

FINAL **SECTION 4(F) EVALUATION**

42nd Avenue West - Segment 1
Lynnwood, Washington

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Approved By:

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LIST OF ABBREVIATIONS AND ACRONYMS

AASHTO	American Association of State Highway and Transportation Officials
APE	Area of Potential Effect
City	City of Lynnwood
DAHP	Washington State Department of Archaeology & Historic Preservation
DOI	US Department of Interior
FHWA	Federal Highway Administration
ft.....	feet; foot
LF	linear feet
MOA	Memorandum of Agreement
NEPA	National Environmental Policy Act
NHPA	National Historic Preservation Act
NPS	National Park Service
NRHP	National Register of Historic Places
Project.....	City of Lynnwood 42nd Avenue West Improvements – Segment 1 project
QR.....	quick-response
ROM	Relative Order of Magnitude
TOD	Transit-Oriented Development
USDOT	US Department of Transportation
WSDOT	Washington State Department of Transportation

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1.0 INTRODUCTION

This Individual Section 4(f) Evaluation Report was prepared to evaluate resources protected by Section 4(f) of the Department of Transportation Act of 1966, Federal Law 49 US Code (USC) Section 303 (Section 4[f]). Section 4(f) declares a national policy to “preserve the natural beauty of the countryside, public park and recreation land, wildlife and waterfowl refuges, and historic sites.” Section 4(f) is a federal requirement that must be considered in any National Environmental Policy Act (NEPA) document involving a US Department of Transportation (USDOT) agency (Federal Highway Administration [FHWA], Federal Transit Administration, Federal Rail Administration, and Federal Aviation Administration), and it prohibits the incorporation of land from a Section 4(f) resource into a transportation facility unless there is no feasible and prudent alternative to the use of that land. The law also protects Section 4(f) properties from proximity impacts that substantially diminish the use or value of the resource. In general, a Section 4(f) use occurs when:

- Section 4(f) land is permanently incorporated into a transportation facility (permanent use);
- There is a temporary occupancy of Section 4(f) land that is adverse in terms of the Section 4(f) preservationist purposes (temporary occupancy); or
- Section 4(f) land is not incorporated into the transportation project, but the Project’s proximity impacts are so severe that the protected activities, features, or attributes that qualify a resource for protection under Section 4(f) are substantially impaired (constructive use).

The City of Lynnwood 42nd Avenue W Improvements – Segment 1 Project will receive federal funds from the Federal Highway Administration (FHWA) distributed through the Washington State Department of Transportation (WSDOT) Local Programs. This report describes Section 4(f) resources in the Project vicinity, use of those resources by the Preferred Alternative and other build alternatives, avoidance alternatives, measures to minimize harm, an analysis of least overall harm, and a description of coordination efforts to protect Section 4(f) resources.

2.0 PROPOSED PROJECT

The City is planning to construct a new segment of 42nd Avenue W between Alderwood Mall Boulevard and 196th Street SW (Figure 1). The improvements will create a through-corridor in the City Center to connect Alderwood Mall Boulevard to 196th Street SW (42nd Avenue W; Project). The proposed undertaking includes new infrastructure providing multiple travel lanes, on-street parking, sidewalks, curb, gutter, landscaping, hardscaping, illumination, traffic signals, retaining walls, utility improvements and channelization, and signing. The cross section for the Project has been designed to meet aerial fire access requirements for this new corridor; this has been coordinated with the Deputy Fire Marshal of South County Fire. Aerial access roadways require a minimum roadway width of 26 feet (ft) and a setback of 30 ft maximum from a building structure to allow fire truck ladder access to buildings in the event of an emergency. The Project area currently consists of parking lots, local access roads, and structures to be demolished.

The Project is in support of broader plan for improvements to the City Center. More than a decade of planning has identified numerous goals and needs for a City Center, including creating a finer street grid that supports new development and improves walkability. To achieve this goal, the City has identified 42nd Avenue W, between 194th Street SW and 200th Street SW/Alderwood Mall Boulevard, as a primary roadway corridor at the heart of the City Center, providing access and connectivity to future high-rise development and multi-modal transportation. The construction of 42nd Avenue W has been separated into the following two segments:

- Segment 1 (Project): 200th Street SW/Alderwood Mall Boulevard to 196th Street SW – The first phase of construction would complete the two southernmost blocks of 42nd Avenue W. These blocks provide good connectivity to both 198th Street SW and 196th Street SW and would provide a finished frontage for immediate redevelopment opportunities for the adjacent parcels.
- Segment 2: 196th Street SW to 194th Street SW – The northernmost section of the corridor currently planned to form an “S” curve as agreed upon per the Net River Dedication. Due to existing land uses, impacts to parcels (such as parking and access) and parameters in both American Association of State Highway and Transportation Officials (AASHTO) and the WSDOT Design Manual, the “S” curve alignment proved to be the best fit for this segment. Segment 2 is a future project and is not included as part of this evaluation.

Improvements to 196th Street SW, located between the two Project segments, were completed in the Project vicinity in 2023. The improvements were designed to reduce traffic congestion, better accommodate bus and transit travel, increase business access, provide utility capacity for future development, and promote safety. The design of the 196th Street SW improvements considered a future intersection associated with the proposed Project.

The City has developed a City Center Sub-area Plan that has been incorporated into the City zoning code. The sub-area plan identifies the following:

- The Lynnwood City Center has extraordinary potential as part of a dynamic regional market. Adjacent to two major freeways and surrounded by strong, stable residential neighborhoods, it contains numerous properties that have remained vacant or underdeveloped.
- As one of the officially designated “urban centers” in the metropolitan area, it can attract major new investment by providing jobs, retail shops and services, entertainment, public spaces, and cultural attractions that do not currently exist in the area. It has potential for a considerable amount of new housing. The City Center can emerge over time as a lively, diverse, and appealing place to live, work, shop, and play.
- To achieve this, the physical setting of the City Center will need to be altered to attract both new development and redevelopment. Additional traffic will warrant the widening of some streets and the construction of new ones providing safe and appealing sidewalks. Upgrades to the infrastructure and the new public spaces and amenities will be needed. Finally, entirely new codes and standards are necessary.

The Project corridor is located in the City Center Core identified in the sub-area plan and is envisioned to have the highest intensity uses, particularly office buildings, residences, and hotels contained within high-rise buildings. A major public open space (i.e., Town Center) would anchor the zone. Developments planned and currently being constructed in the City Center area are shown in Appendix A.

2.1 Purpose and Need

The purpose of the Project is to provide a finer street grid in support of planned improvements to the City Center Core. The Project would satisfy the following needs:

- **Support Transit-Oriented Development (TOD):** The sub-area plan supports the creation of compact mixed-use communities near transit where people have easy access to jobs and services. The Project corridor is located and identified as a New Collector Street, which is an arterial traffic mitigation route to help with vehicular circulation and provide non-motorized connectivity through the new City Center, as well as provide access to the future Sound Transit light rail station located southwest of Alderwood Mall Boulevard and 44th Avenue W. The Project will create a collector street to provide connectivity through the City Center.
- **Accommodate Future Town Square Park Access and Programming:** The sub-area plan identifies that the City Center Core will, in part, contain unique public spaces including a large town square. The design of Town Square should include both green “softscape” areas and paved “hardscape” areas. It is envisioned as a setting for both passive activities as well as programmed events for larger groups of people. In 2022, the City purchased the 1.65-acre property at 4027 198th Street SW (currently operated as a Goodwill store) for the future Town Square Park in support of the Town Center development. The proposed Project will provide direct access to the City’s future Town Square Park location and maintain the park’s approximate size and continuity (i.e., not bisect the park property) to meet planned programmed uses.
- **Optimize Grid Street Layout:** The City Center has relatively few streets, resulting in extremely large “superblocks.” The City Center Sub-area Plan shows new north-south and east-west cross streets, in between the major streets, to break up the future 600-ft superblocks into more urban 300-ft blocks. These new streets are intended to serve as minor vehicular or pedestrian connections that provide additional frontage for new development and create inviting, accessible shared-use spaces for pedestrians and bicycles. The design of these corridors can

range from a small urban street section with sidewalks and other streetscape amenities, to an alleyway section that provides access for service and emergency vehicles. The alignment of the 42nd Avenue W corridor will reflect these smaller block sizes and include connections to the new mid-block cross streets and alleyways. These new intersections will emphasize pedestrian-friendly connections, with crosswalks and either radius returns or driveway approaches for the east-west crossings.

- **Optimize Left-Turn Storage Lengths 196th Street SW:** Existing left-turn storage lengths on 196th Street SW are 630 linear feet (LF) for the westbound left turn onto 44th and 450 LF for the eastbound left turn onto 40th Avenue W. Forecasting traffic analysis for the year 2045 indicates existing conditions will not be sufficient to cover 95 percent of the projected peak PM capacity for these left-turn maneuvers (2045 indicates 95 percent PM storage is 850 LF for the westbound left onto 44th Avenue W and 670 LF for the eastbound left onto 40th Avenue W (Psomas 2023).

The distance between 40th Avenue W and 44th Avenue W along 196th Street SW is approximately 1,150 LF. The alignment of the 42nd Avenue W Corridor will reflect balancing the capacity needs of the two adjacent major corridors (44th Avenue W and 40th Avenue W) by placing the 42nd Avenue W/196th Street SW intersection at the most optimal location for maximizing left-turn storage.

The Project is being designed, in part, following FHWA guidance for signalized intersections (FHWA 2013), which indicates vehicle queues for design purposes are typically estimated based on the 95th percentile queue that is expected during the design period. This is the length at which 95 percent of lane queues are less than in a given study period. The queue storage ratio represents the proportion of the available queue storage distance that is occupied at the point in the cycle when the back-of-queue position is reached. If this ratio exceeds 1.0, then the storage space will overflow and queued vehicles may block other vehicles from moving forward.

2.2 Description of Section 4(f) Resources

Four properties have been identified as Section 4(f) resources in the Project vicinity in coordination with WSDOT Local Programs. Three of the properties qualify as Section 4(f) resources as historic sites and one as a planned recreational area. The description of historic sites below is a summary of historic resources evaluation completed for the Project as part of the Cultural Resources Assessment (Appendix A) and consultation with the Washington State Department of Archaeology & Historic Preservation (DAHP; Appendix B). The recreational area is the future Town Square Park Lynnwood as described in the City Center Parks Master Plan Update (Lynnwood 2018).

The properties are described in the following sections, drawn from descriptions provided in the Cultural Resources Assessment and City Center Park Master Plan Update, and additional records of these resources are provided in Appendix C.

2.2.1 Denny's Restaurant / DAHP Property #729101

The building at 4109 196th Street SW (DAHP Property #729101) was constructed in 1972 and is currently occupied by Denny's commercial restaurant (Denny's Restaurant). The building is an intact representation of a Contemporary-style commercial building and a Denny's Model 106 design by

Larry A. Ray, and a rare example of a Model 106 design still in use in the Puget Sound region. Under the National Register of Historic Places (NRHP) assessment for significance developed by the National Park Service (NPS), the Denny's Restaurant is eligible for historic listing under Criterion C¹ as an intact example of a Denny's Model 106 Contemporary-style commercial restaurant, which maintains integrity of design and association.

2.2.2 The Swanson Office Building / DAHP Property #729100

The building located at 4202 198th Street SW (DAHP Property #729100) was constructed in 1972 and is owned by Swanson Building Partnership and historically named the E. E. & H Commercial Building (The Swanson Office Building). The building is a mansard-esque arcade block commercial building designed by Donald R. Westlin of Seattle. Westlin graduated from the University of Washington in 1950 and provided architectural services throughout the 1950s up to the 1980s. In comparison with other Westlin buildings, this building is consistent with his use of contrasting geometric shapes and materials.

The Swanson Office Building is eligible for historic listing under NRHP Criterion C for its association with a known, locally important architect and intact architectural design, which uses a mix of residential and formal design elements to create a professional building appropriate to the changing land use of the neighborhood in the early 1970s.

2.2.3 The Henry Broderick Office / DAHP #269946

The two-story commercial building located at 4200 196th Street SW (DAHP Property #269946) was constructed in 1969 as the Lynnwood office of Henry Broderick, Inc. and is currently owned by Hae Lee (The Henry Broderick Office). The building was constructed as a multi-tenant commercial building. The building conforms to the Pavilion style as exhibited through the mansard-over-hip style pavilion roof with wide overhang and open rafters; brick cladding; floor-to-ceiling windows; and raised form. The building appears generally unaltered and therefore maintains integrity of design, feeling, location, materials, and workmanship.

The Henry Broderick Office is eligible for historic listing under NRHP Criterion C as embodying the distinctive characteristic of a type, period, or method of construction.

2.2.4 Future Town Square Park

As discussed above, the parcel located at 4027 198th Street SW (Snohomish County Parcel No. 00372600701504) was purchased by the City in 2022 and is programmed for development as the Town Square Park. While part of the City Center Sub-area Plan, the City also includes the Town Square Park in the Lynnwood City Center Parks Master Plan Update (Lynnwood 2018). The Parks Master Plan identifies the following near-term (i.e., 2- to 5-year timeframe) program elements for the Town Square Park:

¹ Criterion 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.

- Small, paved gathering space
- Lawn and limited ornamental plantings
- Stormwater features
- Iconic corner entry
- Movable seating
- Flexible play elements.

The Parks Master Plan identifies the following long-term program elements for the Town Square Park:

- Large, paved gathering space
- Ornamental plantings
- Potential integration with commercial use
- Iconic interactive fountain
- Seating and amenities
- Mid-block connections to adjacent sites.

3.0 ALTERNATIVES ANALYZED

The following provides a summary of potentially feasible alternatives considered in this evaluation. In accordance with 23 Code of Federal Regulations (CFR) 774.17, a feasible alternative is one that can be built as a matter of sound engineering judgment.

Three different feasible build scenarios are considered along with a no build scenario; these three build alternatives are illustrated in Appendix D. The following sections describe the alternatives, provide an evaluation of each alternative's impact to Section 4(f) resources, and provide an evaluation of whether each alternative meets the proposed Project purposes and needs. Historic property inventory of the Project Area of Potential Effect (APE) occurred in support of the Section 106 National Historic Preservation Act (NHPA) process and was inclusive of the alternatives presented below (please refer to Appendix C).

3.1 Preferred Alternative

The Preferred Alternative locates the Project approximately equidistant parallel between 40th Avenue W and 44th Avenue W (approximately 550 LF from 40th Avenue W and 600 LF from 44th Avenue W). The proposed Project footprint for the preferred alternative would be developed over four parcels, three of which would be acquired by the City:

- Parcel 00372600701602 / The Swanson Office Building Parcel (DAHP Property #729100);
- Parcel 00372600701606 / Washington Dairy Association Building - 4201 198th Street SW; and
- Parcel 00372600701603 / The Henry Broderick Office Building Parcel (DAHP Property #269946).

The City would also acquire a portion of the fourth parcel:

- Parcel 00372600701903 / Sea-Mar Community Health Center - 4111 Alderwood Mall Boulevard.

The intersection location of the Preferred Alternative was incorporated into the 196th Street SW improvements, which considered the location of utilities and amenities in relation to the intersection.

3.1.1 Section 4(f) Resource Impacts

Two of the Section 4(f) resources, The Swanson Office Building (DAHP Property #729100) and The Henry Broderick Office Building (DAHP Property #269946), are in the path of the Preferred Alternative and would be demolished under this alternative.

The Preferred Alternative allows for the Future Town Square Park to be developed as planned and has no effect on the Denny's Restaurant (DAHP Property #729101).

3.1.2 Purpose and Need

The Preferred Alternative satisfies the purposes and needs for the proposed Project:

- **Support TOD:** The Preferred Alternative provides a new collector street providing connectivity between the new City Center and vicinity of the Sound Transit Light rail station.

- **Accommodate Future Town Square Park Access and/or Programming:** The Preferred Alternative provides direct access to the future Town Square Park (please refer to Appendix D), which would be located east of the proposed roadway.
- **Optimize Grid Street Layout:** The Preferred Alternative maximizes the division of the 600-ft “superblocks” into urban-scale 300-ft blocks (please refer to Appendix E).
- **Optimize Left-Turn Storage Length 196th Street SW:** The Preferred Alternative places the 44th Avenue W and 196th Street SW intersection at the approximate midpoint between the 44th Avenue W and 40th Avenue W intersections, which optimizes the available storage pockets for eastbound lefts onto 40th Avenue W and westbound lefts onto 44th Avenue W by minimizing the proposed intersection overlap (please see Appendix F). Channelization of the left-hand turn lanes optimizes the left-turn storage lengths, thereby minimizing impacts to through traffic (i.e., time of left-turn lane storage overflow into through traffic lanes; please refer to Appendix F).

3.2 Alternative 1

Alternative 1 is aligned parallel to the west of the Preferred Alternative (please refer to Appendix D). This alternative would intersect 196th Street SW approximately 470 LF east of 44th Avenue W, and approximately 680 LF west of 40th Avenue W. The Alternative 1 Project footprint would be developed over the following four parcels:

- Parcel 00372600701900 / 4211 Alderwood Mall Boulevard
- Parcel 00372600701608 / 4210 198th Street SW
- Parcel 00372600701607 / 4215 198th Street SW
- Parcel 00372600701601 / 4210 196th Street SW.

3.2.1 Section 4f Resource Impacts

Alternative 1 is protective of all four Section (4f) resources, The Henry Broderick Office Building (DAHP Property #269946), Denny’s Restaurant (DAHP Property #729101), and The Swanson Office Building (DAHP Property #729100), as well as the future Town Square Park. However, Alternative 1 would not provide a direct connection to the future Town Square Park and would adversely affect accessibility to said park.

3.2.2 Purpose and Need

Alternative 1 satisfies some, but not all purposes and needs for the proposed Project:

- **Support TOD:** Alternative 1 provides a new collector street providing connectivity between the new City Center and vicinity of the Sound Transit light rail station.
- **Accommodate Future Town Square Park Access and Programming:** Alternative 1 does not provide direct access to the future Town Square Park (please see Appendix D), which would be located east of the proposed roadway but separated by individual parcels (i.e., Washington Dairy Association parcel).

- **Optimize Grid Street Layout:** Alternative 1 does not optimize division of the 600-ft “superblocks” (please see Appendix E). The off-center alignment of Alternative 1 allows for division of future blocks but would not maximize the number of urban-scale 300-ft blocks.
- **Optimize Left-Turn Storage Length 196th Street SW:** Alternative 1 is located approximately 680 LF west of 40th Avenue W and 470 LF east of 44th Avenue W, which does not optimize the projected left-turn storage lengths for the eastbound left onto 40th Avenue W and for the westbound left onto 44th Avenue W. The proposed intersection overlaps with the storage length results in an approximate 149 LF reduction in left-turn storage length for the westbound left onto 44th Avenue W when compared to the Preferred Alignment (please see Appendix F). Channelization for left-turn storage onto 44th from 196th Street SW would likely adversely affect westbound through lane movements (please see Appendix F).

3.3 Alternative 2

Alternative 2 is the same as in the Preferred Alternative between 200th Street / Alderwood Mall Boulevard and The Henry Broderick Office Building (DAHP Property #269946; see Appendix D). Just south of The Henry Broderick Office Building, Alternative 2 is realigned to head approximately 200 ft east before realigning north for the remainder of the alignment, meeting with 196th Street SW approximately 200 LF east of the Preferred Alternative. This alternative would intersect 196th Street SW approximately 300 ft west of 40th Avenue W, and approximately 850 ft east of 44th Avenue W. The Alternative 2 project footprint would be developed over the following four parcels:

- Parcel 00372600701903 / Sea-Mar Community Health Center - 4111 Alderwood Mall Boulevard
- Parcel 00372600701502 / 4114 198TH ST SW
- Parcel 00372600701504 / Future Town Square Park - 4027 198TH ST SW
- Parcel 00372600701500 / 4120 196TH ST SW.

3.3.1 Section 4f Resource Impacts

Alternative 2 is protective of all NRHP-eligible properties, but not protective of the future Town Square Park. The future Town Square Park would be bisected by this alternative. This alternative has the potential to indirectly impact the Denny’s Restaurant (DAHP Property #729101) as a result of design changes that would be anticipated to Segment 2 with selection of this alternative.

The alignment of Segment 2 would likely need to be reconfigured for connection to Alternative 2 of Segment 1, resulting in acquisition of the Denny’s Restaurant parcel and subsequent demolition.

3.3.2 Purpose and Need

Alternative 2 satisfies some, but not all purposes and needs for the proposed Project:

- **Support TOD:** Alternative 2 provides a new collector street providing connectivity between the new City Center and vicinity of the Sound Transit Light rail station.
- **Accommodate Future Town Square Park Access and Programming:** Alternative 2 bisects the future Town Square Park and would provide direct access to the park (see Appendix D). However, this alternative would require reprogramming of the park amenities and use.

Alternative 2 reduces the amount of park property and configuration of useable space that would not accommodate public gathering space (i.e., space for programmed events). As a result, Alternative 2 does not meet the purpose and need of the Town Square Park.

- **Optimize Grid Street Layout:** Alternative 2 does not optimize division of the 600-ft “superblocks” (please see Appendix E). The off-center alignment of Alternative 2 allows for the division of future blocks but would not maximize the number of urban-scale 300-ft blocks.
- **Optimize Left-Turn Storage Length 196th Street SW:** Alternative 2 is located approximately 300 LF west of 40th Avenue W and approximately 850 LF east of 44th Avenue W, which does not optimize the projected left-turn storage lengths for the eastbound left onto 40th Avenue W and for the westbound left onto 44th Avenue W. The proposed intersection overlap with the storage lengths results in an approximate 213 LF reduction in left-turn storage length of the eastbound left onto 40th Avenue W (see Appendix F). Channelization for left-turn storage onto 40th Avenue W from 196th Street SW would likely adversely affect eastbound through lane movements (see Appendix F).

3.4 No Build Alternative

Under the No Build Alternative, the Project would not be constructed and none of the improvements that are included in the proposed action would take place.

3.4.1 Section 4f Resource Impacts

Under this alternative, none of the historic properties would be demolished through this alternative. The Town Square Park would still be developed by the City under this alternative, but barriers to access would occur without a connecting roadway.

3.4.2 Purpose and Need

The No Build Alternative does not satisfy any of the Project purposes and needs:

- **Support TOD:** The No Build Alternative does not meet the purpose and need for transit-oriented development as no new collector street providing connectivity between the new City Center and vicinity of the Sound Transit Light rail station will be provided.
- **Accommodate Future Town Square Park Access and Programming:** The No Build Alternative does not meet the purpose and need for the future Town Square Park, specifically by not providing direct access to said park.
- **Optimize Grid Street Layout:** The No Build Alternative does not optimize division of the 600-ft “superblocks.”
- **Optimize Left-Turn Storage Length 196th Street SW:** The No Build Alternative optimizes left-turn storage lengths on 196th Street SW since no new road would be constructed and channelization could extend from each intersection to the extent practical.

3.5 Avoidance Alternatives

According to the 23 CFR 774.17, the following conditions must be met to for an avoidance alternative to be considered feasible and prudent:

- Feasibility: The project can be built as a matter of sound engineering judgement.
- Prudent: A project is prudent if the following statements are true:
 - The project’s stated purposes and needs are not compromised so much as to make the project unreasonable
 - The project is safe to develop and operate and does not result in additional construction, maintenance, or operational costs of extraordinary magnitude
 - The project, after reasonable mitigation, does not cause severe social, economic, community, social justice, or environmental impacts
 - The project does not cause impacts to other federally protected resources or cause other unique problems or unusual factors.

Alternative 1 and the No Build Alternative avoid direct impacts to Section 4f resources but do not satisfy all the components of the purpose and need. A summary of the feasibility and prudence of these alternatives is provided below. Based on the analysis, there is no alternative which avoids impacts to Section 4(f) resources and qualifies as both feasible and prudent.

3.5.1 Alternative 1

This alternative is considered feasible as there are no unique engineering challenges associated with the alternative.

Alternative 1 is not considered a prudent avoidance alternative since this alternative does not satisfy the purpose and need of the Project. The evaluation of prudence for Alternative 1 includes the following:

- *Purpose and Need* – As summarized in Section 3.2.2, Alternative 1 does not meet the purpose and need, specifically for the Accommodate Future Town Square Park Access and Programming, Optimize Grid Street layout or Optimize Left-Turn Storage Length 196th Street SW layout and is not considered a reasonable alternative.
- *Unacceptable Safety or Operational Problems* – The inability of Alternative 1 to optimize left-turn storage lengths would result in unacceptable operational problems. Alternative 1 would result in reduction of left-turn storage capacity on 196th Street SW for westbound lefts onto 44th Avenue W. This can adversely affect the 44th Avenue W intersection operation and the through movements.
- *Impacts after reasonable mitigation, cost of extraordinary magnitude, and unusual factors* – Alternative 1 does not provide direct access to the future Town Square Park and mitigation could include additional right-of-way acquisition to provide direct access from 196th Street SW or from the roadway segment that would be built as Alternative 1. Additional costs would be associated with the additional right-of-way acquisition but may not be considered a cost of extraordinary magnitude. No other unusual factors have been identified.

3.5.2 No Build Alternative

This alternative is considered feasible as there are no unique engineering challenges associated with the alternative.

The No Build Alternative is not considered a prudent avoidance alternative since this alternative does not satisfy the purpose and need of the Project. The evaluation of prudence for the No Build Alternative includes the following:

- *Purpose and Need* – As summarized in Section 3.4.2, the No Build Alternative does not meet the purpose and need and is not considered a reasonable alternative.
- *Unacceptable Safety or Operational Problems* – The No Build Alternative would not result in any unacceptable safety or operational problems.
- *Impacts after reasonable mitigation, cost of extraordinary magnitude, and unusual factors* – The No Build Alternative does not provide direct access to the future Town Square Park and mitigation could include additional right-of-way acquisition to provide direct access from 196th Street SW. Additional costs would be associated with the additional right-of-way acquisition but may not be considered a cost of extraordinary magnitude. No other unusual factors have been identified.

4.0 LEAST HARM ANALYSIS

When no feasible and prudent avoidance alternative exists for a proposed project which impacts protected Section 4(f) resources, an analysis of which alternative causes the least harm must be completed.

The following seven factors are considered when evaluating harm impact for each alternative (23 CFR 774.3):

Factor 1 – Mitigation: The ability to mitigate adverse impacts to each Section 4(f) property (including any measures that result in benefits to the property)

Factor 2 – Remaining Harm: The relative severity of the remaining harm, after mitigation, to the protected activities, attributes, or features that qualify each Section 4(f) property for protection

Factor 3 – 4(f) Resource Significance: The relative significance of each Section 4(f) property

Factor 4 – Jurisdiction Officials: The views of the official(s) with jurisdiction over each Section 4(f) property

Factor 5 – Purpose and Need: The degree to which each alternative meets the purpose and need for the Project

Factor 6 – Community Impact: After reasonable mitigation, the magnitude of any adverse impacts to resources not protected by Section 4(f)

Factor 7 – Costs: Substantial differences in costs among the alternatives.

The following sections explore the consideration of how each factor contributes to harm for each of the proposed Project alternatives.

4.1 Factor 1 - Mitigation

The ability to mitigate adverse impacts to each Section 4(f) property (including any measures that result in benefits to the property) for each alternative is summarized below:

Alternative	Evaluation
Preferred Alternative	The City, WSDOT, and DAHP have signed a Memorandum of Agreement (MOA) consistent with Section 106 NHPA for mitigation of the impacted properties (i.e., The Swanson Office Building [DAHP Property #729100] and The Henry Broderick Office Building [DAHP Property #269946]).
Alternative 1	In this alternative, the roadway corridor avoids NRHP buildings as well as the Town Square Park with a relocation approximately 150 ft west of the preferred alternative. Alternative 1 does not provide direct access to the future Town Square Park and mitigation could include additional right-of-way acquisition to provide direct access from 196th Street SW or from the roadway segment that would be built as Alternative 1.
Alternative 2	In this alternative, the roadway corridor has been relocated approximately 175 ft east to avoid any NRHP buildings. However, this option bisects the future Town Square Park. While this alternative provides direct access to the park, the planned use for the park cannot be achieved because of the size/configuration of the bisected property. The amount of park property and

	<p>configuration of useable space would not accommodate public gathering space (i.e., space for programmed events). As a result, there is no mitigation option to compensate for impacts to the park.</p> <p>This alternative has the potential to indirectly impact the Denny's Restaurant (DAHP Property #729101) as a result of design changes that would be anticipated to Segment 2 with selection of this alternative. If it is determined that impact to this property is unavoidable as part of Segment 2 programming/design as a result of Alternative 2, it is anticipated that the City, WSDOT, and DAHP would develop an MOA consistent with Section 106 NHPA for mitigation of the impacted property.</p>
No Build Alternative	<p>No mitigation for unavoidable impacts to NRHP properties is needed for this alternative. Similar to Alternative 1, the No Build Alternative does not provide direct access to the future Town Square Park and mitigation could include additional right-of-way acquisition to provide direct access from 196th Street SW.</p>

4.2 Factor 2 - Remaining Harm

The relative severity of the remaining harm, after mitigation, to the protected activities, attributes, or features that qualify each Section 4(f) property for protection is summarized below:

Alternative	Evaluation
Preferred Alternative	The Swanson Office Building (DAHP Property #729100) and The Henry Broderick Office Building (DAHP Property #269946) would be demolished under this alternative. While the actual buildings would no longer be witnessed or add to the character of the sub-area, they would be preserved in the historical record through documentation and presentation.
Alternative 1	No remaining harm has been identified with this alternative.
Alternative 2	No remaining harm has been identified with this alternative.
No Build Alternative	No remaining harm has been identified with this alternative.

4.3 Factor 3 - 4(f) Resource Significance

The significance of each Section 4(f) Resource being incorporated by the Project, the three NRHP-eligible buildings, and the future Town Square Park are summarized in Section 2.2 above. The NRHP buildings are eligible for listing under Criterion C and are considered equally significant.

The Future Town Square Park is part of the City's 2018 Master Plan Update (Lynnwood 2018) as one of only two planned green spaces in the City Center Sub-area where a downtown is being developed. The park is a crucial element to accommodate increased residential and visitor traffic near the Sound Transit Light Rail station that is currently under construction.

4.4 Factor 4 – Jurisdiction Officials

Jurisdiction officials were consulted for comments on each of the alternatives. The City has jurisdiction of the future Town Square Park while DAHP has jurisdiction over the NRHP-eligible properties.

Alternative	Evaluation
Preferred Alternative	DAHP has signed an MOA with WSDOT and the City for mitigation of the impacted properties.
Alternative 1	The City is not in favor of this alternative due to limiting of accessibility to the future Town Square Park.
Alternative 2	The City is not in favor of this alternative due to impacts to the future Town Square Park as a result of bisecting the park property. The planned park vision cannot be achieved as a result of property size/configuration that would remain with this alternative.
No Build Alternative	The City is not in favor of this alternative due to limiting of accessibility to the future Town Square Park.

4.5 Factor 5 – Purpose and Need

The degree to which each alternative meets the purpose and need for the Project is summarized below (as provided above in Section 3):

Purpose and Need	Preferred Alternative	Alternative 1	Alternative 2	No Build Alternative
Transit-Oriented Development	Yes – Provides a new collector street	Yes – Provides a new collector street	Yes – Provides a new collector street	No – Under this alternative, no collector street is developed
Town Square Park	Yes- Provides direct access to park	No – Direct access to the future Town Square Park is not provided	No – Alternative divides the park parcel and remaining size/configuration of parcel does not meet planned park use.	No – Direct access to the future Town Square Park is not provided
Grid Streets	Yes – Maximizes division of the 600-ft “superblocks” into urban-scale 300-ft blocks	No - The off-center alignment allows for division of future blocks but would not maximize the number of urban-scale 300-ft blocks	No - The off-center alignment allows for division of future blocks but would not maximize the number of urban-scale 300-ft blocks	No – 600-ft “superblocks” would not be broken up into urban-scale blocks

Optimize Left-Turn Storage Length 196th Street SW	Yes- Intersection optimizes left-turn storage lengths for eastbound left onto 40th Avenue and westbound left onto 44th Avenue	No – This alternative shortens the length between 196th Street and 44th Avenue. The proposed intersection overlaps with the storage lengths results in approximate reduction of 149 LF storage length for the westbound left onto 44th Avenue W	No – This alternative shortens the length between 196th Street and 40th Avenue. The proposed intersection overlaps with the left-turn storage lengths results in approximate reduction of 213 LF storage length for the eastbound left onto 40th Avenue W	Yes – No new road would be constructed and channelization could extend from each intersection to the extent practical
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4.6 Factor 6 - Community Impact

A summary of any adverse impacts to resources not protected by Section 4(f) is provided below. The community impacts include evaluation of the following:

- Impacts to businesses
- Uneconomic remnants of properties associated with right-of-way acquisition, in which the right-of-way acquisition would divide properties in such a way as to leave parcel remnants that are undevelopable
- Accessibility for emergency services
- Compatibility with the recently completed 196th Street SW improvements.

Alternative	Evaluation
Preferred Alternative	<p>The proposed roadway alignment requires the demolition of one non-NRHP building, minimizing community disruption such as displacement of businesses and noise and dust impact during demolition.</p> <p>This alternative intersects four parcels, resulting in acquisition of three parcels and portion of a fourth parcel. The partial acquisition of the fourth parcel will result in an uneconomic remnant (please see Appendix H).</p> <p>The cross section for the Project and Preferred Alternative has been designed to meet aerial fire access requirements for this new corridor.</p> <p>The 196th Street SW improvements incorporated the intersection location of the Preferred Alternative. There would be community disruption to again relocate utilities, travel lanes, landscaping, and storm drainage that was intentionally placed to avoid future community disruption as part of the proposed Project.</p>
Alternative 1	<p>This alternative would intersect four parcels, requiring the relocation and disruption of over 10 businesses that would be needed for right of way. In addition, this alternative would result in uneconomic remnants from all four parcels (please see Appendix G). Furthermore, owners of properties at 4211 Alderwood Mall Boulevard and 4215 198th Street SW in the Alternative 1 alignment have been in contact with the City regarding redevelopment associated with the Preferred Alternative. Alternative 1 would prevent potential for any planned redevelopment.</p> <p>This alternative can be designed to accommodate fire truck ladder access but may require additional coordination with Fire due to the corridor's closer proximity to the 44th Ave W intersection (refer to Preferred Alternative above) that would result in changes in development pattern and building heights adjacent to this alternative.</p> <p>The 196th Street SW improvements incorporated the intersection location of the Preferred Alternative. There would be community disruption to relocate utilities, travel lanes, landscaping, and storm drainage associated with construction of a new intersection location provided by Alternative 1.</p>
Alternative 2	<p>This alternative intersects four parcels requiring the relocation and disruption of at least four businesses and seven uneconomic remnants from the four parcels (please see Appendix G) as a result of right-of-way acquisition needed to accommodate construction.</p> <p>This alternative would also bisect the future Town Square Park, creating smaller green space opportunities and diminishing the future benefits of park space for downtown residents.</p> <p>This alternative can be designed to accommodate fire truck ladder access; however, access by fire trucks with ladder access may be limited by the curves in this alignment and may require additional coordination with the Deputy Fire Marshal of South County Fire. Road curvature is not preferable for emergency services which may hinder visibility and present risk to responder safety from oncoming traffic.</p> <p>The 196th Street SW improvements incorporated the intersection location of the Preferred Alternative. There would be community disruption to relocate utilities, travel lanes, landscaping, and storm drainage associated with construction of a new intersection location provided by Alternative 2.</p>

No Build Alternative	<p>This alternative would mean that the growing need for improved access and support for redevelopment in this area would not be accommodated to its highest potential.</p> <p>The absence of a through-corridor would also limit access by emergency services (i.e., fire truck; please refer to Preferred Alternative above).</p>
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4.7 Factor 7 - Costs

A summary of costs associated with the alternatives presented in this report is provided below as developed by Psomas.

Alternative	Evaluation
Preferred Alternative	<p>In the preferred alternative, the proposed roadway alignment is sited to fit within four parcels, three of which are total purchase takes. The width of the roadway will utilize the entire area of the three parcels, with no remaining remnants.</p> <p>The one remaining parcel will require a roadway strip take and remnant areas could be restored with a new parking lot and keep the existing building and use code compliant.</p> <p>Local funds and federal grants were written to fund the current layout, which include compensation for land area, damages, and relocation costs for three parcels and compensation for land area and damages for one parcel.</p> <p>Estimated current Project cost is approximately \$37.5M This includes the following: Design \$1.5M Right-of-way \$18M Construction \$18M</p>
Alternative 1	<p>This alternative will impact four parcels, which may also require complete total purchase takes due to the size of remaining remanent or non-code compliant parking lots and the demolition of four large commercial retail buildings.</p> <p>Relative Order of Magnitude (ROM) cost for both demolition and right-of-way may double or triple from the Preferred Alternative, pending land assessments.</p>
Alternative 2	<p>This alternative will impact four parcels, which may also require complete total purchase takes due to the size of remaining remnant or non-code-compliant parking lots and the demolition of two large commercial buildings. The future park parcel at the current Goodwill site will also be impacted to where the site may no longer be able to be utilized as the City intends.</p> <p>ROM cost for both demolition and right-of-way will likely be greater than the Preferred Alternative due to the size and use of the impacted parcels, pending land assessments.</p>
No Build Alternative	No cost

4.8 Least Harm Summary

The following table summarizes the findings of the least harm evaluation as it relates to each Section 4(f) resource and the seven factors for evaluating harm. The Section 4(f) resources affected by each

alternative are included in the summary below, and the seven factors are summaries only for the relevant Section 4(f) resources affected by the noted alternative.

Purpose and Need	Preferred Alternative	Alternative 1	Alternative 2	No Build Alternative
Section 4(f) Resources Used by Each Alternative	The Swanson Office Building and The Henry Broderick Office Building are in the path of the Preferred Alternative and would be demolished.	Alternative 1 is protective of direct impacts to all four Section (4f) resources. However, Alternative 1 would not provide a direct connection to the future Town Square Park and would adversely affect accessibility to the park.	Alternative 2 is protective of all NRHP-eligible properties but not protective of the future Town Square Park. The future park would be bisected by this alternative. This alternative has the potential to indirectly impact the Denny's Restaurant (DAHP Property #729101) as a result of design changes that would be anticipated to Segment 2 with selection of this alternative.	Under this alternative, none of the historic properties would be demolished. The Town Square Park would still be developed by the City under this alternative but barriers to access would occur without a connecting roadway.
Factor 1 – Mitigation	The City, WSDOT, and DAHP are signatories to an MOA consistent with Section 106 NHPA for mitigation of the impacted properties (i.e., The Swanson Office Building and The Henry Broderick Office Building).	Direct access to the future Town Square Park is not provided and mitigation could include additional right-of-way acquisition to provide direct access from 196th Street SW or from Alternative 1.	None.	Direct access to the future Town Square Park is not provided and mitigation could include additional right-of-way acquisition to provide direct access from 196th Street SW.
Factor 2 – Remaining Harm	Implementation of the MOA will preserve the	None.	None.	None.

	knowledge and elements of The Swanson Office Building and The Henry Broderick Office Building.			
Factor 3 – 4(f) Resource Significance	<p>The NRHP buildings are eligible for listing under Criterion C and are considered equally significant.</p> <p>The future Town Square Park is part of the City's 2018 Master Plan Update (Lynnwood 2018) as one of only two planned green spaces in the City Center Sub-area. The park is a crucial element to accommodate increased residential and visitor traffic near the Sound Transit Light Rail station.</p>	<p>The Future Town Square Park is part of the City's 2018 Master Plan Update (Lynnwood 2018) as one of only two planned green spaces in the City Center Subarea. The park is a crucial element to accommodate increased residential and visitor traffic near the Sound Transit Light Rail station.</p>	<p>The Future Town Square Park is part of the City's 2018 Master Plan Update (Lynnwood 2018) as one of only two planned green spaces in the City Center Subarea. The park is a crucial element to accommodate increased residential and visitor traffic near the Sound Transit Light Rail station.</p>	<p>The Future Town Square Park is part of the City's 2018 Master Plan Update (Lynnwood 2018) as one of only two planned green spaces in the City Center Subarea. The park is a crucial element to accommodate increased residential and visitor traffic near the Sound Transit Light Rail station.</p>
Factor 4 – Jurisdiction Officials	DAHP is a signatory to an MOA with WSDOT and the City for mitigation of the impacted properties.	<p>The City is not favorable of this alternative due to limiting of accessibility to the future Town Square Park.</p>	<p>The City is not favorable of this alternative due to impacts to the future Town Square Park as a result of bisecting the park property. The planned park vision cannot be achieved as a result of property size/configuration that would remain with this alternative.</p>	<p>The City is not favorable of this alternative due to limiting of accessibility to the future Town Square Park.</p>

Factor 5 – Purpose and Need	This alternative meets all components of the Project purpose and need.	<p>This alternative does NOT satisfy the following components of the purpose and need:</p> <ul style="list-style-type: none"> • Town Square Park • Grid Streets • Optimize Left-Turn Storage Length on 196th Street SW 	<p>This alternative does NOT satisfy the following components of the purpose and need:</p> <ul style="list-style-type: none"> • Town Square Park • Grid Streets • Optimize Left-Turn Storage Length on 196th Street SW 	<p>This alternative does NOT satisfy the following components of the purpose and need:</p> <ul style="list-style-type: none"> • Transit-Oriented Development • Town Square Park • Grid Streets
Factor 6 – Community Impact	<p>Community disruption is minimized to the extent practicable.</p> <p>This alternative would require the relocation and disruption of two businesses and results in one portion of an uneconomic remnant of a single parcel.</p>	<p>This alternative would require the relocation and disruption of over 10 businesses and result in five uneconomic remnants from four parcels.</p>	<p>This alternative would also require the relocation and disruption of at least four businesses and seven uneconomic remnants from four parcels.</p> <p>Access by fire trucks may be limited by the curves in this alignment.</p>	<p>This alternative would mean that the growing need for improved access and support for redevelopment in this area would not be accommodated to its highest potential.</p> <p>The absence of a through-corridor would also limit access by emergency services.</p>
Factor 7 – Costs	<p>Estimated current Project cost is approximately \$37.5M.</p>	<p>ROM cost for both demolition and right-of-way will double or triple from the Preferred Alternative, pending land assessments and real estate comparative analysis.</p>	<p>ROM cost for both demolition and right-of-way will likely be greater than the Preferred Alternative due to the size and use of the impacted parcels, pending land assessments and real estate comparative analysis.</p>	<p>No cost.</p>

4.9 Least Harm Conclusion

The Preferred Alternative is the only alternative that meets all components of the Project purpose and need (if feasible), is preferred by the City, and has the lowest cost (other than the No Build Alternative). While the Preferred Alternative results in unavoidable impacts to NRHP-eligible buildings, DAHP is a willing signatory to an MOA for unavoidable impacts to the NRHP buildings provided mitigation is implemented for the impacts.

Alternative 2 has the potential to indirectly cause impact to the Denny's Restaurant (DAHP Property #729101) as a result of likely redesign of Segment 2. The intersection of Segment 2 at 196th Street SW would need to be redesigned, which may require demolition of the Denny's Restaurant to accommodate intersection geometry.

The remaining alternatives would adversely affect the future Town Square Park, either by not providing direct access to the park (Alternative 1; No Build Alternative) or dividing the park property into smaller distinct parcels that would not accommodate planned use (Alternative 2).

Community impact is minimized by the Preferred Alternative, which impacts the least number of businesses and results in fewer uneconomic property remnants from Alternatives 1 and 2.

In conclusion, the alternative which satisfies the Project purpose and need and produces the least harm is the Preferred Alternative.

5.0 MINIMIZATION AND MITIGATION MEASURES

The City, WSDOT, and DAHP are signatories to an MOA consistent with Section 106 NHPA for mitigation of the impacted historic properties (Appendix I). The following is a summary of the mitigation stipulations in the MOA:

1. **Historic markers:** The City will install one infrastructure/art piece and one interpretive sign or panel for each of the two NRHP-eligible buildings intended for demolition. The interpretive sign or panel for each of the NRHP-eligible buildings adversely affected by the proposed Project will include information on the history of each building as well as a quick-response (QR)code that will link to the specific NRHP-eligible building's summary on the www.DiscoverLynnwood.com site. The summary will give a brief description of the building's historic significance and provide photos documenting what the building looked like to help further educate the public
2. **Historic context:** The City will hire a consultant to prepare a historic context for the City Center Sub-area (please see figure below). The historic context will span the time period from 1945 to 2000. The historic context will be prepared by personnel who meet the Secretary of the Interior's Professional Qualification Standards for Architectural History. The study will be housed in the City's Document Library (<https://www.lynnwoodwa.gov/Services/Document-Library>), possibly also with a link on the History and Heritage Board page.
3. **History online map:** The City will include the three NRHP-eligible buildings identified as part of the Project on the history online map. These three NRHP-eligible buildings are as follows:
 - Property ID #269946, The Henry Broderick Office Building - Lynnwood, 4200 196th St SW, Lynnwood, Washington
 - Property ID #729100, E. E. & H. Commercial Building, 4202 198th St SW, Lynnwood, Washington
 - Property ID #729101, Denny's Restaurant - Lynnwood, 4109 196th St SW, Lynnwood, Washington

The City's consultant hired to create the historic context will also prepare documentation for review/approval by the City of Lynnwood History and Heritage Board. The City met with a representative from the History and Heritage Board, which serves in an advisory role to the City. The representative of the History and Heritage Board indicated that they could commit to this proposed mitigation. The City and its consultants will continue to discuss this further with the History and Heritage Board. The documentation will be prepared by personnel who meet the Secretary of the Interior's Professional Qualification Standards for Architectural History.

6.0 COORDINATION

The City has worked closely with WSDOT to develop and design a preferred alternative, to evaluate Section 4(f) resources within the preferred alternative, and to design avoidance alternative options for comparison.

The City, DAHP, and WSDOT are signatories to an MOA to mitigate the adverse effects to historic resources. Final design details will be developed in ongoing meetings and Project briefings with the City, WSDOT, and DAHP.

The draft Section 4(f) evaluation report was distributed to the Department of Interior (DOI), FHWA, and DAHP for review and comment within a 45 day period. DOI provided concurrence with the findings that there is no feasible and prudent alternative that completely avoids the use of Section 4(f) property and that the 42nd Avenue West-Segment 1 project includes all possible planning to minimize harm to section 4(f) properties (Appendix J). No other agency responses were received within the 45 day review period.

7.0 CONCLUSION

The proposed action to satisfy the Project purpose and need consists of the Preferred Alternative to locate a new segment of 42nd Avenue W approximately equidistantly parallel between 40th Avenue W and 44th Avenue W. Based on the evaluation provided above, there is no feasible and prudent avoidance alternative to using the Section 4(f) resources used by the Preferred Alternative, and the proposed action includes all possible planning to minimize harm to the affected Section 4(f) properties.

8.0 REFERENCES

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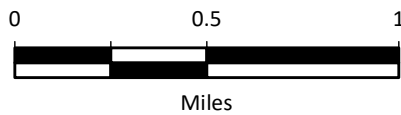
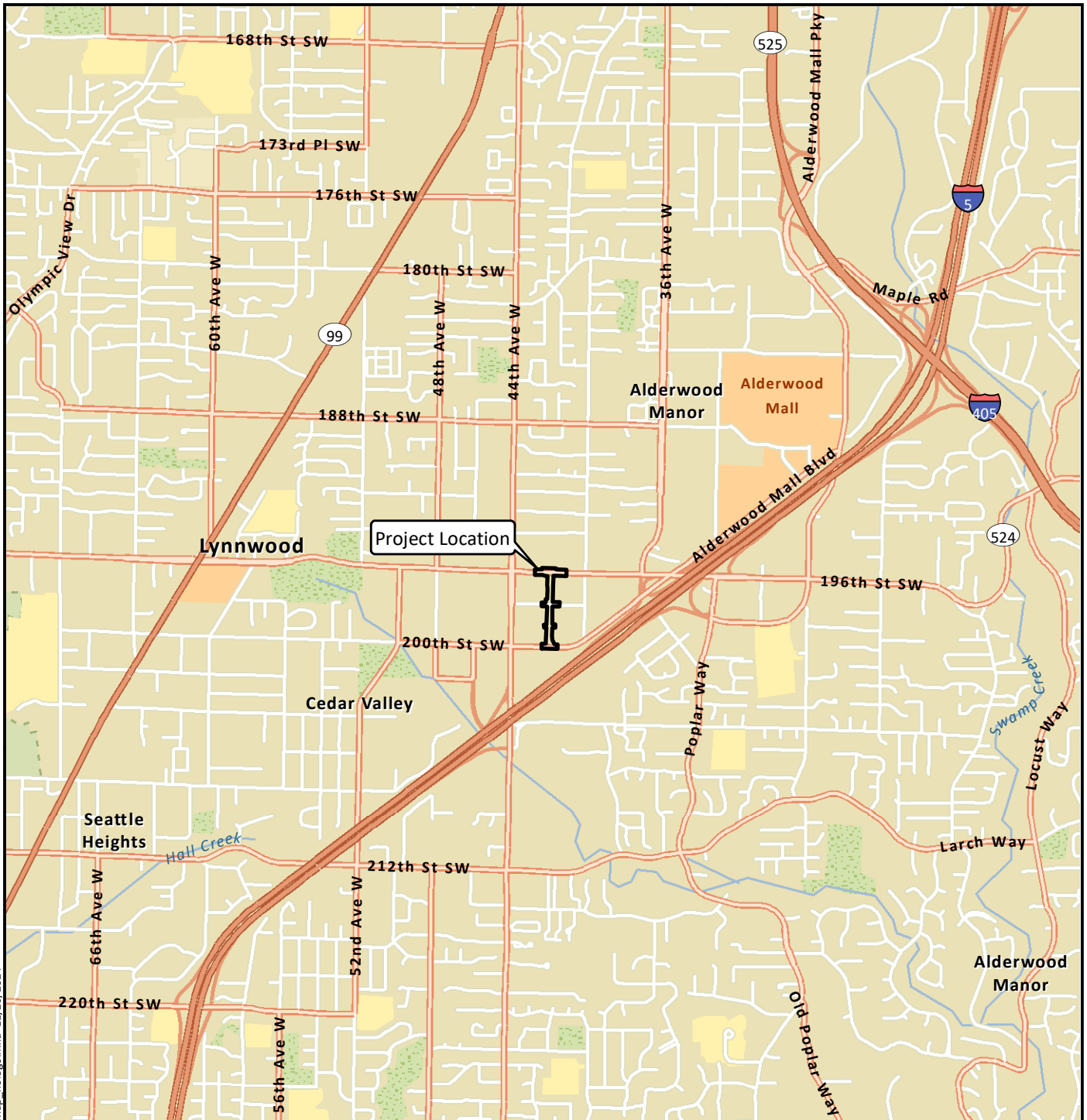
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Data Source: Esri

42nd Avenue West Improvements
Segment 1 - Alderwood Mall Blvd
to 196th Street Southwest
Lynnwood, Washington

Vicinity Map

Figure
1

City Center Development Figure



2024 Private Projects

MAJOR PRIVATE INVESTMENTS

1 - NORTHLINE VILLAGE: This 19-acre development in the City Center core includes 1,300 residential units, 500,000+ square feet of office space and 250,000+ square feet of retail and entertainment space. Permitting.

2 - SOUND TRANSIT TOD: Sound Transit will surplus excess property for transit oriented development through their Equity Plan creating at least 80% of the units for residents earning less than 80% AMI. Sound Transit is proposing the Housing Hope development which includes 167 affordable units serving households earning 30% and 60% AMI. Project includes two buildings on either side of the newly restored, fish-passable stream, public walking trails, pedestrian bridges, and public plaza space. Early design.

3 - ALEXAN ALDERWOOD: 383-unit multi-family housing project. Located at the former Edmonds School District bus barn site on Alderwood Mall Blvd. Site development includes new pedestrian connection to 33rd Ave W. Opened in 2023.

4 - KOZ DEVELOPMENT: 199-unit multi-family housing project. Anticipated to be 200 units of workforce housing. MFTE applicant. Early permit review.

5 - KINECT @ LYNNWOOD: Multi-unit housing development with 239-units and structured parking located in City Center on Alderwood Mall Blvd. MFTE enrolled program. Opened in 2022.

6 - ENSO: 318-unit multi-family housing project with street level commercial along the promenade. Located at the corner of 198th St SW and 40th Ave W. MFTE applicant. Permitting.

7 - EMBER APARTMENTS: 361-unit mixed-use development with 10,000 square feet of commercial space along the promenade. Located in City Center on 40th Ave W and Alderwood Mall Blvd. MFTE enrolled program. Anticipated opening Q2 2024.

8 - PUBLIC FACILITIES DISTRICT MASTER PLAN: The Lynnwood Public Facilities District is proposing to redevelop 13 acres of their property surrounding the Lynnwood Events Center. This will include a master planning effort to determine public benefit uses including affordable housing and businesses supporting tourism of Lynnwood. Planning.

9 - THE WOODS AT ALDERWOOD: The Woods at Alderwood is a multi-family complex with 500 units that joins a newly constructed Home Depot and Costco directly across from Alderwood Mall. Opened in 2022.

10 - AVALON ALDERWOOD PLACE: Part of a larger Alderwood Mall expansion that included new restaurants and anchor stores, the Avalon Alderwood is a mix-use development with 328 units of multifamily housing units and 64,000 square feet of retail and entertainment space on the first floor. Opened in 2022.

11 - ALDERWOOD MIXED USE: Proposed 8-story, 260 unit mixed use development with approximately 3,500 square feet of retail commercial space. Located across from Alderwood Mall. Design.

12 - iVISTA @ ALDERWOOD: Proposed 8-story, 256 unit mixed use development with approximately 2,400 square feet of retail commercial space. Located across from Alderwood Mall. Permitting.

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www.LynnwoodWA.gov



Cultural/Historic Resources Assessment Report

CULTURAL RESOURCES REPORT COVER SHEET

DAHP Project Number: 2022-04-02251

Author: Jessica Gardner

Title of Report: Cultural Resources Assessment for the 42nd Ave West Improvements Segment 1 – Alderwood Mall Boulevard to 196th Street SW Project, Lynnwood, Snohomish County, Washington

Date of Report: December 21, 2022

County(ies): Snohomish Section: 15 & 22 Township: 27 N Range: 04E

Quad: Edmonds East, WA Acres: ~4.8

PDF of report submitted (REQUIRED) ☐ Yes

Historic Property Inventory Forms to be Approved Online? ☒ Yes ☐ No

Archaeological Site(s)/Isolate(s) Found or Amended? ☐ Yes ☒ No

TCP(s) found? ☐ Yes ☒ No

Replace a draft? ☐ Yes ☒ No

Satisfy a DAHP Archaeological Excavation Permit requirement? ☐ Yes # ☒ No

Were Human Remains Found? ☐ Yes DAHP Case # ☒ No

DAHP Archaeological Site #:

- Submission of PDFs is required.
- Please be sure that any PDF submitted to DAHP has its cover sheet, figures, graphics, appendices, attachments, correspondence, etc., compiled into one single PDF file.
- Please check that the PDF displays correctly when opened.

**Cultural Resources Assessment for the
42nd Ave West Improvements Segment 1 –
Alderwood Mall Boulevard to 196th Street SW Project,
Lynnwood, Snohomish County, Washington**

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Management Summary

This report provides a cultural resources assessment for the 42nd Avenue West Improvements Segment 1 – Alderwood Mall Boulevard to 196th Street SW Project in Lynnwood, Snohomish County, Washington. Landau Associates, on behalf of the City of Lynnwood, requested a cultural resources assessment prior to ground disturbing activities associated with the proposed road construction and associated infrastructure improvements; and building demolition. This assessment was developed to identify any archaeological or historic sites in the project location and to evaluate the potential for the project to affect cultural resources as required by Washington State Department of Archeology and Historic Preservation (DAHP). Background research and field investigations resulted in the identification of five historic commercial buildings:

- a ca. 1969 two-story office-building at 4200 196th St SW (DAHP Property # 269946)
- a 1972 one-story office-building at 4202 198th St SW (DAHP Property # 729100).
- a 1972 Denny's commercial restaurant at 4109 196th St SW (DAHP Property # 729101),
- a 1972 commercial restaurant at 4029 196th St SW (DAHP Property # 729207), and
- a ca. 1970 multi-tenant commercial building at 4028 196th St SW (DAHP Property # 729208).

Of these, two are recommended eligible for listing on the National Register of Historic Places (NRHP) at the local level: DAHP Property # 729100, under Criterion C, for the design by architect Donald R. Westlin, blending of residential Mansard elements with an arcade-block commercial construction; and DAHP Property # 729101, under Criterion C, as an intact example of a Denny's Model 106 Contemporary-style commercial restaurant which maintains integrity of design and association. While DAHP Property # 269946 is an intact and rare local example of a pavilion-style building, it lacks an innovative design or high artistry and is recommended not eligible for listing on the NRHP. The remaining two structures have been heavily altered and are recommended not eligible for listing on the NRHP.

The building at 4202 198th St SW (DAHP Property # 729100) is located within the project footprint and is proposed for demolition. A determination of "adverse effect to historic properties" is recommended for the project footprint. It is recommended that the WSDOT consult with DAHP regarding potential mitigation options.

Construction of Segment 1 and the associated demolition of buildings along the route will have a minor effect to the setting of the Denny's commercial restaurant at 4109 196th St SW (DAHP Property # 729101) within a busy commercial district. However, this does not meet the threshold of adverse effect.

Field investigations determined the project location has been heavily disturbed by building construction and utility installation and is unlikely to contain archaeological resources. No additional subsurface investigations are recommended.

1.0 Administrative Data

1.1 Overview

Report Title: Cultural Resources Assessment for the 42nd Ave West Improvements Segment 1 – Alderwood Mall Boulevard to 196th Street SW Project, Lynnwood, Snohomish County, Washington

Author (s): Jessica Gardner

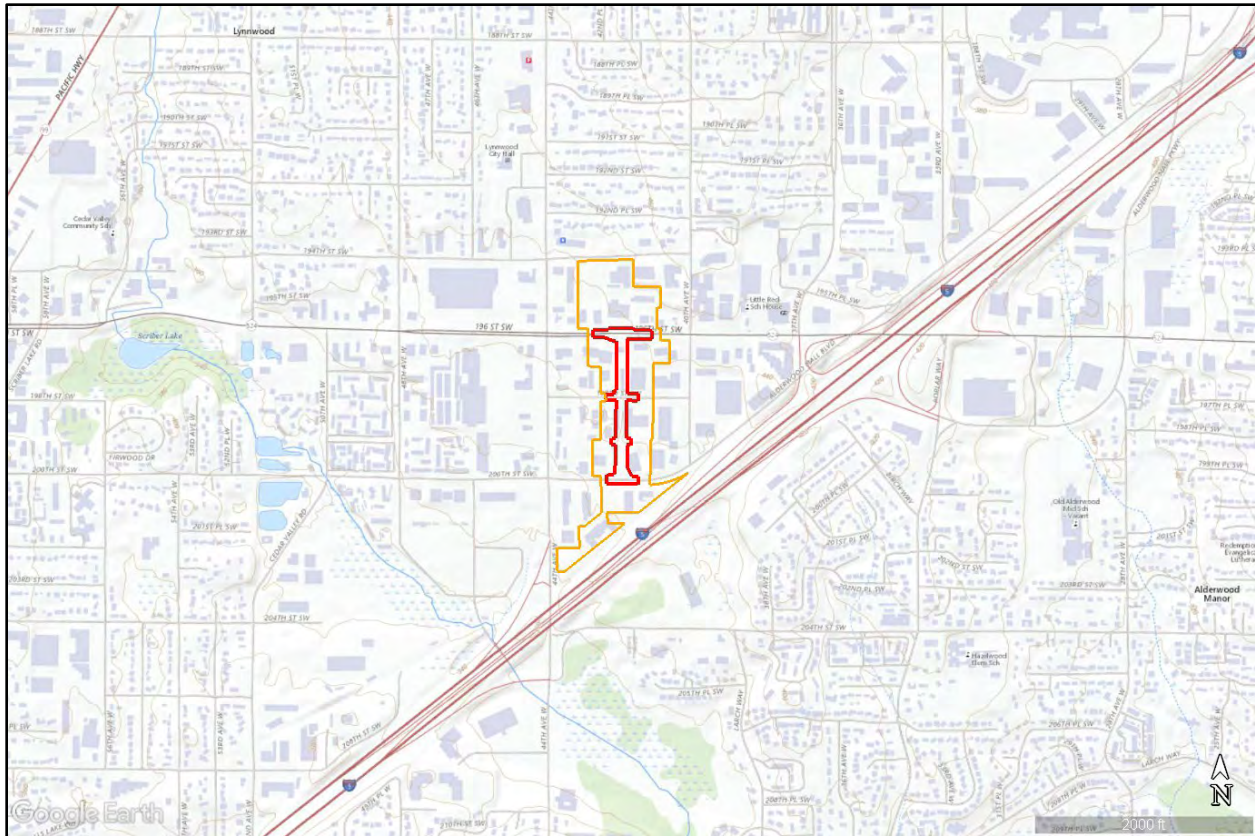
Report Date: December 21, 2022

Location and Legal Description: The project is located at the future 42nd Ave W in Lynnwood, WA, in the NW¼NW¼ of Section 22 of Township 27 North, Range 4 East, Willamette Meridian (WM). The project connects 196th St SW/ State Route (SR) 524 on the north end with 198th ST SW and Alderwood Mall Blvd/ 200 St SW at the south end and will acquire the following parcels to create the new 42nd Ave W right-of-way (ROW): 4200 196th St SW (Snohomish County Tax Parcel [Parcel] # 00372600701603), 4201 198th St SW (Parcel # 00372600701606), and 4202 198th St SW (Parcel # 00372600701602); and a portion of 4111 Alder wood Mall Blvd (Parcel # 00372600701903), Lynnwood, WA. The project will also include 50 to 100 square feet of right-of-way acquisitions on adjacent parcels (# 00372600701502, 00372600701608, 00372600701607, 00372600701500, and 00372600701601) for intersection improvements on 196th St SW/ SR 524 and 198th St SWW.

USGS 7.5' Topographic Map(s): Edmonds East, WA (Figure 1).

Total Area Involved: Project footprint, 4.8 acres; APE, 31.9 acres.

Regulatory Nexus: Section 106 of the National Historic Preservation Act (NHPA).



1.2 Research Design

This assessment was developed as a component of preconstruction environmental review with the goal of preventing cultural resources from being disturbed during construction of the proposed project by identifying the potential for any as-yet unrecorded archaeological or historic sites within the project. CRC's work was intended, in part, to assist in addressing state regulations pertaining to the identification and protection of cultural resources (e.g., RCW 27.44, RCW 27.53, RCW 68.60). The Archaeological Sites and Resources Act (RCW 27.53) prohibits knowingly disturbing archaeological sites without a permit from the Washington State Department of Archaeology and Historic Preservation (DAHP), the Indian Graves and Records Act (RCW 27.44) prohibits knowingly disturbing Native American or historic graves, and the Abandoned and Historic Cemeteries and Historic Graves Act (RCW 68.60) calls for the protection and preservation of historic era cemeteries and graves.

This project is receiving funding from the Federal Highway Administration (FHWA), distributed through Washington State Department of Transportation (WSDOT) Local Programs. It is therefore considered a federal undertaking and subject to Section 106 of the NHPA of 1966 as amended. Under Section 106, agencies involved in a federal undertaking must take into account the undertaking's potential effects to historic properties within the defined area of potential effects (APE) (36 CFR 800.16(1)(1)). Historic properties are typically defined as those 50 years

or older. This process involves identifying and inventorying historic properties within the APE and evaluating those properties to determine if they are eligible for listing on the National Register of Historic Places (NRHP). If NRHP eligible historic properties are identified within the APE then potential adverse effects to the historic properties must be assessed, and a resolution of adverse effects recommended.

CRC's investigations consisted of review of available project information and correspondence provided by Landau Associates, local environmental and cultural information, and historical maps; and field investigations. On July 26, 2022, CRC contacted tribal cultural resource staff members on a technical staff-to-technical staff basis at the Snohomish Tribe, Snoqualmie Indian Tribe, Stillaguamish Tribe of Indians, and Tulalip Tribes to determine if they had any concerns regarding the project location or information not available in published literature (Attachment A). A representative of the Stillaguamish Tribe of Indians responded on July 27, 2022, to indicate they had no comment at that time. This correspondence was not intended to be or replace formal government-to-government consultation. Any additional information made available subsequent to the submission of this report will be included in a revision of this report. This assessment utilized a research design that considered previous studies, the magnitude and nature of the undertaking, the nature and extent of potential effects on historic properties, and the likely nature and location of historic properties within the project, as well as other applicable laws, standards, and guidelines (per 36CFR800.4 (b)(1)) (DAHP 2022).

1.3 Project Description

The City of Lynnwood is proposing to construct a new grid street, 42nd Ave W, from Alderwood Mall Blvd to 196th St SW. The project includes new infrastructure providing multiple travel lanes, on-street parking, sidewalks, curb, gutter, landscaping, hardscaping, illumination, traffic signals, retaining walls, utility improvements, and channelization and signing. The project will require acquisition of right-of-way on four parcels (# 00372600701903, 00372600701602, 00372600701606, and 00372600701603) for the new roadway and additional right-of-way acquisitions on adjacent parcels (# 00372600701502, 00372600701608, 00372600701607, 00372600701500, and 00372600701601) for associated intersection improvements. Existing buildings within the project footprint will be demolished.

For the purposes of this assessment, the area of interest for cultural resources is understood to be the APE that was defined through consultation by Washington State Department of Transportation (WSDOT) on behalf of FHWA and concurred with by DAHP, as depicted in Figures 1 – 3. The APE includes the project footprint plus adjacent parcels to account for viewshed impacts resulting from demolition of potential historic properties in the project footprint on adjacent potential historic properties.

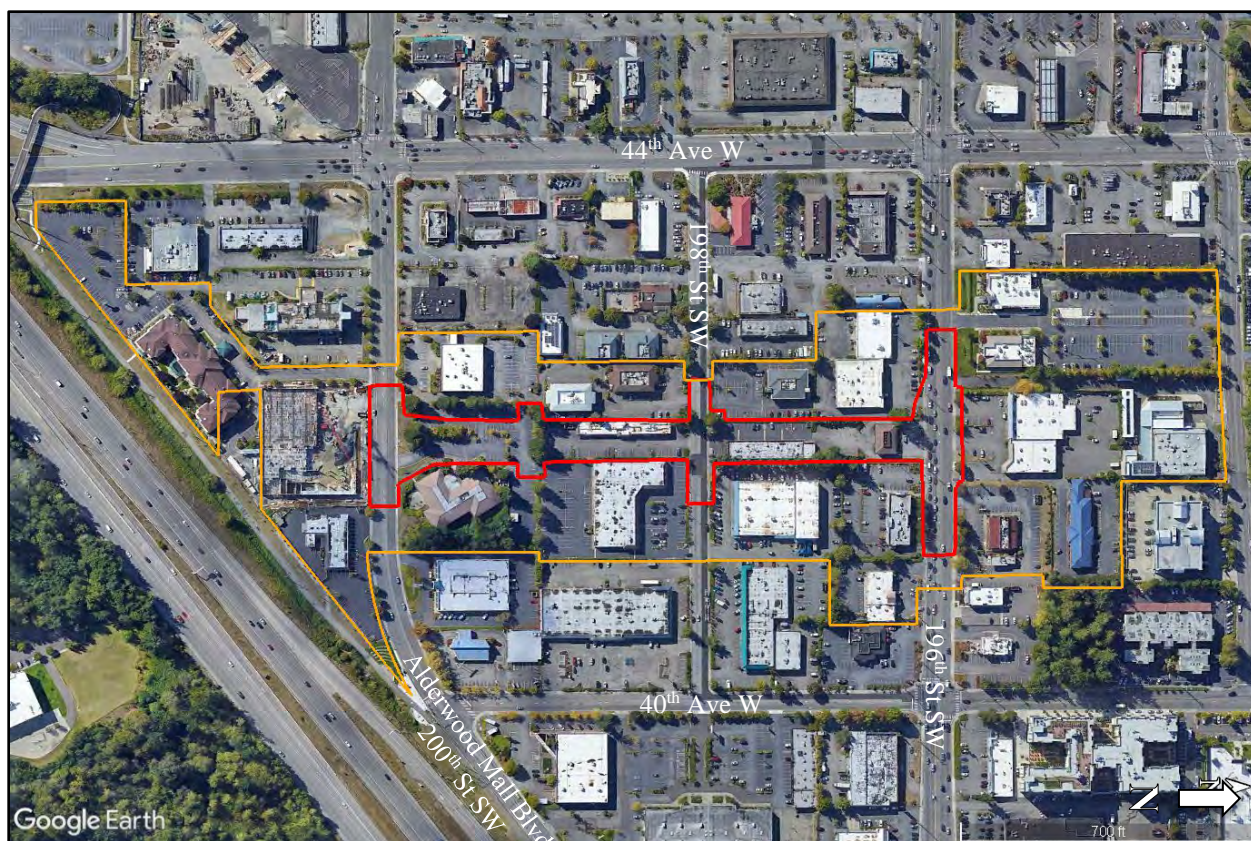


Figure 2. Satellite image of the project location, annotated with the project footprint (red), the APE (orange), and local roads.

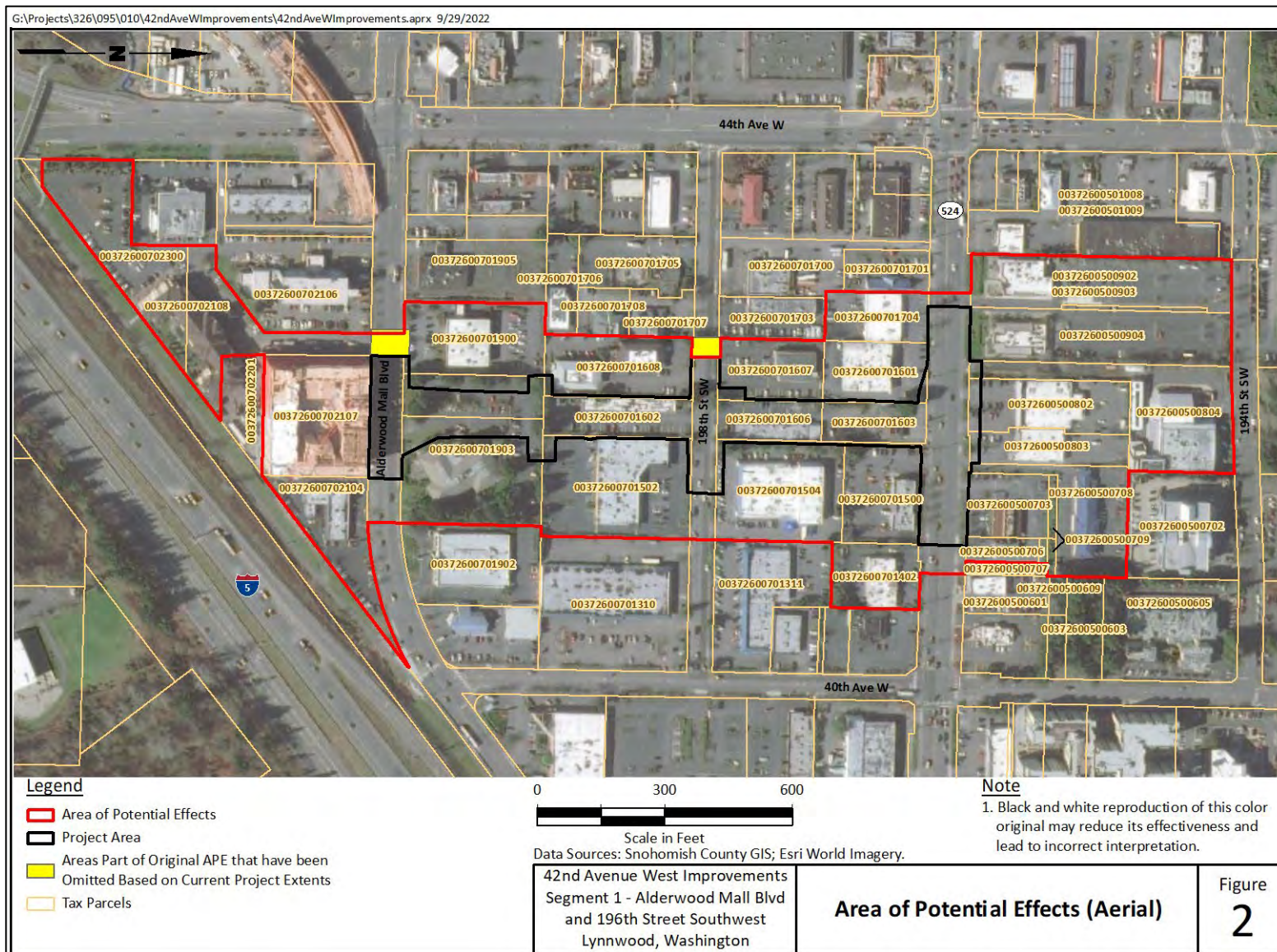


Figure 3. Parcel map of project location annotated with the project location (black) and historic built environment APE (red), as provided by Landau Associates.

2.0 Background Research

2.1 Overview

Background research was conducted in September and October 2022.

Recorded Cultural Resources Present: Yes [X] No []

One inventoried historic property has been recorded within the project location, a ca. 1969 professional building at 4200 196th St SW (DAHP Property # 269946; Parcel # 00372600701603).

Context Overview: The context presented here summarizes environmental, ethnographic, historical, and archaeological information presented in local cultural resource reports by reference; archaeological and historic data from DAHP and the Washington Information System for Architectural and Archaeological Records Data (WISAARD) records search; ethnographic resources; geological and soils surveys (e.g., USDA NRCS 2022; WA DNR 2022); and historical maps and documents from Bureau of Land Management United States Surveyor General (USSG) Land Status & Cadastral Survey Records database, HistoryLink, Historic Map Works, HistoricAerials (NETR 2022), University of Washington's Digital Collection, Washington State University's Early Washington Maps Collection, county assessor website, and in CRC's library. The following discussion of project area geology, archaeology, history, and ethnography incorporates context information prior cultural resource studies conducted in the Lynnwood area (e.g., Berger 2016).

In this and subsequent sections, radiocarbon dates and age ranges based on those dates are presented in calibrated calendrical years ago (cal BP). This notation indicates that the radiocarbon date has been corrected using current methodologies. Other age estimates are given as years BP (before present).

2.2 Environmental Context

Overview: The project is within the *Tsuga heterophylla* (Western Hemlock) vegetation zone in the Willamette-Puget Lowland physiographic province characterized by the wide "trough" between the Coast and Cascade Ranges formed during the advance and retreat of Pleistocene epoch glaciers (Franklin and Dyrness 1973; McKee 1972). The project is located on the glacial uplands of the central Puget Sound and is situated approximately 4 miles east of the Puget Sound Shoreline at Shell Creek and 4.9 miles north of the Lake Washington Shoreline at McAleer Creek. The Swamp Creek channel passes approximately 0.4 mile southwest of the project center. Locally, the project is within a commercial area in the southeast quarter of the City of Lynnwood, approximately 0.5 mile west-southwest of the Alderwood Mall Blvd exit off of Interstate 5 (I-5). The project extends from the northern ROW of 196th St SW/SR 524 at the north end to the southern ROW of Alderwood Mall Blvd/200 St SW at the south end and will cut through four commercial parcels and the ROW of 198th St SW. Surface elevation within the project ranges from 384 feet (ft) above sea level (asl) at Alderwood Mall Blvd/ 200 St SW to 415 ft asl at 196th St SW/ SR 524.

Geomorphology: The landscape of northwest Washington is a product of crustal deformation initiated by the Cascadia subduction zone; successive glacial scouring and deposition most recently during the Pleistocene; and landslides, erosion and deposition, and human activity during the Holocene (Troost and Booth 2008). During the Late Pleistocene or last glacial period (110,000 to 12,000 years BP), the Cordilleran ice sheet covered much of the American northwest and scoured the landscape during advance and retreat episodes initiated by localized climate fluctuations. The most recent glaciation was the Vashon Stade of the Fraser glaciation during which the Puget Lobe entered northwest Washington around 17,000 years BP (Thorson 1980). This final episode scoured the landscape producing moraine features and topographic lows prior to its recession.

The Puget Lobe reached the vicinity of present-day Seattle by about 14,500 years BP achieving its maximum extent near Olympia by 14,000 years BP (Booth et al. 2003). The onset of climatic warming caused the ice sheets to retreat to the north and began the transition into the Holocene. The Puget Lobe retreated past Seattle by 13,600 years BP (Booth et al. 2003). As the glacier receded during this more temperate period, meltwater became impounded behind the ice forming a series of proglacial lakes that eventually merged into Lake Russell, which extended roughly from the southern margin of present-day Whidbey Island to Olympia impounding low lying sections of the Puget Sound and adjacent river valleys (Bretz 1913; Waitt and Thorson 1983). Glacial Lake Russell later expanded to form Glacial Lake Bretz (Minard and Booth 1988; Thorson 1981), before draining via the Strait of Juan de Fuca. The advance and retreat of the glacier and draining of recessional meltwater resulted in the deposition of glacial till, outwash, glaciolacustrine, glaciomarine, and ice contact sediment in the Puget Lowland (Booth 1994; Booth et al. 2003).

While sedimentation was widespread and voluminous during the Pleistocene, deposition during the Holocene has been more restricted occurring in river valleys and at the base of steep slopes (Booth et al. 2003). The uplands of the Puget Lowland are largely characterized by glacial till deposits that have been exposed since the end of the Pleistocene. Deposition in these areas during the Holocene has been minimal and generally limited to the build-up of organic matter on the forest floor. The above geomorphic events created a palimpsest landscape characterized by glacial advance and retreat features, the results of which shaped the surface geology and parent materials present in the project location.

Mapped Surface Geologic Unit(s): The geology mapped in the project locations consists of Qvt, Vashon Till (Minard 1983; Yount et al 1993). Vashon Till is a glacial till deposit attributed to the Late Pleistocene and can be described as a “nonsorted, nonstratified mixture of clay, silt, sand, and gravel up to boulder-size” which tends to be very stiff and impermeable resulting in poorly drained bogs in relatively flat areas (Yount et al. 1993:Sheet 1).

Mapped Soil Unit(s): The soils mapped in the project location consist predominantly of Alderwood-Urban land complex, 2 to 8 percent slopes with a small presence of the Urban Land soil unit alone in the northeast portion, under 196th St SW/ SR 524 (USDA NRCS 2022). The Alderwood-Urban land soil complex is composed of 60 percent Alderwood soils, 25 percent Urban land soils, and 15 percent other minor components. Alderwood soils are formed on till

plains from a parent material of basal till. A typical soil profile is described as gravelly ashy sandy loam, 0 to 7 inches (in) (18 centimeters [cm]); above very gravelly ashy sandy loam, 7 to 35 in (18 to 89 cm); and gravelly sandy loam, 35 to 60 in (89 to 152 cm) inches below the surface (bs). The unit is considered to drain moderately well with the water table 18 to 36 in (46 to 91 cm) bs. Densic material observed 20 to 40 in (51 to 102 cm) bs forms a feature restrictive to hand excavation.

Urban lands represent materials deposited or formed from urban land usage and do not have a uniform description (USDA NRCS 2022).

Geotechnical Investigations: HWA GeoSciences completed a geotechnical investigation including the project location, in 2022 (Westergreen and Hawkins 2022). As part of the survey, six machine-drilled bores (BH-1 to BH-6) were drilled, logged, and sampled to determine subsurface conditions within Segment 1. BH-1 was located near the south end of Segment 1, in the landscaped area of the Sea-Mar Community Health Center in Parcel # 00372600701903 with the remaining bores placed sequentially to the north. While BH-1 was placed in a grass landscape and encountered surface topsoil sediments, the remaining tests were placed in hardscaped parking lots and typically encountered 2 to 3 in of asphalt above 1 to 6 in of an aggregate base. Below this, the geologists noted fill sediments 2.5 to 5 ft bs, above weathered glacial till present to 12.5 bs and glacial till to the base of the bore hole at 30.3 to 30.8 ft bs. Fill materials were described as ranging from fine to coarse grained silty sand to sand with silt with a varied gravel presence. Occasional organics or wood fragments were also observed in BH-3 and BH-4. The sediments were considered to be reworked local soils and observed variations in compaction were noted as directly related to the fineness of the grain. Glacial till and weathered glacial till were described as medium to very dense gravelly silty sand with weathered glacial till noted as glacial till which had been softened through weathering and was chemically decomposing. Glacial till was noted directly below the fill layers, or landscaping topsoil where present.

2.3 Paleoclimate and Vegetation

The paleoclimate of the Pacific Northwest during the late Pleistocene and Holocene is defined by four periods, which exhibit general trends based on variations in temperature and moisture (Kopperl et al. 2016:37):

- Between 17,000 and 13,000 BP the region's climate was cooler and drier compared to the present.
- Between 13,000 and 7000 BP the region was characterized by higher temperatures, less precipitation, and more severe and more frequent summer droughts and colder winters than that of present.
- Around 7000 BP the regional climate transitioned to a cooler, moister regime, with temperatures near the range of the contemporary maritime climate found in most of coastal Puget Sound.
- Around 5000 years ago the maritime climate was fully established. Since this time, smaller scale fluctuations have occurred (e.g., the Little Ice Age 500-100 BP).

Local climate fluctuations affected temperature and moisture levels in the region and consequently the adaptation of different plant communities during these episodic periods. Subsequent to glacial recession and the subsidence of meltwaters in the Puget Lowland, landforms stabilized and vegetation began to return (McKee 1972). The following is a synopsis of the localized changes in the plant communities as summarized from Kopperl et al. (2016:37-38). Plant species that first emerged during the early Holocene included lodgepole pine, Sitka spruce, and western hemlock with open spruce-pine parkland in higher elevations until approximately 12,000 BP. Between 12,000 and 10,000 BP, climatic warming facilitated the establishment of trees at upper elevations in the North Cascades, while lowland forests were occupied by Douglas-fir, red alder, and bracken fern. Evidence of increased charcoal accumulations at this time suggests an increase in fire likely facilitated by the warmer, drier conditions. The period between 10,000 and 6000 BP is characterized by the warmest and driest conditions in Western Washington during the Holocene. During this time, subalpine parkland expanded into alpine tundra on the Olympic Peninsula; mixed conifer forests dominated higher elevations in the North Cascade Mountains; an increase in alder, bracken fir, and Douglas-fir pollen in lowland sites suggest an adaptation to warmer, drier conditions than have been observed either prior or subsequent to this time. Approximately 6000 BP marks the establishment of modern vegetation communities in Western Washington. During this time, lower elevations were characterized by western red cedar in conjunction with western hemlock in the maritime mixed conifer and alder forest, while Alaska cedar, mountain hemlock, and silver fir became established in the cooler, moister conditions of higher elevations.

2.4 Archaeological Context

Overview: Thousands of years of human occupation of the Puget Sound have been summarized in a number of archaeological, ethnographic, and historical investigations over the past several decades that provide a regional context for evaluating the project (e.g., Greengo 1983; Kopperl 2016; Larson and Lewarch 1995; Morgan 1999; Nelson 1990). Archaeological evidence suggests small, mobile groups entered Puget Sound not long after glaciers retreated, meltwaters subsided, and landforms stabilized during the late Pleistocene to early Holocene. Following deglaciation, subsequent changes to landforms, climate, and vegetation influenced resource availability and, consequently, the spatial distribution of human activities. Human land use was generally structured around the value of natural resources available in local environments including fresh water, terrestrial and marine food resources, forests, and suitable terrain.

Evidence of human occupation in the Puget Lowland dates to approximately 12,000 to 9000 BP as evidenced by archaeological site 45KI839 identified below stratified Holocene sediments overlaying Pleistocene glacial deposits at the confluence of Bear Creek and the Sammamish River in Redmond (Kopperl 2016). While early evidence of human occupation in the region is relatively sparse, archaeological sites dating to the early to mid-Holocene are more commonly found.

Archaeological Chronologic Sequence: Kopperl et al. (2016) developed an archaeological chronologic sequence for King County based on their review of previous cultural history, selectionist, and evolutionary ecological interpretations of western Washington from which they identified a general chronological framework demarcated by changes in the geological,

paleobotanical, and archaeological records. Based on their research, they identified five Analytic Periods (AP) and established an archaeological sensitivity model for King County. Kopperl et al. (2016:10-101) also identified an archaeological resource classification that was first defined by activity association parsed into task intensity and then divided into 11 site types. According to their research, based on available data, these site types are represented variably throughout the Analytic Periods and demonstrate an increase in diversity and number of site types over time with an appearance of residential activity, multi-task site types such as villages and base camps in later periods. By contrast, earlier periods are represented by more limited-task site types such as specific-resource procurement/processing sites and specific-resource field camps, in addition to select multi-task sites such as multiple-resource field camps.

The following provides an overview of the chronological sequence defined for King County (Kopperl et al. 2016:95):

1. Analytic Period 1 (14,000 BP to 12,000 BP) was a period of relative postglacial environmental stability in Western Washington. During this period, hunter-gatherers began to colonize Western Washington subsequent to the retreat of the Cordilleran Ice Sheet. This period is demarcated by regional climate and vegetation patterns, and estimated arrival of the first hunter-gatherers into the Western Washington region.
2. Analytic Period 2 (12,000 BP to 8000 BP) is characterized by increasingly sophisticated land use strategies adapted to local environments and the associated shifts of those strategies in regard to regional climate and vegetation patterns.
3. Analytic Period 3 (8000 BP to 5000 BP) is defined by a shift from a warm, dry climate to a cool, moist climate. During this period, archaeologists have argued that hunter-gatherer subsistence and technology was reorganized in response to the environmental change within this analytic time period.
4. Analytic Period 4 (5000 BP to 2500 BP) is defined by the appearance of shell middens in the archaeological record of Puget Sound, and the development of old growth Douglas-fir and western hemlock forests within the Puget Lowland. Archaeologists generally recognize shifts in hunter-gatherer economic and technological organization during this period.
5. Analytic Period 5 (2500 BP to the commencement of settlement in the area by Euro-Americans about 200 years ago) is defined by developments in hunter-gatherer economic and social patterns and concluding with initial Euro-American contact. The local archaeological record of Puget Sound demonstrates an increase in the number of shell midden sites after 2500 BP. The period is also marked by adaptations to localized environmental changes caused by the 1100 BP earthquake on the Seattle Fault in addition to probable changes in economic and social organization as a result of Euro-American contact.

2.5 Ethnographic Context

Traditional Territory: The project is located within the traditional territory of several Southern Coast Salish groups including the Snohomish, Sammamish, Snoqualmie, and Stkehimish (Ruby and Brown 1992; Spier 1936; Suttles and Lane 1990). Precontact Southern Coast Salish settlements were often located along major waterways and at heads of bays or inlets, for access to a wide range of marine, terrestrial, lacustrine, and riverine resources (Suttles and Lane 1990). As previously discussed by Larson and Lewarch (1995) and others, economies of people in the Puget Sound area were structured by movement to seasonally available resources. Permanent

villages provided a central hub from which seasonal activities radiated. During the spring, summer, and fall, temporary camps were utilized while traveling to obtain resources that included foodstuffs such as fish, shellfish, waterfowl, deer, roots and berries. Salmon was the single most important food source and was caught in weirs, traps, nets and other fashioned implements (Smith 1940). Local Puget Sound groups shared many broadly defined traditions with their inland neighbors, including subsistence emphasis on salmon and other fish, land game, and a wide variety of abundant vegetable foods, and household and village communities linked by family and exchange relations (Suttles and Lane 1990).

Ethnographic Place Names: Early ethnographers documented locations of villages and names of resource areas, water bodies, and other cultural or geographic landscape features from local informants (Smith 1941; Spier 1936; Waterman 2001). Knowledge of these features contributes to the broader archaeological context of the project location and the nature of the archaeology that may be encountered during this assessment. Named places and village sites tended to be located along major waterways, river confluences, and/or the mouths of streams and creeks.

Geographic place names recorded nearest the project include *Tut q'a'b*, translated as “the bark of a dog” and “the other side of something” for Swamp Creek; and *Ts3Ebt-a3ltU* or “elderberry’s house” for a flat area at the mouth of Swamp Creek (Waterman ca. 1920, 2001). Place names are also recorded a similar distance to the west of the project in the Edmonds area, and to the south of Lynnwood at Lake Ballinger. No ethnographically named places are recorded for the project location or immediate vicinity, and the sources reviewed did not disclose any recorded traditional cultural properties (TCPs) in the project area.

2.6 Historical Context

Spanish explorers first visited the Northwest Coast in 1774 followed by British Royal Navy Captain George Vancouver and Lieutenant Peter Puget, who first explored the Puget Sound area, in 1792 (Marino 1990). By 1833, the Hudson’s Bay Company established a presence in the Puget Sound region and stimulated development and economic intrigue in the region. After the United States government gained full control of the Puget Sound region in 1846, many settlers claimed land under the Donation Land Claim Act of 1850 which promoted homestead settlement in the Oregon Territory allowing individuals to claim 320 acres of land and married couples to claim 640 acres with the provision that they would cultivate the land for four consecutive years. The Washington Territory was organized in 1853 with Isaac I. Stevens appointed as the governor and ex officio superintendent of Indian affairs (Marino 1990). By the mid-1850s, Euro-American settlement in the region had drastically affected Native American people and their traditions. The United States government and local Tribal groups entered into a series of treaties. These treaties stated that signatory Tribes would cede their traditional lands to the United States government and settle within designated reservations. Signatory Tribes would retain rights of resource gathering in their usual and accustomed territory. The relocation of Native American peoples to reservations opened wide swaths of land for Euro-American settlement throughout the region. This in conjunction with the enactment of the Homestead Act of 1862, which afforded United States citizens the opportunity to claim 160 acres of surveyed government land, helped hasten the settlement of the American west and the Puget Sound region.

Chambers and Kassa (2012:4-5) provided the following synthesis of the historic period in the Lynnwood area:

By 1910, the Seattle-Everett Traction Company had completed their rail line connecting Seattle to Everett. This increased access made land that was once isolated more desirable for agricultural development (Chiu 2005). New communities began to spring up and agricultural replaced logging as the main source of revenue in the area. Puget Mill Company marketed its over logged land as Alderwood Manor selling small parcels called ‘ranchettes’ and offering demonstrations on how to be a farmer targeting urbanites who were looking for the simple life of homesteading (Chiu 2005). The reality of the community was quite different than its marketing ideals and during the Great Depression residents were forced to diversify their livelihoods or leave.

In 1927, U.S. Highway 99 opened. At that time it was only two lanes wide, but several businesses opened along the highway almost immediately, and the character next to it began to change (Broom 1990:77-78). Seattle experienced a 50 percent increase in its population in the 1940s pushing people out to the suburbs to live. The general area remained rural for decades. It was only in 1959 that several communities, including Seattle Heights and Alderwood Manor, incorporated together as the City of Lynnwood (Broom 1990:98). Construction of Interstate-5 through Lynnwood took place during 1959-1960, further accelerating the growth of the community.

Alderwood Mall, located approximately 1 mile northeast of the project location, was proposed in 1969, and likely spurred the commercial growth in the area (Dougherty 2008). However, construction did not start until 1977 after the 110-acre lot had been sold to Edward DeBartolo, Sr. The mall was completed in 1979 with 136 proposed store fronts. An expansion in the 1990s added a food court bringing the mall to 175 stores and 4,000 workers in 2008.

2.7 Historical Records Search

Review of historical maps and aerial imagery provide an understanding of the historic and modern land use, and ownership of the project and surrounding area. The General Land Office (GLO) conducted early cadastral surveys to define or re-establish the boundaries and subdivisions of Federal Lands of the United States so that land patents could be issued transferring the title of the land from the Federal government to individuals. The GLO produced a map in 1860 for Township 27 North, Range 4 East, WM, including the project location (Figure 4; USSG 1860). The survey illustrated the project as located in the vicinity of the “Military Road Seattle to Bellingham” and north of a swamp which fed a tributary of Swamp Creek (USSG 1860). The field notes for the survey further described the area as a rolling landscape of sandy, second-rate soils with timber stands of fir, cedar, and hemlock sharing an undergrowth of ferns and salal (Smith and Hurd 1859). Land patents on file at the Bureau of Land Management (2022) identify the project as within lands patented to Cyrus Walker in 1869 under the Morrill Act of 1862 (BLM Serial/Accession Nr. AGS-0313-023, Authority: July 2, 1862: State Grant-Agri College [12 Stat. 503]; total 160 acres). The Morrill Act allowed states within the union to sell allotted portions of newly acquired territorial lands in order to generate funds for the creation and maintenance for state agricultural colleges (Library of Congress 2021). Walker was at this time both supervising manager for all of the Puget Mills Company lumber mills and a partner in the company with A. J. Pope and W. C. Talbot, and it is probable he acquired the land for company use (Gaeng 2009; World Forestry Center 2018). The property was still considered timbered in 1898, suggesting the company had not yet begun to harvest it (USGS 1898).

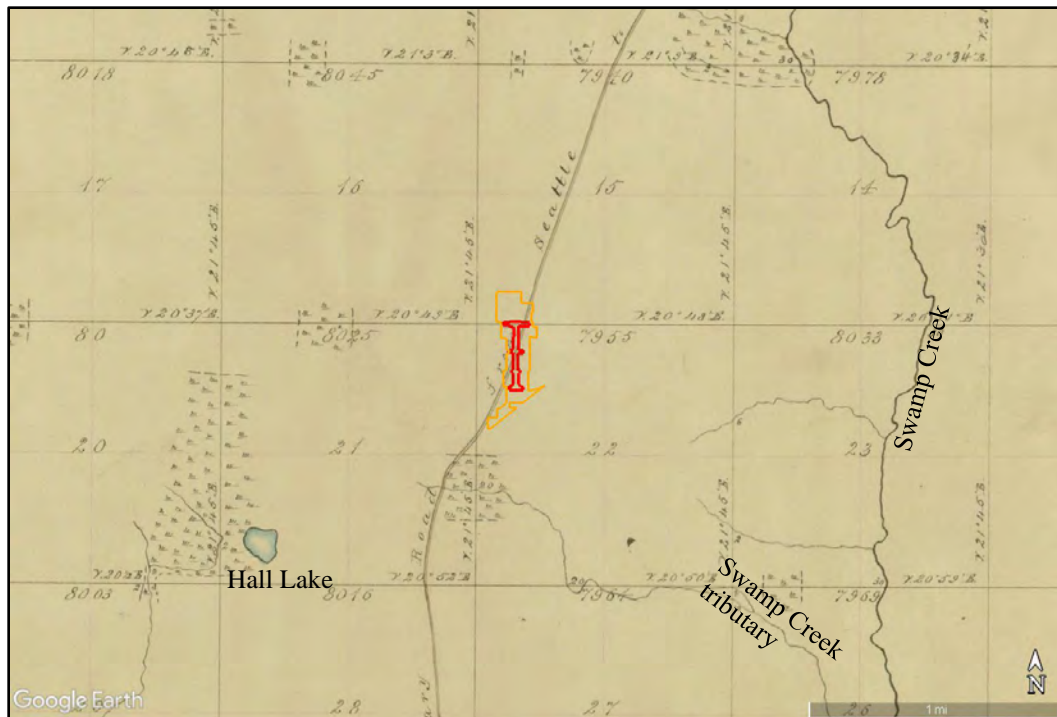


Figure 4. Portion of 1860 cadastral surveys of Township 27 North, Range 04 East, annotated with project footprint (red), APE (orange), and names of water bodies.

Historic land classification sheets, county atlases, and topographic maps provide information regarding landownership and use during the late 1800s and early 1900s. Topographic maps were available for the project location beginning in 1895 and the atlases were available beginning in 1910 (Historic Map Works 2022; NGMDB 2022). Historic aerial imagery was available beginning in 1941 (USGS 2022; NETR 2022). Early topographic maps depicted the project location on the south facing slope of a local ridge, overlooking large swamps associated with Swamp Creek and the drainage system for Hall and McAleer (Ballinger) Lakes (USGS 1895, 1897). A local trail was illustrated in the project vicinity, in a similar depiction and orientation to the previous Military Road, and connected with established roads to the south. By 1910, nearly all the land in Section 22 was listed under “Bal to Puget Mills Co.” as well as the adjoining 400 acres of Section 15 to the north (Anderson 1910). The Seattle Everett Interurban Railroad line was mapped south of the project, crossing Sections 22 and 15 in a northeasterly direction.

By the early twentieth century, Puget Mills owned several properties that had been logged of their valuable timber (Healy and Healy 2022). As a way of encouraging development, several jurisdictions began heavily taxing timbered and stump land parcels, prompting large landholders, such as Puget Mills, to look for ways to offload their timber-less land. In 1917, Puget Mills established Alderwood Manor, a platted community that divided stump land, including the project location, into 5 to 10 acre “Ranchettes” with a 30-acre demonstration farm to promote the lands’ agricultural potential (Archives West 2009; Wilma 2007). The original town center was located within 0.35 mile east of the project location, near the intersection of the historic Interurban Rail Line, which operated between 1910 and 1939 in the same local alignment as the modern day Alderwood Mall Blvd, and North Trunk Rd, now known as 196th St SW. At this

time, the project location was mapped within portions of Lot 8 of Block 5 and Lots 15, 16, 19 and 20 of Block 7 of the Alderwood Manor plat (Figure 5; White 1917).

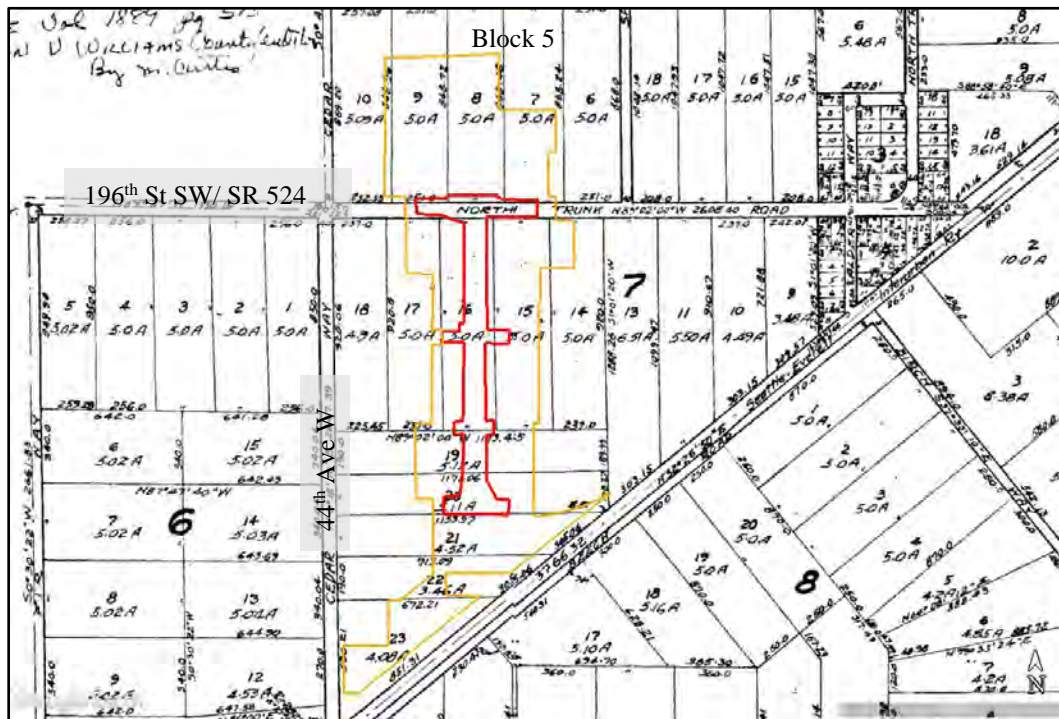


Figure 5. Portion of the 1917 Plat of Alderwood Manor, annotated with the approximate project footprint (red), APE (orange), and modern road names (White 1917).

While county atlases provided no further ownership information due to the lot density of the Alderwood Manor plats, historic topographic maps indicated small structures had been constructed along North Trunk Rd, at the road-side ends of the long and narrow, 5-acre lots (USGS 1942, 1953a). Contemporary aerial imagery further supported this and depicted rectangular areas of Lot 8 in Block 5 and Lots 15 and 16 in Block 7, including in the north half of the project location, which appeared to be cleared of larger vegetation and developed residentially (Figure 6; NETR 2022; USGS 1941). Similarly, all of Lots 19 and 20 appeared to be cleared and were used for pasturage or fields. In contrast, the southern half of Lots 15 and 16 of Block 7 were dominated by moderate-density forests. This remained the case in imagery published through 1968 (USGS 1968). By 1969, the updated topographical maps began to show clusters of new buildings in the project vicinity, with increasing development noted to the north and northeast of the project (USGS 1953b). Within a few short years, historic aerial images depicted updated roadways in the area, including 198th St and Alderwood Mall Blvd/200th St SW in the project location, complete with concrete sidewalks and fresh asphalt (NASA Johnson Space Center 1972). Within the project, a small structure was visible at 4200 196th St SW within the project location, and a building was present in the narrow lot at 4202 198th St SW. At this time, small, wooded lots were observed in the vicinity. By their size and isolation, these lots demonstrated the division and development of the previous 5-acre lots in the project vicinity. By 1979, the project vicinity had been substantially developed into commercial lots (Figure 7; NPS 1979; USGS 1953c). Subsequent changes were generally focused on adjacent parcels, with

minor changes to the project location generally noted through shifts in landscaping patterns (NETR 2022).



Figure 6. Portion of the 1941 USGS aerial image of the project vicinity, annotated with approximate project footprint (red), APE (orange), and modern road names.

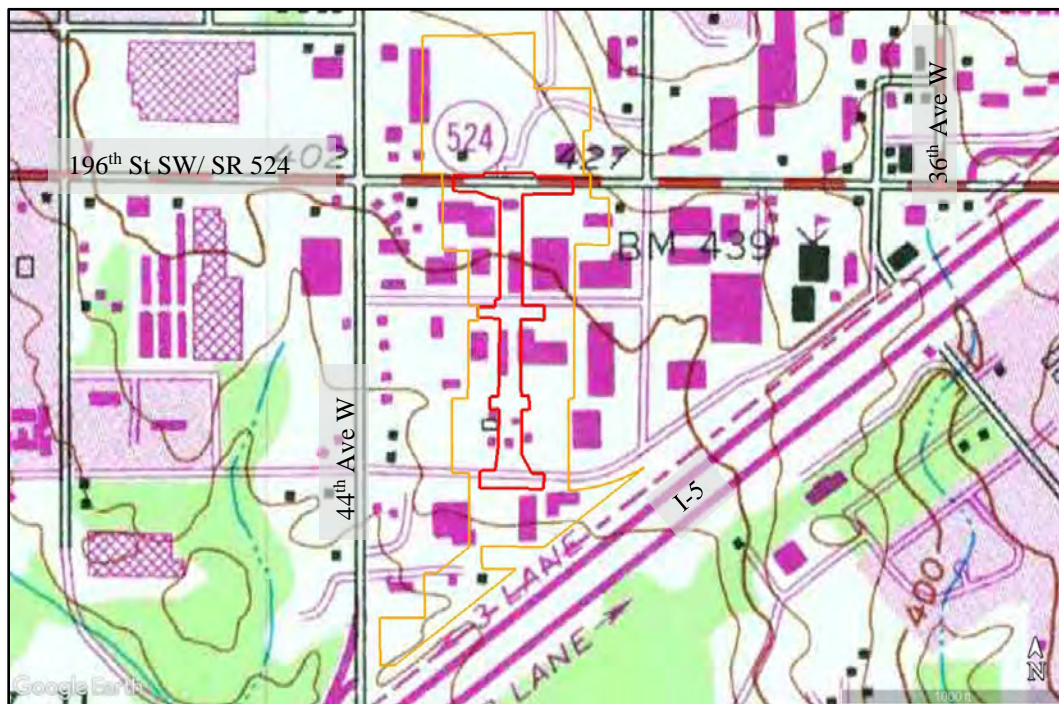


Figure 7. A portion of the 1981 edition of the 1953 USGS map of *Edmonds East Quadrangle*, WA, annotated with the project footprint (red), APE (orange), and local road names.

2.8 Cultural Resources Database Review

A review of the WISAARD database identified previous cultural resource studies, recorded precontact and historic sites, and recorded built environment, which helps gauge the potential and likely nature of cultural resources present within the project vicinity (DAHP 2022). Seventeen cultural resource surveys were identified within a mile of the project. Through these and other investigations, four archaeological sites, one register-listed property, and 1,750 inventoried historic properties have been identified in the same range. No cemeteries or publicly-listed traditional cultural places were identified within one mile of the project location.

Of the 17 cultural resource surveys completed, five were completed within 0.25 mile of the project location. These were conducted in association with roadway and parking improvements (Berger 2016; Lockwood and Schneider 2020; Robbins and Johnson 1999), public trail construction (Dampf and Gilpin 2008), and commercial construction (Dellert and Butler 2010). A pedestrian survey for the proposed Gorman Hotel identified two stumps with cut notches which were recorded as archaeological site 45SN559, also known as the historic-period Gorman Property Notched Tree Stumps (Dellert and Butler 2010; Gilpin 2010). Otherwise, surveyed areas for these investigations were determined to be highly disturbed through prior roadway and commercial development and/or of low risk for archaeological deposits.

The four archaeological sites are identified as 45SN531, the Seattle-Everett Interurban Railway; 45SN559, the Gorman Property Notched Tree Stumps; 45SN564, an historic plate glass isolate associated with a demolished ca. 1940 building; and 45SN609, the building foundations of the Scriber Creek Park Site (Dellert et al. 2012; Silverman 2010). These sites all date to the historic period and are recorded over 0.25 mile from the project location. It should be noted that archaeological site 45SN531 represents segments of the Seattle-Everett Interurban Railway which ran along the current Interurban Trail alignment (Gilpin 2009; Shantry et al. 2014; Silverman 2012). A survey of the trail in the project vicinity did not result in the identification of remnants of the railway (Dampf and Gilpin 2008). The project as proposed will not affect any previously recorded archaeological sites. The closest recorded precontact archaeological site is 45SN377, a lithic isolate located 1.6 miles east-northeast of the project location.

The former Puget Mill Company Main Store, also known as the Wickers Building, is the only register-listed property within one mile of the project location. Located at Heritage Park approximately, 0.57 mile east of the project location, the building was constructed in 1919 in the Tudor Revival Style to serve as the community grocery and supply store for Alderwood Manor (Monroe ca. 2003). The building was originally located “directly across the street from the demonstration farm” but was moved into storage in 1996 in advance of I-5 improvements at 196th St SW (Monroe ca. 2003:4). The building was damaged by fire in 2002 and was subsequently moved to Heritage Park for restoration work in 2003 and to serve as the visitor center for the park. The building was added to the Washington Heritage Register (WHR) as a building dating to the early commercial development of Alderwood Manor (Criterion 1); that is associated with specific events relating to community growth in Alderwood Manor (Criterion 3); and which exhibits a strong artistic or architectural quality belonging to an historic period (Criterion 7) under a 1919 date of significance.

Of the approximately 1,750 inventoried historic properties listed within one mile, five were located within 600 ft of the project location (DAHP 2022). These included two commercial buildings at 19815 and 19817 44th Ave (DAHP Properties # 720691 and 720692) which have been field reviewed and were recommended not eligible for listing on historic registers. Historic Property Inventory (HPI) Forms for the remaining three properties were completed as part of DAHP's 2011 HPI Upload Project, which involved the addition of available information from the County Assessor's building records to WISAARD (ACI et al. 2011). None of the uploaded data was field verified at the time, nor were eligibility assessments conducted. This included a ca. 1969 commercial building at 4200 196th St SW (DAHP Property # 269946) within the project location and a ca. 1969 restaurant building at 4025 196th St SW (DAHP Property # 269801) approximately 300 ft northeast of the proposed 42nd Ave W intersection with 196th St SW and outside the APE.

Table 1. Historic Structures inventoried within 600 ft of the project location.

Structure Name/Property #	Address	Built Date(s)	Historic Use	Historic Register Status	Potential Impacts
--/ 269824	19515 44 th Ave W	1965	Commerce/Trade	Part of HPI Upload (ACI et al. 2011)	None
Berkshire Hathaway Home Services and Northwest Real Estate/ 720692	19815 44 th Ave E	1970	Commerce/Trade - Business	Eligibility not determined	None
Café India/ 720691	19817 44 th Ave W	1970	Commerce/Trade - Business	Eligibility not determined	None
--/ 269946	4200 196 th St SW	1969	Professional	Part of HPI Upload (ACI et al. 2011)	Demolition
--/ 269801	4025 196 th St SW	1969	Professional - Restaurant	Part of HPI Upload (ACI et al. 2011)	None

Snohomish County Register: A review of the Snohomish County Historic Preservation Commission's (SCHPC) list of Register listed properties and historic sites did not identify any registered properties within one mile of the project location (SCHPC 2022).

Lynnwood Landmarks: The Lynnwood-Alderwood Manor Heritage Association (LAMHA) maintains Heritage Park approximately 0.55 mile east of the project location (LAMHA 2022). The park includes the NRHP-listed Wickers Building (DAHP Property # 17475; Smithsonian # 45SN367) as well as a 1930s Superintendent's Cottage (DAHP Property # 50924) and Water Tower (DAHP Property # 17472), the 1919 Humble House, and Interurban Trolley Car 55. Only the Humble House is original to the park landscape. The Superintendent's cottage (DAHP Property # 50924) and Water Tower (DAHP Property # 17472) were moved from the Alderwood Manor Demonstration Farm to make room for a new I-5 exit. Both buildings have been added to the HPI; the cottage was recommended as a contributing element of an historic district, however, the water tower was considered substantially altered and determined not eligible for listing on an historic register (Lydin 2002; Ravetz 2005; DAHP 2022). As noted above, the Wickers Building

was moved to its present location and was originally built in the vicinity of the Alderwood Manor demonstration farm. These buildings will not be affected by the project.

3.0 Archaeological Expectations

3.1 Archaeological Predictive Models

DAHP Predictive Model: The DAHP statewide predictive model uses environmental data about the locations of known archaeological sites to identify where previously unknown sites are more likely to be found. The model correlates locations of known archaeological data to environmental data “to determine the probability that, under a particular set of environmental conditions, another location would be expected to contain an archaeological site” (Kauhi and Markert 2009:2-3). Environmental data categories included in the model are elevation, slope, aspect, distance to water, geology, soils, and landforms. According to the model, the majority of the project location is ranked as “Survey Contingent Upon Parameters: Low Risk.” As mapped, risk of encountering archaeological sites decreases with distance from fresh water sources.

3.2 Archaeological Expectations

This assessment considers the implications of the predictive model coupled with an understanding of geomorphological context, local settlement patterns, and post-depositional processes to characterize the potential for archaeological deposits to be encountered. Mapped soils in the project location are derived from Pleistocene era glacial sediments. Due to the paucity of deposition during the Holocene, archaeological material and deposits would be identified at or near surface. Records research indicated the project location was heavily logged-off before being platted in the early twentieth century. It was subsequently used as residential and agricultural plots before being cleared a second time and developed in the mid-1960s and 1970s, substantially disturbing the landscape. Historic era logging, clearing, and road and commercial development likely turbated the majority of near surface sediments within the project location leaving little if any intact sediment and therefore potential archaeological deposits. This is supported by geotechnical investigations which described a typical subsurface stratigraphy of fill above weathered and unweathered glacial, with few samples containing topsoil. Additionally, the topsoil was likely related to landscaping activities on the commercial properties rather than in situ soil development.

Recorded place names relate to the freshwater streams in the area whose mouths are located over 4.5 miles south and southeast of the project location, and whose channels were historically mapped to the south and east of the project location. While unlikely to be preserved within the project location, manifestations of the precontact and ethnohistoric record could include evidence of activities such as procurement and processing of plant, animal, and/or mineral resources, overland travel, or temporary camps, as well as ceremonial or religious activities that may be represented by an array of deposits or materials such as fire-modified rock, lithic or bone tools or implements, basketry, or lithic waste flake scatters that likely resulted from human activity around the periphery of more permanent settlements in the vicinity.

Historic-era archaeological sites have been identified in the project vicinity and relate to the Interurban Railway and property development in the area. Historic-period archaeological

materials are also unlikely to be preserved within the project due to extensive ground disturbance in the mid-twentieth century, but may be associated with historic-era logging, domestic structures and activities, agricultural activities, commercial development, and/or transportation development and could consist of a variety of materials including foundations, construction debris, lost or discarded tools or debris, lost or broken materials associated with domestic and commercial activities, remains of domesticated animals, and/or sanitary cans or other food waste materials.

4.0 Field Investigations

Total Area Examined: Archaeological survey of the project footprint (4.5 acres); Historic built environment survey of the APE (approximately 31.9 acres).

Date(s) of Survey: September 25th and 28th, 2022, and October 12th, 2022.

Weather and Surface Visibility: Weather was overcast and cool with temperatures in the mid-60s °F. Mineral soil visibility was poor at 0 percent visibility because the project is fully developed as commercial properties with hardscapes, roadways, and developed landscaping.

Field Methodology: Fieldwork consisted of pedestrian surface survey of the project location and photo-documentation of historic resources (50 years or more old) throughout the APE. Surface survey was conducted across the project location opportunistically with the goal of identifying any aboveground evidence of cultural resources, indications of subsurface conditions, and potential locations amenable to subsurface testing within the project. No locations were identified for subsurface testing due to the prevalence of structures, hardscaping, developed landscaping, and substantial underground utilities as noted through painted utility locate markings. Historic resources were identified prior to fieldwork using County Assessor records and the historical information described above and were photo-documented from available vantages within the project location or publicly accessed traffic corridors.

Fieldwork Conducted By: Jessica Gardner. Notes are on file with CRC.

5.0 Results and Recommendations

5.1 Investigation Results

Archaeological Investigations: Surface survey of the project was conducted to observe the conditions within the project and to gauge the nature and likelihood for the project to contain as-yet unrecorded cultural deposits. The project is an irregular-shaped area on a moderate, south-facing slope dominated by commercial property development (see Figure 15). The project can be described north-to-south as:

- a portion of the five-lane 196th St SW/ SR 524, which appears to be under construction for improved sidewalks (Figure 8);
- a ca. 1969 multi-tenant, two-story office building at 4200 196th St SW set against the steep slope to the north that supports 196th St SW and surrounded by an asphalt parking lot (Figure 9);

- a ca. 1976 one-story commercial building at 4201 198th St SW set on the east side of the associated parcel and perched on the gentle slope surrounded on three sides by an asphalt parking lot (Figure 10);
- a portion of the two-lane 198th St SW (Figure 11);
- the ca. 1972 three-tenant office-building at 4202 198th St SW, set along the west side of the associated parcel and surrounded on three sides by an asphalt parking lot (Figure 12);
- the asphalt parking lot of the ca. 1979 Sea-Mar Community Health Center at 4111 Alderwood Mall Blvd (Figure 13);
- and a portion of the five-lane Alderwood Mall Blvd/ 200th St SW at the south end of the project location (Figure 14).

All three roads showed a heavy presence of utilities including gas, power, water, and sewer with private lines to individual buildings noted along the corridor. Some landscaping was noted at the base of the building at 4200 196th St SW, on the edges of the parcels at 4201 and 4202 198th St SW, and in parking medians for the Sea-Mar property. Light poles within these areas and power boxes located in the medians or along the road indicate buried power lines in the area. A large, corrugated pipe runs along the eastern edge of the parcels at 4200 196th St SW and 4201 198th St SW, half exposed near 198th St SW and becoming indistinct as it approaches 196th St SW. Long, rectangular cuts in the asphalt of the Sea-Mar parking lot also indicate the presence of underground utilities and the associated subsurface disturbances. A landscape of small deciduous trees and ivy is present at the south end of the parking lot of 4202 198th St SW, dividing it from the Sea-Mar property. A small soil exposure in the landscape shows gray gravelly loam, indicating this area is likely composed of fill or displaced glacial sediments.

Given the observed surface conditions and noted subsurface alterations, no location was considered amenable for subsurface testing. In general, the project location appears to have been heavily disturbed with very little potential for intact or relict ground surface materials to be present.



Figure 8. Overview of conditions on 196th St SW. Image taken from SW corner of 4109 196th St SW, view to the west-southwest.



Figure 9. Overview of field conditions on the north end of the project. Taken from the south edge of 4200 196th St SW, view to the north.



Figure 10. Overview of conditions north of 198th St SW. Image taken from south edge of 4201 198th St SW, view to the north.



Figure 11. Overview of field conditions along 198th St SW. Taken from east edge of project location, view to the east.



Figure 12. Overview of project location south of 198th St SW. Image taken from south side of 4201 198th St SW, view to the south.



Figure 13. Overview of south end of the project location. Taken from the south edge of 4202 198th St SW, view to the south.



Figure 14. Overview of project location along Alderwood Mall Blvd/200th St SW. Image taken from east edge of project location, view to the west.

Historic Property Investigations: The APE contains a total of 24 buildings constructed between ca. 1969 and 2021 (Snohomish County [SC] Assessor 2022). As a result of background research and field review, five historic (i.e. 50 years or older) buildings were identified within the APE (Figure 15). These are commercial and professional buildings that were constructed in the late 1960s to early 1970s and are discussed in greater detail in the following section.

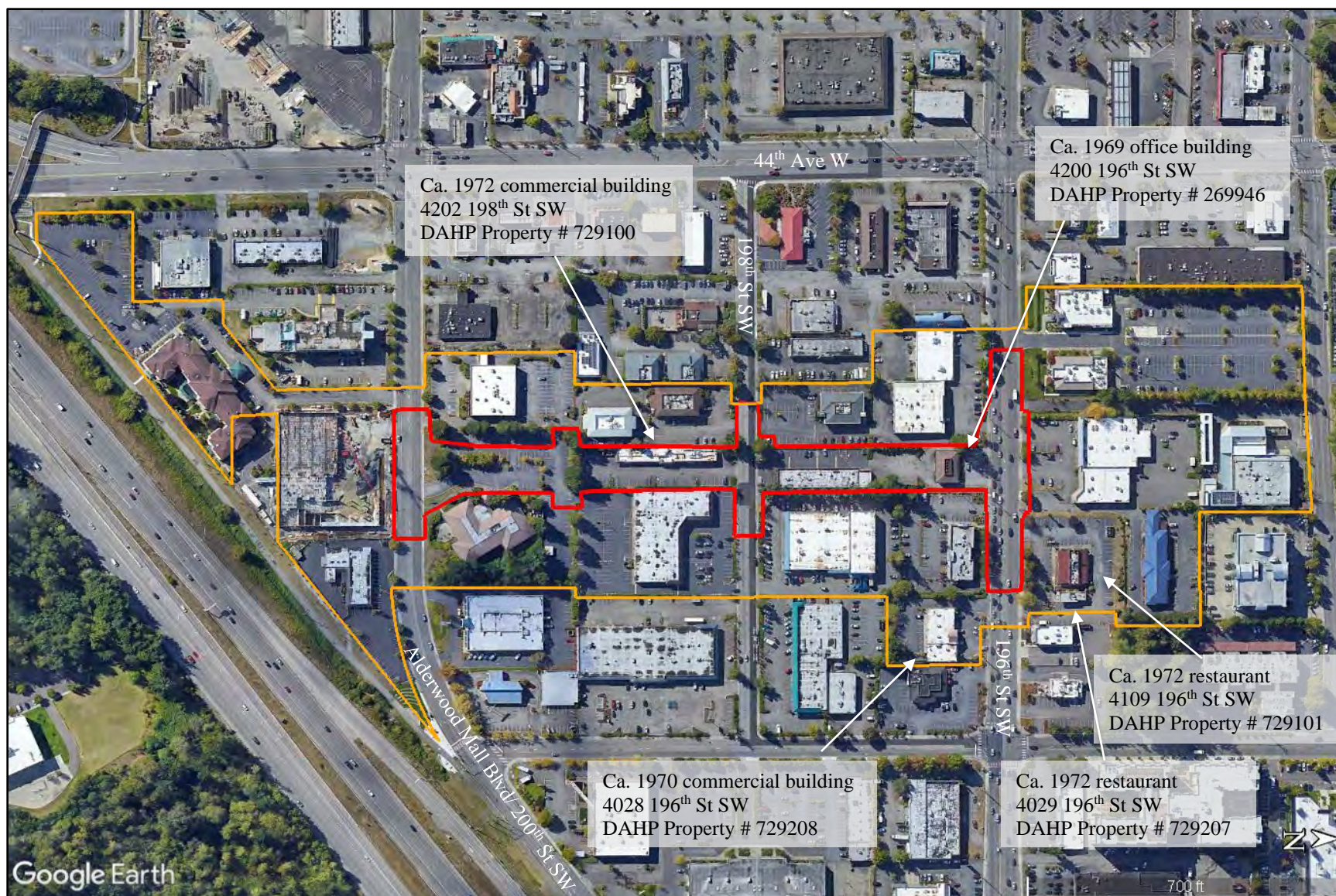


Figure 15. Satellite image of project location annotated with project footprint (red), APE (orange), inventoried historic properties, and local road names.

5.2 Cultural Resources Identified

5.2.1 Physical Descriptions

Historic Property Inventories: Five historic buildings were identified within the APE and documented on Historic Property Inventory forms (Attachment B).

Two of the historic buildings are within the project footprint and are proposed to be removed:

- a ca. 1969 two-story office-building at 4200 196th St SW (DAHP Property # 269946) and
- a 1972 one-story office-building at 4202 198th St SW (DAHP Property # 729100).

Three of the historic buildings are within the APE but outside the project footprint and will not be physically altered by the project:

- a 1972 commercial restaurant at 4109 196th St SW (DAHP Property # 729101) in Parcel 00372600500703,
- a 1972 commercial restaurant at 4029 196th St SW (DAHP Property # 729207) in Parcel 00372600500706, and
- a ca. 1970 multi-tenant commercial building at 4028 196th St SW (DAHP Property # 729208) in Parcel 00372600701402.

DAHP Property #269946: The property is a two-story office building constructed at 4200 196th St SW ca. 1969 (Figure 16; SC Assessor 2022). The building sits north of center on a rectangular 0.5-acre lot, facing north. It has a footprint measuring 2,682 square feet (sqft), being 64 ft wide (east to west) by 43 ft deep (north to south). The building hosts multiple offices and is surrounded by an asphalt parking lot and access driveways. A half-staircase is situated centrally on the north face and connects with a raised parking lot there, set even with the elevation of 196th St SW.

The building sits on a poured concrete slab foundation. The building is covered by a Pavilion-style roof (truncated, low-pitch hip roof with a steep-pitched mansard roof rising from the center) which terminates in a wide overhang finished with overlapping fascia and open rafters. The mansard section of the roof is covered in batten-over-panel which may be wooden. The remaining lower hip roof is covered in composite asphalt shingles. The roof is trimmed with a wide cornice board. The building is generally covered in a stretcher-bond brick veneer with the east and west faces of the ground-floor left as painted concrete panels. A wide belt course on the north and south faces separate the ground-floor from the upper floor. A flat roof extends from the top of the belt course and central to the south face to provide a covered rear entry.



Figure 16. Overview of ca. 1969 office building at 4200 196th St SW (DAHP Property # 269949). Image of the northeast elevation, view to the southwest.

The building is accessed centrally on the north and south faces of the ground-floor and centrally on the north face of the top floor. The doors are full-light, double-doors with full, flush side-lights. Six floor-to-ceiling, fixed-frame windows are spaced evenly across the north and south faces of each floor with a matching 4-pane full-height window is situated above the south-facing basement door. Window and door frames appear to be aluminum. Raised concrete walls extend north from the ground level to protect the front corners and the face of the building from cars on the adjacent, narrow driveways. These also allow for a courtyard-like aesthetic in front of the ground floor. The use of the concrete walls and landscaping also helps to visually obscure the lower levels from the roadside-view, providing the low-and-wide façade.

DAHP Property #729100: The building is a one-story multi-tenant commercial building constructed at 4202 198th St SW in 1972 (Figure 17; SC Assessor 2022). The building sits along the west edge of a rectangular 0.74-acre lot, facing east. It has a rectangular footprint measuring 6,460 sqft and split into three office spaces. An asphalt parking lot surrounds the building to the north, east, and south.

The building sits on a poured concrete slab foundation. It is covered by a flat roof with a parapet and a mansard-style pent across the east face and east half of the north and south faces. The pent is covered in composite molded tiles. The pent has a wide overhang with a boxed cornice to provide a covered walkway around the building. A covered front entrance, and visual point, is created at the center of the east face by a taller and wider mansard-style roof, in matching pitch and design to the pent, which projects further out from the east face and is supported by brick

pillars. A second covered entrance is created at the northeast corner by maintaining a rectangular corner with the pent, supported by a brick pillar, over a recessed entrance. The building is constructed of concrete blocks and is clad with a stretcher-bond brick veneer on the north and east faces. A plain, wide cement cornice trims the area below the pent.



Figure 17. Overview of the 1972 commercial building at 4202 198th St SW (DAH Property # 7292100). Image of the southeast elevation, view to the north-northwest.

The building is accessed by four separate, standard-entry doors located offset east on the south face; just south and north of center on the east face; and at the northeast corner of the building. The south door is composed of a planed metal door with a ramped asphalt approach. The remaining doors are full-light, two sash, wood framed doors set within a large archway of windows, in a configuration matching the typical window settings of the building. Window settings are approximately 6 ft wide floor-to-ceiling wood-framed windows with an arched upper edge. A typical setting includes three large upper sashes and three narrow lower sashes, one light high, all separated by moderate, plain wood mullions. There are no clear apertures on the north half of the building, and these windows are likely fixed-frame. However, windows on the south half include hinge-opening lower sashes at the bottom corner of each window setting.

DAH Property #729101: The building is a one-story commercial restaurant constructed at 4109 196th St SW in 1972 (Figure 18; SC Assessor 2022). The building sits offset east of center on a rectangular 0.72-acre lot, facing south. The building has rectangular with wing footprint measuring 3,650 sqft. Some landscaping and sidewalks are present along the east, south, and west sides with an asphalt parking lot surrounding the north, west, and south sides. A second

restaurant (DAHP Property # 729207) sits in close proximity on the east side, occupying the west side of adjacent parcel.



Figure 18. Overview of the 1972 Denny's Restaurant at 4109 196th St SW (DAHP Property # 729101). Image of the southwest elevation, view to the east-northeast.

The building sits on a poured concrete slab foundation. It is covered by a truncated low to moderate-pitch side-gable roof with a western front façade on the north and south sides of the flat roof to provide a screen for the roof-top utilities and mechanics. The gable roof is a thick slab that terminates in moderate to wide overhangs with sloped soffits. The gable roof is covered in asphalt composite shingles. The building is clad in stretcher-bond bricks and uses short wing-walls projecting from the corners or joints to both support and decorate the frame of the building. A large brick wing-wall extends east and west from the center of the gable and supports inverted sloped demi-walls that extend from approximately 8 ft above ground to the height of the roof-well façade.

The building is accessed through a full-light, metal-framed door with full, flush, glass-block, side-lights, located at the west end of the south face. As-built plans record two exits on the north face. Windows are limited to the south face and south half of the east and west faces, but occupy the full expanse from eaves to half-height. Windows are metal-framed, fixed-frame, multi-panel windows with no trim surrounds that meet with adjoining wing-walls.

DAHP Property # 729207: The building is a commercial restaurant constructed at 4029 196th St SW in 1972 (Figure 19; Lynnwood Records 2022; SC Assessor 2022). The building sits centrally on the west edge of a 0.43-acre rectangular lot, facing east. The building has a 990 sqft

rectangular footprint and is surrounded to the north, east, and south by an asphalt parking lot. A second restaurant (DAHP Property # 729101) sits in close proximity on the west side, occupying the east side of adjacent parcel.



Figure 19. Overview of the 1972 commercial restaurant building at 4029 196th St SW (DAHP Property # 729207). Image of the southeast elevation, view to the northwest.

The building sits on a poured concrete slab. It is covered by a flat roof with a parapet. Utilities and machinery can be seen on the north half of the roof. A rectangular pent wraps around the southeast corner and provides for a covered walkway along the south face and southern two-thirds of the east face. The pent is finished with boxed cornices, lit by recessed bulbs. The building is constructed of concrete blocks which are painted.

The building is accessed by three full-light metal framed doors spread across the east face. A large bank of floor-to-ceiling, metal-framed windows compose the eastern two-thirds of the south face and southern two-thirds of the east face. The southern two doors are set in the eastern bank of windows with full-light transoms, while the northern door is set in the concrete wall, alone.

DAHP Property # 729208: The building is a one-story, multi-tenant commercial building constructed at 4028 196th St SW ca. 1970 (Figure 20; SC Assessor 2022). The building sits centrally on a 0.62-acre rectangular lot, facing north. The building has a 6,048 sqft rectangular-with-wing footprint that includes four tenancy-spaces. The footprint can be described as 105 ft wide by 56 ft deep rectangle with a 28 ft wide by 6 ft deep wing projecting from the north face, flush with the east face. Parking lots are present to the north and south of the building and a

drive-way runs along the west face. A 13 ft wide by 66 ft deep drive-thru canopy is connected to the east face of the building, set flush with the south face, and extends to the east edge of the lot.



Figure 20. Overview of the ca. 1970 commercial building at 4028 196th St SW (DAHP Property # 729208). Image of the northwest elevation, view to the southeast.

The building sits on a poured concrete slab foundation. It is covered by a flat roof and parapet. The roof is built out over the north face to provide a covered entry across the full width of the building. This covering is about four ft deep over the eastern third and the western wing of the building and is divided centrally by a tall and deep, moderate-pitch front-gabled roof. The north end of the gable sits flush with the northern roofline over the wing, providing coverage for the walkway between the main building face and the wing. A gable parapet rises from the eastern covered walkway to support the tenancy signage, with a matching gable rising from the parapet of the east face of the drive-thru canopy. The gables vary in depth; however, all are covered by standing-seam metal sheets and terminate in no-overhangs. The building is painted gray, providing a uniform appearance though the actual cladding materials vary. Those seen from the road can be described as: stretcher-bond bricks cladding the west face; molded concrete wall panels on the west end of the north face; and a smoothed concrete or plaster finish over the rest of the north face. The north end of the drive-thru is supported by large, stacked, concrete blocks clad in large, dark brown tiles on the exterior faces. Medium-sized cream tiles encase the corners of the north-facing gables and above the stacked block pillars of the drive-thru.

Fenestration on the building is composed of dark-toned, metal-framed, floor-to-ceiling window banks with inset full-light doors. These are set in two large groupings, one centered over the wing and a larger grouping set centrally in the remaining north face of the building. A pair of

doors provides ingress to the wing, which represents the full width of a tenancy space, used as a café (Starbucks). The larger bank of fenestration includes three single doors providing ingress to the three tenancy spaces occupying the rest of the building. The window grouping indicates the building was constructed as a single occupancy structure with internal divisions added later.

5.2.2 Evaluation of Significance

Eligibility Criteria: These structures were evaluated for their significance based on criteria for listing on the NRHP and the Washington Heritage Register (WHR). According to NRHP assessment criteria developed by the National Park Service (NPS), historical significance is conveyed by properties:

- A. That are associated with events that have made a significant contribution to the broad patterns 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 may be likely to yield, information important in prehistory or history [NPS 2002:2].

According to the NRHP guidelines, the “essential physical features” of a property must be intact for it to convey its significance, and the resource must retain its integrity, or “the ability of a property to convey its significance” (NPS 2002:44). The seven aspects of integrity are:

- Location (the place where the historic property was constructed or the place where the historic event occurred);
- Design (the combination of elements that create the form, plan, space, structure, and style of a property);
- Setting (the physical environment of a historic property);
- Materials (the physical elements that were combined or deposited during a particular period of time and in a particular pattern or configuration to form a historic property);
- Workmanship (the physical evidence of the crafts of a particular culture or people during any given period of history or prehistory);
- Feeling (a property's expression of the aesthetic or historic sense of a particular period of time); and
- Association (the direct link between an important historic event or person and a historic property) [NPS 2002:44].

Criteria used for assessment of potential eligibility for the Washington Heritage Register (WHR) are similar to NRHP criteria. Criteria to qualify include:

- A building, site, structure or object must be at least 50 years old. If newer, the resource should have documented exceptional significance.
- The resource should have a high to medium level of integrity, i.e. it should retain important character defining features from its historic period of construction.
- The resource should have documented historical significance at the local, state or federal level. [DAHPP 2021:1]

DAHPP Property # 269946: The building was constructed ca. 1969 as a multi-tenant commercial building. The building conforms to the Pavilion style as exhibited through the mansard-over-hip style pavilion roof with wide overhang and open rafters; brick cladding; floor to ceiling windows; and raised form (Houser 2016). The use of the hidden ground floor allows

the design to incorporate additional space and provide a raised northern facade along the main roadway. The building was one of the earliest commercial buildings constructed in the area, which had previously been maintained as residential lots or small farms. The use of hidden levels, a low-façade, and a pavilion-form demonstrate a commercial design meant to fit into the existing residential neighborhood even as it shifted to a commercial district. The size and configuration of the building is likely a response the lot size and topography. In subsequent years, the commercial district has continued to grow and has seen intense redevelopment in recent years through construction of strip malls in the vicinity and the widening of 196th St/SR 524.

The building appears generally unaltered and therefore maintains integrity of design, feeling, location, materials, and workmanship. The building has diminished integrity of setting. No significant association has been identified.

Background research did not identify an association with an event, or life of a person, of significance to history or prehistory. Therefore, the building is recommended not eligible under Criteria A or B. The building is an intact and locally rare example of a Pavilion-style commercial building. While the building uses elements of design and terrain to maintain a wide and low façade that conforms to the style, the building does not provide an especially innovative or high artistic design. It is therefore recommended not eligible under Criterion C. The building is not associated with an archaeological site, nor is it likely to yield as-of-yet unknown information important to history or prehistory. It is therefore recommended not eligible under Criterion D.

The building at 4200 196th St SW does not meet the necessary criteria or levels of integrity and is recommended not eligible for listing on the NRHP.

DAHP Property # 729100: The building was constructed in 1972 as a mansard-esque arcade-block commercial building designed by Donald R. Westlin of Seattle (Houser 2011, 2016; McAlester 2013; Lynnwood Records 2022; SC Assessor 2022). Westlin graduated from the University of Washington in 1950 and provided architectural services throughout the 1950s to 1980s. His work was noted in several construction and property sale announcements of the time and included designs for stand-alone single-family residence and housing development homes; apartment building and condominium complexes; and commercial buildings throughout the Seattle and Lynnwood area (Michael Houser, personal communication, November 18, 2022; *Seattle Times* in NewsBank 2022). In comparison with other Westlin buildings inventoried on WISAARD, this building is consistent with his use of contrasting geometric shapes and materials. The design reflects the changing consumer taste that mixes older forms with newer aesthetics, as compared to his earlier work which exhibited a more Contemporary-style (DAHP 2022; McAlester 2013). Background research suggests that the building has passed through multiple hands and various tenants with no association of significance identified, however, the original configuration appears intact. The building blends the arcade-block form with mansard-esque features, such as a truncated mansard-style pent providing deep eaves over consecutive arched windows, a rectangular form with recessed entrances, and brick cladding on a professional office building (Houser 2011, 2016). The size and configuration of the building may be a response to the lot size and topography. It may be noted that a similar but smaller, single-

occupant professional building was constructed at 4303 198th St SW ca. 1973 and was likely designed by the same architect (SC Assessor 2022).

The building has been somewhat altered internally through changes to the office plans and the likely addition of the southern door which was not present in the oldest as-builts. However, these did not appear to alter the exterior design significantly and were in keeping with the purpose of the building. Therefore, the building retains integrity of design, feeling, location, materials, and workmanship. The building was constructed in the burgeoning commercial district of a previous residential zone, and adjacent buildings were constructed within the following decade. Therefore, the building generally maintains integrity of setting. No significant association was identified.

Background research did not identify an association with an event, or life of a person, of significance to history or prehistory, and the building is recommended not eligible under Criteria A or B. The building appears to maintain a high level of integrity and possesses intentional design elements blending mansard-style architecture with the arcade-block commercial form as designed by Donald R. Westlin. While a similar building was noted in the area, the subject building maintains a larger size and higher integrity. It is therefore recommended eligible under Criterion C. The building is not associated with an archaeological site, nor is it likely to yield as-of-yet unknown information important to history or prehistory. The building is recommended not eligible under Criterion D.

The building at 4202 198th St SW is recommended eligible for listing on the NRHP at the local level under Criterion C, for its association with a known, locally important architect and intact architectural design, which uses a mix of residential and formal design elements to create a professional building appropriate to the changing land use of the neighborhood in the early 1970s.

DAHP Property # 729101: The building was constructed in 1972 as a Model 106 design Denny's restaurant on lands leased from Cedar Northwest Investment to Howard Butler Enterprises # 504 (Lynnwood Records 2022; SC Assessor 2022; SC Auditor 2022). The Model 106 was designed by Larry A. Ray of Cowell and Ray in California, as a traditional/contemporary-style commercial restaurant (Langdon 1985; Lynnwood Records 2022).

Denny's began as Danny's Donuts in 1953, a donut shop owned by Howard Butler and Richard Jezak (Denny's 2022; Los Angeles Almanac 2022; Wikipedia 2022a). By 1956, when Jezak left the company, the shop was a 6-store chain in the Lakewood, California area. It was at this point that Howard Butler shifted the chain from a donut shop to a California coffee shop, being a 24-hour restaurant offering a full menu. The company changed to Denny's in 1959 to avoid confusion with another restaurant in the Los Angeles area. In the 1950s and early 1960s, roadside diners, fast-food franchises, and California coffee shops vied for visibility with Populuxe and Googie style structures that used strong geometric contrast and vibrant colors (Langdon 1985). However, by the mid-1960s, public appeal began shifting to more traditional style structures, introduced by architect Thomas Wells in his 1966 design for another California coffee shop, Coco's. The success of the design, with its natural tones and materials, softened

lighting, and more contemporary design, encouraged other architects to shift away from the earlier bright designs.

Denny's was no different. In the 1950s and 1960s the company used the Googie-style buildings with boomerang and zigzag roof designs created by Armét & Davis, filled with hot-pinks and oranges (Langdon 1985; Houser 2016; Wikipedia 2022a). After encountering the new Coco's design, Larry A. Ray of Colwell and Ray, former architects of Armét & Davis, began designing a "neighborhood Denny's," and pitched the design to Howard Butler in 1967. This new design, called the Intowner, used a truncated pyramid roof with low, wide overhangs, and rough-sawn fascia. The interior was given a softer approach, with wood-patterned laminate counters and carpeted floors. By 1970, Ray had also designed the Model 106 and other variations, and examples could be seen across the country (Seltzer 2022). These more Contemporary-style buildings were used to fit into residential settings where the flamboyance of the Googie style would clash or cause contention, and eventually became the dominant style as consumer tastes shifted. A review of active Denny's restaurants in the Puget Sound indicates the building is a rare representation of an intact Model 106 still in use as a Denny's (Google 2022).

The building uses a low-pitch side gable roof to blend into a residential setting, while the use of large banks of windows provides light and views to the landscaping close at hand. The wing walls appear to provide both support and view definition, creating a more reduced or private view space. The deep overhangs, paired with wing-walls to frame the front door give the front entry a slightly recessed and separate appearance. As-built records indicate skylights are also present near the center of the roofline, providing additional natural light. These taken together appear to conform to a Contemporary-style architecture in a commercial form (McAlester 2013). Further, the building appears to be both intact and a recognizable style of Denny's architecture from the 1970s. Therefore, the building maintains integrity of association, design, feeling, location, materials, and workmanship. The building was constructed in a growing commercial district and maintains integrity of setting.

Background research did not identify an association with an event, or broad pattern, of significance to history or prehistory, and the building is recommended not eligible under Criterion A. The building is part of the Denny's franchise chain; however, background research did not identify an association of significance with the life of a person or the history of Denny's. It is therefore recommended not eligible under Criterion B. The building is an intact representation of a Contemporary-style commercial building and a Denny's Model 106 design by Larry A. Ray, and a rare example of a Model 106 design still in use in the Puget Sound region and is recommended eligible under Criterion C. The building is not associated with an archaeological site, nor is it likely to yield as-of-yet unknown information important to history or prehistory. It is recommended not eligible under Criterion D.

The building at 4109 196th St SW is recommended eligible for listing on the NRHP at the local level under Criterion C, as an intact Contemporary-style commercial building and a recognizable Denny's Model 106-design restaurant which maintains integrity of design and association through continued operation by Denny's.

DAHP Property # 729207: The building was constructed in 1972 for Baskin Robbins, on property under lease from Cedar Northwest Investment Co. (Lynnwood Records 2022; SC Assessor 2022; SC Auditor 2022). Baskin Robbins was established in Glendale, California in 1945 by brothers-in-law Irvine Robbins and Burton Baskin (Baskin Robbins 2022). By the 1970s, the company was present throughout the United States and had expanded internationally. Today, the company has over 8,000 restaurants in nearly 50 countries. The building has the same somewhat-utilitarian design as the Baskin Robbins building at 660 Elliott Ave W in Seattle (DAHP Property # 720167), which was built ca. 1971 (Ambacher 2019). However, the building at 4029 196th St SW (DAHP Property # 729207) was sold in 2000 and became a barbecue stand in 2002.

The building appears to be minimally altered externally and therefore maintains integrity of design, feeling, materials, and workmanship. The building was constructed in a commercial district and maintains integrity of location and setting. The building lacks the signage to provide the direct association with Baskin Robbins.

Background research indicated the building was constructed for Baskin Robbins. However, no association with a broad theme or event of significance was identified, and the building is recommended not eligible under Criterion A. Similarly, no association with the life of a person of significance was identified, and the building is recommended not eligible under Criterion B. While the architectural design matches others used by Baskin Robbins, the style is relatively utilitarian and lacks characteristics of artistic value. It is therefore recommended not eligible under Criterion C. The building is not associated with an archaeological site, nor is it likely to yield as-of-yet unknown information of importance to history or prehistory. It is therefore recommended not eligible under Criterion D.

The building at 4029 196th St SW does not meet the necessary criteria and is recommended not eligible for listing on the NRHP.

DAHP Property # 729208: The building was constructed ca. 1970 (Lynnwood Records 2022; SC Assessor 2022; SC Auditor 2022). The building is currently a commercial strip mall with the aesthetic features of a central block with wings (Houser 2011). Ownership records and permits indicated that the building was constructed as a single-occupancy commercial building by General Tire & Rubber Company, who sold the property to Super Shops in 1984 (Donna Johnson, Lynnwood Records, personal communication, October 28, 2022; SC Auditor 2022; Wikipedia 2022b). Super Shops owned it until 1998 when they filed for bankruptcy (SC Auditor 2022; Wikipedia 2022c). Super Shops was a retailer of aftermarket automobile modifications started by Harry Eberlin in California in 1963 (Maxwell 2010; Super Shops 2022; Wikipedia 2022c). Super Shops filed bankruptcy in 1998 and sold off the property. The building was converted to four tenant spaces in 1998. Given the general shape of the building, it is likely General Tire & Rubber and Super Shops operated some form of garage out of the wing-section, now operated as a café.

The building has been altered through the transition to a multi-tenant space and through the addition of the drive-thru on the east face. This has diminished the integrity of design, feeling,

materials, and workmanship. No significant association was identified. The building maintains integrity of location and setting in a commercial district.

Background research did not identify an association with an event, or life of a person, of significance to history or prehistory. Therefore, the building is recommended not eligible under Criteria A or B. The building does not conform to a particular style and has been altered from its original design. It is recommended not eligible under Criterion C. The building is not associated with an archaeological site, nor is it likely to yield as-of-yet unknown information important to history or prehistory. It is, therefore, recommended not eligible under Criterion D.

The building at 4028 196th St SW does not meet the necessary criteria or levels of integrity and is recommended not eligible for listing on the NRHP.

Historic District: While the buildings are all part of a larger commercial district, a review of the structures within the APE and the neighborhood did not identify a contiguous district of buildings sharing a design, style, motif, or contemporary construction period. The buildings are considered as neither within a potential historic district, nor as contributing elements to a potential historic district.

5.4 Conclusions and Recommendations

This assessment was conducted to determine potential effects of this project on cultural resources. Investigations included background research and pedestrian survey of the project location. As a result, five historic commercial buildings were identified:

- a ca. 1969 two-story office-building at 4200 196th St SW (DAHP Property # 269946)
- a 1972 one-story office-building at 4202 198th St SW (DAHP Property # 729100).
- a 1972 Denny's commercial restaurant at 4109 196th St SW (DAHP Property # 729101),
- a 1972 commercial restaurant at 4029 196th St SW (DAHP Property # 729207), and
- a ca. 1970 multi-tenant commercial building at 4028 196th St SW (DAHP Property # 729208).

Of these, two are recommended eligible for listing on the NRHP at the local level: DAHP Property # 729100, under Criterion C, for the design by architect Donald R. Westlin, blending of residential Mansard elements with an arcade-block commercial construction; and DAHP Property # 729101, under Criterion C, as an intact example of a Denny's Model 106 Contemporary-style commercial restaurant which maintains integrity of design and association. While DAHP Property # 269946 is as an intact and rare local example of a pavilion-style building, it lacks an innovative design or high artistry necessary and is recommended not eligible for listing on the NRHP. The remaining two structures have been heavily altered and are recommended not eligible for listing on the NRHP.

The building at 4202 198th St SW (DAHP Property # 729100) is located within the project footprint and is proposed for demolition. A determination of "adverse effect to historic properties" is recommended for the project footprint. It is recommended that the City of Lynnwood consult with DAHP regarding potential mitigation options.

Construction of Segment 1 and the associated demolition of buildings along the route will have a minor effect to the setting of the Denny's commercial restaurant at 4109 196th St SW (DAHP Property # 729101) within a busy commercial district. However, this does not meet the threshold of adverse effect.

Field investigations determined the project location has been heavily disturbed by building construction and utility installation and is unlikely to contain archaeological resources. No additional subsurface investigations are recommended.

In the event that any ground-disturbing or other construction activities result in the unanticipated discovery of archaeological resources, work should be halted in the immediate area, and contact made with county officials, the technical staff at DAHP, and tribal representatives. A plan for unanticipated discoveries is included as Attachment B. Work should be stopped until further investigation and appropriate consultation have concluded. In the unlikely event of the inadvertent discovery of human remains, work should be immediately halted in the area, the discovery covered and secured against further disturbance, and contact effected with law enforcement personnel, consistent with the provisions set forth in RCW 27.44.055 and RCW 68.60.055.

6.0 Limitations of this Assessment

No cultural resources study can wholly eliminate uncertainty regarding the potential for prehistoric sites, historic properties or traditional cultural properties to be associated with a project. The information presented in this report is based on professional opinions derived from our analysis and interpretation of available documents, records, literature, and information identified in this report, and on our field investigation and observations as described herein. Conclusions and recommendations presented apply to project conditions existing at the time of our study and those reasonably foreseeable. The data, conclusions, and interpretations in this report should not be construed as a warranty of subsurface conditions described in this report. They cannot necessarily apply to site changes of which CRC is not aware and has not had the opportunity to evaluate.

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Attachment A. Correspondence between CRC and local Tribes.



Snohomish Tribe
Michael Evans
11014 19th Avenue SE, Suite 8
Everett, WA 98208-5121

July 26, 2022

Re: Cultural Resources Assessment for the 42nd Avenue West Improvements Segment 1 –
Alderwood Mall Boulevard and 196th Street SW, Lynnwood, Snohomish County, Washington

Dear Michael:

I am writing to inform you of a cultural resources assessment for the above referenced project and to seek additional information about the project area the Tribe may have that is not readily available through other written sources. This letter is on a technical staff-to-technical staff basis to inquire about project-related cultural information or concerns. It is not intended as formal government-to-government consultation to be initiated by the appropriate regulatory agency.

The project is located in Sections 15 and 22, Township 27 North, Range 04 East, future 42nd Ave W from Alderwood Mall Blvd to 196th St SW, Lynnwood, Snohomish County, Washington. The City is proposing to construct a new grid street, 42nd Avenue West, from Alderwood Mall Boulevard to 196th Street SW. The project includes new infrastructure providing multiple travel lanes, on street parking, sidewalks, curb, gutter, landscaping, hardscaping, illumination, traffic signals, retaining walls, utility improvements and channelization and signing. The project will require acquisition of right-of-way on four parcels (# 00372600701903, 00372600701602, 00372600701606 & 00372600701603).

We are in the process of reviewing available information. Background research will include a site files search at the Washington State Department of Archaeology and Historic Preservation, review of previously recorded cultural resource reports, and review of pertinent published literature and ethnographies. Results of our investigations will be presented in a technical memo.

We are aware that not all information is contained within published sources. Should the Tribe have additional information to support our assessment, we would very much like to include it in our study. Please contact me at sonja@crcwa.com or 360-395-8879 should you wish to provide any comments. I appreciate your assistance in this matter and look forward to hearing from you.

Sincerely,



Sonja Kleinschmidt, Projects Manager

CULTURAL RESOURCE CONSULTANTS, LLC PO Box 4159, Seattle, WA 98194
PHONE 206.855.9020 - sonja@crcwa.com



Cultural Resource Consultants

Snoqualmie Indian Tribe
Steve Mullen-Moses, Cultural Resources
PO Box 969
Snoqualmie, WA 98065

July 26, 2022

Re: Cultural Resources Assessment for the 42nd Avenue West Improvements Segment 1 –
Alderwood Mall Boulevard and 196th Street SW, Lynnwood, Snohomish County, Washington

Dear Steve:

I am writing to inform you of a cultural resources assessment for the above referenced project and to seek additional information about the project area the Tribe may have that is not readily available through other written sources. This letter is on a technical staff-to-technical staff basis to inquire about project-related cultural information or concerns. It is not intended as formal government-to-government consultation to be initiated by the appropriate regulatory agency.

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Sincerely,

Sonja Kleinschmidt, Projects Manager

CULTURAL RESOURCE CONSULTANTS, LLC PO Box 4159, Seattle, WA 98194
PHONE 206.855.9020 - sonja@crcwa.com



Cultural Resource Consultants

Stillaguamish Tribe of Indians
Kerry Lyste, Cultural Resources
PO Box 277
Arlington, WA 98223-0277

July 26, 2022

Re: Cultural Resources Assessment for the 42nd Avenue West Improvements Segment 1 –
Alderwood Mall Boulevard and 196th Street SW, Lynnwood, Snohomish County, Washington

Dear Kerry:

I am writing to inform you of a cultural resources assessment for the above referenced project and to seek additional information about the project area the Tribe may have that is not readily available through other written sources. This letter is on a technical staff-to-technical staff basis to inquire about project-related cultural information or concerns. It is not intended as formal government-to-government consultation to be initiated by the appropriate regulatory agency.

The project is located in Sections 15 and 22, Township 27 North, Range 04 East, future 42nd Ave W from Alderwood Mall Blvd to 196th St SW, Lynnwood, Snohomish County, Washington. The City is proposing to construct a new grid street, 42nd Avenue West, from Alderwood Mall Boulevard to 196th Street SW. The project includes new infrastructure providing multiple travel lanes, on street parking, sidewalks, curb, gutter, landscaping, hardscaping, illumination, traffic signals, retaining walls, utility improvements and channelization and signing. The project will require acquisition of right-of-way on four parcels (# 00372600701903, 00372600701602, 00372600701606 & 00372600701603).

We are in the process of reviewing available information. Background research will include a site files search at the Washington State Department of Archaeology and Historic Preservation, review of previously recorded cultural resource reports, and review of pertinent published literature and ethnographies. Results of our investigations will be presented in a technical memo.

We are aware that not all information is contained within published sources. Should the Tribe have additional information to support our assessment, we would very much like to include it in our study. Please contact me at sonja@crcwa.com or 360-395-8879 should you wish to provide any comments. I appreciate your assistance in this matter and look forward to hearing from you.

Sincerely,

Sonja Kleinschmidt, Projects Manager

CULTURAL RESOURCE CONSULTANTS, LLC PO Box 4159, Seattle, WA 98194
PHONE 206.855.9020 - sonja@crcwa.com

7/27/22, 1:24 PM

Cultural Resource Consultants, Inc. Mail - 2203R 42nd Ave W Improvements Segment 1 Project - Letter to the Stillaguamish Tribe of Indians



Sonja Kleinschmidt <sonja@crcwa.com>

2203R 42nd Ave W Improvements Segment 1 Project - Letter to the Stillaguamish Tribe of Indians

Kerry Lyste <klyste@stillaguamish.com>

Wed, Jul 27, 2022 at 11:21 AM

To: Lorraine Abagatnan <lorraine@crcwa.com>

Cc: Sonja Kleinschmidt <sonja@crcwa.com>, THPO Stillaguamish <THPO@stillaguamish.com>

Hi Lorraine,

Thank you for notification on this project. We have no comments at this time.

Best, KL

Kerry Lyste | THPO/GIS Database Administrator

Direct Line: 360-572-3072

Cultural Resources Department

3322 236th Street NE, Arlington, WA 98223

Mailing Address: PO Box 277, Arlington, WA 98223

*ha ?i sg*edg*aded ?e ti stuleg*abs: k*ediid ti xecusaded ?e ti yelabCet*

The good words of the Stillaguamish: To honor and care for cultural teachings.



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[Quoted text hidden]

[Quoted text hidden]

Thank you kindly.

[Quoted text hidden]

Office: 206.855.9020 | Cell: 425.263.6570 | Web: crcwa.com [crcwa.com]

Caution: This email came from outside the Stillaguamish Tribe.
Do not click on links or open attachments unless you are sure you recognize the sender and you know the contents are safe

<https://mail.google.com/mail/u/1/?ik=62e4125605&view=pt&search=all&permmsgid=msg-f%3A1739531080541054596&siml=msg-f%3A1739531080541054596> 1/2



Cultural Resource Consultants

Tulalip Tribes
Richard Young, Cultural Resources
6406 Marine Drive Northwest
Tulalip, WA 98271

July 26, 2022

Re: Cultural Resources Assessment for the 42nd Avenue West Improvements Segment 1 –
Alderwood Mall Boulevard and 196th Street SW, Lynnwood, Snohomish County, Washington

Dear Richard:

I am writing to inform you of a cultural resources assessment for the above referenced project and to seek additional information about the project area the Tribe may have that is not readily available through other written sources. This letter is on a technical staff-to-technical staff basis to inquire about project-related cultural information or concerns. It is not intended as formal government-to-government consultation to be initiated by the appropriate regulatory agency.

The project is located in Sections 15 and 22, Township 27 North, Range 04 East, future 42nd Ave W from Alderwood Mall Blvd to 196th St SW, Lynnwood, Snohomish County, Washington. The City is proposing to construct a new grid street, 42nd Avenue West, from Alderwood Mall Boulevard to 196th Street SW. The project includes new infrastructure providing multiple travel lanes, on street parking, sidewalks, curb, gutter, landscaping, hardscaping, illumination, traffic signals, retaining walls, utility improvements and channelization and signing. The project will require acquisition of right-of-way on four parcels (# 00372600701903, 00372600701602, 00372600701606 & 00372600701603).

We are in the process of reviewing available information. Background research will include a site files search at the Washington State Department of Archaeology and Historic Preservation, review of previously recorded cultural resource reports, and review of pertinent published literature and ethnographies. Results of our investigations will be presented in a technical memo.

We are aware that not all information is contained within published sources. Should the Tribe have additional information to support our assessment, we would very much like to include it in our study. Please contact me at sonja@crcwa.com or 360-395-8879 should you wish to provide any comments. I appreciate your assistance in this matter and look forward to hearing from you.

Sincerely,

Sonja Kleinschmidt, Projects Manager

CULTURAL RESOURCE CONSULTANTS, LLC PO Box 4159, Seattle, WA 98194
PHONE 206.855.9020 - sonja@crcwa.com

Attachment B. Historic Property Inventory Forms

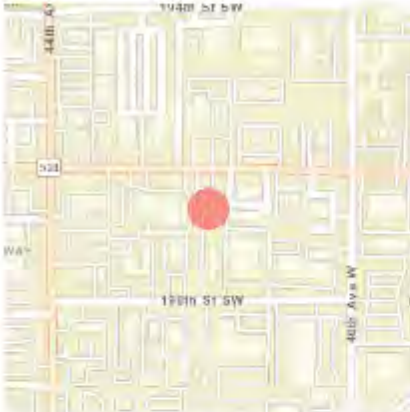


Historic Property Report

Resource Name: Office building

Property ID: 269946

Location



Address: 4200 196TH ST SW, LYNNWOOD, WA 98036
Tax No/Parcel No: 00372600701603
Plat/Block/Lot: ALDERWOOD MANOR BLK 007 D-03 - TH PTN OF E 92FT LO
Geographic Areas: Snohomish County, EDMONDS EAST Quadrangle, T27R04E22

Information

Number of stories: 2.00

Construction Dates:

Construction Type	Year	Circa
Built Date	1969	<input checked="" type="checkbox"/>

Historic Use:

Category	Subcategory
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Historic Context:

Category

Architecture

Architect/Engineer:

Category	Name or Company
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Tuesday, November 1, 2022

Page 1 of 9



Historic Property Report

Resource Name: Office building

Property ID: 269948

Thematics:

Local Registers and Districts

Name	Date Listed	Notes
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Project History

Project Number, Organization, Project Name	Resource Inventory	SHPO Determination	SHPO Determined By, Determined Date
2022-04-02251, 42nd Avenue West Segment 1		Survey/Inventory	

Tuesday, November 1, 2022

Page 2 of 9



Historic Property Report

Resource Name: Office building

Property ID: 269946

Photos



Northeast elevation of building



269946 sketch map



South face of Building



Overview of building



Northwest elevation of building



Southwest elevation of building

Tuesday, November 1, 2022

Page 3 of 9



Historic Property Report

Resource Name: Office building

Property ID: 269948



Southeast elevation of building

Tuesday, November 1, 2022

Page 4 of 9



Historic Property Report

Resource Name: Office building

Property ID: 268948

Inventory Details - 7/3/2011

Common name:

Date recorded: 7/3/2011

Field Recorder: Artifacts Consulting, Inc.

Field Site number: 00372600701603

SHPO Determination

Detail Information

Characteristics:

Category	Item
Form Type	Commercial

Surveyor Opinion

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

Currently survey and inventory projects at the local level produce a field form for each property surveyed and include digital photographs. Volunteers doing the survey track down and manually enter all the owner, parcel, and legal data manually. Manual data entry diminishes accuracy and quantity of resources volunteers can survey. Recognizing this, DAHP uploaded building data for each Certified Local Government (CLG) on properties that were built in or before 1969 to provide an accurate and comprehensive baseline dataset. Volunteers doing survey work need only to verify data, add in photographs and extent of alterations and architectural style data, as well as expand upon the physical description and significance statement as new data is collected. For planning purposes, the attrition rate of properties built in or before 1969 can start to be measured to guide stewardship priorities.

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

Physical description: The building at 4200 196th Street SW, Lynnwood, is located in Snohomish County. According to the county assessor, the structure was built in 1969 and is a professional building. The 1-story building has an unknown roof clad in an unknown material. The county assessor also reports that there is 1 outbuilding on the property.

Tuesday, November 1, 2022

Page 5 of 9



Historic Property Report

Resource Name: Office building

Property ID: 269948

Tuesday, November 1, 2022

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Historic Property Report

Resource Name: Office building

Property ID: 269948

Inventory Details - 9/29/2022

Common name:

Date recorded: 9/29/2022

Field Recorder: Jessica Gardner

Field Site number:

SHPO Determination

Detail Information

Characteristics:

Category	Item
Foundation	Concrete - Poured
Form Type	Commercial - Pavilion
Roof Type	Hip
Roof Type	Mansard
Roof Material	Metal - Standing Seam
Plan	Rectangle
Cladding	Brick - Stretcher Bond

Styles:

Period	Style Details
Modern Movement (1930-1970)	Pavilion

Surveyor Opinion

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

Friday, November 18, 2022

Page 7 of 9



Historic Property Report

Resource Name: Office building

Property ID: 269948

Significance narrative:

The building was constructed ca. 1969 as a multi-tenant commercial building. The building conforms to the Pavilion style as exhibited through the mansard-over-hip style pavilion roof with wide overhang and open rafters; brick cladding; floor to ceiling windows; and raised form (Houser 2016). The use of the hidden ground floor allows the design to incorporate additional space and provide a raised northern facade along the main roadway. The building was one of the earliest commercial buildings constructed in the area, which had previously been maintained as residential lots or small farms. The use of hidden levels, a low-façade, and a pavilion-form demonstrate a commercial design meant to fit into the existing residential neighborhood even as it shifted to a commercial district. The size and configuration of the building is likely a response the lot size and topography. In subsequent years, the commercial district has continued to grow and has seen intense redevelopment in recent years through construction of strip malls in the vicinity and the widening of 196th St/SR 524.

The building appears generally unaltered and therefore maintains integrity of design, feeling, location, materials, and workmanship. The building has diminished integrity of setting. No significant association has been identified.

Background research did not identify an association with an event, or life of a person, of significance to history or prehistory. Therefore, the building is recommended not eligible under Criteria A or B. The building is an intact and locally rare example of a Pavilion-style commercial building. While the building uses elements of design and terrain to maintain a wide and low façade that conforms to the style, the building does not provide an especially innovative or high artistic design. It is therefore recommended not eligible under Criterion C. The building is not associated with an archaeological site, nor is it likely to yield as-of-yet unknown information important to history or prehistory. It is therefore recommended not eligible under Criterion D.

The building at 4200 196th St SW does not meet the necessary criteria or levels of integrity and is recommended not eligible for listing on the NRHP.



Historic Property Report

Resource Name: Office building

Property ID: 268948

Physical description:

The property is a two-story office building constructed at 4200 196th St SW ca. 1969 (SC Assessor 2022). The building sits north of center on a rectangular 0.5-acre lot, facing north. It has a footprint measuring 2,682 square feet (sqft), being 64 ft wide (east to west) by 43 ft deep (north to south). The building hosts multiple offices and is surrounded by an asphalt parking lot and access driveways. A half-staircase is situated centrally on the north face and connects with a raised parking lot there, set even with the elevation of 196th St SW.

The building sits on a poured concrete slab foundation. The building is covered by a Pavilion-style roof (truncated, low-pitch hip roof with a steep-pitched mansard roof rising from the center) which terminates in a wide overhang finished with overlapping fascia and open rafters. The mansard section of the roof is covered in batten-over-panel which may be wooden. The remaining lower hip roof is covered in composite asphalt shingles. The roof is trimmed with a wide cornice board. The building is generally covered in a stretcher-bond brick veneer with the east and west faces of the ground-floor left as painted concrete panels. A wide belt course on the north and south faces separate the ground-floor from the upper floor. A flat roof extends from the top of the belt course and central to the south face to provide a covered rear entry.

The building is accessed centrally on the north and south faces of the ground-floor and centrally on the north face of the top floor. The doors are full-light, double-doors with full, flush side-lights. Six floor-to-ceiling, fixed-frame windows are spaced evenly across the north and south faces of each floor with a matching 4-pane full-height window is situated above the south-facing basement door. Window and door frames appear to be aluminum. Raised concrete walls extend north from the ground level to protect the front corners and the face of the building from cars on the adjacent, narrow driveways. These also allow for a courtyard-like aesthetic in front of the ground floor. The use of the concrete walls and landscaping also helps to visually obscure the lower levels from the roadside-view, providing the low-and-wide façade.

Bibliography:

Houser, M.
2016 Mid-Century Modern Architecture in Washington State. Electronic resource,
<http://www.dahp.wa.gov/sites/default/files/MidCenturyWorkshop%20reduced.pdf>,
accessed January 7, 2021.;
Snohomish County (SC) Assessor
2022 Snohomish County Online Property Information (SCOPI). Electronic Database,
<https://www.snohomishcountywa.gov/5414/Interactive-Map-SCOPI>, accessed October 4, 2022.



Historic Property Report

Resource Name: E. E. & H Commercial Building

Property ID: 729100

Location



Address: 4202 198th St SW, Lynnwood, Washington, 98036
Tax No/Parcel No: 00372600701602
Plat/Block/Lot: Ptn Lot 16 Blk 7 D-02 Alderwood Manor Plat
Geographic Areas: Snohomish County, T27R04E22, EDMONDS EAST Quadrangle, Snohomish County Certified Local Government

Information

Number of stories: 1.00

Construction Dates:

Construction Type	Year	Circa
Built Date	1972	<input checked="" type="checkbox"/>

Historic Use:

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

Historic Context:

Category
Architecture

Architect/Engineer:

Category	Name or Company
Architect	Donald R. Westlin

Friday, November 18, 2022

Page 1 of 7



Historic Property Report

Resource Name: E. E. & H Commercial Building

Property ID: 729100

Thematics:

Local Registers and Districts

Name	Date Listed	Notes
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Project History

Project Number, Organization, Project Name	Resource Inventory	SHPO Determination	SHPO Determined By, Determined Date
2022-04-02251, 42nd Avenue West Segment 1		Survey/Inventory	

Friday, November 18, 2022

Page 2 of 7



Historic Property Report

Resource Name: E. E. & H Commercial Building

Property ID: 729100

Photos



Northeast elevation of building



Swanson building sketch map



Detail - north-center doorway arch



Central block - east face



Southeast elevation of building



West face of building

Friday, November 18, 2022

Page 3 of 7



Historic Property Report

Resource Name: E. E. & H Commercial Building

Property ID: 729100

Inventory Details - 9/29/2022

Common name: Swanson Office building

Date recorded: 9/29/2022

Field Recorder: Jessica Gardner

Field Site number:

SHPO Determination

Detail Information

Characteristics:

Category	Item
Foundation	Concrete - Poured
Roof Type	Flat with Parapet
Roof Type	Mansard
Roof Material	Asphalt/Composition
Cladding	Brick - Stretcher Bond
Structural System	Masonry - Concrete Block
Plan	Rectangle

Styles:

Period	Style Details
Modern Movement (1930-1970)	Mansard

Surveyor Opinion

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

Friday, November 18, 2022

Page 4 of 7



Historic Property Report

Resource Name: E. E. & H Commercial Building

Property ID: 729100

Significance narrative: The building was constructed in 1972 as a mansard-esque arcade-block commercial building designed by Donald R. Westlin of Seattle (Houser 2011, 2016; McAlester 2013; Lynnwood Records 2022; SC Assessor 2022). Westlin graduated from the University of Washington in 1950 and provided architectural services throughout the 1950s to 1980s. His work was noted in several construction and property sale announcements of the time and included designs for stand-alone single-family residence and housing development homes; apartment building and condominium complexes; and commercial buildings throughout the Seattle and Lynnwood area (Michael Houser, personal communication, November 18, 2022; Seattle Times in NewsBank 2022). In comparison with other Westlin buildings inventoried on WISAARD, this building is consistent with his use of contrasting geometric shapes and materials. The design reflects the changing consumer taste that mixes older forms with newer aesthetics, as compared to his earlier work which exhibited a more Contemporary-style (DAHP 2022; McAlester 2013). Background research suggests that the building has passed through multiple hands and various tenants with no association of significance identified, however, the original configuration appears intact. The building blends the arcade-block form with mansard-esque features, such as a truncated mansard-style pent providing deep eaves over consecutive arched windows, a rectangular form with recessed entrances, and brick cladding on a professional office building (Houser 2011, 2016). The size and configuration of the building may be a response to the lot size and topography. It may be noted that a similar but smaller, single-occupant professional building was constructed at 4303 198th St SW ca. 1973 and was likely designed by the same architect (SC Assessor 2022).

The building has been somewhat altered internally through changes to the office plans and the likely addition of the southern door which was not present in the oldest as-builts. However, these did not appear to alter the exterior design significantly and were in keeping with the purpose of the building. Therefore, the building retains integrity of design, feeling, location, materials, and workmanship. The building was constructed in the burgeoning commercial district of a previous residential zone, and adjacent buildings were constructed within the following decade. Therefore, the building generally maintains integrity of setting. No significant association was identified.

Background research did not identify an association with an event, or life of a person, of significance to history or prehistory, and the building is recommended not eligible under Criteria A or B. The building appears to maintain a high level of integrity and possesses intentional design elements blending mansard-style architecture with the arcade-block commercial form as designed by Donald R. Westlin. While a similar building was noted in the area, the subject building maintains a larger size and higher integrity. It is therefore recommended eligible under Criterion C. The building is not associated with an archaeological site, nor is it likely to yield as-of-yet unknown information important to history or prehistory. The building is recommended not eligible under Criterion D.

The building at 4202 198th St SW is recommended eligible for listing on the NRHP at the local level under Criterion C, for its association with a known, locally important architect and intact architectural design, which uses a mix of residential and formal design elements to create a professional building appropriate to the changing land use of the neighborhood in the early 1970s.

Friday, November 18, 2022

Page 5 of 7



Historic Property Report

Resource Name: E. E. & H Commercial Building

Property ID: 729100

Physical description:

The building is a one-story multi-tenant commercial building constructed at 4202 198th St SW in 1972 (SC Assessor 2022). The building sits along the west edge of a rectangular 0.74-acre lot, facing east. It has a rectangular footprint measuring 6,460 sqft and split into three office spaces. An asphalt parking lot surrounds the building to the north, east, and south.

The building sits on a poured concrete slab foundation. It is covered by a flat roof with a parapet and a mansard-style pent across the east face and east half of the north and south faces. The pent is covered in composite molded tiles. The pent has a wide overhang with a boxed cornice to provide a covered walkway around the building. A covered front entrance, and visual point, is created at the center of the east face by a taller and wider mansard-style roof, in matching pitch and design to the pent, which projects further out from the east face and is supported by brick pillars. A second covered entrance is created at the northeast corner by maintaining a rectangular corner with the pent, supported by a brick pillar, over a recessed entrance. The building is constructed of concrete blocks and is clad with a stretcher-bond brick veneer on the north and east faces. A plain, wide cement cornice trims the area below the pent.

The building is accessed by four separate, standard-entry doors located offset east on the south face; just south and north of center on the east face; and at the northeast corner of the building. The south door is composed of a planed metal door with a ramped asphalt approach. The remaining doors are full-light, two sash, wood framed doors set within a large archway of windows, in a configuration matching the typical window settings of the building. Window settings are approximately 6 ft wide floor-to-ceiling wood-framed windows with an arched upper edge. A typical setting includes three large upper sashes and three narrow lower sashes, one light high, all separated by moderate, plain wood mullions. There are no clear apertures on the north half of the building, and these windows are likely fixed-frame. However, windows on the south half include hinge-opening lower sashes at the bottom corner of each window setting.

Bibliography:

Houser, M.
2011 Anatomy of a Main Street Building. Electronic document, <https://dahp.wa.gov/local-preservation/main-street-program/anatomy-of-a-main-street-building>, accessed October 5, 2022.
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Lynnwood Records
2022 CD_ASBUILTS_PERMITS. Electronic database, <https://records.lynnwoodwa.gov/AppXtender/datasources/AX/query/createA6?lqid=1&lqid=%7B22d8258c-7099-4092-8cbd-c2dc47499a71%7D&lqid=16>, accessed October 5, 2022.;
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2013 A Field Guide to American Houses. Alfred A. Knopf, New York.;
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2022 Seattle Times Collection with Historical Archives. Digital Database, <https://infoweb-newsbank-com.ezproxy.spl.org/apps/news/browse-multi?p=WORLDNEWS&t=favorite%3ASEATTLE%21Seattle%2BTimes%2BCollection%2Bwith%2BHistorical%2BArchives&action=browse>, accessed November 17, 2022.;
Snohomish County (SC) Assessor
2022 Snohomish County Online Property Information (SCOPI). Electronic Database, <https://www.snohomishcountywa.gov/5414/Interactive-Map-SCOPI>, accessed October 4, 2022.

Friday, November 18, 2022

Page 6 of 7



Historic Property Report

Resource Name: Denny's Restaurant - Lynnwood

Property ID: 729101

Location



Address: 4109 196th St SW, Lynnwood, Washington, 98036
Tax No/Parcel No: 00372600500703
Plat/Block/Lot: Ptn Lot 7 of Blk 5 D-03 Alderwood Mall Plat
Geographic Areas: Snohomish County, Snohomish County Certified Local Government, EDMONDS EAST Quadrangle, T27R04E15

Information

Number of stories: 1.00

Construction Dates:

Construction Type	Year	Circa
Built Date	1972	<input type="checkbox"/>

Historic Use:

Category	Subcategory
Commerce/Trade	Commerce/Trade - Restaurant
Commerce/Trade	Commerce/Trade - Restaurant

Historic Context:

Category
Architecture

Architect/Engineer:

Category	Name or Company
Architect	Larry A Ray

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Historic Property Report

Resource Name: Denny's Restaurant - Lynnwood

Property ID: 729101

Thematics:

Local Registers and Districts

Name	Date Listed	Notes
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Project History

Project Number, Organization, Project Name	Resource Inventory	SHPO Determination	SHPO Determined By, Determined Date
2022-04-02251, 42nd Avenue West Segment 1		Survey/Inventory	

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Historic Property Report

Resource Name: Denny's Restaurant - Lynnwood

Property ID: 729101

Photos



Southwest elevation of building



North face of building



Denny sketch map



Southeast elevation of building



Southwest elevation of house from road

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Historic Property Report

Resource Name: Denny's Restaurant - Lynnwood

Property ID: 729101

Inventory Details - 9/29/2022

Common name:

Date recorded: 9/29/2022

Field Recorder: Jessica Gardner

Field Site number:

SHPO Determination

Detail Information

Characteristics:

Category	Item
Foundation	Concrete - Poured
Form Type	Commercial
Roof Type	Gable - Side
Roof Material	Asphalt/Composition - Shingle
Cladding	Brick - Stretcher Bond
Plan	Rectangle

Styles:

Period	Style Details
Modern Movement (1930-1970)	Contemporary

Surveyor Opinion

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

Significance narrative: The building was constructed in 1972 as a Model 106 design Denny's restaurant on lands leased from Cedar Northwest Investment to Howard Butler Enterprises #504 (Lynnwood Records 2022; SC Assessor 2022; SC Auditor 2022). The Model 106 was designed by Larry A. Ray of Cowell and Ray in California, as a traditional/ contemporary-style commercial restaurant (Langdon 1985; Lynnwood Records 2022).

Denny's began as Danny's Donuts in 1953, a donut shop owned by Howard Butler and Richard Jezak (Denny's 2022; Los Angeles Almanac 2022; Wikipedia 2022a). By 1956, when Jezak left the company, the shop was a 6-store chain in the Lakewood, California area. It was at this point that Howard Butler shifted the chain from a donut shop to a California coffee shop, being a 24-hour restaurant offering a full menu. The company changed to Denny's in 1959 to avoid confusion with another restaurant in the Los Angeles area. In the 1950s and early 1960s, roadside diners, fast-food franchises, and California coffee shops vied for visibility with Populuxe and Googie style structures that used strong geometric contrast and vibrant colors (Langdon 1985). However, by the mid-1960s, public appeal began shifting to more traditional style structures, introduced by architect Thomas Wells in his 1966 design for another California coffee shop, Coco's. The success of the design, with its natural tones and materials, softened lighting, and more contemporary design, encouraged other architects to shift away from the earlier bright designs.

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Historic Property Report

Resource Name: Denny's Restaurant - Lynnwood

Property ID: 729101

Denny's was no different. In the 1950s and 1960s the company used the Googie-style buildings with boomerang and zigzag roof designs created by Armét & Davis, filled with hot-pinks and oranges (Langdon 1985; Houser 2016; Wikipedia 2022a). After encountering the new Coco's design, Larry A. Ray of Colwell and Ray, former architects of Armét & Davis, began designing a "neighborhood Denny's," and pitched the design to Howard Butler in 1967. This new design, called the Intowner, used a truncated pyramid roof with low, wide overhangs, and rough-sawn fascia. The interior was given a softer approach, with wood-patterned laminate counters and carpeted floors. By 1970, Ray had also designed the Model 106 and other variations, and examples could be seen across the country (Seltzer 2022). These more Contemporary-style buildings were used to fit into residential settings where the flamboyance of the Googie style would clash or cause contention, and eventually became the dominant style as consumer tastes shifted. A review of active Denny's restaurants in the Puget Sound indicates the building is a rare representation of an intact Model 106 still in use as a Denny's (Google 2022).

The building uses a low-pitch side gable roof to blend into a residential setting, while the use of large banks of windows provides light and views to the landscaping close at hand. The wing walls appear to provide both support and view definition, creating a more reduced or private view space. The deep overhangs, paired with wing-walls to frame the front door give the front entry a slightly recessed and separate appearance. As-built records indicate skylights are also present near the center of the roofline, providing additional natural light. These taken together appear to conform to a Contemporary-style architecture in a commercial form (McAlester 2013). Further, the building appears to be both intact and a recognizable style of Denny's architecture from the 1970s. Therefore, the building maintains integrity of association, design, feeling, location, materials, and workmanship. The building was constructed in a growing commercial district and maintains integrity of setting.

Background research did not identify an association with an event, or broad pattern, of significance to history or prehistory, and the building is recommended not eligible under Criterion A. The building is part of the Denny's franchise chain; however, background research did not identify an association of significance with the life of a person or the history of Denny's. It is therefore recommended not eligible under Criterion B. The building is an intact representation of a Contemporary-style commercial building and a Denny's Model 106 design by Larry A. Ray, and a rare example of a Model 106 design still in use in the Puget Sound region and is recommended eligible under Criterion C. The building is not associated with an archaeological site, nor is it likely to yield as-of-yet unknown information important to history or prehistory. It is recommended not eligible under Criterion D.

The building at 4109 196th St SW is recommended eligible for listing on the NRHP at the local level under Criterion C, as an intact Contemporary-style commercial building and a recognizable Denny's Model 106-design restaurant which maintains integrity of design and association through continued operation by Denny's.



Historic Property Report

Resource Name: Denny's Restaurant - Lynnwood

Property ID: 729101

Physical description:

The building is a one-story commercial restaurant constructed at 4109 196th St SW in 1972 (SC Assessor 2022). The building sits offset east of center on a rectangular 0.72-acre lot, facing south. The building has rectangular with wing footprint measuring 3,650 sqft. Some landscaping and sidewalks are present along the east, south, and west sides with an asphalt parking lot surrounding the north, west, and south sides. A second restaurant (DAHP Property # 729207) sits in close proximity on the east side, occupying the west side of adjacent parcel.

The building sits on a poured concrete slab foundation. It is covered by a truncated low to moderate-pitch side-gable roof with a western front façade on the north and south sides of the flat roof to provide a screen for the roof-top utilities and mechanics. The gable roof is a thick slab that terminates in moderate to wide overhangs with sloped soffits. The gable roof is covered in asphalt composite shingles. The building is clad in stretcher-bond bricks and uses short wing-walls projecting from the corners or joints to both support and decorate the frame of the building. A large brick wing-wall extends east and west from the center of the gable and supports inverted sloped demi-walls that extend from approximately 8 ft above ground to the height of the roof-well façade.

The building is accessed through a full-light, metal-framed door with full, flush, glass-block, side-lights, located at the west end of the south face. As-built plans record two exits on the north face. Windows are limited to the south face and south half of the east and west faces, but occupy the full expanse from eaves to half-height. Windows are metal-framed, fixed-frame, multi-panel windows with no trim surrounds that meet with adjoining wing-walls.



Historic Property Report

Resource Name: Denny's Restaurant - Lynnwood

Property ID: 729101

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Historic Property Report

Resource Name: Baskin Robbins - Lynnwood

Property ID: 729207

Location



Address: 4029 196th St SW, Lynnwood, Washington, 98036

Tax No/Parcel No: 00372600500706

Plat/Block/Lot: Ptn Lot 7 of Blk 5 D-06 Alderwood Mall Plat

Geographic Areas: T27R04E15, EDMONDS EAST Quadrangle, Snohomish County, Snohomish County Certified Local Government

Information

Number of stories: 1.00

Construction Dates:

Construction Type	Year	Circa
Built Date	1972	<input type="checkbox"/>

Historic Use:

Category	Subcategory
Commerce/Trade	Commerce/Trade - Restaurant
Commerce/Trade	Commerce/Trade - Restaurant

Historic Context:

Category

Architect/Engineer:

Category	Name or Company
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Historic Property Report

Resource Name: Baskin Robbins - Lynnwood

Property ID: 729207

Thematics:

Local Registers and Districts

Name	Date Listed	Notes
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Project History

Project Number, Organization, Project Name	Resource Inventory	SHPO Determination	SHPO Determined By, Determined Date
2022-04-02251, 42nd Avenue West Segment 1		Survey/Inventory	

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Historic Property Report

Resource Name: Baskin Robbins - Lynnwood

Property ID: 729207

Photos



Southeast elevation of building



Baskin Robbins- Lynnwood sketch map



South face of Building



Northeast elevation of building



Overview of building

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Historic Property Report

Resource Name: Baskin Robbins - Lynnwood

Property ID: 729207

Inventory Details - 10/21/2022

Common name:

Date recorded: 10/21/2022

Field Recorder: Jessica Gardner

Field Site number:

SHPO Determination

Detail Information

Characteristics:

Category	Item
Foundation	Concrete - Poured
Roof Type	Flat with Parapet
Cladding	Concrete - Block (cmu)
Structural System	Masonry - Concrete Block
Plan	Rectangle

Surveyor Opinion

Tuesday, November 1, 2022

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Historic Property Report

Resource Name: Baskin Robbins - Lynnwood

Property ID: 729207

Significance narrative: The building was constructed in 1972 for Baskin Robbins, on property under lease from Cedar Northwest Investment Co. (Lynnwood Planning Committee 2022; Snohomish County Assessor 2022; Snohomish County Auditor 2022). Baskin Robbins was established in Glendale, California in 1945 by brothers-in-law Irvine Robbins and Burton Baskin (Baskin Robbins 2022). By the 1970s, the company was present throughout the United States and had expanded internationally. Today, the company has over 8,000 restaurants in nearly 50 countries. The building has the same somewhat-utilitarian design as the Baskin Robbins building at 660 Elliott Ave W in Seattle (DAHP Property # 720167), which was built ca. 1971 (Ambacher 2019). However, the building at 4029 196th St SW (DAHP Property # 729207) was sold in 2000 and became a barbecue stand in 2002.

The building appears to be minimally altered externally and therefore maintains integrity of design, feeling, materials, and workmanship. The building was constructed in a commercial district and maintains integrity of location and setting. The building lacks the signage to provide the direct association with Baskin Robbins.

Background research indicated the building was constructed for Baskin Robbins. However, no association with a broad theme or event of significance was identified, and the building is recommended not eligible under Criterion A. Similarly, no association with the life of a person of significance was identified, and the building is recommended not eligible under Criterion B. While the architectural design matches others used by Baskin Robbins, the style is relatively utilitarian and lacks characteristics of artistic value. It is therefore recommended not eligible under Criterion C. The building is not associated with an archaeological site, nor is it likely to yield as-of-yet unknown information of importance to history or prehistory. It is therefore recommended not eligible under Criterion D.

The building at 4029 196th St SW does not meet the necessary criteria and is recommended not eligible for listing on the NRHP.

Physical description: The building is a commercial restaurant constructed at 4029 196th St SW in 1972 (Lynnwood Planning Department 2022; Snohomish County Assessor 2022). The building sits centrally on the west edge of a 0.43-acre rectangular lot, facing east. The building has a 990 sqft rectangular footprint and is surrounded to the north, east, and south by an asphalt parking lot. A second restaurant (DAHP Property # 729101) sits in close proximity on the west side, occupying the east side of adjacent parcel.

The building sits on a poured concrete slab. It is covered by a flat roof with a parapet. Utilities and machinery can be seen on the north half of the roof. A rectangular pent wraps around the southeast corner and provides for a covered walkway along the south face and southern two-thirds of the east face. The pent is finished with boxed cornices, lit by recessed bulbs. The building is constructed of concrete blocks which are painted.

The building is accessed by three full-light metal framed doors spread across the east face. A large bank of floor-to-ceiling, metal-framed windows compose the eastern two-thirds of the south face and southern two-thirds of the east face. The southern two doors are set in the eastern bank of windows with full-light transoms, while the northern door is set in the concrete wall, alone.



Historic Property Report

Resource Name: Baskin Robbins - Lynnwood

Property ID: 729207

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Historic Property Report

Resource Name: Super Shops - Lynnwood

Property ID: 729208

Location



Address: 4028 196th St SW, Lynnwood, Washington, 98036
Tax No/Parcel No: 00372600701402
Plat/Block/Lot: Ptn Lot 14 Blk 7 D-02 Alderwood Manor Plat
Geographic Areas: T27R04E22, Snohomish County Certified Local Government, Snohomish County, EDMONDS EAST Quadrangle

Information

Number of stories: 1.00

Construction Dates:

Construction Type	Year	Circa
Built Date	1970	<input checked="" type="checkbox"/>
Remodel	1998	<input checked="" type="checkbox"/>

Historic Use:

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

Historic Context:

Category

Architect/Engineer:

Category **Name or Company**

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Historic Property Report

Resource Name: Super Shops - Lynnwood

Property ID: 729208

Thematics:

Local Registers and Districts

Name	Date Listed	Notes
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Project History

Project Number, Organization, Project Name	Resource Inventory	SHPO Determination	SHPO Determined By, Determined Date
2022-04-02251, 42nd Avenue West Segment 1		Survey/Inventory	

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Historic Property Report

Resource Name: Super Shops - Lynnwood

Property ID: 729208

Photos



Northwest elevation of building



East half of north face of building



West half of north face of building



Super Shops sketch map

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Historic Property Report

Resource Name: Super Shops - Lynnwood

Property ID: 729208

Inventory Details - 10/21/2022

Common name:

Date recorded: 10/21/2022

Field Recorder: Jessica Gardner

Field Site number:

SHPO Determination

Detail Information

Characteristics:

Category	Item
Foundation	Concrete - Poured
Roof Type	Flat with Parapet
Cladding	Brick - Stretcher Bond
Cladding	Concrete - Precast
Plan	Rectangle

Surveyor Opinion

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Historic Property Report

Resource Name: Super Shops - Lynnwood

Property ID: 729208

Significance narrative: The building was constructed ca. 1970 (Lynnwood Planning Department 2022; Snohomish Assessor 2022; Snohomish Auditor 2022). The building is currently a commercial strip mall with the aesthetic features of a central block with wings (Houser 2011). Ownership records and permits indicated that the building was constructed as a single-occupancy commercial building by General Tire & Rubber Company, who sold the property to Super Shops in 1984 (Donna Johnson, Lynnwood Records, personal communication, October 28, 2022; SC Auditor; Wikipedia 2022b). Super Shops owned it until 1998 when they filed for bankruptcy (SC Auditor 2022; Wikipedia 2022c). Super Shops was a retailer of aftermarket automobile modifications started by Harry Eberlin in California in 1963 (Maxwell 2010; Super Shops 2022; Wikipedia 2022c). Super Shops filed bankruptcy in 1998 and sold off the property. The building was converted to four tenant spaces in 1998. Given the general shape of the building, it is likely General Tire & Rubber and Super Shops operated some form of garage out of the wing-section, now operated as a café.

The building has been altered through the transition to a multi-tenant space and through the addition of the drive-thru on the east face. This has diminished the integrity of design, feeling, materials, and workmanship. No significant association was identified. The building maintains integrity of location and setting in a commercial district.

Background research did not identify an association with an event, or life of a person, of significance to history or prehistory. Therefore, the building is recommended not eligible under Criteria A or B. The building does not conform to a particular style and has been altered from its original design. It is recommended not eligible under Criterion C. The building is not associated with an archaeological site, nor is it likely to yield as-of-yet unknown information important to history or prehistory. It is, therefore, recommended not eligible under Criterion D.

The building at 4028 196th St SW does not meet the necessary criteria or levels of integrity and is recommended not eligible for listing on the NRHP.



Historic Property Report

Resource Name: Super Shops - Lynnwood

Property ID: 729208

Physical description:

The building is a one-story, multi-tenant commercial building constructed at 4028 196th St SW ca. 1970 (Snohomish County Assessor 2022). The building sits centrally on a 0.62-acre rectangular lot, facing north. The building has a 6,048 sqft rectangular-with-wing footprint that includes four tenancy-spaces. The footprint can be described as 105 ft wide by 56 ft deep rectangle with a 28 ft wide by 6 ft deep wing projecting from the north face, flush with the east face. Parking lots are present to the north and south of the building and a drive-way runs along the west face. A 13 ft wide by 66 ft deep drive-thru canopy is connected to the east face of the building, set flush with the south face, and extends to the east edge of the lot.

The building sits on a poured concrete slab foundation. It is covered by a flat roof and parapet. The roof is built out over the north face to provide a covered entry across the full width of the building. This covering is about four ft deep over the eastern third and the western wing of the building and is divided centrally by a tall and deep, moderate-pitch front-gabled roof. The north end of the gable sits flush with the northern roofline over the wing, providing coverage for the walkway between the main building face and the wing. A gable parapet rises from the eastern covered walkway to support the tenancy signage, with a matching gable rising from the parapet of the east face of the drive-thru canopy. The gables vary in depth; however, all are covered by standing-seam metal sheet and terminate in no-overhangs. The building is painted gray, providing a uniform appearance though the actual cladding materials vary. Those seen from the road can be described as: stretcher-bond bricks cladding the west face; molded concrete wall panels on the west end of the north face; and a smoothed concrete or plaster finish over the rest of the north face. The north end of the drive-thru is supported by large, stacked, concrete blocks clad in large, dark brown tiles on the exterior faces. Medium-sized cream tiles encase the corners of the north-facing gables and above the stacked block pillars of the drive-thru.

Fenestration on the building is composed of dark-toned, metal-framed, floor-to-ceiling window banks with inset full-light doors. These are set in two large groupings, one centered over the wing and a larger grouping set centrally in the remaining north face of the building. A pair of doors provides ingress to the wing, which represents the full width of a tenancy space, used as a café (Starbucks). The larger bank of fenestration includes three single doors providing ingress to the three tenancy spaces occupying the rest of the building. The window grouping indicates the building was constructed as a single occupancy structure with internal divisions added later.



Historic Property Report

Resource Name: Super Shops - Lynnwood

Property ID: 729208

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Attachment C. Inadvertent Discovery Plan

PLAN AND PROCEDURES FOR THE UNANTICIPATED DISCOVERY OF CULTURAL RESOURCES AND HUMAN SKELETAL REMAINS

42nd Ave W Improvements - Segment 1 PROJECT, Snohomish COUNTY WASHINGTON

1. INTRODUCTION

The City of Lynnwood plans to construct the 42nd Ave W Improvements - Segment 1 project. The purpose of this project is to construct a new gridded road (42nd Ave W) between Alderwood Mall Blvd and 196th St SW. The following Unanticipated Discovery Plan (UDP) outlines procedures to follow, in accordance with state and federal laws, if archaeological materials or human remains are discovered.

2. RECOGNIZING CULTURAL RESOURCES

A cultural resource discovery could be prehistoric or historic. Examples include:

- An accumulation of shell, burned rocks, or other food related materials
- Bones or small pieces of bone,
- An area of charcoal or very dark stained soil with artifacts,
- Stone tools or waste flakes (i.e. an arrowhead, or stone chips),
- Clusters of tin cans or bottles, logging or agricultural equipment that appears to be older than 50 years,
- Buried railroad tracks, decking, or other industrial materials.

When in doubt, assume the material is a cultural resource.

3. ON-SITE RESPONSIBILITIES

STEP 1: STOP WORK. If any City of Lynnwood employee, contractor or subcontractor believes that he or she has uncovered any cultural resource at any point in the project, all work adjacent to the discovery must stop. The discovery location should not be left unsecured at any time.

STEP 2: NOTIFY MONITOR. If there is an archaeological monitor for the project, notify that person. If there is a monitoring plan in place, the monitor will follow its provisions.

STEP 3: NOTIFY PROJECT MANAGEMENT AND WSDOT LOCAL PROGRAMS OFFICE. Contact the City of Lynnwood Project Manager and the Local Programs Archaeologist:

City of Lynnwood

Project Manager:

Name Erin Duleba

Number 425-670-5227

email eduleba@LynnwoodWA.gov

Locals Programs Archaeologist:

Trent de Boer

360-705-7879

deboert@wsdot.wa.gov

The Local Programs Archaeologist will make all other calls and notifications.

If human remains are encountered, treat them with dignity and respect at all times. Cover the remains with a tarp or other materials (not soil or rocks) for temporary protection in place and to shield them from being photographed. Do not call 911 or speak with the media.

4. FURTHER CONTACTS AND CONSULTATION

A. Project Manager's Responsibilities:

- Protect Find: The Project Manager is responsible for taking appropriate steps to protect the discovery site. All work will stop in an area adequate to provide for the total security, protection, and integrity of the resource. Vehicles, equipment, and unauthorized personnel will not be permitted to traverse the discovery site. Work in the immediate area will not resume until treatment of the discovery has been completed following provisions for treating archaeological/cultural material as set forth in this document.
- Direct Construction Elsewhere On-site: The Project Manager may direct construction away from cultural resources to work in other areas prior to contacting the concerned parties.
- Contact Local Programs Archaeologist: If the Local Programs Archaeologist has not yet been contacted, the Project Manager will do so.

B. Local Programs Archaeologist Responsibilities:

- Identify Find: The Local Programs Archaeologist will ensure that a qualified individual examines the find to determine if it is archaeological.
 - If it is determined not archaeological, work may proceed with no further delay.
 - If it is determined to be archaeological, the Local Programs Archaeologist will continue with notification.

- If the find may be human remains or funerary objects, the Local Programs Archaeologist will ensure that a qualified individual examines the find. If it is determined to be human remains, the procedure described in Section 5 will be followed.
- Notify DAHP: The Local Programs Archaeologist will contact the involved federal agency(s) and the Department of Archaeology and Historic Preservation (DAHP).
- Notify Tribes: If the discovery may relate to Native American interests, the Local Programs Archaeologist will notify the affected Indian tribes.

Federal Agencies:

Federal Highway Administration
 Name Michael R. Villnave
 Area Engineer NW Region (non-King Co.)
 Number 360-753-8078
 Email Michael.Villnave@dot.gov

Agency: _____
 Name _____
 Title _____
 Number _____
 Email _____

Department of Archaeology and Historic Preservation:

Dr. Allyson Brooks
 Washington State Historic
 Preservation Officer
 360-586-3066

or
 Dennis Wardlaw
 Transportation Archaeologist
 360-586-3085

Tribes consulted on this project are:

Tribe: Snohomish Tribe
 Name The Honorable Michael Evans
 Title Chair
 Number 425-671-1387
 Email info@snohomishtribe.com

Tribe: Snoqualmie Indian Tribe
 Name Steve Mullen-Moses
 Title Director, Archaeology and Historic Preservation
 Number 425-292-0249x2010, Cell: 425-495-6097
 Email steve@snoqualmietribe.us

Tribe: Stillaguamish Tribe
 Name Kerry Lyste
 Title THPO, Cultural Resources
 Number 360-652-7362 ext. 226
 Email klyste@stillaguamish.com

Tribe: Tulalip Tribes
 Name Richard Young
 Title Cultural Resources
 Number 360-716-2652, Cell: 425-239-0182
 Email ryoung@tulaliptribes-nsn.gov

Tribe: _____
 Name _____
 Title _____
 Number _____
 Email _____

Tribe: _____
 Name _____
 Title _____
 Number _____
 Email _____

5. SPECIAL PROCEDURES FOR THE DISCOVERY OF HUMAN SKELETAL MATERIAL

Any human skeletal remains, regardless of ethnic origin, will at all times be treated with dignity and respect.

If the project occurs on federal lands (e.g., National Forest or Park, military reservation) the provisions of the Native American Graves Protection and Repatriation Act of 1990 apply, and the responsible federal agency will follow its provisions. Note that state highways that cross federal lands are on an easement and are not owned by the state.

If the project occurs on non-federal lands, the City of Lynnwood will comply with applicable state and federal laws, and the following procedure:

A. Notify Law Enforcement Agency or Coroner's Office:

In addition to the actions described in Sections 3 and 4, the Project Manager will immediately notify the local law enforcement agency or coroner's office.

The coroner (with assistance of law enforcement personnel) will determine if the remains are human, whether the discovery site constitutes a crime scene, and will notify DAHP.

Agency
Number 425-670-5600

B. Participate in Consultation:

Per RCW 27.53.030, RCW 68.50, and RCW 68.60, DAHP will have jurisdiction over non-forensic human remains. The Local Programs Archaeologist will participate in consultation.

If ground disturbing activities encounter human skeletal remains during the course of construction, then all activity will cease that may cause further disturbance to those remains. The area of the find will be secured and protected from further disturbance until the State provides notice to proceed. The finding of human skeletal remains will be reported to the county medical examiner/coroner and local law enforcement in the most expeditious manner possible. The remains will not be touched, moved, or further disturbed. The county medical examiner/coroner will assume jurisdiction over the human skeletal remains and make a determination of whether those remains are forensic or non-forensic. If the county medical examiner/coroner determines the remains are non-forensic, then they will report that finding to the Department of Archaeology and Historic Preservation (DAHP) who will then take jurisdiction over the remains. The DAHP will notify any appropriate cemeteries and all affected tribes of the find. The State Physical Anthropologist will make a determination of whether the remains are Indian or Non-Indian and report that finding to any appropriate cemeteries and the affected tribes. The DAHP will then handle all consultation with the affected parties as to the future preservation, excavation, and disposition of the remains.

6. DOCUMENTATION OF ARCHAEOLOGICAL MATERIALS

Archaeological deposits discovered during construction will be assumed eligible for inclusion in the National Register of Historic Places under Criterion D.

The Local Programs Archaeologist will ensure the proper documentation and assessment of any discovered cultural resources in cooperation with the federal agency(s), DAHP, affected tribes, and a contracted consultant (if any).

All prehistoric and historic cultural material discovered during project construction will be recorded by a professional archaeologist on State of Washington cultural resource site or isolate form using standard techniques. Site overviews, features, and artifacts will be photographed; stratigraphic profiles and soil/sediment descriptions will be prepared for subsurface exposures. Discovery locations will be documented on scaled site plans and site location maps.

Cultural features, horizons and artifacts detected in buried sediments may require further evaluation using hand-dug test units. Units may be dug in controlled fashion to expose features, collect samples from undisturbed contexts, or interpret complex stratigraphy. A test excavation unit or small trench might also be used to determine if an intact occupation surface is present. Test units will be used only when necessary to gather information on the nature, extent, and integrity of subsurface cultural deposits to evaluate the site's significance. Excavations will be conducted using state-of-the-art techniques for controlling provenience.

Spatial information, depth of excavation levels, natural and cultural stratigraphy, presence or absence of cultural material, and depth to sterile soil, regolith, or bedrock will be recorded for each probe on a standard form. Test excavation units will be recorded on unit-level forms, which include plan maps for each excavated level, and material type, number, and vertical provenience (depth below surface and stratum association where applicable) for all artifacts recovered from the level. A stratigraphic profile will be drawn for at least one wall of each test excavation unit.

Sediments excavated for purposes of cultural resources investigation will be screened through 1/8-inch mesh, unless soil conditions warrant 1/4-inch mesh.

All prehistoric and historic artifacts collected from the surface and from probes and excavation units will be analyzed, catalogued, and temporarily curated. Ultimate disposition of cultural materials will be determined in consultation with the federal agency(s), DAHP, and the affected tribes.

Within 90 days of concluding fieldwork, a technical report describing any and all monitoring and resultant archaeological excavations will be provided to the Project Manager, who will

forward the report to the Local Programs Archaeologist for review and delivery to the federal agency(s), SHPO, and the affected tribe(s).

If assessment activity exposes human remains (burials, isolated teeth, or bones), the process described in Section 7 below will be followed.

7. PROCEEDING WITH CONSTRUCTION

Project construction outside the discovery location may continue while documentation and assessment of the cultural resources proceed. The Local Programs Archaeologist must determine the boundaries of the discovery location. In consultation with DAHP and affected tribes, Project Manager and the Local Programs Archaeologist will determine the appropriate level of documentation and treatment of the resource. The federal agency(s) will make the final determinations about treatment and documentation.

Construction may continue at the discovery location only after the process outlined in this plan is followed and the Local Programs Archaeologist (and the federal agency(s)) determines that compliance with state and federal laws is complete.

Section 106 NHPA Correspondence



Allyson Brooks Ph.D., Director
State Historic Preservation Officer

January 17, 2023

Trent de Boer
Archaeologist
WA State Dept. of Transportation
PO Box 47390
Olympia, WA. 98504-7390

In future correspondence please refer to:
Project Tracking Code: 2022-04-02251
Property: 42nd Avenue West Segment 1
Re: Determination of Effect Review Comments

Dear Trent de Boer:

Thank you for contacting the State Historic Preservation Officer (SHPO) and Department of Archaeology and Historic Preservation (DAHP) regarding the above referenced proposal. We have reviewed the materials you provided for this project. First, we concur that the following properties are not eligible for inclusion in the National Register of Historic Places (NRHP):

- Property ID: 729207 4029 196th St SW, Lynnwood, Washington
- Property ID: 729208 4028 196th St SW, Lynnwood, Washington

We also concur that the following properties are eligible for inclusion in the NRHP:

- Property ID: 729100 4202 198th St SW, Lynnwood, Washington
- Property ID: 729101 4109 196th St SW, Lynnwood, Washington

However, we do not concur that the following property is not eligible for inclusion in the NRHP:

- Property ID: 269946 Henry Broderick Inc. Office 4200 196th St SW, Lynnwood, Washington

We view the property as eligible under criterion C, as embodying the distinctive characteristic of a type, period or method of construction. Meeting criterion C does not require it also be of innovative or high artistic design, as implied by the consultant's recommendation of not eligible under criterion C; NPS guidelines for applying the criteria for evaluation state that an historic property must meet at least one of the four requirements to be eligible for inclusion in the NRHP.

We look forward to further discussion with you about the effects the project will have on these eligible resources.

Also, we appreciate receiving any correspondence or comments from concerned tribes or other parties that you receive as you consult under the requirements of 36 CFR 800.4(a)(4). These comments are based on the information available at the time of this review and on behalf of the



State Historic Preservation Officer (SHPO) pursuant to Section 106 of the National Historic Preservation Act and its implementing regulations 36 CFR 800.

Thank you for the opportunity to review and comment. Should you have any questions, please feel free to contact me.

Sincerely,

A handwritten signature in blue ink, appearing to read 'M. Elenga', with a long horizontal flourish extending to the right.

Maureen Elenga, M.A.
Transportation Reviewer
(360) 972-4539
Maureen.Elenga@dahp.wa.gov





Allyson Brooks Ph.D., Director
State Historic Preservation Officer

October 20, 2022

Mr. Trent de Boer
Archaeologist
WA State Dept. of Transportation
PO Box 47390
Olympia, WA. 98504-7390

In future correspondence please refer to:
Project Tracking Code: 2022-04-02251
Property: 42nd Avenue West Segment 1
Re: Revised APE Concur

Dear Mr. de Boer:

Thank you for contacting the State Historic Preservation Officer (SHPO) and Department of Archaeology and Historic Preservation (DAHP) regarding the above referenced project. In response, we have reviewed your description and map of the revised area of potential effect (APE).

We concur with your definition of the revised APE. Along with the results of the inventory we will need to review your consultation with the concerned tribes, and other interested/affected parties. Please provide any correspondence or comments from concerned tribes and/or other parties that you receive as you consult under the requirements of 36 CFR 800.4(a)(4).

These comments are based on the information available at the time of this review and on behalf of the SHPO in conformance with Section 106 of the National Historic Preservation Act and its implementing regulations 36 CFR 800. Should additional information about the project become available, our assessment may be revised.

Thank you for the opportunity to review and comment. Please ensure that the DAHP Project Number (a.k.a. Project Tracking Code) is shared with any hired cultural resource consultants and is attached to any communications or submitted reports. If you have any questions, please feel free to contact me.

Sincerely,

Dennis Wardlaw
Transportation Archaeologist
(360) 485-5014
dennis.wardlaw@dahp.wa.gov



September 30, 2022

Renae Larsen
WSDOT Northwest Region
Local Programs Office
15700 Dayton Avenue North
Seattle, WA 98133-5910

**Re: 42nd Avenue West Improvements
Segment 1 - Alderwood Mall Boulevard and 196th Street SW
Initiation of Section 106 / Area of Potential Effect (APE) Revision
City of Lynnwood, Snohomish County
DAHP Project Tracking Code: 2022-04-02251**

Dear Ms. Larsen:

The City of Lynnwood (City) is planning improvements to 42nd Avenue West between Alderwood Mall Boulevard and 196th Street SW funding from the Federal Highway Administration (FHWA). We are requesting your assistance in obtaining concurrence from the Department of Archaeology and Historic Preservation for this project and confirmation of the Area of Potential Effects (APE), in accordance with Section 106 of the National Historic Preservation Act. This letter presents revised APE based on responses provided by DAHP in letter dated April 19, 2022.

General location of the project: The proposed project is located in the City of Lynnwood, Snohomish County, Washington, within Sections 15 and 22 of Township 27 North, Range 04 East.

General description of the project: The City is proposing to construct a new grid street, 42nd Avenue West, from Alderwood Mall Boulevard to 196th Street SW, within the Lynnwood Regional Growth Center. The project includes new infrastructure providing multiple travel lanes, on street parking, sidewalks, curb, gutter, landscaping, hardscaping, illumination, traffic signals, retaining walls, utility improvements and channelization and signing.

The project will require acquisition of right-of-way on the following parcels:

- 00372600701903 (4111 Alderwood Mall Boulevard) – A 2.68-acre parcel containing one single-story, 29,160-square foot (sq ft) office building structure with a basement, constructed in 1979. The western portion of the property, not including the building, would be acquired for the roadway. The building is not planned to be demolished.

- 00372600701602 (4202 198th Street SW)– A 0.74-acre parcel containing one single-story, 6,460-sq ft office building constructed in 1972. The building would be demolished for the new roadway.
- 00372600701606 (4201 198th Street SW) – A 0.51-acre parcel containing one single-story, 6,650-sq ft office building constructed in 1976. The building would be demolished for the new roadway.
- 00372600701603 (4200 196th Street SW) – A 0.50-acre parcel containing one single-story, 5,364-sq ft office building with a basement, built in 1969. The building would be demolished for the new roadway.

Areas of right-of-way acquisition are developed with existing commercial development (i.e. buildings, parking lot and access driveways).

Anticipated ground disturbing activities of the project: Ground disturbing activities associated with project construction will include excavation for new pavement, signal foundations, retaining walls, and trenching for utilities. The approximate depths of excavation for new pavement are anticipated to be 12 inches to 15 inches below ground surface (bgs), depths for planters and tree grates are anticipated to be 2 feet to 3 feet bgs, and depths of signal pole foundations are anticipated to be up to 15 feet (ft) bgs. Trenching for utilities is anticipated to be up to 10 ft bgs. Geotechnical investigations reach depths of up to 30 ft bgs.

The APE is defined as the footprint of the construction items listed above, and includes staging areas anticipated to be in the project vicinity, and potentially historic properties on adjacent parcels. The APE has been revised based on current project extents and includes the adjacent parcels to account for viewshed impacts resulting from demolition of potential historic properties in the project footprint on potential historic properties outside of the project area. The project area within the APE in attached Figure 2 has been modified to illustrate the areas previously identified as the APE

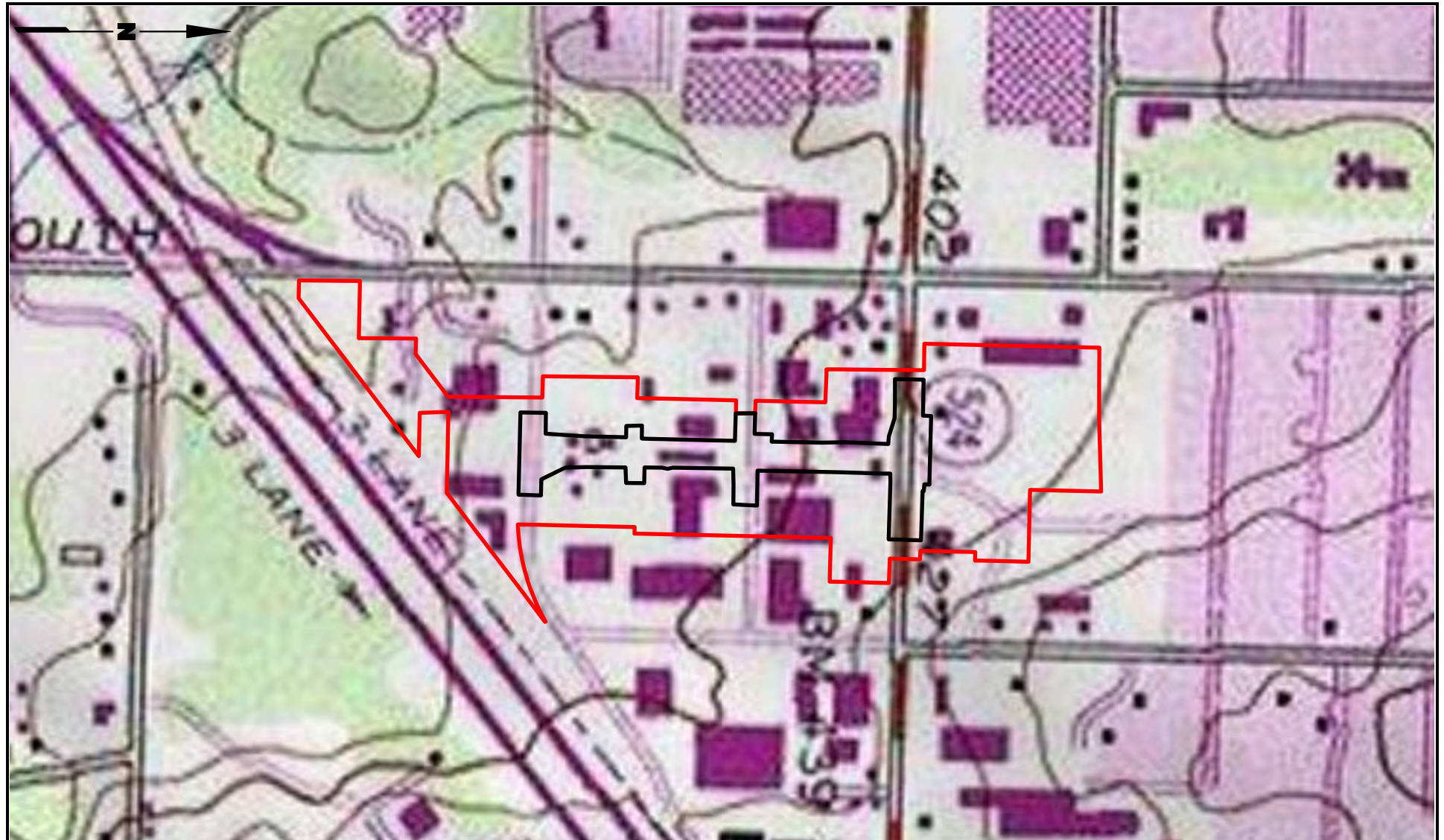
If you need additional information regarding this project, please contact me at (425) 670-5227 or eduleba@LynnwoodWA.gov.

Sincerely,

Erin Duleba

Erin Duleba, EIT
City of Lynnwood Public Works Department

Attachments: Figures 1 and 2- Area of Potential Effects Maps (Aerial and Topographic)
Attachment A - Select Site Photographs



Legend

- Area of Potential Effects
- Project Area

0 500 1,000

 Scale in Feet

Data Sources: Snohomish County GIS; Esri World Imagery.

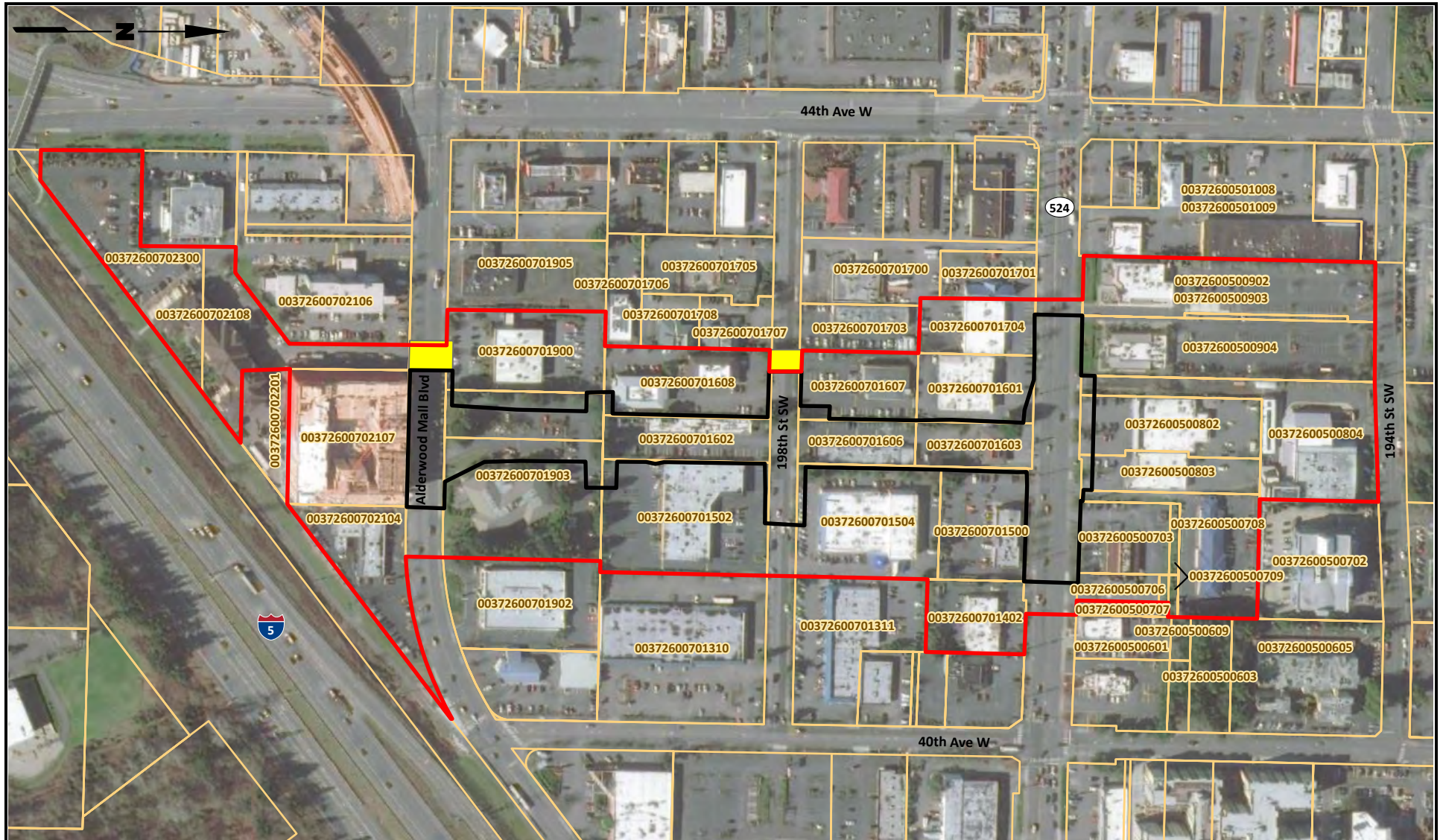
42nd Avenue West Improvements
 Segment 1 - Alderwood Mall Blvd
 and 196th Street Southwest
 Lynnwood, Washington

**Area of Potential Effects
 (Topographic Map)**

Figure
1

Note

1. Black and white reproduction of this color original may reduce its effectiveness and lead to incorrect interpretation.



Legend

- Area of Potential Effects
- Project Area
- Areas Part of Original APE that have been Omitted Based on Current Project Extents
- Tax Parcels

0 300 600

 Scale in Feet

Data Sources: Snohomish County GIS; Esri World Imagery.

42nd Avenue West Improvements
 Segment 1 - Alderwood Mall Blvd
 and 196th Street Southwest
 Lynnwood, Washington

Note

1. Black and white reproduction of this color original may reduce its effectiveness and lead to incorrect interpretation.

Area of Potential Effects (Aerial)

Figure
2



1. Facing north from Alderwood Mall Boulevard.



2. Facing south from 198th Street SW.



3. Facing north from 198th Street SW.



4. Facing south from 196th Street SW.

42nd Avenue West Improvements
Segment 1 – Alderwood Mall Blvd to 196th St SW
Lynnwood, Washington

Selected Site Photographs

Figure
A-2

Section 4(f) Resources

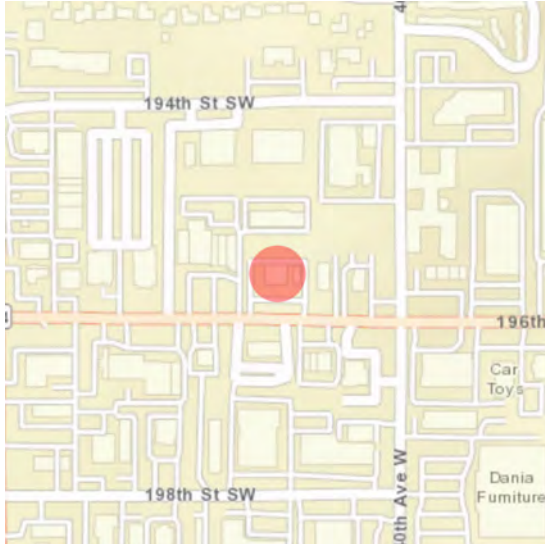


Historic Property Report

Historic Name: Denny's Restaurant - Lynnwood

Property ID: 729101

Location



Address: 4109 196th St SW, Lynnwood, Washington, 98036
Tax No/Parcel No: 00372600500703
Plat/Block/Lot: Ptn Lot 7 of Blk 5 D-03 Alderwood Mall Plat
Geographic Areas: Snohomish County, Snohomish County Certified Local Government, EDMONDS EAST Quadrangle, T27R04E15

Information

Number of stories: 1.00

Construction Dates:

Construction Type	Year	Circa
Built Date	1972	<input type="checkbox"/>

Historic Use:

Category	Subcategory
Commerce/Trade	Commerce/Trade - Restaurant
Commerce/Trade	Commerce/Trade - Restaurant

Historic Context:

Category

Architecture

Architect/Engineer:

Category	Name or Company
Architect	Ray, Larry



Historic Property Report

Historic Name: Denny's Restaurant - Lynnwood

Property ID: 729101

Thematics:

Local Registers and Districts

Name	Date Listed	Notes
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Project History

Project Number, Organization, Project Name	Resource Inventory	SHPO Determination	SHPO Determined By, Determined Date
2022-04-02251, , 42nd Avenue West Segment 1		Determined Eligible	Maureen Elenga, 1/13/2023

Historic Property Report

Historic Name: Denny's Restaurant - Lynnwood

Property ID: 729101

Photos



Southwest elevation of building



North face of building



Denny sketch map



Southeast elevation of building



Southwest elevation of house from road



Historic Property Report

Historic Name: Denny's Restaurant - Lynnwood

Property ID: 729101

Inventory Details - 9/29/2022

Common name:

Date recorded: 9/29/2022

Field Recorder: Jessica Gardner

Field Site number:

SHPO Determination

Detail Information

Characteristics:

Category	Item
Foundation	Concrete - Poured
Form Type	Commercial
Roof Type	Gable - Side
Roof Material	Asphalt/Composition - Shingle
Cladding	Brick - Stretcher Bond
Plan	Rectangle

Styles:

Period	Style Details
Modern Movement (1930-1970)	Contemporary

Surveyor Opinion

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

Significance narrative: The building was constructed in 1972 as a Model 106 design Denny's restaurant on lands leased from Cedar Northwest Investment to Howard Butler Enterprises #504 (Lynnwood Records 2022; SC Assessor 2022; SC Auditor 2022). The Model 106 was designed by Larry A. Ray of Cowell and Ray in California, as a traditional/ contemporary-style commercial restaurant (Langdon 1985; Lynnwood Records 2022).

Denny's began as Danny's Donuts in 1953, a donut shop owned by Howard Butler and Richard Jezak (Denny's 2022; Los Angeles Almanac 2022; Wikipedia 2022a). By 1956, when Jezak left the company, the shop was a 6-store chain in the Lakewood, California area. It was at this point that Howard Butler shifted the chain from a donut shop to a California coffee shop, being a 24-hour restaurant offering a full menu. The company changed to Denny's in 1959 to avoid confusion with another restaurant in the Los Angeles area. In the 1950s and early 1960s, roadside diners, fast-food franchises, and California coffee shops vied for visibility with Populuxe and Googie style structures that used strong geometric contrast and vibrant colors (Langdon 1985). However, by the mid-1960s, public appeal began shifting to more traditional style structures, introduced by architect Thomas Wells in his 1966 design for another California coffee shop, Coco's. The success of the design, with its natural tones and materials, softened lighting, and more contemporary design, encouraged other architects to shift away from the earlier bright designs.



Historic Property Report

Historic Name: Denny's Restaurant - Lynnwood

Property ID: 729101

Denny's was no different. In the 1950s and 1960s the company used the Googie-style buildings with boomerang and zigzag roof designs created by Armét & Davis, filled with hot-pinks and oranges (Langdon 1985; Houser 2016; Wikipedia 2022a). After encountering the new Coco's design, Larry A. Ray of Colwell and Ray, former architects of Armét & Davis, began designing a "neighborhood Denny's," and pitched the design to Howard Butler in 1967. This new design, called the Intowner, used a truncated pyramid roof with low, wide overhangs, and rough-sawn fascia. The interior was given a softer approach, with wood-patterned laminate counters and carpeted floors. By 1970, Ray had also designed the Model 106 and other variations, and examples could be seen across the country (Seltzer 2022). These more Contemporary-style buildings were used to fit into residential settings where the flamboyance of the Googie style would clash or cause contention, and eventually became the dominant style as consumer tastes shifted. A review of active Denny's restaurants in the Puget Sound indicates the building is a rare representation of an intact Model 106 still in use as a Denny's (Google 2022).

The building uses a low-pitch side gable roof to blend into a residential setting, while the use of large banks of windows provides light and views to the landscaping close at hand. The wing walls appear to provide both support and view definition, creating a more reduced or private view space. The deep overhangs, paired with wing-walls to frame the front door give the front entry a slightly recessed and separate appearance. As-built records indicate skylights are also present near the center of the roofline, providing additional natural light. These taken together appear to conform to a Contemporary-style architecture in a commercial form (McAlester 2013). Further, the building appears to be both intact and a recognizable style of Denny's architecture from the 1970s. Therefore, the building maintains integrity of association, design, feeling, location, materials, and workmanship. The building was constructed in a growing commercial district and maintains integrity of setting.

Background research did not identify an association with an event, or broad pattern, of significance to history or prehistory, and the building is recommended not eligible under Criterion A. The building is part of the Denny's franchise chain; however, background research did not identify an association of significance with the life of a person or the history of Denny's. It is therefore recommended not eligible under Criterion B. The building is an intact representation of a Contemporary-style commercial building and a Denny's Model 106 design by Larry A. Ray, and a rare example of a Model 106 design still in use in the Puget Sound region and is recommended eligible under Criterion C. The building is not associated with an archaeological site, nor is it likely to yield as-of-yet unknown information important to history or prehistory. It is recommended not eligible under Criterion D.

The building at 4109 196th St SW is recommended eligible for listing on the NRHP at the local level under Criterion C, as an intact Contemporary-style commercial building and a recognizable Denny's Model 106-design restaurant which maintains integrity of design and association through continued operation by Denny's.



Historic Property Report

Historic Name: Denny's Restaurant - Lynnwood

Property ID: 729101

Physical description:

The building is a one-story commercial restaurant constructed at 4109 196th St SW in 1972 (SC Assessor 2022). The building sits offset east of center on a rectangular 0.72-acre lot, facing south. The building has rectangular with wing footprint measuring 3,650 sqft. Some landscaping and sidewalks are present along the east, south, and west sides with an asphalt parking lot surrounding the north, west, and south sides. A second restaurant (DAHP Property # 729207) sits in close proximity on the east side, occupying the west side of adjacent parcel.

The building sits on a poured concrete slab foundation. It is covered by a truncated low to moderate-pitch side-gable roof with a western front façade on the north and south sides of the flat roof to provide a screen for the roof-top utilities and mechanics. The gable roof is a thick slab that terminates in moderate to wide overhangs with sloped soffits. The gable roof is covered in asphalt composite shingles. The building is clad in stretcher-bond bricks and uses short wing-walls projecting from the corners or joints to both support and decorate the frame of the building. A large brick wing-wall extends east and west from the center of the gable and supports inverted sloped demi-walls that extend from approximately 8 ft above ground to the height of the roof-well façade.

The building is accessed through a full-light, metal-framed door with full, flush, glass-block, side-lights, located at the west end of the south face. As-built plans record two exits on the north face. Windows are limited to the south face and south half of the east and west faces, but occupy the full expanse from eaves to half-height. Windows are metal-framed, fixed-frame, multi-panel windows with no trim surrounds that meet with adjoining wing-walls.



Historic Property Report

Historic Name: Denny's Restaurant - Lynnwood

Property ID: 729101

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Historic Property Report

Historic Name: E. E. & H Commercial Building

Property ID: 729100

Location



Address: 4202 198th St SW, Lynnwood, Washington, 98036
Tax No/Parcel No: 00372600701602
Plat/Block/Lot: Ptn Lot 16 Blk 7 D-02 Alderwood Manor Plat
Geographic Areas: Snohomish County, T27R04E22, EDMONDS EAST Quadrangle, Snohomish County Certified Local Government

Information

Number of stories: 1.00

Construction Dates:

Construction Type	Year	Circa
Built Date	1972	<input checked="" type="checkbox"/>

Historic Use:

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

Historic Context:

Category

Architecture

Architect/Engineer:

Category	Name or Company
Architect	Westlin, Donald R.



Historic Property Report

Historic Name: E. E. & H Commercial Building

Property ID: 729100

Thematics:

Local Registers and Districts

Name	Date Listed	Notes
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Project History

Project Number, Organization, Project Name	Resource Inventory	SHPO Determination	SHPO Determined By, Determined Date
2022-04-02251, , 42nd Avenue West Segment 1		Determined Eligible	Maureen Elenga, 1/13/2023

Historic Property Report

Historic Name: E. E. & H Commercial Building

Property ID: 729100

Photos



Northeast elevation of building



Swanson building sketch map



Detail - north-center doorway arch



Central block - east face



Southeast elevation of building



West face of building



Historic Property Report

Historic Name: E. E. & H Commercial Building

Property ID: 729100

Inventory Details - 9/29/2022

Common name: Swanson Office building

Date recorded: 9/29/2022

Field Recorder: Jessica Gardner

Field Site number:

SHPO Determination

Detail Information

Characteristics:

Category	Item
Foundation	Concrete - Poured
Roof Type	Flat with Parapet
Roof Type	Mansard
Roof Material	Asphalt/Composition
Cladding	Brick - Stretcher Bond
Structural System	Masonry - Concrete Block
Plan	Rectangle

Styles:

Period	Style Details
Modern Movement (1930-1970)	Mansard

Surveyor Opinion

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



Historic Property Report

Historic Name: E. E. & H Commercial Building

Property ID: 729100

Significance narrative: The building was constructed in 1972 as a mansard-esque arcade-block commercial building designed by Donald R. Westlin of Seattle (Houser 2011, 2016; McAlester 2013; Lynnwood Records 2022; SC Assessor 2022). Westlin graduated from the University of Washington in 1950 and provided architectural services throughout the 1950s to 1980s. His work was noted in several construction and property sale announcements of the time and included designs for stand-alone single-family residence and housing development homes; apartment building and condominium complexes; and commercial buildings throughout the Seattle and Lynnwood area (Michael Houser, personal communication, November 18, 2022; Seattle Times in NewsBank 2022). In comparison with other Westlin buildings inventoried on WISAARD, this building is consistent with his use of contrasting geometric shapes and materials. The design reflects the changing consumer taste that mixes older forms with newer aesthetics, as compared to his earlier work which exhibited a more Contemporary-style (DAHP 2022; McAlester 2013). Background research suggests that the building has passed through multiple hands and various tenants with no association of significance identified, however, the original configuration appears intact. The building blends the arcade-block form with mansard-esque features, such as a truncated mansard-style pent providing deep eaves over consecutive arched windows, a rectangular form with recessed entrances, and brick cladding on a professional office building (Houser 2011, 2016). The size and configuration of the building may be a response to the lot size and topography. It may be noted that a similar but smaller, single-occupant professional building was constructed at 4303 198th St SW ca. 1973 and was likely designed by the same architect (SC Assessor 2022).

The building has been somewhat altered internally through changes to the office plans and the likely addition of the southern door which was not present in the oldest as-builts. However, these did not appear to alter the exterior design significantly and were in keeping with the purpose of the building. Therefore, the building retains integrity of design, feeling, location, materials, and workmanship. The building was constructed in the burgeoning commercial district of a previous residential zone, and adjacent buildings were constructed within the following decade. Therefore, the building generally maintains integrity of setting. No significant association was identified.

Background research did not identify an association with an event, or life of a person, of significance to history or prehistory, and the building is recommended not eligible under Criteria A or B. The building appears to maintain a high level of integrity and possesses intentional design elements blending mansard-style architecture with the arcade-block commercial form as designed by Donald R. Westlin. While a similar building was noted in the area, the subject building maintains a larger size and higher integrity. It is therefore recommended eligible under Criterion C. The building is not associated with an archaeological site, nor is it likely to yield as-of-yet unknown information important to history or prehistory. The building is recommended not eligible under Criterion D.

The building at 4202 198th St SW is recommended eligible for listing on the NRHP at the local level under Criterion C, for its association with a known, locally important architect and intact architectural design, which uses a mix of residential and formal design elements to create a professional building appropriate to the changing land use of the neighborhood in the early 1970s.



Historic Property Report

Historic Name: E. E. & H Commercial Building

Property ID: 729100

Physical description:

The building is a one-story multi-tenant commercial building constructed at 4202 198th St SW in 1972 (SC Assessor 2022). The building sits along the west edge of a rectangular 0.74-acre lot, facing east. It has a rectangular footprint measuring 6,460 sqft and split into three office spaces. An asphalt parking lot surrounds the building to the north, east, and south.

The building sits on a poured concrete slab foundation. It is covered by a flat roof with a parapet and a mansard-style pent across the east face and east half of the north and south faces. The pent is covered in composite molded tiles. The pent has a wide overhang with a boxed cornice to provide a covered walkway around the building. A covered front entrance, and visual point, is created at the center of the east face by a taller and wider mansard-style roof, in matching pitch and design to the pent, which projects further out from the east face and is supported by brick pillars. A second covered entrance is created at the northeast corner by maintaining a rectangular corner with the pent, supported by a brick pillar, over a recessed entrance. The building is constructed of concrete blocks and is clad with a stretcher-bond brick veneer on the north and east faces. A plain, wide cement cornice trims the area below the pent.

The building is accessed by four separate, standard-entry doors located offset east on the south face; just south and north of center on the east face; and at the northeast corner of the building. The south door is composed of a planed metal door with a ramped asphalt approach. The remaining doors are full-light, two sash, wood framed doors set within a large archway of windows, in a configuration matching the typical window settings of the building. Window settings are approximately 6 ft wide floor-to-ceiling wood-framed windows with an arched upper edge. A typical setting includes three large upper sashes and three narrow lower sashes, one light high, all separated by moderate, plain wood mullions. There are no clear apertures on the north half of the building, and these windows are likely fixed-frame. However, windows on the south half include hinge-opening lower sashes at the bottom corner of each window setting.

Bibliography:

Houser, M.

2011 Anatomy of a Main Street Building. Electronic document, <https://dahp.wa.gov/local-preservation/main-street-program/anatomy-of-a-main-street-building>, accessed October 5, 2022.

2016 Mid-Century Modern Architecture in Washington State. Electronic resource, <http://www.dahp.wa.gov/sites/default/files/MidCenturyWorkshop%20reduced.pdf>, accessed January 7, 2021.;

Lynnwood Records

2022 CD_ASBUILTS_PERMITS. Electronic database, <https://records.lynnwoodwa.gov/AppXtender/datasources/AX/query/create?l6?lqid=-1&lqid=%7B22d8258c-7099-4092-8cbd-c2dc47499a71%7D&lqid=16>, accessed October 5, 2022.;

McAlester, V. S.

2013 A Field Guide to American Houses. Alfred A. Knopf, New York.;

NewsBank

2022 Seattle Times Collection with Historical Archives. Digital Database, <https://infoweb-newsbank-com.ezproxy.spl.org/apps/news/browse-multi?p=WORLDNEWS&t=favorite%3ASEATTLE%21Seattle%2BTimes%2BCollection%2Bwith%2BHistorical%2BArchives&action=browse>, accessed November 17, 2022.;

Snohomish County (SC) Assessor

2022 Snohomish County Online Property Information (SCOPI). Electronic Database, <https://www.snohomishcountywa.gov/5414/Interactive-Map-SCOPI>, accessed October 4, 2022.



Historic Property Report

Historic Name: E. E. & H Commercial Building

Property ID: 729100

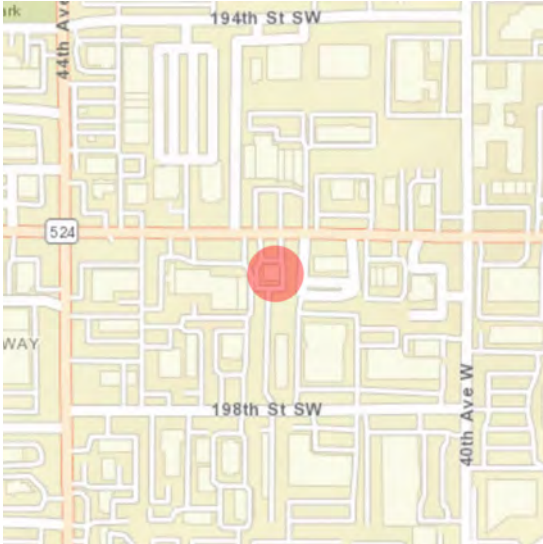


Historic Property Report

Historic Name: Henry Broderick Inc. Office - Lynnwood

Property ID: 269946

Location



Address: 4200 196th St SW, Lynnwood, Washington, 98036
Tax No/Parcel No: 00372600701603
Plat/Block/Lot: ALDERWOOD MANOR BLK 007 D-03 - TH PTN OF E 92FT LO
Geographic Areas: Snohomish County, EDMONDS EAST Quadrangle, T27R04E22

Information

Number of stories: 2.00

Construction Dates:

Construction Type	Year	Circa
Built Date	1969	<input checked="" type="checkbox"/>

Historic Use:

Category	Subcategory
Commerce/Trade	Commerce/Trade - Professional
Commerce/Trade	Commerce/Trade - Professional

Historic Context:

Category

Architecture

Architect/Engineer:

Category	Name or Company
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Historic Property Report

Historic Name: Henry Broderick Inc. Office - Lynnwood

Property ID: 269946

Thematics:

Local Registers and Districts

Name	Date Listed	Notes
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Project History

Project Number, Organization, Project Name	Resource Inventory	SHPO Determination	SHPO Determined By, Determined Date
2022-04-02251, , 42nd Avenue West Segment 1		Determined Eligible	Maureen Elenga, 1/13/2023

Historic Property Report

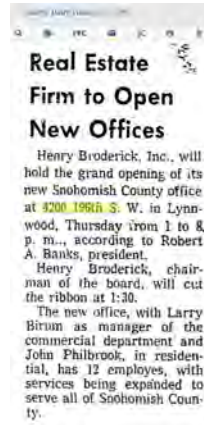
Historic Name: Henry Broderick Inc. Office - Lynnwood

Property ID: 269946

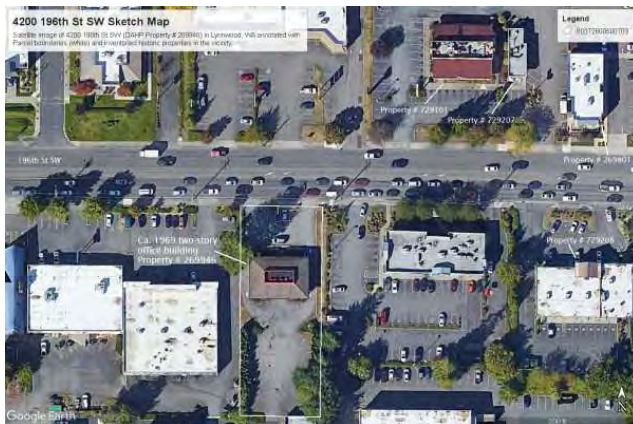
Photos



Northeast elevation of building



Henry_BroderickOffice_Lynnwood1.JPG



269946 sketch map



South face of Building



Overview of building



Northwest elevation of building



Historic Property Report

Historic Name: Henry Broderick Inc. Office - Lynnwood

Property ID: 269946



Southwest elevation of building



Southeast elevation of building



Historic Property Report

Historic Name: Henry Broderick Inc. Office - Lynnwood

Property ID: 269946

Inventory Details - 7/3/2011

Common name:

Date recorded: 7/3/2011

Field Recorder: Artifacts Consulting, Inc.

Field Site number: 00372600701603

SHPO Determination

Detail Information

Characteristics:

Category	Item
Form Type	Commercial

Surveyor Opinion

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

Currently survey and inventory projects at the local level produce a field form for each property surveyed and include digital photographs. Volunteers doing the survey track down and manually enter all the owner, parcel, and legal data manually. Manual data entry diminishes accuracy and quantity of resources volunteers can survey. Recognizing this, DAHP uploaded building data for each Certified Local Government (CLG) on properties that were built in or before 1969 to provide an accurate and comprehensive baseline dataset. Volunteers doing survey work need only to verify data, add in photographs and extent of alterations and architectural style data, as well as expand upon the physical description and significance statement as new data is collected. For planning purposes, the attrition rate of properties built in or before 1969 can start to be measured to guide stewardship priorities.

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

Physical description: The building at 4200 196th Street SW, Lynnwood, is located in Snohomish County. According to the county assessor, the structure was built in 1969 and is a professional building. The 1-story building has an unknown roof clad in an unknown material. The county assessor also reports that there is 1 outbuilding on the property.



Historic Property Report

Historic Name: Henry Broderick Inc. Office - Lynnwood

Property ID: 269946



Historic Property Report

Historic Name: Henry Broderick Inc. Office - Lynnwood

Property ID: 269946

Inventory Details - 9/29/2022

Common name:

Date recorded: 9/29/2022

Field Recorder: Jessica Gardner

Field Site number:

SHPO Determination

Detail Information

Characteristics:

Category	Item
Foundation	Concrete - Poured
Form Type	Commercial - Pavilion
Roof Type	Hip
Roof Type	Mansard
Roof Material	Metal - Standing Seam
Plan	Rectangle
Cladding	Brick - Stretcher Bond

Styles:

Period	Style Details
Modern Movement (1930-1970)	Pavilion

Surveyor Opinion

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



Historic Property Report

Historic Name: Henry Broderick Inc. Office - Lynnwood

Property ID: 269946

Significance narrative: The building was constructed 1969 as the Lynwood office of Henry Broderick Inc. The building conforms to the Pavilion style as exhibited through the mansard-over-hip style pavilion roof with wide overhang and open rafters; brick cladding; floor to ceiling windows; and raised form (Houser 2016). The use of the hidden ground floor allows the design to incorporate additional space and provide a raised northern facade along the main roadway. The building was one of the earliest commercial buildings constructed in the area, which had previously been maintained as residential lots or small farms. The use of hidden levels, a low-façade, and a pavilion-form demonstrate a commercial design meant to fit into the existing residential neighborhood even as it shifted to a commercial district. The size and configuration of the building is likely a response the lot size and topography. In subsequent years, the commercial district has continued to grow and has seen intense redevelopment in recent years through construction of strip malls in the vicinity and the widening of 196th St/SR 524.

The building appears generally unaltered and therefore maintains integrity of design, feeling, location, materials, and workmanship. The building has diminished integrity of setting. No significant association has been identified.

Background research did not identify an association with an event, or life of a person, of significance to history or prehistory. Therefore, the building is recommended not eligible under Criteria A or B. The building is an intact and locally rare example of a Pavilion-style commercial building. While the building uses elements of design and terrain to maintain a wide and low façade that conforms to the style, the building does not provide an especially innovative or high artistic design. It is therefore recommended not eligible under Criterion C. The building is not associated with an archaeological site, nor is it likely to yield as-of-yet unknown information important to history or prehistory. It is therefore recommended not eligible under Criterion D.

The building at 4200 196th St SW does not meet the necessary criteria or levels of integrity and is recommended not eligible for listing on the NRHP.



Historic Property Report

Historic Name: Henry Broderick Inc. Office - Lynnwood

Property ID: 269946

Physical description:

The property is a two-story office building constructed at 4200 196th St SW ca. 1969 (SC Assessor 2022). The building sits north of center on a rectangular 0.5-acre lot, facing north. It has a footprint measuring 2,682 square feet (sqft), being 64 ft wide (east to west) by 43 ft deep (north to south). The building hosts multiple offices and is surrounded by an asphalt parking lot and access driveways. A half-staircase is situated centrally on the north face and connects with a raised parking lot there, set even with the elevation of 196th St SW.

The building sits on a poured concrete slab foundation. The building is covered by a Pavilion-style roof (truncated, low-pitch hip roof with a steep-pitched mansard roof rising from the center) which terminates in a wide overhang finished with overlapping fascia and open rafters. The mansard section of the roof is covered in batten-over-panel which may be wooden. The remaining lower hip roof is covered in composite asphalt shingles. The roof is trimmed with a wide cornice board. The building is generally covered in a stretcher-bond brick veneer with the east and west faces of the ground-floor left as painted concrete panels. A wide belt course on the north and south faces separate the ground-floor from the upper floor. A flat roof extends from the top of the belt course and central to the south face to provide a covered rear entry.

The building is accessed centrally on the north and south faces of the ground-floor and centrally on the north face of the top floor. The doors are full-light, double-doors with full, flush side-lights. Six floor-to-ceiling, fixed-frame windows are spaced evenly across the north and south faces of each floor with a matching 4-pane full-height window is situated above the south-facing basement door. Window and door frames appear to be aluminum. Raised concrete walls extend north from the ground level to protect the front corners and the face of the building from cars on the adjacent, narrow driveways. These also allow for a courtyard-like aesthetic in front of the ground floor. The use of the concrete walls and landscaping also helps to visually obscure the lower levels from the roadside-view, providing the low-and-wide façade.

Bibliography:

Houser, M.

2016 Mid-Century Modern Architecture in Washington State. Electronic resource, <http://www.dahp.wa.gov/sites/default/files/MidCenturyWorkshop%20reduced.pdf>, accessed January 7, 2021.;

Snohomish County (SC) Assessor

2022 Snohomish County Online Property Information (SCOPI). Electronic Database, <https://www.snohomishcountywa.gov/5414/Interactive-Map-SCOPI>, accessed October 4, 2022.

SITE OWNERSHIP & TRANSFORMATION

The general area proposed for Town Square consists of several different parcels of property, each with different ownership. It is unlikely that the park can be realized without acquisition of the park site for development. This acquisition might be logical to complete in tandem with the acquisition of the new 42nd Avenue right-of-way (ROW).

Making it Happen

There are several options to progress implementation of park acquisition and development including *Develop - Design - Build*. Using this model, a developer purchases land then designs and builds to suit. The City might utilize this procurement method to develop a City Center park with co-location of other facilities such as a new City Hall, Library, parking, and/or regional storm water retention. If utilized, the City would then enter into a long-term lease with a buy-back purchase over the term of the lease to own the facilities.

Making Connections

Collaborative opportunities exist between park development and the development of adjacent parcels. Certain fee structures and agreements should be considered to facilitate a working partnership between the City and developers such as: park impact fee, sewer connection charge, traffic impact fee, and stormwater regulations.

PHASING

Due to the park site's central location, and given that the transition from current day uses to a higher density future will take time, it is assumed the park will be realized in at least three phases:

Near-Term Staging

The park site, once acquired, can play a critical role for the City Center transition by serving as a staging area for many of the civic investments to come, including the construction of 42nd Avenue, the widening of 196th Street, utility upgrades, and potentially providing staging for nearby private development. Acquisition of the park site in the near term has the opportunity to benefit all these projects with valuable staging area resulting in either reduced costs or an income stream from other entities staging on the site.

Near-Term Park

Once staging value has been maximized, the park can be "claimed" as a catalyst and symbol of the emerging City Center. However, the initial park and surrounding conditions may not yet justify the level of investment that the ultimate Town Square would. Therefore, a near-term park is proposed with lower investment softscape, topography, and interim improvements. The near-term park can also initiate a local improvement district to establish revenue generating site uses such as underground or street-level parking and a regional stormwater retention facility.

Long-Term Park

At a future point, the near-term park and other City Center initiatives will have created new investment, density, and climbing land values and taxes. New investment in the park will be warranted. The near-term design will transition to a long-term design with increased investment in park features, hardscape, and iconic design.



NEAR-TERM



NEAR-TERM PARK EXPERIENCE & PROGRAM

The near-term Town Square Park provides an activating bridge from the current conditions of the site to the long-term vision for the park. Low cost materials and flexible amenities are prioritized to enable near-term construction without the need for high capital costs and funding allocation.

The park is defined by an open core with an event lawn, plaza, and play area—elements that could potentially be reused in the future park buildout. Undeveloped site edges are buffered by plant material and a small parking area that can serve as a festival fairground and revenue generator or staging for the city.

Program Elements

- Small paved gathering space
- Lawn, limited ornamental plantings
- Stormwater features ('Sponge Garden')
- Iconic corner entry to 'claim' park site
- Movable seating
- Flexible play elements

The primary role of a near-term park is to claim the site both physically and mentally by securing a development site within an evolving neighborhood and growing the idea of an active and re-imagined public realm.

The anticipated duration of a near-term park is 2-5 years; long enough to build momentum and funding for future phases but not so long as to create maintenance concerns for the near-term park elements. Park costs are estimated around \$1 million.



NEAR-TERM: EVENT



NEAR-TERM PARK ELEMENTS

The park is arranged to host both small and large gatherings. When extra space is needed, the park can expand into the parking area and adjacent street (closed for the event). The plan image at left shows 350 people.

Examples of park features include an event lawn and play elements. In a near-term condition, programming (festivals, events, and installations) can be a significant activator.





LONG-TERM



LONG-TERM PARK EXPERIENCE & PROGRAM

The Town Square Park is envisioned as a civic park, surrounded by vibrant commercial business and office space in mid-rise to high-rise buildings. Town Square will be a destination park for residents and visitors to the area and an icon for the city. The 2007 program for Town Square remains appropriate for the evolving City Center, particularly the long-term creation of the park.

Removal of on-site parking in the long-term scheme reflects an urban condition of walkable blocks and the creation of underground and on-street parking with adjacent development.

Program Elements

- Large paved gathering space
- Ornamental plantings
- Potential for integrated and activating commercial uses
- Iconic interactive fountain
- Seating and amenities
- Mid-block connections to adjacent sites

New program elements that might be considered for the re-imagined Town Square include:

- Art
- Lighting



LONG-TERM: EVENT



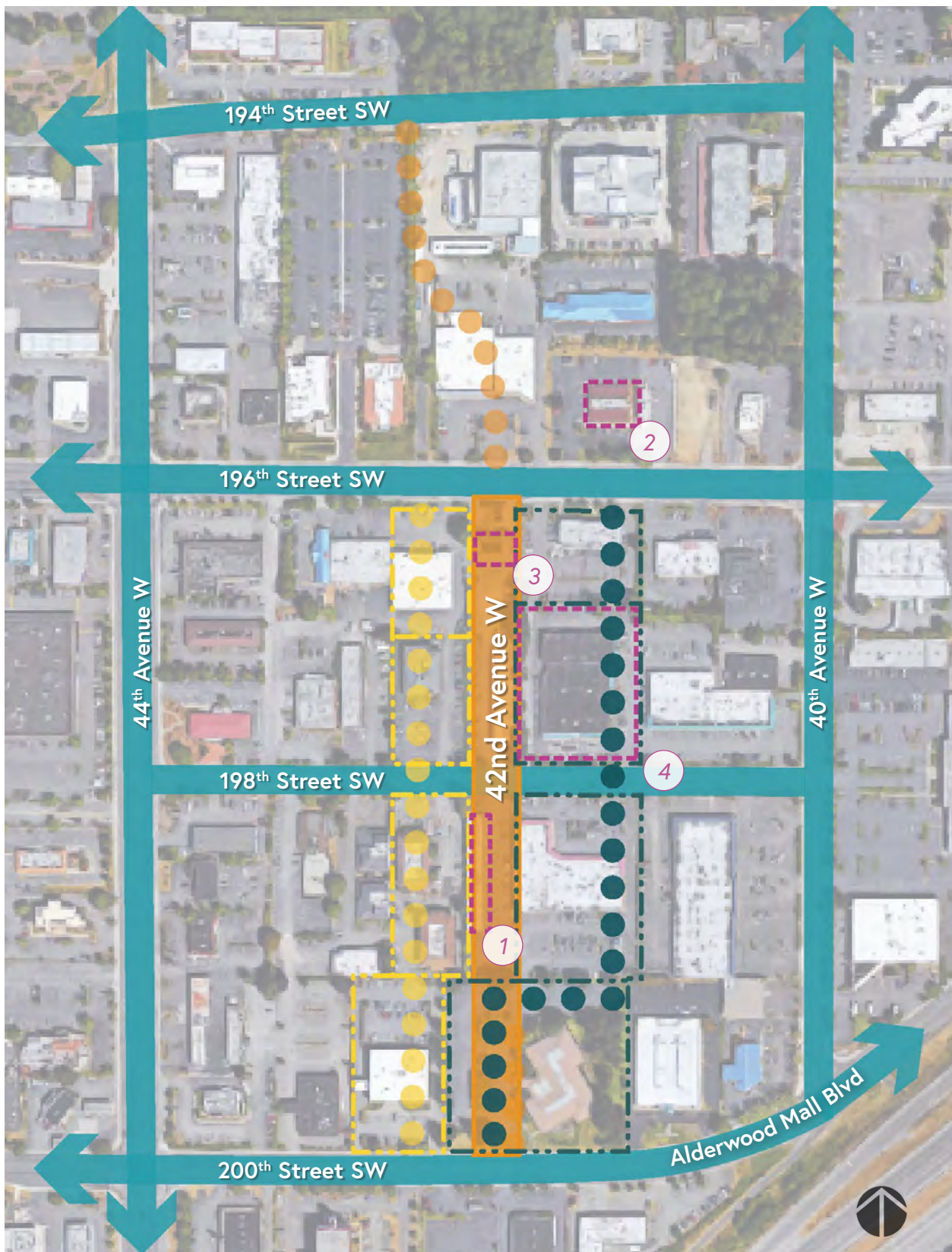
LONG-TERM PARK ELEMENTS

The long-term park maintains the flexible spaces of the near-term scenario where large and small gatherings can occur. The plan image illustrates a gathering of 850 people. At full capacity, the park could comfortably accommodate 2,000 - 3,000 people.

The park is also a balance of hardscape gathering areas and quiet garden spaces. Specific feature attractions include an interactive water feature and event pavilion.



Alternatives Alignment Figure



- 1

NRHP 4(f)
 Building #1 -
 4202 198th St
 SW
- 2

NRHP 4(f)
 Building #2 -
 4109 196th Pl
- 3

NRHP 4(f)
 Building #3 -
 4200 196th St
 SW
- 4

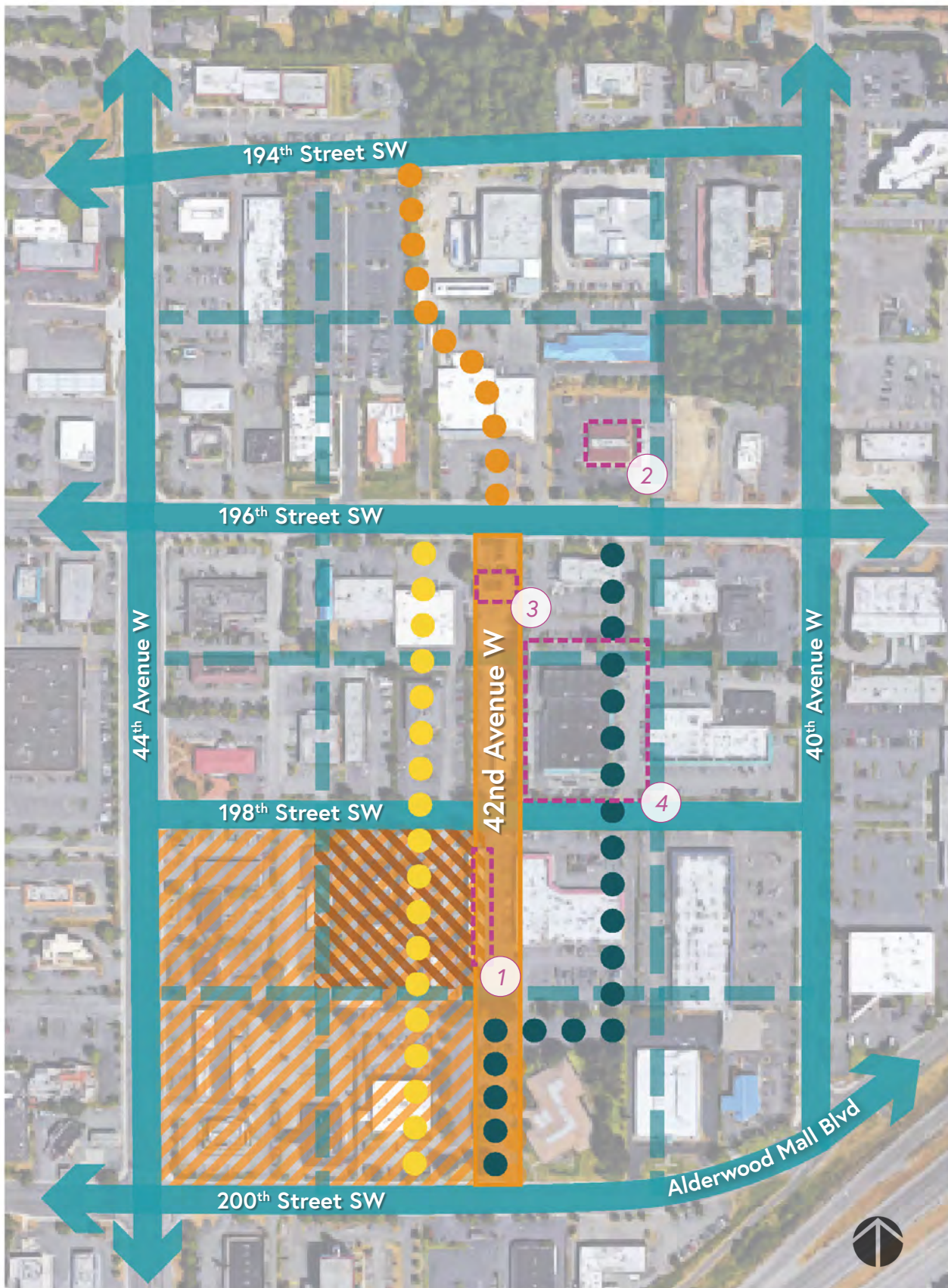
4(f) Parcel #4 -
 Future Town
 Square Park

- | | |
|--|--|
| <ul style="list-style-type: none"> Existing Roadways Proposed 42nd Ave W Segment 1 Future 42nd Ave W Segment 2 Alternative #1 - Realignment West | <ul style="list-style-type: none"> Alternative #2 -
Realignment East
(Split Block) Potential ROW Take
West Potential ROW Take
East |
|--|--|

Avoidance Alternatives

42nd Ave W

Grid Street Figure



- 1 NRHP 4(f) Building #1 - 4202 198th St SW
- 2 NRHP 4(f) Building #2 - 4109 196th Pl
- 3 NRHP 4(f) Building #3 - 4200 196th St SW
- 4 4(f) Parcel #4 - Future Town Square Park



City Center Subarea Plan Smaller Urban Block Sizes

Queue Length Figures



KEY

- Proposed 42nd Ave W Segment 1
- Future 42nd Ave W Segment 2
- Alternative #1 - Realignment West
- Alternative #2 - Realignment East (Split Block)
- 4(f) Resource

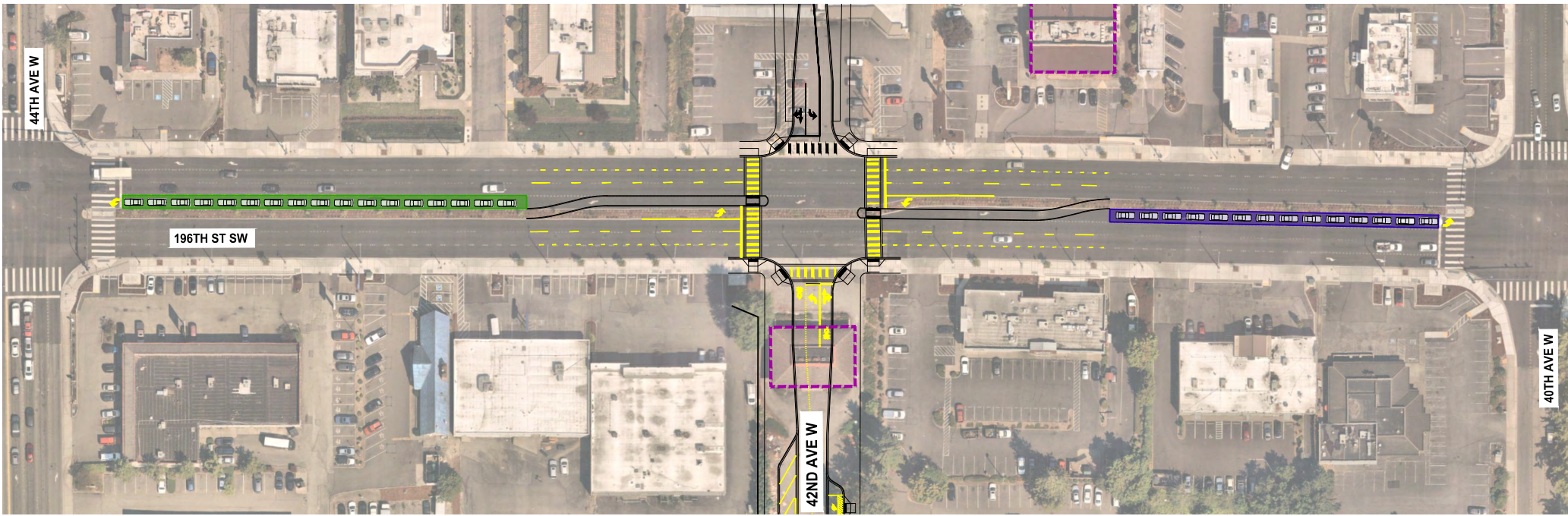
- 196th Left Turn (LT) Storage at 44th**
- 630' Existing Storage
 - 600' 2026 LT Storage (95% Projected Capacity - PM)
 - 850' 2045 LT Storage (95% Projected Capacity - PM)

- 196th Left Turn (LT) Storage at 40th**
- 450' Existing Storage
 - 170' 2026 LT Storage (95% Projected Capacity - PM)
 - 670' 2045 LT Storage (95% Projected Capacity - PM)



Optimizing Left Turn Storage Length Along 196th Corridor

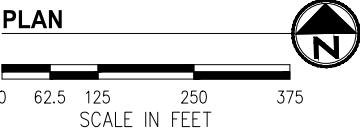
42nd Ave W



LEGEND

- 4F BUILDING
- *196TH LT STORAGE AT 44TH - 347'
- *196TH LT STORAGE AT 40TH - 282'
- PROPOSED ALIGNMENT - LT STORAGE LENGTH COMPARISON

*SEE 'OPTIMIZING LEFT TURN STORAGE LENGTH ALONG 196TH CORRIDOR' GRAPHIC FOR EXISTING AND FUTURE STORAGE LENGTHS

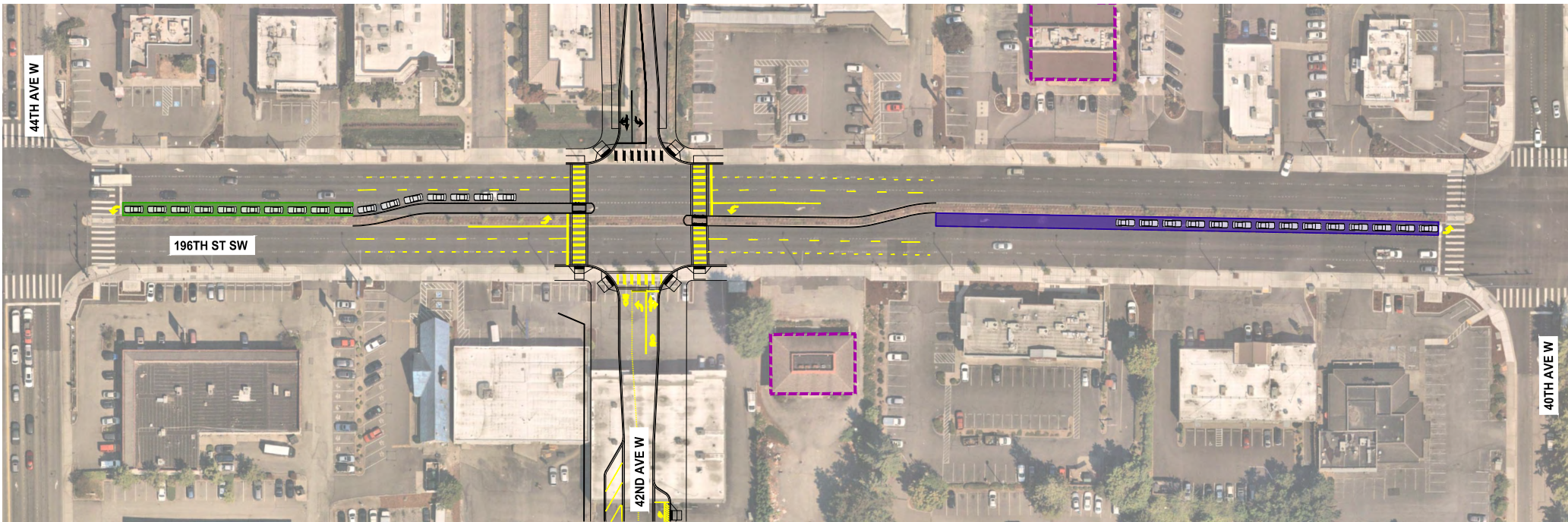


42nd Avenue W - Left Turn Storage 196th

February 2024

Proposed Alignment - Segment 1

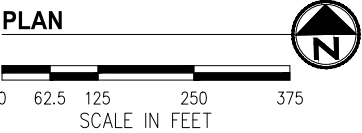




LEGEND

- 4F BUILDING
- *196TH LT STORAGE AT 44TH - 198'
- *196TH LT STORAGE AT 40TH - 431'
- PROPOSED ALIGNMENT - LT STORAGE LENGTH COMPARISON

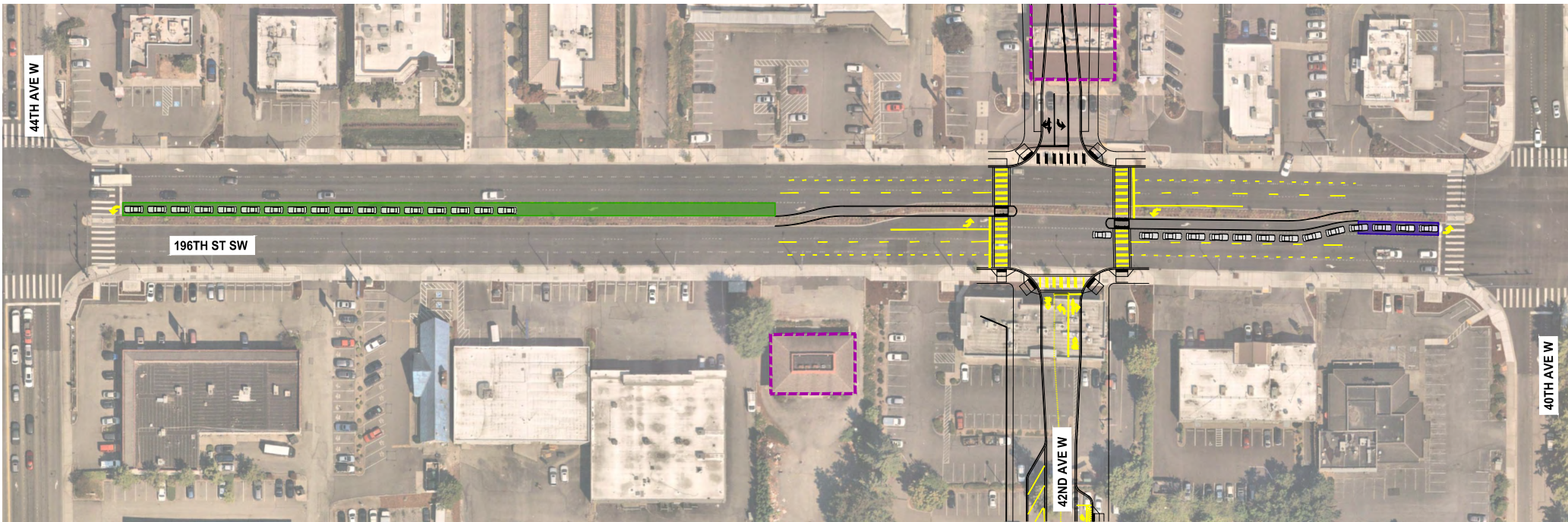
*SEE 'OPTIMIZING LEFT TURN STORAGE LENGTH
ALONG 196TH CORRIDOR' GRAPHIC FOR
EXISTING AND FUTURE STORAGE LENGTHS



42nd Avenue W - Left Turn Storage 196th

February 2024

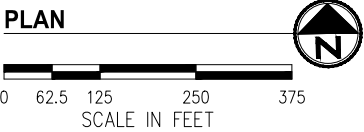
Alternative #1 - Realignment West



LEGEND

- 4F BUILDING
- *196TH LT STORAGE AT 44TH - 560'
- *196TH LT STORAGE AT 40TH - 69'
- PROPOSED ALIGNMENT - LT STORAGE LENGTH COMPARISON

*SEE 'OPTIMIZING LEFT TURN STORAGE LENGTH ALONG 196TH CORRIDOR' GRAPHIC FOR EXISTING AND FUTURE STORAGE LENGTHS

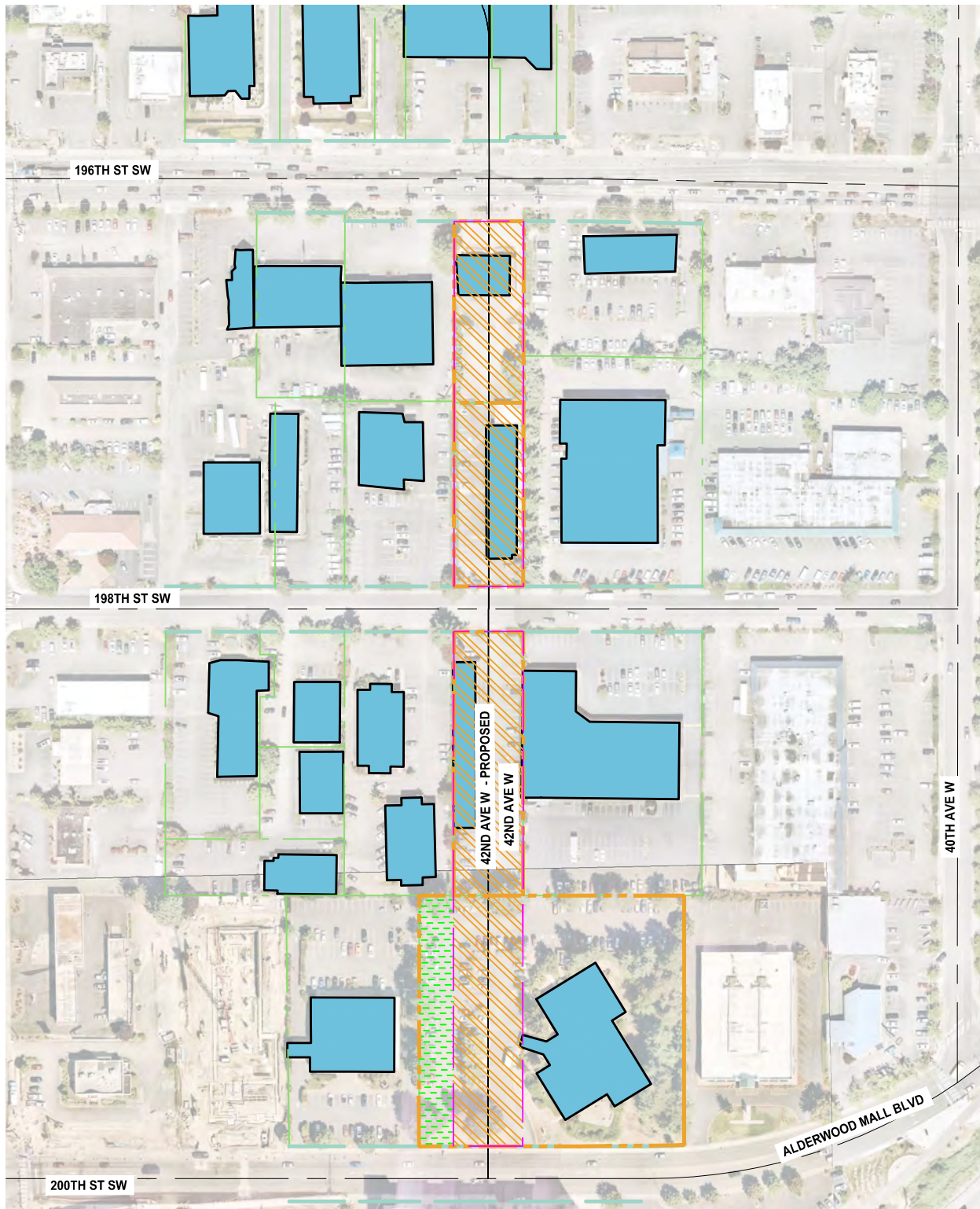


42nd Avenue W - Left Turn Storage 196th








February 2024

Alternative #2 - Realignment East

Remnant Parcels Figures



LEGEND

-  PROPOSED ROW AREA PROPOSED
-  UNECONOMIC REMNANT PROPOSED
-  EXISTING ROADWAY CL
-  EXISTING ROW
-  EXISTING PROP LINES
-  PROPOSED ROW LINE
-  EXISTING BUILDING

PLAN

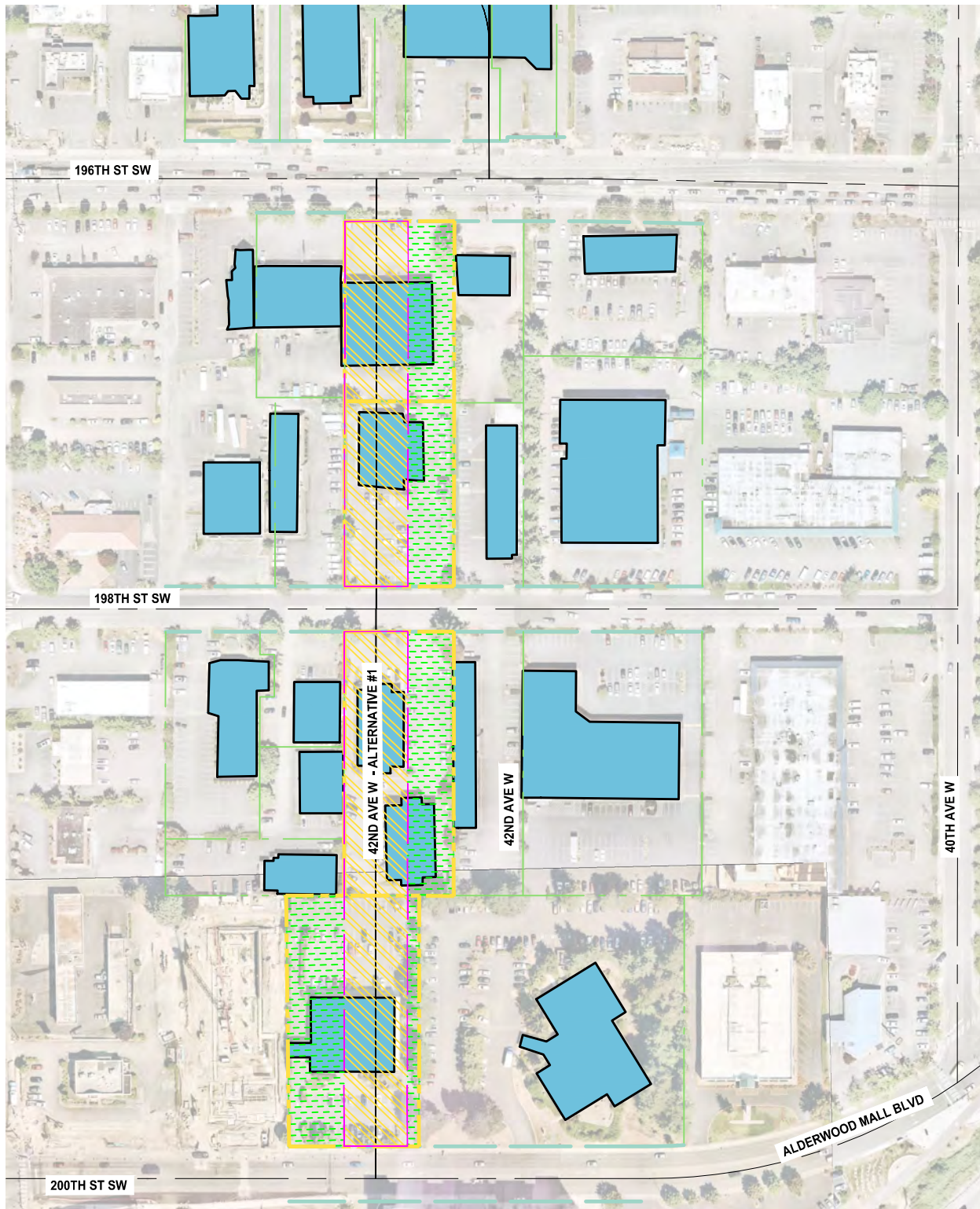
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





42nd Avenue W - ROW Remnant Parcels

November, 2023

Proposed Alignment - Segment 1



LEGEND

-  PROPOSED ROW AREA
ALTERNATIVE #1
-  UNECONOMIC REMNANT
ALTERNATIVE #1
-  EXISTING ROADWAY CL
-  EXISTING ROW
-  EXISTING PROP LINES
-  PROPOSED ROW LINE
-  EXISTING BUILDING

PLAN

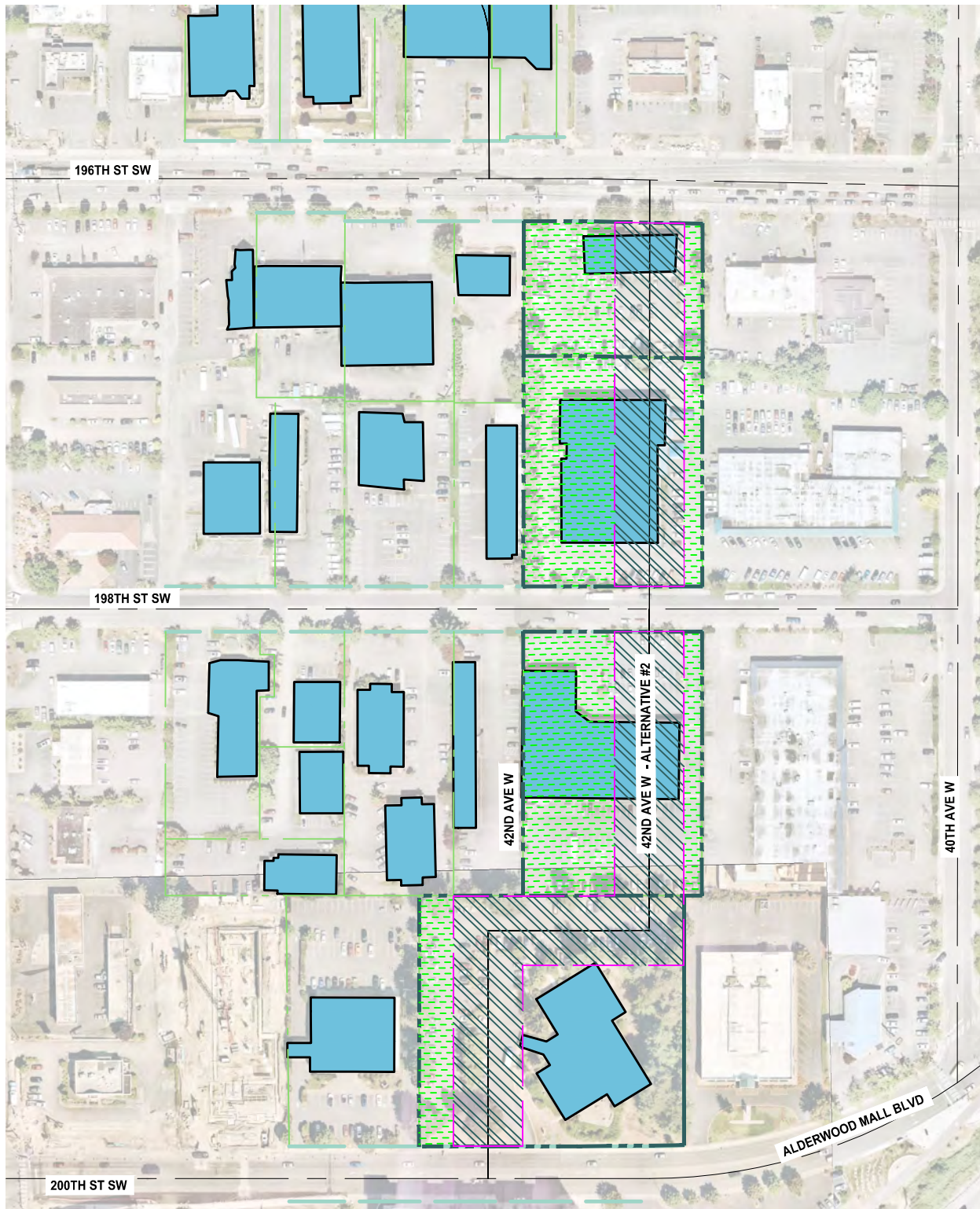
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





42nd Avenue W - ROW Remnant Parcels

November, 2023

Alternative #1 - Realignment West



LEGEND

-  PROPOSED ROW AREA ALTERNATIVE #2
-  UNECONOMIC REMNANT ALTERNATIVE #2
-  EXISTING ROADWAY CL
-  EXISTING ROW
-  EXISTING PROP LINES
-  PROPOSED ROW LINE
-  EXISTING BUILDING

PLAN

0 100 200 400 600
SCALE IN FEET



42nd Avenue W - ROW Remnant Parcels

Alternative #2 - Realignment East

November, 2023

Memorandum of Agreement – Section 106 NHPA Mitigation

**MEMORANDUM OF AGREEMENT
AMONG THE FEDERAL HIGHWAY ADMINISTRATION, THE DEPARTMENT OF
ARCHAEOLOGY AND HISTORIC PRESERVATION, THE WASHINGTON STATE
DEPARTMENT OF TRANSPORTATION, AND THE CITY OF LYNNWOOD
EXECUTED PURSUANT TO 36 CFR 800.6(b)(iv) REGARDING THE 42ND AVENUE
WEST SEGMENT 1 PROJECT, SNOHOMISH COUNTY, WASHINGTON**

WHEREAS, the U.S. Department of Transportation, Federal Highway Administration (FHWA) has determined that the City of Lynnwood's 42nd Avenue West Segment 1 (Segment 1 = Alderwood Mall Blvd to 196th St SW) Project (Project) will have an adverse effect on two historic built environment resources (located at 4200 196th St SW and 4202 198th St SW), and has consulted with the Washington State Historic Preservation Officer (SHPO), in accordance with Section 106 of the National Historic Preservation Act (16 U.S.C. § 470), and its implementing regulations 36 CFR Part 800; and

WHEREAS the two historic built environment resources are located in the Project's area of potential effects; and

WHEREAS the Washington State Department of Transportation (WSDOT), on behalf of the FHWA, determined that both historic properties are eligible for listing in the National Register of Historic Places; and

WHEREAS the adverse effect is the demolition of the two historic properties; and

WHEREAS pursuant to 36 CFR 800.6(c)(2) FHWA has invited the WSDOT and the City of Lynnwood (CITY) to sign this Memorandum of Agreement (MOA); and

WHEREAS in accordance with 36 CFR Section 800.6(a)(1), WSDOT, on behalf of the 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, WSDOT, 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. **Historic markers:** The CITY will install one (1) infrastructure/art piece and one (1) interpretive sign or panel for each of the two (2) historic properties intended for demolition. The interpretive sign or panel for each of the historic properties adversely affected by the Project will include information on the history of each building as well as a QR code that will link to the specific historic property's summary on the www.DiscoverLynnwood.com site. The summary will give a brief description of the historic property's historic significance and provide photos documenting what the historic property looked like to help further educate the public.
2. **Historic context:** The CITY will hire a consultant to prepare a historic context for the City Center Subarea. The historic context will span the time period from 1945 to 2000. The historic context will be prepared by personnel who meet the Secretary of the Interior's Professional Qualification Standards for Architectural History. The study will be housed in the City of Lynnwood's Document Library (<https://www.lynnwoodwa.gov/Services/Document-Library>), with a link on the History & Heritage Board page. The CITY will provide the historic context to the DAHP for review and comment before finalizing the documentation.
3. **History online map:** The CITY will include the three (3) historic properties identified as part of the project on the history online map. The three (3) historic properties are:
 - Property ID: 269946, Henry Broderick Inc. Office - Lynnwood, 4200 196th St SW, Lynnwood, Washington
 - Property ID: 729100, E. E. & H. Commercial Building, 4202 198th St SW, Lynnwood, Washington
 - Property ID: 729101, Denny's Restaurant - Lynnwood, 4109 196th St SW, Lynnwood, Washington
4. The CITY will bear the costs of stipulations 1-3.

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 this 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

This MOA will take effect immediately upon execution by the Signatory Parties. The terms of this MOA shall be satisfactorily fulfilled within five years following the date of execution. 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 MOA by FHWA, SHPO, WSDOT, 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 located at historic built environment resources located at 4200 196th St SW and 4202 198th St SW and has satisfied the requirements of Section 106 of the National Historic Preservation Act (16 U.S.C. 470 (f)).

SIGNATORIES:

FEDERAL HIGHWAY ADMINISTRATION

By:  Date May 29, 2024
Ralph Rizzo, FHWA Division Administrator

WASHINGTON STATE HISTORIC PRESERVATION OFFICER

By: _____ Date _____
Allyson Brooks, PhD, Director, Department of Archaeology & Historic Preservation

INVITED SIGNATORIES:

WASHINGTON STATE DEPARTMENT OF TRANSPORTATION

By: _____ Date _____
Jay Drye, Director, Local Programs

CITY OF LYNNWOOD

By: _____ Date _____
Christine Frizzell, Mayor

SIGNATORIES:

FEDERAL HIGHWAY ADMINISTRATION

By: _____ Date _____
Ralph Rizzo, FHWA Division Administrator

WASHINGTON STATE HISTORIC PRESERVATION OFFICER

By:  _____ Date Mar 12, 2024
Allyson Brooks (Mar 12, 2024 15:40 PDT)
Allyson Brooks, PhD, Director, Department of Archaeology & Historic Preservation

INVITED SIGNATORIES:

WASHINGTON STATE DEPARTMENT OF TRANSPORTATION

By: _____ Date _____
Jay Drye, Director, Local Programs

CITY OF LYNNWOOD

By: _____ Date__ Christine Frizzell, Mayor

SIGNATORIES:

FEDERAL HIGHWAY ADMINISTRATION


By: _____ Date _____
Ralph Rizzo, FHWA Division Administrator

WASHINGTON STATE HISTORIC PRESERVATION OFFICER

By: _____ Date _____
Allyson Brooks, PhD, Director, Department of Archaeology & Historic Preservation

INVITED SIGNATORIES:

WASHINGTON STATE DEPARTMENT OF TRANSPORTATION

By:  _____ Date 4/8/2024
Jay Dye, Director, Local Programs CITY

OF LYNNWOOD

By: _____ Date _____
Christine Frizzell, Mayor

SIGNATORIES:

FEDERAL HIGHWAY ADMINISTRATION

By: _____ Date _____
Ralph Rizzo, FHWA Division Administrator

WASHINGTON STATE HISTORIC PRESERVATION OFFICER

By: _____ Date _____
Allyson Brooks, PhD, Director, Department of Archaeology & Historic Preservation

INVITED SIGNATORIES:

WASHINGTON STATE DEPARTMENT OF TRANSPORTATION

By: _____ Date _____
Jay Drye, Director, Local Programs

CITY OF LYNNWOOD

By: *Christine Frizzell* Date Apr 2, 2024
By: [Christine Frizzell \(Apr 2, 2024 15:45 PDT\)](#)
Christine Frizzell, Mayor

Notification Correspondence

Steve Quarterman

From: Erin Duleba <EDuleba@Lynnwoodwa.gov>
Sent: Wednesday, October 2, 2024 12:22 PM
To: Environmental_review@ios.doi.gov; shawn_alam@ios.doi.gov; Washington.fhwa@dot.gov; Michael.villnave@dot.gov; dennis.wardlaw@dahp.wa.gov; Elenga, Maureen (DAHP)
Cc: Vance, Melanie; Roman Sanchez, David; deBoer, Trent; Karina Franada (karina.franada@psomas.com); Steve Quarterman
Subject: Section 4(f) Notification - City of Lynnwood 42nd Avenue West Improvements Segment 1
Attachments: DRAFT_Lynnwood 42nd Section 4f 2024.06.03.pdf

Categories: Filed in TonicDM, 0326095.010 KPG/City of Lynnwood 42nd Ave W Improvements

Good Afternoon,

The City of Lynnwood (City) proposes to construct a new segment of 42nd Avenue W between Alderwood Mall Boulevard and 196th Street SW (Project), which consists of new infrastructure providing multiple travel lanes, on-street parking, sidewalks, curb, gutter, landscaping, hardscaping, illumination, traffic signals, retaining walls, utility improvements and channelization, and signing. The Project will be receiving federal funds from the Federal Highway Administration (FHWA) distributed through Washington Department of Transportation (WSDOT) Local Programs.

To facilitate construction activities, the Project will require property acquisition and demolition of two structures eligible for listing on the National Register of Historic Places, the Swanson Office Building (4202 198th Street SW) and Henry Broderick Office Building (4200 196th Street SW). The Project also occurs adjacent to the future Town Square Park to be located along the Project corridor north of 198th Street SW.

The Swanson Office Building and Henry Broderick Office Building, as resources eligible for listing on the National Register of Historic Places, and the future Town Square Park, as a recognized recreational property, are provided protection from adverse impacts associated with federal-aid transportation projects under Section 4(f) of the U.S. Department of Transportation Act of 1966.

The City has designed the project to avoid the future Town Square Park, thereby avoiding any adverse effects to this recreational property. The City consulted with the Washington Department of Archeology and Historic Preservation in regard to project impacts to historic resources and received concurrence that the project will adversely affect the Swanson Office Building and Henry Broderick Office Building. A memorandum of agreement was established providing mitigation for adverse effect to the historic properties and requires the City to:

- Install one (1) infrastructure/art piece and one (1) interpretive sign or panel for each of the two historic properties intended for demolition.
- Prepare a historic context (i.e. report) for the City Center Subarea. The historic context will span the time period from 1945 to 2000.
- Include the historic properties identified as part of the Project on history online mapping.

Due to the adverse effect to historic resources, the City is seeking input regarding the proposed impacts for compliance with Section 4(f) requirements. The project draft Section 4(f) evaluation report is attached for reference. Please provide comments to Erin Duleba, City of Lynnwood Public Works Project Manager, at eduleba@lynnwoodwa.gov or (425) 670-5227. Comments must be received by November 18, 2024.

Attached:

- < DRAFT_Lynnwood 42nd Section 4f 2024.06.03.pdf >

Project Info:

- DAHP Project Tracking Code: 2022-04-02251
- Federal Aid Project No. STPUL 2689(001)
- Agency: City of Lynnwood
- Project Name: 42nd Avenue West Improvements Segment 1

Thank you,

Erin Duleba (he/him/his), EIT | Project Manager

EDuleba@LynnwoodWA.gov

Ph: 425-670-5227

Department of Public Works

19100 44th Ave W, Lynnwood, WA 98036-5635

www.lynnwoodwa.gov





United States Department of the Interior

OFFICE OF THE SECRETARY
Office of Environmental Policy and Compliance
911 NE 11th Avenue, Suite 661
Portland, Oregon 97232

IN REPLY REFER TO:
ER24/0435
4111

November 18, 2024

Erin Duleba
Project Manager, EIT
City of Lynnwood
19100 44th Avenue West
Lynnwood, Washington 98036

Dear Ms. Duleba,

The U.S. Department of the Interior (Department), through the National Park Service (NPS), has reviewed the draft Individual Section 4(f) Evaluation, as required under Section 4(f) of the Department of Transportation Act of 1966, for the 42nd Avenue West-Segment 1, Lynnwood, Washington. We have reviewed the project's impacts to 4(f) resources including three properties eligible for listing on the National Register of Historic Places.

The NPS has completed a review of the 4(f) analysis and proposed mitigation for the demolition of the historic buildings. Mitigation will include historic markers, historic context, history on-line map, and documentation review and approval by the City of Lynnwood History and Heritage Board. We concur with the findings that there is no feasible and prudent alternative that completely avoids the use of Section 4(f) property and that the 42nd Avenue West-Segment 1 project includes all possible planning to minimize harm to section 4(f) properties.

For questions or further information about the National Register of Historic Places, please contact Doug Wilson (doug_wilson@nps.gov). If you have any other questions or concerns, please don't hesitate to contact me at allison_hall@ios.doi.gov.

We appreciate the opportunity to comment.

Sincerely,

TRISHA
HALL

Digitally signed
by TRISHA HALL
Date: 2024.11.18
08:56:31 -08'00'

T. Allison Hall
Regional Environmental Officer