing?

National Register Nomination:

Local District:

National Register District/Thematic Nomination Name:

View of north elevation **taken** 02/09/2004

Photography Neg. No (Roll No./Frame No.): DSCN1908

Comments:

DESCRIPTION SECTION

Historic Use: Unknown

Current Use: Commerce/Trade - Business

Plan: Rectangle **No. of Stories:** 2

Structural System: Unknown

Changes to plan: Slight **Changes to interior:** Unknown **Style** **Form/Type**

Changes to original cladding: Slight **Changes to other:** Unknown Other

Changes to windows: Slight **Other (specify):** Industrial

Historic Property Inventory Report for Building 50, Port of Seattle **at** 2001 W Garfield St, Seattle, WA 98199

Cladding	Foundation	Roof Material	Roof Type
Veneer - Rolled Asphalt	Concrete - Poured	Asphalt / Composition - Shingle	Gable

NARRATIVE SECTION

Study Unit **Other**

Date Of Construction: 1942

Architect: unknown

Builder: unknown

Engineer: unknown

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

In March of 1941, the U.S. Navy appropriated the land along the shorelines and Piers 90 and 91 as the 13th Naval District Operating Annex for use as a Navy supply depot (Burke 1976; Historylink, Interbay, n.d.; Port of Seattle 1980; Puget Sound Maritime Historical Society 2002). To clear adequate space and to maintain security for the new operations, the City of Seattle and the federal government burned tideland squatters' camps that had appeared during the Depression (Klingle 2001). The Navy used the piers to outfit more than 500 ships during World War II and maintained 2,500 civilian workers in nearby housing. Naval outfitting of ships continued through the Korean and Vietnam wars. The federal government declared the terminals as "surplus" property in 1970, eventually turning them over to the Port of Seattle in 1974 (Port of Seattle 1980).

Although this building is still used as a storage facility, it has lost some of its integrity. Changes in plan, cladding, and particularly the modification of the clerestory windows have altered its appearance. In addition, the majority of the other U.S. Navy buildings at Piers 90 and 91 have been removed, and new structures constructed in their place affect the integrity of the building's setting.

Description of Physical Appearance

This warehouse building is located in a paved industrial area north of the Magnolia Bridge near the bridge's western end. Built in 1942, it was one of several U.S. Navy buildings built during WWII to house materials for the war effort. It is currently occupied by Northwest Harvest and functions as a food storage facility.

This warehouse has a rectangular plan and a side-gabled, composition-shingle monitor roof. There are two dropped-shed roofs, one on the north and one on the south elevation, with clerestory windows and vents on the north elevation. The windows have been boarded over on the south elevation. The exterior of the building is clad with asbestos panels with vertical endboards. The north and south elevations have closed, slightly projecting eaves with sloped soffits. The east and west elevations have closed verges. The foundation is a pebble aggregate concrete.

Offset far left on the north (front) elevation, there is a plain, single panel window with wood surrounds. This window has a beveled lintel and no sill. To the right of the window, a pebble aggregate stoop is located in front of the door. This door may have once had a roof over it, but this has been removed. To the left of the door is a set of grouped windows. The grouping has two wood-frame, double hung sashes separated by wood mullions. These windows are one-over-one with plain wood surrounds, a beveled lintel, and a continuous lugsill. Wrought iron bars have been added to cover the windows. To the right of the window grouping is a fan vent. The fan has been removed and the opening boarded over. To the right of the fan vent is another door. This is similar to the first door, but it lacks a stoop, and there is some evidence of a porch roof covering. A second window appears to the right of this door. It has been boarded over. One-third of the way down the north side of the building are three openings. These are evenly spaced offset left, center, and right of center. The left doorway panel has a single leaf, overhead horizontal sliding wood door with no surrounds and hasp hinges. A set of double wooden, louvered vents appears over the main doorway. The center doorway has no visible doors, but it is covered with vertical plastic strips. The two right openings do not have wooden, louvered vents. A beveled lintel appears above all three openings. Clerestory windows appear in the upper story. Each grouped window is composed of four fixed panes with three vertical wood muntins. A wood mullion separates each window. Along the eastern one-fifth of the building, alternating windows are replaced with louvered vents.

The second story of the east elevation has a four-by-four wood post that has been attached vertically to the gable. This likely served as a utility post. Centered under the gable in the second story and offset left and right are two window openings. Each window has plain wood surrounds, a slipsill, and a beveled lintel. The left window has six fixed panes of

glass separated by two vertical and one horizontal muntin. The right window has been removed and replaced with a screen. Offset left on the main building is an original fire alarm box. Two louvered vents are located to the right of the fire alarm box. The vents have plain wood surrounds, beveled lintels, and lugsills. A single leaf wood door appears offset left of center. A light in the top one-third of the door appears to be boarded over. The opening has plain wood surrounds, a continuous beveled lintel, and continuous lugsill. Wide wood mullions separate each sash. Two grouped windows are offset far right. Each is composed of two one-over-one, double hung windows. The windows have plain wood surrounds, a continuous beveled lintel, continuous lugsill, and a wide wood mullion between each sash. All windows in the first story are covered with wrought iron bars. The first story of the east elevation has a cinderbrick addition offset left. This addition has a flat roof, metal stovepipe offset right, and a poured concrete foundation. On the south elevation of the addition, a fixed window with plain metal surrounds is flanked by metal, louvered vents above and below. Offset right is a plain metal door with metal surrounds and no sill. The door has a square, fixed light in the upper one-third. Both the light and window are made with reinforced glass.

On the south elevation, a single leaf door is offset right. The door is constructed with plain wood with a single, recessed light in the upper quarter. The opening has plain wood surrounds and no sill; the door is attached with hasp hinges. A fire alarm bell is located to the left of the door. A slight break in the foundation at the center of the elevation suggests a doorway may once have been located here. The wall cladding at this location has been replaced with wood panel board. In the right one-third of the structure are two doorways. Each doorway has a single paneled door. Both doors have plain wood surrounds and a wood pallet as a stoop. Each has a wood slipsill and beveled lintel. A second fire alarm bell appears between the doors. A shaped piece of metal has been bolted above the door to form a slight awning.

The upper story of the west elevation is constructed similar to the east elevation except both windows are intact. Two identical windows appear in the gable offset far left and far right. The windows have six fixed panes with wood surrounds and lugsills. Each has two vertical and one horizontal muntins.

Major Bibliographic References

Burke, Padraic 1976. A History of the Port of Seattle. Port of Seattle, Seattle.
Historylink n.d. Interbay – Thumbnail History. URL: www.historylink.org (visited September 24, 2003).
Historylink n.d. Queen Anne Hill – Thumbnail History. URL: www.historylink.org (visited September 24, 2003).
Klingle, Matthew William 2001. Urban by Nature: an Environmental History of Seattle, 1880-1970. Unpublished Ph.D. dissertation. Manuscript on file at the University of Washington libraries, Seattle.
Port of Seattle 1980. Report on Alternative Uses for Terminal 91. Planning and Research Department, Port of Seattle, Seattle.
Puget Sound Maritime Historical Society 2002. Maritime Seattle. Arcadia Publishing, Chicago.

Additional Photos for: *Building 50, Port of Seattle* **at** *2001 W Garfield St, Seattle, WA 98199*

View of east elevation **taken** 02/09/2004

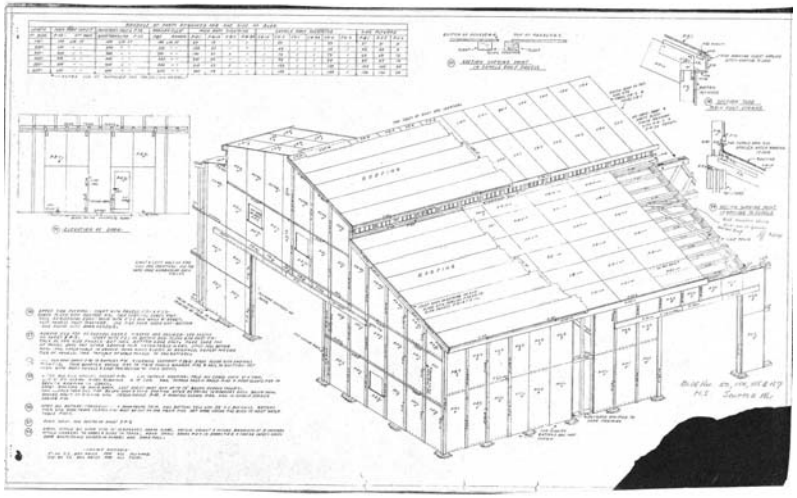
Photography Neg. No (Roll No./Frame No.): DSCN1909

Comments:

View of south elevation **taken** 02/09/2004

Photography Neg. No (Roll No./Frame No.): DSCN1910

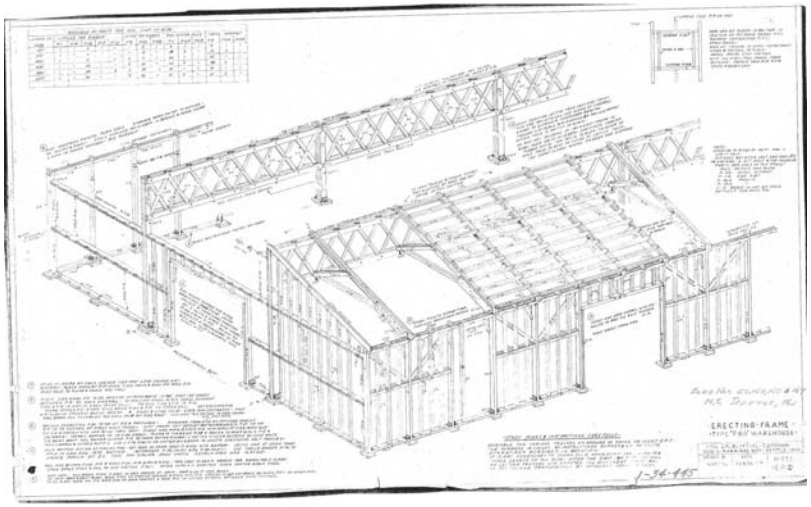
Comments:



View of attachment A **taken**

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

Comments:



View of attachment B **taken**

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

Comments:

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Building 5

Historic Property Inventory Report for at *2001 W Garfield St, Seattle, WA 98199*

LOCATION SECTION

Field Site No. Building 5 **OAHP No.:**

Historic Name:

Common Name: *Port of Seattle, Building 40*

Property Address: 2001 W Garfield St, Seattle, WA 98199

Comments:

County	Township/Range/EW	Section	1/4 Sec	1/4 1/4 Sec	Quadrangle
King	T25R30E	23	SE	SW	SEATTLE NORTH

UTM Reference
Zone: 10 **Spatial Type:** Point **Acquisition Code:** Unknown
Sequence: 1 **Easting:** 546370 **Northing:** 5275620

Tax No./Parcel No. 7666201146

Plat/Block/Lot Seattle Tide Lands/144

Supplemental Map(s)

Acreage

IDENTIFICATION SECTION

Survey Name: Magnolia Street Bridge Replacement

Field Recorder: Linda Naoi Goetz & Lara C. Rooke **Date Recorded:** 02/09/2004

Owner's Name: Port of Seattle **Owner Address:** 2203 Alaskan Way **City/State/Zip:** Seattle, WA 98199

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 east elevation **taken** 02/09/2004

Photography Neg. No (Roll No./Frame No.): DSCN1935

Comments:

DESCRIPTION SECTION

Historic Use: Commerce/Trade - Warehouse

Current Use: Commerce/Trade - Warehouse

Plan: Irregular **No. of Stories:** 2

Structural System: Unknown

Changes to plan: Unknown **Changes to interior:** Unknown

Changes to original cladding: Slight **Changes to other:** Unknown

Changes to windows: Intact **Other (specify):**

Style Other - Industrial

Form/Type

Historic Property Inventory Report for at *2001 W Garfield St, Seattle, WA 98199*

Cladding	Foundation	Roof Material	Roof Type
Wood - Shiplap	Concrete - Poured	Unknown	Gable

NARRATIVE SECTION

Study Unit **Other**

Date Of Construction: 1942

Architect: unknown

Builder: unknown

Engineer: unknown

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

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

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

Statement of Significance

The Port of Seattle, which was formed on September 5, 1911, as a civic entity separate from the City, began to construct two more piers (Piers 90 and 91) at Smith Cove beginning in 1913. The piers were constructed to allow ships bringing cargo from Asia to dock and unload their goods (Historylink, Interbay, n.d.; Port of Seattle 1980; Sayre 1937). By the early twentieth century, the Smith Cove terminal was vital to the shipping industry in Seattle. Between 1915 and 1941, the Port of Seattle owned and operated Piers 90 and 91. The piers and railroad shops employed hundreds of people, spurring housing development on the adjacent sides of Magnolia and Queen Anne hills (Port of Seattle 1980). In March of 1941, the U.S. Navy appropriated the land along the shorelines and Piers 90 and 91 as the 13th Naval District Operating Annex for use as a Navy supply depot (Burke 1976; Historylink, Interbay, n.d.; Port of Seattle 1980; Puget Sound Maritime Historical Society 2002). To clear adequate space and to maintain security for the new operations, the City of Seattle and the federal government burned tideland squatters' camps that had appeared during the Depression (Klingle 2001). The Navy used the piers to outfit more than 500 ships during World War II and maintained 2,500 civilian workers in nearby housing. Naval outfitting of ships continued through the Korean and Vietnam wars. The federal government declared the terminals as "surplus" property in 1970, eventually turning them over to the Port of Seattle in 1974 (Port of Seattle 1980).

Building 40 at the Port of Seattle is an intact example of a 1940s terminal warehouse. Although the building has had an addition constructed on its north side, the modification to its overall plan and appearance is minor and the integrity of its architecture, location, and continuous use as a warehouse within a working port terminal suggests that this property is eligible for listing in the National Register of Historic Places under Criterion C.

Description of Physical Appearance

The blueprint drawings (Attachments A, B, & C) show the original design for internal space and exterior features. Note that the fenestrations, doorways, and massing are unaltered.

This warehouse building is located in a paved industrial area north of the Magnolia Bridge near the bridge's western end. Built in 1942, it continues to serve as a warehouse for the Port of Seattle. It currently functions as a seafood storage and packing facility.

This is an irregular-plan warehouse building with two additions, one on the north and one on the west. The original building has an extremely low pitched, parallel gable roof with three major gables and two minor gables. The upper story is clad with horizontal shiplap wood siding, and the lower story is cast-in-place concrete. The roof has closed verges with fascia trim, and the foundation is poured concrete.

On the east (front) elevation, one grouped window is centered under each major gable in the second story. In the left gable, from left to right, this grouping is made up of the following elements: three sashes, a wood louver, four more sashes, another wood louver, four more sashes, a third wood louver, and three more sashes (3/4/4/3) (Type A window). Each sash is composed of 12 fixed panes separated by three horizontal and four vertical muntins. A wood mullion separates each sash, and the grouped window has a continuous lugsill. The grouped window in the central gable is slightly different. There are only three sashes rather than four in the third gable (3/4/3/3). A flat dropped-porch roof appears above the first floor. Nine square, metal columns support the original section of the roof. A concrete loading bay appears across the front of the entire building. A concrete ramp is on the far left side. Three different types of loading bay doors are each centered under a major gable. The leftmost door is a wood, horizontal sliding door on exterior overhead tracks. The door has 12 recessed panels and the doorway is covered with vertical plastic strips. The central door is a double leaf door. The original doors have

six recessed panels in the upper three-quarters. The top and bottom quarters of the left door have been covered over with plywood. The doors are mounted on exterior overhead tracks. Vertical plastic strips cover the entrance. The rightmost door is also a double sliding door, although the leafs have been replaced with plain plywood. The doorway leads into a recessed bay. Between the left and central doors, there are two grouped windows. Each window consists of a louvered vent and a wood frame, one-over-one, double hung sash. The windows have plain wood surrounds, a wood mullion, and a continuous brick slipsill. Three doorways appear on the north wing of the east elevation. Two large loading bay doors are placed symmetrically in the north wing. These doorways lack surrounds and are covered with vertical plastic strips. A smaller doorway is to the left of the left loading bay. The smaller door is a single leaf metal door with a fixed reinforced glass light in the upper half. The door has plain metal surrounds and a metal kickplate. Five metal stairs with pipe railings lead up to the loading dock between the two loading bays.

On the south elevation of the original structure, the eaves are slightly projecting and have a wood plank, boxed cornice. There are three grouped windows on this elevation. Each has five sashes: two 12-pane windows on each side with a wood, louvered vent in the middle. Each sash is separated by wood mullions and has three horizontal and two vertical muntins. Each window grouping has plain wood surrounds and a continuous lugsill. A wood ladder extends to the roofline between the first and second grouped window.

The west elevation is similar to the east elevation. Two Type A grouped windows are located under each major gable. Within each gable, the right group has a 3/4/4/3 arrangement and the left group has 3/3/4/3. There is no door under the far right window. The door under the leftmost gable is a loading bay door. The door is a plain wood sliding door on exterior overhead tracks. It has six recessed panels, no surrounds, and no sill. There is a concrete loading dock in front of the rightmost bay with five metal stairs leading from the south. A dropped, flat roof over the loading bay is supported by two wood posts. There is a vertical wood plank enclosure under the roof over the loading bay. A plain wood door leads into this enclosure on the south side. The door has wood surrounds and a cement slipsill. The west elevation of the north wing has a flat roof with slightly projecting eaves. A dropped-porch roof runs along the side of the entire building. Walls are constructed of poured concrete. Impressions of the original wood forms are visible on the surface. A concrete loading dock runs the length of this portion of the building. Three loading doorways are spaced evenly across the building's elevation. The left and center doorways have vertical plastic strips covering them, and the right doorway has double wood doors that hang from the exterior overhead track. The left leaf of the double doors has a smaller single leaf door set into it. This smaller door and larger leaf on the opposite side both have a single pane of glass. There is a concrete ramp leading up to the loading deck from the north side.

The north elevation on the addition has a dropped, flat porch roof. The left half and right quarter of the porch are enclosed in plywood. The remaining one-quarter is open, and the roof is supported by two square, wood posts. Four plain plywood doors appear in the elevation, three in the left section of the enclosed porch and one on the right. At the far right, a wooden ladder extends through the porch roof to the building's roofline.

Major Bibliographic References

Burke, Padraic 1976. A History of the Port of Seattle. Port of Seattle, Seattle.
Historylink n.d. Interbay – Thumbnail History. URL: www.historylink.org (visited September 24, 2003).
Historylink n.d. Queen Anne Hill – Thumbnail History. URL: www.historylink.org (visited September 24, 2003).
Klingle, Matthew William 2001. Urban by Nature: an Environmental History of Seattle, 1880-1970. Unpublished Ph.D. dissertation. Manuscript on file at the University of Washington libraries, Seattle.
Port of Seattle 1980. Report on Alternative Uses for Terminal 91. Planning and Research Department, Port of Seattle, Seattle.
Puget Sound Maritime Historical Society 2002. Maritime Seattle. Arcadia Publishing, Chicago.
Sayre, J. Willis 1937. The Early Waterfront of Seattle. J.W. Sayre, Seattle. Manuscript on file at Manuscripts, Special Collections, and University Archives, University of Washington, Seattle.

Additional Photos for: **at** *2001 W Garfield St, Seattle, WA 98199*

View of south elevation **taken** 02/09/2004

Photography Neg. No (Roll No./Frame No.): DSCN1938

Comments:

View of left half of west elevation **taken** 02/09/2004

Photography Neg. No (Roll No./Frame No.): DSCN1940

Comments:

View of right segment of west elevation **taken** 02/09/2004

Photography Neg. No (Roll No./Frame No.): DSCN1939

Comments:

View of north elevation **taken** 02/09/2004

Photography Neg. No (Roll No./Frame No.): DSCN1941

Comments:

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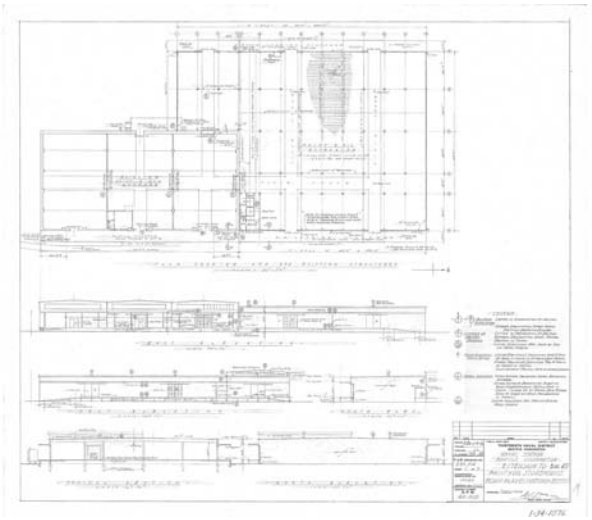
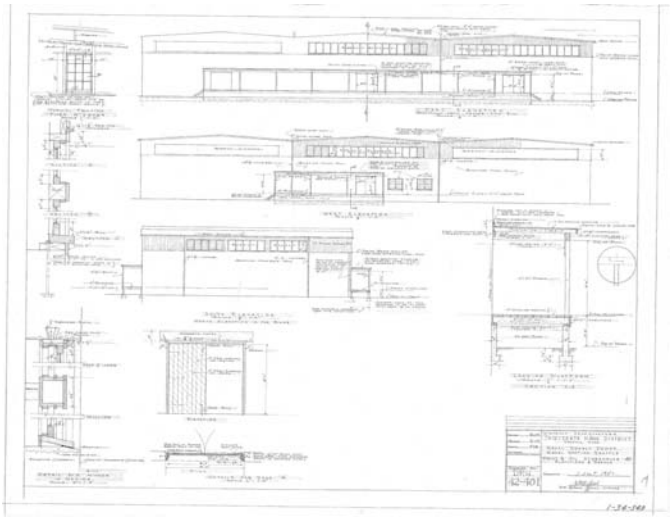
Additional Photos for: **at**



View of attachment A **taken**

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

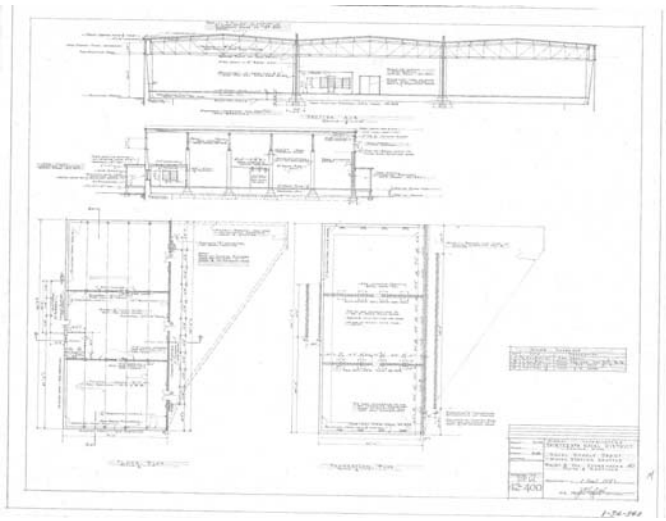
Comments:



View of attachment B **taken**

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

Comments:



View of attachment C **taken**

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

Comments:

View of **taken**

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

Comments:

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Building 7

Historic Property Inventory Report for **at** *2001 W Garfield St, Seattle, WA 98199*

LOCATION SECTION

Field Site No. Building 7 **OAHP No.:**

Historic Name:

Common Name: *Port of Seattle, Building 39*

Property Address: 2001 W Garfield St, Seattle, WA 98199

Comments:

County	Township/Range/EW	Section	1/4 Sec	1/4 1/4 Sec	Quadrangle
King	T25R30E	23	SE	SE	SEATTLE NORTH

UTM Reference
Zone: 10 **Spatial Type:** Point **Acquisition Code:** Unknown
Sequence: 1 **Easting:** 546470 **Northing:** 5275620

Tax No./Parcel No. 7666201146

Plat/Block/Lot Seattle Tide Lands/114

Supplemental Map(s)

Acreage

IDENTIFICATION SECTION

Survey Name: Magnolia Street Bridge Replacement

Field Recorder: Linda Naoi Goetz & Lara C. Rooke **Date Recorded:** 02/09/2004

Owner's Name: Port of Seattle **Owner Address:** 2203 Alaskan Way **City/State/Zip:** Seattle, WA 98121

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 west elevation **taken** 02/09/2004

Photography Neg. No (Roll No./Frame No.): DSCN1945

Comments:

DESCRIPTION SECTION

Historic Use: Unknown

Current Use: Commerce/Trade - Warehouse

Plan: Rectangle **No. of Stories:** 4

Structural System: Unknown

Changes to plan: Intact **Changes to interior:** Unknown

Changes to original cladding: Intact **Changes to other:**

Changes to windows: Intact **Other (specify):**

Style
Commercial
Other - Utilitarian

Form/Type

Historic Property Inventory Report for at *2001 W Garfield St, Seattle, WA 98199*

Cladding	Foundation	Roof Material	Roof Type
Concrete	Concrete - Poured	Unknown	Flat with Parapet

NARRATIVE SECTION

Study Unit **Other**

Date Of Construction: 1930

Architect: unknown

Builder: unknown

Engineer: unknown

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

The Port of Seattle, which was formed on September 5, 1911, as a civic entity separate from the City, began to construct two more piers (Piers 90 and 91) at Smith Cove beginning in 1913. The piers were constructed to allow ships bringing cargo from Asia to dock and unload their goods (Historylink, Interbay, n.d.; Port of Seattle 1980; Sayre 1937). By the early twentieth century, the Smith Cove terminal was vital to the shipping industry in Seattle. Between 1915 and 1941, the Port of Seattle owned and operated Piers 90 and 91. The piers and railroad shops employed hundreds of people, spurring housing development on the adjacent sides of Magnolia and Queen Anne hills (Port of Seattle 1980). In March of 1941, the U.S. Navy appropriated the land along the shorelines and Piers 90 and 91 as the 13th Naval District Operating Annex for use as a Navy supply depot (Burke 1976; Historylink, Interbay, n.d.; Port of Seattle 1980; Puget Sound Maritime Historical Society 2002). To clear adequate space and to maintain security for the new operations, the City of Seattle and the federal government burned tideland squatters' camps that had appeared during the Depression (Klingle 2001). The Navy used the piers to outfit more than 500 ships during World War II and maintained 2,500 civilian workers in nearby housing. Naval outfitting of ships continued through the Korean and Vietnam wars. The federal government declared the terminals as "surplus" property in 1970, eventually turning them over to the Port of Seattle in 1974 (Port of Seattle 1980).

Building 39 at the Port of Seattle is an intact example of a 1930s-1940s terminal warehouse. Although the building has had few alterations since its construction and is still located within a working port terminal, it is of common design. It appears that this property is not eligible for listing in the National Register of Historic Places.

Description of Physical Appearance

This warehouse building is located in a paved industrial area north of the Magnolia Bridge near the bridge's western end. Built in the 1930s, it continues to serve as a warehouse for the Port of Seattle. It currently functions as an ice manufacturing and seafood storage facility. This rectangular building has a flat roof, concrete foundation, and fine concrete cladding. A stepped elevation above the roofline in the center of the structure forms the fourth story of this structure. City Ice and Anthony's Restaurants lease this site from the Port of Seattle as a distribution center.

A grouped window appears at the far left on the first floor of the west (front) elevation. The grouped window is composed of three one-over-one, double hung, wood frame windows with plain wood surrounds, mullions, and a continuous lugsill. The glass in the upper left and right sash has been replaced with exhaust vents. A concrete loading bay runs along the entire length of the west elevation. A ramp leads up on the north side and a stairway with six concrete steps and a metal pipe rail leads up on the south side. Two exterior, overhead, double leaf sliding doors are evenly spaced in the elevation. A doorway centered in the elevation has been covered over and likely originally contained a similar door. Two windows are at the far right in the third story. These windows are one-over-one, double hung with plain wood surrounds and a concrete slipsill (Type A). Evenly spaced vertical pilasters are present across the elevation. A modern shed roof addition has been built into the northwest corner, and two modern, overlapping, dropped-porch roofs run the length of this building, just above the first floor loading bay. Thirteen square, metal posts support the dropped-porch roof.

The north elevation has a modern, cinderbrick addition offset left. Grouped windows appear to the right of the addition. These windows are the same as the grouping on the west elevation. The windows are covered over with grating and there are no vents. Offset right of center are double metal doors with metal surrounds and a concrete slipsill. A 15-step metal staircase with pipe railings has been added to the center of the elevation to access the roof fans on the addition. Two one-over-one, double-hung windows with aluminum surrounds and a concrete lugsill (Type B) are offset far right in the first story.

In the east elevation, three windows appear above one another in the second, third, and fourth stories offset right of center (Type B). A dropped, flat porch roof runs most of the length of the elevation and covers the loading dock, which begins as a ramp on the left side. The loading bay is partially enclosed at the right end by a modern wooden structure. Three door openings are centered in the loading bay. The leftmost door has double horizontal sliding metal doors mounted on an exterior overhead track. Another door opening has been covered over near the center of the elevation. To the right of this is a single leaf wood door with plain metal surrounds and a concrete sill. The upper half of the door has a fixed pane that was covered over with plywood along with the overhead transom. A single leaf, wood, loading bay door is located to the right. The door has plain metal surrounds and hasp hinges.

The south elevation has two stories; one is at grade with the Magnolia Bridge. On the leftmost side of the lower story, there is a two panel window in a recessed pane; the lower pane is hinged. The window has plain metal surrounds and a slipsill. To the right of the window is a single leaf wood door. The door has a single fixed pane in the upper half. The door has plain wood surrounds encompassed by a beveled wood surround. The slipsill is concrete. To the right of the door is a one-over-one, double hung, wood frame window. The window has plain wood surrounds and a lugsill. The upper half of the window has been replaced with a louvered vent. A grouped window appears to the right. This grouping has two one-over-one, double hung, wood frame windows with plain wood surrounds, a continuous plain wood lintel, and a continuous lugsill. Double leaf loading bay doors are centered in the elevation. The metal doors are mounted on an exterior overhead track. A one-over-one, double hung window is recessed into the wall to the right of the door and has plain wood surrounds and a lugsill. The elevation has a large concrete loading dock with a concrete ramp leading off to the east. The upper story of this elevation houses a loading bay for Anthony's Restaurant fresh seafood distribution.

The south elevation has an additional loading area in the upper story that abuts the Magnolia Bridge. The pebble aggregate, poured concrete loading dock has an overhanging concrete shed roof. Offset left are two double hung, one-over-one windows with beveled wood surrounds and lugsills. The window frames also have concrete slipsills. A single leaf metal door is offset left of center. This door has plain wood surrounds, no lintel, and a metal slipsill with a concrete lugsill. Double metal loading bay doors are centered in the second story. The doors are mounted on an interior overhead track and have a wood lintel. A window identical to the first two described in this story is located offset right of center. The glass has been replaced with plywood. A raised concrete loading dock is offset left and runs three-quarters of the length of this side of the building. Four concrete steps lead up to the top of the dock on the left. A wooden ramp leads up on the right.

Major Bibliographic References

Burke, Padraic 1976. A History of the Port of Seattle. Port of Seattle, Seattle.
Historylink n.d. Interbay – Thumbnail History. URL: www.historylink.org (visited September 24, 2003).
Historylink n.d. Queen Anne Hill – Thumbnail History. URL: www.historylink.org (visited September 24, 2003).
Klingle, Matthew William 2001. Urban by Nature: an Environmental History of Seattle, 1880-1970. Unpublished Ph.D. dissertation. Manuscript on file at the University of Washington libraries, Seattle.
Port of Seattle 1980. Report on Alternative Uses for Terminal 91. Planning and Research Department, Port of Seattle, Seattle.
Puget Sound Maritime Historical Society 2002. Maritime Seattle. Arcadia Publishing, Chicago.
Sayre, J. Willis 1937. The Early Waterfront of Seattle. J.W. Sayre, Seattle. Manuscript on file at Manuscripts, Special Collections, and University Archives, University of Washington, Seattle.

Additional Photos for: **at** *2001 W Garfield St, Seattle, WA 98199*

View of north elevation **taken** 02/09/2004

Photography Neg. No (Roll No./Frame No.): DSCN1946

Comments:

View of left half of east elevation **taken** 02/09/2004

Photography Neg. No (Roll No./Frame No.): DSCN1947

Comments:

View of right half of east elevation **taken** 02/09/2004

Photography Neg. No (Roll No./Frame No.): DSCN1948

Comments:

View of upper stories of east elevation **taken** 02/09/2004

Photography Neg. No (Roll No./Frame No.): DSCN1949

Comments:

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Additional Photos for: **at**

View of left half of south elevation, lower story **taken** 02/09/2004

Photography Neg. No (Roll No./Frame No.): DSCN1950

Comments:

View of right half of south elevation, lower story **taken** 02/09/2004

Photography Neg. No (Roll No./Frame No.): DSCN1951

Comments:

View of south elevation, upper story **taken** 02/09/2004

Photography Neg. No (Roll No./Frame No.): DSCN1952

Comments:

View of **taken**

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

Comments:

Printed on 05/17/2006 4:22:12 PM

Building 9

Historic Property Inventory Report for *Texas Co. casket drum/oil Warehouse* **at** *2001 W Garfield St, Seattle, WA 98199*

LOCATION SECTION

Field Site No. Building 9 **OAHP No.:**

Historic Name: *Texas Co. casket drum/oil Warehouse* **Common Name:** *Snider Petroleum Warehouse*

Property Address: 2001 W Garfield St, Seattle, WA 98199 **Comments:**

County	Township/Range/EW	Section	1/4 Sec	1/4 1/4 Sec	Quadrangle
King	T25R30E		SE	SE	SEATTLE NORTH

UTM Reference
Zone: 10 **Spatial Type:** Point **Acquisition Code:** Unknown
Sequence: 1 **Easting:** 546550 **Northing:** 5275720

Tax No./Parcel No. 7666201530 **Plat/Block/Lot** Seattle Tide Lands/WW/POR **Supplemental Map(s)** **Acreage** 28.8

IDENTIFICATION SECTION

Survey Name: Magnolia Street Bridge Replacement

Field Recorder: Linda Naoi Goetz & Lara C. Rooke **Date Recorded:** 02/09/2004

Owner's Name: Port of Seattle **Owner Address:** 2203 Alaskan Way **City/State/Zip:** Seattle, WA 98121

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 west elevation **taken** 02/09/2004

Photography Neg. No (Roll No./Frame No.): Building 9, west

Comments:

DESCRIPTION SECTION

Historic Use: Industry/Processing/Extraction - Industrial Storage

Current Use: Industry/Processing/Extraction - Industrial Storage

Plan: Irregular **No. of Stories:** 1

Structural System: Post and Beam

Changes to plan: Intact **Changes to interior:**
Changes to original cladding: Intact **Changes to other:** Moderate
Changes to windows: Intact **Other (specify):** skylight

Style Other - Industrial **Form/Type**

Historic Property Inventory Report for *Texas Co. casket drum/oil Warehouse* **at** *2001 W Garfield St, Seattle, WA 98199*

Cladding	Foundation	Roof Material	Roof Type

NARRATIVE SECTION

Study Unit

Other

Date Of Construction: 1925

Architect: unknown

Builder: unknonwn

Engineer: unknown

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

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

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

Statement of Significance

During the late nineteenth and early twentieth centuries, national railroad companies sought to build lines to Puget Sound and tap into the potential for maritime shipping. James J. Hill, president of the Great Northern Railway (GNRR), acquired land holdings around Smith's Cove from the Smith Cove Land Company to construct a locomotive shop, piers, and warehouses (Klingle 2001). By 1899, the GNRR built its railroad terminus, Piers 88 and 89, warehouses, and grain elevators in the Interbay area, providing additional slips and warehouse storage space for ships and goods (Magden 1991; Sayre 1937).

The Port of Seattle, which was formed on September 5, 1911, as a civic entity separate from the City, began to construct two more piers (Piers 90 and 91) at Smith Cove beginning in 1913. The piers were constructed to allow ships bringing cargo from Asia to dock and unload their goods (Historylink, Interbay, n.d.; Port of Seattle 1980; Sayre 1937). By the early twentieth century, the Smith Cove terminal was vital to the shipping industry in Seattle. Between 1915 and 1941, the Port of Seattle owned and operated Piers 90 and 91. The piers and railroad shops employed hundreds of people, spurring housing development on the adjacent sides of Magnolia and Queen Anne hills (Port of Seattle 1980). In March of 1941, the U.S. Navy appropriated the land along the shorelines and Piers 90 and 91 as the 13th Naval District Operating Annex for use as a Navy supply depot (Burke 1976; Historylink, Interbay, n.d.; Port of Seattle 1980; Puget Sound Maritime Historical Society 2002). The Navy used the piers to outfit more than 500 ships during World War II and maintained 2,500 civilian workers in nearby housing. Naval outfitting of ships continued through the Korean and Vietnam wars. The federal government declared the terminals as "surplus" property in 1970, eventually turning them over to the Port of Seattle in 1974 (Port of Seattle 1980).

The Texas Company (Texaco) was founded in 1901 as the Texas Fuel Company in Beaumont, Texas. The company's first fuel product, Familylite Illuminating Oil, was kerosene for lamps. By 1910, the demands for gasoline, a by-product of the kerosene-refining process, had increased because of the expanding U.S. automobile and aviation industries (Hast 1991). The Texas Company refinery near the GNRR lines and Piers 89 through 91 in Interbay was constructed in 1925. The Texas Company joined with the Standard Oil Company of California in domestic and international oil-field exploration ventures in 1936 (Hast 1991; White 1962). During World War II, 30 percent of the Texas Company's production was consumed by the war effort as aviation fuel, gasoline, and petrochemicals. The company joined the War Emergency Tankers Inc., which operated as a collective tanker fleet for the federal War Shipping Administration, with refineries on the West Coast (Hast 1991). Although not the first on the West Coast, the Texas Company site appears to be significant as one of the first refineries in the Puget Sound region and the only facility on Elliott Bay, where it played a major role in providing fuel for Navy and commercial ships.

The Snider Petroleum building at the Port of Seattle is an intact example of a 1920s petroleum products warehouse and is part of the original Texas Company's refinery. Modifications to the appearance of this building are minor; the skylights on the eastern roof have been covered and a loading bay has been removed. Although the refinery site has lost some structures, such as the "Texaco" stack and ancillary buildings, the facility has maintained much of its integrity. Many of the warehouse and laboratory buildings, storage tanks, and piping system remain. In addition, the surrounding warehouses, railroad terminals, and piers have retained their historic use as shipping facilities, of which the Texas Company was a part. The integrity of this property's setting, its distinctive architectural characteristics, and its role in Seattle's history suggest that this property is eligible for listing in the National Register of Historic Places under Criterion C.

Historic Property Inventory Report for *Texas Co. casket drum/oil Warehouse* **at** *2001 W Garfield St, Seattle, WA 98199*

Description of Physical Appearance

This warehouse building is located in a paved industrial area to the north of the Magnolia Bridge near mid-span. Built in 1925, it continues to serve as a warehouse for the Port of Seattle. It currently functions as a petroleum products facility. The structure is a one-story, trapezoidal-plan building with a sawtooth (saltbox gables) corrugated metal roof, ribbed metal sheet siding, an offset right metal pipe chimney, and a concrete foundation.

The west (front) elevation has a continuous shed porch roof supported by metal trusses that extend across the elevation and cover the loading dock. The loading dock runs the length of the elevation and is supported by buttressed concrete posts. A window is offset far left. This window has nine panes of reinforced pebbled glass separated by two vertical and two horizontal metal muntins, plain metal surrounds, and a sloped metal lugsill (Type A). A door is present to the right of the window. This is a horizontal sliding metal door on an overhead exterior track (Type 1). Two Type A windows are to the right of the door, followed by another Type A door, and a fourth Type A window. Two additional windows appear to the right of the rightmost Type A window. These are replacement windows with horizontal sliding aluminum frames, wood surrounds, and a step lugsill (Type B). A third window type appears above the Type B windows. This Type C window is a grouped window composed of three sashes. Each sash is similar to the Type A window except it is composed of six fixed panes separated by one horizontal and two vertical metal muntins. To the right of these windows is a Type 1 door and another Type A window. An enclosed workroom has been constructed on the loading pad to the right. The walls are not attached to the historic building. A Type B window is present behind the workroom, and another Type 1 door and Type A window appear to the far right on this structure.

In the north elevation, the roofline has two gables. Each has projecting eaves with a boxed cornice and fascia board. The verges and fascia are constructed with metal sheeting and the cornice is a wooden panel board. A modern rollup garage (Type 2) door appears offset far left under an open gabled-porch roof. The low-pitched roof has projecting eaves, and sloped soffits are covered with wood panel board. Two round metal posts support the porch roof. The garage door has plain wood surrounds and no sill. It opens out onto a short concrete loading bay. A second doorway is offset left of center. The doorway has a metal lintel, no surrounds, no sill, and an asphalt concrete ramp leading up to it. Two grouped windows are centered in this elevation. Each sash of the grouped window is similar to Type A except that the second row of panes forms a hinged window. The grouped windows have a continuous sloped metal lugsill and are separated by a metal mullion. A similar single sash window is offset far right (Type D). This sash has 15 panes separated by four vertical and two horizontal metal muntins. The three central panes in the second row form a hinged window. An opening cut into the foundation at the far right leads into the building crawlspace.

The east elevation has two sides. A short oblique elevation faces east and a longer section will be described as part of the northeast-east elevation. This oblique section has a steeply sloped shed roof. Double horizontal sliding metal doors are centered in this section. The doors are mounted on an exterior overhead track. A larger concrete loading dock once existed in front of the doors. Most of the concrete has been removed. A crawlspace opening in the foundation has been covered over with a metal plate.

Three parallel saltbox gables form the roofline on the northeast elevation. The roof on the northeast-east elevation has saltbox gables arranged in a sawtooth roofline. The slightly projecting eaves of the gables are boxed with metal sheeting. A grouped window is offset left in the elevation. It has two Type D sashes with a continuous metal lugsill. To the right of the window, a loading bay door has been covered over with metal sheeting. A second identical window grouping appears to the right of this door. A Type A door is adjacent to this and is flanked on the other side with another Type D window grouping, a Type 1 door, and another Type D window grouping.

There are four gables on the south elevation. The leftmost has a moderate pitch and metal vergeboards, and the other three are parallel saltbox gables with flat metal sheet boxed cornices. All have projecting eaves. Offset left is a Type D window. Two Type A windows with continuous metal lugsills are to the right. Offset right of the windows is a doorway that is covered with a heavy gauge, metal screen door with stepped metal surrounds and a metal lugsill. A three-step metal staircase leads up to the door. A Type D window is offset right under the last gabled section. A modern metal rollup bay door is offset left of this window under the leftmost saltbox gable. The door has plain wood surrounds, no lintel, and no sill. A dropped-shed roof supported by metal brackets covers this entrance. The porch roof is clad with corrugated metal sheeting and has exposed rafters. Five windows are evenly spaced along the remainder of the elevation. Each of these windows is composed of two sashes and each sash has six fixed panes separated by one horizontal and two vertical metal muntins, with plain metal surrounds and a continuous metal lugsill. Each sash is hinged at the top (Type E). Four crawlspace openings are cut into the foundation. The first is located offset right under the leftmost gable; the second and third are offset left and right under the leftmost saltbox gable, and the fourth is offset right under the central saltbox gable.

Major Bibliographic References

Burke, Padraic 1976. A History of the Port of Seattle. Port of Seattle, Seattle.
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Historylink n.d. Queen Anne Hill – Thumbnail History. URL: www.historylink.org (visited September 24, 2003).
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Sayre, J. Willis 1937. The Early Waterfront of Seattle. J.W. Sayre, Seattle. Manuscript on file at Manuscripts, Special Collections, and University Archives, University of Washington, Seattle.
White, Gerald T. 1962. Standard Oil Company of California: Formative Years in the West. Appleton-Century-Crofts Publishing Company, New York, New York.

Additional Photos for: *Texas Co. casket drum/oil Warehouse* **at** *2001 W Garfield St, Seattle, WA 98199*

View of east elevation **taken** 02/09/2004

Photography Neg. No (Roll No./Frame No.): Building 9, east

Comments:

View of north elevation **taken** 02/09/2004

Photography Neg. No (Roll No./Frame No.): Building 9, north

Comments:

View of northeast elevation **taken** 02/09/2004

Photography Neg. No (Roll No./Frame No.): Building 9,northeast

Comments:

View of south elevation **taken** 02/09/2004

Photography Neg. No (Roll No./Frame No.): Building 9, south

Comments:

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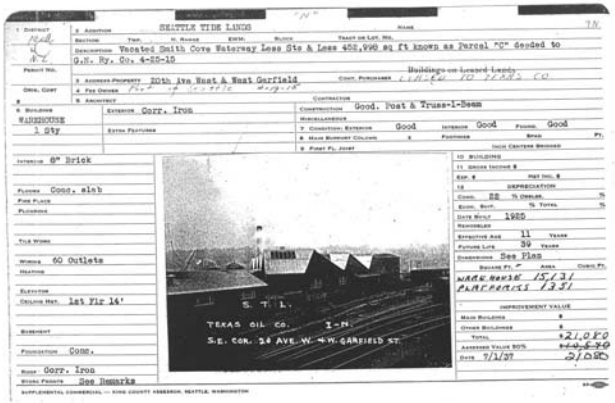
Additional Photos for: *Texas Co. casket drum/oil Warehouse* **at** *Texas Co. casket drum/oil Warehouse*



View of attachment a 1 **taken**

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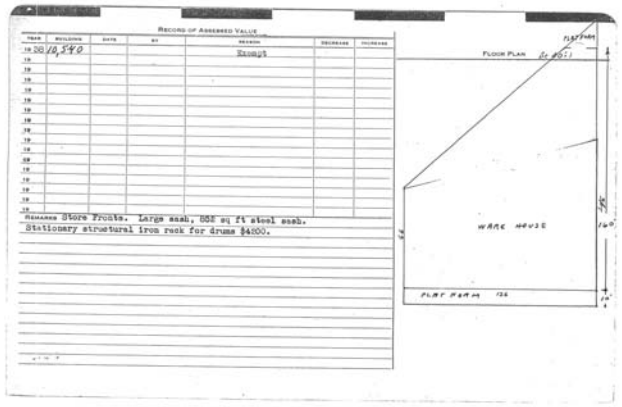

View of attachment a 2 **taken**

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

Comments:

View of attachment b **taken**

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

Comments:

View of **taken**

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

Comments:

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Building 10

Historic Property Inventory Report for *Texas Company Garage* **at** *2001 W Garfield St, Seattle, WA 98121*

LOCATION SECTION

Field Site No. Building 10 **OAHP No.:**

Historic Name: *Texas Company Garage* **Common Name:** *Julie's Fine Gourmet Dressings & Sauces and The Royal Pantry Foods*

Property Address: 2001 W Garfield St, Seattle, WA 98121 **Comments:**

County	Township/Range/EW	Section	1/4 Sec	1/4 1/4 Sec	Quadrangle
King	T25R30E		SE	SE	SEATTLE NORTH

UTM Reference
Zone: 10 **Spatial Type:** Point **Acquisition Code:** Unknown
Sequence: 1 **Easting:** 546520 **Northing:** 5275590

Tax No./Parcel No.	Plat/Block/Lot	Supplemental Map(s)	Acreage
7666201530	Seattle Tide Lands/WW/POR		28.8

IDENTIFICATION SECTION

Survey Name: Magnolia Street Bridge Replacement

Field Recorder: Linda Naoi Goetz & Lara C. Rooke **Date Recorded:** 02/09/2004

Owner's Name:	Owner Address:	City/State/Zip:
Port of Seattle	2203 Alaskan Way	Seattle, WA 98121

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 west elevation **taken** 02/09/2004

Photography Neg. No (Roll No./Frame No.): DSCN1932

Comments:

DESCRIPTION SECTION

Historic Use: Unknown

Current Use: Commerce/Trade - Business

Plan: Rectangle **No. of Stories:** 1

Structural System: Unknown

Changes to plan: Intact **Changes to interior:** Unknown **Style** **Form/Type**

Changes to original cladding: Intact **Changes to other:** Moderate Other - Industrial

Changes to windows: Extensive **Other (specify):** doors

Historic Property Inventory Report for *Texas Company Garage* **at** *2001 W Garfield St, Seattle, WA 98121*

Cladding	Foundation	Roof Material	Roof Type
Brick	Concrete - Poured	Unknown	Flat with Parapet

NARRATIVE SECTION

Study Unit **Other**

Date Of Construction: 1925

Architect: unknown

Builder: unknown

Engineer: unknown

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

During the late nineteenth and early twentieth centuries, national railroad companies sought to build lines to Puget Sound and tap into the potential for maritime shipping. James J. Hill, president of the Great Northern Railway (GNRR), acquired land holdings around Smith's Cove from the Smith Cove Land Company to construct a locomotive shop, piers, and warehouses (Klingle 2001). By 1899, the GNRR built its railroad terminus, Piers 88 and 89, warehouses, and grain elevators in the Interbay area, providing additional slips and warehouse storage space for ships and goods (Magden 1991; Sayre 1937).

The Port of Seattle, which was formed on September 5, 1911, as a civic entity separate from the City, began to construct two more piers (Piers 90 and 91) at Smith Cove beginning in 1913. The piers were constructed to allow ships bringing cargo from Asia to dock and unload their goods (Historylink, Interbay, n.d.; Port of Seattle 1980; Sayre 1937). By the early twentieth century, the Smith Cove terminal was vital to the shipping industry in Seattle. Between 1915 and 1941, the Port of Seattle owned and operated Piers 90 and 91. The piers and railroad shops employed hundreds of people, spurring housing development on the adjacent sides of Magnolia and Queen Anne hills (Port of Seattle 1980). In March of 1941, the U.S. Navy appropriated the land along the shorelines and Piers 90 and 91 as the 13th Naval District Operating Annex for use as a Navy supply depot (Burke 1976; Historylink, Interbay, n.d.; Port of Seattle 1980; Puget Sound Maritime Historical Society 2002). The Navy used the piers to outfit more than 500 ships during World War II and maintained 2,500 civilian workers in nearby housing. Naval outfitting of ships continued through the Korean and Vietnam wars. The federal government declared the terminals as "surplus" property in 1970, eventually turning them over to the Port of Seattle in 1974 (Port of Seattle 1980).

The Texas Company (Texaco) was founded in 1901 as the Texas Fuel Company in Beaumont, Texas. The company's first fuel product, Familylite Illuminating Oil, was kerosene for lamps. By 1910, the demands for gasoline, a by-product of the kerosene-refining process, had increased because of the expanding U.S. automobile and aviation industries (Hast 1991). The Texas Company refinery near the GNRR lines and Piers 89 through 91 in Interbay was constructed in 1925. The Texas Company joined with the Standard Oil Company of California in domestic and international oil-field exploration ventures in 1936 (Hast 1991; White 1962). During World War II, 30 percent of the Texas Company's production was consumed by the war effort as aviation fuel, gasoline, and petrochemicals. The company joined the War Emergency Tankers Inc., which operated as a collective tanker fleet for the federal War Shipping Administration, with refineries on the West Coast (Hast 1991). Although not the first on the West Coast, the Texas Company site appears to be significant as one of the first refineries in the Puget Sound region and the only facility on Elliott Bay, where it played a major role in providing fuel for Navy and commercial ships.

The Texas Company garage at the Port of Seattle was part of the original Texas Company refinery site. Many modifications to the appearance and plan of this building have been made over the years (Attachment A). The majority of the windows on the building's south side have been removed. One door has been replaced, and one window has been replaced with a double leaf door. In addition, the use of the structure has changed from automotive repair to food preparation. Although the integrity of this property's original warehouse and refinery setting remains, many of its distinctive architectural characteristics have been altered. Therefore, this property does not appear to be eligible for listing in the National Register of Historic Places.

Historic Property Inventory Report for Texas Company Garage **at** 2001 W Garfield St, Seattle, WA 98121

Description of Physical Appearance

This structure is located north of the Magnolia Bridge on Pier 90 in the Port of Seattle (Attachment B). It is currently occupied by Julie's Fine Gourmet Dressings and Sauces and The Royal Pantry Foods. This building is adjacent to the oil tank farm on its southwest side. The building was constructed in 1925 and leased to the Texas Oil Company for use as a garage. This rectangular building has a flat roof with truncated central hip. Its exterior is clad with common bond brick; it has a concrete foundation and modern roof vents.

The front (west) elevation has eight sections along its facade; a brick pilaster divides each section. Each section has a stepped entablature, topped with two courses of bricks laid vertically. The leftmost section, Section 1, has a sliding wood door constructed with vertical wood planking with an exterior track. There are no surrounds or sills. In Section 2, there is a grouped window (Type A). This window has two sashes separated by a metal mullion. The grouped window has a continuous metal lintel and continuous brick slipsill. Each sash is composed of 20 lights. A row of four fixed panes is present at the top, and two rows of four fixed panes are present at the bottom with a four-pane hinged window flanked by two fixed panes on each side in the center of the sash. The entire sash has four horizontal and three vertical metal muntins. Below the window grouping, the stepped entablature at the top of this wall is mirrored. Section 3 has five courses of stretcher bond brick below the entablature. The remainder of this section is filled with vertical wood planking and plywood. A single leaf metal door is offset far left in the section. The door has a metal kickplate and plain metal surrounds. Offset right in the plywood portion of the section is a replacement window. The window is horizontal sliding glass with horizontal surrounds and slipsill. The grouped window (Type B) in Section 4 is a modification of the Type A window. Two central panes in the fourth row of panes have been replaced with a hinged window in each sash. One of the panes in the right sash has been replaced with a louvered vent. A metal door is offset far right and is identical to the door described in Section 3. Section 5 has five courses of stretcher bond brick below the entablature. The remainder of the wall is constructed with vertical wood planking recessed in from the brick. A loading doorway is centered in this section. This opening has no surrounds or sills. Plastic vertical strips cover the opening. Sections 6 and 8 are identical to Section 2. Section 7 is similar to Section 2, except the top row of panes in the top left sash has been replaced with an exhaust vent.

The north elevation is divided into five sections. Section 1 is a historic addition (leftmost). Section 1 has a low pitched shed roof and is clad with shiplap, horizontal wood siding. The addition has a concrete foundation. A grouped window is present below the roofline centered in the section. The window has plain wood surrounds and a continuous slipsill. The three-pane, bottom-hinged widow is flanked by six fixed panes on the left and four on the right. The panes are separated by vertical wood muntins. The door—a single leaf with five recessed, horizontal panels, plain wood surrounds, a beveled lintel, and no sill—is centered in the section. A skeleton key lock, likely the original hardware, is intact. The four sections that comprise the original building have the same brick pattern as seen in the front elevation. The second section from the left in the main building features an exhaust pipe that extends above the roof line and a wooden ladder that is attached to the pilaster. Offset far right is a shed roof that is attached to the building and extends to the concrete facing it to form an open, covered patio.

The east elevation was not observed. Its exterior wall is located inside the tank farm, and access was prohibited.

The south elevation has five sections demarcated by brick pilasters. The leftmost sections comprise the original building, whereas the rightmost section is part of the east addition. Offset far left in Section 1 is a large window with 15 fixed panes. Three columns of five panes are surrounded by metal surrounds and a brick slipsill. Two vertical wood-plank accordion doors with seven fixed panes above the lintel are centered in the section. The door has plain wood surrounds and no sill. A similar window configuration likely appeared on the right side of the door. It has been replaced with vertical wood planking and a louvered vent, although the brick slipsill still remains. Sections 2 and 3 likely originally contained window Type A, but both have been replaced with vertical planking. Section 4 may have originally had a loading bay door, which has been filled in with cinderbrick. Plain double metal doors are offset left in the cinderbrick wall. The doors have plain metal surrounds and no sill. A louvered vent is offset right in the cinderbrick. In the addition, a modern horizontal sliding glass window is offset left near the roofline. This likely replaced original fixed panes. Horizontal wood shiplap siding replaces the third original pane, and nine fixed panes comprise the remainder of the original grouped window. The original window has plain wood surrounds and a continuous wood slipsill. Offset far left is a one-over-one, double hung wood window with plain wood surrounds and a lugsill. A single leaf wood door with a fixed pane in the upper half is immediately right of the window. The door has plain wood surrounds and shares a lintel with the window. Offset right of this door is a second door opening. This door is constructed with a wood panel board and covered with corrugated metal sheeting. It hangs from an exterior overhead track.

Major Bibliographic References

Burke, Padraic 1976. A History of the Port of Seattle. Port of Seattle, Seattle.
Hast, Adele (editor) 1991 International Directory of Company Histories, Volume 4. St. James Press, Chicago, Ill.
Historylink n.d. Interbay – Thumbnail History. URL: www.historylink.org (visited September 24, 2003).
Historylink n.d. Queen Anne Hill – Thumbnail History. URL: www.historylink.org (visited September 24, 2003).
Klingle, Matthew William 2001. Urban by Nature: an Environmental History of Seattle, 1880-1970. Unpublished Ph.D. dissertation. Manuscript on file at the University of Washington libraries, Seattle.
Magden, Ronald 1991. A History of Seattle Waterfront Workers, 1884-1934. International Longshoremen's and Warehousemen's Union 19, the Washington Commission for the Humanities, Seattle.
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Puget Sound Maritime Historical Society 2002. Maritime Seattle. Arcadia Publishing, Chicago.
Sayre, J. Willis 1937. The Early Waterfront of Seattle. J.W. Sayre, Seattle. Manuscript on file at Manuscripts, Special Collections, and University Archives, University of

Washington, Seattle.
White, Gerald T. 1962. Standard Oil Company of California: Formative Years in the West. Appleton-Century-Crofts Publishing Company, New York, New York.

Additional Photos for: *Texas Company Garage* **at** *2001 W Garfield St, Seattle, WA 98121*

View of north elevation **taken** 02/09/2004

Photography Neg. No (Roll No./Frame No.): building 10, north elevation b

Comments:

View of north elevation **taken** 02/09/2004

Photography Neg. No (Roll No./Frame No.): building 10, north elevation

Comments:

View of south elevation **taken** 02/09/2004

Photography Neg. No (Roll No./Frame No.): building 10, south elevation

Comments:

View of attachment a **taken**

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

Comments:

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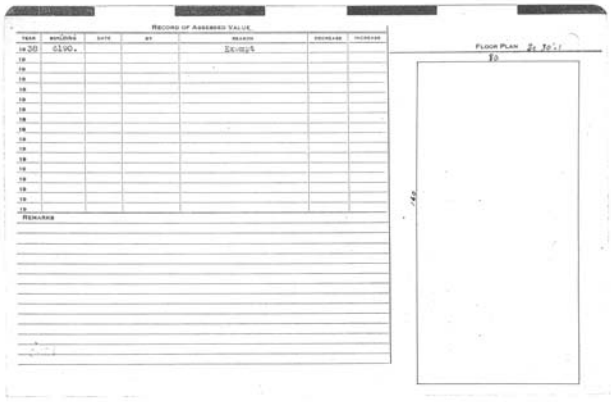
Additional Photos for: *Texas Company Garage* **at** *Texas Company Garage*



View of attachment a2 **taken**

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

Comments:

View of attachment b **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:

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Building 11

Historic Property Inventory Report for at *2001 W Garfield St, Seattle, WA 98199*

LOCATION SECTION

Field Site No. Building 11 **OAHP No.:**

Historic Name:

Common Name: *Port of Seattle Building 72, security gate*

Property Address: 2001 W Garfield St, Seattle, WA 98199

Comments:

County	Township/Range/EW	Section	1/4 Sec	1/4 1/4 Sec	Quadrangle
King	T25R30E	23	SE	SE	SEATTLE NORTH

UTM Reference
Zone: 10 **Spatial Type:** Point **Acquisition Code:** Unknown
Sequence: 1 **Easting:** 546550 **Northing:** 5275530

Tax No./Parcel No. 7666201146

Plat/Block/Lot Seattle Tide Lands/114

Supplemental Map(s)

Acreage 4.6

IDENTIFICATION SECTION

Survey Name: Magnolia Street Bridge Replacement

Field Recorder: Linda Naoi Goetz & Lara C. Rooke **Date Recorded:** 02/09/2004

Owner's Name: Port of Seattle **Owner Address:** 2203 Alaskan Way **City/State/Zip:** Seattle, WA 98121

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 south elevation **taken** 02/09/2004

Photography Neg. No (Roll No./Frame No.): DSCN1942

Comments:

DESCRIPTION SECTION

Historic Use: Defense - Military Facility

Current Use: Transportation - Road-Related (vehicular)

Plan: Rectangle **No. of Stories:** 1

Structural System: Unknown

Changes to plan: Intact **Changes to interior:**

Changes to original cladding: Intact **Changes to other:** Extensive

Changes to windows: Moderate **Other (specify):** bridge

Style Other

Form/Type

Historic Property Inventory Report for at *2001 W Garfield St, Seattle, WA 98199*

Cladding	Foundation	Roof Material	Roof Type
Concrete	Concrete - Poured	Asphalt / Composition - Built Up	Shed

NARRATIVE SECTION

Study Unit **Other**

Date Of Construction: 1942

Architect: unknown

Builder: unknown

Engineer: unknown

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

In March of 1941, the U.S. Navy appropriated the land along the shorelines and Piers 90 and 91 as the 13th Naval District Operating Annex for use as a Navy supply depot (Burke 1976; Historylink, Interbay, n.d.; Port of Seattle 1980; Puget Sound Maritime Historical Society 2002). To clear adequate space and to maintain security for the new operations, the City of Seattle and the federal government burned tideland squatters' camps that had appeared during the Depression (Klingle 2001). The Navy used the piers to outfit more than 500 ships during World War II and maintained 2,500 civilian workers in nearby housing. Naval outfitting of ships continued through the Korean and Vietnam wars. The federal government declared the terminals as "surplus" property in 1970, eventually turning them over to the Port of Seattle in 1974 (Port of Seattle 1980).

Although this building is still used as a security gate building, it has lost some of its integrity. Changes in the windows and particularly the building's roof, which was modified to accommodate a staircase to access the Magnolia Bridge, have altered its appearance. In addition, the majority of the other U.S. Navy buildings at Piers 90 and 91, which this building guarded during World War II, have been removed.

Description of Physical Appearance

This security building is located in a paved industrial area to the south of the Magnolia Bridge near its mid-span. Built in 1942, it was one of several U.S. Navy buildings built during World War II. It served as the guard building for the supply depot. It is currently owned and used by the Port of Seattle as its security gate. The building is a rectangular-plan, one-story structure with a shed roof. The roof has projecting eaves on the south elevation and is closed on the other elevations. It is clad with panel board siding with horizontal batten between courses.

On the south (front) elevation, the left side has a window and door grouping. Four fixed panes appear to the left of the door and two to the right. The two leftmost and rightmost have been replaced with plywood. The window immediately to the left of the door also features a ledge. The door is single leaf wood with a fixed glass pane in the upper half and a recessed wood panel in the lower half. The door and windows have plain wood surrounds and share a plain wood lintel. The windows have continuous lugsills. On the right half of the elevation, a double hung window is right of center. The window is one-over-one with plain wood surrounds and a slipsill. A hinged window appears to the right of this. It has plain wood surrounds and a slipsill. At the far left, a staircase with a pipe railing extends down from the Magnolia Bridge above it to an enclosed porch area at the far right of the building. Two fixed windows with plain wood surrounds and slipsills are just right of the stairwell area. A door identical to the one already described leads into the security room/office. The guardroom projects slightly forward so the outer wall is almost flush with the overhanging roof. Offset far right is a grouped window with two fixed panes flanking a horizontal sliding section, metal surrounds, wooden lintel, and a continuous slipsill.

In the west elevation, the door is the same as on the south elevation. It is located offset far left, and a double wood door cabinet with a shed roof is attached to the side of the building on the right side. Each cabinet door has a recessed wood panel.

In the north elevation, the foundation has been reinforced. The left side of the elevation has replacement frame windows with a continuous lintel and lugsill. The leftmost window is identical to the guardroom window on the opposite side. A set of windows with alternating fixed panes and horizontal sliding panes comprises the next three paired window groupings. The final seven windows in the elevation are identical wood framed, horizontal sliding windows that are separated by wood mullions.

On the left side in the east elevation, there is one single pane window with both wood and metal surrounds. A continuous lintel and slipsill extends around from the south elevation. To the left of this is a concrete pilaster that extends down from the bridge above. To the right of this feature is a horizontal sliding pane window with wood surrounds, lintel, and slipsill.

Major Bibliographic References

Burke, Padraic 1976. A History of the Port of Seattle. Port of Seattle, Seattle.
Historylink n.d. Interbay – Thumbnail History. URL: www.historylink.org (visited September 24, 2003).
Historylink n.d. Queen Anne Hill – Thumbnail History. URL: www.historylink.org (visited September 24, 2003).
Klingle, Matthew William 2001. Urban by Nature: an Environmental History of Seattle, 1880-1970. Unpublished Ph.D. dissertation. Manuscript on file at the University of Washington libraries, Seattle.
Port of Seattle 1980. Report on Alternative Uses for Terminal 91. Planning and Research Department, Port of Seattle, Seattle.
Puget Sound Maritime Historical Society 2002. Maritime Seattle. Arcadia Publishing, Chicago.

Additional Photos for: **at** *2001 W Garfield St, Seattle, WA 98199*

View of north elevation **taken** 02/09/2004

Photography Neg. No (Roll No./Frame No.): DSCN1943

Comments:

View of east elevation **taken** 02/09/2004

Photography Neg. No (Roll No./Frame No.): DSCN1944

Comments:

View of **taken**

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

Comments:

View of **taken**

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

Comments:

Printed on 05/17/2006 4:25:46 PM

Building 17

Historic Property Inventory Report for *ID Building Company* **at** *1280 16th Ave W, Seattle, WA 98119*

LOCATION SECTION

Field Site No. Building 17 **OAHP No.:**

Historic Name: *ID Building Company* **Common Name:** *Immunex building*

Property Address: 1280 16th Ave W, Seattle, WA 98119 **Comments:**

County	Township/Range/EW	Section	1/4 Sec	1/4 1/4 Sec	Quadrangle
King	T25R03E	25	NW	NW	SEATTLE NORTH

UTM Reference
Zone: 10 **Spatial Type:** Point **Acquisition Code:** Unknown
Sequence: 10 **Easting:** 546890 **Northing:** 5275280

Tax No./Parcel No.	Plat/Block/Lot	Supplemental Map(s)	Acreage
7666201714	Seattle Tide Lands/135/POR		2.04

IDENTIFICATION SECTION

Survey Name: Magnolia Street Bridge Replacement

Field Recorder: Linda Naoi Goetz & Lara C. Rooke **Date Recorded:** 02/12/2004

Owner's Name:	Owner Address:	City/State/Zip:
Immunex Corporation	1280 16th Avenue West	Seattle, WA 98119

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 left half of north elevation **taken** 02/12/2004

Photography Neg. No (Roll No./Frame No.): DSCN1925

Comments:

DESCRIPTION SECTION

Historic Use: Commerce/Trade - Warehouse

Current Use: Commerce/Trade - Warehouse

Plan: Rectangle **No. of Stories:** 2

Structural System: Unknown

Changes to plan: Slight **Changes to interior:**

Changes to original cladding: Intact **Changes to other:**

Changes to windows: Intact **Other (specify):**

Style Other - Industrial **Form/Type**

Historic Property Inventory Report for ID Building Company **at** 1280 16th Ave W, Seattle, WA 98119

Cladding	Foundation	Roof Material	Roof Type
Concrete	Concrete - Poured	Asphalt / Composition	Flat with Eaves

NARRATIVE SECTION

Study Unit **Other**

Date Of Construction: 1965

Architect: Sitts & Hill Engineers, Inc

Builder: unknown

Engineer: unknown

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

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

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

Statement of Significance

This building was designed by Sitts & Hill Engineers, Inc. in 1965. Sitts & Hill has been a Puget Sound engineering and surveying firm since 1955, focusing on industrial, commercial, and transportation facilities (Sitts & Hill Engineers, Inc. 2000). Although the firm has not achieved prominence as an architectural firm in Seattle (Ochsner 1998), this building features important architectural characteristics. The building design is primarily functional, with the large warehouse storage space dominating the layout. However, the uncoursed rubble panels and repeating pilasters are characteristic features on mid-1960s commercial structures and add visual interest to the building. The building is generally rectangular, but the north end of the eastern wall curves slightly to the west, paralleling the curve of the Great Northern Railroad tracks that bound the property on the east. Despite the removal of some of the building's loading bay doors and the dock at the southeast corner, this structure has good integrity.

The Jack A. Benaroya Company owned and constructed the building. (The I.D. Building company held the first lease of the building.) Jack Benaroya began his real estate development career in Seattle in the mid-1950s by building and leasing buildings to the U.S. Postal Service. He is best known for developing business/industrial parks, particularly the Design Center Northwest in Georgetown. As a major shaper of Seattle business from the 1970s, Junior Achievement inducted Benaroya into the Puget Sound Business Hall of Fame in 1995 (Benaroya n.d.; Monson 2002; Seattle Symphony n.d.; Seattle Times 2001; Watts 1980). This building was among the first constructed by the Jack A. Benaroya Company.

Because of its distinctive architectural characteristics and ties to the early career of a prominent Seattle-area developer, this building appears to be eligible for listing as a Seattle Landmark under Criteria B and C.

Description of Physical Appearance

This warehouse/office building is located on Pier 89, across the street from the Galer flyover and south of the Magnolia Bridge, in a light industrial and commercial setting. The generally rectangular-plan building has a flat roofed, two-story office wing located along the west side. The west wing is clad with concrete and decorative panels of uncoursed rubble. The remainder of the building serves as a single-story warehouse space with a 20-foot-high ceiling, flat roof with closed verges, concrete cladding, and a cement foundation.

In the north elevation, concrete pilasters separate the wall into sections. Offset far left is a roll-up wooden garage door with 10 recessed wood panels. The door opens out onto a raised loading bay dock. The west wing occupies less than half of the elevation and has three pilasters. The left two-thirds of this wing is clad with uncoursed rubble, and the other one-third is similar to the west wing in that it is clad with concrete and has a pilaster that separates it from the rubble-clad section of the wing. An open porch with a flat metal roof is located offset slightly left of center. Concrete steps lead up to a concrete stoop. The front door is a single leaf, metal frame, glass door with a fixed glass pane flanking each side. Three fixed panes form a transom over the entry. There is a modern wheelchair ramp that extends from the west and leads up to the entry. In the second story above the doorway is a grouped window. The window is one-over-one, double hung with an aluminum frame, a fixed pane flanking each side, plain metal surrounds, and no sills. The right one-third of the west wing has window groupings in the upper and lower stories. In the upper story, there is a pair of grouped windows. Each window has three sashes with a fixed upper pane and hinged lower pane. The group (Type A) has a continuous lintel and lugsill. Offset right in the lower story are two windows. This grouping is composed of three sashes each with a single fixed pane in the central sash, hinged windows in the upper half, and fixed panes below. Each sash has its own frame and sides, but the group has a continuous lintel and lugsill (Type B).

The east elevation has six sections. A thin grooved panel that mimics the pilasters seen on the front elevation separates each section. A concrete loading dock is located on the far left side of the building. In the second section from the left, the original roll-up bay door has been replaced. The replacement door is a modern, metal framed, glass door, which consists of a double door with a fixed transom light above it and fixed lights on either side of the entry. In the fourth section from the left is an original roll-up loading bay door. This roll-up style door has 10 recessed wood panels, plain wood surrounds, and a concrete slipsill. A staircase that used to exit offset far right has been removed and only a portion of the original framing remains.

Offset far left in the second story of the south elevation there is a Type A window. Concrete pilasters divide this elevation into eight sections. The two left segments are slightly taller than those on the right side of the elevation. In the first story of the two left sections, an addition has been removed, although the concrete foundation remains. This addition was added after the building's original construction. A doorway appears offset far right in the second section. It is a single leaf metal door with plain wood surrounds and no sill. A concrete stoop sits in front of the door with six metal steps leading to it from the south, and five concrete steps leading to it from the west. The steps have a combination of wood railings and metal pipe railings. In the third section in the second story is a grouped window with two sashes. Each sash has a fixed upper pane and lower hinged window with plain aluminum surrounds and a continuous metal slipsill. In the right one-third of the fourth section through the fifth section, another addition has been removed. This addition was also not part of the original construction. The concrete foundation remains. Offset left in the fifth section, a loading door has been replaced. The opening has a single leaf plain wood door offset left in the original opening. The door has plain wood surrounds and no sill. The remainder of the opening is filled with plywood board cladding. In the sixth and seventh sections, cuts have been made into the exterior wall. It doesn't appear that an opening or doorway was created in these sections. An original concrete ramp begins at the far left of the seventh section and extends to the right, where it connects with a concrete loading bay halfway across the eighth section. A single leaf metal door is offset left of center in the eighth section. The door has a single fixed pane of reinforced glass in the upper half with plain metal surrounds and a metal slip sill. Five wooden steps lead to the door and top of the ramp. The steps have wood railings. Offset far right is a roll-up loading bay door. It is the same as the one previously described. An open porch roof may have covered the bay. Brackets remain but the covering structure has been removed. A 100-foot loading dock used to extend to the south from the southeast corner of the building, but it has been removed.

In the west elevation, concrete pilasters divide the wall into six sections. All the sections have two Type A windows centered in the second story. The leftmost section has two Type B windows in the first story. The second through fifth sections, with the exception of the fourth section, have two roll-up loading bay doors that are the same as those described previously. In the fourth section, the left bay has been replaced with a roll-up metal door. A continuous concrete loading dock appears in front of all the doors. Three metal steps with metal pipe railings lead to the stoop from the far right of third section. A concrete ramp leads to the right side of the stoop between the fifth and sixth sections. A larger roll-up loading bay door is centered in the first story of the sixth section. The door has 24 recessed wood panels and plain wood surrounds and no sill. A metal sheet awning extends across all loading bay doors. The awning has a flat roof and is attached to the building with angled pipe railings.

Major Bibliographic References

Benaroya Company n.d. The Benaroya Story. URL: http://www.benaroya.com/story/default.asp (visited September 19, 2004).
Monson, Suzanne 2002. Georgetown/South Park. Seattle Post-Intelligencer. URL http://classifieds.nwsource.com/realestate/neighborhoods/georgetown.html (visited September 20, 2004).
Ochsner, Jeffrey Karl 1998. Shaping Seattle Architecture: a Historical Guide to the Architects. University of Washington Press, Seattle, Wash.
Seattle Symphony n.d. The Benaroya Gift. URL http://www.seattlesymphony.org/benaroya.about/gift.asp (visited September 19, 2004).
Seattle Times 2001. MetropoLIST 150: People who shaped Seattle. URL http://seattletimes.nwsource.com/news/local/seattle_history/articles/metropolist_p2.html (visited September 19, 2004).
Sitts & Hill Engineers, Inc. 2000. Home. URL http://www.sitts-hill-engineers.com (visited September 20, 2004).
Watts, Al 1980. Benaroya Parks His Business on a Lot of Space. Seattle Post-Intelligencer, July 20, 1980, p. H11.

Additional Photos for: *ID Building Company* **at** *1280 16th Ave W, Seattle, WA 98119*

View of right half of north building **taken** 02/12/2004

Photography Neg. No (Roll No./Frame No.): bldg 17 NORTH

Comments:

View of east elevation **taken** 02/12/2004

Photography Neg. No (Roll No./Frame No.): DSCN1926

Comments:

View of south elevation **taken** 02/12/2004

Photography Neg. No (Roll No./Frame No.): DSCN1927

Comments:

View of right quarter of west elevation **taken** 02/12/2004

Photography Neg. No (Roll No./Frame No.): DSCN1929

Comments:

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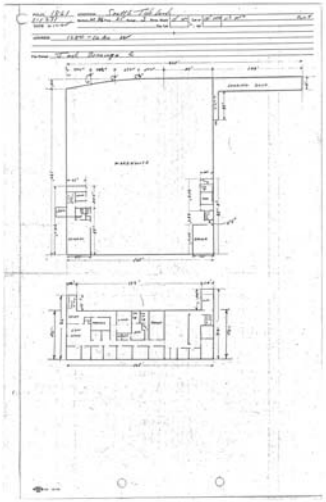
Additional Photos for: *ID Building Company* **at** *ID Building Company*

View of attachment A **taken**

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

Comments:



View of attachment A2 **taken**

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

Comments:

View of attachment A3 **taken**

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

Comments:

View of attachment A4 **taken**

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

Comments:

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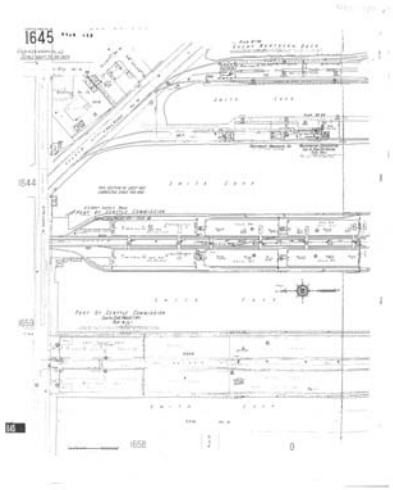
Additional Photos for: *ID Building Company* **at** *ID Building Company*

View of attachment A5 **taken**

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

Comments:



View of attachment B **taken**

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

Comments:

View of attachment C1 **taken**

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

Comments:

View of attachment C2 **taken**

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

Comments:

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Building 18

Historic Property Inventory Report for at *1523 W Garfield St. St, Seattle, WA 98119*

LOCATION SECTION

Field Site No. Building 18 **OAHP No.:**

Historic Name:

Common Name: *Metro Interbay Pumping Station*

Property Address: 1523 W Garfield St. St, Seattle, WA 98119

Comments:

County	Township/Range/EW	Section	1/4 Sec	1/4 1/4 Sec	Quadrangle
King	T25R30E	24	SW	SW	SEATTLE NORTH

UTM Reference
Zone: 10 **Spatial Type:** Point **Acquisition Code:** Unknown
Sequence: 1 **Easting:** 546840 **Northing:** 5275520

Tax No./Parcel No.	Plat/Block/Lot	Supplemental Map(s)	Acreage
7666201675	seattle tide lands/134/1-2		.36

IDENTIFICATION SECTION

Survey Name: Magnolia Street Bridge Replacement

Field Recorder: Linda Naoi Goetz & Lara C. Rooke **Date Recorded:** 02/12/2004

Owner's Name:	Owner Address:	City/State/Zip:
King County	500 4th Avenue	Seattle, WA 98104

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 east elevation **taken** 02/12/2004

Photography Neg. No (Roll No./Frame No.): DSCN1923

Comments:

DESCRIPTION SECTION

Historic Use: Government - Public Works

Current Use: Government - Public Works

Plan: Rectangle **No. of Stories:** 1

Structural System: Unknown

Changes to plan: Moderate **Changes to interior:** Unknown **Style** **Form/Type**

Changes to original cladding: Intact **Changes to other:** Other - Utilitarian

Changes to windows: Intact **Other (specify):**

Historic Property Inventory Report for at *1523 W Garfield St. St, Seattle, WA 98119*

Cladding	Foundation	Roof Material	Roof Type
Brick Other	Concrete - Poured	Asphalt / Composition - Built Up	Flat with Parapet

NARRATIVE SECTION

Study Unit **Other**

Date Of Construction: 1966

Architect: Metro engineers

Builder: unknown

Engineer: unknown

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

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

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

Statement of Significance

This building is located in a commercial and industrial area that has supported rail and shipping businesses since the late nineteenth century. National railroad companies sought to build lines to Puget Sound and tap into the potential for maritime shipping. James J. Hill, president of the Great Northern Railway (GNRR), acquired land holdings around Smith's Cove from the Smith Cove Land Company on which to construct a locomotive shop, piers, and warehouses (Klingle 2001). By 1899, the GNRR built its railroad terminus, Piers 88 and 89, warehouses, and grain elevators in the Interbay area, providing additional slips and storage space for ships and goods (Magden 1991; Sayre 1937). The Metro Interbay Pumping Station was constructed well after the major infrastructure building boom in this section of Seattle and is not yet 50 years old (Attachment A).

Description of Physical Appearance

This utility building is located in a paved commercial and industrial area south of the Magnolia Bridge near the bridge's eastern end. The rectangular-plan structure has a flat roof with slightly projecting eaves and a panel board boxed cornice. The building is clad with stretcher bond brick and decorative pebble board panels and has a concrete foundation. An addition has been added to the north elevation.

The east (front) elevation entryway is recessed into the building. The upper portion of the front facade is clad with metal panels. The main door is offset slightly left of center. It is a plain single leaf metal door with a metal kickplate. The transom above the door has an inset flush metal plate. There are three pebble board siding panels to the left of the door and four to the right. An identical door is set into both the west and east walls of the entry. These doors are similar to the central door in this elevation with the exception of the kickplate. On the left side of the building, there is a metal vent pipe, and on the right side of the entryway a metal louvered vent covers most of the wall.

The north elevation has a vent centered on the original part of the building. Offset right is a metal door with a kickplate, metal surrounds, and sill. On the addition, which comprises most of the elevation, there is flat pebble board cladding, a parapet roof with slightly projecting eaves, and a boxed metal cornice. Centered in this addition is a small cinderblock structure on a concrete foundation, which encloses tanks. A metal door on the north-facing wall is offset right. It has no surrounds or sill. An identical door on the south wall is offset far left. Exhaust pipes lead up the side of the building above the roofline from the tanks. Offset far right in the elevation is a roll-up metal door with no surrounds or sill.

On the west elevation of the western addition, there is a single leaf metal door with plain metal surrounds and metal sill. Three concrete steps lead up from the south to a concrete stoop with metal pipe railings. Two metal vents are offset right in this addition. On the main building to the south of the addition, there is a plain metal double door with plain metal surrounds and a slipsill. The door faces out onto a concrete stoop. Offset far right is a raised concrete slab that is clad with metal plating.

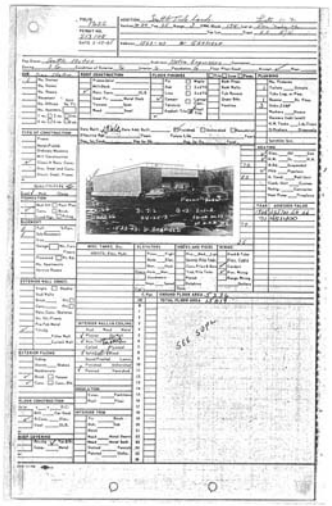
There are no features on the south elevation.

Historic Property Inventory Report for **at** *1523 W Garfield St. St, Seattle, WA 98119*

Major Bibliographic References

Klingle, Matthew William 2001. Urban by Nature: an Environmental History of Seattle, 1880-1970. Unpublished Ph.D. dissertation. Manuscript on file at the University of Washington libraries, Seattle.
Magden, Ronald 1991. A History of Seattle Waterfront Workers, 1884-1934. International Longshoremen's and Warehousemen's Union 19, the Washington Commission for the Humanities, Seattle.
Sayre, J. Willis 1937. The Early Waterfront of Seattle. J.W. Sayre, Seattle. Manuscript on file at Manuscripts, Special Collections, and University Archives, University of Washington, Seattle.

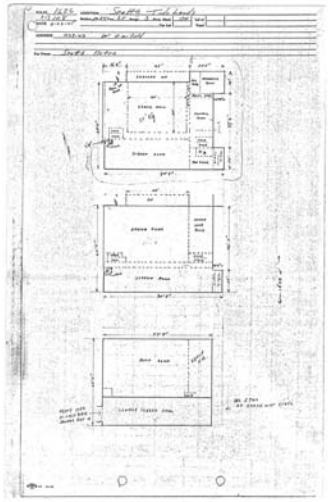
Additional Photos for: **at** *1523 W Garfield St. St, Seattle, WA 98119*



View of **taken** 02/12/2004

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

Comments: property card, page 2



View of **taken** 02/12/2004

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

Comments: property card, page 2

View of west elevation **taken** 02/12/2004

Photography Neg. No (Roll No./Frame No.): DSCN1922

Comments:

View of north elevation **taken** 02/12/2004

Photography Neg. No (Roll No./Frame No.): DSCN1921

Comments:

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Building 19

Historic Property Inventory Report for **at** *Seattle, WA*

LOCATION SECTION

Field Site No. Building 19 **OAHP No.:**

Historic Name:

Common Name: *National Guard Building*

Property Address: Seattle, WA

Comments:

County	Township/Range/EW	Section	1/4 Sec	1/4 1/4 Sec	Quadrangle
King	T25R30E	23	SE	SE	SEATTLE NORTH

UTM Reference
Zone: 10 **Spatial Type:** Point **Acquisition Code:** Unknown
Sequence: 1 **Easting:** 546740 **Northing:** 5275660

Tax No./Parcel No. 7666201146

Plat/Block/Lot Seattle Tide Lands/144

Supplemental Map(s)

Acreage 92.41

IDENTIFICATION SECTION

Survey Name: Magnolia Street Bridge Replacement

Field Recorder: Linda Naoi Goetz & Lara C. Rooke **Date Recorded:** 09/07/2004

Owner's Name: Port of Seattle **Owner Address:** 2203 Alaskan Way **City/State/Zip:** Seattle, WA 98121

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 south and east elevations **taken** 09/07/2004

Photography Neg. No (Roll No./Frame No.): DSCN2686

Comments:

DESCRIPTION SECTION

Historic Use: Defense - Military Facility

Current Use: Defense - Military Facility

Plan: Rectangle **No. of Stories:** 1

Structural System: Unknown

Changes to plan: Unknown **Changes to interior:** Unknown **Style** **Form/Type**

Changes to original cladding: Unknown **Changes to other:** Unknown Other

Changes to windows: Unknown **Other (specify):**

Historic Property Inventory Report for **at** *Seattle, WA*

Cladding	Foundation	Roof Material	Roof Type
Concrete	Unknown	Unknown	Shed

NARRATIVE SECTION

Study Unit **Other**

Date Of Construction: 1942

Architect: unknown

Builder: unknown

Engineer: unknown

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

In March of 1941, the U.S. Navy appropriated the land along the shorelines and Piers 90 and 91 as the 13th Naval District Operating Annex for use as a Navy supply depot. (Burke 1976; Historylink, Interbay, n.d.; Port of Seattle 1980; Puget Sound Maritime Historical Society 2002). To clear adequate space and to maintain security for the new operations, the City of Seattle and the federal government burned tideland squatters' camps that had appeared during the Depression (Klingle 2001). The Navy used the piers to outfit more than 500 ships during World War II and maintained 2,500 civilian workers in nearby housing. Naval outfitting of ships continued through the Korean and Vietnam wars. The federal government declared the terminals as "surplus" property in 1970, eventually turning them over to the Port of Seattle in 1974 (Port of Seattle 1980).

This building was constructed as part of the Naval Station around 1942. Although this building is still used as a storage facility, and appears to retain its architectural integrity, it does not appear to be of a distinctive character.

Description of Physical Appearance

The National Guard storage building is rectangular in plan, has a low-pitch shed roof, is made of wood-frame construction on a foundation of concrete pillars, and is clad in stucco.

The primary façade is the east elevation, which has four small raised loading docks. Wooden steps lead to each loading dock and a sliding door provides access to the building at each location. There are two small boarded-up openings between the first and second and third and fourth doors. The other three elevations are devoid of windows or doors.

Major Bibliographic References

Historylink n.d. Interbay – Thumbnail History. URL: www.historylink.org (visited September 24, 2003).
Historylink n.d. Queen Anne Hill – Thumbnail History. URL: www.historylink.org (visited September 24, 2003).
Klingle, Matthew William 2001. Urban by Nature: an Environmental History of Seattle, 1880-1970. Unpublished Ph.D. dissertation. Manuscript on file Burke, Padraic 1976. A History of the Port of Seattle. Port of Seattle, Seattle.
at the University of Washington libraries, Seattle.
Port of Seattle 1980. Report on Alternative Uses for Terminal 91. Planning and Research Department, Port of Seattle, Seattle.
Puget Sound Maritime Historical Society 2002. Maritime Seattle. Arcadia Publishing, Chicago.

Building 21

Historic Property Inventory Report for at *1819 15th Ave W, Seattle, WA 98119*

LOCATION SECTION

Field Site No. Building 21 **OAHP No.:**

Historic Name:

Common Name: *Tsubota warehouse*

Property Address: 1819 15th Ave W, Seattle, WA 98119

Comments:

County	Township/Range/EW	Section	1/4 Sec	1/4 1/4 Sec	Quadrangle
King	T25R30E	24	SW	SW	SEATTLE NORTH

UTM Reference
Zone: 10 **Spatial Type:** Point **Acquisition Code:** Unknown
Sequence: 1 **Easting:** 546870 **Northing:** 5275690

Tax No./Parcel No.	Plat/Block/Lot	Supplemental Map(s)	Acreage
7666201560	Seattle Tide Lands/131/3-14		1.81

IDENTIFICATION SECTION

Survey Name: Magnolia Street Bridge Replacement

Field Recorder: Linda Naoi Goetz & Lara C. Rooke **Date Recorded:** 02/12/2004

Owner's Name: Tsubota Investments LLC **Owner Address:** **City/State/Zip:** Seattle, WA

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 East elevation **taken** 02/12/2004

Photography Neg. No (Roll No./Frame No.): DSCN1913

Comments:

DESCRIPTION SECTION

Historic Use: Commerce/Trade - Warehouse

Current Use: Commerce/Trade - Warehouse

Plan: Rectangle **No. of Stories:** 1

Structural System:

Changes to plan: Extensive **Changes to interior:** Unknown **Style** Other **Form/Type**

Changes to original cladding: Extensive **Changes to other:** Extensive

Changes to windows: Extensive **Other (specify):** Structural System

Historic Property Inventory Report for **at** *1819 15th Ave W, Seattle, WA 98119*

Cladding	Foundation	Roof Material	Roof Type
Metal	Concrete - Poured	Metal - Corrugated	Flat with Eaves

NARRATIVE SECTION

Study Unit **Other**

Date Of Construction: unknown

Architect: unknown

Builder: unknown

Engineer: unknown

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

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

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

Statement of Significance

This building was used by the Tsubota Industrial Supply Company as a warehouse. Tsubota supplied steel pipe, valves, fittings, and other metal and plastic parts to construction companies and industry (Gitje 1988). The building used by Tsubota is located on the lotof an earlier factory. The site was first developed in 1904 by the Portland Cordage Company and was one of the largest cordage plants on the West Coast (Meikle 1904). The Portland Cordage Company was a subsidiary of the Tubbs Cordage Company, a firm that began manufacturing rope in San Francisco in 1856 (Ryder 1954). The major feature of the factory was the rope walk building, where sisal or manila fibers were twisted into ropes up to 15 inches in diameter and 1,200 feet long. The rope walk building was supported on wood pilings and measured 1,600 feet long, stretching from West Garfield Street north to Armory (Lawton) Way (Loschen 1960). The factory complex included several other buildings that served as warehouses for raw materials, finished products, tools, and parts. A spur of the Great Northern Railroad ran just east of the rope walk and terminated at West Garfield Street. By 1960, the Seattle factory was renamed as the Tubbs mill and was the last rope factory in the Pacific Northwest (Loschen 1960).

Tubbs rope was used in several landmark events. Its rope was used to create the safety net used below the Golden Gate Bridge construction platforms and safety rigging for construction workers at the Hoover, Grand Coulee, and Bonneville dam projects. Tubbs also supplied all of the ships' sail rigging in several Hollywood film productions, such as the 1930s production of "Mutiny on the Bounty" and "Treasure Island" (Ryder 1954).

The existing building on the site of the Tubbs Cordage Factory was constructed much later than the rope building and is located slightly east of the where the rope building was located. The roof and walls feature modern corrugated metal and fiberglass cladding, and modern steel I-beams support the structure. None of the other rope factory complex buildings appear to remain in the landscape. Although the Tubbs Cordage Company had a significant role in manufacturing large-scale irrigation and transportation projects in the West, the building presently located on the lot lacks integrity of design, material, setting, landscape, and association and is therefore not eligible for listing in the National Register of Historic Places.

Description of Physical Appearance

The metal-framed structure has a rectangular plan. It is clad with aluminum siding and has a concrete foundation. It is located in an industrial setting to the north of the Magnolia Bridge. The structure is side gabled with a low, almost flat, pitched roof with slightly projecting eaves. The structure has steel I-beam framing. The upright frames are spaced approximately 21 feet from beam to beam. It has corrugated, galvanized metal sheeting on the upper story of the east and west elevations and is open on the north and south elevations. The east and west sides are partially enclosed from the roof down to 12 feet above the ground. Two corrugated plastic lights are below the roofline between each of the I-beams.

Historic Property Inventory Report for **at** *1819 15th Ave W, Seattle, WA 98119*

Major Bibliographic References

Gilje, Svein 1988. Five Who Excelled: Minority, Female Business Owners Honored. Seattle Times October 3, 1988, p. E5.
Loschen, Roger 1960. Rope Mill: Seattle Plant Unique in Pacific Northwest. Seattle Times Pacific Magazine, April 17, 1960, p. 11.
Meikle, James B. 1904. Manufacturing Interests of Seattle. Seattle Mail and Herald 8(6):24.
Ryder, David Warren 1954. Men of Rope. Historical Publications, San Francisco, Calif.

Additional Photos for: **at** *1819 15th Ave W, Seattle, WA 98119*

View of attachment A **taken** 02/12/2004

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

Comments: Sanborn map

View of attachment B **taken** 02/12/2004

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

Comments:

View of attachment C **taken** 02/12/2004

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

Comments:

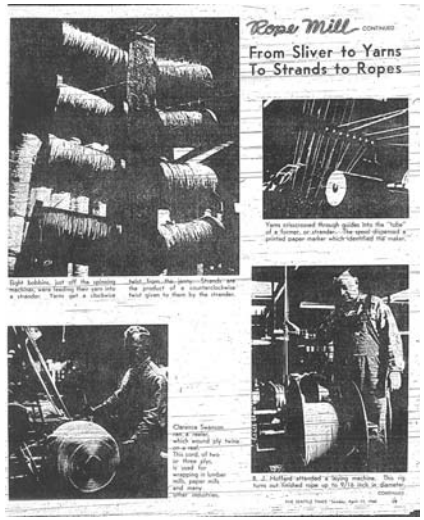
View of attachment C **taken** 02/12/2004

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

Comments:

Printed on 05/17/2006 4:30:09 PM

Additional Photos for: **at**



View of attachment C **taken** 02/12/2004

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

Comments:

View of attachment C **taken** 02/12/2004

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

Comments:

View of west elevation **taken** 02/12/2004

Photography Neg. No (Roll No./Frame No.): DSCN1912

Comments:

View of **taken**

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

Comments:

Printed on 05/17/2006 4:30:22 PM

Building 22

Historic Property Inventory Report for *Evergreen Trailways Bus Service Garage* **at** *1617 15th Ave W, Seattle, WA 98119*

LOCATION SECTION

Field Site No. Building 22 **OAHP No.:**

Historic Name: *Evergreen Trailways Bus Service Garage* **Common Name:** *Neon & Electric Signs LLC*

Property Address: 1617 15th Ave W, Seattle, WA 98119 **Comments:**

County	Township/Range/EW	Section	1/4 Sec	1/4 1/4 Sec	Quadrangle
King	T25R30E	24	SW	SW	SEATTLE NORTH

UTM Reference
Zone: 10 **Spatial Type:** Point **Acquisition Code:** Unknown
Sequence: 1 **Easting:** 546900 **Northing:** 5275610

Tax No./Parcel No.	Plat/Block/Lot	Supplemental Map(s)	Acreage
7666201601	Seattle Tide Lands/131/10		0.32

IDENTIFICATION SECTION

Survey Name: Magnolia Street Bridge Replacement

Field Recorder: Linda Naoi Goetz & Lara C. Rooke **Date Recorded:** 02/10/2004

Owner's Name: Tsubota Investments LLC **Owner Address:** - **City/State/Zip:**

Classification: Building **Resource Status** Survey/Inventory **Comments**

Within a District? No

Contributing?

National Register Nomination:

Local District:

National Register District/Thematic Nomination Name:

View of east elevation **taken** 02/10/2004

Photography Neg. No (Roll No./Frame No.): DSCN1920

Comments:

DESCRIPTION SECTION

Historic Use: Unknown

Current Use: Unknown

Plan: Rectangle **No. of Stories:** 1

Structural System: Unknown

Changes to plan: Intact **Changes to interior:** Unknown **Style** **Form/Type**

Changes to original cladding: Intact **Changes to other:** Moderate Other

Changes to windows: Intact **Other (specify):** Doors

Historic Property Inventory Report for *Evergreen Trailways Bus Service Garage* **at** *1617 15th Ave W, Seattle, WA 98119*

Cladding	Foundation	Roof Material	Roof Type
Concrete - Block	Concrete - Block	Asphalt / Composition - Built Up	Other

NARRATIVE SECTION

Study Unit **Other**

Date Of Construction: 1956

Architect: P.Delaney

Builder: unknown

Engineer: unknown

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

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

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

Statement of Significance

This building is located in a commercial and industrial area that has supported rail and shipping businesses since the late nineteenth century. National railroad companies sought to build lines to Puget Sound and tap into the potential for maritime shipping. James J. Hill, president of the Great Northern Railway (GNRR), acquired land holdings around Smith's Cove from the Smith Cove Land Company on which to construct a locomotive shop, piers, and warehouses (Klingle 2001). By 1899, the GNRR built its railroad terminus, Piers 88 and 89, warehouses, and grain elevators in the Interbay area, providing additional slips and storage space for ships and goods (Magden 1991; Sayre 1937). The building has only just reached the age of eligibility for National Register listing, however it does not meet the criteria of eligiblity for listing as it lacks distinction.

Description of Physical Appearance

This property is located on the west side of 15th Avenue West in a light industrial and commercial area. It currently houses a commercial neon sign manufacturing company but was the original structure for the Evergreen Trailway Bus service garage. The structure is a rectangular-plan cinderblock building. It has a poured concrete foundation and a vaulted roof. The tarred vault runs north to south across the roof. The interior of the vault is supported by three wood bow trusses.

Two grouped windows are near the roofline in the east elevation offset left. These are the same types as seen in the north elevation. Two center panels possibly slide out. There are three bay doors on the reminder of this elevation. The Bay 1 door, on the left, has a pair of fixed 16-pane windows near the top of the door. The panes are separated by three vertical and three horizontal metal muntins. Bay 2 has two identical windows near the top of the corrugated metal sheet door, but these are slightly separated, and a single leaf metal sheet door is cut into the center of the bay. Bay 3 has a particleboard single leaf door with plain aluminum surrounds and no sill. The top of the building has a poured concrete surface.

There are no features in the south elevation.

The west elevation of the structure has a cinderblock chimney offset left. The chimney is constructed in a stretcher bond pattern with the fifth course from the top in a vertical course pattern. A grouped window is present in this elevation. It has four fixed panes and one horizontal sliding panel. It has a cinderblock lugsill, metal muntins, and reinforced glass.

The north elevation has two grouped windows centered and offset left. Each grouped window has five rows of three panes. The second and third panels are casement. The windows have a cinderblock slipsill and no surrounds. Four horizontal and two vertical metal mullions separate the panes. The door is located under the right window in the center of the elevation. It is a plain metal door with no surrounds, hasp hinges, and no sill.

Historic Property Inventory Report for *Evergreen Trailways Bus Service Garage* **at** *1617 15th Ave W, Seattle, WA 98119*

Major Bibliographic References

Klingle, Matthew William 2001. Urban by Nature: an Environmental History of Seattle, 1880-1970. Unpublished Ph.D. dissertation. Manuscript on file at the University of Washington libraries, Seattle.
Magden, Ronald 1991. A History of Seattle Waterfront Workers, 1884-1934. International Longshoremen's and Warehousemen's Union 19, the Washington Commission for the Humanities, Seattle.
Sayre, J. Willis 1937. The Early Waterfront of Seattle. J.W. Sayre, Seattle. Manuscript on file at Manuscripts, Special Collections, and University Archives, University of Washington, Seattle.

Additional Photos for: *Evergreen Trailways Bus Service Garage* **at** *1617 15th Ave W, Seattle, WA 98119*

View of attachment A **taken**

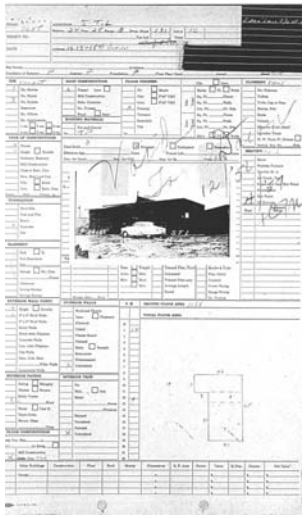
Photography Neg. No (Roll No./Frame No.):

Comments: Property card, page 1

View of attachment A **taken**

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

Comments: Property card, page 2



View of attachment A **taken**

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

Comments: Property card, page 3

View of attachment A **taken**

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

Comments: Property card, page 4

Printed on 05/17/2006 4:31:39 PM

Additional Photos for: *Evergreen Trailways Bus Service Garage* **at** *Evergreen Trailways Bus Service Garage*

View of attachment A **taken**

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

Comments: Property card, page 5

View of attachment A **taken**

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

Comments: Property card, page 6

View of south elevation **taken** 02/10/2004

Photography Neg. No (Roll No./Frame No.): DSCN1916

Comments:

View of west elevation **taken** 02/10/2004

Photography Neg. No (Roll No./Frame No.): DSCN1915

Comments:

Printed on 05/17/2006 4:31:52 PM

Additional Photos for: *Evergreen Trailways Bus Service Garage* **at** *Evergreen Trailways Bus Service Garage*

View of north elevation **taken** 02/10/2004

Photography Neg. No (Roll No./Frame No.): DSCN1914

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:

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Building 27

Historic Property Inventory Report for *Texas Company Warehouse* **at** *2001 W Garfield st, Seattle, WA 98199*

LOCATION SECTION

Field Site No. Building 27 **OAHP No.:**

Historic Name: *Texas Company Warehouse* **Common Name:** *Snider Petroleum Warehouse*

Property Address: 2001 W Garfield st, Seattle, WA 98199 **Comments:**

County	Township/Range/EW	Section	1/4 Sec	1/4 1/4 Sec	Quadrangle
King	T25R30E	23	SE	SE	SEATTLE NORTH

UTM Reference
Zone: 10 **Spatial Type:** Point **Acquisition Code:** Unknown
Sequence: 1 **Easting:** 546590 **Northing:** 5275690

Tax No./Parcel No.	Plat/Block/Lot	Supplemental Map(s)	Acreage
7666201530	Seattle Tide Lands/WW/POR		28.8

IDENTIFICATION SECTION

Survey Name: Magnolia Street Bridge Replacement

Field Recorder: Linda Naoi Goetz & Lara C. Rooke **Date Recorded:** 02/10/2004

Owner's Name:	Owner Address:	City/State/Zip:
Port of Seattle	2203 Alaskan Way	Seattle, WA 98199

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 north elevation **taken** 02/10/2004

Photography Neg. No (Roll No./Frame No.): bldg 27 north

Comments:

DESCRIPTION SECTION

Historic Use: Unknown

Current Use: Unknown

Plan: Rectangle **No. of Stories:** 1

Structural System: Unknown

Changes to plan: Intact **Changes to interior:** Unknown **Style** **Form/Type**

Changes to original cladding: Intact **Changes to other:** Other

Changes to windows: Intact **Other (specify):**

Historic Property Inventory Report for *Texas Company Warehouse* **at** *2001 W Garfield st, Seattle, WA 98199*

Cladding	Foundation	Roof Material	Roof Type
Metal - Corrugated	Concrete - Poured	Metal - Corrugated	Gable

NARRATIVE SECTION

Study Unit **Other**

Date Of Construction: 1929

Architect: Unknown

Builder: Unknown

Engineer: Unknown

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

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

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

Statement of Significance

During the late nineteenth and early twentieth centuries, national railroad companies sought to build lines to Puget Sound and tap into the potential for maritime shipping. James J. Hill, president of the Great Northern Railway (GNRR), acquired land holdings around Smith's Cove from the Smith Cove Land Company to construct a locomotive shop, piers, and warehouses (Attachment A) (Klingle 2001). By 1899, the GNRR built its railroad terminus, Piers 88 and 89, warehouses, and grain elevators in the Interbay area, providing additional slips and warehouse storage space for ships and goods (Magden 1991; Sayre 1937). The Port of Seattle, which was formed on September 5, 1911, as a civic entity separate from the City, began to construct two more piers (Piers 90 and 91) at Smith Cove beginning in 1913. The piers were constructed to allow ships bringing cargo from Asia to dock and unload their goods (Historylink, Interbay, n.d.; Port of Seattle 1980; Sayre 1937). By the early twentieth century, the Smith Cove terminal was vital to the shipping industry in Seattle. Between 1915 and 1941, the Port of Seattle owned and operated Piers 90 and 91. The piers and railroad shops employed hundreds of people, spurring housing development on the adjacent sides of Magnolia and Queen Anne hills (Port of Seattle 1980). In March of 1941, the U.S. Navy appropriated the land along the shorelines and Piers 90 and 91 as the 13th Naval District Operating Annex for use as a Navy supply depot (Burke 1976; Historylink, Interbay, n.d.; Port of Seattle 1980; Puget Sound Maritime Historical Society 2002). The Navy used the piers to outfit more than 500 ships during World War II and maintained 2,500 civilian workers in nearby housing. Naval outfitting of ships continued through the Korean and Vietnam wars. The federal government declared the terminals as "surplus" property in 1970, eventually turning them over to the Port of Seattle in 1974 (Port of Seattle 1980).

The Texas Company (Texaco) was founded in 1901 as the Texas Fuel Company in Beaumont, Texas. The company's first fuel product, Familylite Illuminating Oil, was kerosene for lamps. By 1910, the demands for gasoline, a by-product of the kerosene-refining process, had increased because of the expanding U.S. automobile and aviation industries (Hast 1991). The Texas Company refinery near the GNRR lines and Piers 89 through 91 in Interbay was constructed in 1925. The Texas Company joined with the Standard Oil Company of California in domestic and international oil-field exploration ventures in 1936 (Hast 1991; White 1962). During World War II, 30 percent of the Texas Company's production was consumed by the war effort as aviation fuel, gasoline, and petrochemicals. The company joined the War Emergency Tankers Inc., which operated as a collective tanker fleet for the federal War Shipping Administration, with refineries on the West Coast (Hast 1991). Although not the first on the West Coast, the Texas Company site was one of the first refineries in the Puget Sound region and the only facility on Elliott Bay, where it played a major role in providing fuel for Navy and commercial ships.

The building at the Port of Seattle is an example of a 1920s petroleum pump house and is part of the original Texas Company's refinery (Attachment B). Modifications to the appearance of this building are minimal: modern safety signage has been attached to the walls. Although the refinery site has lost some structures, such as the "Texaco" stack and ancillary buildings, the facility has maintained much of its integrity. Many of the warehouse and laboratory buildings, storage tanks and piping system remain. In addition, the surrounding warehouse, railroad terminals, and piers have retained their historic use as shipping facilities, of which the Texas Company was a part. The integrity of this building's setting and its role in Seattle's history suggest that this property is eligible for listing in the National Register of Historic Places under Criterion A.

Historic Property Inventory Report for *Texas Company Warehouse* **at** *2001 W Garfield st, Seattle, WA 98199*

Description of Physical Appearance

This warehouse building is located in a paved industrial area north of the Magnolia Bridge near mid-span. This rectangular building has a front gabled roof. The roof is clad with corrugated metal sheeting with metal-clad, boxed cornices, metal vergeboard, and projecting eaves. A metal chimney or gas vent is located in the center of the roof ridge. The structure has a concrete foundation. The building, which functioned as an oil pump house, was constructed in 1929 and leased to the Texas Company by the Port of Seattle.

The front (north) elevation has one window and two doors. The window, which is offset left, has nine reinforced glass panes, plain metal surrounds, a metal lugsill, and two vertical and two horizontal metal muntins (Type A). The upper six panes form a hinged window. A modern metal roll-up garage door is centered under the gable. This door has a concrete slipsill and no surrounds. A single leaf metal door is offset right. This door has a simple lift latch handle, no surrounds, a concrete slipsill, and a short corrugated metal awning.

In the east and west elevations, two Type A windows are evenly spaced across the elevations

Major Bibliographic References

Burke, Padraic 1976. A History of the Port of Seattle. Port of Seattle, Seattle.
Hast, Adele (editor) 1991 International Directory of Company Histories, Volume 4. St. James Press, Chicago, Ill.
Historylink n.d. Interbay – Thumbnail History. URL: www.historylink.org (visited September 24, 2003).
Historylink n.d. Queen Anne Hill – Thumbnail History. URL: www.historylink.org (visited September 24, 2003).
Klingle, Matthew William 2001. Urban by Nature: an Environmental History of Seattle, 1880-1970. Unpublished Ph.D. dissertation. Manuscript on file at the University of Washington libraries, Seattle.
Magden, Ronald 1991. A History of Seattle Waterfront Workers, 1884-1934. International Longshoremen's and Warehousemen's Union 19, the Washington Commission for the Humanities, Seattle.
Port of Seattle 1980. Report on Alternative Uses for Terminal 91. Planning and Research Department, Port of Seattle, Seattle.
Puget Sound Maritime Historical Society 2002. Maritime Seattle. Arcadia Publishing, Chicago.
Sayre, J. Willis 1937. The Early Waterfront of Seattle. J.W. Sayre, Seattle. Manuscript on file at Manuscripts, Special Collections, and University Archives, University of Washington, Seattle.
White, Gerald T. 1962. Standard Oil Company of California: Formative Years in the West. Appleton-Century-Crofts Publishing Company, New York, New York.

Additional Photos for: *Texas Company Warehouse* **at** *2001 W Garfield st, Seattle, WA 98199*

SEATTLE TIDE LANDS
Vacated Smith Cove Waterway Lease Sta & Lease 450,998 sq ft known as Parcel "C" deeded to O.N. Ry. Co. 4-25-15
Buildings on Leased Lands
20th Ave West & West Garfield
OIL PUMP HOUSE
1 Sty
Corr. Iron
Med.
Good
Good
Good
Conc.
1st Flr 10'
Conc.
Corr. Iron
14
1929
9
43
16 x 26
416
7/1/37
TEXAS OIL CO. LTD.
S.E. COR. 20 AVE. W. & W. GARFIELD ST.

View of Attachment A **taken**

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

Comments: Property card

View of Attachment B **taken**

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

Comments: sanborn map

View of east elevation **taken** 02/10/2004

Photography Neg. No (Roll No./Frame No.): Bldg 27 east

Comments:

View of south elevation **taken** 02/10/2004

Photography Neg. No (Roll No./Frame No.): bldg 27 south

Comments:

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Building 28

Historic Property Inventory Report for *Texas Company Warehouse* **at** *2201 W Garfield St, Seattle, WA 98199*

LOCATION SECTION

Field Site No. Building 28 **OAHP No.:**

Historic Name: *Texas Company Warehouse* **Common Name:** *Electrical Switch House*

Property Address: 2201 W Garfield St, Seattle, WA 98199 **Comments:**

County	Township/Range/EW	Section	1/4 Sec	1/4 1/4 Sec	Quadrangle
King	T25R30E	23	SE	SE	SEATTLE NORTH

UTM Reference
Zone: 10 **Spatial Type:** Point **Acquisition Code:** Unknown
Sequence: 1 **Easting:** 546680 **Northing:** 5275520

Tax No./Parcel No.	Plat/Block/Lot	Supplemental Map(s)	Acreage
4666201530	Seattle Tide Lands/WW/POR		28.8

IDENTIFICATION SECTION

Survey Name: Magnolia Street Bridge Replacement

Field Recorder: Linda Naoi Goetz & Lara C. Rooke **Date Recorded:** 02/10/2004

Owner's Name:	Owner Address:	City/State/Zip:
Port of Seattle	2001 Alaskan Way	Seattle, WA 98121

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 north elevation **taken** 02/10/2004

Photography Neg. No (Roll No./Frame No.): bldg 28 north

Comments:

DESCRIPTION SECTION

Historic Use: Industry/Processing/Extraction - Energy Facility

Current Use: Industry/Processing/Extraction - Energy Facility

Plan: Rectangle **No. of Stories:** 1

Structural System: Unknown

Changes to plan: Intact **Changes to interior:** Unknown **Style** **Form/Type**

Changes to original cladding: Intact **Changes to other:** Extensive Other

Changes to windows: Extensive **Other (specify):** Walls

Historic Property Inventory Report for *Texas Company Warehouse* **at** *2201 W Garfield St, Seattle, WA 98199*

Cladding	Foundation	Roof Material	Roof Type
Metal - Corrugated	Concrete - Poured	Metal - Corrugated	Gable

NARRATIVE SECTION

Study Unit **Other**

Date Of Construction: 1929

Architect: unknown

Builder: unknown

Engineer: unknown

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

During the late nineteenth and early twentieth centuries, national railroad companies sought to build lines to Puget Sound and tap into the potential for maritime shipping. James J. Hill, president of the Great Northern Railway (GNRR), acquired land holdings around Smith's Cove from the Smith Cove Land Company to construct a locomotive shop, piers, and warehouses (Klingle 2001). By 1899, the GNRR built its railroad terminus, Piers 88 and 89, warehouses, and grain elevators in the Interbay area, providing additional slips and warehouse storage space for ships and goods (Magden 1991; Sayre 1937). The Port of Seattle, which was formed on September 5, 1911, as a civic entity separate from the City, began to construct two more piers (Piers 90 and 91) at Smith Cove beginning in 1913. The piers were constructed to allow ships bringing cargo from Asia to dock and unload their goods (Historylink, Interbay, n.d.; Port of Seattle 1980; Sayre 1937). By the early twentieth century, the Smith Cove terminal was vital to the shipping industry in Seattle. Between 1915 and 1941, the Port of Seattle owned and operated Piers 90 and 91. The piers and railroad shops employed hundreds of people, spurring housing development on the adjacent sides of Magnolia and Queen Anne hills (Port of Seattle 1980). In March of 1941, the U.S. Navy appropriated the land along the shorelines and Piers 90 and 91 as the 13th Naval District Operating Annex for use as a Navy supply depot (Burke 1976; Historylink, Interbay, n.d.; Port of Seattle 1980; Puget Sound Maritime Historical Society 2002). The Navy used the piers to outfit more than 500 ships during World War II and maintained 2,500 civilian workers in nearby housing. Naval outfitting of ships continued through the Korean and Vietnam wars. The federal government declared the terminals as "surplus" property in 1970, eventually turning them over to the Port of Seattle in 1974 (Port of Seattle 1980).

The Texas Company (Texaco) was founded in 1901 as the Texas Fuel Company in Beaumont, Texas. The company's first fuel product, Familylite Illuminating Oil, was kerosene for lamps. By 1910, the demands for gasoline, a by-product of the kerosene-refining process, had increased because of the expanding U.S. automobile and aviation industries (Hast 1991). The Texas Company refinery near the GNRR lines and Piers 89 through 91 in Interbay was constructed in 1925. The Texas Company joined with the Standard Oil Company of California in domestic and international oil-field exploration ventures in 1936 (Hast 1991; White 1962). During World War II, 30 percent of the Texas Company's production was consumed by the war effort as aviation fuel, gasoline, and petrochemicals. The company joined the War Emergency Tankers Inc., which operated as a collective tanker fleet for the federal War Shipping Administration, with refineries on the West Coast (Hast 1991). Although not the first on the West Coast, the Texas Company was one of the first refineries in the Puget Sound region and the only facility on Elliott Bay, where it played a major role in providing fuel for Navy and commercial ships.

Although the refinery site has lost some structures, such as the "Texaco" stack and ancillary buildings, the facility has maintained much of its integrity. Many of the warehouse and laboratory buildings, storage tanks, and piping system remain. In addition, the surrounding warehouses, railroad terminals, and piers have retained their historic use as shipping facilities, of which the Texas Company was a part. This building at the Port of Seattle was the switch house for the original Texas Company refinery. Modifications to the windows and walls of this building are extensive; the windows on the east elevation have been removed and electrical switch boxes cover this wall and the north elevation. Many of the surrounding structures that were part of the original Texas Company holdings have been removed from the property. This structure no longer retains integrity of setting, association, workmanship, materials or feeling and does not appear to be eligible for listing in the National Register of Historic Places.

Historic Property Inventory Report for *Texas Company Warehouse* **at** *2201 W Garfield St, Seattle, WA 98199*

Description of Physical Appearance

This building is located in a paved industrial area north of the Magnolia Bridge near mid-span. This rectangular building has a front gabled roof clad with corrugated metal sheeting. The roof has slightly projecting boxed metal eaves, and the foundation is constructed with wood posts on concrete piers. The building, which functioned as an electrical switch house, was constructed in 1929 and leased to the Texas Company by the Port of Seattle.

In the south elevation, a wood door is offset right. It has a fixed pane in the upper half, metal surrounds, and no sill. The remaining elevations have no features except for electrical switch boxes attached to the walls; in the east elevation, these switch boxes have replaced the original windows.

Major Bibliographic References

Burke, Padraic 1976. A History of the Port of Seattle. Port of Seattle, Seattle.
Hast, Adele (editor) 1991 International Directory of Company Histories, Volume 4. St. James Press, Chicago, Ill.
Historylink n.d. Interbay – Thumbnail History. URL: www.historylink.org (visited September 24, 2003).
Historylink n.d. Queen Anne Hill – Thumbnail History. URL: www.historylink.org (visited September 24, 2003).
Klingle, Matthew William 2001. Urban by Nature: an Environmental History of Seattle, 1880-1970. Unpublished Ph.D. dissertation. Manuscript on file at the University of Washington libraries, Seattle.
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Additional Photos for: *Texas Company Warehouse* **at** *2201 W Garfield St, Seattle, WA 98199*

View of south elevation **taken** 02/10/2004

Photography Neg. No (Roll No./Frame No.): bldg 28 SOUTH

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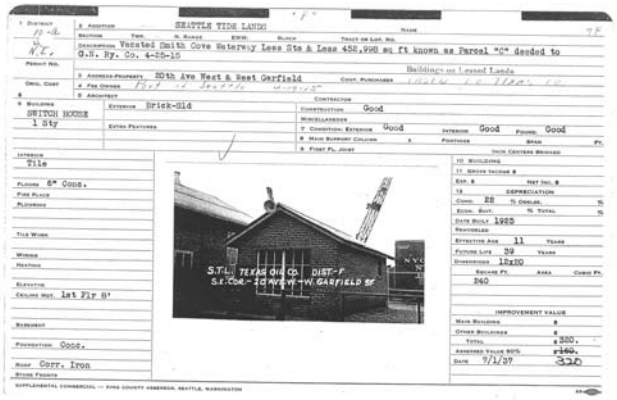

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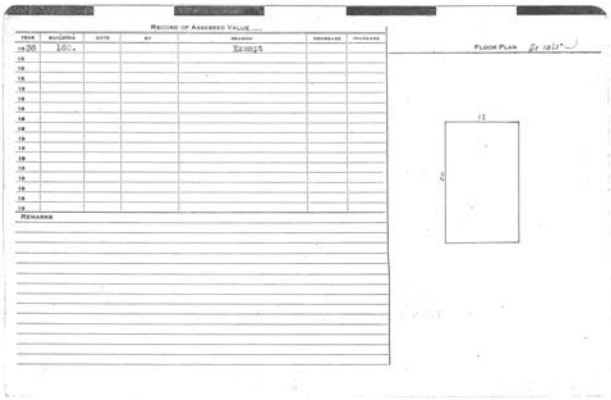

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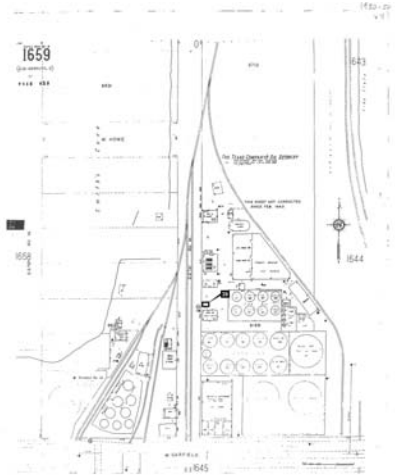

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Appendix C: Subsurface Archaeological Investigations

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Archaeological Investigations for the Magnolia Bridge Replacement Project Seattle, Washington

Submitted to

HNTB Corporation
600 108th Avenue NE, Suite 900
Bellevue, WA 98004

Submitted by

Seattle, Washington

June 2006

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Summary of Findings

Archaeological investigations were undertaken for Alternatives A and D of the Magnolia Bridge Replacement draft Environmental Assessment (EA). This study is a supplemental report to the discipline report, *Historic, Cultural, and Archaeological Resources* (Shapiro and Associates 2005). At the time of the 2005 study, the Magnolia Bridge project area was paved over and unavailable for subsurface archaeological examination. Mechanical core sampling was undertaken in several locations within the paved areas of the APE for Alternatives A and D to determine, to the extent feasible, whether archaeological resources are present in the project Area of Potential Effects (APE). An additional location at the top of Magnolia Bluff was hand-excavated. Core samples were opened in the field and examined for archaeological materials. Sediments were recorded and photographed, and compared with culturally-associated sediments recorded in 1992 at the West Point archaeological site, a 4,000-year-old pre-contact site on the northwest corner of the Magnolia Peninsula (Larson and Lewarch 1995). The West Point site was inadvertently discovered during construction activities at the West Point Secondary Sewage Treatment Plant (Larson and Lewarch 1995). The site is among the earliest inundated archaeological sites in the Southern Puget Sound, the oldest component of which was discovered eight feet below contemporary sea level (Lewarch et al. 1995b:1-1).

The mechanical coring methods employed for the present study are the best available to archaeologists to investigate the potential for deeply buried deposits in this type of project setting. However, mechanical coring only allows for 2-inch diameter bores, which examine a very small horizontal area. The limited horizontal extent of the bores only allows for the identification of obvious archaeological resources, such as shell middens or dense artifact concentrations. This technique is less effective in areas where archaeological materials may be less concentrated.

No archaeological deposits were discovered in the limited area of sampling. Recommended monitoring of pre-construction geotechnical investigations (cf. Shannon & Wilson 2005:81) are primarily in the western portion of the APE where the former sand spit and associated beach of Smith Cove are located. Stations that should be monitored include 48+00 to 36+00 and 18+00 for Alternative A, and 44+00 to 54+00 and 112+00 to 120+00 for Alternative D as indicated on project maps in Figures 19 and 21 of the *Geology and Soils Discipline Report* (Shannon & Wilson 2005).

In coordination with the Washington State Department of Transportation and the Department of Archaeology and Historic Preservation, the Seattle Department of Transportation will develop and implement an appropriate Construction Monitoring Plan and Inadvertent Discovery Plan to minimize impacts to archeological resources in the event of a discovery. The plan will stipulate the coordination and scope of pre-construction monitoring of geotechnical studies, and the process of evaluation of any discovered archaeological resources, as well as consultation with the State Historic Preservation Officer and affected tribes regarding mitigation measures, if required.

1.0 Introduction

The City of Seattle (City) is undertaking a study to replace the aging Magnolia Bridge structure, constructed in 1929. The Seattle Department of Transportation (SDOT) is preparing a draft Environmental Assessment (EA) report that identifies potential impacts of the bridge replacement project to the natural and cultural environment. The purpose of the bridge replacement project is to construct a new bridge structure that will withstand a "design" seismic event – and earthquake that may measure 7.5 on the Richter scale, predicted to occur at 475-year intervals (Shannon & Wilson 2005). The foundations of the existing bridge do not extend below soils that could liquefy during a "design" event (approximately 55 feet below present ground surface) (Shannon & Wilson 2005). Although design plans for the replacement bridge structure have yet to be finalized pending environmental review, the new bridge would require foundations extending to at least 100 feet below present ground surface (Shannon & Wilson 2005:81-86). Discipline reports for the EA were approved by the Washington State Department of Transportation (WSDOT) in August 2005 (www. ci.seattle.wa.us/Transportation/ magbridgereports.htm).

1.1 Purpose of Study

This study is a supplement to the cultural resource assessment reported in discipline report, *Historic, Cultural, and Archaeological Resources* (Shapiro and Associates 2005) for Alternatives A, C, and D. The 2005 discipline report addressed historic, archaeological, and cultural resources within the Magnolia Bridge area of potential effects (APE) pursuant to federal, state and local regulation, and identified potential project impacts and mitigation measures. Background research for the discipline report identified no previously recorded archaeological sites in the APE. Although some archaeological survey was undertaken for the study, subsurface examination of critical areas in the APE was not completed as these areas were, and remain, paved over. In order to address possible unknown archaeological resources in the APE, a Programmatic Agreement was recommended to implement construction monitoring and inadvertent discovery plans once a preferred alternative was selected and prior to final design construction (Shapiro and Associates 2005:51). Because WSDOT considers the Magnolia Bridge project area highly sensitive for archaeological resources, SDOT ultimately decided to go forward with subsurface investigations prior to further project planning to determine, to the extent feasible, whether archaeological resources are present in the APE (Smith 2006, personal communication). The following report is the result of those efforts, and has been appended to the cultural resources discipline report (Shapiro and Associates 2005, Appendix C).

At the time of the present study, SDOT had selected Alternatives A and D for further environmental review[1]. HRA completed subsurface sampling at nine locations within the APE of Alternatives A and D using mechanical coring. One location at the top of Magnolia Bluff at the western approach to the bridge was hand-excavated using shovel probes. As noted above, design of the new bridge structure will require some deep foundations likely in excess of 100 feet. The

[1] The preferred alternative, Alternative A, was announced by SDOT in April 2006. Alternative A will be approximately in the same location as the existing bridge.

depth and extent of the ground disturbance from construction of the new bridge has the potential to impact buried archaeological resources that may be presented in the APE under layers of historic fill or under several feet of water.

The purpose of the Magnolia Bridge coring study was to attempt to determine if deeply buried archaeological deposits are located within the APE of Alternatives A and D. In the western portion of the APE in particular, where an extensive sand spit was present prior to historic filling in the early 1900s, project staff sought to identify archaeological deposits indicative of prehistoric occupation, most likely shell midden deposits. Study objectives were accomplished through three tasks:

- Review of historical maps of project area;
- Mechanical subsurface sampling to identify archaeological deposits; and
- Pedestrian survey and shovel probe testing of the APE at the western approach to the bridge at the top of Magnolia Bridge.

This report utilizes existing data and information for the Magnolia Bridge Replacement Project contained in the EA discipline reports *Historic, Cultural, and Archaeological Resources* (Shapiro and Associates 2005) and *Geology and Soils* (Shannon & Wilson 2005), and two key cultural resource reports for the project area, *Port of Seattle North Bay Project DEIS, Historic and Cultural Resources* (Northwest Archaeological Associates 2005), and *The Archaeology of West Point, Seattle, Washington: 4,000 years of Hunter-Gatherer-Fisher Land Use in Southern Puget Sound* (Larson and Lewarch 1995).

1.2 Assumptions and Study Approach

Of particular concern for the Magnolia Bridge replacement project is the possibility that very old (ca. 2500 BP and earlier) archaeological sites may be deeply buried under historic fill or under water in the project area. For example, the West Point site is a large multi-component archaeological site dating to ca. 4000 years before present (BP) that was inadvertently discovered in 1992 during construction activities at the West Point Secondary Sewage Treatment Plant (Larson and Lewarch 1995). The site was the first pre-2500 BP inundated archaeological site recorded in the Southern Puget Sound, and was discovered on a former stable land surface eight feet below contemporary sea level (Lewarch et al. 1995b:1-1). Cultural components at West Point demonstrate use of the landform beginning ca. 4000 BP when sea level was approximately nine feet lower than today (accounting for rebound, sea level rise, and subsidence after an earthquake ca. 1100 BP) (Troost and Stein 2005:2-25, and Figure 2.3). Several shell midden deposits were discovered, along with hundreds of artifacts and features, during emergency data recovery excavations (Lewarch et al. 1995b). Artifacts ranged from stone, bone, and antler tools for hunting, fishing, woodworking, basketry, and food processing, to gaming pieces and personal adornment items such as shell beads, pendants, and labrets. Numerous features were recorded, including hearths, rock ovens, and rock pavements. Dense shell midden deposits dating to different periods of occupation were observed just below the surface to as much as eight feet below present sea level, and ranged from relatively thin lenses of 10-20 centimeters (cm) (4 to 8 inches) to more than one meter (3 feet) thick (Larson and Lewarch 1995:1-1).

Puget Sound has a dynamic and complex geological history, and the archaeological site discovered at West Point was buried through time by tectonic activity (subsidence and tsunamis), siltation, erosion (landslides) of the bluffs, and geomorphic processes associated with sea level changes (Troost and Stein 1995). Like the West Point site, it was assumed that Smith Cove and environs in the Magnolia Bridge project area was an important place and natural resource for aboriginal groups in the distant past. Based on historical and contemporary maps, it was further assumed that there may be former stable land surfaces associated with Smith Cove that could contain shell midden or other archaeological deposits, especially in the area of a sand spit that once extended from a terrace on the western shoreline of Smith Cove, which may now be deeply buried beneath layers of estuarine sediments and historical fill.

Because this study was undertaken as a supplement to the 2005 discipline report, HRA project staff conducted background research solely for the purpose of characterizing the archaeological potential of Alternatives A and D. Therefore, the reader is referred to the discipline reports for cultural resources (Shapiro and Associates 2005) and geology and soils (Shannon & Wilson 2005) for detailed discussions of the natural setting, history, and prehistory of the project area.

1.3 Acknowledgements

Fieldwork took place on February 27-28, March 7, 2006. HRA project staff included Principle Investigator Denise DeJoseph, M.Sc., and research archaeologists Justin Butler, B.A., and Aaron Bartel B.A., who worked with representatives of Holt Drilling of Fife for the mechanical core sampling. Denise DeJoseph drafted the report. Catherin M. Bialas produced the graphics.

Peter Smith, project manager with HNTB Corporation of Bellevue, arranged permits and access to coring locations on property owned by the City, the Port of Seattle, Seattle Parks, and Northwest Harvest. All field notes, samples, and photographs are on file at HRA's Seattle office.

2.0 Methods

2.1 Review of Historical Maps of Project Area

HRA project staff collected and reviewed historical map data examine the historical project area relative to the APE of Alternatives A and D. Table 1 lists maps obtained from special collections, primarily Washington State University's digital historical map collection (www.wsulibs.wsu.edu), Washington University special maps collections, and online maps published by the National Oceanic and Atmospheric Administration (NOAA) Office of Coast Surveys.

Table 1. Historical map sources.

Date	*Map Title*
1841	Chart of Admiralty Inlet, Puget Sound, and Hoods Canal, Oregon Territory in the U.S. Ex. Ex. 1841
1854	Reconnaissance of Duwamish Bay and Seattle Harbor, 1854, NOAA chart no. 651
1854	Reconnaissance of Duwamish Bay, Seattle Harbor, Washington Territory, 1854, NOAA chart no. 651
1856	Township No 25 North, Range No 3 East of the Willamette Meridian, General Land Office Plat Map
1863	Township No 25 N, R No 3 E W. Meridian, General Land Office Plat Map
1874	City of Seattle Washington Territory, (1874), Washington State University (WSU) database
1879	Seattle Harbor, Puget Sound, Washington Territory, 1879, NOAA chart no. 651
1890	Anderson's new guide map of the city of Seattle and environs, Washington, 1890, Library of Congress website
1891	Proposed route of canal to connect Lakes Union and Washington with Puget Sound (1891) WSU database
1895	USGS 15' Quadrangle Snohomish, WASH (1895) WSU database
1895	Guide map of Seattle showing tide lands to be filled and canal to be constructed by the Seattle and Lake Washington Waterway Company (1895), WSU database
1897	Land classification sheet, Washington, Seattle Quadrangle (1897) Washington 1:125,000 topographic quadrangles, WSU database
1905	Navigation chart of Puget Sound, Seattle to Olympia, 1905, NOAA chart no. 6460
1905	Navigation Chart of Admiralty Inlet and Puget Sound to Seattle, 1905, NOAA chart no. 6450
1907	Jackson Realty & Loan Co.'s new guide map of Seattle (1907), WSU database
1909	City of Seattle drawn from official records in the city engineer's office by H. D. Chapman (1909), WSU database
1915	Geologic and topographic map of the Northern Pacific route from St. Paul, Minnesota to Seattle Washington, (1915) Bulletin 611 Sheet no. 27 [Seattle] WSU database
1918	Map of central waterfront district (1918), WSU database
1925	Seattle bird's eye view of portion of city and vicinity. Drawn by Edwin C. Poland. 1925, Library of Congress website
1937	Seattle Harbor & Lake Washington, June 1937, NOAA chart no. 6449
1946	Puget Sound Seattle to Bremerton, July 1946, NOAA chart no. 6446
1949	Admiralty Inlet & Puget Sound to Seattle, August 1949, NOAA chart no. 6450
1949	Admiralty Inlet & Puget Sound to Seattle, December 1949, NOAA chart no. 6450
1959	Admiralty Inlet and Puget Sound to Seattle, July 1959, NOAA chart no. 6450

2.2 Mechanical Subsurface Sampling, Locations #2 through #10

HRA project staff reviewed the cultural resources and geology discipline reports for the Magnolia Bridge EA and selected ten mechanical sampling sites within the APE for Alternatives A and D (Figure 1). Mechanical core sampling was undertaken to determine, to the extent feasible, whether archaeological resources are present in the project APE. Core samples were opened in the field and examined for archaeological materials. Sampling locations #2 through #5 and #10 are within the western portion of the APE at Smith Cove and the Port of Seattle, and locations #6 through #9 are located at the east end of the existing bridge at 15th Avenue West and West Garfield Street. Location #1, which was hand-dug using shovel probes, is located on the bluff at the western abutment of the bridge above Smith Cove. Location #2, which had been located at the based of the bluff south of Location #3 in Alternative A, was abandoned due to extremely wet field conditions. To substitute, additional samples were taken at Location #3 underneath the existing bridge. Table 2 lists the sampling sites, general location, number of cores samples, and the maximum depth reached.

Location #10 (not shown in Figure 1) was added to the original sampling plan in an attempt to sample the historical sand spit that extended into Smith Cove. The location was selected by examining the subsurface profile of Alternative A shown in the geology and soils discipline report (Shannon & Wilson 2005:44, Figure 19). The profile depicts two distinctive “peaks” of glaciofluvial and glaciomarine deposits (Qpgo and Qpgl) at approximately 35-40 feet in depth underlying Holocene beach deposits (Hb) between stations 36+00 and 42+00 of the proposed alignment of alignment of Alternative A.

Based on descriptions of subsurface cultural deposits observed at the West Point Site, it was determined that a depth of 20 feet would be sufficient to identify (Holocene-age) archaeological deposits. Other evidence used to select the depth of sampling included previous geotechnical borings that identified shell and organics in a sand matrix that may be shell midden or other cultural deposits. For example, in the geology discipline report for the Magnolia Bridge EA, Boring D-3 reports “massive, abundant shell debris, scattered organics” in a “medium dense to loose, dark gray, gravelly SAND” between 9.5 and 14.5 feet (Shannon & Wilson 2005, Figure A-5, Sheet 1). Subsurface conditions prevented coring to 20 feet in some cases. In some locations, cores were drilled deeper than 200 feet. At least one core was drilled at each location.

The approach to the sampling effort was the immediate examination of subsurface sediments for archaeological deposits, rather than the collection of sealed cores for laboratory analysis. All of the sample cores (with the exception of the four cores from Sample 5-4 at Location #5) were opened on site and examined for archaeological deposits (Figures 2 and 3). Sediments were recorded in field notes and photographed. Small, specific samples were taken from several cores for archival purposes and/or laboratory analyses.

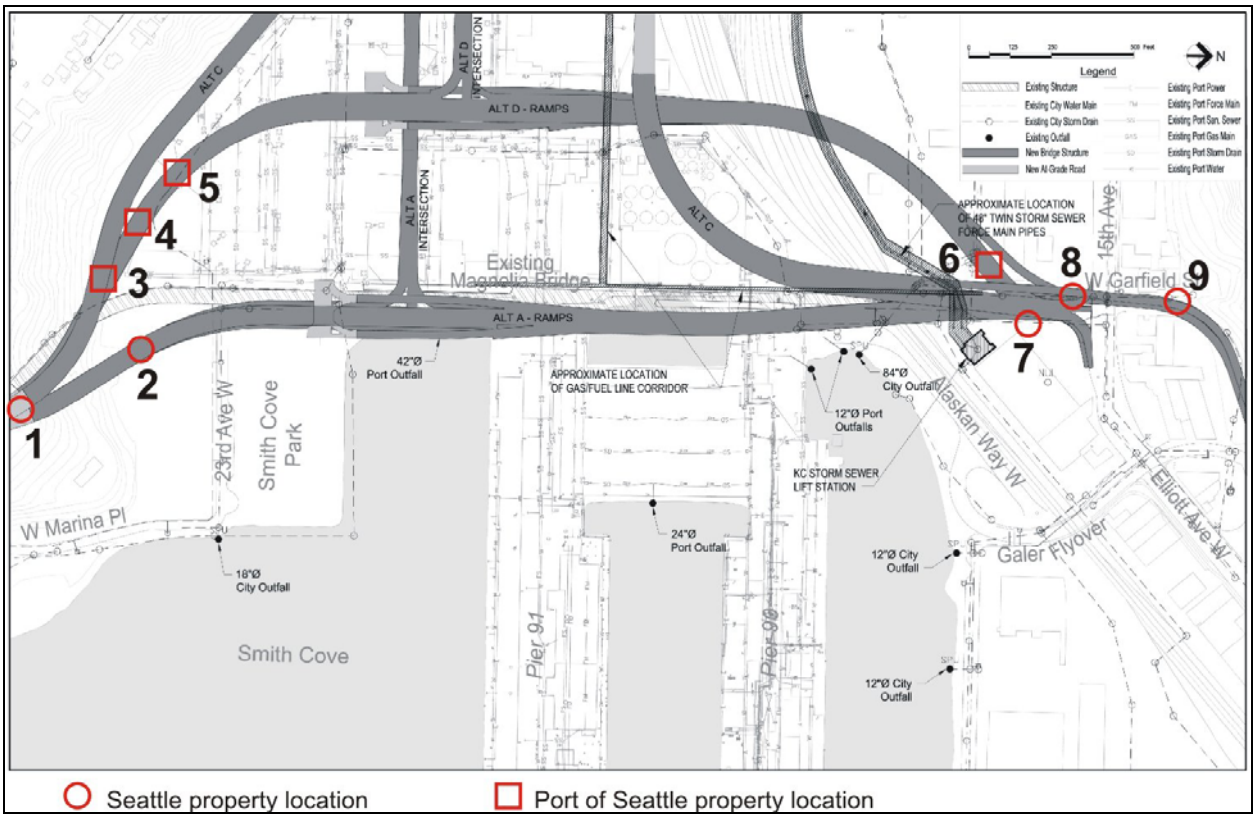

Figure 1. Sampling locations relative to Alternatives A and D.

Table 2. Mechanical subsurface sampling locations.

Sampling Location	*General Location*	*Number of Cores*	*Maximum Depth (ft.)*
#2	Not drilled due to wet field conditions.	0	-
#3	Seattle Parks property, north of and adjacent to existing bridge, near base of bluff.	4	32
#4	Port of Seattle property (leased to Northwest Harvest).	2	20
#5	Port of Seattle Terminal 91.	3	24
#6	Port of Seattle property adjacent to Washington National Guard property.	1	16
#7	West Garfield St.	1	20
#8	15th Ave. W, adjacent to southern ramp at east end of bridge	1	16
#9	W. Garfield St., and 15th Ave. W, under east end of bridge	1	16.5
#10	Substituted for Location #2. Pier 91, north of adjacent to western abutment of bridge	3	28

Figure 2. Example of coring process (view of sampling Location #9 at West Garfield Street. under existing bridge).

Figure 3. HRA archaeologist opening core at location #7.

2.3 Subsurface Sampling, Location #1

HRA archaeologists surveyed sampling Location #1 on February 28, 2006. The landform is an altered/terraced landform on otherwise moderately-steep, sloping ground with south/southeast facing aspect, located at the edge of the steep bluffs adjacent to and south of the west end of the Magnolia Bridge (Figure 4). The parcel is owned by the Seattle Parks Department. Field observations indicate that grading and installation of utilities have altered the original landform (Figure 5). The area is landscaped, and likely contained a structure(s) or residence, although archival research by HRA project staff regarding this parcel failed to identify any record of a property.

HRA archaeologists completed three survey transects trending west/northwest from the southern fence boundary, and excavated nine 30x30-cm shovel probes at least 10 meters apart to an average depth of 60 cm below the surface (Figure 6). The western-most transect was placed just above the east slope of a shallow ephemeral drainage that bisects the area and is flow controlled. The slope of the area is generally less than five degrees, however, the bluffs to the south of the fenceline plunge steeply to the street level below.

Figure 4. Overview of sampling location #1, view west.

Figure 5. Sampling location #1, showing landform alterations and disturbance (view south)

The subsurface matrix is characterized by loosely consolidated, moist, dark brown-black, organic-rich soils overlying pale yellow-brown to strong brown, medium- to fine-grained sandy silt, moderately compacted and well drained. Gravels were poorly sorted and ranged from small rounded pebbles to large subangular cobbles. Gravel content varied and was relatively sparse in the initial 20 cm below surface. Coarse sand and gravel content increased steadily below 35 cm. Soils were screened through ¼-inch hardware mesh. Observations on stratigraphy, disturbances, topography, and vegetation were recorded in field notes, and shovel probes and the survey area was photographed. The location of transects and shovel probes was recorded using a Trimble GPS data recorder.

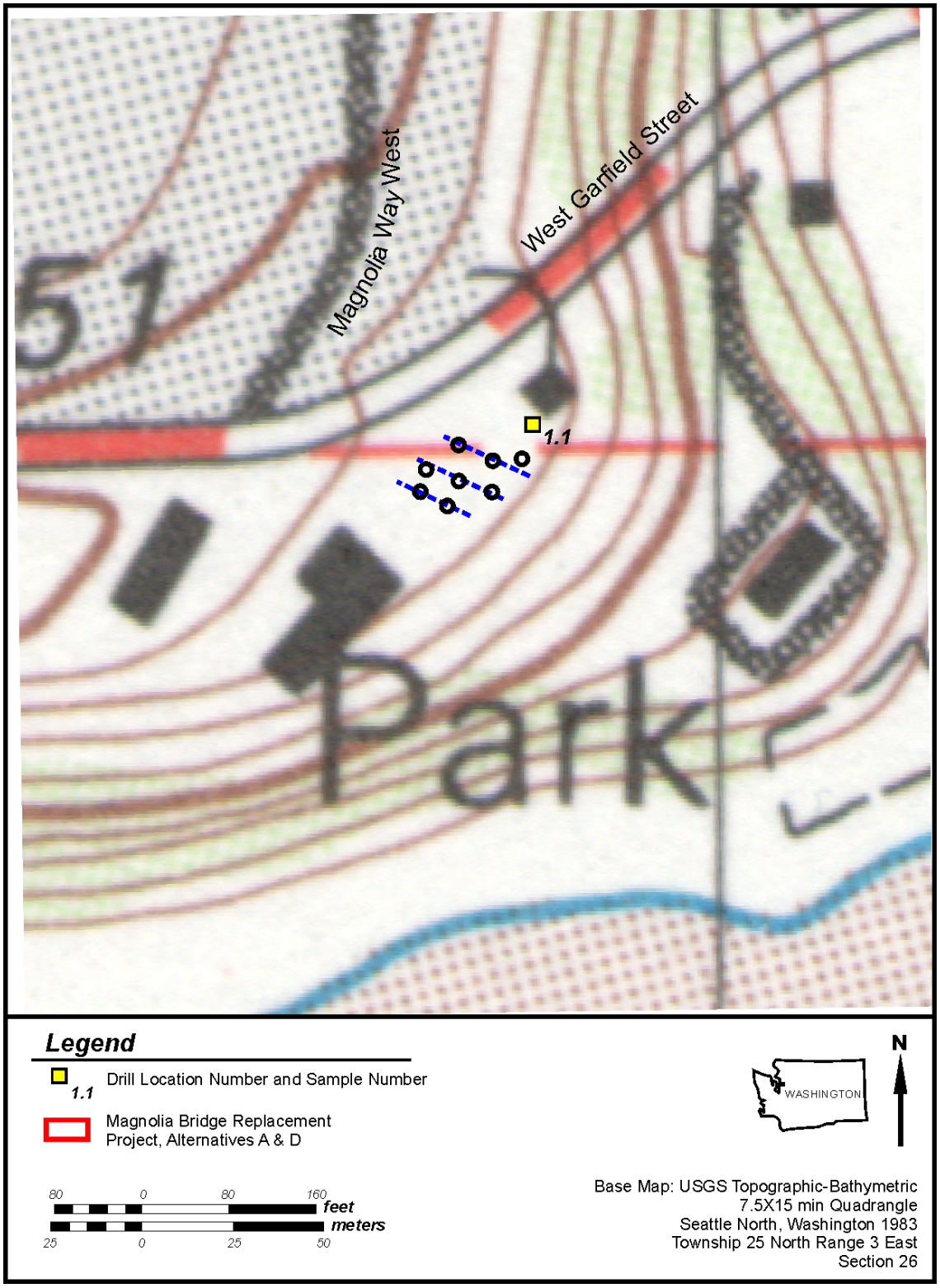

Figure 6. Survey transects and location of shovel probe tests, Location #1.

3.0 Results

3.1 Historical Project Area

Figures 7, 8, and 9 present three composite maps showing the historical shoreline relative to the APE of Alternatives A and D. Figure 7 is a USGS topographic map (Seattle North, 7.5' 1983) on which the 1879 shoreline as depicted NOAA Chart No. 651 has been overlaid. Figure 8 shows the project area in 1891, and Figure 9, in 1937.

Figures 10 through 15 show various historical maps of the project area from 1841 to the 1937 collected by HRA project staff to examine the changing shoreline of the project area.

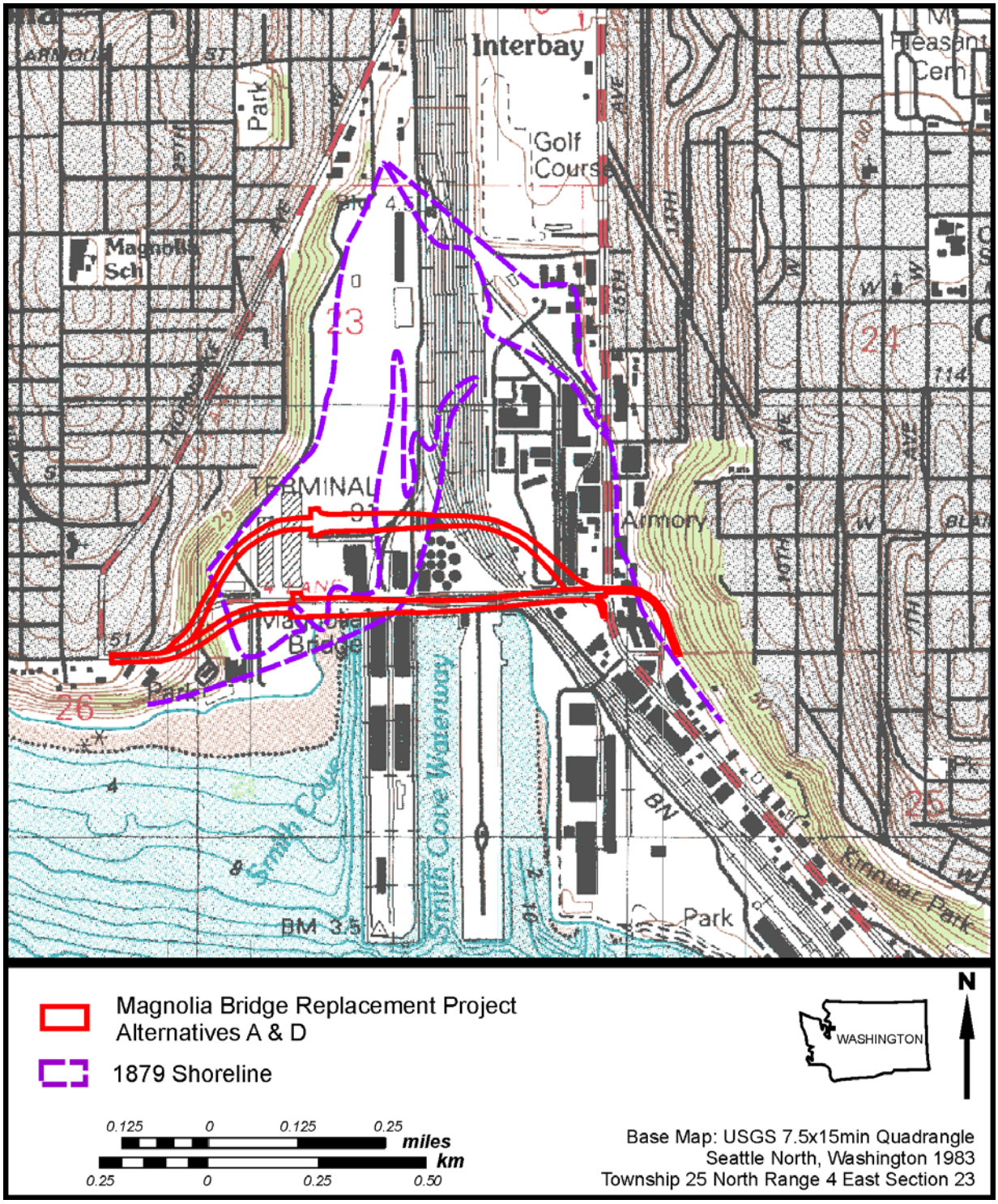

Figure 7. 1879 composite map of Magnolia Bridge project area, based on NOAA chart no. 651, "Seattle Harbor, Puget Sound, Washington Territory, 1879."

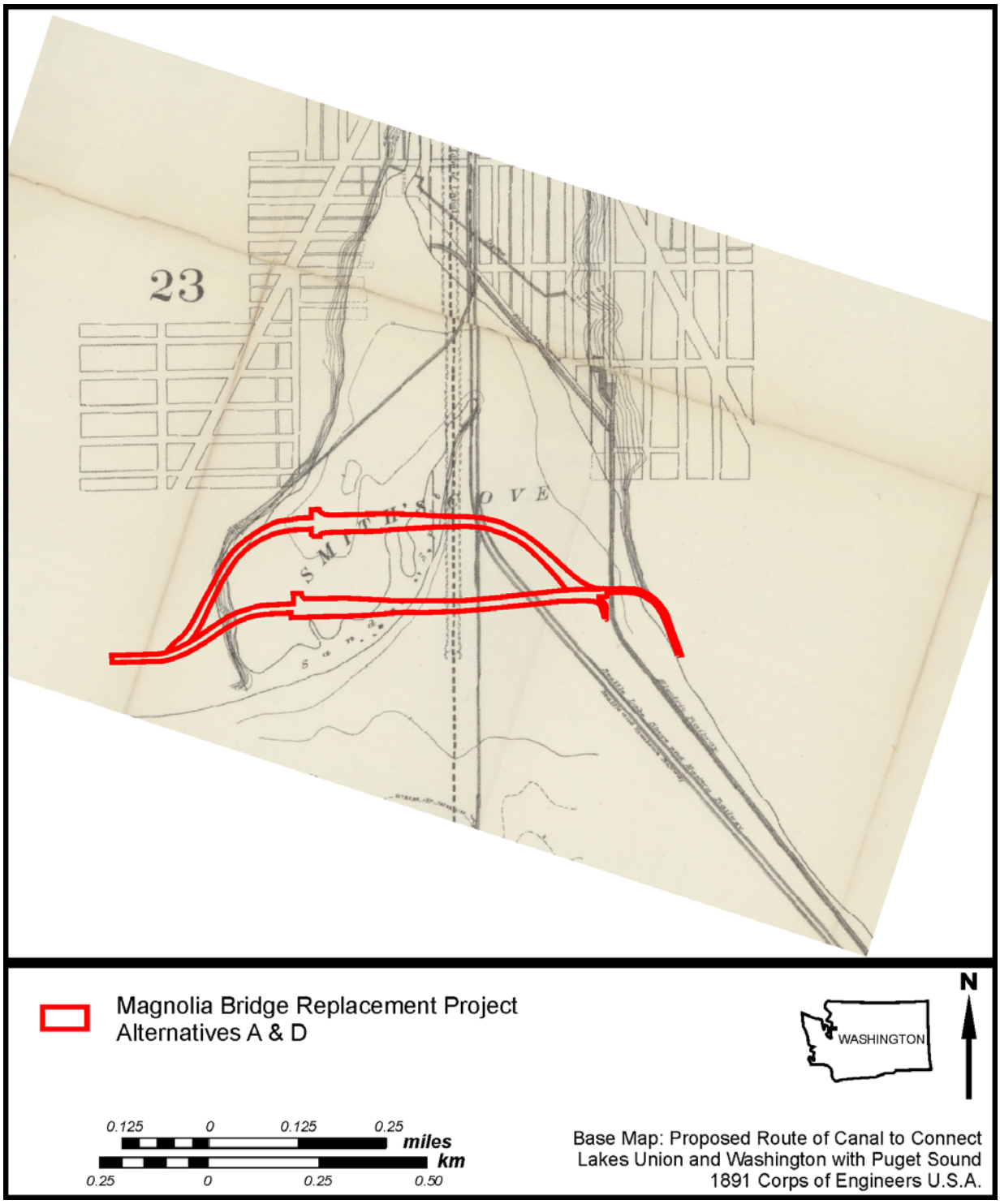

Figure 8. 1891 composite map of Magnolia Bridge project area, based on the map "Proposed route of canal to connect Lakes Union and Washington with Puget Sound."

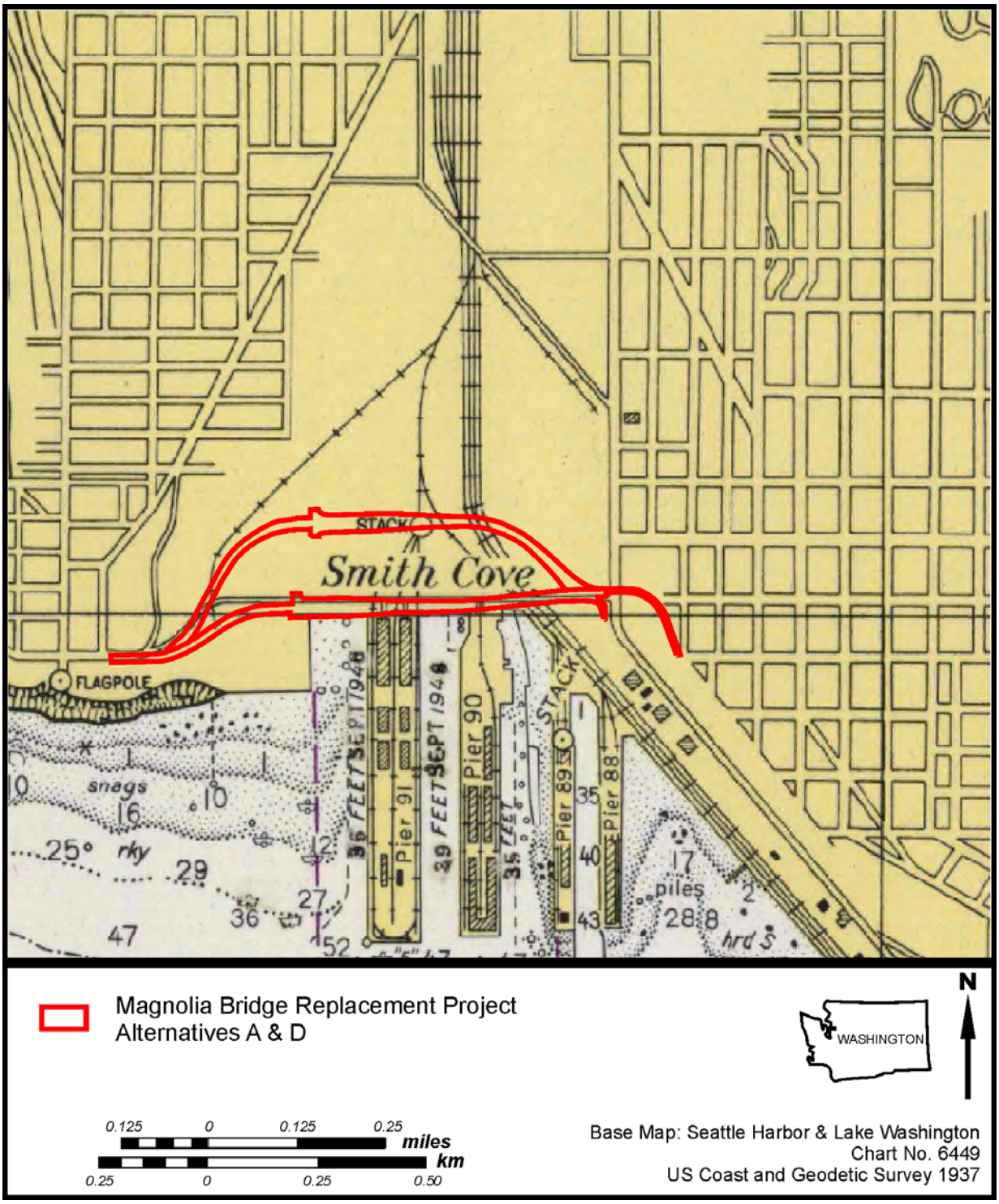

Figure 9. 1937 composite map of Magnolia Bridge project area.

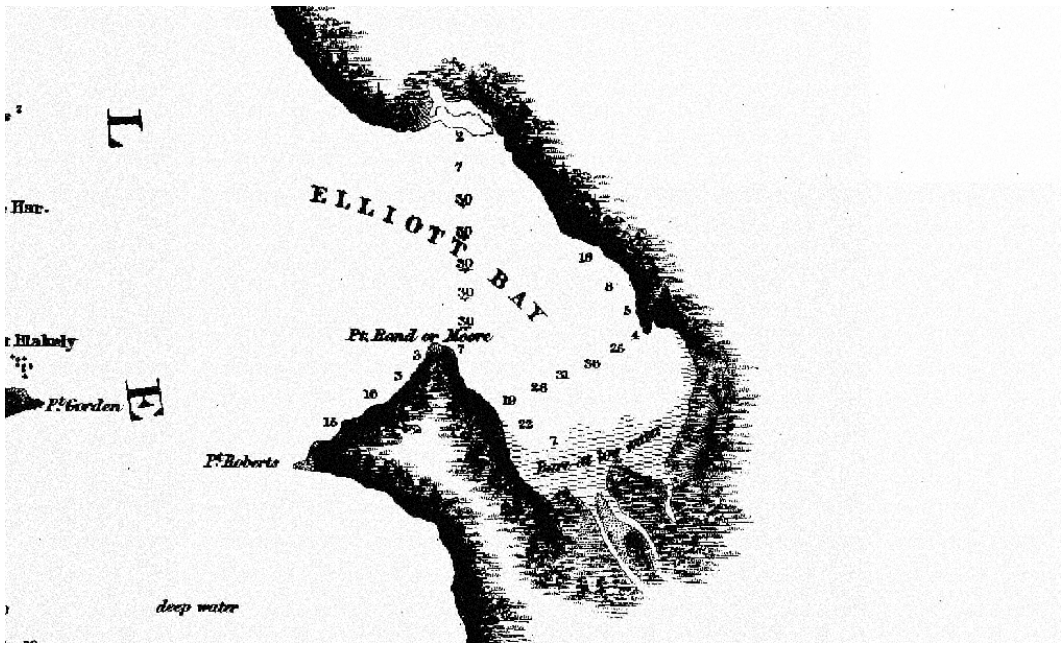

Figure 10. 1841 map of Smith Cove ("Chart of Admiralty Inlet, Puget Sound, and Hoods Canal, Oregon Territory in the U.S. Ex. Ex. 1841").

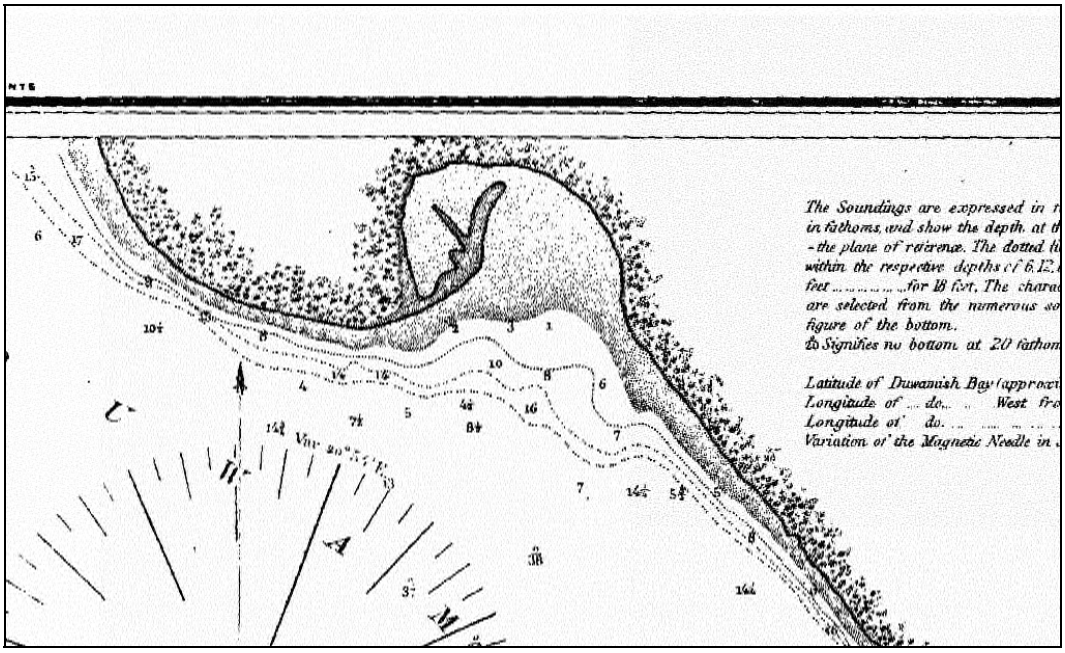

Figure 11. 1854 map of Smith Cove ("Reconnaissance of Duwamish Bay and Seattle Harbor, 1854, chart no. 651.").

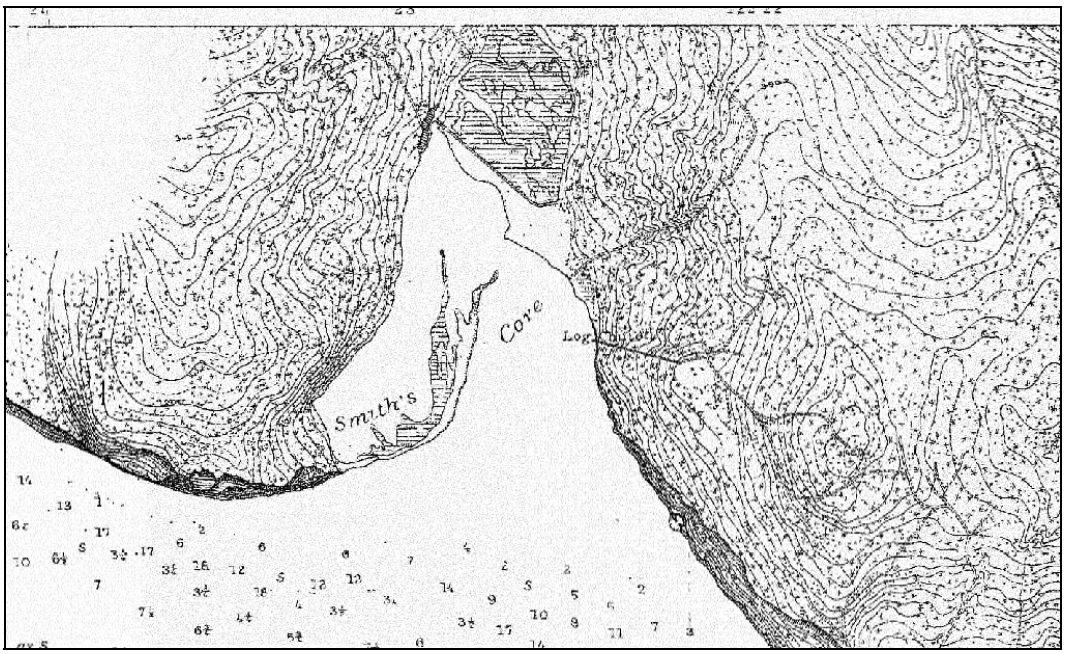

Figure 12. 1879 map of Smith Cove ("Seattle Harbor, Puget Sound, Washington Territory, 1879" NOAA chart no. 651).

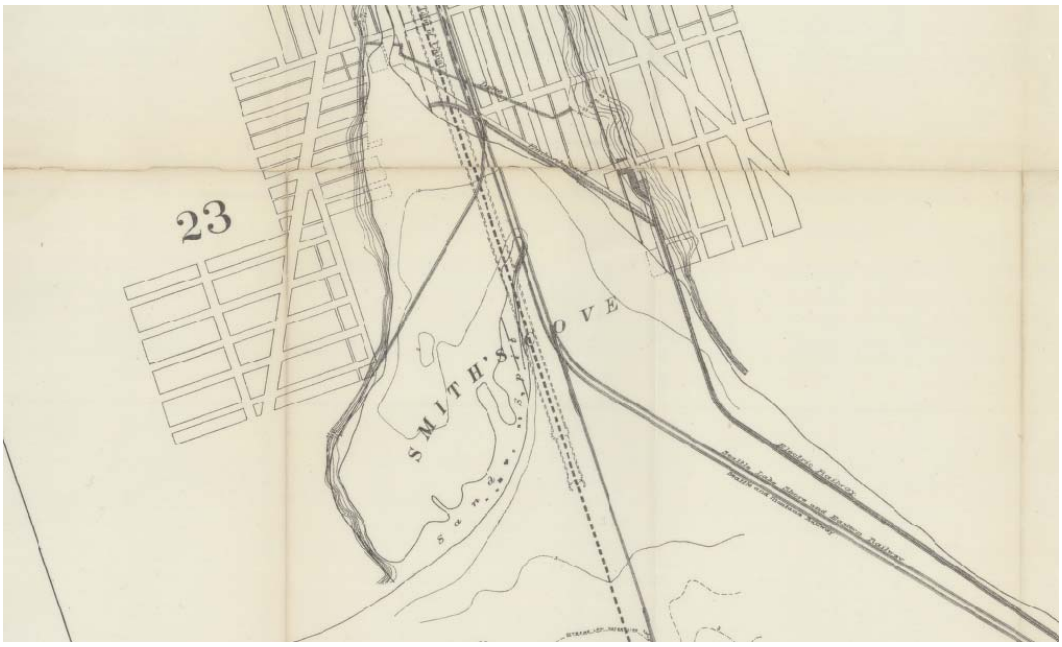

Figure 13. 1891 map of Smith Cove (Proposed Route of Canal to Connect Lakes Union and Washington with Puget Sound, [map for Corps of Engineers Report]).

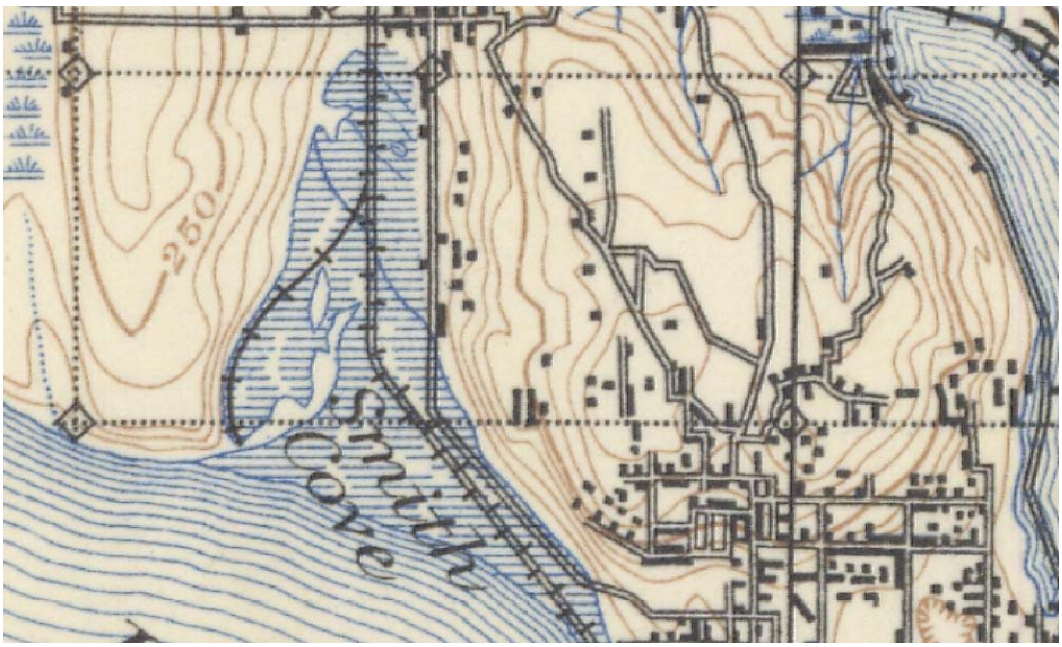

Figure 14. 1895 map of Smith Cove (USGS 15-minute topographic quadrangle).

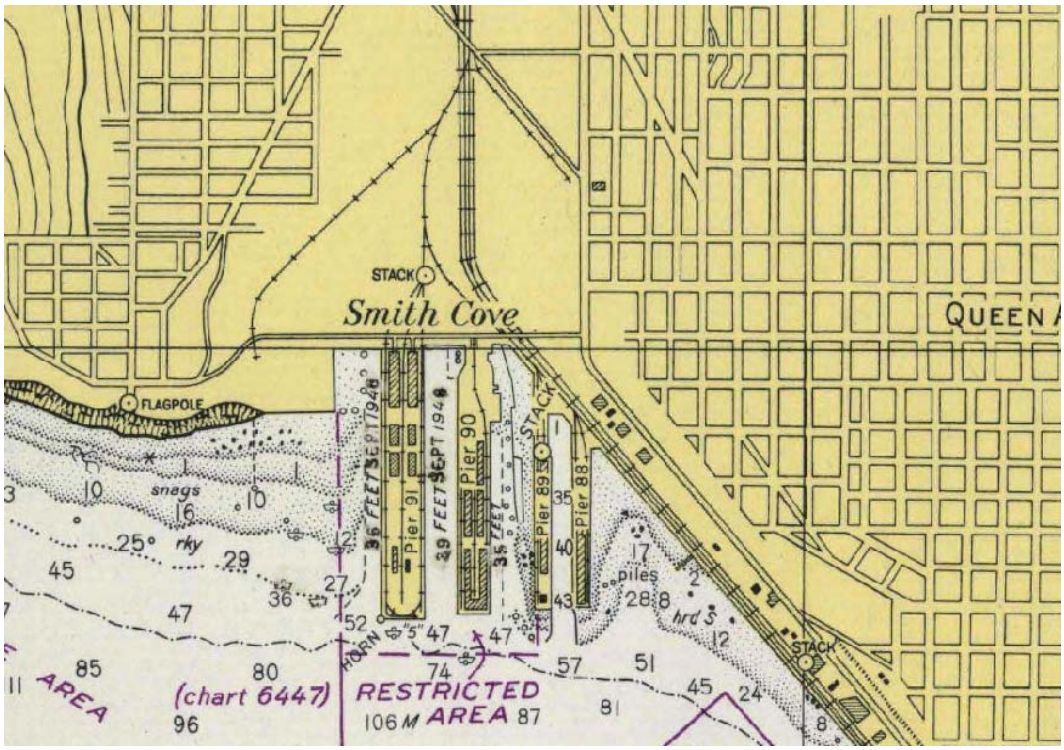

Figure 15. 1937 map of Smith Cove ("Seattle Harbor & Lake Washington, June 1937", NOAA chart no. 6449).

3.2 Sampling Locations #3 through #10

As noted above (Section 2.2), cores were opened in the field. Field crew were seeking particular archaeological materials that would be observable in the 2-inch-core diameter sample tubes: dense shell layers indicating shell midden deposits, dark organic soils or sands with or without artifacts, and small artifacts such as fire-modified rock fragments, lithic debitage or shell beads. No archaeological materials were observed in any of the core samples. Figure 16 shows the location of the samples relative to the APE of Alternatives A and D (GPS points).

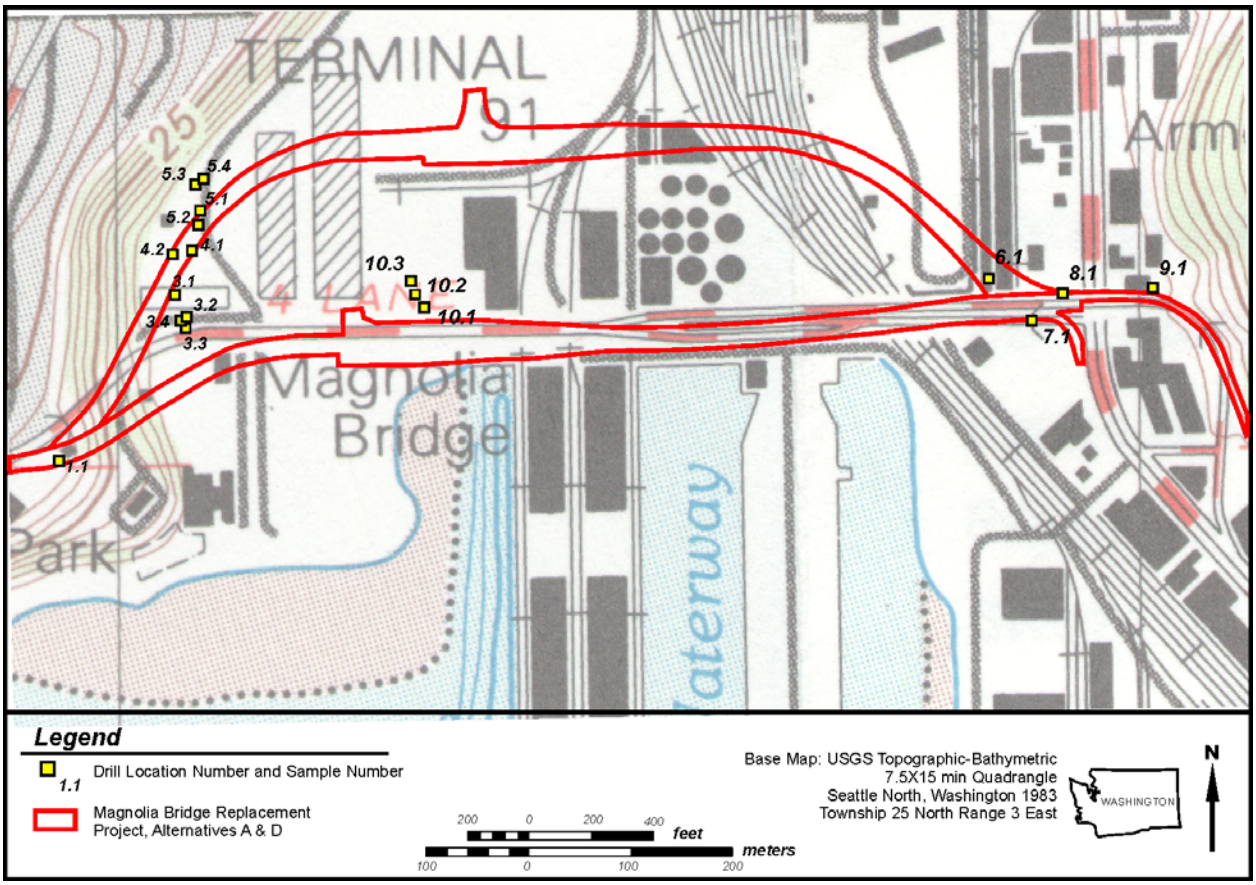

Figure 16. Sampling locations #3 through #10 relative to Alternatives A and D (GPS points).

Because 2-inch diameter bores do not produce a significant sample, the sediments encountered in the soil bores were compared with culturally-associated sediments (and specific noncultural sediments) recorded at the West Point archaeological site in an effort to examine whether soil units are present in the study area that have the potential to contain archaeological materials. The West Point sediments are defined in Table 3.

No radicocarbon dating or other laboratory analyses were undertaken at this time, because none of the sediments were associated with cultural materials. Samples are archived at HRA's Seattle office for further study if required.

Table 3. West Point geologic units (adapted from Troost and Stein 1995, Table 2.2).

Unit ID	*Age*	*Name/Description*	*Source*	*Cultural Association*
F1	1940s	Historic fill. Gray sandy silt, silty sand, and clayey sand with occasional wood and shells; medium stiff.	Dredged from Puget Sound	Placed in historic time. Provided foundation for historic development.
Qm	1000 BP to 1940s	Marsh deposits. Dark brown to black peat, organic silt, and silt with abundant organics; soft to stiff	Saltwater marsh grading to brackish marsh, partially confined and bordered by perimeter sand bars.	Marsh deposits buried and partially preserved younger cultural surfaces.
Qiu	~1000 BP	Upper intertidal deposits. Mottled gray and brown silt, sandy silt, to organic silt, with scattered organics; medium to stiff.	Intertidal deposition triggered by subsidence, rapid aggradation on tidal flat.	Intertidal deposits buried and partially preserved older cultural deposits.
Qts	~1100 BP to 1000 BP	Tsunami sand. Light brown, fine to medium sand with scattered gravel and transported bivalves and barnacles.	Deposited from tsunami wave(s) resulting from earthquake.	Subsidence triggered new cycle of intertidal deposits.
Qil	>~4000 BP to 1100 BP	Lower intertidal deposits. Mottled gray and brown silt, sandy silt, to organic silt, with scattered organics; medium to stiff; topped with marsh deposits.	Deposition in an area protected by dunes and sand bars, gradation to salt-water marsh triggered by relative sea level rise.	**Cultural layers were buried by these deposits. The surface of this deposit was occupied.** Most evidence of human occupation found around perimeter of wetlands.
Qb	13,500 BP to present	Beach deposits. Interbedded, brown, sandy gravel and gravelly sand; poorly to well graded, clean to silty; scattered roots near old beach surfaces, occasional organic lenses; medium to very dense.	Outwash reworked in glaciomarine environment, beach sediment from longshore transport, some deposition from erosion of bluff materials.	Beach surfaces provided stable and dry environment for cultural use, beach gravel used as a resource.
Ql	18,000 BP to 16,000 BP	Lawton Clay. Gray, clayey silt, silt, and sandy silt; compact; very stiff to hard. As a layer near mid-height of Magnolia Bluff.	Glaciolacustrine due to glacial blockage at north end of Puget Sound, prone to landslides.	Evidence of occupation of bluff, perhaps at a bench near Ql/Qe contact.

Beach sands (Qb) observed beneath the fill at West Point are associated with cultural use and range from 13,500 BP to the present (Troost and Stein 1995, Table 2.2). These beach sands are described as yellow and black sand layers by Troost and Stein (1995:2-40) and they attribute the black color to the accumulation of organic matter related to the formation of soils within the greater beach sand layer. While black sands were observed in samples #3 through #8 and #10 (in the western portion of the APE) it is difficult to determine whether these are the same black sands as those defined at West Point without direct comparison.

3.2.1 Subsurface Sampling Results

Figures 17 through 36 and Tables 4 through 11 present the results of subsurface sampling at locations #3 through #10 in the APE of Alternatives A and D. As noted above, Location #2 was not sampled due to poor field conditions. Results from Location #1, which was hand-dug using shovel probes, is presented in Section 3.3. Sediments in each 4-foot core sample are presented as summaries, since the goal was a rapid assessment of the subsurface environment rather than development of formal soil profiles.

Figure 17. Overview of sampling Location #3, view west, Seattle Parks property at base of Magnolia bluff adjacent to bridge.

Figure 18. Overview of sampling Location #3, view south.

Table 4. Summary of core samples, Location #3.

Sample	*Depth (ft)*	*Summary of profile*	*Relevant West Point Data*
3-1	0-4	Asphalt, brown sand fill with common gravels.	Black/gray sands may correspond to black beach sands (Qb "beach deposits") Troost and Stein (1995:2-40).
	4-8	Brown sand fill and gravels to ~5'; black/gray silty sand to ~9'; black/gray sand with brown staining and some subangular to rounded pebbles to ~6.5'; black/gray sand to 8'.	
	8-12	Black/gray sand to ~11'; black/gray silty sand with dense but small wood fragments.	
	12-16	Black/gray silty sand with sparser wood fragments.	
	16-20	Black/gray silty sand with wood fragments, loose and wet at ~18-20'.	
3-2	0-4	Asphalt, brown sand fill.	
	4-8	Brown sand, compact gray silt/clay; common rounded pebbles; gray silt/clay.	

Sample	Depth (ft)	Summary of profile	Relevant West Point Data
	8-12	Gray silt/clay, loose, wet; more compact at ~10-12'; small wood fragments at ~11-12'.	
	12-16	Loose gray silt/clay with flecks of shell to ~14'. Denser clay at 14-16' with sparse shell and wood fragments. Very dense clay at 16'.	
3-3	0-4	Asphalt, brown sand fill with gravels, gray clay at ~ 2.5-4'	Black/gray sands may correspond to black beach sands (Qb "beach deposits") Troost and Stein (1995:2-40).
	4-8	No recovery 4-5.5'; soft gray silt/clay, very compact at ~6.5'.	
	8-12	Loose wet gray silt/clay to ~11.5'; drier, stiffer clay with black/gray sand, shell and wood fragments, blackish liquid (oil?)	
	12-16	Gray silt/clay, moist, no organics, faint smell of oil, some oily liquid.	
	16-20	Loose wet gray silt/clay to 17.5'; stiffer clay with oily residue to 18'; gray clay with shell flecks and very small wood fragments at ~18-20.	
	20-24	Loose, wet gray clay with denser shell fragments. Some fragments identifiable as oyster.	
3-4	0-4	No recovery 0-2'; asphalt, brown sand fill with gravels, compact gray clay.	Black/gray sands may correspond to black beach sands (Qb "beach deposits") Troost and Stein (1995:2-40). As at West Point, the origin of the compact gray clay (Lawton Clay) observed at 4-8' is likely hillside slump. This clay geologic unit is visible at about mid-height in the bluffs on the west side of the peninsula, and as landslide deposits on the beach at the base of the bluff. Whole small clam shells at ~24.5' are likely fossils in reworked Quaternary deposits ("Qo" Troost and Stein 1995:2-6).
	4-8	No recovery 4-5'; wet, loose gray silt/clay with brown staining to 6.5'; very compact drier gray clay to 7'; sticky, dry, "clumpy" clay to 8'.	
	8-12	No recovery 8-10'; gray silt/clay, concrete/aggregate (?) fragments at ~10.5'; gray silt/clay with black sand and wood fragments, concrete/aggregate fragments ~11.5-12'.	
	12-16	Gray silt/clay, oyster fragments at ~ 13', gray moist clay of varying density with sparse shell and wood fragments at ~14-16'; chunk of concrete/aggregate at ~12.5'.	
	16-20	Gray clay, uniform consistency, very sparse, tiny wood fragments.	
	20-24	Gray silt/clay with very sparse shell and wood fragments. Large shell fragments (clam?) at ~22.5-24'.	
	24-28	Gray silty sand with large shell (clam) fragments at 27-28'; 1-3 whole small clam shells at ~24.5'. (Samples collected)	
	28-32	No recovery 28-30 due to blockage; Gray silt/clay with shell fragments and few subangular to rounded pebbles at 30-32'.	

Figure 19. Sample 3-1

Figure 20. Overview of sampling Location #4, Northwest Harvest parking lot, view south.

Table 5. Summary of core samples, Location #4.

Sample	*Depth (ft)*	*Summary Description*	*Relevant West Point Data*
4-1	0-4	Asphalt, brown sand fill with common gravels.	Black/gray sands may correspond to black beach sands (Qb "beach deposits") Troost and Stein (1995:2-40).
	4-8	Asphalt, black/gray sand, loose, wet.	
	8-12	Black/gray sand, loose, wet, with subangular to rounded pebbles.	
	12-16	Gray silt/clay.	
4-2	0-4	Asphalt, brown sand fill, black/gray sand with some pebbles.	Black/gray sands may correspond to black beach sands (Qb "beach deposits") Troost and Stein (1995:2-40).
	4-8	Black/gray sand with some pebbles.	
	8-12	Black/gray sand with some subangular to rounded pebbles to ~9'; dark black sandy sediment to ~11.5'; gray/black silty sand.	
	12-16	Black/gray sandy silt with small wood fragments	
	16-20	Black/gray sand to ~19'; gray/black silty sand, loose, wet to 20'.	

Figure 21. Core sample 4-1, 0-12 feet (3 cores). Note black/gray sand.

Figure 22. Close-up of black/gray sand from core sample 4-1, 8-12'.

Figure 23. Close-up of black/gray sandy silt with small wood fragments, core sample 4-2, 12-16'.

Figure 24. Overview of sampling Location #5, Port of Seattle property, western border of parking area.

Table 6. Summary of core samples, Location #5.

Sample	*Depth (ft)*	*Summary Description*	*Relevant West Point Data*
5-1	0-4	Asphalt, brown sand fill with gravels to ~2'; black/gray silty dense sand, brown sand fill with gravels.	
	4-8	Brown sand fill to ~.5'; black/gray sand w/dense, larger gravels.	
	8-12	Water to ~10.5'; black/gray sand with some subangular to rounded pebbles.	
	12-16	No recovery due to blockage or heaving.	
5-2	0-4	No recovery to ~2'; Asphalt, gravels, brown sand fill to 4'.	
	4-8	Gray silt/clay with varying density.	
	8-12	Gray silt/clay, loose, very wet, silty with wood fragments to ~11.5'; water table.	

Sample	Depth (ft)	Summary Description	Relevant West Point Data
	12-16	Gray silt/clay with sparse wood fragments through from 12-16'. (Sample of wood collected.)	
	16-20	Gray silt/clay.	
	20-24	Gray/black sand with few subangular to rounded pebbles. Heaving at ~23.5'.	
5-3	0-4	Asphalt, brown sand fill with gravels.	Black/gray sands may correspond to black beach sands (Qb "beach deposits") Troost and Stein (1995:2-40). Peat deposit at ~9.5' was only peat observed in all samples. May correspond to peat (Qm "marsh deposits") Troost and Stein (1995:2-40).
	4-8	Loose, wet black/gray sand.	
	8-12	Black/gray sand to ~9.5'; gray/black peat deposit at ~9.5-10.5'; black/gray sand to 12'. (Sample of peat collected.)	
	12-16	Loose, wet black/gray sand to ~14'; drier black/gray sand 14-16'.	
	16-20	Loose, wet black/gray sand to ~18'; drier black/gray sand with wood fragments to 20'.	
	20-24	Loose, wet black/gray sand; gray silt/clay.	
5-4	0-20	Four cores (0-20') were sealed on site and collected for laboratory analysis.	

Figure 25. Sample 5-1, 0-12 ft. Note cobbles in black/gray sand at ~10 ft.

Figure 26. Sample 5-3, 12-16 ft. Peat deposit peat deposit at ~9.5-10.5 ft., between deposits of gray sand/silt.

Figure 27. Close-up of peat deposit in Sample 5-3. (Sample collected.)

Figure 28. Overview of sampling Location #6 (adjacent to Washington National Guard property).

Table 7. Summary of core samples, Location #6.

Sample	*Depth (ft)*	*Summary Description*	*Relevant West Point Data*
6-1	0-4	Brown sand fill, mud, silt, gravels.	Black/gray sands may correspond to black beach sands (Qb "beach deposits") Troost and Stein (1995:2-40).
	4-8	Dark brown silty sand with subangular pebbles, oxidized stains, strong odor of creosote(?), chunks of asphalt, charcoal flecks.	
	8-12	Gray/black silty/sand, very loose, wet.	
	12-16	Gray/black silty sand, very loose, wet.	
	16-20	Core blocked at ~15' due to heaving.	

Figure 29. Sample 6-1, 4-8 ft.

Figure 30. Overview of sampling Location #7, West Garfield Street north of Staples parking lot.

Table 8. Summary of core samples, Location #7.

Sample	*Depth (ft)*	*Summary Description*	*Relevant West Point Data*
7-1	0-4	No recovery (below ~2-3 inches of industrial fill below pavement) due to blockage or heaving.	Black/gray sands may correspond to black beach sands (Qb "beach deposits") Troost and Stein (1995:2-40).
	4-8	No recovery due to blockage or heaving	
	8-12	No recovery due to blockage or heaving	
	12-16	Black/gray sand with fine, very sparse shell fragments.	
	16-20	Black/gray sand; sticky, soft gray silt; black/gray sand with very fine, sparse shell fragments.	

Figure 31. Sample 7-1, 16-20 ft. Boundary between black/gray sand with sparse shell and sticky, gray silt/clay.

Figure 32. Overview of sampling Location #8, west of 15th Avenue West, under ramp at east end of bridge.

Table 9. Summary of core samples, Location #8.

Sample	*Depth (ft)*	*Summary Description*	*Relevant West Point Data*
8-1	0-4	Sandy brown loam with common subangular pebbles, asphalt fragments.	Black/gray sands may correspond to black beach sands (Qb "beach deposits") Troost and Stein (1995:2-40).
	4-8	No recovery to 6'; 6-8' is sandy brown loam with common subangular pebbles.	
	8-12	Brown sands w/fine, sparse shell to 8'; dense gray silt to 12;	
	12-16	Black/gray sand w/fine sparse shell, silty brown sand; gray silt/clay. Very thin lens of charcoal observed at ~ 15-16' between brown sand and gray silt.	

Figure 33. Sample 6-1, showing varying sediments in 4-16 ft.

Figure 34. Overview of sampling Location #9, West Garfield Street east of 15th Avenue West.

Table 10. Summary of core samples, Location #9.

Sample	*Depth (ft)*	*Summary Description*	*Relevant West Point Data*
9-1	0-4'	No recovery below 1-3 inches of pavement and industrial fill (core blocked).	
	4-8	Brown sand fill with gravels; gray silt/clay.	
	8-12	Gray silt/clay; core sleeve difficult to dislodge.	
	12-16.5	Brown sand, gray silt/clay; water table.	
	16.5-20	Hard, compact gray clay.	

Figure 35. Overview of sampling Location #10, Port of Seattle (view east towards Queen Anne).

Table 11. Summary of core samples, Location #10.

Sample	*Depth (ft)*	*Summary Description*	*Relevant West Point Data*
10-1	0-4'	No recovery 0-2'; brown sand fill with gravels.	Black/gray sands may correspond to black beach sands (Qb "beach deposits") Troost and Stein (1995:2-40).
	4-8	Sand and gravels (fill?); grayish-brown sand with shell flecks at ~7.5-8'.	
	8-12	No recovery 8-10'; brown sand to ~11'; black/gray sand with shell fragments and some pebbles.	
	12-16	Black/gray sand with shell fragments to ~12.5'; moist gray silt/clay with shell and wood fragments, loose, wet to about 13.5'; drier denser gray silt/clay with wood fragments and pebbles to ~14'; .5' of very wet sand with strong "low tide" odor; black/gray sand to gray silt/clay with wood fragments at ~16'	
	16-20	Wet black/gray sand, with dense wood fragments, shell flecks to ~16.5'; gray silt/clay 17-20' with faint "low tide" odor.	
	20-24	Gray silt/clay with shell and wood fragments; shell is very dense and highly fragmented at ~22-23.5'.	

Sample	Depth (ft)	Summary Description	Relevant West Point Data
	24-27.5	Black/gray dense sand with some subangular to rounded pebbles to ~25'; very wet loose gray silt with some subangular to rounded pebbles to 27.5.	
10-2	0-4	Asphalt, brown sand fill with gravels.	Black/gray sands may correspond to black beach sands (Qb "beach deposits") Troost and Stein (1995:2-40).
	4-8	No recovery 4-5'; fill 5-6'; black/gray sand with faint "low tide" odor at 6-8';	
	8-12	Loose wet black/gray sand to ~9'; compact silt/clay with shell and wood fragments and some subangular to rounded pebbles to ~9.5'; gray silt with black stains to ~10'; loose drier black sand with some subangular to rounded pebbles, very faint "low tide" odor.	
	12-16	Gray silt/clay, very compact at ~16' with dense wood fragment.	
10-3	0-4	No recovery to 1.5'; Asphalt, brown sand fill with gravels.	Black/gray sands may correspond to black beach sands (Qb "beach deposits") Troost and Stein (1995:2-40).
	4-8	Black/gray sand with some subangular to rounded pebbles, shell (fill?) to ~6'; brown sand with few gravels to 7'; brown sand with dense gravels 7.5-8'.	
	8-12	Very wet, loose black/gray sand with some subangular to rounded pebbles to ~11; black/gray sand with shell and dense wood fragments at 11-12'.	
	12-16	Very wet, loose black/gray sand with shell flecks.	
	16-20	Very wet, loose black/gray sand to ~17.5'; drier black/gray sand with shell flecks to 18.5; gray silt/clay with sparse, very small shell fragments to 20'.	
	20-24	Loose, wet gray silt to ~20.5'; drier, denser gray silt/clay with shell fragments to ~23'; gray silt/clay with shell and wood fragments to 24'.	
	24-28	Very loose, wet black/gray silty sand with some subangular to rounded pebbles to ~27'; drier black/gray sand with some subangular to rounded pebbles to 28'.	

Figure 36. Sample 10-1, 20-24'. Gray silt/clay with shell and wood fragments; shell is very dense and highly fragmented at ~22-23.5'.

Figure 37. Sample 10-2, 8-12'. Black sand with some subangular to rounded pebbles, very faint "low tide" odor.

3.3 Sampling Location #1

No archaeological materials were observed on the surface or recovered in shovel probes in the APE at Location #1. While this bluff top overlooking Smith Cove and Puget Sound would normally be considered sensitive for pre-contact archaeological resources, the landform has been extensively graded, disturbed, and altered in association with construction of the existing bridge, electrical facilities, and likely a former residence or other structure. The bluff top is an erosional environment, characterized by thin soils and a gravelly substrate. Shovel probe A1 is shown in Figure 38 as an example of the subsurface environment.

While a portion of Location #1 is paved and was unavailable for examination, the geomorphic environment, degree of land alteration, and negative results of shovel probe tests suggest that the probability of archaeological resources being present in the soils beneath the paved areas is extremely remote.

Figure 38. Shovel probe A1 (Location #1).

4.0 Discussion

The purpose of the present study was to identify archaeological deposits in the project APE, particularly shell midden and dark organic soils indicative cultural use of stable beach surfaces. In the absence of archaeological materials, the goal was to determine whether the sediments that were observed in the core samples could be used as an indication of archaeological sensitivity in the project APE, since the nature of the core sampling was necessarily limited.

The main difference between the landform on which the West Point Site was discovered and the Smith Cove estuary landform of today is that the Smith Cove landform appears to have no terraces or bluffs similar to that at West Point. However, along the western shore of the cove, south of the existing bridge and adjacent to Pier 91, is an inundated terrace or bench which may have been similar to the West Point landform at some point in the past when sea level was lower (see Figures 7 and 9). This terrace is south of the project APE, but could indicate a former expansive beach suitable for occupation similar to that at West Point. If so, the remains of cultural use of the beach in the distant past (for example, shell middens, hearths, or stone fish weirs), may have been preserved as the area was inundated by rising sea level, as was the case at West Point. The black sands that were observed in all of the sampling locations in western portion of the APE (3, 4, 5, and 10), may be culturally-associated sediments (as at West Point), although in the absence of archaeological deposits, their utility as a cultural use indication is necessarily supposition.

The sand spit that existed prior to historic filling of Smith Cove could be the remnant of a former landform very similar to the one that had formed at West Point, suggesting that in the past when sea levels were lower there may have been an extensive stable landform available for occupation (Figure 39). Troost and Stein (1995:2-26) state that after rising sea level stabilized at about 5000 BP, the beach sands trapped behind the berms at West Point stabilized and soil horizons developed on top of intertidal sediments ca. 4000–3500 BP. They further note that the sand spit was occupied.

A 1929 aerial photograph taken during construction of the Magnolia Bridge (Figure 40), shows a broad mudflat expanse. The former sand spit that existed prior to filling is shown as an overlay, and the shallow water above the terrace is visible to the north of Pier 91. The terrace is also visible underwater in a 1940s aerial photograph of the port (Figure 41).

A map of ethnographic place names for Magnolia Peninsula and Elliott Bay based on T.T. Waterman's 1922 research presented in Lewarch et al. (1922, cited in Lewarch et al. 1995b, Figure 1.4), depicts four places in the vicinity of Alternatives A and D. As Lewarch et al. (1995a:14-78) point out, ongoing research into sea level rise and tectonic activity in Southern Puget Sound suggest that there are numerous inundated landforms similar to West Point along the Puget Sound coastline, most of which would likely contain archaeological resources.

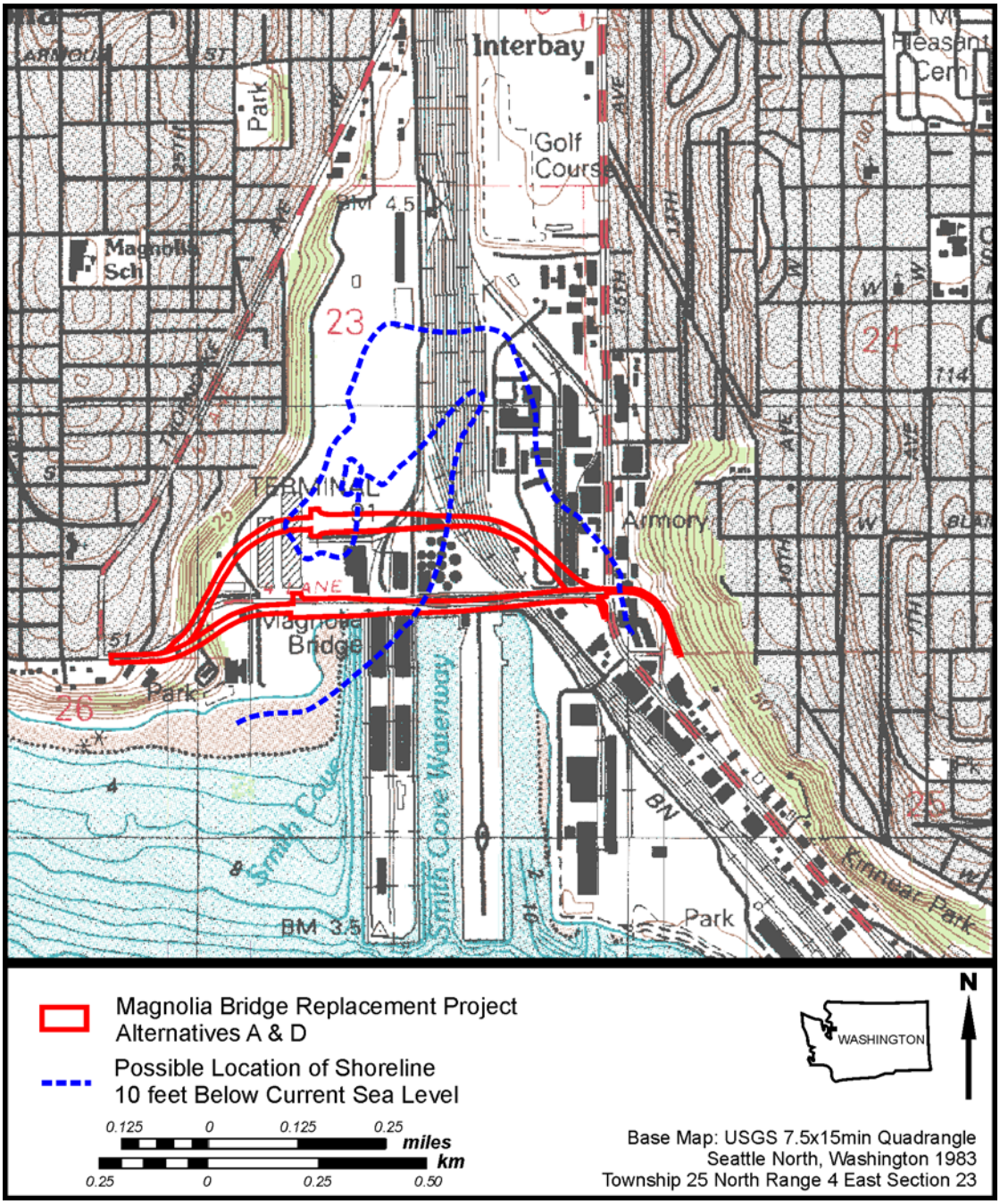

Figure 39. Composite map showing possible location of former Smith Cove shoreline at 10 feet below current sea level.

Figure 40. 1929 aerial photo showing Smith Cove mudflats and former sand spit (composite photo courtesy of HNTB Corporation).

Figure 41. 1940s oblique aerial photo of Smith Cove (photo courtesy of HNTB Corporation).

5.0 Conclusion and Recommendations

No archaeological resources (pre-contact or historical) were identified in the areas of the APE that were available for subsurface archaeological investigation within the scope of the present study. However, comparison of sample sediments with culturally-associated sediments at the West Point site suggest that the presence of unknown archaeological deposits elsewhere in the APE cannot be ruled out. As Lewarch et al. (1995a:14-78) point out, "[t]he only practical way for archaeologists to obtain broad exposures of these old inundated beach surfaces is through participation in construction projects…."

The methods employed for this study are the best available to archaeologists to investigate the potential for deeply buried deposits in this type of project setting. However, mechanical coring only allows for 2-inch diameter bores, which examine a very small horizontal area. The limited horizontal extent of the bores allows for the identification of obvious archaeological

resources, such as shell middens or dense artifact concentrations. This technique is less effective in areas where archaeological materials may be less concentrated. Further, the location of the historic sand spit within Smith Cove is difficult to pinpoint with certainty from map projections or subsurface profiles. The sampling in this portion of the APE was not extensive, and it is possible that appropriate locations within the former spit were not tested.

Based on the available information, archaeological monitoring of construction activities in specific areas of the APE is recommended, to be determined after the preferred design for the bridge foundations is selected. The design of foundations for the new Magnolia Bridge is at present undecided, but it is clear that very deep foundations, likely in excess of 100 feet below the present ground surface, will be required to accommodate subsurface geologic conditions in the project area. According to the *Geology and Soils Discipline Report* for the project (Shannon & Wilson 2005:86), if foundations deeper than 100 to 120 feet are required, design would incorporate driven piles; at depths greater than 120 feet, a drilled shaft design will be used. If driven piles are used, any archaeological resources that may be present beneath historic fill in the impact zone of the piles would be adversely impacted. However, monitoring of pre-construction soil borings and test pits (for example, as suggested for mitigation of geology and soils [Shannon & Wilson 2005: 81]) for either a drilled shaft or driven piles design would provide an opportunity for archaeological examination of a larger subsurface exposure than was available during the present study, and any unknown archaeological resources that may be in the impact zone could be appropriately evaluated and addressed.

The West Point archaeological site discovery makes a strong case for construction monitoring of coastal projects even when there is no prior indication of archaeological deposits. The West Point site is the first pre-2500 BP, inundated archaeological site recorded in the littoral environment of Southern Puget Sound. Older sites have recently been discovered in several high-profile cases. They further point out that ongoing research on tectonic activity and sea level rise suggests that there are numerous inundated landforms similar to the West Point site along the coastline and most of these probably have archaeological deposits (Lewarch et al. 1995a:14-78).

Recommended monitoring of pre-construction geotechnical investigations (cf. Shannon & Wilson 2005:81) are primarily in the western portion of the APE where the former sand spit and associated beach of Smith Cove are located. Stations that should be monitored include 48+00 to 36+00 and 18+00 for Alternative A, and 44+00 to 54+00 and 112+00 to 120+00 for Alternative D as indicated on project maps in Figures 19 and 21 of the *Geology and Soils Discipline Report* (Shannon & Wilson 2005).

In coordination with WSDOT and the DAHP, SDOT will develop and implement an appropriate Construction Monitoring Plan and Inadvertent Discovery Plan to minimize impacts to archeological resources in the event of a discovery. The plans will stipulate the coordination and scope of pre-construction monitoring of geotechnical studies, and the process of evaluation of any discovered archaeological resources, as well as SHPO and tribal consultation regarding mitigation measures, if required.

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Discipline Report Addendum

Historic, Cultural, and Archaeological Resources

Prepared by:

AMEC Environment and Infrastructure, Inc.

August 29, 2013

Seattle Department of Transportation
Agreement No. T12-64

Environmental Assessment

Magnolia Bridge Replacement

City of Seattle

[See page iii for the Table of Contents.]

Introduction

Alternative A – Ramps evaluated in the June 2006 Draft Historic, Cultural, and Archaeological Resources Discipline Report was selected by the Seattle Department of Transportation (SDOT) as the Preferred Alternative in 2006. The Plans, Specifications and Estimates (PS&E) phase of the Magnolia Bridge Replacement Project advanced the Preferred Alternative design to the 30 percent level.

The 2006 report addressed historic, archaeological, and cultural resources within the Magnolia Bridge Area of Potential Effect (APE) under federal, state, and local regulations. It identified potential impacts on these resources and suggested mitigation measures designed to limit those impacts.

The Historic, Cultural, and Archaeological Resources Discipline Report Addendum provides updates to the 2006 report for methods, studies and coordination, affected environment, impacts and mitigation. Because build Alternatives C and D are no longer under consideration, the impacts and mitigation updates are limited to the Alternative A (Preferred Alternative) alignment. Alternative A had two design options: Alternative A – Intersection with an intersection on the bridge connected to a north-south roadway direct north into the Port of Seattle Terminal 91 property; and Alternative A –Ramps with half-diamond interchange ramps at 23rd Avenue West to and from the east. The Preferred Alternative includes only 23rd Avenue West ramps to and from the east.

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Methods

This discipline report addendum has been prepared consistent with the guidelines contained in Section 456 of the WSDOT Environmental Procedures Manual. Any project funded by a federal agency, under the direct or indirect jurisdiction of a federal agency, or requiring a federal license, permit or approval is subject to the requirements of Section 106 of the National Historic Preservation Act of 1966, as amended. Evaluation of cultural resources under Section 106 will be prepared consistent with Section 106 regulations (36 CFR 800), the guidelines contained in Section 24.8 of the Local Agency Guidelines (WSDOT 2004a), and Section 456 of the Environmental Procedures Manual (WSDOT 2004b).

Consultation and Coordination

Initial coordination was completed by Shapiro and Associates (Shapiro) in 2005 [Historic, Cultural and Archaeological Resources Discipline Report (draft June 2006) Appendix A]. Shapiro's cultural resources staff met with DAHP and City of Seattle Office of Historic Preservation (OHP) to outline the intended APE and conduct a literature search and recorded site review. An additional literature search and site record review was completed by AMEC Environment & Infrastructure, Inc. (AMEC) in July 2013. The results of that research are presented within this document.

Area of Potential Effect

The APE for historic buildings or structures was determined to be 100 feet on each side of the proposed alternative footprint, effectively limiting the APE to one-lot depth from the street right-of-way. The Seattle Department of Transportation and the DAHP accepted the APE with a few conditions [Historic, Cultural and Archaeological Resources Discipline Report (June 2006) Appendix A]. In addition to evaluating historic resources within 100 feet of the alternative alignments, the City recommended that the APE also include the Admiral's Quarters located above the Elliott Bay Marina and the contiguous property of the Port of Seattle, which would include Piers 90 and 91 and the northernmost building on Pier 89. This APE was identified so that visual effects of the undertaking on historic properties could be evaluated. The APE for archaeological resources encompassed the footprints of construction.

Consultation

WSDOT will initiate consultation with the affected tribes during the Section 106 compliance process. A letter will be submitted to the affected tribes that will include: a description of the project; its location, including legal description; and maps and photographs.

Background Data Review

Cultural resources staff conducted a literature review and site record search for this undertaking by consulting the Department of Archaeology and Historic Preservation (DAHP) Washington Information System for Architectural and Archaeological Records Data (WISAARD). This research was conducted to identify any Historic

Properties, and archaeological sites that have been recorded within the APE since the initial background data review was completed in 2005.

Field Survey

Archaeological investigations were completed in 2006 by Historical Research Associates (HRA). Mechanical core sampling was undertaken to determine whether archaeological resources are present in the APE. The sampling locations were placed along the east and west margins of Smith Cove, and also within the historical sand spit that once extended into the cove from the western shore (HRA 2006). No archaeological resources were discovered in the limited area of sampling. No additional field studies have been completed for archaeological resources.

Additional studies have been completed to update the Historic Property Inventory. Since the initial historic building study was completed in 2005, modifications to buildings within the APE have occurred and several buildings have now reached 50 years of age, a requirement for listing in the National Register of Historic Places (NRHP). Additional studies have been completed to evaluate the significance of these buildings.

Studies

The following section includes the results of background data review and field survey. Information about the environmental and cultural context is presented in the draft Historic, Cultural and Archaeological Resources Discipline Report (June 2006).

Background Data Review

Cultural resources staff consulted the WISAARD on June 21, 2013 to identify any cultural resource studies, historic properties, buildings, and archaeological sites that have been recorded within the APE since the initial background data review was completed in 2005.

The DAHP files show that four cultural resource surveys have been completed in the Elliott Bay area since 2005 (Addendum Table 1). These studies were completed for a telecommunications installation, Sound Transit's commuter rail system, and a new cruise ship terminal at the Port of Seattle's Pier 91. No archaeological sites were documented during these investigations. The Farwest Liquidation building located at 1461 Elliott Avenue was inventoried and evaluated for listing in the NRHP. The building lacked integrity and was recommended as ineligible for listing (Askin 2013).

Addendum Table 1
Cultural Resource Investigations in the Elliot Bay Vicinity

Author	Year	Report Title	Cultural Resources Documented	Eligibility
Askin, T.	2013	Historic Properties Survey of Farwest Liquidation Site Telecom Installation 1461-1465 Elliott Ave W, Seattle	Farwest Liquidation Building.	Not Eligible
Hodges, C.	2007	Results of Archaeological Fieldwork, Berth M Apron Replacement, Seattle	None	
Hodges, C.	2007	Letter to Jason Jordan Regarding Results of Archaeological Fieldwork, Pier 91 Berth Dredging, Seattle	None	
Juell, K.	2006	Archaeological Site Assessment of Sound Transit's Sounder: Everett to Seattle Commuter Rail System, King and Snohomish Counties	None	

Archaeological Resources

In 2011, the United States Army Corps of Engineers (USACE), recorded site 45KI1033, a historic munitions scatter, on the sea floor between Piers 90 and 91. During the investigations, a total of 224 fragments of military debris and discarded military munitions were observed and collected from the sea floor (Kanaby 2011). The artifacts were associated with the United States Navy Supply Depot which was

situated on Pier 91 from 1942 through 1976. The munitions were turned over to the Joint Base Lewis-McCord Explosive Ordinance Disposal Unit for proper disposal. The site was not formally evaluated for listing in the NRHP. As all of the artifacts have been collected and disposed of, the site has been destroyed and cannot be considered eligible for listing in the NRHP, under Criterion D.

Historic Resources

Section 106 regulations require that cultural resources over 50 years old be inventoried and evaluated for listing in the NRHP. Additionally, the City of Seattle, through the Landmarks Preservation Ordinance (Seattle Municipal Code 25.12), requires that any structures or buildings over 25 years old be inventoried and evaluated for Seattle Landmark designation.

During the 2005 historic building inventory for the Magnolia Bridge Project, all buildings and structures within the APE that were constructed prior to 1980 were identified and inventoried. Twenty buildings or structures were identified that met this criterion. Of these twenty resources, five were found to be significant and eligible for listing in the NRHP and/or eligible for Seattle Landmark status (2006 Draft Discipline Report Figure 13; Addendum Table 2). .

Addendum Table 2
NRHP-eligible Historical buildings and structures within the Project APE

Field ID Number	Address or Name	Date of Construction	NRHP Eligibility (Criteria)	Seattle Landmark Eligibility (Criteria)
3	Admiral's Residence	1944	A, C	A, C
5	Holland America Cruise Line terminal	1940	C	
9	Snider Petroleum, Warehouse, Port of Seattle	1925	C	
17*	Immunex Complex building, 1280 16th Avenue West	1966		B, C
27	Snider Petroleum, Port of Seattle	1929	A	

*Not evaluated for NRHP-listing in 2006 as it had not reached 50 years of age.

On August 23, 2013, cultural resources staff revisited each of the eligible and potentially-eligible properties within the APE of the Preferred Alternative to assess the current condition and integrity (Addendum Appendix A). The results of this investigation are described below and the revised Historic Property Inventory Forms are attached (Addendum Appendix A)

3 – Admiral's Residence

The Admiral's Residence was constructed in 1944 by the U.S. Navy to house the commanding admiral and his family, and serve as a center for official government entertaining (Sheridan 2013). The Admiral's Residence is listed in the NRHP, under criteria A and C, (February 2013) and designated a Seattle Landmark (April 2013). It is significant for its association with the U.S. Navy and its role in Seattle from World War II until the 1990s. The Admiral's Residence is also significant for its embodiment of the Colonial revival architecture.

A Memorandum of Agreement (MOA) was signed in 2011 between the Federal Highway Administration (FHWA), State Historic Preservation Office (SHPO), Washington Department of Transportation (WSDOT), City of Seattle, and the private owner. It stipulates protocols that must be followed to mitigate the impacts of the Magnolia Bridge Project during construction. The MOA is reproduced in Addendum Appendix B.

5 –Holland America Line Cruise Ship Terminal (formerly Building 40, Port of Seattle)

Building 40 was constructed in 1940 as a terminal warehouse for the U.S. Navy. It was declared a surplus property in 1970 and transferred to the Port of Seattle. In 2009, the Port sold the building to Holland America Line, Inc., and the warehouse building was converted to house the new cruise ship terminal. Its exterior was modified to provide a two-lane access drive and pedestrian walkway for the new cruise ship terminal parking lot north of the bridge and Pier 91. The south bay was demolished and a former interior wall was braced with a steel exterior frame.

In 2005, the building was recommended eligible for listing in the NRHP under Criterion C for its architectural characteristics. Due to recent architectural modifications, the building no longer retains integrity of design, setting or association, and is not eligible for listing in the NRHP.

9 – Snider Petroleum Warehouse, Port of Seattle

The Snider Petroleum warehouse was constructed in 1925 for the Texas Company Refinery. The warehouse was used to store oil drums, providing support to the U.S. Navy during World War II. In 1970, it was declared a surplus property and transferred to the Port of Seattle. Several of the buildings and all of the storage tanks associated with the refinery have been demolished. The petroleum warehouse is still present. Snider Petroleum no longer occupies this building.

In 2005, the building was recommended eligible for listing in the NRHP under Criterion C for its architectural characteristics. Since that time, few modifications have occurred. Although the building has lost its integrity of setting and association, the building retains its distinctive architectural characteristics, and is still eligible for listing in the NRHP under Criterion C.

17 – Immunex Complex, 1280 16th Avenue West

The Immunex Complex building, located on a property owned by Amgen, Inc., a pharmaceutical company, was demolished in 2007 (King County 2013). King County Assessor's records show that plans to construct a new two-story building at this location were approved at that time; however a new building was not constructed. This building no longer exists and therefore, is not eligible for listing in the NRHP.

27 – Snider Petroleum Pump House, Port of Seattle

The Snider Petroleum pump house was constructed in 1929 for the Texas Company Refinery. The pump house provided support to the U.S. Navy during World War II and the Korean and Vietnam wars. In 1970, it was declared a surplus property and transferred to the Port of Seattle. In 2005, the building was recommended eligible for listing in the NRHP under Criterion A for its association with Seattle's history. Since that time, many of the buildings and storage tanks associated with the refinery have been demolished.

Due to changes in the historic setting of the property, including removal of the associated storage tanks, and changes in its function as pump house, the building no longer retains its historic integrity and is not eligible for listing in the NRHP.

Summary

The results of the historic building survey found that historic building # 17 has been demolished and buildings #5 and #27 have been adversely modified by changes to the historic setting or architecture. Only the Admiral's Residence (# 3) and the Snider Petroleum Warehouse (# 9) remain eligible for listing in the NRHP (2006 Draft Discipline Report Figure 13).

Studies and Coordination

A comprehensive literature review has been completed to assess the potential for archaeological and historic resources within the study area. Historic maps, documents, photographs, and geotechnical boring logs were reviewed. A limited archaeological investigation has also been completed.

Additional studies have been completed since the 2006 Draft Discipline Report was issued. A Memorandum of Agreement (MOA) for the project was signed in 2011 by FHWA, U.S. Navy, SHPO, WSDOT, City of Seattle, and the private owner. It stipulates protocols that must be followed to mitigate the impacts of the Magnolia Bridge project during construction. In 2013, the Admiral's Residence was listed in the NRHP and also designated Seattle Landmark status. The MOA is reproduced in Addendum Appendix B

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Impacts

This section describes the direct, indirect and operational impacts to historic properties within the Alternative A (Preferred Alternative) APE. Direct impacts would result from the activities that would physically disturb a cultural resource. Indirect impacts would be caused by development located near a historic property that does not directly disturb the resource, but changes the setting of the area or offers increased opportunities for human disturbance.

Operational impacts that may cause adverse effects include visual changes to the character and setting of the resources, isolation, or alteration of the surrounding environment, traffic congestion or restricted access to the property, noise and vibration out of character with the historic resources, ongoing property maintenance and the introduction of modern architecture that is not compatible with the historical setting.

Description of Impacts

Within the Alternative A APE, there are two historic properties: Snider Petroleum Warehouse (Building # 9) and the Admiral's Residence (Building # 3). Snider Petroleum Warehouse # 9 is significant for its architecture and eligible for listing in the NRHP under Criterion C. Alternative A would not have a direct or indirect impact on Building #9 and operation of the new bridge would not increase traffic flow in the immediate vicinity.

The U.S. Department of Transportation, FHWA, has determined that the Project will have an adverse effect on the NRHP-listed Admiral's Residence. The location of the new bridge will cross the Magnolia bluff, on the west side, slightly south of its current location, which will increase its proximity and visibility to the Admiral's Residence. The operation and construction of the new bridge will modify character-defining attributes of this Historic Property. Potential direct impacts would include impacts to the buildings structural integrity due to vibration caused by bridge traffic. Potential indirect impacts would include changes to the visual setting due to the introduction of modern architecture, increased noise and pollution factors from bridge traffic due to the closer proximity of the new bridge structure, and changes in the historic viewshed due to the removal of trees and shrubs surrounding the old bridge.

No significant archaeological resources were identified; however, subsurface mechanical boring revealed soils with the potential to contain archaeological materials within Alternative A. Archaeological monitoring and the development of an Inadvertent Discovery Plan (IDP) are recommended.

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Description of Mitigation

Direct and indirect impacts to the NRHP-listed Admiral's Residence will be adverse. FHWA has consulted with the Washington SHPO, in accordance with Section 106 of the National Historic Preservation Act (NHPA), and its implementing regulations 36 Code of Federal Regulations [CFR] Part 800, and has executed a Memorandum of Agreement (MOA) for the project (Addendum Appendix B). The MOA was signed in 2011, by FHWA, U.S. Navy, SHPO, WSDOT, City of Seattle, and the private owner, Pacific Northwest Communities, LLC. The MOA stipulates protocols that must be followed to mitigate the impacts of the Magnolia Bridge project during construction and operation.

No significant archaeological resources were identified; however, subsurface investigations revealed soils with the potential to contain archaeological materials within the APE. If significant archaeological resources are identified during construction, mitigation for potential operational impacts will be addressed in the same manner as construction impacts (see discussion under "Construction Impacts" below).

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Construction Impacts

This section describes the direct and indirect impacts that could occur to historic properties within the Preferred Alternative (Alternative A – Ramps) APE specifically during construction. Construction impacts that may cause adverse effects to historic properties include visual changes to the character and setting of the resource, alteration of the surrounding environment, traffic congestion or restricted access to the property, noise and vibration out of character with the historic property, and the introduction of modern architecture that is not compatible with the historic setting. Construction impacts may also cause adverse effects to unknown archaeological resources.

Specific Construction Impacts

The Preferred Alternative would not have a direct or indirect impact during construction on the Snider's Petroleum Warehouse #9.

The FHWA has determined that the project will have an adverse effect on the NRHP-listed Admiral's Residence. The project will modify character-defining attributes of the Admiral Residence. Potential direct impacts would include impacts to the buildings structural integrity, impacts to slope stability during construction of the new bridge and demolition of the old bridge, Potential indirect impacts would include changes to the visual setting due to the introduction of modern architecture, increased noise and pollution factors during construction, and changes in the historic viewshed due to the removal of trees and shrubs surrounding the old bridge.

No significant archaeological resources were identified; however, subsurface mechanical boring revealed soils with the potential to contain archaeological materials within the Preferred Alternative footprint. Development of a Construction Monitoring Plan and an IDP are recommended.

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Mitigation Measures for Construction Impacts

Direct and indirect project impacts to the NRHP-listed Admiral's Residence will be adverse. FHWA has consulted with the Washington SHPO, in accordance with Section 106 of the National Historic Preservation Act (NHPA), and its implementing regulations 36 Code of Federal Regulations [CFR] Part 800, and has executed a MOA for the project (Addendum Appendix B).

The MOA was signed in 2011, by FHWA, SHPO, WSDOT, City of Seattle, and the private owner, Pacific Northwest Communities, LLC. The MOA stipulates protocols that must be followed to mitigate the impacts of the Magnolia Bridge project during construction and operation.

Within 120 days prior to the start of construction, a Pre-Construction Condition Survey will be completed for the Admiral's Residence and all other identified historic character-defining features associated with the Historic Property. Photographs and video recordings will be used to document the existing structural integrity and condition of the Historic Property. A geotechnical investigation will be completed as part of this survey to determine if the slope is sufficiently stable to withstand the construction of the new bridge without harming the Historic Property. Should the geotechnical survey indicate that mitigation measures are required to defend slope stability, such measures shall be proposed and upon approval, such actions will be taken at the time specified by the geotechnical engineer.

Based on the results of the Pre-Construction Condition Survey, existing cracks, openings, and other damage will be repaired to minimize infiltration of dust and dirt into the structure. The work shall be competed no more than 30 days before the beginning of construction in accordance with the Secretary of the Interior's Standards for Treatment of Historic Properties. Additionally, a Tree Preservation, Replanting, and Mitigation Plan will be developed to mitigate the noise and visual impacts to the Historic Property.

No significant archaeological resources were identified; however, subsurface investigations revealed soils with the potential to contain archaeological materials within the Preferred Alternative APE. A Construction Monitoring Plan should be developed prior to the start of construction that will outline monitoring protocols and identify areas of sensitivity for archaeological monitoring of select pre-construction and construction tasks. The development of an IDP is also recommended and stipulated as a mitigation measure in the MOA. If significant archaeological resources are identified during construction, mitigation for potential impacts should be addressed following the protocols of the IDP. Should any prehistoric or historic cultural remains be discovered during the demolition or construction, all work in the area of the discovery shall cease and the IDP should be followed.

Prior to, and during construction, the City will provide training to all on-site construction personnel to assist in the identification of cultural resources and to help them understand measures to avoid and protect historic properties.

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Summary of Findings

This Historic, Cultural and Archaeological Resources Discipline Report Addendum describes significant Historic Properties within the APE of the Preferred Alternative alignment and discusses the operational and construction impacts and recommended mitigation for the Magnolia Bridge Replacement Project. Historic Property Inventory Forms for NRHP-eligible and -listed historic resources in the APE are presented in Addendum Appendix A.

Affected Environment

Archaeological Resources

No significant archaeological resources were identified the Magnolia Bridge Project APE; however, subsurface mechanical borings revealed soils with the potential to contain archaeological materials.

Historic Resources

There are two Historic Properties in the Magnolia Bridge Project APE: the Snider Petroleum Warehouse - Building # 9 and the Admiral's Residence - Building # 3.

Impacts and Mitigation Measures

The project will not have a direct impact on Snider Petroleum Warehouse - Building #9, and operation of the new bridge would not increase traffic flow in the immediate vicinity. The Project will have an adverse effect on the Admiral's Residence. The operation and construction of the new bridge will modify character-defining attributes of the Historic Property.

To mitigate impacts to historic properties and archaeological resources, the FHWA has executed an MOA for the project (Addendum Appendix B). The MOA stipulates protocols that must be followed to mitigate the impacts to the Admiral's Residence during construction and operation of the project.

Archaeological monitoring of select pre-construction and construction tasks and the development of an IDP is recommended. If significant archaeological resources are identified during construction, mitigation for potential impacts should be addressed following the protocols of the IDP. Should any prehistoric or historic cultural remains be discovered during the demolition or construction, all work in the area of the discovery shall cease and the IDP should be followed.

Addendum Table 3 is a summary matrix of historic, cultural, and archaeological resource impacts and mitigation measures for the Preferred Alternative.

Addendum Table 3
Summary Matrix for the Preferred Alternative

Impacts	Mitigation Measures
Operation:	
Admiral's Residence, Building #3	Follow measures stipulated in the 2011 Memorandum of Agreement (Addendum Appendix B)
Construction	
Admiral's Residence, Building #3	Follow measures stipulated in the 2011 Memorandum of Agreement
Archaeological Resources	Develop a Construction Monitoring Plan and Inadvertent Discovery Plan

References

Askin, T. 2013. Historic Properties Survey of Farwest Liquidation Site Telecom Installation 1461-1465 Elliott Ave W, Seattle.

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Addendum Appendix A: Revised Historic Property Inventory Forms

Historic Inventory Report

Location

Field Site No. 5

DAHP No.

Historic Name: Building 40, Port of Seattle

Common Name: Holland America Cuise Line Terminal

Property Address: 2001 W Garfield, Seattle, WA 98199

Comments:

Tax No./Parcel No. 7666201146

Plat/Block/Lot Seattle Tide Lands/114

Acreage 4.6

Supplemental Map(s)

Township/Range/EW	Section	1/4 Sec	1/4 1/4 Sec	County	Quadrangle
T25R30E	23	SE	SE	King	SEATTLE NORTH

Coordinate Reference

Easting: 1176575

Northing: 844002

Projection: Washington State Plane South

Datum: HARN (feet)

Identification

Survey Name: Magnolia Bridge

Date Recorded: 08/23/2013

Field Recorder: Lara Rooke

Owner's Name: Holland America Line, Inc

Owner Address: 2203 Alaskan Way

City: Seattle

State: WA

Zip: 98199

Classification: Building

Resource Status:
Survey/Inventory

Comments:

Within a District? No

Contributing?

National Register:

Local District:

National Register District/Thematic Nomination Name:

Eligibility Status: Not Determined - SHPO

Determination Date: 1/1/0001

Determination Comments:

Description

Historic Use: Commerce/Trade - Warehouse

Current Use: Commerce/Trade - Warehouse

Plan: Irregular

Stories: 2

Structural System: Unknown

Changes to Plan: Moderate

Changes to Interior: Unknown

Changes to Original Cladding: Slight

Changes to Windows: Intact

Changes to Other: Unknown

Other (specify):

Style:	Cladding:	Roof Type:	Roof Material:
Other - Industrial	Wood - Shiplap	Gable	Unknown

Foundation:	Form/Type:
Concrete - Poured	Commercial

Narrative

Study Unit

Other

Architecture/Landscape Architecture

Date of Construction: 1940 Built Date

Builder:

Engineer: Port of Seattle

Architect:

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:	The Port of Seattle, which was formed on September 5, 1911, as a civic entity separate from the City, constructed two piers (Piers 90 and 91) at Smith Cove in 1913. The piers were constructed to allow ships bringing cargo from Asia to dock and unload their goods (Historylink, Interbay, n.d.; Port of Seattle 1980; Sayre 1937). By the early twentieth century, the Smith Cove terminal played a vital role in the shipping industry in Seattle. Between 1915 and 1941, the Port of Seattle owned and operated Piers 90 and 91. The piers and railroad shops employed hundreds of people, spurring housing development on the adjacent neighborhoods of Magnolia and Queen Anne (Port of Seattle 1980). In March of 1941, the U.S. Navy appropriated the land along the shorelines and Piers 90 and 91 as the 13th Naval District Operating Annex for use as a Navy supply depot (Burke 1976; Historylink, Interbay, n.d.; Port of Seattle 1980; Puget Sound Maritime Historical Society 2002). To clear adequate space and to maintain security for the new operations, the City of Seattle and the federal government burned tideland squatters' camps that had appeared during the Depression (Klingle 2001). The Navy used the piers to outfit more than 500 ships during World War II and maintained 2,500 civilian workers in nearby housing. Naval outfitting of ships continued through the Korean and Vietnam wars. The federal government declared the terminals as "surplus" property in 1970, eventually turning them over to the Port of Seattle in 1974 (Port of Seattle 1980). Building 40 is located north of the Magnolia Bridge near the bridge's western end. Built in 1940, it served as a warehouse for the Port of Seattle, providing seafood storage and packing facilities. In 2009, the Port sold Building 40 to Holland America Line, Inc., and the warehouse building was converted to house the new cruise ship terminal. Prior to this sale, Building 40 was an intact example of a 1940s terminal warehouse. Although the building had an addition constructed on its north side, the modification to its overall plan and appearance was minor and the integrity of its architecture, location, and continuous use as a warehouse within a working port terminal made this property significant. Since the sale of the building, the exterior has been modified to provide a two-lane access drive and pedestrian walkway for the new cruise ship terminal parking lot north of the bridge and Pier 91. Due to these recent architectural modifications, the building no longer retains integrity of design, setting or association, and is not eligible for listing in the NRHP.
Description of Physical Appearance:	This is an irregular-plan warehouse building with two additions, one on the north and one on the west. The original building has an extremely low pitched, parallel gable roof with three major gables and two minor gables. The upper story is clad with horizontal shiplap wood siding, and the lower story is cast-in-place concrete. The roof has closed verges with fascia trim, and the foundation is poured concrete.

On the east (front) elevation, one grouped window is centered under each major gable in the second story. In the left gable, from left to right, this grouping is made up of the following elements: three sashes, a wood louver, four more sashes, another wood louver, four more sashes, a third wood louver, and three more sashes (3/4/4/3) (Type A window). Each sash is composed of 12 fixed panes separated by three horizontal and four vertical muntins. A wood mullion separates each sash, and the grouped window has a continuous lugsill. The grouped window in the central gable is slightly different. There are only three sashes rather than four in the third gable (3/4/3/3). A flat dropped-porch roof appears above the first floor. Nine square, metal columns support the original section of the roof. A concrete loading bay appears across the front of the entire building. A concrete ramp is on the far left side. Three different types of loading bay doors are each centered under a major gable. The leftmost door is a wood, horizontal sliding door on exterior overhead tracks. The door has 12 recessed panels and the doorway is covered with vertical plastic strips. The central door is a double leaf door. The original doors have six recessed panels in the upper three-quarters. The top and bottom quarters of the left door have been covered over with plywood. The doors are mounted on exterior overhead tracks. Vertical plastic strips cover the entrance. The rightmost door is also a double sliding door, although the leafs have been replaced with plain plywood. The doorway leads into a recessed bay. Between the left and central doors, there are two grouped windows. Each window consists of a louvered vent and a wood frame, one-over-one, double hung sash. The windows have plain wood surrounds, a wood mullion, and a continuous brick slipsill. Three doorways appear on the north wing of the east elevation. Two large loading bay doors are placed symmetrically in the north wing. These doorways lack surrounds and are covered with vertical plastic strips. A smaller doorway is to the left of the left loading bay. The smaller door is a single leaf metal door with a fixed reinforced glass light in the upper half. The door has plain metal surrounds and a metal kickplate. Five metal stairs with pipe railings lead up to the loading dock between the two loading bays. The south elevation has been modified. The south bay has been demolished and a former interior wall has been braced with a steel exterior frame.

The west elevation is similar to the east elevation. Two Type A grouped windows are located under each major gable. Within each gable, the right group has a 3/4/4/3 arrangement and the left group has 3/3/4/3. There is no door under the far right window. The door under the leftmost gable is a loading bay door. The door is a plain wood sliding door on exterior overhead tracks. It has six recessed panels, no surrounds, and no sill. There is a concrete loading dock in front of the rightmost bay with five metal stairs leading from the south. A dropped, flat roof over the loading bay is supported by two wood posts. There is a vertical wood plank enclosure under the roof over the loading bay. A plain wood door leads into this enclosure on the south side. The door has wood surrounds and a cement slipsill. The west elevation of the north wing has a flat roof with slightly projecting eaves. A dropped-porch roof runs along the side of the entire building. Walls are constructed of poured concrete. Impressions of the original wood forms are visible on the surface. A concrete loading dock runs the length of this portion of the building. Three loading doorways are spaced evenly across the building's elevation. The left and center doorways have vertical plastic strips covering them, and the right doorway has double wood doors that hang from the exterior overhead track. The left leaf of the double doors has a smaller single leaf door set into it. This smaller door and larger leaf on the opposite side both have a single pane of glass. There is a concrete ramp leading up to the loading deck from the north side.

The north elevation on the addition has a dropped, flat porch roof. The left half and right quarter of the porch are enclosed in plywood. The remaining one-quarter is open, and the roof is supported by two square, wood posts. Four plain plywood doors appear in the elevation, three in the left section of the enclosed porch and one on the right. At the far right, a wooden ladder extends through the porch roof to the building's roofline.

Major Bibliographic References:

Burke, Padraic 1976. A History of the Port of Seattle. Port of Seattle, Seattle.

Historylink n.d. Interbay – Thumbnail History. URL: www.historylink.org (visited September 24, 2003).

Historylink n.d. Queen Anne Hill – Thumbnail History. URL: www.historylink.org (visited September 24, 2003).

Klingle, Matthew William 2001. Urban by Nature: an Environmental History of Seattle, 1880-1970. Unpublished Ph.D. dissertation. Manuscript on file at the University of Washington libraries, Seattle.

Port of Seattle 1980. Report on Alternative Uses for Terminal 91. Planning and Research Department, Port of Seattle, Seattle.

Puget Sound Maritime Historical Society 2002. Maritime Seattle. Arcadia Publishing, Chicago.

Sayre, J. Willis 1937. The Early Waterfront of Seattle. J.W. Sayre, Seattle. Manuscript on file at Manuscripts, Special Collections, and University Archives, University of Washington, Seattle.

Photos

View showing former interior wall braced with a steel exterior frame.
South elevation
2013

South elevation prior to 2009 modifications
South elevation
2009

Historic Inventory Report

Location

Field Site No. 9

DAHP No. 17-02212

Historic Name: Texas Co. Casket Drum/Oil Warehouse

Common Name: Snider Petroleum Warehouse

Property Address: 2001 W Garfield, Seattle, WA 98119

Comments:

Tax No./Parcel No. 7666201530

Plat/Block/Lot Seattle Tide Lands/WW/POR

Acreage 28.8

Supplemental Map(s)

Township/Range/EW	Section	1/4 Sec	1/4 1/4 Sec	County	Quadrangle
T25R03E	26	NW	NE	King	

Coordinate Reference

Easting: 1176519

Northing: 845039

Projection: Washington State Plane South

Datum: HARN (feet)

Identification

Survey Name: Magnolia Bridge

Date Recorded: 08/23/2013

Field Recorder: Lara Rooke

Owner's Name: Port of Seattle

Owner Address: 2203 Alaskan Way

City: Seattle

State: WA

Zip: 98121

Classification: Building

Resource Status: Survey/Inventory

Comments:

Within a District? No

Contributing?

National Register:

Local District:

National Register District/Thematic Nomination Name:

Eligibility Status: Not Determined - SHPO

Determination Date: 1/1/0001

Determination Comments:

Description

Historic Use: Industry/Processing/Extraction - Industrial Storage

Current Use: Industry/Processing/Extraction - Industrial Storage

Plan: Irregular

Stories: 1

Structural System: Post and Beam

Changes to Plan: Intact

Changes to Interior: Unknown

Changes to Original Cladding: Intact

Changes to Windows: Intact

Changes to Other: Moderate

Other (specify): Skylight

Style:	Cladding:	Roof Type:	Roof Material:
Other - Industrial	Metal - Corrugated	Sawtooth / Folded Plate	Metal - Corrugated

Foundation:	Form/Type:
Concrete - Poured	Industrial
Post & Pier	

Narrative

Study Unit	Other
Architecture/Landscape Architecture	

Date of Construction: 1925 Built Date

Builder:

Engineer:

Architect:

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

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

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

Statement of Significance:

During the late nineteenth and early twentieth centuries, national railroad companies sought to build lines to Puget Sound and tap into the potential for maritime shipping. James J. Hill, president of the Great Northern Railway (GNRR), acquired land holdings around Smith's Cove from the Smith Cove Land Company to construct a locomotive shop, piers, and warehouses (Klingle 2001). By 1899, the GNRR built its railroad terminus, Piers 88 and 89, warehouses, and grain elevators in the Interbay area, providing additional slips and warehouse storage space for ships and goods (Magden 1991; Sayre 1937).

The Port of Seattle, which was formed on September 5, 1911, as a civic entity separate from the City, constructed two piers (Piers 90 and 91) at Smith Cove in 1913. The piers were constructed to allow ships bringing cargo from Asia to dock and unload their goods (Historylink, Interbay, n.d.; Port of Seattle 1980; Sayre 1937). By the early twentieth century, the Smith Cove terminal played a vital role in the shipping industry in Seattle.

Between 1915 and 1941, the Port of Seattle owned and operated Piers 90 and 91. The piers and railroad shops employed hundreds of people, spurring housing development on the adjacent neighborhoods of Magnolia and Queen Anne (Port of Seattle 1980). In March of 1941, the U.S. Navy appropriated the land along the shorelines and Piers 90 and 91 as the 13th Naval District Operating Annex for use as a Navy supply depot (Burke 1976; Historylink, Interbay, n.d.; Port of Seattle 1980; Puget Sound Maritime Historical Society 2002). To clear adequate space and to maintain security for the new operations, the City of Seattle and the federal government burned tideland squatters' camps that had appeared during the Depression (Klingle 2001). The Navy used the piers to outfit more than 500 ships during World War II and maintained 2,500 civilian workers in nearby housing. Naval outfitting of ships continued through the Korean and Vietnam wars. The federal government declared the terminals as "surplus" property in 1970, eventually turning them over to the Port of Seattle in 1974 (Port of Seattle 1980).

The Texas Company (Texaco) was founded in 1901 as the Texas Fuel Company in Beaumont, Texas. The company's first fuel product, Familylite Illuminating Oil, was kerosene for lamps. By 1910, the demands for gasoline, a by-product of the kerosene-refining process, had increased because of the expanding U.S. automobile and aviation industries (Hast 1991). The Texas Company refinery near the GNRR lines and Piers 89 through 91 in Interbay was constructed in 1925. The Texas Company joined with the Standard Oil Company of California in domestic and international oil-field exploration ventures in 1936 (Hast 1991; White 1962). During World War II, 30 percent of the Texas Company's production was consumed by the war effort as aviation fuel, gasoline, and petrochemicals. The company joined the War Emergency Tankers Inc., which operated as a collective tanker fleet for the federal War Shipping Administration, with refineries on the West Coast (Hast 1991). Although not the first on the West Coast, the Texas Company site appears to be significant as one of the first refineries in the Puget Sound region and the only facility on Elliott Bay, where it played a major role in providing fuel for Navy and commercial ships.

The Snider Petroleum building at the Port of Seattle is an intact example of a 1920s petroleum products warehouse and is part of the original Texas Company's refinery. Modifications to the appearance of this building are minor; the skylights on the eastern roof have been covered and a loading bay has been removed. Although the refinery site has lost some structures, such as the "Texaco" stack and ancillary buildings, storage tanks, and piping system, the building has maintained much of its architectural integrity. In addition, the surrounding warehouses, railroad terminals, and piers have retained their historic use as shipping facilities, of which the Texas Company was a part. The integrity of this property's setting, its distinctive architectural characteristics, and its role in Seattle's history suggest that this property is eligible for listing in the National Register of Historic Places under Criterion C.

Description of Physical Appearance:

This building is located in a paved industrial area to the north of the Magnolia Bridge near mid-span. Built in 1925, it continues to serve as a warehouse for the Port of Seattle. It currently functions as a petroleum products facility. The structure is a one-story, trapezoidal-plan building with a sawtooth (saltbox gables) corrugated metal roof, ribbed metal sheet siding, an offset right metal pipe chimney, and a concrete foundation.

The west (front) elevation has a continuous shed porch roof supported by metal trusses that extend across the elevation and cover the loading dock. The loading dock runs the length of the elevation and is supported by buttressed concrete posts. A window is offset far left. This window has nine panes of reinforced pebbled glass separated by two vertical and two horizontal metal muntins, plain metal surrounds, and a sloped metal lugsill (Type A). A door is present to the right of the window. This is a horizontal sliding metal door on an overhead exterior track (Type 1). Two Type A windows are to the right of the door, followed by another Type A door, and a fourth Type A window. Two additional windows appear to the right of the rightmost Type A window. These are replacement windows with horizontal sliding aluminum frames, wood surrounds, and a step lugsill (Type B). A third window type appears above the Type B windows. This Type C window is a grouped window composed of three sashes. Each sash is similar to the Type A window except it is composed of six fixed panes separated by one horizontal and two vertical metal muntins. To the right of these windows is a Type 1 door and another Type A window. An enclosed workroom has been constructed on the loading pad to the right. The walls are not attached to the historic building. A Type B window is present behind the workroom, and another Type 1 door and Type A window appear to the far right on this structure.

In the north elevation, the roofline has two gables. Each has projecting eaves with a boxed cornice and fascia board. The verges and fascia are constructed with metal sheeting and the cornice is a wooden panel board. A modern rollup garage (Type 2) door appears offset far left under an open gabled-porch roof. The low-pitched roof has projecting eaves, and sloped soffits are covered with wood panel board. Two round metal posts support the porch roof. The garage door has plain wood surrounds and no sill. It opens out onto a short concrete loading bay. A second doorway is offset left of center. The doorway has a metal lintel, no surrounds, no sill, and an asphalt concrete ramp leading up to it. Two grouped windows are centered in this elevation. Each sash of the grouped window is similar to Type A except that the second row of panes forms a hinged window. The grouped windows have a continuous sloped metal lugsill and are separated by a metal mullion. A similar single sash window is offset far right (Type D). This sash has 15 panes separated by four vertical and two horizontal metal muntins. The three central panes in the second row form a hinged window. An opening cut into the foundation at the far right leads into the building crawlspace.

The east elevation has two sides. A short oblique elevation faces east and a longer section will be described as part of the northeast-east elevation. This oblique section has a steeply sloped shed roof. Double horizontal sliding metal doors are centered in this section. The doors are mounted on an exterior overhead track. A larger concrete loading dock once existed in front of the doors. Most of the concrete has been removed. A crawlspace opening in the foundation has been covered over with a metal plate. Three parallel saltbox gables form the roofline on the northeast elevation. The roof on the northeast-east elevation has saltbox gables arranged in a sawtooth roofline. The slightly projecting eaves of the gables are boxed with metal sheeting. A grouped window is offset left in the elevation. It has two Type D sashes with a continuous metal lugsill. To the right of the window, a loading bay door has been covered over with metal sheeting. A second identical window grouping appears to the right of this door. A Type A door is adjacent to this and is flanked on the other side with another Type D window grouping, a Type 1 door, and another Type D window grouping.

There are four gables on the south elevation. The leftmost has a moderate pitch and metal vergeboards, and the other three are parallel saltbox gables with flat metal sheet boxed cornices. All have projecting eaves. Offset left is a Type D window. Two Type A windows with continuous metal lugsills are to the right. Offset right of the windows is a doorway that is covered with a heavy gauge, metal screen door with stepped metal surrounds and a metal lugsill. A three-step metal staircase leads up to the door. A Type D window is offset right under the last gabled section. A modern metal rollup bay door is offset left of this window under the leftmost saltbox gable. The door has plain wood surrounds, no lintel, and no sill. A dropped-shed roof supported by metal brackets covers this entrance. The porch roof is clad with corrugated metal sheeting and has exposed rafters. Five windows are evenly spaced along the remainder of the elevation. Each of these windows is composed of two sashes and each sash has six fixed panes separated by one horizontal and two vertical metal muntins, with plain metal surrounds and a continuous metal lugsill. Each sash is hinged at the top (Type E). Four crawlspace openings are cut into the foundation. The first is located offset right under the leftmost gable; the second and third are offset left and right under the leftmost saltbox gable, and the fourth is offset right under the central saltbox gable.

Major Bibliographic References:

Burke, Padraic 1976. A History of the Port of Seattle. Port of Seattle, Seattle.

Hast, Adele (editor) 1991 International Directory of Company Histories, Volume 4. St. James Press, Chicago, Ill.

Historylink n.d. Interbay – Thumbnail History. URL: www.historylink.org (visited September 24, 2003).

Historylink n.d. Queen Anne Hill – Thumbnail History. URL: www.historylink.org (visited September 24, 2003).

Klingle, Matthew William 2001. Urban by Nature: an Environmental History of Seattle, 1880-1970. Unpublished Ph.D. dissertation. Manuscript on file at the University of Washington libraries, Seattle.

Magden, Ronald 1991. A History of Seattle Waterfront Workers, 1884-1934. International Longshoremen's and Warehousemen's Union 19, the Washington Commission for the Humanities, Seattle.

Port of Seattle 1980. Report on Alternative Uses for Terminal 91. Planning and Research Department, Port of Seattle, Seattle.

Puget Sound Maritime Historical Society 2002. Maritime Seattle. Arcadia Publishing, Chicago.

Sayre, J. Willis 1937. The Early Waterfront of Seattle. J.W. Sayre, Seattle. Manuscript on file at Manuscripts, Special Collections, and University Archives, University of Washington, Seattle.

White, Gerald T. 1962. Standard Oil Company of California: Formative Years in the West. Appleton-Century-Crofts Publishing Company, New York, New York.

Photos

west (front) elevation
2013

east elevation
2013

South elevation
2013

Historic Inventory Report

Location

Field Site No. 17 DAHP No.

Historic Name: ID Building Company

Common Name: Immunex Complex building

Property Address: 1280 16th W, Seattle, WA 98119

Comments:

Tax No./Parcel No. 7666201714

Plat/Block/Lot Seattle Tide Lands/135/POR

Acreage 2.04

Supplemental Map(s)

Township/Range/EW	Section	1/4 Sec	1/4 1/4 Sec	County	Quadrangle
T25R03E	25	NW	NW	King	SEATTLE NORTH

Coordinate Reference

Easting: 1177604

Northing: 843351

Projection: Washington State Plane South

Datum: HARN (feet)

Identification

Survey Name: Magnolia Bridge Date Recorded: 08/23/2013

Field Recorder: Lara Rooke

Owner's Name: Amgen, Inc.

Owner Address: 1280 16th Avenue West

City: Seattle State: WA Zip: 98119

Classification: Building

Resource Status: Comments:
Demolished/Destroyed

Within a District? No

Contributing?

National Register:

Local District:

National Register District/Thematic Nomination Name:

Eligibility Status: Not Determined - SHPO

Determination Date: 1/1/0001

Determination Comments:

Description

Historic Use: Commerce/Trade - Professional

Current Use: Commerce/Trade - Professional

Plan: Rectangle

Stories: 2

Structural System: Unknown

Changes to Plan: Slight

Changes to Interior: Unknown

Changes to Original Cladding: Not Applicable

Changes to Windows: Not Applicable

Changes to Other:

Other (specify):

Style:	Cladding:	Roof Type:	Roof Material:
Other - Industrial	Concrete	Flat with Eaves	Asphalt / Composition

Foundation:

Form/Type:

Narrative

Study Unit

Other

Architecture/Landscape Architecture

Date of Construction: 1965 Built Date

Builder:

Engineer:

Architect: Sitts & Hill Engineers, Inc

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

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

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

Statement of Significance: The Immunex Complex building, located on a property owned by Amgen, Inc, a pharmaceutical company, was demolished in 2007 ((King County 2013). King County Assessor's records show that plans to construct a new 2-story building at this location were approved at that time; however a new building was not constructed. This building no longer exists and therefore, is not eligible for listing in the NRHP.

Description of Physical Appearance:

Major Bibliographic References: King County 2013. King County Property Records. Department of Assessments, Seattle, WA.

Photos

Historic Inventory Report

Location

Field Site No. 27 DAHP No.

Historic Name: Texas Company Warehouse

Common Name: Snider Petroleum Pump House

Property Address: 2001 W Garfield St, Seattle, WA 98119

Comments:

Tax No./Parcel No. 7666201530

Plat/Block/Lot Seattle Tide Lands/WW/POR

Acreage 28.8

Supplemental Map(s)

Township/Range/EW	Section	1/4 Sec	1/4 1/4 Sec	County	Quadrangle
T25R03E	24			King	SEATTLE NORTH

Coordinate Reference

Easting: 1176623

Northing: 844961

Projection: Washington State Plane South

Datum: HARN (feet)

Identification

Survey Name: Magnolia Bridge Date Recorded: 08/23/2013

Field Recorder: Lara Rooke

Owner's Name: Port of Seattle

Owner Address: 2203 Alaskan Way

City: Seattle State: WA Zip: 98119

Classification: Building

Resource Status: Comments:
Survey/Inventory

Within a District? No

Contributing?

National Register:

Local District:

National Register District/Thematic Nomination Name:

Eligibility Status: Not Determined - SHPO

Determination Date: 1/1/0001

Determination Comments:

Description

Historic Use: Industry/Processing/Extraction - Processing Site

Current Use: Unknown

Plan: Rectangle

Stories: 1

Structural System: Unknown

Changes to Plan: Intact

Changes to Interior: Unknown

Changes to Original Cladding: Intact

Changes to Windows: Intact

Changes to Other:

Other (specify):

Style:	Cladding:	Roof Type:	Roof Material:
Other	Metal - Corrugated	Gable	Metal - Corrugated

Foundation:	Form/Type:
Concrete - Poured	Industrial - Processing

Narrative

Study Unit

Other

Architecture/Landscape Architecture

Date of Construction: 1929 Built Date

Builder:

Engineer:

Architect:

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: During the late nineteenth and early twentieth centuries, national railroad companies sought to build lines to Puget Sound and tap into the potential for maritime shipping. James J. Hill, president of the Great Northern Railway (GNRR), acquired land holdings around Smith's Cove from the Smith Cove Land Company to construct a locomotive shop, piers, and warehouses (Klingle 2001). By 1899, the GNRR built its railroad terminus, Piers 88 and 89, warehouses, and grain elevators in the Interbay area, providing additional slips and warehouse storage space for ships and goods (Magden 1991; Sayre 1937).
The Port of Seattle, which was formed on September 5, 1911, as a civic entity separate from the City, constructed two piers (Piers 90 and 91) at Smith Cove in 1913. The piers were constructed to allow ships bringing cargo from Asia to dock and unload their goods (Historylink, Interbay, n.d.; Port of Seattle 1980; Sayre 1937). By the early twentieth century, the Smith Cove terminal played a vital role in the shipping industry in Seattle.

Between 1915 and 1941, the Port of Seattle owned and operated Piers 90 and 91. The piers and railroad shops employed hundreds of people, spurring housing development on the adjacent neighborhoods of Magnolia and Queen Anne (Port of Seattle 1980). In March of 1941, the U.S. Navy appropriated the land along the shorelines and Piers 90 and 91 as the 13th Naval District Operating Annex for use as a Navy supply depot (Burke 1976; Historylink, Interbay, n.d.; Port of Seattle 1980; Puget Sound Maritime Historical Society 2002). To clear adequate space and to maintain security for the new operations, the City of Seattle and the federal government burned tideland squatters' camps that had appeared during the Depression (Klingle 2001). The Navy used the piers to outfit more than 500 ships during World War II and maintained 2,500 civilian workers in nearby housing. Naval outfitting of ships continued through the Korean and Vietnam wars. The federal government declared the terminals as "surplus" property in 1970, eventually turning them over to the Port of Seattle in 1974 (Port of Seattle 1980).

The Texas Company (Texaco) was founded in 1901 as the Texas Fuel Company in Beaumont, Texas. The company's first fuel product, Familylite Illuminating Oil, was kerosene for lamps. By 1910, the demands for gasoline, a by-product of the kerosene-refining process, had increased because of the expanding U.S. automobile and aviation industries (Hast 1991). The Texas Company refinery in Interbay was constructed in 1925. The Texas Company joined with the Standard Oil Company of California in domestic and international oil-field exploration ventures in 1936 (Hast 1991; White 1962). During World War II, 30 percent of the Texas Company's production was consumed by the war effort as aviation fuel, gasoline, and petrochemicals. The company joined the War Emergency Tankers Inc., which operated as a collective tanker fleet for the federal War Shipping Administration, with refineries on the West Coast (Hast 1991). Although not the first on the West Coast, the Texas Company site was one of the first refineries in the Puget Sound region and the only facility on Elliott Bay, where it played a major role in providing fuel for Navy and commercial ships.

The building at the Port of Seattle is an example of a 1920s petroleum pump house and is part of the original Texas Company Refinery. Modifications to the appearance of this building are minimal and modern safety signage has been attached to the walls.

In 2005, the building was recommended eligible for listing in the NRHP under Criterion A for its association with Seattle's history. Since that time, many of the buildings and storage tanks associated with the refinery have been demolished. Due to changes in the historic setting of the property, including removal of the associated storage tanks, and changes in its function as pump house, the building no longer retains its historic integrity and is not eligible for listing in the NRHP.

Description of Physical Appearance:

The Pump House building is located in a paved industrial area north of the Magnolia Bridge near mid-span. This rectangular building has a front gabled roof. The roof is clad with corrugated, metal sheeting with metal-clad, boxed cornices, metal vergeboard, and projecting eaves. A metal chimney or gas vent is located in the center of the roof ridge. The structure has a concrete foundation. The building, which functioned as an oil pump house, was constructed in 1929 and leased to the Texas Company by the Port of Seattle.

The front (north) elevation has one window and two doors. The window, which is offset left, has nine reinforced glass panes, plain metal surrounds, a metal lugsill, and two vertical and two horizontal metal muntins (Type A). The upper six panes form a hinged window. A modern metal roll-up garage door is centered under the gable. This door has a concrete slipsill and no surrounds. A single leaf metal door is offset right. This door has a simple lift latch handle, no surrounds, a concrete slipsill, and a short corrugated metal awning.

In the east and west elevations, two Type A windows are evenly spaced across the elevations

Major Bibliographic References:

Burke, Padraic 1976. A History of the Port of Seattle. Port of Seattle, Seattle.

Hast, Adele (editor) 1991 International Directory of Company Histories, Volume 4. St. James Press, Chicago, Ill.

Historylink n.d. Interbay – Thumbnail History. URL: www.historylink.org (visited September 24, 2003).

Historylink n.d. Queen Anne Hill – Thumbnail History. URL: www.historylink.org (visited September 24, 2003).

Klingle, Matthew William 2001. Urban by Nature: an Environmental History of Seattle, 1880-1970. Unpublished Ph.D. dissertation. Manuscript on file at the University of Washington libraries, Seattle.

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Port of Seattle 1980. Report on Alternative Uses for Terminal 91. Planning and Research Department, Port of Seattle, Seattle.

Puget Sound Maritime Historical Society 2002. Maritime Seattle. Arcadia Publishing, Chicago.

Sayre, J. Willis 1937. The Early Waterfront of Seattle. J.W. Sayre, Seattle. Manuscript on file at Manuscripts, Special Collections, and University Archives, University of Washington, Seattle.

White, Gerald T. 1962. Standard Oil Company of California: Formative Years in the West. Appleton-Century-Crofts Publishing Company, New York, New York.

Photos

north elevation
2013

View shows the empty lot that surrounds the structure where storage tanks and pipe systems were once located.
north elevation
2013

north elevation in 2009
2005

United States Department of the Interior
National Park Service

National Register of Historic Places Registration Form

KI 1127

This form is for use in nominating or requesting determinations for individual properties and districts. See instructions in *How to Complete the National Register of Historic Places Registration Form* (National Register Bulletin 16A). Complete each item by marking "x" in the appropriate box or by entering the information requested. If any item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, architectural classification, materials, and areas of significance, enter only categories and subcategories from the instructions. Place additional entries and narrative items on continuation sheets (NPS Form 10-900a). Use a typewriter, word processor, or computer, to complete all items.

1. Name of Property

Historic name **Admiral's House, 13th Naval District**

Other names/site number Quarters A

2. Location

street & number 2001 West Garfield Street ____ not for publication

city or town Seattle ____ vicinity

State Washington code WA county King code 033 zip code 98199

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act, as amended, I hereby certify that this __nomination request for determination of eligibility X meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60. In my opinion, the property X meets ___ does not meet the National Register criteria. I recommend that this property be considered significant ___ nationally statewide X locally. (__ See continuation sheet for additional comments.)

12·21·12

Signature of certifying official/Title Date

WASHINGTON STATE HISTORIC PRESERVATION OFFICE
State or Federal agency and bureau

In my opinion, the property ___ meets ___ does not meet the National Register criteria. (__ See continuation sheet for additional comments.)

Signature of certifying official/Title Date

State or Federal agency and bureau

4. National Park Service Certification

I, hereby, certify that this property is:

___ entered in the National Register.
___ See continuation sheet

___ determined eligible for the National Register.
___ See continuation sheet

___ determined not eligible for the National Register.

___ removed from the National Register.

___ other (explain:) _____

Signature of the Keeper Date of Action

5. Classification

Ownership of Property
(Check as many boxes as apply)

X private
___ public-local
___ public-State
X public-Federal

Category of Property
(Check only one box

X building(s)
___ district
___ site
___ structure
___ object

Number of Resources within Property
(Do not incl. previously listed resources in the count.)

Contributing	Non-Contributing	
2		buildings
0		sites
0		structures
0		objects
2		Total

Name of related multiple property listing:
(Enter "N/A" if property is not part of a multiple property listing.)

N/A

Number of contributing resources previously listed in the National Register

0

6. Functions or Use

Historic Functions
(Enter categories from instructions)

DEFENSE: Single dwelling

Current Functions
(Enter categories from instructions)

VACANT

7. Description

Architectural Classification
(Enter categories from instructions)

LATE 19th & 20th CENTURY REVIVAL:
Colonial Revival

Materials
(Enter categories from instructions)

foundation Concrete
walls Stucco
roof Asphalt composition, Copper
other

Narrative Description
(Describe the historic and current condition of the property.)

SEE CONTINUATION SHEET

8. Statement of Significance

Applicable National Register Criteria
(Mark "x" in one or more boxes for the criteria qualifying the property
for National Register listing.)

X **A** Property is associated with events that have made a significant contribution to the broad patterns of our history.

___ **B** Property is associated with the lives of persons significant in our past.

X **C** Property embodies the distinctive characteristics of a type, period, or method of construction or represents the work of a master, or possesses high artistic values, or represents a significant and distinguishable entity whose components lack individual distinction.

___ **D** Property has yielded, or is likely to yield, information important in prehistory or history.

Criteria Considerations
(Mark "x" in all the boxes that apply.)

Property is:

___ **A** owed by a religious institution or used for religious purposes.

___ **B** removed from its original location.

___ **C** a birthplace or grave.

___ **D** a cemetery.

___ **E** a reconstructed building, object, or structure.

___ **F** a commemorative property.

___ **G** less than 50 years old or achieving significance within the past 50 years.

Areas of Significance
(Enter categories from instructions)

MILITARY

ARCHITECTURE

Period of Significance
1944 -1960

Significant Dates
1944 Building construction

Significant Person
(Complete if Criterion B is marked above)

Cultural Affiliation

Architect/Builder
Gotteland, Roger J. (architect)

The Austin Company (builder)

Narrative Statement of Significance
(Explain the significance of the property.) SEE CONTINUATION SHEET

9. Major Bibliographical References

Bibliography
(Cite the books, articles, and other sources used in preparing this form.) SEE CONTINUATION SHEET

Previous documentation on file (NPS):

___ preliminary determination of individual listing (36 CFR 67) has been requested

___ previously listed in the National Register

X previously determined eligible by the National Register

___ designated a National Historic Landmark
#_____

___ recorded by Historic American Engineering Record#_____

Primary location of additional data:

___ State Historic Preservation Office

___ Other State agency

___ Federal agency

___ Local government

___ University

___ Other

Name of repository:

10. Geographical Data

Acreage of Property 3.89 acres

UTM References
(Place additional UTM References on a continuation sheet.)

	Zone	Easting	Northing
1	10	5 45 979	52 75 511
2	10	5 46 032	52 75 534
3	10	5 46 057	52 75 345
4	10	5 45 968	52 75 342

Verbal Boundary Description
(Describe the boundaries of the property.) See continuation sheet.

Boundary Justification
(Explain why the boundaries were selected.) See continuation sheet.

11. Form Prepared By

name/title Mimi Sheridan
organization Sheridan Consulting Group date September 22, 2010
street & number 3630 37th Avenue West telephone (206) 270-8727
city or town Seattle state WA zip code 98199

Additional Documentation

Submit the following items with the completed form:

Continuation Sheets

Maps

A **USGS map** (7.5 or 15 minute series) indicating the property's location.

A **Sketch map** for historic districts and properties having large acreage or numerous resources.

Photographs

Representative **black and white photographs** of the property.

Additional items
(Check with the SHPO or FPO for any additional items.)

Property Owner (Complete this item at the request of the SHPO or FPO.)

Pacific Northwest Communities LLC
Ms. Jo Ingalsbe, Public Private Venture Coordinator
NAVFAC Northwest, U. S. Navy
street & number 1101 Tautog Circle, Building 101 telephone (360) 396-6867
city or town Silverdale State WA zip code 98315

BUILDING DESCRIPTION

Setting:

The Admiral's House is strikingly located in one of the most prominent locations in Seattle. It faces southeast on a hillside terrace looking over Smith Cove, Piers 90-91 and Elliott Bay. Access is by a concrete driveway curving up from below the Magnolia Bridge and encircling the house. Other than a small garage, there are no other buildings on the hillside, allowing the house to stand out.

The site includes the flat section where the house sits as well as the surrounding landscaping, the garage and the driveway down to the garage. A wide lawn in front of the house slopes steeply down toward W. Marina Place; the bottom of the hill is secured by a retaining wall of railroad ties. To the west of the house a stone pathway leads to a small rose garden and patio. To the rear (north) of the house, a row of tall columnar trees (*thuja occidentalis* "Pyramidalis) borders the rear drive. Beyond this tall hedge, not visible from the house, is a steeply sloping lawn informally planted with weeping willow and ornamental shrubs. Farther up the slope is an area of natural vegetation that is not landscaped.

Until recent years, additional Navy living quarters were located at the top of the hillside, off of W. Galer Street. There were also living quarters and other Navy facilities at the bottom of the hill. These properties have been acquired by the Seattle Department of Parks and Recreation. The upper portion is now Ursula Judkins Viewpoint (2.4 acres). At the bottom of the hillside is Smith Cove Park (7.3 acres), with recreational fields.

Exterior Description:

The building is of wood-frame construction with 2x6 stud walls, clad with white stucco. It has two-and-and-one-half stories for a total of 7,316 gross square feet. The first floor, which has two single-story wings, is the largest, with 3,000 square feet. The second floor has 2,127 square feet, and the third-floor dormer (on the north façade) has 1,274 square feet. There is also a partial basement under the center portion of the house.

The house is generally rectangular in plan. The main façade, facing southeast, is symmetrical in composition, with a

center entry flanked by two large eight-over-eight windows on each floor. Above the entry is a three-part window with a six-over-six window flanked by narrow two-over two windows. All the windows have double-hung wood sash with true divided lights. Those on the south, west and east facades have narrow black louvered shutters (replacements of the original shutters).

The main entry is approached by a concrete stoop with three steps on each side and a black metal balustrade. The entry vestibule projects approximately six feet. Each side has an oval window with an etched star. The six-panel wood door is flanked by a pair of fluted pilasters and a pair of plain pilasters at the corners, all with simple plinths and capitols. The door has three-light sidelights and a three-light transom. On the exterior is a decorative wood screen door. The flat roof of the vestibule is clad with copper and has a black metal balustrade with a simple circular motif in the center. From this hangs a decorative globe light fixture of black metal.

At the west end, a single-story flat-roofed sunroom extends almost the entire depth of the building (25 feet). Blue canvas awnings, installed below the first-story cornices on the south and west sides, shelter the windows from the sun. On the south (front), the sunroom has three 18-light wood windows, extending down almost to the foundation. On the wider west end, each of the three 18-light windows is flanked by narrower 12-light windows. Between the three window bays are pilasters with simple plinths and capitols. The sunroom roof is a porch with a black metal balustrade. In the center of the west elevation, an exterior brick chimney rises through the sunroom roof to the top of the roof gable. To the north of the chimney is a door with a glazed upper panel, providing access from a bedroom to the porch. South of the chimney is an 8-over-8 window. On the third story two quarter-round windows with tracery flank the chimney.

The rear (north) façade, facing the hillside, has three stories; a shed roof dormer approximately half the length of the building extends across the center section. This elevation has a formal entry bay opposite the main front entry. This entry has a nine-light door with four-light sidelights, a screen door and no transom. There is a three step concrete stoop with no railing, sheltered by a flat roof canopy. Above the entry is a tall window on the main staircase, with a large six-over-six window with a transom and sidelights. A simple service entry is to the east of the main entry, with a glazed paneled door and a screen door with

a 9-light window above. To the west of the center entry are two eight-over-eight windows on each floor. The eastern part of this elevation is less symmetrical, with two six-light casement windows in the pantries and an 8-over-8 windows and a four-light casement window on the second story.

At the west end of the rear façade is the entry to the large sunroom, with a 15-light door (with a screen door) flanked by two 12-light windows with a transom above. Two pilasters mark the northwest corner. At the east end is the small sunroom with six 8-light windows, three facing north and three facing west. The third-floor dormer has a center group of three windows, a nine-light casement flanked by narrow three-light windows. At each end is a pair of nine-light casement windows.

At the east end of the building is a single-story flat-roofed wing containing the kitchen, flanked on the north and south by small sunrooms. The breakfast room at the southeast corner has, on the front (south), a 24-light window flanked by two 18-light windows; a pair of pilasters mark the southeast corner. Facing east is a 15-light door with an exterior storm door. It is flanked by narrow 12-light sidelights with a three-light transom. The small sunroom at the northeast corner extends approximately eight feet north of the rear façade. It is very similar to the other sunroom, with a glazed door with a storm door; there is a three light transom but the eight-light sidelights extend only half way down the door. The kitchen, in the center, has a single aluminum window with a fixed center light flanked by sliding windows; this window is not original but was installed before 1964. As on the west façade, the flat roof serves as a porch, with a black metal balustrade. The exterior brick chimney has a door to the north with a glazed upper panel and, on the south, an 8-over-8 window. On the third story two quarter-round windows with tracery flank the chimney. Two louvered vents are in the gable ends.

Garage

The single-car garage with a flat roof is located part-way down the curved driveway, nestled against the hillside. Like the house, the garage is of frame construction clad with stucco. On the east wall are two six-light wood windows with wood surrounds. The single door appears to be a recent replacement.

Exterior Alterations

The house is highly intact, with few alterations. Because the house was built by the military, the city has no permit records. Based on observation and photographic evidence, there have been several minor alterations. Photographs from 1964 indicate that the northwest section of the house was damaged in a landslide, but the damage appears to have been repaired in kind.

- The kitchen window on the east end has been enlarged, with newer aluminum sash installed.
- The wood balustrades on the east and west second-story porches have been replaced with metal balustrades.
- The original wood shutters were replaced with narrower vinyl shutters sometime after 1964.
- Canvas awnings were added on the west and northeast sunroom windows prior to 1964; the existing awnings date from 1992-93.
- The original asbestos roof shingles have been replaced with asphalt shingles; the existing roof was installed in 1994.
- The original wood gutters have been replaced with standard aluminum gutters.

Interior Description

The house is designed for large-scale formal entertaining as well as being a family home, with public rooms large enough for receptions, concerts and formal dinners. It has a typical center hall plan, with the large foyer/stair hall flanked by the primary public rooms. The formal plan separates the public, private and service areas. Bedrooms and bathrooms are on the second floor. The rooms on the third floor were probably originally used for servants and storage. The half-basement contains the boiler room, storage and workshop areas and the original laundry room. The house was refurbished in 1996-97 by interior designer William Stickland. The room arrangements remained the same but the wall coverings and some flooring and lighting fixtures were updated.

First Floor

The stair hall extends the entire depth of the house (29 feet), with a secondary entry at the rear, opposite the primary south entry. The main feature of the foyer is the graceful open staircase, ahead and to the left as one enters the main door. It has a stained wood handrail, plain square balusters, and a curved newel post. The staircase has beige carpeting. Flooring in the hall,

library and dining room is clear fir. Just west of the stairs is the library (11'3"x15'7"). Its main features, on the east wall, are two built-in bookcases with round-arched tops. The room has cove molding and a chair rail, an eight-over-eight window on the north wall and a connecting door on the west into the living room.

Farther toward the west is the large living room (16'7"x29'). Like the library, this room has cove molding, a chair rail and eight-over-eight windows on the north and south walls. On the west wall is the fireplace with a black marble surround and a classical wood mantle. Flanking the fireplace are two doors to the sunroom. The sunroom (11'8"x25') extends along the entire west end of the house. It is entirely glazed with 12- and 18-light windows. A door on the north opens to the garden. The library and sun room have beige wall-to-wall carpeting.

To the right as one enters through the front door is the expansive dining room (29'3"x18'2"), designed to seat 18 guests for formal dinners. It has cove molding and a chair rail and two eight-over-eight windows on the south wall, overlooking Elliott Bay. Opposite is a swinging door to the pantry. Adjoining the dining room to the east is a small sunroom (11'5"x8'6") used as a breakfast room. It has a door leading to the east patio and, on the north wall, a small pass-through window to the kitchen.

The primary service areas are in the northeast section of the house, which can be completely closed off from the public rooms. The service hall leads from the northeast corner of the foyer, east of the north entry, to the kitchen at the east end. At the west end of the hallway is the service staircase, steeper and plainer than the main staircase; this stair goes from the basement to the third story. Adjacent to the stair is the service entry and the door to the basement. Down the hall to the east are a small powder room and a laundry room. This laundry room was probably originally a food pantry, as the original laundry was in the basement. East of this pantry is the butler's pantry, with a sink, painted wood base cabinets and glazed upper cabinets. The cabinets appear to be original, with newer hardware and laminate countertops. At the end of the hallway, at the northeast corner of the house, is the kitchen (12'x18'2"), which appears to have been remodeled in the 1970s. The south wall has a six-burner Wolf range (c. 1997), but the other fixtures are more residential in character. They include oak cabinets (in a country style),

vinyl flooring and a granite-look laminate countertop. North of the kitchen is another small sunroom, probably originally used as a servants' dining room. It has a door opening to the driveway.

Second Floor

The second floor has four bedrooms, four bathrooms and as sitting room that could also be bedroom. In the center is a large open hallway, accessed by the main staircase. At the southwest corner is the master suite, with a bedroom (18'x14'5") and a sitting room (12'9"x14'3") with bookshelves, located above the main entry. These two rooms are connected by a large bathroom with a built-on vanity, shelving and drawers. The northwest bedroom (17'5" x 14' 3") connects to the master bedroom and has a door opening onto the deck above the large sunroom. A bathroom is located just east of this, but with no connecting door. The east end of the floor has two more bedrooms, one with a small private bath (shower only) and the other with a bath that is also accessed from the hallway. Doors close off both ends from the center hallway/open staircase. Flooring is clear fir, with tile in the bathrooms.

Third Floor

The third floor is accessed only by the service stairs and was probably used originally for servants' living quarters and storage. There are large bedrooms at the southwest and northeast corners and a small bedroom on the north side, with two half-baths. Along the center of the south side is a large storage room with no windows. Flooring is clear fir.

Basement

The excavated section of the basement is approximately 840 square feet, beneath the dining room and service hall. It contains the former laundry room, the boiler room (with a newer gas boiler), a workshop with a locked storage area and a half-bathroom. It is accessed by the service stairs.

Interior Alterations:

- Most interior light fixtures have been replaced with modern fixtures.
- The kitchen has been remodeled (c. 1970s).
- The laundry has been moved from the basement to a former storeroom near the kitchen.

Landscape Description

The landscaping near the house consists primarily of lawn and a variety of evergreen foundation shrubs and small trees. The lawn in front of the house is flat for approximately twenty feet before dropping steeply down the slope. In front of the house is a free-standing flagpole; the date of its installation is not known, as the 1964 photos show a flag mounted above the front door. Northeast of the house, the driveway winds up from the gate beneath the Magnolia Bridge; the drive is lined with large trees and shrubs. The garage, located about halfway up the driveway, is almost hidden behind shrubs.

The house has no rear yard, as the driveway behind it is bordered by a tall evergreen hedge and the hillside slopes steeply up behind it. Photographs indicate that this hedge was probably planted about 1964, following a landslide. To the west of the house are a rose garden and patio and a remnant fish pond. Early photos indicate that there has always been some type of garden here, but its original design is not clear. It was probably severely damaged in at least one landslide and has been replaced and redesigned. A small brick patio and raised bed were installed at the east end of the house in the 1990s.

STATEMENT OF SIGNIFICANCE

The Admiral's House (Quarters A), built in 1944, is eligible for listing in the National Register under Criterion A for its association with the U. S. Navy and its role in Seattle The residence is a primary symbol of the major role that the U.S. Navy played in Seattle from World War II until the 1990s. It was not only the home of the commanding admiral and his family, but was a center for official government entertaining. Until its closure in 2006, nearly 1,000 visitors were entertained annually, including royalty, foreign dignitaries and military and government leaders. The house is also one of the few remaining physical reminders of the importance of Seattle to the World War II effort and of the vital role that the war and the military played in the city's growth and development. The house is prominently sited above the harbor and is easily visible from Queen Anne and Elliott Bay.

The Admiral's House has also been determined to be eligible for National Register listing under Criterion C for its embodiment of the Colonial Revival style. Designed by local architect Roger J. Gotteland, it is a refined example of the style, reflecting the military's historical use of Colonial Revival elements and the constraints of wartime construction. It retains a very high level of integrity. Its continual use as the residence of the Navy's senior officer in the Puget Sound area from its construction in 1944 until 2006 warrants a period of significance extending from 1944 (its construction date) until 1960 (the 50 year cut-off).

Context: The U. S. Navy in Seattle

The U. S. Navy has played an important role in Seattle's history since the early days of Euro-American settlement. The first formal American entry into local waters was in 1841, when two vessels under the command of Lieutenant Charles Wilkes charted Puget Sound. In 1856, the *U.S.S. Decatur* protected settlers from attack during the "Battle of Seattle." However, it was not until 1891 that the Navy established its first permanent base in the region, the Puget Sound Naval Shipyard (originally

called the Puget Sound Naval Station) in Bremerton. This yard still operates as a ship repair facility and is listed in the National Register of Historic Places.

The Navy's first major base in Seattle was at Sand Point, on the shore of Lake Washington northeast of the University of Washington. During World War I, the Navy identified the flat, swampy point as a good location for an aircraft base and in 1925-26 a 413-acre naval air station with a Naval Air Reserve squadron was established. Initially, Naval Air Station (NAS) Sand Point was used primarily for training reservists but in 1939 the mission was expanded to include aircraft repair and support activities.[1] By the end of World War II ,the base had been enlarged to 500 acres, with lakes and marshes filled in for runways and other facilities needed to serve as the main logistical support, supply and repair unit for naval air bases and vessels in Puget Sound, Alaska and the North Pacific.[2] Activity declined following World War II but resumed again with hostilities in Korea. The aviation activities ended in 1970, when the base became Naval Station Seattle, hosting a wide variety of non-aviation naval support activities such as the post exchange and housing.[3]

When the naval air station at Sand Point began its wartime expansion in 1940, it established a supply base in Interbay on the east side of Pier 91 (then called Pier 41),[4] which was owned by the Port of Seattle. In March 1941, with the threat of war in the Pacific looming, the Navy realized the importance of a base directly on Puget Sound and began its acquisition of Smith Cove. The Navy initially proposed paying the port for the piers, but then started condemnation proceedings to obtain them without cost. After strenuous objections, the Navy agreed to pay the port approximately $3,000,000 for Piers 90 and 91 and the adjacent uplands and warehouses.[5] The military immediately began clearing the land, demolishing houses, squatters' shacks, industrial sites and other unneeded buildings to construct large warehouses and other facilities.

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[1] David Wilma, Sand Point Naval Air Station, 1920-1970, at www.historylink.org
[2] EDAW, Draft Sand Point Historic Properties Reuse and Protection Plan, City of Seattle, October 1997: 1-6 to 1-8; 2-2.
[3] Wilma
[4] The piers were re-numbered during World War II; today's Piers 90-91 were previously designated as Piers 40-41.
[5] Burke: 99.

The Navy purchased more land north of the port property and developed most of Interbay (except for the area devoted to rail facilities) south of Dravus Street into a major recruiting station and supply depot. In addition to warehouses and oil processing facilities, construction included twenty enlisted men's barracks, two WAVES barracks, mess halls, recreation fields, a gymnasium, a hospital, a swimming pool, offices and a brig.

It was toward the end of the war, in 1944, that the Admiral's House was built at the southwest corner of the property, overlooking Piers 90-91. Housing for enlisted men was built at the top of the bluff above it. Below, on the flat lands west of the piers, were the commissioned officers' mess hall, a dispensary, an officers' club and recreation fields and tennis courts. Pier 91 also served as administrative headquarters of the 13th Naval District from 1946 until 1951 when it was moved to Sand Point. The supply depot continued to operate through the Korean War and into the Vietnam War. In 1971, upon completion of a new Naval Supply Center in Bremerton, the Navy declared most of the Pier 90-91 facilities as surplus. The Navy retained only three parcels of land at the southwest edge of Interbay.[6] These parcels included:

- Site B1, 2.4 acres on W. Galer/W. Garfield streets at the top of the Magnolia Bridge; this contained Quarters G, a multifamily building for enlisted personnel, which was demolished c. 2001.
- Site B2, 3.89 acres on the hillside, contained Quarters A (the Admiral's House).
- Parcel B3, 4.9 acres at the foot of the slope south of the bridge below Quarters A; this contained Quarters B, which was demolished in 1997 after suffering severe damage in a landslide.

In 2003, the Seattle Department of Parks and Recreation purchased Sites B1 and B3. Site B1 became the Ursula Judkins Viewpoint Park. Parcel B3 became part of Smith Cove Park. The Navy retained Parcel B2 with the Admiral's House. The house remained in use by the Navy until 2006, and has been vacant since then.

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[6] Department of the Navy, "Environmental Assessment, Magnolia Family Housing Property Transfer," February 2002.

Neighborhood Context: History of Interbay and Smith Cove

The Admiral's House sits at the south end of Interbay, a narrow valley between the steep hills of Queen Anne on the east and Magnolia to the west. Interbay is bordered on the north by Salmon Bay and Fishermen's Terminal and by Elliott Bay on the south. Although the house is sited at the edge of Magnolia, there is no direct access from Magnolia; access is only through Interbay.

At the time of Euro-American settlement, the valley was largely tide flats and wetlands, with the water extending as far north as Halliday Street. Most of the southern portion of the valley was claimed in 1852 by Dr. Henry A. Smith and Erasmus M. Smithers under the Donation Land Claim Act of 1852. Smith, a physician, became one of the best-known pioneers of the area, giving his name to the cove. Smith and his family eventually owned 9,600 acres and established a settlement called Boulevard near the present Dravus Street (then called Grand Boulevard); the community was re-named Interbay in 1894.

In 1884, Seattle's first railroad, the Seattle, Lakeshore and Eastern, was built, running on a trestle from downtown to Interbay, continuing along the north side of Lake Union to the north end of Lake Washington and to the coal fields of Issaquah and Newcastle. Although the route stopped at Boulevard, it built no facilities there. That did not occur until the 1890s, when the Great Northern Railway finally arrived in Seattle. Its track came from the north, along the shoreline from Everett through Ballard and Interbay. Great Northern owner James J. Hill appreciated the importance of Interbay's flat land and water access, and purchased 600 acres. The railroad constructed a major rail yard and a roundhouse toward the north end of Interbay, facilities that remain in operation today. By 1899, the company had built two long piers (Piers 38 and 39), served by rail lines, warehouses and grain elevators to complete the company's transportation connection with Asia. The Great Northern's own ships and the Japanese shipping line Nippon Yusen Kaisha used these piers for their regular steamship service, making Interbay a key point connecting Asia to the East Coast.

In 1913, the Port of Seattle completed construction of Pier 40, just west of the Great Northern's Piers 38 and 39. The port, which had been formed by popular vote in 1911, focused its development at the north and south ends of the waterfront

because the central waterfront was already fully developed with privately-owned wharves. One of its first projects was the purchase of twenty acres in Interbay from the Great Northern Railway, at a cost of $150,000.[7] Pier 40 (now Pier 90) was completed in time for the port to take advantage of the dramatic increase in the Pacific trade during World War I. In 1918, voters approved a bond issue for the extension of the pier and construction of a second pier (Pier 41/91) at Smith Cove.[8]

The opening of the Lake Washington Ship Canal and the Hiram Chittenden Locks brought additional development to the area. Taking advantage of the direct access to Puget Sound, the port built Fishermen's Terminal at the north end of Interbay. Between 1915 and 1919, the port used dredge materials from the canal to fill in approximately 150 acres of the Smith Cove tideflats. The flat land attracted numerous industries along with commercial and residential growth.

By the early 1920s, 15th Avenue West was one of Seattle's primary north-south routes, lined with commercial and light industrial buildings. A series of wood trestles spanned the rail yards and the tide flats to connect Magnolia with 15th Avenue West. In 1930 a high concrete bridge was completed, connecting at W. Garfield Street, directly north of the piers.

Interbay was a thriving residential community with a post office, schools and churches. There were a large number of immigrants, living close to the fishing fleet and factories of Interbay and Ballard. The 1920 census notes Norwegians, Swedes, Finns, Germans, Austrians, Russians, Poles and Scots. Many Finns lived in the western portion of Interbay, which was sometimes called "Little Finland."

During the Great Depression, Interbay took on a very different character. With its open land and proximity to the rail yards, a large "Hooverville" of squatters' shacks grew, adjacent to a city refuse dump. In 1934, the area achieved a measure of fame when a coast-wide maritime strike culminated in the Battle of Smith Cove. The police force, armed with baseball bats and tear gas, joined by employers' guards with shotguns, gathered in Smith Cove to open the docks. They were opposed by 2,000 striking workers, blocking rail and truck traffic. Hundreds of strikers were injured and clouds of tear gas drove Queen Anne

[7] Burke: 43
[8] Burke:59

residents from their homes. Within a few days, both sides agreed to federal arbitration.[9] The workers won their major demands, but the bitterness led to frequent labor actions in West Coast ports until World War II.[10]

As noted above, when the Navy acquired the piers and uplands in 1940, they cleared the land of residences (including "Little Finland"), squatters' shacks and most commercial buildings, replacing them with an entirely new landscape of warehouses, barracks and other buildings. These facilities remained in military use until the 1970s. When the Navy closed its supply depot, the Port of Seattle leased the property. In 1974, the port purchased 198 acres, including the two piers it had originally constructed, for $10,300,000. Since that time, Piers 90-91 and the adjacent uplands have seen a variety of uses. The Washington National Guard purchased a former barracks building, a mess hall and a laundry, which they still occupy. The Navy oil processing facilities were taken over by a private firm. In the 1970s, Smith Cove became an important shipping point for materials for the Alaskan oil pipeline. In the 1990s the large vacant areas were used to store automobiles imported from Japan and, later, as a maintenance and storage area for school buses. Several cold storage facilities for fish also occupy the site near the Magnolia Bridge. In 1991, the 900-slip Elliott Bay Marina opened to the west of Smith Cove, with several restaurants and retail businesses, marina and boats services and a large parking lot. This was the first use of the offshore area below Magnolia Bluff, and required a long period of permitting and planning. The marina is accessed by newly-built W. Marina Drive, which runs along the foot of the bluff beneath the Admiral's House.

Building History

From its completion in 1944 until 2006, the Admiral's House was home to the senior naval officer in the Pacific Northwest, typically holding the rank of Rear Admiral. He represented the Secretary of the Navy, the Chief of Naval Operations and the Commander in Chief , U.S. Pacific Fleet, as the Regional Coordinator for Washington, Oregon and Alaska. From 1903 until 1980, this officer headed the 13th Naval District. The district was established in 1903, in accordance with General Order

[9] Burke: 90-93.
[10] Burke: 93.

No. 128. At that time, the Navy's only significant local base was the Puget Sound Naval Shipyard in Bremerton, and the district headquarters was located there. The headquarters moved to Seattle in 1926. The Navy reorganized in 1980 and the district was disestablished.

With World War II, the Navy's operations expanded exponentially in Seattle, on Whidbey Island and in other areas of Puget Sound. This local expansion led to the construction of the commander's house at the supply depot, a relatively central location that was also close to other War Department facilities in the city. Navy records indicate that the Admiral's House was built toward the end of World War II, in 1944. The architect was Roger J. Gotteland, a local architect working for the Navy. It was constructed for $12,500 by the Austin Company. The year 1944 was a period of significant Navy expansion at the supply depot; three large warehouses and an addition to the paint storage building were constructed, as well as 33,000 square feet of office space.[11] It is probable that the Austin Company, who were known for their construction of military and industrial facilities, designed and built some or all of these buildings and that may have been how Gotteland became involved.

Upon the completion of the new residence, a newspaper account stated:

The commander's residence, while of pleasing appearance and architecture, is of the same construction as barracks of enlisted personnel at the naval station. Material shortages and priorities necessitated constructing it of scrap lumber, with stucco exterior, plasterboard interior walls and fir floors.[12]

The first resident, Rear Admiral S. A. Tavvinder, moved in during October 1944. He and his family had been living in the H. C. Henry House in The Highlands while awaiting completion of the official residence. More than thirty families have lived in the house, as each commandant serves for approximately two years.

[11] "Navy Depot Will Expand," *Seattle Times*, May 13, 1944.
[12] "Adm. Taffinder Will Move into Magnolia Home," *Seattle Times*, October 16, 1944.

The Admiral's House was also the headquarters for entertainment by both the Navy and other governmental officials. Navy reports state that the house was not intended as merely the commander's residence but as a setting for hospitality and entertainment. Such entertaining is an important part of a commanding officer's role and the residence was integral in representing the U.S. Navy to important local personages, to dignitaries from foreign countries and to senior military officers and other government officials. The house was clearly designed with this purpose in mind. The 3,000 square foot first floor has an entry foyer large enough for band concerts; a dining room seating 24 people; a large living room; a sunroom; and a kitchen with a commercial range. Specific records were not kept of events held at the house, but Navy reports note regular events such as holiday receptions for local dignitaries; receptions for the Navy's Fleet Week during Seafair; dinners and entertainment (such as Navy band concerts) for visiting foreign delegations; and dinners for high-level military officers and government officials.

The house appears to have been little changed since its construction. However, the hillside it sits on has experienced at least ten landslides since the house was constructed. A 1951 slide threw debris against the house. A 1964 slide damaged the northwest section, near the large sunroom. A 1974 slide affected the garden are southwest of the house. In 1996 a larger slide northeast of the house seriously damaged the Magnolia Bridge supports and Quarters B at the bottom of the hill. That building was demolished shortly afterwards.

The interior of the house was redecorated in 1996-97 by Seattle interior designer Bill Stickland. The work focused on updating the plumbing and electrical systems and refurbishing the public rooms, including interior painting, new drapes and carpets and refinishing floors.[13] The floorplan is unchanged.

The Architect: Roger J. Gotteland

The Admiral's House is an atypical traditional work done during wartime by an architect who later became moderately well known for his Modernist residences and churches. Roger J. Gotteland (1914-1999) was born in Paris and received a

[13] Lawrence Kreisman, "For an Admiral," *Seattle Times Pacific Northwest Magazine*, October 26, 1997, pp. 15-22.

diploma from the National Society of French Architects following study at L'Ecole des Beaux Arts. He came to the United States in the 1930s and undertook further architectural studies at the University of Washington, graduating in 1936. Gotteland initially worked with the noted firm of Thiry and Shay from 1935 to 1939. Once the war began he worked for contractors providing architectural work for the U.S. Navy.[14] It was under this arrangement that he designed the Admiral's House. He may have been under contract to the Austin Company, the experienced construction firm that built the house.

After the war Gotteland maintained his own office from 1945-1958. His best known work is the Dr. J. H. Lehmann house (1951), which won an AIA honor award in 1952 and was featured in the 1953 book *Practical Houses for Contemporary Living* (F. W. Dodge Corporation).[15] The Harvard Avenue Apartments (1958) was featured in *Architectural Record*. Many of his designs were for Roman Catholic churches and organizations, including the Palisades Retreat Center in Federal Way (1956), Visitation Retreat House (1957) and St. Philomena Church in Des Moines (1955). In 1958 he entered into a partnership with Roy Koczarski and continued to design numerous churches, noted for their dramatic use of space and light. Examples of their work include Seattle's Our Lady of the Lake Church (1961), Sacred Heart Church in Morton (1962), St. Joseph Church in Lynden (1963), and Egan Hall at St. John Church (1963) in Seattle. Gotteland never lost his connection with his native country, and served as honorary French consul for more than forty years. He died in Seattle on May 27, 1999.

Context: The Colonial Revival Style

The Admiral's House features numerous characteristics commonly found in the Colonial Revival style, including a symmetrical façade, a side gable roof with returns, eight-over-eight double-hung windows with shutters, and a projecting entry with pilasters. Although it was constructed during wartime, with relatively restrained exterior and interior detailing, its Colonial Revival character is fully developed.

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[14] www.docomomowewa.org/architects_detail.pho?id=65

The Colonial Revival is the country's most enduring style, having re-emerged repeatedly for more than 140 years. Although Spanish Colonial Revival and French Colonial Revival are found in some parts of the continent, the term most often refers to styles derived from the English and Dutch architectural styles seen in the American colonies. The Colonial Revival is derived from the Georgian and Federal (or Adam) styles, common in 18th and 19th century America. Its influence remains apparent today in the form and detailing of many new houses, particularly on the East Coast.

The last quarter of the 19th century saw a major resurgence of the style in architecture and interior furnishings. The 1876 Centennial Exposition in Philadelphia and Chicago's Columbian Exposition of 1893 led Americans to look to their own past for building inspiration, rather than to Europe. A budding national pride combined with a tendency to look back nostalgically to a simpler past before modern technology. Elements found on the homes of the Founding Fathers and other early American heroes, such as columns, Palladian windows and dentil moldings, appeared on Victorian house forms such as the Queen Anne-style houses of the period. Charles McKim of the prominent New York firm of McKim Mead & White, began serious study of early period houses in the 1870s. Other architects soon followed and new homes for the wealthy reflected their interest.[16]

Colonial Revival buildings of the 19th and 20th centuries are free interpretations of the original 18th century prototypes, combining elements in myriad ways and often exaggerating architectural details. By the turn of the 20th century, the style had evolved into the "modern" Colonial Revival, featuring more complete renditions divorced from the earlier Queen Anne style. Houses featured simpler rectangular house forms rather than the complex Queen Anne designs, gable or hipped rooflines rather than turrets, unadorned porches rather than curved verandas with gingerbread, and more open straight-forward floor plans. Simple exterior surfaces (usually clapboard or brick) replaced elaborate shingled facades.[17] They also incorporated the expected

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[16] Massey and Maxwell, 182.
[17] Robert Schweitzer, Robert and Michael W. R. Davis. *America's Favorite Homes: Mail-Order Catalogs as a Guide to Early 20th-Century Houses.* Detroit: Wayne State University Press, 1999.

modern conveniences such as central heating, larger windows and modern kitchens. Residents for the wealthy were larger with more elaborate details, while middle-class examples were smaller with simpler details. Colonial designs were very popular in pattern books. By 1910, Foursquares, Workingman's Foursquares and bungalows were all found with Colonial Revival details, using traditional forms and elements with subtle variety rather than the flamboyance of the Victorian era

The prosperity of the 1920s brought an unprecedented building boom, as large numbers of middle-class families could, for the first time, purchase a home. Restoration of the town of Williamsburg and the publication of the *White Pine* series of plans by the lumber industry helped popularize the style. This enduring style spoke of stability and elegance to the new homeowner. Colonial Revival house plans, suitable for the small affordable lots found in most cities, were the most popular style in pattern books through the 1940s.[18] There was no attempt to be historically accurate, but only to evoke associations with an idealized past and nostalgia for a simpler time. There were variations of modest Cape Cods, small bungalows with columned porticos, roomy Dutch Colonial and elegant brick Georgian houses. Most popular was the two-story house with a side gable or gambrel roof, dormers, a symmetrical façade and an entry emphasized with a modest portico.

Three subtypes of the Colonial Revival have become common:

- Cape Cod (a simple side-gable form, usually one story)
- Dutch Colonial (with a gambrel roof, usually with one or two large shed dormers)
- Garrison (the second floor projects over the first floor)

The Cape Cod, as the smallest and least costly of these, became the country's most popular style,[19] essentially replacing the Craftsman bungalow of the pre-World War I-era. The other subtypes were economical ways to add more space on the second floor.

The most common characteristics, typically seen in all the subtypes, are:

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[18] Schweitzer and Davis: 119

[19] Lester Walker, *American Shelter* Woodstock, NY, Overlook Press, 1997, 2001.

- a symmetrical façade
- a hipped or gabled roof, sometimes with gabled dormers
- divided-light double-hung windows (6/6, later 6/1)
- a prominent entry with columns and/or pilasters
- a portico and/or a pediment
- a cornice with classical details such as modillions and dentils.

These basic elements may be used in various ways. Larger examples often have two-story colossal columns across the entire facade, while modest examples have only fluted pilasters flanking the entry. In the 1930s-40s Colonial Revival styles evolved further. The designs became cleaner, crisper and more streamlined, yet still clearly derived from the Colonial Revival. They were more restrained with less exterior ornament, shallow eaves, less use of deep or dentilled cornices and, sometimes, new features such as steel window sash. These decorative elements remained popular up through World War II, with even some modest public housing projects featuring motifs such as pilasters. Today, the Colonial Revival survives (especially on the East Coast), with "McMansions," tract houses and town houses often featuring columned entries, pilasters and divided light windows.

Interior room arrangements also evolved. The traditional Colonial Revival house typically had separate, relatively small rooms devoted to specific functions, such as living room, dining room and stairhall. In later examples the Colonial forms and details combined with more flexible floor plans and greater connection to outdoors with verandas or patios.

Although the Admiral's House was built in the 1940s, it better reflects the earlier (1920s) period of the Colonial Revival style with its traditional ornamentation and floor plan. It was built for a very traditional use, as a residence and a place for entertaining large groups of people. The use of the Colonial Revival style for military housing was a well established tradition. More elaborate expressions of the style from the turn of the century (1904) are found at Officers' Row in the Fort Lawton Historic District. These buildings, built from the U.S. Army Quartermaster's standard plans, and examples are found throughout the country.

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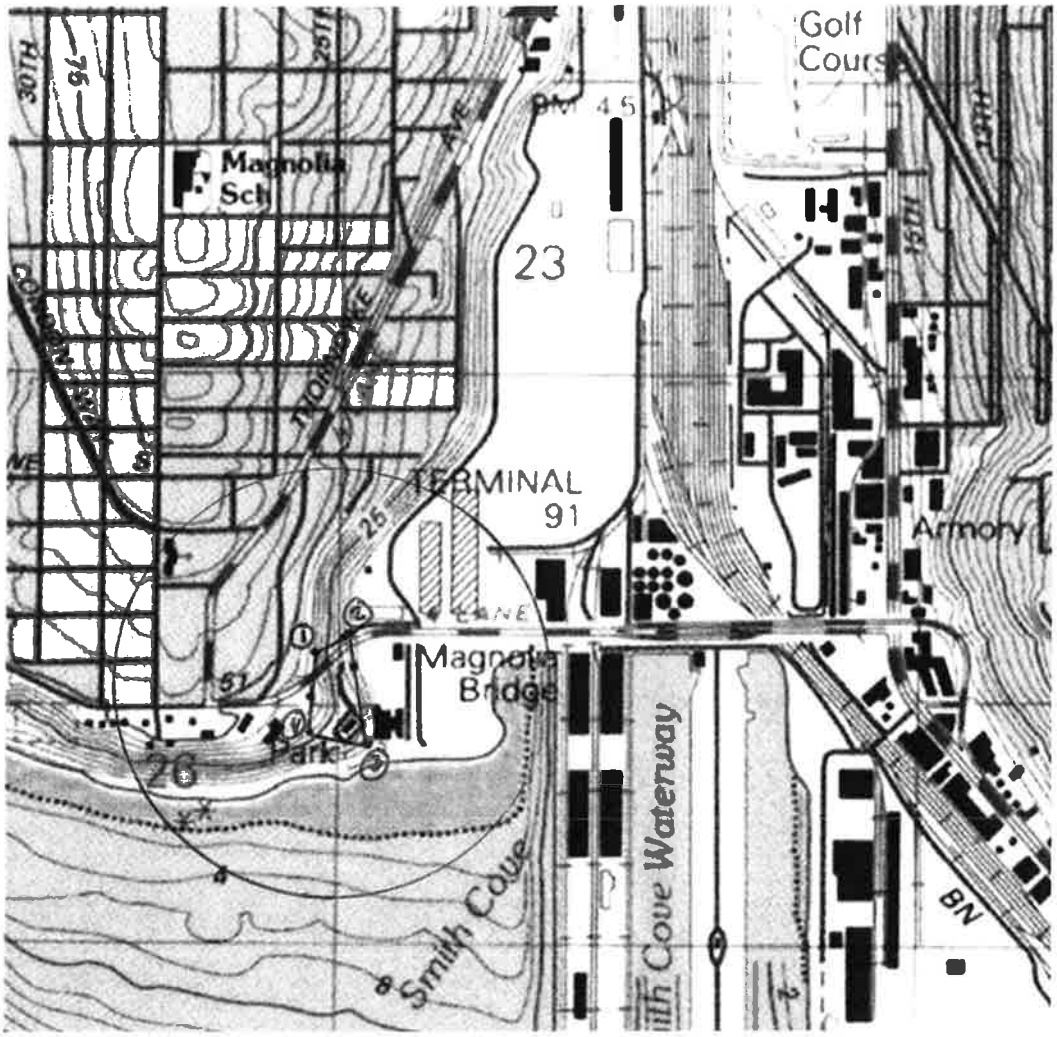
Verbal Boundary Description

The solid black line (Parcel G) on the accompanying map demarcates the boundary of the site. It is an irregular area that encompasses the house; the garage and driveway; the landscaped areas including the front lawn down to W. Marina Place and the garden and landscaped area behind the house; the unlandscaped slopes; and that portion of the property extending beneath the City of Seattle's Magnolia Bridge.

Boundary Justification

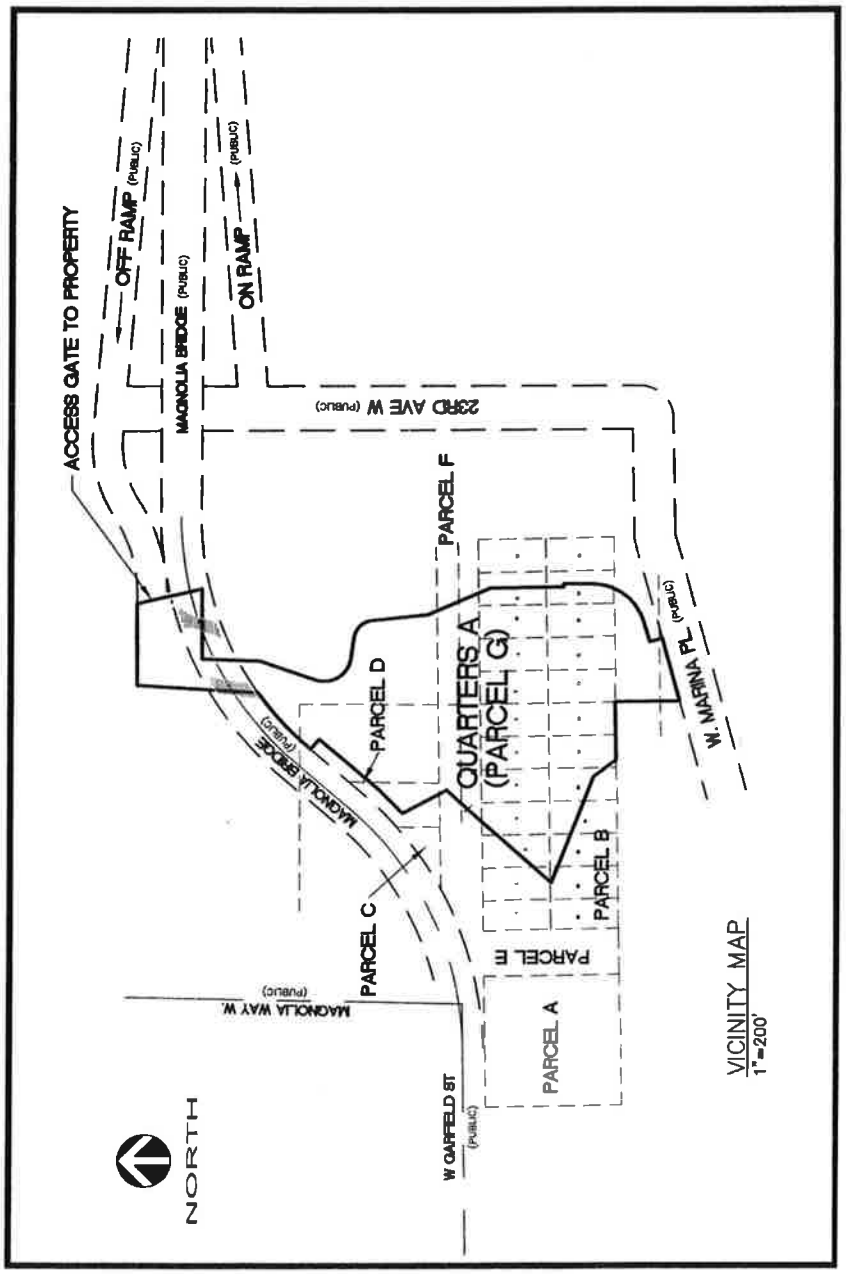
The defined boundary encompasses the entire legal parcel known as Parcel G on which the house and associated features are located.

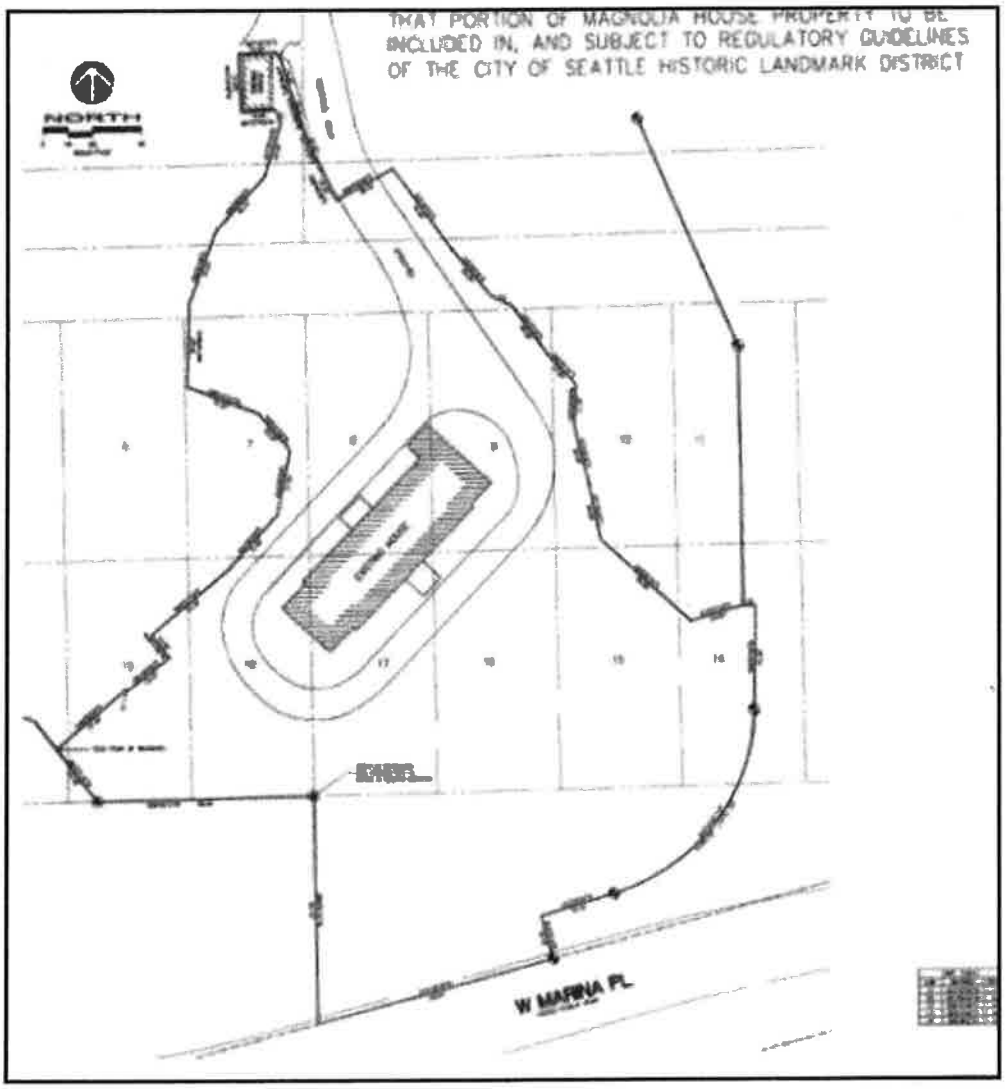


Admiral's House, 13th Naval District

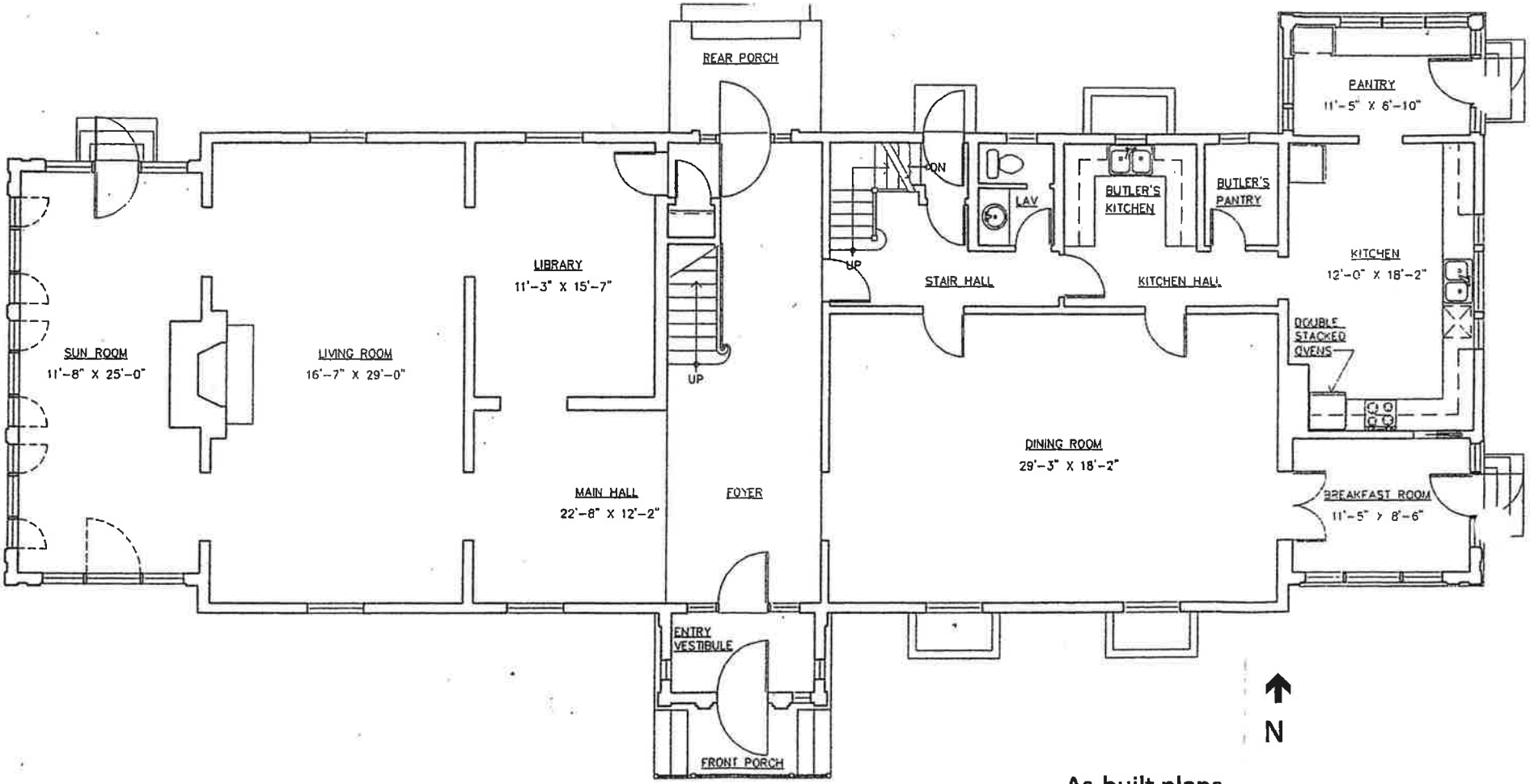
Zone 10

	Easting	Northing
1	5 45 979	52 75 511
2	5 46 032	52 75 534
3	5 46 057	52 75 345
4	5 45 968	52 75 342


ACCESS GATE TO PROPERTY
OFF RAMP (PUBLIC)
MAGNOLIA BRIDGE (PUBLIC)
ON RAMP (PUBLIC)
23RD AVE W (PUBLIC)
PARCEL F
QUARTERS A
(PARCEL G)
W. MARINA PL (PUBLIC)
PARCEL D
MAGNOLIA BRIDGE (PUBLIC)
PARCEL B
PARCEL C
PARCEL E
MAGNOLIA WAY W. (PUBLIC)
PARCEL A
W GARFIELD ST (PUBLIC)
NORTH
VICINITY MAP
1"=200'

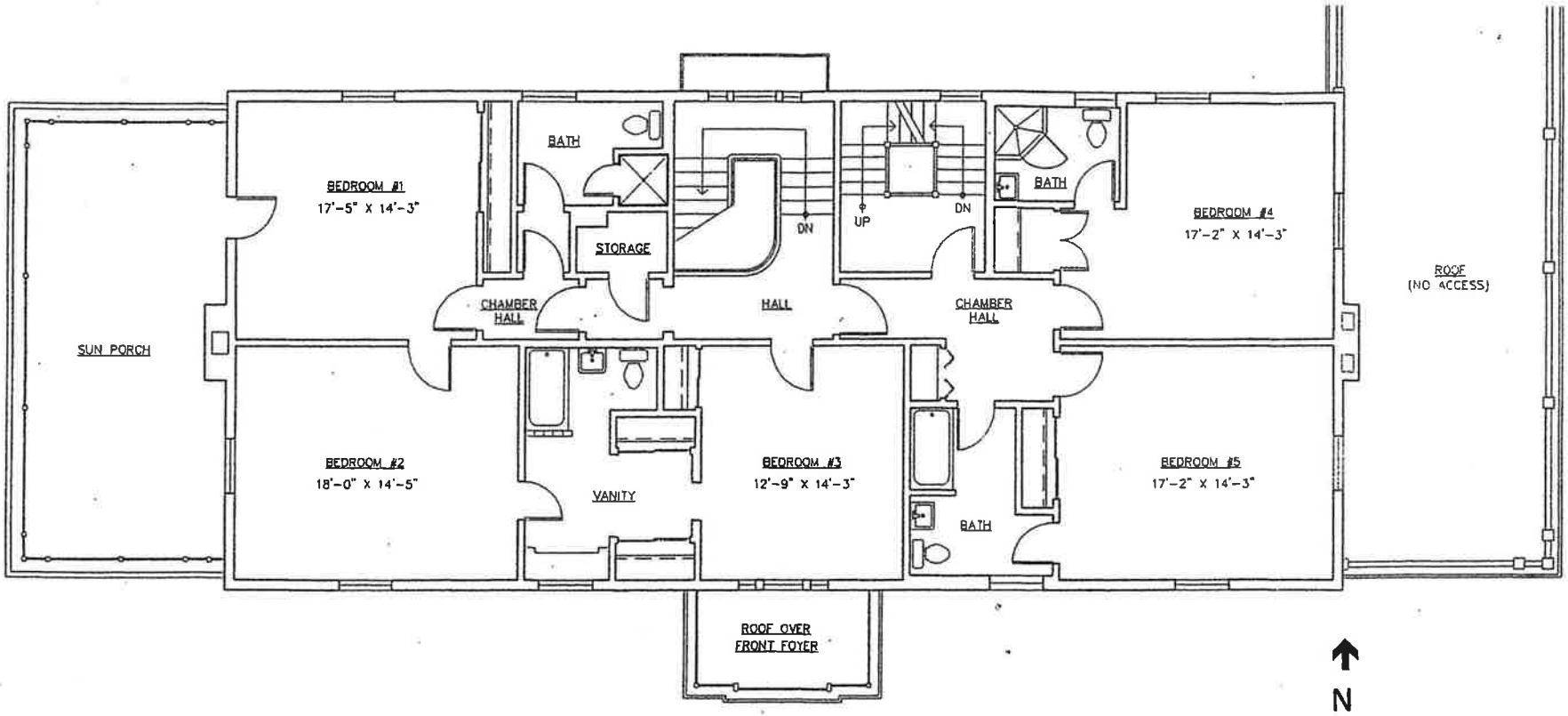


This survey of the boundary shows the location of the house and the driveway on the property.



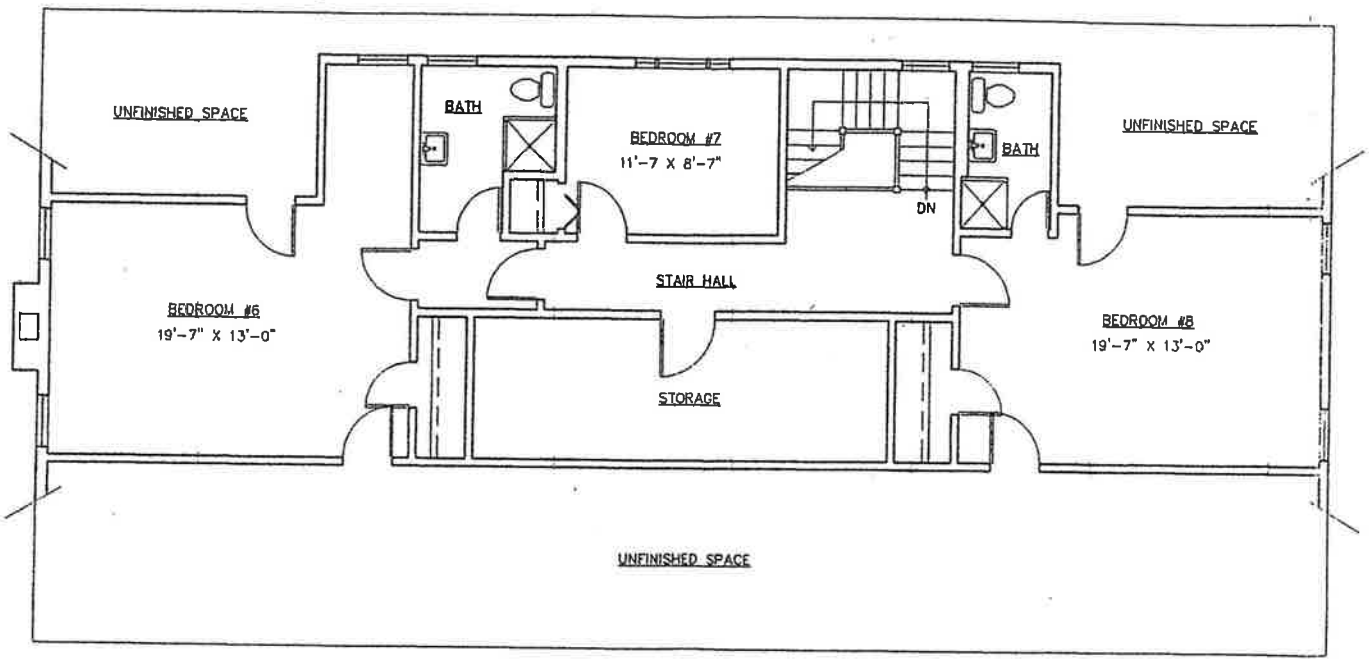
FIRST FLOOR

As-built plans
Admiral's House, 13th Naval District
Seattle, King County WA



As-built plans
Admiral's House, 13th Naval District
Seattle, King County WA

SECOND FLOOR

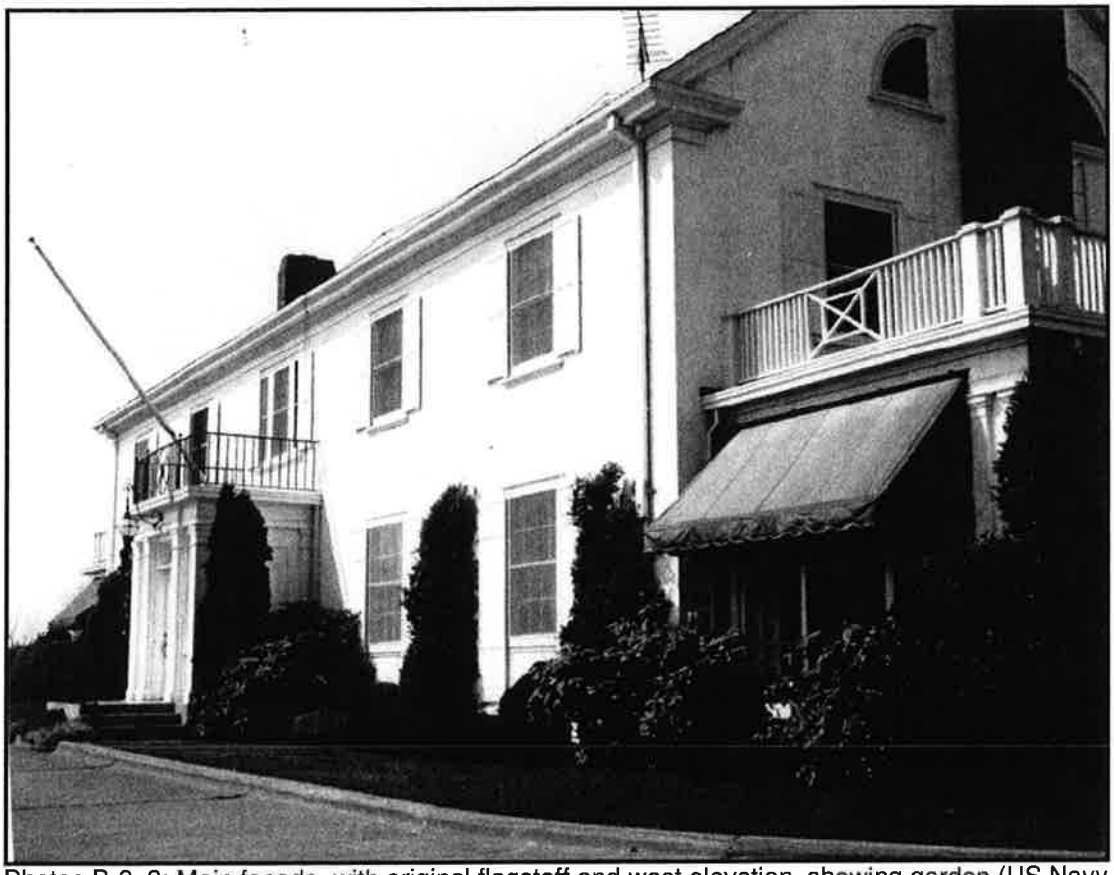


N

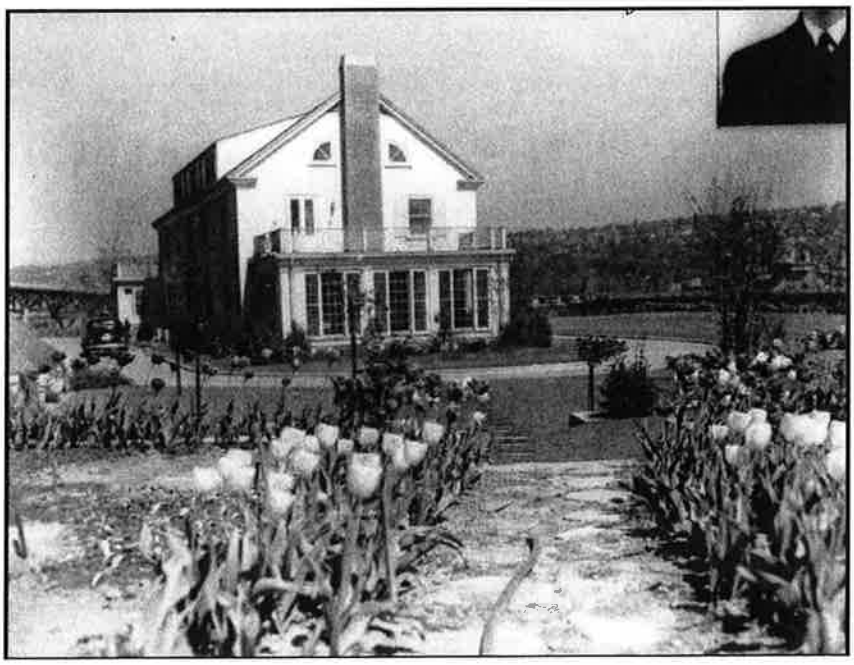
THIRD FLOOR

As-built plans
Admiral's House, 13th Naval District
Seattle, King County WA

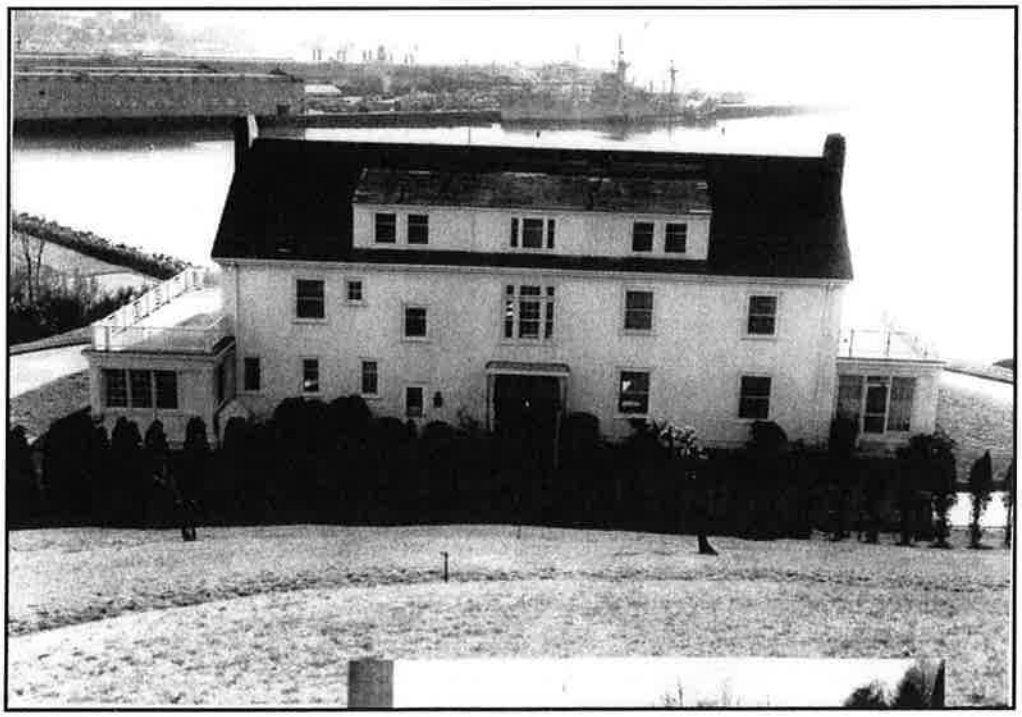
Piers 90-91 and the Naval Supply Depot as they appeared when fully built-out, at the end of World War II. The Admiral's House is on the hillside terrace at center left. (UW Special Collections, c. 1947)



Photos B-2, 3: Main facade, with original flagstaff and west elevation, showing garden (US Navy, dates unknown)



Photos B-4,5: Damage to the northwest corner and sunroom from 1964 landslide and restored area with new hedge (US Navy)



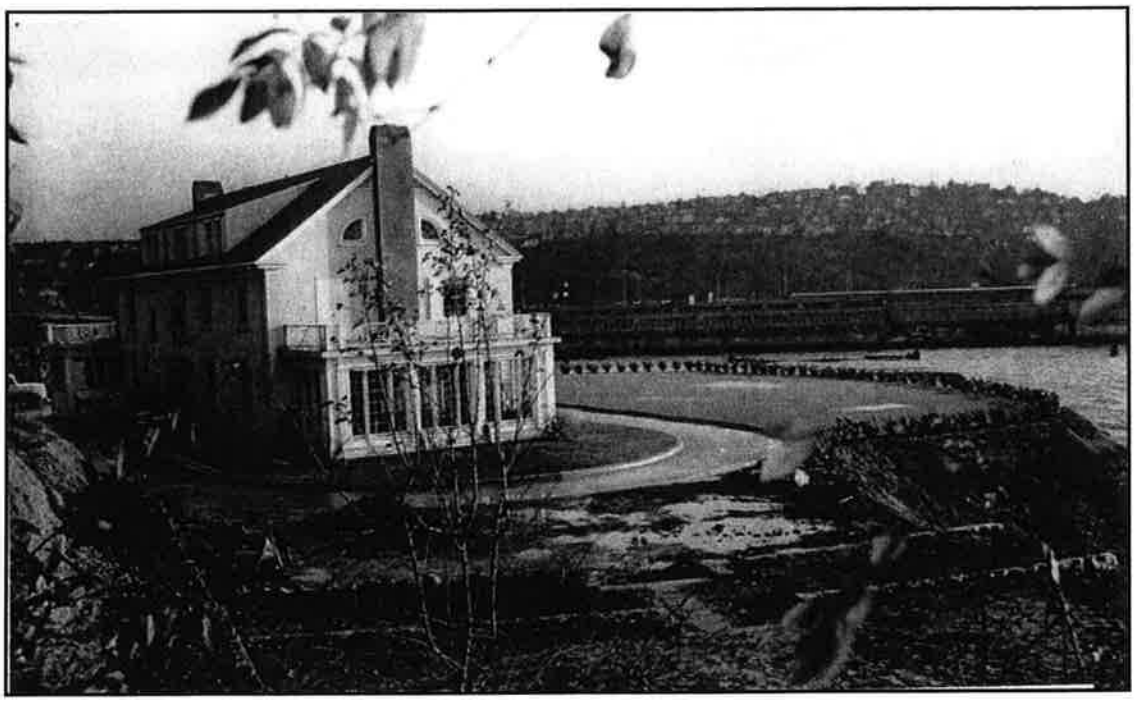
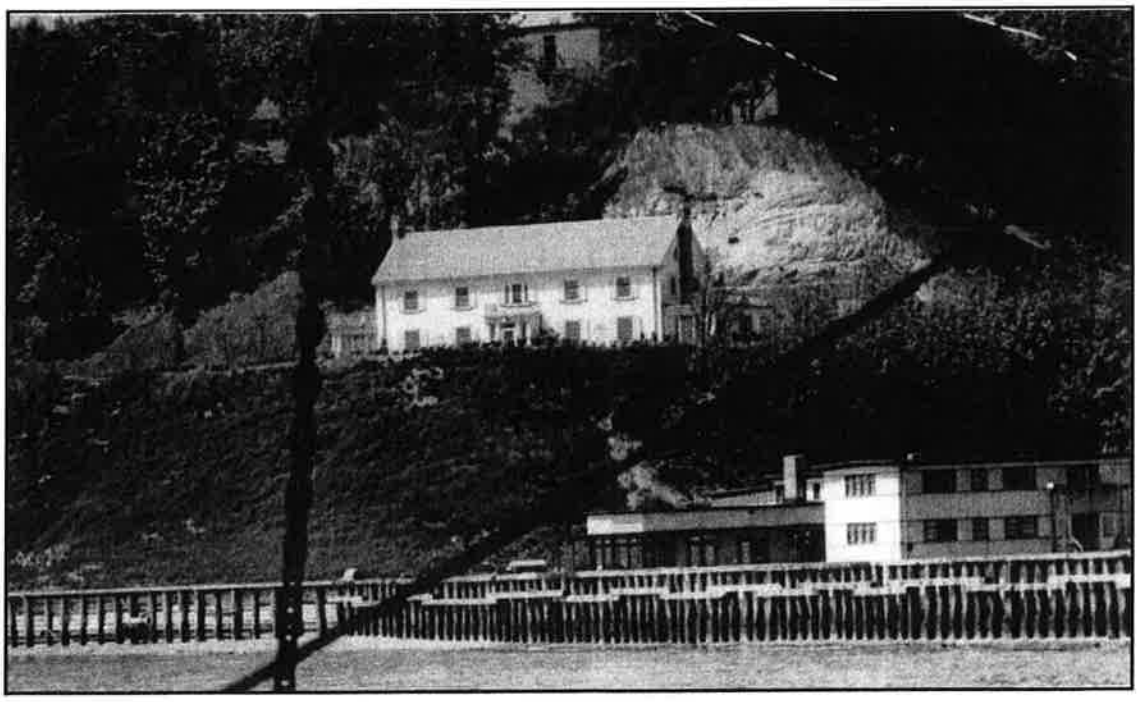


Photo B-6: The west elevation and garden, probably during landscape restoration following 1964 slide. (US Navy)

Photo B-7: Main facade, showing bare hillside following landslide; below are Navy buildings on the current park property, before W. Marina Place was constructed. (US Navy)



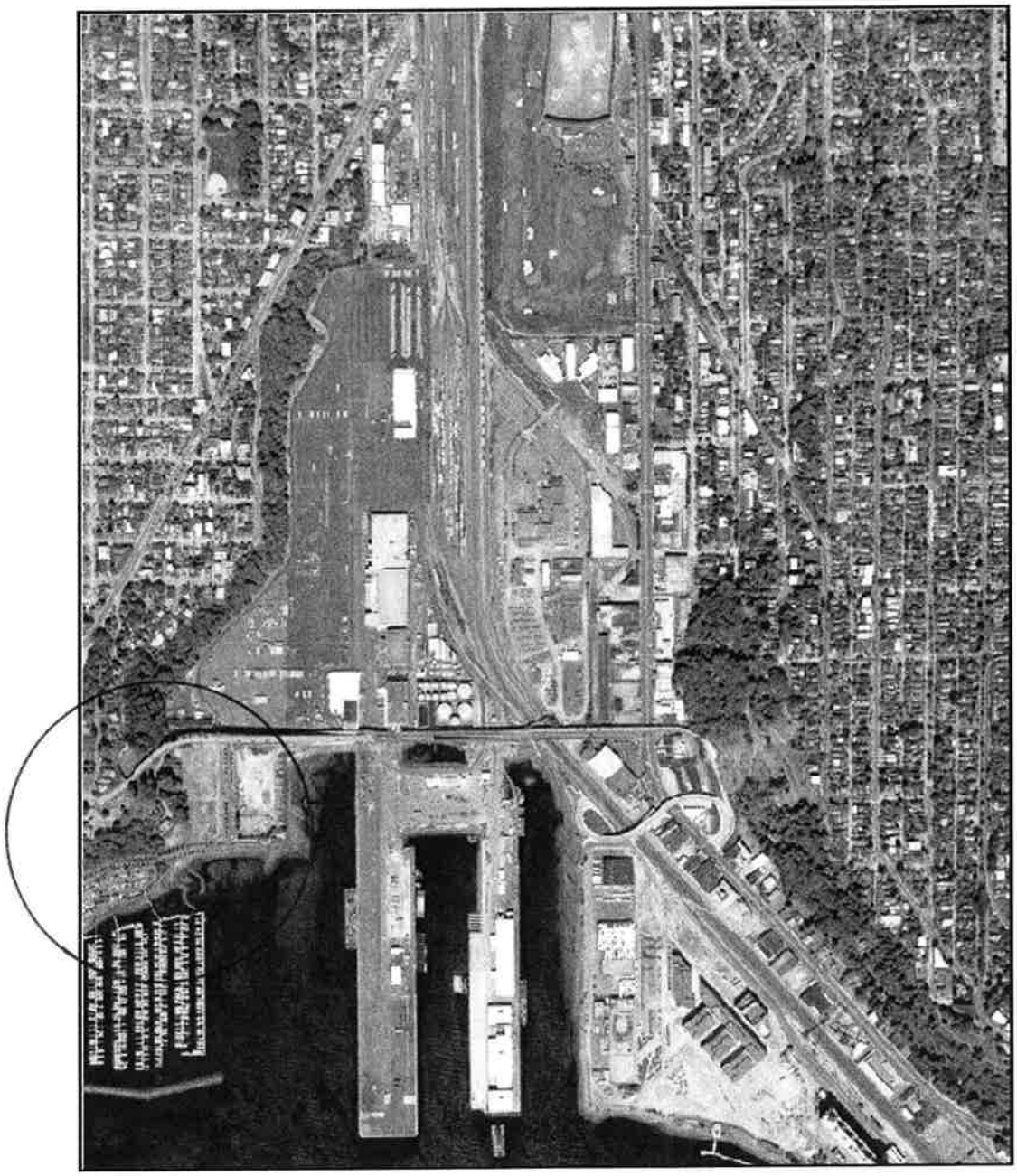
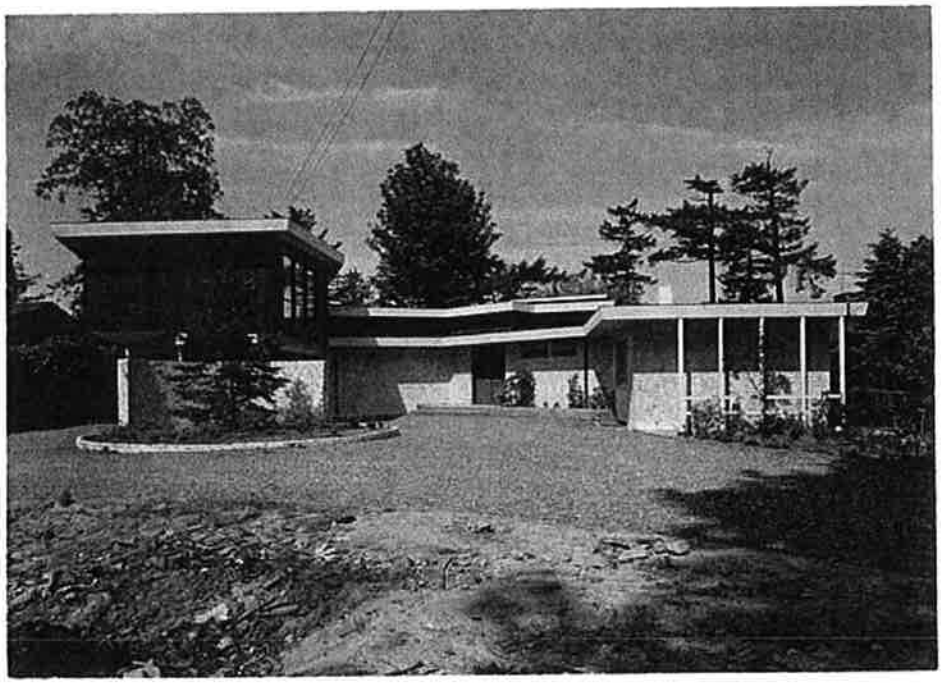
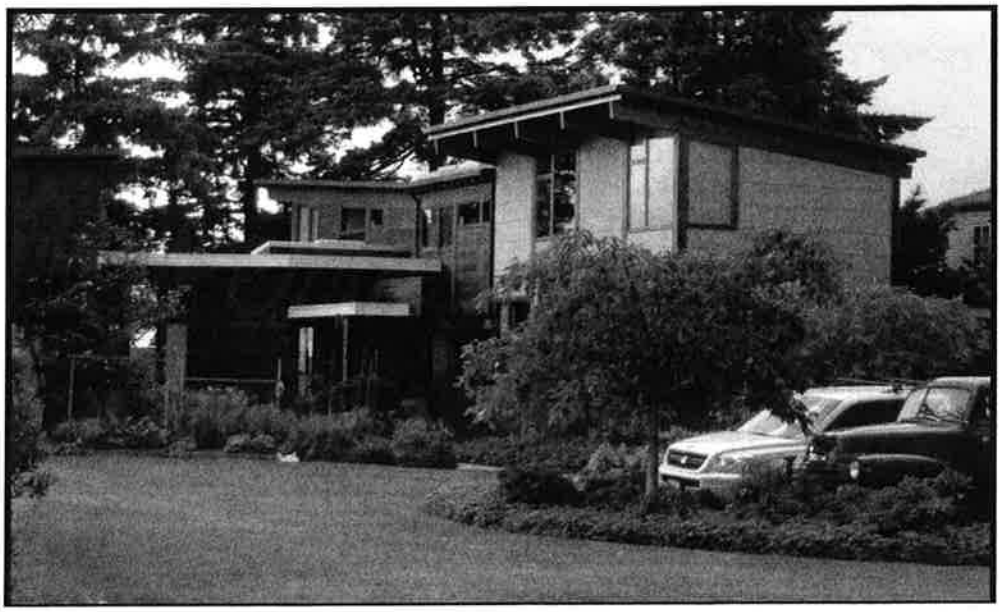


Photo B-8: Recent aerial photo of Terminal 90-91; the Admiral's House is directly above the marina on the left (Port of Seattle, c. 2004)



Property of MSCUA, University of Washington Libraries. Photo Coll 251

Photos C-34, 35: Architect Roger Gotteland's most recognized work is the Dr. J. H, Lehman house in Broadview. It won an AIA Honor Award in 1952 and was featured in the 1953 book *Practical Houses for Contemporary Living*. Above is an archival photo of the house soon after construction; below is a recent (2009) photograph.



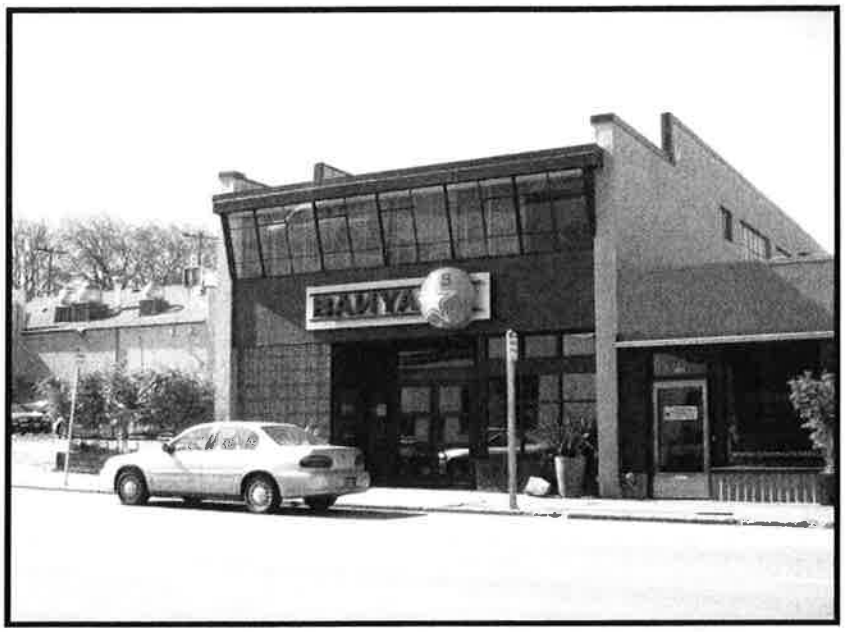
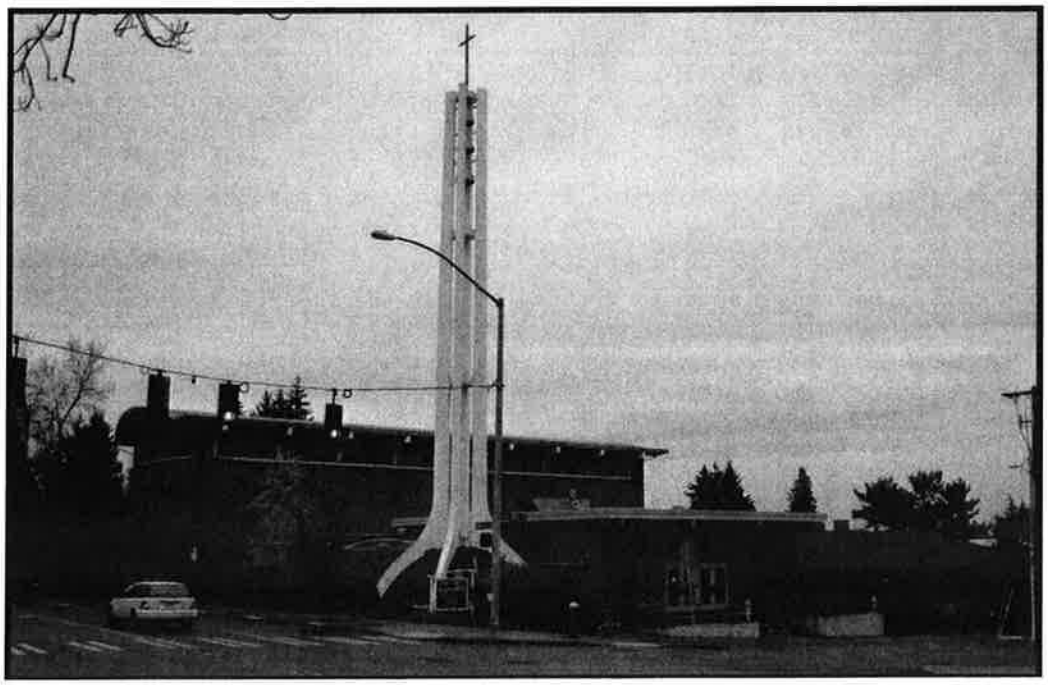


Photo C-36: The small building above (217 9th Avenue N.), designed as an upholstery shop, has a notable Modernistic feature in the angled upper story glass. Gotteland designed this in 1946, shortly after the completion of Admiral's House.

Photo C-37: Most of Gotteland's identified works were Catholic churches or retreat centers. Below is Our Lady of the Lake Church (1961)in Lake City (11/25/09.



Addendum Appendix B: Memorandum of Agreement

MEMORANDUM OF AGREEMENT
AMONG THE FEDERAL HIGHWAY ADMINISTRATION,
THE DEPARTMENT OF NAVY, THE WASHINGTON STATE HISTORIC PRESERVATION OFFICER, THE WASHINGTON STATE DEPARTMENT OF TRANSPORTATION, PACIFIC NORTHWEST COMMUNITIES, LLC, AND THE CITY OF SEATTLE EXECUTED PURSUANT TO 36 CFR 800.6(b)(iv)
REGARDING THE MAGNOLIA BRIDGE PROJECT
CITY OF SEATTLE, KING COUNTY, WASHINGTON

WHEREAS, the U.S. Department of Transportation, Federal Highway Administration (FHWA) has determined that the City of Seattle's Magnolia Bridge Project (Project) will have an adverse effect on the U.S. Department of Navy-owned Admiral's Residence, which is eligible for listing in the National Register of Historic Places, and has consulted with the Washington State Historic Preservation Officer (SHPO), in accordance with Section 106 of the National Historic Preservation Act (16U.S.C. § 470), and its implementing regulations 36 CFR Part 800; and

WHEREAS the adverse effect is the construction of a new Magnolia Bridge, which will modify character-defining attributes of the Admiral's Residence; and

WHEREAS pursuant to 36 CFR 800.6(c)(2) FHWA has invited the U.S. Navy (NAVY), the Washington State Department of Transportation (WSDOT), Pacific Northwest Communities, LLC (PNC), and the City of Seattle (CITY) to sign this Memorandum of Agreement (MOA); and

WHEREAS in accordance with 36 CFR Section 800.6(a)(1), FHWA has notified the Advisory Council on Historic Preservation (Council) of its adverse effect determination, and the Council has chosen not to participate in the consultation pursuant to 36 CFR Section 800.6(a)(1)(iii);

NOW, THEREFORE, FHWA, SHPO, NAVY, WSDOT, PNC, and the CITY agree that upon FHWA's decision to proceed with the Project, FHWA shall ensure that the following stipulations are implemented in order to take into account the adverse effect of the Project on historic properties, and that these stipulations shall govern the Project and all of its parts until this MOA expires or is terminated.

I. STIPULATIONS

FHWA shall ensure that the following measures are carried out:

1. Pre-Construction Condition Surveys. Within 120 days of the start of the project, the City will retain certified professionals, under the direction of an individual that meets the Secretary of the Interior's Qualifications as a Historical Architect, with expertise in structural engineering, landscaping, architecture or historic preservation, as appropriate, to conduct pre-construction surveys of the Admiral's Residence, garage, driveway/access road, landscaping, retaining wall, and all other identified historic character-defining features (hereinafter "Admiral's Residence" as defined by the legal parcel of land on which these features sit) in accordance with the following:

a. **Admiral's Residence.** A pre-construction survey of the Admiral's Residence will be conducted including, but not limited to, an evaluation of all existing cracks, sticking doors and windows, and structural distress. Photographs and video recording shall be taken at locations most likely to be disturbed by construction.
b. **Garage and Access Road.** The pre-construction survey will document existing structural integrity and condition of the garage and driveway/access road.
c. **Geotechnical:** A geotechnical survey will determine if the slope is sufficiently stable to withstand the construction of the new bridge and deconstruction of the old bridge without harming the Admiral's Residence, garage, driveway/access road, retaining wall, or other identified historic character-defining feature. If it is found that the slope is insufficiently stable, recommendations will be made to correct the deficiencies.
d. No construction shall start until the preconstruction surveys, photographs, video tape recording, and geotechnical report have been completed and finalized as set forth in this paragraph and the work specified in paragraph 2 has been completed. The Navy or future owner of the APE (Subsequent Owner), FHWA, SHPO, and WSDOT shall have an opportunity to comment on the draft documents prior to construction and be provided with a copy of all final materials.

2. Based on the results of the Pre-Construction Condition Surveys, the City, in consultation with its Historic Preservation Officer, will document existing cracks, openings and other damage to the exterior of the Admiral's Residence.
   a. The City shall at this time perform repairs so as to minimize infiltration of dust and dirt into the structure and interior spaces. Repairs shall be completed no more than 30 days before beginning of construction or deconstruction in accordance with the Secretary of the Interior's Standards for the Treatment of Historic Properties and with local historic preservation requirements in force at the time of the Pre-Construction Condition Survey.
   b. The City, in consultation with the City's Historic Preservation Officer, will install storm windows in the Admiral's Residence in accordance with the Secretary of the Interior's Standards for the Treatment of Historic Properties and with the local historic preservation requirements in force at the time of the Pre-Construction Condition Survey that will prevent dust and dirt from entering the building through open spaces in the sills or surrounds, as well as reduce noise.
   c. If the Pre-Construction Condition Surveys identify a material structural defect in the garage, the City and the Navy or Subsequent Owner will discuss what pre-construction remedial action is necessary to address the defect.
   d. If the results of the geotechnical survey indicate that mitigation measures are required to defend the slope stability, such measures will be proposed to the City's Historic Preservation Officer and the Navy or Subsequent Owner. Upon approval, such actions will be taken at the time specified by the geotechnical engineer.

3. The City shall develop a Tree Preservation, Replanting, and Mitigation Planting Plan based on a pre-construction tree survey to be conducted by the City, replacing the limited number of trees and shrubs that must be removed to construct the new bridge and/or

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demolish the old bridge, and installing landscaping materials to mitigate the noise and visual impacts to the Admiral's Residence associated with the bridge replacement project. The plan for installing the anticipatory mitigation landscaping will comply with the following:

a. The plan will be submitted to the City's Historic Preservation Officer and the Navy or Subsequent Owner of the Admiral's Residence for comment and review no less than one year prior to the anticipated start of construction or deconstruction.
b. These anticipatory landscape plantings will be planted at a time to be mutually agreed upon by the City and the Navy or Subsequent Owner.
c. The anticipatory plantings will mitigate both the visual and noise impacts of the decreased distance between the Admiral's Residence and the Magnolia Bridge.
d. The plan will require the City or its landscaping contractor to monitor the condition of all new plantings on at least an annual basis during construction of the new bridge and demolition of the old bridge, and to replace any plantings that die, are damaged or destroyed during or within one year after completion of the Magnolia Bridge project.

4. Prior to and as needed during construction, the City, in consultation with its Historic Preservation Officer, will provide training to all on-site construction personnel to assist the personnel in the identification of historic and cultural resources and to help them understand measures to avoid and protect historic properties. The briefing will include:
   a. Identification of the Admiral's Residence, garage, driveway/access road, retaining wall, and other identified historic character-defining features,
   b. Explanation of the project's Inadvertent Discovery Plan, and
   c. Measures to avoid and protect cultural resources during construction in accordance with the local historic preservation requirements in force at the time of the Pre-Construction Condition Survey.

5. The City will take every measure, including developing a construction fencing plan, to avoid damaging the Admiral's Residence, garage, driveway/access road, landscaping, retaining wall, or any other identified historic character-defining feature during the deconstruction of the existing bridge and the construction of the new bridge. In the event that bridge construction or deconstruction activities inadvertently damage the visual or structural characteristics of the Admiral's Residence, driveway/access road, garage, landscaping, retaining wall, or any other identified historic character-defining feature, the City, in consultation with its Historic Preservation Officer, FHWA, SHPO, WSDOT, and the Navy or Subsequent Owner, will repair any damages to preconstruction conditions within 30 days unless otherwise agreed, with repairs meeting the Secretary of the Interior's Standards for the Treatment of Historic Properties.

6. In order to maximize use of the Admiral's Residence during construction and to minimize both the potential economic hardship to the Navy or Subsequent Owner, and impacts resulting from construction-related noise, dirt, or dust, the City will:
   a. Maintain adequate access to the Admiral's Residence.

b. Ensure continued utility service.
c. Six months prior to initiating construction or deconstruction, consult with the Navy or Subsequent Owner to develop an agreed-upon plan for scheduling access interruptions, utility outages, or other interruptions to full use of the Admiral's Residence.
d. If a noise variance is required, identify construction noise mitigation measures such as maximum noise limits; restricted hours for noisier construction activities; and use of Best Management Practices (BMPs), including using quieter equipment and techniques.
e. Use BMPs to control air pollution, noise and mud.

7. During construction, the City, in consultation with its Historic Preservation Officer, will follow protocols outlined in the project's Inadvertent Discovery Plan (IDP) (Attachment A). The IDP will be developed by an individual that meets the Secretary of the Interior's qualifications (48 FR 44716) as an archaeologist. Should any prehistoric or historic cultural remains (such as but not limited to bone, fire cracked rock, shell, or other artifacts) be discovered during demolition or construction, all work in the area of the discovery shall cease and the IDP will be followed. The IDP will be reevaluated prior to construction, and revised if industry standards or other policies have changed in the period between the signing of this MOA and construction.

8. The City will retain certified professionals, under the supervision of an individual that meets the Secretary of the Interior's qualifications as a Historical Architect, with expertise in structural engineering, landscaping, architecture and historic preservation, as appropriate, to conduct Post-Construction Condition Surveys of the Admiral's Residence, garage, driveway/access road, landscaping, retaining wall, and all other identified historic character-defining features at the conclusion of the Magnolia Bridge Replacement Project.
   a. The City will disclose any additional damage or changes to, but not limited to, vertical settlement or to cracks/doors/windows, or any increased structural distress to FHWA, SHPO, WSDOT, and the Navy or Subsequent Owner within 30 days of its discovery.
   b. If the Post-Construction Condition Surveys identify increased (as compared to the Pre-Construction Condition Surveys) cracks, sticking doors and windows, structural distress, etc. to the Admiral's Residence, garage, driveway/access road, landscaping, retaining wall, or any other identified historic character-defining feature, the City will repair said damage to the buildings, road, landscaping, retaining wall, or any other identified historic character-defining feature to pre-construction conditions within 60 days, unless otherwise agreed, in accordance with the Secretary of the Interior's Standards for the Treatment of Historic Properties and with the local historic preservation requirements in force at the time of the Pre-Construction Condition Survey and in consultation with FHWA, SHPO, WSDOT, and the Navy or Subsequent Owner.

9. One year after the completion of (a) the Post-Construction Condition Surveys identified in the preceding paragraph or (b) any repair or restoration work performed pursuant to the

Post-Construction Condition Surveys, whichever is later, the City will repeat the post-construction surveys of the Admiral's Residence, garage, driveway/access road, landscaping, retaining wall, and all other identified historic character-defining features. The City will disclose any changes to, but not limited to, vertical settlement or to cracks/doors/windows, or any increased structural distress to FHWA, SHPO, WSDOT, and the Navy or Subsequent Owner within 30 days of its discovery. The City will repair any increased cracks, sticking doors and windows and structural distress to the Admiral's Residence, garage, driveway/access road, landscaping, retaining wall, or any other identified historic character-defining feature to pre-construction conditions within 60 days unless otherwise agreed in accordance with the Secretary of the Interior's Standards for the Treatment of Historic Properties and with the local historic preservation requirements in force at the time of the Pre-Construction Condition Survey and in consultation with FHWA, SHPO, WSDOT, and the Navy or Subsequent Owner. The intent of this stipulation is to remedy damages due to change in geotechnical stability of the Admiral's Residence that may not become apparent until a wet seasonal cycle has elapsed. The City's certified professional consultants performing the Post-Construction Condition Surveys shall identify damage attributable to changes in geotechnical stability. Any change in geotechnical stability shall be assumed to have been caused by the Bridge project.

10. CITY shall bear the cost for Stipulations 1-9, recognizing the costs of the stipulations are eligible project expenses as mitigation costs.

II. DISPUTE RESOLUTION

Should any party to this agreement object at any time to any actions proposed or the manner in which the terms of the MOA are implemented, FHWA shall consult with the objecting party(ies) to resolve the objection. If FHWA determines, within 30 days, that such objections cannot be resolved, FHWA shall:

1. Forward all documentation relevant to the dispute to the Council in accordance with 36 CFR Section 800.2(b)(2). Upon receipt of adequate documentation, the Council shall review and advise FHWA on the resolution of the objection within 30 days. Any comment provided by the Council, and all comments from parties to the MOA, will be taken into account by FHWA in reaching a final decision regarding the dispute.

2. If the Council does not provide comments regarding the dispute within 30 days after receipt of adequate documentation, FHWA will give consideration to comments from the parties to the MOA and make a final decision.

3. FHWA's responsibilities to carry out all other actions subject to the terms of this MOA that are not subject of the dispute will remain unchanged. FHWA will notify all parties of its decision in writing before implementing that disputed portion of the Project. FHWA's decision will be final.

III. AMENDMENTS, TERMINATION AND NONCOMPLIANCE

If any signatory to this MOA determines that its terms will not or cannot be carried out or that an amendment to its terms must be made, that party shall immediately consult with the other parties to develop an amendment to this MOA pursuant to 36 CFR 800.6(c)(7) and 800.6(c)(8). The amendment will be effective on the date a copy is signed by all of the original signatories and is filed with the Council. If a MOA is not amended following the consultation set out in accordance with Dispute Resolution, it may be terminated by any signatory. Within 30 days following termination, FHWA shall notify the signatories if it will initiate consultation to execute an MOA with the signatories under 36 CFR 800.6(a)(1) or request the comments of the Council under 36 CFR 800.7(a) and proceed accordingly.

IV. DURATION

The MOA will take effect immediately upon execution by the Signatory Parties. FHWA will review the MOA annually to determine whether an amendment is necessary. The terms of this MOA shall be satisfactorily fulfilled within one year following the completion of the project. Prior to such time, FHWA may consult with SHPO to reconsider the terms of the agreement and propose its amendment in accordance with Section III above. Unless terminated pursuant to Section III, this MOA will be in effect until FHWA, in consultation with SHPO, determines that all of its terms have been satisfactorily fulfilled.

V. EXECUTION OF AGREEMENT

Execution and implementation of the terms of this Memorandum of Agreement by FHWA, NAVY, SHPO, WSDOT, PNC, and CITY serves as evidence that FHWA has afforded the Council and all concerned parties the opportunity to comment on the project and the effects on historic properties, and that FHWA has taken into account the effects of the Project on the Admiral's Residence and has satisfied the requirements of Section 106 of the National Historic Preservation Act (16 U.S.C. 470 (f)).

FEDERAL HIGHWAY ADMINISTRATION

By: _____ Date: 11/1/2011

For Daniel M. Mathis, FHWA Division Administrator

DEPARTMENT OF ARCHAEOLOGY & HISTORIC PRESERVATION

By: _____ Date 11 / 1 /11

Allyson Brooks, PhD, State Historic Preservation Officer

U.S. DEPARTMENT OF NAVY

By: _____ Date 11/28/11

D. T. BIESEL, Rear Admiral
Commander, Navy Region Northwest

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CONCUR:

WASHINGTON STATE DEPARTMENT OF TRANSPORTATION

By: Kathleen B. Davis Date 10.31.11
Kathleen Davis, Director, Highway and Local Programs

PACIFIC NORTHWEST COMMUNITIES, LLC

By: Date 10-25-11
Michael Nanney, Senior Project Executive

CITY OF SEATTLE

By: Date 10.21.11
Peter Hahn, Director, Department of Transportation

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