

NE 4th Street/120th Avenue NE Corridor Project

Cultural Resources Technical Report

prepared for
City of Bellevue

prepared by
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CULTURAL RESOURCES REPORT COVER SHEET

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Acronyms and Abbreviations

| | |
|-------|---|
| APE | Area of Potential Effects |
| BP | Before Present |
| BLM | Bureau of Land Management |
| BNSF | Burlington Northern & Santa Fe Railroad |
| CFR | Code of Federal Regulations |
| DAHP | Department of Archaeology and Historic Preservation |
| FBS | Feet Below Surface |
| FHWA | Federal Highway Administration |
| GLO | General Land Office |
| KI | King County |
| NARA | National Archives and Records Center |
| ND | No date |
| NHPA | National Historic Preservation Act |
| NRHP | National Register of Historic Places |
| NWAA | Northwest Archaeological Associates, Inc. |
| PB | Parsons Brinckerhoff |
| RCW | Revised Code of Washington |
| SEPA | State Environmental Policy Act |
| SHPO | State Historic Preservation Officer |
| SLS&E | Seattle Lakeshore and Eastern |
| WAC | Washington Administrative Code |
| WSDOT | Washington State Department of Transportation |

Summary

Northwest Archaeological Associates, conducted a cultural resources assessment of the NE 4th Street/120th Avenue NE Corridor Project in the City of Bellevue, King County, Washington. The proposed project will make roadway improvements to enhance connectivity between downtown Bellevue, the Bellevue-Redmond corridor, and the Overlake area. NE 4th Street will be extended from its current terminus at 116th Avenue NE to 120th Avenue NE, and 120th Avenue NE will be widened from NE 4th Street to Northup Way (NE 20th Street), a combined distance of approximately 1.5 miles. A pedestrian survey of the area of potential effects (APE) identified six historical resources within or near the APE – a segment of the Northern Pacific (NP) Railway Lake Washington Beltline, a railroad spur, an automobile dealership, a former dry cleaning plant, and a truck repair shop and warehouse in the former Safeway Distribution Center. The NP Lake Washington Beltline, a feature passing through the APE, was recorded in 2007 and determined eligible for the National Register of Historic Places (NRHP) by the Washington State Historic Preservation Officer (SHPO). The former Safeway facilities are recommended eligible for the NRHP, but are outside the APE. The rail spur, dry cleaning plant, and automobile dealership are recommended not eligible for the NRHP due to limited historical significance and loss of integrity. Of the six historical resources, only the NP Lake Washington Beltline will be adversely affected by the project. If the project cannot be redesigned to avoid or minimize effects, mitigation measures would need to be developed prior to project implementation. The project will have no effect, either directly or indirectly, on the other five resources. Archaeological monitoring of geotechnical boreholes and construction activities is recommended as a strategy to identify and avoid or minimize project effects on archaeological resources. The present project design includes accommodations for impacts to the rail corridor and potential future uses. The City's standard contract specifications detail a procedure for monitoring and discovery of archaeological resources which should be specifically tailored to the NE 4th Street/120th Avenue NE Corridor Project.

1.0 Introduction

This Cultural Resources Technical Report is being prepared for the City of Bellevue (City), as part of the NE 4th Street/120th Avenue NE Corridor Project. The City proposes to increase connectivity between downtown Bellevue, the Bellevue-Redmond corridor, and the Overlake area, by constructing a 0.5 mile extension of NE 4th Street and improving approximately one mile of 120th Avenue NE. Northwest Archaeological Associates (NWAA) was retained to provide the City with a cultural resources assessment of the project.

1.1 Project Location

The proposed project extends east from the intersection of NE 4th Street and 116th Avenue NE to 120th Avenue NE, then turns north, following 120th Avenue NE from NE 4th Street to Northup Way, just south of State Route 520. The legal description for this area is the Northwest Quarter of Section 33 and the West Half of Section 28, Township 25 North, Range 8 East, Willamette Meridian (Figure 1-1). The entire project is in an area of commercial and light industrial development and includes building supply stores, car dealerships, restaurants, a commercial bakery and ice cream factory, bus transit lots, warehouses, and offices. The exception to this is a wetland near the north end of the project where the West Tributary of Kelsey Creek crosses 120th Avenue NE. Lake Bellevue, historically Lake Sturtevant, is at the west edge of the project just south of NE 12th Street.

1.2 Regulatory Context

The City of Bellevue has received funding for the NE 4th Street/120th Avenue NE project from the Federal Highway Administration (FHWA) through its designee the Washington State Department of Transportation (WSDOT), thus the project is subject to the National Historic Preservation Act (NHPA) of 1966, as amended. NHPA established as federal policy that federal agencies act as responsible stewards of our nation's resources when their actions affect historic properties. Section 106 of the act requires the agency to take into account the effect of an undertaking on historic properties (any district, site, building, structure, or object that is included in or eligible for inclusion in the National Register of Historic Places [NRHP]). The NHPA also provides for consultation with any Indian Tribe that attaches religious or cultural significance to an historic property that may be affected by a project (NHPA Section 101 [d] [6] [B]).

The identification of historic properties and assessment of effects of the undertaking are outlined in the NHPA regulations Sections 800.4 through 800.5 of 36 CFR 800. Eligible properties generally must be at least 50 years old; possess integrity of location, design, materials, workmanship, feeling, and association; and meet at least one of the four criteria of significance:

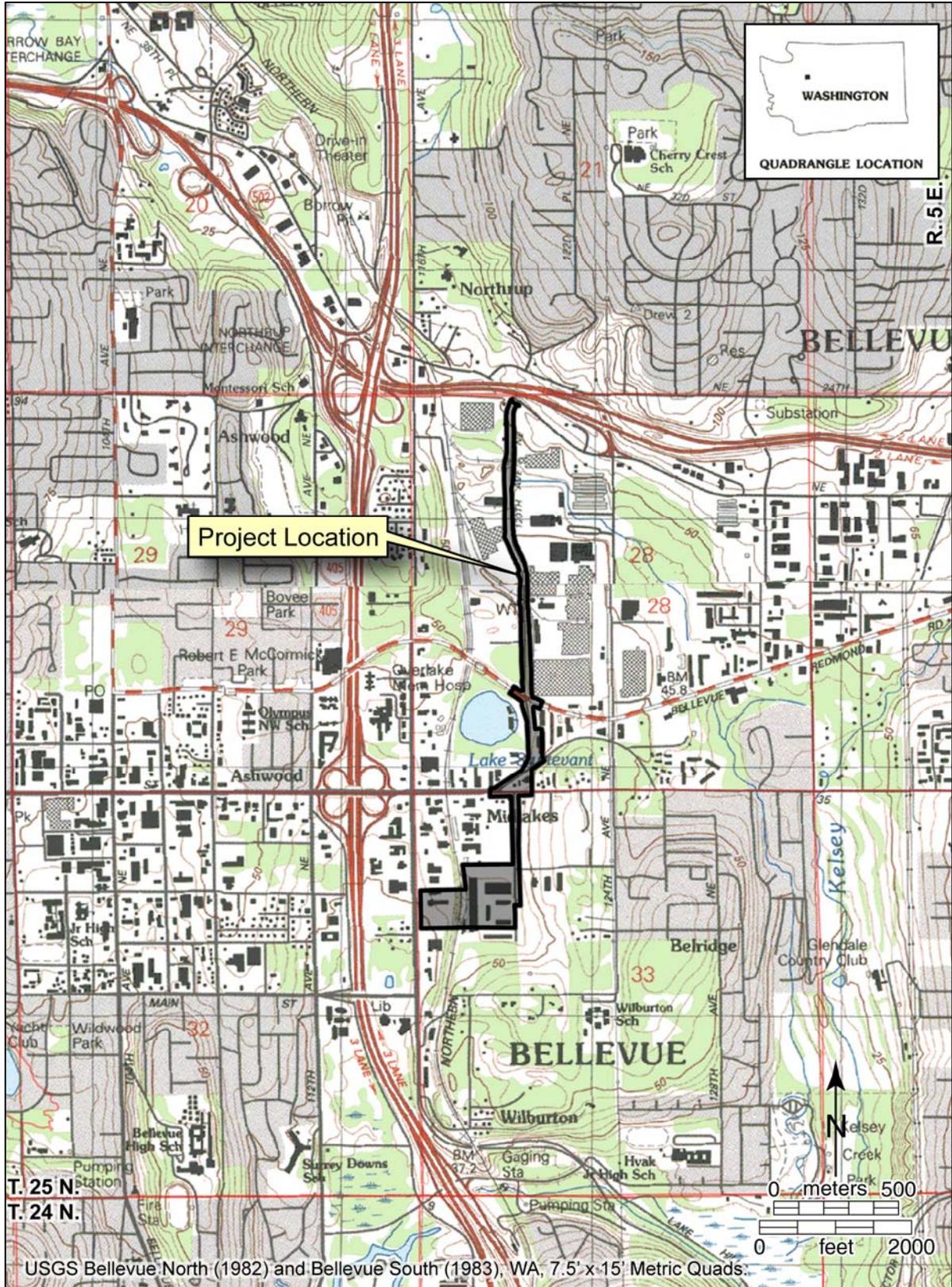


Figure 1-1. Project location.

- a. Be associated with events that have made a significant contribution to the broad patterns of our history; or
- b. Be associated with the lives of persons significant in our past; or
- c. 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 indistinguishable entity whose components may lack individual distinction; or
- d. Have yielded, or may be likely to yield, information important in prehistory or history.

The project is also subject to review under the National Environmental Policy Act (NEPA) of 1969 which provides for consideration of environmental impacts of federal projects and for public involvement in decision-making through the Environmental Assessment and Environmental Impact Statement. Section 101(b)(4) declares that one objective of the environmental policy is to “preserve important historic, cultural, and natural aspects of our national heritage...” NHPA Section 106 studies are coordinated with the NEPA process.

The State Environmental Policy Act (SEPA, RCW 43 21C) and implementing rules contained in the Washington Administrative Code (WAC 197-11) also apply to the project. These rules require project proponents to identify any places or objects on or adjacent to the project that are listed in, or eligible for national, state, or local preservation registers, and to identify sites of archaeological, scientific, or cultural importance on or adjacent to the project. Project proponents are required to describe proposed measures to reduce or control impacts to those places, objects, and sites.

Several Washington state laws specifically address archaeological sites and Native American burials. The Archaeological Sites and Resources Act [RCW 27.53] prohibits knowingly excavating or disturbing pre-contact and historical archaeological sites on public or private land without a permit from the Washington Department of Archaeology and Historic Preservation (DAHP). The Indian Graves and Records Act [RCW 27.44] prohibits knowingly destroying American Indian graves and requires their inadvertent disturbance by construction or other activity to be followed by re-interment under supervision of the appropriate Indian tribe. RCW 42.56.300 states that records, maps, or other information identifying the location of archaeological sites are exempt from disclosure in order to avoid the looting or depredation of such sites.

1.3 Area of Potential Effects (APE)

The area of potential effects (APE), is the geographic area within which an undertaking may directly or indirectly cause alterations in the character or use of historic properties, if any such properties exist (36 CFR 800.16). The NE 4th Street/120th Avenue NE APE was developed by the City of Bellevue with assistance from WSDOT, in consultation with affected tribes and the Washington State Historic

Preservation Officer (SHPO) (Appendix A). The project APE encompasses an “L” shaped corridor roughly 1.5 miles of combined length between the intersection of NE 4th Street and 116th Avenue NE eastward to the existing 120th Avenue NE alignment and then northward to Northup Way south of SR 520 (Figure 1-2). The width of APE along NE 120th Avenue is no more than 130 feet, extending about 65 feet on either side of the roadway centerline. Although the road design for the proposed extension of NE 4th Street is similar to 120th Avenue NE, the APE is larger to accommodate for displaced parking and access for adjacent businesses. The depth of excavation within the APE will extend no more than six feet. The APE also considers visual and auditory effects and vibrations that may affect historic properties by considering historical buildings and structures that are adjacent to the project footprint.

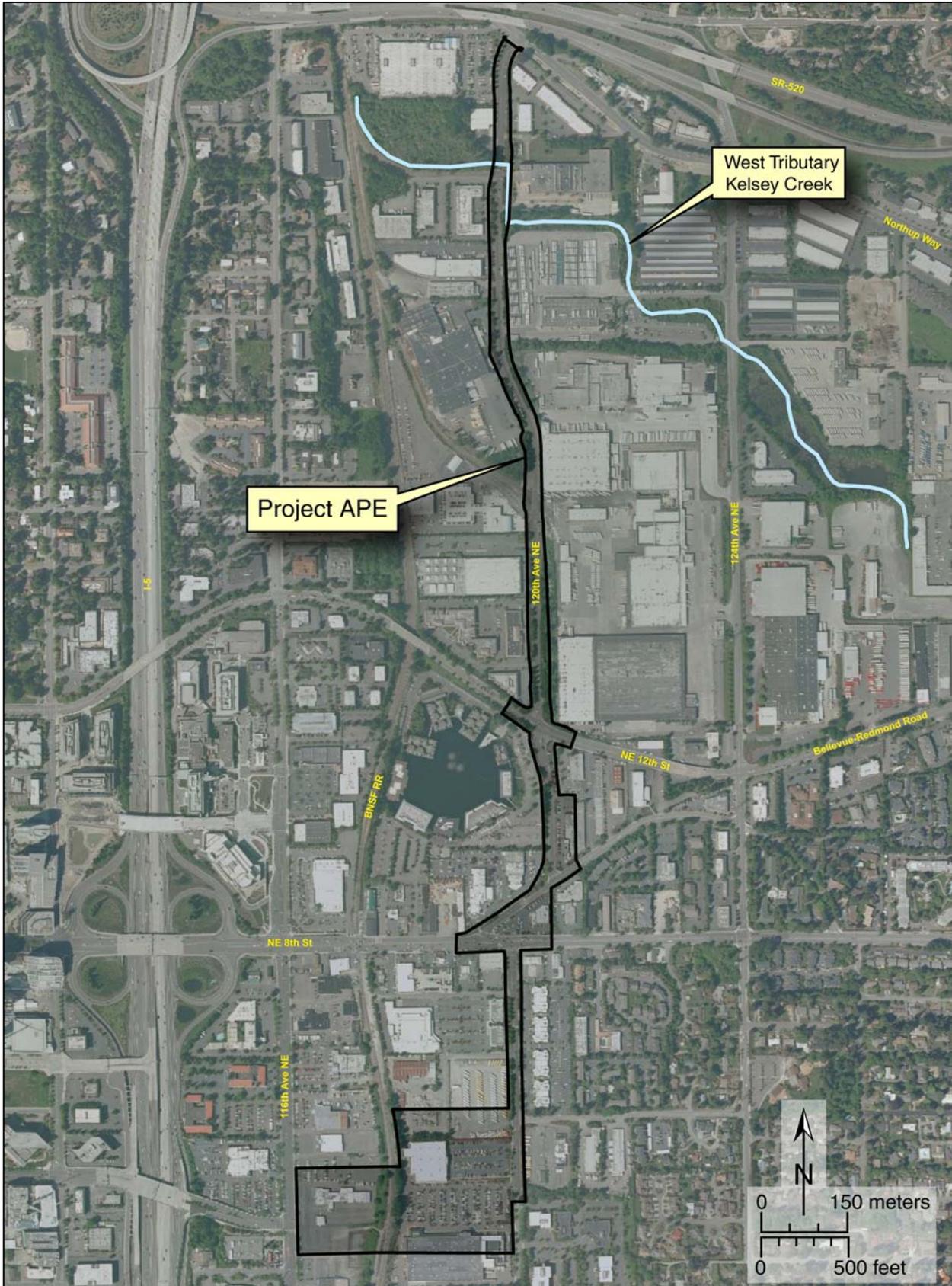


Figure 1-2. Project APE.

2.0 Proposed Project

2.1 Project Overview

The City of Bellevue (City) proposes to implement arterial street transportation improvements to NE 4th Street and 120th Avenue NE in Bellevue, Washington. The improvements along the combined roadway corridors are referred to as the NE 4th Street/120th Avenue NE Corridor Project. The project corridor is located approximately 1 mile east of the downtown Bellevue center. Major regional transportation connections and facilities in the project vicinity include Interstate 405 (I-405) to the west and State Route 520 (SR 520) to the north.

The project extends from the intersection of NE 4th Street with 116th Avenue NE eastward to 120th Avenue NE and then northward along 120th Avenue NE to Northup Way. Key project elements include—the extension of NE 4th Street from its existing terminus with 116th Avenue NE eastward to 120th Avenue NE; widening of existing 120th Avenue NE from the proposed intersection with NE 4th Street northward to Northup Way; and the realignment of a new segment of 120th Avenue NE between NE 8th Street and Bel-Red Road. Figure 2-1 shows the project study area.

The NE 4th Street/120th Avenue NE Corridor Project is one of a number of high priority transportation investments that make up the City of Bellevue's Mobility and Infrastructure Initiative. This initiative was formed to address unprecedented growth in Downtown Bellevue and to support planned growth in the Bel-Red, Spring District, and Wilburton areas.

Other key projects included in the initiative that would complement the proposed project include the following (Figure 2-2):

- NE 5th Street neighborhood project improvements
- NE 6th Street Extension from 112th Avenue NE to 120th Avenue NE
- NE 15th Street multi-modal corridor improvements north of NE 12th Street (also supporting Sound Transit's East Link Project)
- 124th Avenue NE improvements from NE 8th Street to Northup Way.

For each of these projects, new travel lanes, non-motorized facilities, signal enhancements, illumination, and various structure and utility relocations would be included.



Figure 2-1. Project Study Area

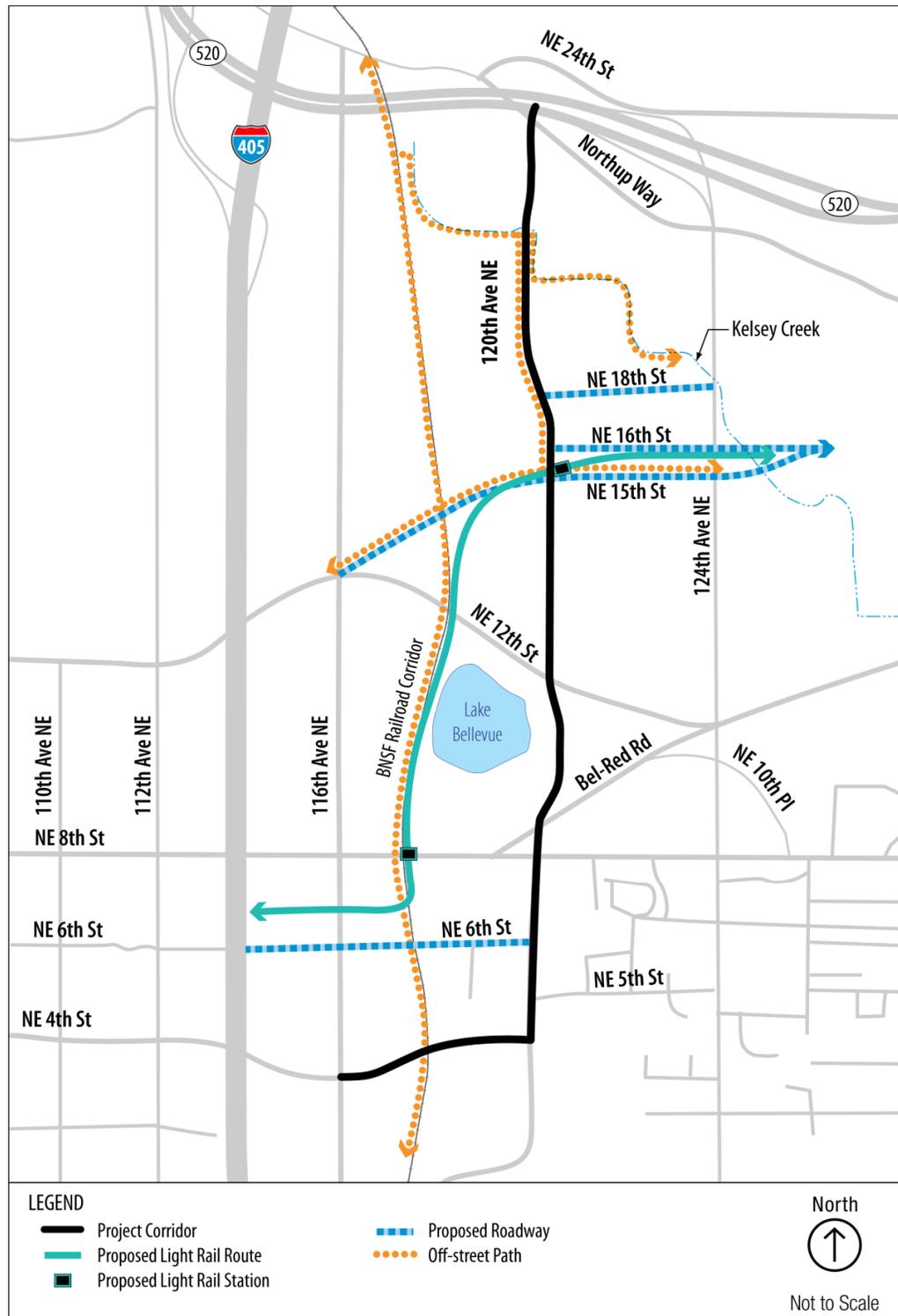


Figure 2-2. Planned Transportation Connections in the Study Area

2.2 Corridor Improvements

2.2.1 Programmed Corridor Improvements

This corridor is comprised of two projects currently listed in the regional and state transportation improvement programs. These projects are described below.

- **NE 4th Street Extension (116th to 120th Avenue NE)**—Construct a new four to five lane roadway with arterial standard curb, gutter, sidewalk (including planting strips) and five-foot bike lanes on both sides. The project includes a new signalized intersection at 120th Avenue NE and illumination, landscaping, and stormwater drainage/detention. The extension will be designed to accommodate future development and uses of the BNSF corridor.

- **120th Avenue NE Corridor—NE 4th Street to Northup Way**

From NE 4th to NE 18th Streets—Widen to five lanes with a two-way center turn lane; provide bike lanes along selected segments; install continuous sidewalks to arterial standards; realign the roadway between Bel-Red Road and NE 8th Street; and improve intersections (including additional turn lanes) at NE 8th, NE 12th, and NE 16th Streets.

From NE 18th Street to Northup Way—Widen to four lanes with arterial standard sidewalk and a separated multi-use path on the west side. The project will be constructed in phases. Federal funding awarded to improvements, including bike lanes, planned between NE 4th and NE 8th Streets.

This revised description was submitted to Puget Sound Regional Council [PSRC] April 8, 2011 for the June 2011 Amendment to the Statewide Transportation Improvement Program (STIP).

2.2.2 Proposed Corridor Improvements

Specific design elements include the following:

- Extend NE 4th Street as a five-lane roadway from 116th Avenue NE to 120th Avenue NE. There are two minor alignment options under consideration for this proposed roadway extension east of the BNSF corridor. Impacts of both options are considered in this analysis.
- Widen 120th Avenue NE to five travel lanes from the NE 300 block to the planned NE 15th Street intersection.
- Extend 120th Avenue NE south of Bel-Red Road to NE 8th Street. The existing section of Bel-Red Road between NE 8th Street east and 120th Avenue NE, roughly 300 feet long, would be abandoned.
- Widen 120th Avenue NE to four lanes north of NE 18th Street to just south of Northup Way with a transition section occurring between NE 15th and NE 18th Streets.

- Construct improvements that support the planned new intersections at NE 15th/NE 16th and NE 18th Streets and Sound Transit's East Link light rail line that would pass under 120th Avenue NE.
- Install continuous sidewalks and bicycle facilities designed to arterial street standards on NE 4th Street and 120th Avenue NE north to NE 15th Street. North of NE 15th Street, a two-way bicycle trail would be located on the west side of the roadway to allow connection with planned regional trails west, north, and east of 120th Avenue NE. Sidewalks will still be present on both sides of 120th Avenue NE north of NE 15th Street.
- Install planting strip(s) on both sides of the roadways and create other green spaces where possible.
- Install stormwater conveyance, detention, water quality treatment facilities, and use natural drainage practices to the extent practicable.
- Connect with and minimize effects to wetlands and open space areas, including a planned community park near Northup Way.
- Provide other project elements, including illumination, landscaping, structural retaining walls, traffic signals, and new and relocated utilities.

The five-lane roadway design is proposed for both the extension of NE 4th Street from 116th Avenue NE to 120th Avenue NE and the widening/realignment of 120th Avenue NE north to NE 15th Street. This proposed roadway cross-section is shown in Figure 2-3. The roadway would be designed to meet City standards for an urbanized arterial that has four through travel lanes—two 11-foot-wide lanes in each direction. A center 12-foot-wide, two-way, left-turn lane would allow turning movements to adjacent properties. Generally, a 5-foot-wide bike lane would be provided on each side of the roadway adjacent to the curb. A 4- to 5-foot-wide planter strip is proposed between the curb and the 8-foot-wide sidewalk. However, the size and location of the sidewalks, bicycle facilities, and planter strips vary somewhat along the corridor to accommodate natural drainage practices, retaining walls, and existing buildings.

As mentioned earlier, this analysis addresses the potential impacts of two minor alignment options for the extension of NE 4th Street east of the BNSF corridor. The alignment for Option 1 is farther north than that of Option 2. The Option 1 alignment would require acquisition of a portion of the southern side of the Best Buy building and displace access to the loading dock located on the west side of the building. Negotiations with the property owner are ongoing and may include construction of a building addition on the north side of the existing structure and/or realignment of the loading dock access to the north of the building. Option 2, roughly 55 feet south of the Option 1 alignment, would not require acquisition of any portion of nearby buildings, but would displace a substantial amount of parking on the Home Depot property as well as displace the Best Buy building's access to the loading dock area. Again, negotiations are ongoing with the property owners and mitigation may include construction of a new loading dock access for the Best Buy property on the

north side of the existing structure and/or a new parking garage on the Home Depot property. Note, the design for improvements along 120th Avenue NE south of NE 8th Street do not assume either option has been selected, but rather improvements are based on existing curb cuts for the driveway access to parking for the Best Buy and Home Depot properties.

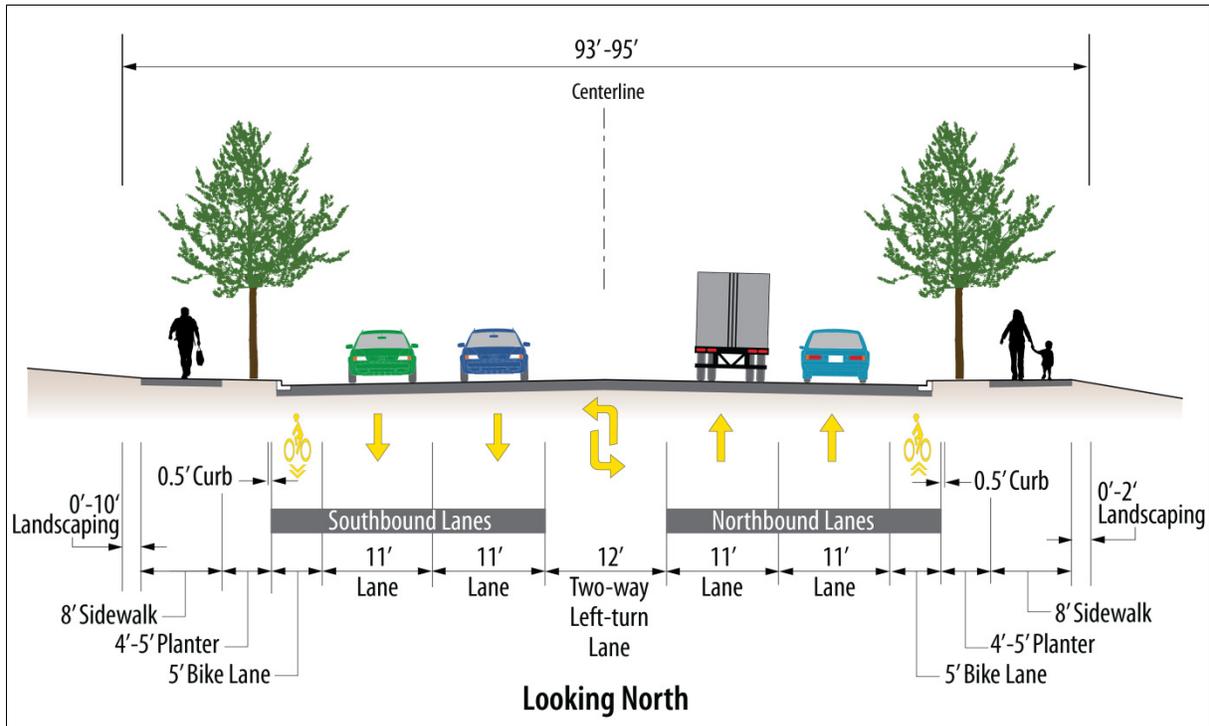


Figure 2-3. Typical Section—Five-lane Roadway Design

A four-lane roadway section is proposed for 120th Avenue NE from NE 18th Street to just south of Northup Way with a transition section occurring between NE 15th and NE 18th Streets. At the intersection at Northup Way, the cross-section would again be five lanes to allow for adequate turning movement capacity. This proposed four-lane cross-section is shown in Figure 2-4. The roadway would be designed to meet City standards for an urbanized arterial that has three travel lanes—two 11-foot-wide lanes northbound and one southbound. The two directions of travel would be separated by a 12-foot-wide two-way, left-turn lane that would permit turning movements to adjacent properties. A 5-foot-wide planter strip is proposed between the curb and the 8-foot-wide sidewalk on the east side of the street. A variable-width planter strip is proposed for each side of a two-way, 10-foot-wide bike trail and 8-foot-wide sidewalk that would be constructed on the west side of the street. There would be no bike lanes in the roadway north of NE 18th Street.

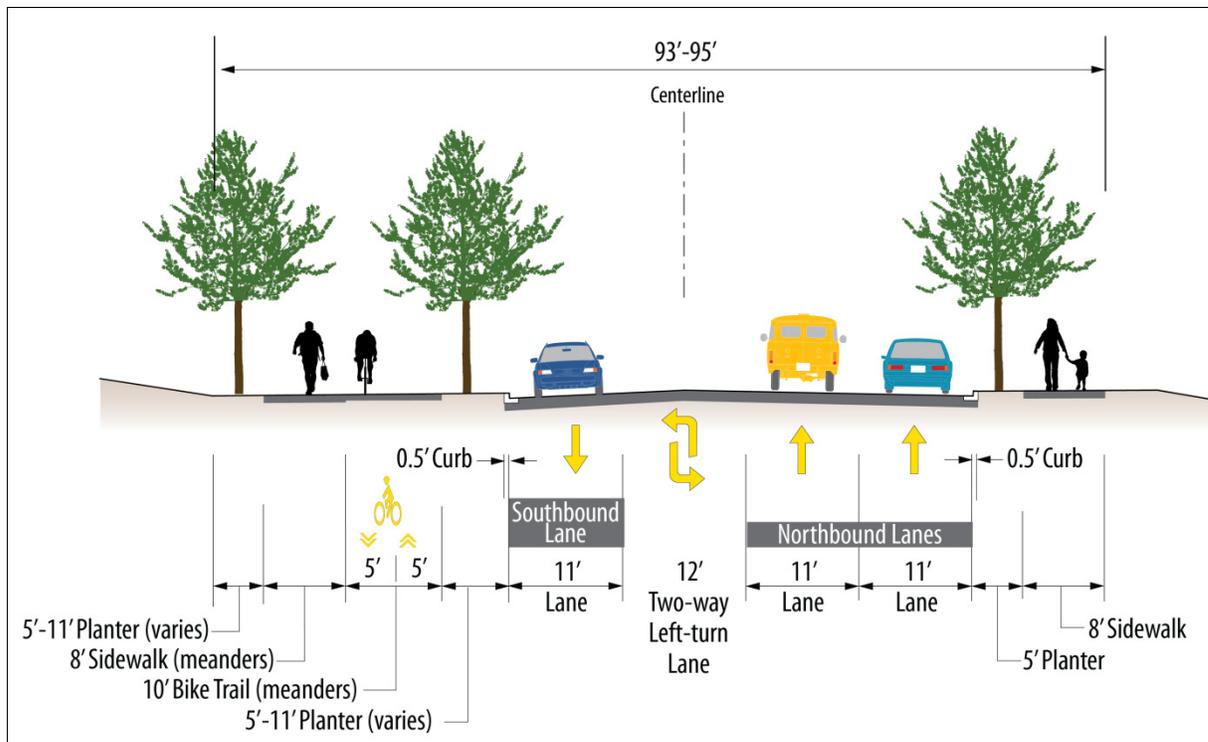


Figure 2-4. Typical Section—Four-lane Roadway Design

Both of the proposed roadway cross-sections also include the use of retaining walls, which would further increase the width of the required right-of-way beyond 95 feet. Retaining walls are proposed at numerous locations along the corridor and they would be located on both sides of the roadway. They would be used for both cut walls and fill walls. When retaining walls are required, these structures would generally be located immediately adjacent to the sidewalk. The width of the retaining walls would vary depending on the design, but would be a maximum of about 3 feet in width. To the outside of the retaining walls, the soil would be graded to a 2:1 slope. To ensure the City has access to the retaining walls for maintenance and repair, the acquired right-of-way would include the re-graded area to the outside of the retaining walls. This re-graded area would likely be a minimum of 10 feet. As such, the acquired right-of-way width could be 121 feet or more where retaining walls are needed on both sides of the roadway.

Note, the term “right-of-way,” as used in this report, includes both right-of-way owned by the City and permanent easements (i.e., the complete footprint of the project).

2.3 Project Construction

2.3.1 Construction Duration and Phasing

Project construction would be phased and is expected to be completed from late 2011 to at least 2016 to match the programming of local, state, and federal funding sources. Each phase would last approximately 12 to 15 months. The planned phases, which may be further sub-divided into construction stages, are:

- Phase 1—120th Avenue NE widening between approximately the NE 300 block north to NE 7th Street.
- Phase 2—120th Avenue NE new construction between NE 8th Street and Bel-Red Road, and realignment and widening between approximately Bel-Red Road north to NE 12th Street.
- Phase 3—NE 4th Street extension between 116th Avenue NE east to 120th Avenue NE.
- Phase 4—120th Avenue NE widening between approximately NE 12th Street north to NE 16th Street.
- Phase 5—120th Avenue NE widening between NE 16th Street north to Northup Way.

Based on the Wilburton/NE 8th Street and Bel-Red Subarea Plans, it is essential that all phases of the NE 4th Street/120th Avenue NE Corridor Project be implemented in order to meet the purpose and need of the project. The City has committed to constructing all phases of the project, with cross sections appropriate to meet the multi-modal demand anticipated in the next 20 years. In addition, construction of the project phases could occur sequentially or some phases could overlap.

2.3.2 Construction Approach

The approach to project construction along the corridor differs. The following paragraphs describe the varying approaches to construction.

The improvements for NE 4th Street consist of constructing a new roadway, and would not involve working within an existing operable roadway. Construction for this phase would include clearing the full roadway right-of-way; grading; installing utilities and the roadway gravel base; constructing the curb, gutter and sidewalks; paving the roadway; and installing illumination/signals and landscaping. The construction activities would not disrupt existing traffic patterns along NE 4th Street, 116th Avenue NE, or 120th Avenue NE. However, the construction zone for NE 4th Street may extend somewhat into the existing roadways (116th and 120th Avenues NE) in order to connect new and existing pavements and existing and planned utilities at these locations.

Generally, the construction along 120th Avenue NE from the NE 300 block to NE 7th Street would widen the existing roadway on both sides of the existing centerline. Construction in this area would occur along an operational roadway. The improvements in this area would be sequenced to manage potential traffic impacts.

Every effort would be made to keep one lane open for traffic in each direction along 120th Avenue NE during all construction stages. All City requirements limiting roadway construction activities (e.g., seasonal, time of day, access) would be enforced. Construction activities would be closely coordinated with adjacent property owners and businesses to minimize disruptions to the greatest extent possible.

Construction of the realignment and widening of 120th Avenue NE between the intersection at NE 8th Street and about NE 12th Street would occur along an operational roadway. Thus, the construction in this area is anticipated to occur in the following manner:

- Contractor mobilization
- Install traffic control and temporary erosion control measures
- Relocate and/or install utilities
- Roadway Side 1—retaining walls, grading, paving, signals, and illumination
- Roadway Side 2—retaining walls, grading, paving, signals, and illumination
- Construction zone landscaping, restoration, and clean up.

The corridor could not be closed during construction though both directions of travel may be constrained to perhaps only a single lane. Use of Bel-Red Road between NE 8th Street and 120th Avenue NE, however, would be closed at the start of roadway construction between Bel-Red Road and NE 8th Street. With this road closure, construction could occur unhampered for the new roadway. Parcels along this portion of the alignment would be fully acquired and construction activities would not affect adjacent businesses. Traffic on Bel-Red Road east of 120th Avenue NE would continue to be able to travel north on 120th Avenue NE during construction. To the north of Bel-Red Road, the roadway alignment is generally shifted eastward. Construction work would likely start on the eastern half of the expanded right-of-way. When completed, traffic would be shifted to the new roadway, while the western portion of the roadway is constructed. All construction sequencing would be planned to minimize impacts to traffic and adjacent businesses.

Lastly, construction along the remaining northern portion of 120th Avenue NE from NE 12th to just south of Northup Way would also widen the existing roadway on both sides of the existing centerline. The improvements along 120th Avenue NE would be sequenced to manage potential traffic impacts. Every effort would be made to keep one lane open for traffic in each direction along 120th Avenue NE during all construction stages. All City requirements limiting roadway construction activities (e.g., seasonal, time of day, access) would be enforced. Construction activities would be closely coordinated with adjacent property owners and businesses to minimize disruptions to the greatest extent possible.

3.0 Methods

3.1 Methods Used in Cultural Resources Assessment

The cultural resources assessment of the NE 4th Street/120th Avenue NE Corridor Project is consistent with WSDOT and the Washington State Department of Archaeology and Historic Preservation (DAHP) guidelines and includes background research, review of existing geotechnical data and project design plans, archaeological and historical resources field surveys of the APE, monitoring of geotechnical boreholes, analysis of collected data, and preparation of inventory forms and this report. Prior to the field surveys, DAHP's reports and inventory records databases were searched to determine the distribution of previously recorded pre-contact and historical archaeological sites, ethnographic and ethnohistoric sites, traditional cultural properties, and historic buildings and structures. The National Register of Historic Places and Washington Heritage Register were also reviewed.

Background research on the natural and cultural setting of the project area was conducted at NWAA's library, the Bellevue Public Library, Seattle Public Library, and the University of Washington Libraries. Additional geotechnical bore hole data were obtained from the GeoMapNW archives at the University of Washington. Historical property records, including photographs of buildings, were obtained from the Washington State Archives, Puget Sound Region in Bellevue and offices of the King County Recorder and Assessor. NWAA also contacted the Eastside Heritage Center and Safeway, Inc., Seattle Division, to locate historical information and photographs.

A field reconnaissance of the project APE was conducted September 10, 2009 and July 29, 2010 by NWAA senior historical archaeologist Lorelea Hudson. This reconnaissance included review of previously recorded buildings and identification of historical buildings, structures, or objects within and adjacent to the APE that were likely 50 years old or older. Follow-up field survey was conducted on October 20, 2009 by NWAA architectural historian and archaeologist Ann Sharley, and on August 2, 2010 by Lorelea Hudson and NWAA historian Sharon Boswell. DAHP Historic Property Inventory database forms were completed for each newly-identified historical building and structure, including a description of the resource, photographs, and map location. Additional historical information was added during the analysis of data and report preparation. When possible, occupants or owners of historical buildings were informally interviewed about the property's history, including previous owners, uses of the building, and remodeling history. Evaluation of these resources and assessment of effects was carried out by Sharley, Boswell, and Hudson with assistance from NWAA architectural historian Eileen Heideman.

Ann Sharley conducted a reconnaissance level archaeological survey of the NE 4th Street extension portion of the APE on October 20, 2010. Sharley inspected the entire APE from various viewpoints, including east-west pedestrian transects spaced at 60 meter (200 foot) intervals. Ground visibility was estimated at one

percent due to pavement, modern buildings, and other structures covering approximately 99 percent of the area. This entire portion of the APE had been disturbed by historical period resource extraction and development activities. NWAA archaeologists Michele Parvey and Alicia Valentino surveyed the 120th Avenue NE portion of the APE on August 2, 2010, by walking one transect along each side of 120th Avenue NE between NE 8th Street and Northup Way. During these surveys, the archaeologists completed NWAA daily work record forms describing the environmental setting and field conditions, including unmodified landforms that could yield subsurface cultural resources, as well as noting procedures and contacts. Digital photographs were taken of the project areas and described on NWAA photo logs.

Geotechnical borehole data from GeoMapNW and previous geotechnical reports were reviewed by NWAA geoarchaeologist Brandy Rinck and geoarchaeological technician Cyrena Udem. Studies containing logs for 17 previously completed subsurface investigations along 120th Avenue NE were used to formulate expectations concerning the landforms, sediments, and potential for cultural materials below the asphalt cover and urban development in the project area.

In addition, two archaeologically monitored geotechnical boreholes, BH-2 and BH-3A, were drilled for the project by Boart Longyear between October 19 and 21, 2010, using a CME 850, track-mounted, mud-rotary drill (Figure 3-1). Sampling was attempted at 2.5 foot intervals to 20 feet below surface (fbs), and samples were taken at 5-foot intervals below 20 fbs, using either an 18-inch long, 2-inch diameter split spoon tube or a larger 3-inch diameter Dames & Moore sampler with an inner diameter of 2.5 inches. The larger sampler was used to try to improve recovery in coarse gravelly deposits. Recovery was fairly poor during these borings.

Samples collected during drilling were inspected and logged by a geoarchaeological technician, and lithologic and stratigraphic descriptions of the observed sediments were recorded on standard borelogs depicting the vertical depositional sequence. The geoarchaeological technician monitored the coring only until Pleistocene-aged sediments were reached; however, drilling continued to between 80 and 100 fbs due to engineering requirements. Borehole locations were recorded using a Trimble handheld unit. Photographs were taken to document the borehole setting, as well as the sample characteristics. A log was kept of all photographs taken.

After fieldwork was completed, the resulting data was entered into the software program RockWorks for analysis. A cross-section across the project area has been built from the data in order to facilitate the following discussion.

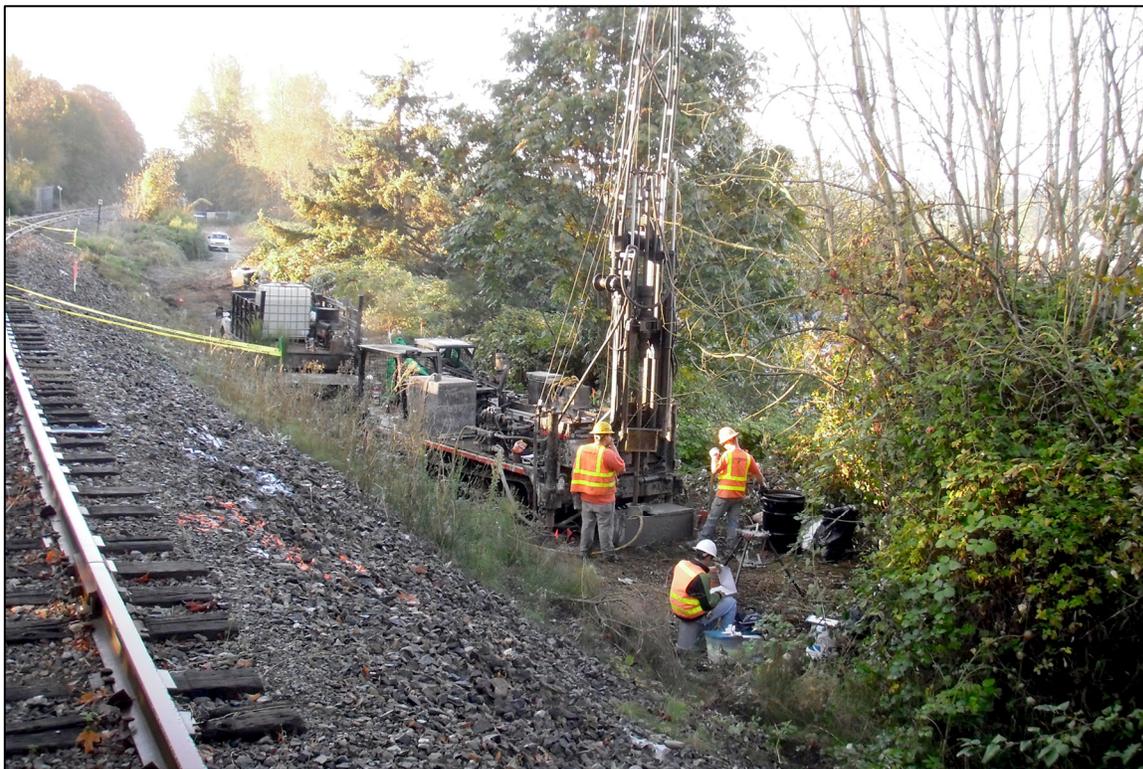


Figure 3-1. Overview of coring at BH-3A, looking southwest.

3.2 Tribal Coordination and Consultation

On October 16, 2009 and July 30, 2010, NWAA sent letters to the Muckleshoot Indian Tribe, Snoqualmie Indian Tribe, and Tulalip Tribes soliciting information regarding concerns about the project or culturally sensitive areas in the project vicinity. This was a technical inquiry and does not constitute formal consultation. No responses were received. WSDOT is conducting formal government-to-government consultation with affected tribes, in compliance with Section 106 of the NHPA.

4.0 Existing Conditions

4.1 Natural Setting

The environmental setting of the APE informs our expectations for cultural resources that may be found in the vicinity. Archaeological evidence indicates that human occupation in the Pacific Northwest began soon after the end of Pleistocene glaciation. The environment, including landforms, climate and vegetation, has continued to change since glacial retreat, influencing distribution of resources and the character of landforms suitable for occupation. Some geological processes have also been responsible for altering the archaeological record itself, by selectively preserving or destroying evidence of past lifeways. The following sections discuss elements of the environment that are important to the distribution of historic properties in the APE and that may affect their preservation and our ability to detect them.

4.1.1 Geology and Hydrology

The topography and surficial geology of the region is a result of widespread multiple continental glaciations that extended south from Canada through the Puget Lowland and along the western flank of the Cascade Range. The latest glacial maximum, known as the Vashon Stade of the Fraser glaciation, ended abruptly with the onset of climatic warming about 14,000 years ago (Easterbrook 1993). After having been stationary for about 1,000 years, glaciers retreated rapidly northward in response to rising temperatures, leaving the area ice-free by about 13,600 years ago (Borden and Troost 2001; Porter and Swanson 1998).

The landscape of the Puget Sound region is dominated by glacial features including north-trending ridges and extensive drift uplands. The gently rolling uplands are separated by large Pleistocene glacial troughs occupied by salt and freshwater bodies of water such as Puget Sound, the Duwamish-Green River system, Lake Washington, and Lake Sammamish (Galster and Laprade 1991; Liesch et al. 1963; Yount et al. 1993). The project is located in an upland region of low hills and terraces between Lake Washington and Lake Sammamish. Also within the project vicinity is the naturally occurring Lake Bellevue (formerly Lake Sturtevant). This small, roughly circular lake is also the result of glacial retreat, having formed by the melting of a large block of isolated glacial ice (Dion 1978).

Lake Washington is the second largest natural lake in the state. However, extensive development since Euro-American settlement has drastically altered the watershed (Kerwin 2001). Construction of the 1916 Lake Washington Ship Canal, connecting Lake Washington with Puget Sound, lowered the level of the lake approximately 9 feet (3 meters). As a result, wetlands along much of the shoreline were drained and tributary confluences were changed. Lowering the level of Lake Washington also lowered the level of Lake Sammamish and drained the wetlands comprising the Sammamish River Corridor between the two lakes. During the same decade, the

Cedar River was diverted into Lake Washington, and the Black River ceased to function as an outlet stream (Kerwin 2001: 13; Reinartz 1991:106-107).

Historical records document additional historical human alterations in the project vicinity: wetlands were filled and streams were channelized and, in places, obliterated. At some point the outlet stream for Sturtevant Lake (Lake Bellevue), which flowed just west of the southern project APE, was filled. This stream originally flowed into Mercer Slough, which prior to the lowering of Lake Washington, was a shallow but navigable waterway extending north from the lake as far as present-day Main Street in Bellevue, roughly 0.2 mile south of the APE (City of Bellevue 2002; McDonald 2000:40-41). The APE along the proposed NE 4th Street extension slopes down to the west, part of the Sturtevant Lake outlet stream's eastern valley wall. During development of the area for commercial use three artificial terraces were cut into the slope—an upper (eastern) terrace presently occupied by Best Buy and Home Depot, a narrow central terrace on which the railroad was built, and a lower (western) terrace where the Dodge of Bellevue complex now stands. Historical maps and aerial photographs depict a number of buildings and structures in the APE which are no longer extant (Anonymous ca. 1975; Bellevue Chamber of Commerce 1982; City of Bellevue 1974:445, 446; Town Graphics 1992; USGS 1983). Today, the area surrounding Lake Bellevue is developed for commercial and residential use, and the lake supports a population of non-native goldfish.

Streams in the Kelsey Basin, including the West Tributary of Kelsey Creek which crosses the north end of the APE, drain west into the East Channel of Lake Washington. Prior to urbanization, the majority of the riparian corridor associated with the West Tributary of Kelsey Creek was wider than today. After historical settlement in the area, forests were logged and the land turned to agriculture. Later, road construction and commercial development, resulted in channelization of the stream, and currently about 44 percent of the West Tributary of Kelsey Creek is covered by impervious surfaces (Kerwin 2001:314).

4.1.2 Geomorphology

The West Tributary of Kelsey Creek crosses 120th Avenue NE just south of its intersection with Northup Way. The creek has carved a small valley in a glacial outwash plain, where Holocene-aged fine-grained sediments and peat have since accumulated. Similar organic-rich sediment is in the vicinity of Lake Bellevue, near the southern end of the project. Here the fine-grained sediment has accumulated due to a depression on the outwash plain, likely related to a kettle lake, or a depression created by partially-buried glacial ice blocks as they melted after glacial retreat. The remainder of the sediment underlying the project area is of glacial origin, including Vashon-aged till and recessional outwash. The topography is relatively flat and low lying where outwash is mapped and increases abruptly up to 75 feet in elevation where till is mapped. Older advance outwash and pre-Fraser glaciation deposits are exposed in the steeper hillsides west and northeast of the project.

Soils in the project area are mapped as Tukwila muck, Seattle muck, Everett gravelly sandy loam and Urban Land. Tukwila and Seattle mucks are deep, poorly drained soils that are derived from organic-rich sediment in depressions on floodplains. Everett gravelly sandy loam forms within glacial outwash mixed with volcanic ash on old glacial terraces and Urban Land is mapped where dense development has made categorizing the soil difficult or where soil sampling was not possible due to impenetrable cover. Minor portions of the project area are mapped as Alderwood soils, which form within glacial till mixed with some volcanic ash on drift plains and moraine landforms (Snyder et al. 1973).

4.1.3 Holocene Environmental Changes

Pollen data recovered from cores of lakes and wetlands around Puget Sound show substantial shifts in the composition and distribution of regional vegetation since the end of the Pleistocene in response to temperature changes (Tsukada 1981; Whitlock 1992). As land emerged from the grip of the ice sheets the Puget Sound region was colonized by pioneer species such as lodgepole pine, bracken fern, and red alder, followed by Douglas fir a few short centuries later (Barnosky 1985). As the climate continued to warm, grasslands and oak/hazel woodlands were established and, after a brief period of suppression, Douglas fir once again became the dominant tree species between 10,500 and 7,000 years ago. At the height of postglacial warming, between 10,000 and 5,000 years ago, effective moisture decreased and the precipitation pattern exhibited a marked seasonality characterized by increased levels of summer drought. After about 7,000 years ago, cedar and hemlock pollen increased and continued to do so. The modern climate regime was established by about 5,000 years ago with cool, moist conditions and closed canopy red cedar and hemlock forest dominated (Tsukada 1981; Whitlock 1992). The climate over the last 5,000 years has been marked by small-scale changes fluctuating between warmer/drier and cooler/moist conditions (Leopold et al. 1982).

4.1.4 Modern Vegetation

The Puget Lowland is covered with extensive stands of coniferous forest that comprise the *Tsuga heterophylla* (western hemlock) vegetation zone. This zone is characterized by western hemlock, western red cedar, and the dominant species Douglas fir. Old growth forest understory is typically dense, consisting of shrubs and herbaceous species dominated by sword fern, salal, Oregon grape, ocean spray, blackberry, red huckleberry, and red elderberry (Franklin and Dyrness 1973). Bigleaf maple and red alder are common in moist areas subject to disturbance, while stream courses and floodplains are dominated by red alder, black cottonwood, bigleaf maple, and other riparian plants. Wetlands typically support willow, alder, cranberries, cattail, reeds, wapato, nettles, and skunk cabbage (Frenkel and Heinitz 1987).

In 1870, the General Land Office (GLO) surveyor, noted dense forests of fir, cedar, and hemlock in the project vicinity with trees as large as 50 inches (1.25 meters) in

diameter. The understory included edible red and black huckleberry, salmonberry, and Oregon grape (GLO 1870). Cranberry bogs were reported in the vicinity of Phantom and Larsen Lakes (McDonald 2000:41) and marshes were identified near Lake Bellevue (Sturtevant), and directly east of the present north end of the APE (GLO 1871). Today little evidence remains of the native forests. Vegetation is primarily ornamental with many exotic species. Present day wetlands in the APE support extensive Himalayan blackberry along with reeds and second growth willow, cedar, and alder.

4.1.5 Fauna

Prior to extensive historic period settlement, the general project vicinity was populated by numerous species of large and small mammals, fish, and birds. Beaver, muskrat, river otter, skunk, coyote, red fox, and weasel were common in riparian woodlands near ponds and swamps, including Mercer Slough (McDonald 2000:43). Deer, elk, cougar, and black bear were found in the uplands, as well as the valleys (Larrison 1967, 1970). Bald eagles nest and forage in Lake Washington and pileated woodpeckers are present along Lake Washington, Kelsey Creek, and Mercer Slough (The Watershed Company 2009).

Salmon and other aquatic resources are abundant throughout the project vicinity. Mercer Slough is a migration corridor for adult Chinook, Coho, and sockeye salmon, as well as cutthroat trout and steelhead moving upstream to spawn in Kelsey Creek. Lake Washington continues to support numerous salmon runs, despite extensive historic modifications (Kerwin 2001). The lake supports bull trout, Chinook, Chum, Coho, Kokanee, and Pink Salmon (The Watershed Company 2009). The West Tributary of Kelsey Creek in the APE does not currently support fish, however Chinook and sockeye salmon have been known to occur as far upstream as the Bellevue-Redmond Road at approximately river mile 4.2 (Kerwin 2001:314).

4.2 Cultural Setting

Human occupation of the project vicinity after glacial retreat centered on utilization of the abundant natural resources available in rivers, lakes, and the surrounding landscape. The following sections detail what is known about settlement and use of the project area over the past 12,000 years based on archaeological and historical records. This background provides context for expectations and evaluations of resources that might be identified in the APE.

4.2.1 Prehistory

Archaeological sites from around the Pacific Northwest, suggest continuous habitation throughout the past 12,000 years, beginning shortly after glacial retreat. The earliest settlement, known as the Paleoindian period, includes “fluted” point styles thought to be of similar antiquity. Until recently, archaeological evidence associated with Late Pleistocene and early Holocene human occupation of Puget Sound was based on a small number of isolated fluted projectile points characteristic of the period between 12,000 and 11,000 before present (BP) that have been found in western Washington (Carlson 1990; Meltzer and Dunnell 1987;

Osborne et al. 1956). In 2009, archaeological investigation conducted at the [REDACTED] site (45KI839) in [REDACTED], identified projectile point bases that are clearly similar in form to fluted traditions defined throughout western North America encompassing the Late Pleistocene and Pleistocene-Holocene transition (Kopperl et al. 2009). The depositional sequence within 45KI839 is based on a well-preserved stratigraphic and archaeological record. Radiocarbon dating of stratigraphic deposits, in addition to the distinctive artifact assemblage recovered under controlled archaeological excavation of 45KI839, confirmed that Native American settlement of the Puget Sound lowlands was established prior to 10,000 years ago (Kopperl et al. 2009).

Pre-contact occupation of western Washington during the early and middle Holocene is generally referred to as the Early Period, a span from about 8000 to 5000 BP. Artifacts from this period found west of the Cascades are termed "Olcott" after the type site in Snohomish County (Kidd 1964). Sites from this period are found mostly on glacial outwash surfaces in the Puget Lowland and inland foothill valleys (Kidd 1964; Mattson 1985). The distinctive Olcott stone tool assemblage consists of large, leaf-shaped and stemmed points and flake tools manufactured from locally available cobbles. These assemblages are usually interpreted as evidence of an early, highly mobile hunting and gathering adaptation, although they are more likely only one component of a more diverse subsistence strategy. No radiocarbon dates have been reported, and organic material and features are largely absent. Age estimates of Olcott sites have been inferred from similarity of the assemblages to dated components from British Columbia (Carlson and Dalla Bona 1996). This pattern may have persisted for over 6,000 years and near its end is marked by increasing reliance on marine and riverine resources. Olcott type sites have been identified throughout western Washington including, in the [REDACTED] (45KI718) and in [REDACTED] (45KI9) (Cooper 2005; Greengo and Houston 1971).

Sites from the Middle period (circa 5000 to 2500 BP) are in a wider variety of settings and represent increasingly differentiated function, suggesting a well-established seasonal round. Intensified exploitation of specific local environments, especially the open prairies and resource rich streams is apparent in the distribution of sites and artifact types. Seasonally occupied villages were located in the river valleys or on saltwater shorelines and people appear to have increased their reliance upon riverine and marine resources. A more diverse array of tool types emerges including: groundstone, bone and antler tools, ground shell implements and new projectile point styles such as stemmed and notched dart-sized forms (Blukis Onat 1987; Miss and Campbell 1991).

The Late period (after 2500 BP) is characterized by population concentration along rivers or the saltwater shoreline in permanent winter villages, increased use of seasonal camps in both upland and lowland environments, and possibly by a somewhat more specialized resource base (Blukis Onat 1987; Carlson 1990). Full-scale development of marine oriented cultures on the saltwater shoreline, and inland hunting, gathering and riverine fishing cultures as represented in the

ethnographic record are apparent. A variety of small arrow point styles replaced dart points and an assortment of groundstone, chipped stone, and bone tools associated with hunting, fishing, and plant processing appeared. Population appears to have increased, and the way of life described in ethnographies was established.

4.2.2 Ethnography

The land between Lake Sammamish and Lake Washington and surrounding the Sammamish River is within the traditional territory of the Sammamish people, whose native Lushootseed name, *Sca?a-abs* is loosely translated as “meander dwellers” (Smith 1940; Waterman 2001). Government officials in the nineteenth century anglicized the name of the people to Sammamish. Ethnographer T.T. Waterman (ca. 1920) recorded several place names in the project vicinity including *Sa'tsakaL*, meaning “water at head of a bay” for an old village site located [REDACTED], roughly [REDACTED] of the project (Waterman 2001:46, 95). Other place names have been recorded along the [REDACTED] of the project including, *CtcE'gwûs*, meaning “place where a trail descends into the water” for [REDACTED] and *Lweild* for [REDACTED]. To the north of the project, place names include: *tc³u*, for [REDACTED], *Txwa'bats*, meaning “pulling toward something” for a [REDACTED], and *Sli^uLi'ûqs*, meaning “three promontories”, for three promontories with narrow inlets between. The promontories are [REDACTED] (Waterman 2001: 90-91).

Sammamish villages were generally on the northern shore of Lake Washington, along the banks of the Sammamish River, and on the shores of Lake Sammamish. During an 1854 census of native groups, the Sammamish were included with inhabitants of Lake Washington who were called *S'kel-tehl-mish* or “Lake Duwamish” Indians (Smith 1940:17). The Lake Duwamish people (including the Sammamish) were considered by ethnographers as intermediate between the Duwamish proper and the Snoqualmie (Ballard 1929; Ruby and Brown 1992; Smith 1940). The Sammamish were well connected with other Puget Sound groups as well as Sahaptin-speaking people from east of the Cascade Mountains with cultural ties created and solidified by intergroup marriage (Gibbs et al. 1877; Smith 1940; Suttles and Lane 1990). The Sammamish were also among the first native groups to trade with the Hudson's Bay Company at Fort Nisqually after its construction in 1833 (Buerge 1984).

Like most other Coast Salish groups, the Sammamish traditionally followed a seasonal round that was linked to available resources. In spring and summer, people dispersed from winter villages of cedar plank houses to live in temporary camps to fish, hunt land and sea mammals, and collect roots, berries, and other plants. In winter, preserved forms of these foods supported the village. Winter was an important time for establishing and maintaining social relationships. Heads of households hosted public events marking changes in status like naming, puberty, marriage, or death (Miller 1999:20-21).

Under terms of the Point Elliot Treaty of 1855, the Duwamish were assigned to the Port Madison Reservation and the Snoqualmie to the Tulalip Reservation, but the Sammamish were not explicitly represented (Ruby and Brown 1992). While some Sammamish moved to reservations, others relocated to the logging community of Monohon on Lake Sammamish, continued to live in traditional locations until the early twentieth century, or filed claims under the Indian Homestead Act. Other Sammamish became members of the Snoqualmie Tribe, and along with the Snohomish, Skykomish and other groups, became the Tulalip Tribes under the Indian Reorganization Act of 1934 (Lane 1975a, 1975b). The Snoqualmie Tribe achieved separate Federal recognition in 1999.

4.2.3 History

Most of the project area was originally part of the John Sims preemption claim, which was purchased on March 27, 1872. Sims and his wife Agnes had lived in the area even earlier and had officially made a Declaratory Statement that they intended to preempt 160 acres of land in September 1870, nearly a year before the land was surveyed. The property they chose was in what became the SW quarter of Section 28, T25N, R5E, which included a small lake near its southwest corner. Sims evidently had no intention of remaining on the land, however, as he and his wife sold the parcel to Elizabeth Mackintosh on March 28, 1872, only one day after he had formally filed his claim (General Land Office (GLO) Tract Book, Washington, Vol.128, National Archives and Records Administration (NARA), Seattle; General Index Direct, King County Recorder, Washington State Archives, Bellevue).

Elizabeth Mackintosh had come with her family to Seattle in 1866 and was employed as a teacher and a clerk for the territorial legislature before marrying her husband, Angus, in 1871. Mackintosh, a Civil War veteran, was Canadian by birth and had come to the Northwest after a few years in the lumber business in Michigan. He eventually became a well-known Seattle banker and lumber company owner, but started his career in the real estate and abstract business. His wife likely purchased the land for speculative purposes, as the couple remained Seattle residents and the property was sold again on April 28, 1875, to a neighboring landowner, Clark M. Sturtevant (GLO Tract Book, Washington, Vol.128, NARA; General Index Direct, King County Recorder, Washington State Archives; Bagley 1916: III-22-23).

Sturtevant combined his new purchase with his prior preemption claim, but unlike many of the other early settlers, remained on his land for a number of years. He was also a Civil War veteran who had come west to Washington Territory as early as 1869 (Figure 4-1). Along with William Meydenbauer and Aaron Mercer, who are generally considered the area's pioneer residents, he stated his intention to purchase land in 1869, well before it was surveyed. The Sturtevant preemption claim was in the east half of the East quarter of Section 32, T25N, R5E, and he was said to have built his house near the current site of the Bellevue City Hall. Some accounts suggest that he had an Indian wife and likely practiced subsistence farming on his land but also supplemented his income by trapping beaver, muskrat and other small animals in the area. The entire area was heavily forested when settlement began, so Sturtevant, like many other early land claimants, may also have

logged or sold his timber to support himself (GLO Tract Book, Washington, Vol 128, NARA; McDonald 1984:6; Hitzroth nd: 6).

Over 10 years after Sturtevant's purchase of land in the project vicinity in 1887, Isaac K. Knight filed a preemption claim for the west half of the west half of Section 33, T25N, R5E, lands that included part of the NE 4th Street APE. Knight apparently completed the required property improvements and residency, as he received title to the land in 1889 (BLM 2009).

Sturtevant remarried in 1890 and had two children with his new wife, Florence Cleveland. Soon after the turn of the century, poor health forced Sturtevant to move his family to Seattle, where he bought additional tracts of land. He retained his Bellevue holdings and in 1908 platted the property

around the small lake that had become known as Lake Sturtevant. The Brierwood Park Addition, which was recorded August 12, 1908, incorporated all of the SW quarter of Section 28 west of the Northern Pacific Railroad right of way (Figure 4-2). The plat included 90 lots with the land around the lake set aside as a reserve. Sturtevant died in 1911, soon after development on the Bellevue land began (Hitzroth nd: 6; McDonald 1984:6; Marriage Certificate, accessed Washington State Digital Archives; Brierwood Park Plat, King County Recorder, Seattle).

Railroad Access

The population of Bellevue at the time of Sturtevant's death was only about 150 residents, as lack of easy transportation access to the area east of Lake Washington initially impeded growth. Individuals used small boats to cross the lake from Seattle, and tows helped to float rafts of logs across to mills on the west side. It was not until steamboat service began in the late 1880s that passengers could count on regularly scheduled trips to Meydenbauer Bay or Newcastle on the east side of Lake Washington. The rise in steamer traffic helped to avoid the long overland trip around the north or south ends of the lake to reach Bellevue. A series of north-south trails crossed through the area, but avoided much of the wetland that bordered the waterfront. Other trails led inland from lakeside boat landings, including one of the earliest that stretched eastward from Lake Washington out to what became Northup Way and eventually as far as NE 24th Street (McDonald 1984:25-26, 38).

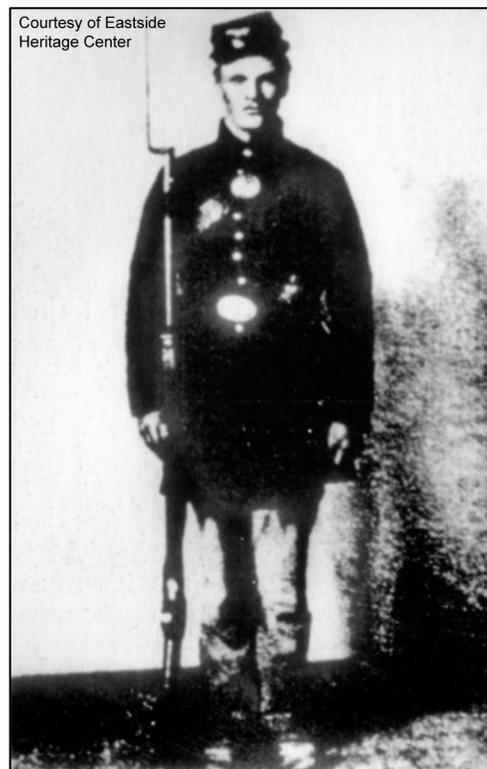


Figure 4-1. Clark M. Sturtevant, a Civil War veteran, claimed land in Bellevue and in 1875 purchased additional property around the small lake that a century later became known as Lake Bellevue.

Early attempts to establish rail connections had been limited and were generally unsuccessful. The discovery of coal near Issaquah and Renton had led entrepreneurs to seek a charter in 1865 for the first railroad to connect the mines to the Seattle harbor, but the line was never built. The discovery of more coal near Newcastle encouraged the Seattle Coal and Transportation Company to develop a primitive system to carry coal to a shipping point on Elliott Bay. They used a series of mule and horses teams to pull the coal cars back and forth on wooden tramways to landing docks, where the cars were then put on scows and towed across Lake Washington to Lake Union, where they were then off-loaded (Armbruster 1999:49-51).

During this period Seattle had its own troubles with railroad access, and when the city lost its bid to become the Northern Pacific terminus in 1873, local residents banded together to build their own railroad to the coal fields. The Seattle and Walla Walla Railroad was a narrow gauge line that by early 1878 provided connections to Renton and Newcastle around the south end of Lake Washington, but never proceeded further to the west over Snoqualmie Pass as anticipated. Another locally backed effort, the Seattle, Lakeshore and Eastern (SLS&E), began construction in 1886 from the Seattle waterfront around the north sides of Lake Union and Lake Washington, and then along the eastern shores of Lake Sammamish and on through the Squak Valley to Snoqualmie Pass. The railroad provided an important economic boost to the entire area by hiring local contractors to build segments of the line and spawning a number of businesses to supply construction materials and provide needed services for workers and eventually passengers and shippers (Armbruster 1999:128-130; Dorpat 2006:12; Nesbit 1961:129).

Financial troubles plagued the line, however, and it could not afford to complete a spur to the integrated steel mill and town that Peter Kirk proposed for the east side of Lake Washington. Kirk planned to use local coal and iron from mines in the Cascades to supply the huge manufacturing plant at a site that would become known as Kirkland. On a trip to Puget Sound, the Northern Pacific president had proposed joining with the SLS&E to build a "beltline" around Lake Washington. In May 1890 the railroad agreed to a partnership with a local group incorporated as the Lake Washington Beltline Company, which announced plans to promote industrial development around the lake with rail connections and a ship canal to connect with Puget Sound. The Northern Pacific agreed to build the spur to Kirkland, but forced Kirk to move the plant a mile inland where it was easier to lay the track. Within a few months, the Northern Pacific had purchased the Seattle, Lakeshore and Eastern, but plans to finish the beltline up the east side of Lake Washington ended with the economic panic of 1893. The line was completed from Renton to the Mercer Slough and also extended from the north down to Woodinville when the financial crisis forced the Northern Pacific into receivership. Kirk's steel mill project failed and ultimately the Lake Washington Belt Line Company declared bankruptcy in 1896 (Armbruster 1999:137-138; 147-149; 159).

It was not until the Klondike Gold Rush of 1897 and the increased economic development it brought to Seattle and the rest of the Puget Sound region that the

beltline idea was revived and finally realized. The competition for Seattle's railroad business had grown increasingly fierce as the Great Northern and ultimately the Union Pacific also vied for access to the city's trade. The congestion along Railroad Avenue, which carried rail traffic along the Seattle waterfront, was so great that the Northern Pacific felt that routing north-south freight on an alternative line up the east side of Lake Washington would save a day or more in shipping time. The railroad began grading the new line between Mercer Slough and Woodinville in April 1903 and completed the project in late October of the following year. The Northern Pacific Railroad right of way included a huge wood pile trestle bridge measuring 977 feet in length, known as the Wilburton Trestle, which crossed Mercer Slough. The route then extended north, passing to the west of Lake Sturtevant, before heading east to Woodinville (McDonald 1984:37; Allen 2007:2; Armbruster 1999:159).

The coming of the railroad along the east side of Lake Washington through Bellevue dramatically increased transportation options and encouraged the expansion of industry as well as more permanent settlement. Logging continued as the mainstay of the economy, and the number of sawmills and logging camps increased with better rail transport. Supplies were needed to support this new population, and a flag stop at Lake Sturtevant eventually became the site of a general store first owned by G.W. Rittenhouse on land purchased from Clark Sturtevant. L.D. Godsey took over the operation in approximately 1909, expanding it and naming the surrounding area Midlakes because of its central position between Lake Washington and Lake Sammamish (Figure 4-3). Sturtevant platted the Brierwood Park Addition in 1908, and the small commercial center nearby was expanded a few years later with the addition of a blacksmith and barber shop across the road from the Godsey store (McDonald 1984:37; Eastside Heritage 2006:87).

The Japanese Community

The railroad also brought a number of Japanese laborers to the area who helped to build the line or worked in the area mills and logging camps. Newly arrived immigrants from throughout Europe and Asia were used to fill labor demands in resource-based industries and railroad construction across the American West during the last decades of the nineteenth century. The Chinese were the first of this Asian workforce to have a significant presence on the Northwest Coast, and their numbers continued to grow substantially between 1860 and 1890. Exclusionary laws and other discriminatory practices against these workers led to new immigration by other Asian groups to fill the labor gap after 1890. The Japanese had the biggest gains by the turn of the century, although Filipino immigration also became important on the West Coast after 1920 (Schmid et al 1968:11-14).

This mass influx of Japanese workers eventually aroused strong exclusionist sentiments in Euro-American communities in the western United States. Discrimination against these Japanese immigrants was widespread and culminated in an executive order issued by President Theodore Roosevelt in 1907 prohibiting aliens from entering the country using passports that had been issued for destinations other than the mainland United States. A subsequent Gentleman's



Figure 4-3. This view of the Godsey farm looking south toward 116th Avenue NE shows a portion of the area that became known as Midlakes in the early 1900s

Agreement in 1908 formalized Japan's commitment to curtail labor immigration to the United States, and in 1924, Japanese immigration to America was officially prohibited by the United States government (Ichioka 1988:52).

In Bellevue, the need for labor on the railroad or in logging camps may have first encouraged the Japanese to move into the area, but many stayed because of their involvement in agriculture. A large number of Japanese farmers had already settled in the White River Valley area to the south of Bellevue in the 1890s, but as land became scarce, agricultural families had moved into the Bellevue area by the early 1900s. The huge stumps that remained after the area had been logged were difficult to remove and by this period, some landowners were hiring Japanese logging crews to clear their property. Others completed the stump removal under what was called a "clear and farm" agreement in which Japanese workers contracted to clear the land in return for the right to farm for a specified time, with five years being typical (Neiwert 2005:30-31).

The Midlakes area soon became the center of the Japanese farming community in Bellevue, although there were also Japanese-run farms in other nearby areas including Clyde Hill, Phantom Lake and Wilburton as well as Hunts Point. As early as 1918, at least two families had settled on tracts within the Brierwood Park Addition and more followed in the 1930s. By 1941, almost all the parcels in the plat north of the lots along NE 8th Street were either owned or leased by Japanese families who ran small farms producing vegetables and fruits (Figure 4-4) (King



Figure 4-4. Children of the Japanese farm families living in Midlakes area also helped with the crops, c 1933.

County Real Property Tax and Assessment Rolls, 1931, 1945, Washington State Archives, Bellevue; Neiwert 2005:32-40).

The Brierwood Park Addition was the primary area in Bellevue where Japanese farmers actually owned their own property. In the World War I era, anti-Japanese sentiment had grown throughout the country, including Bellevue, where Miller Freeman, a local newspaper and magazine publisher, had founded the Anti-Japanese League in 1916. Fears of the Japanese diluting racial purity and taking jobs and land needed by returning veterans initially fueled the movement. In 1923 Washington had passed an alien land law that limited the rights of property ownership for non-citizens, and in the following year the Immigration Act of 1924, more widely known as the Asian Exclusion Act, was passed by Congress, forbidding further Japanese immigration. First-generation Japanese families that already owned property were forced to put the title in the name of other Japanese-American adults or of their Nisei children born in the United States. Many who did not follow these practices lost their land (Neiwert 2005:57-61; 63-64).

Among the Japanese farmers who were able to retain or purchase land in the project area were the Honda, Aramaki, Suguro, Takeshita, Ito, Hirotaka, and Fuwa families. By the time of World War II a total of only twelve Japanese families in all of Bellevue actually owned their land, while the rest held leases. Most had been very successful with their farms and had expanded production. Among the primary crops grown in the area were strawberries, tomatoes, peas, lettuce and cabbage, although other

vegetables, including beans, cauliflower, celery and cucumbers were also produced. Photographs and King County Assessor's records show that the farmers in the project area built homes as well as barns, sheds and other outbuildings on their property in Brierwood Park. Most were of wood frame construction and skirted the north-south road called Clancy Avenue in the original plat (Figure 4-5). Because of the wetlands to the west, this road has been moved farther to the east than indicated on the original plat. By 1938, King County had standardized street names and house numbers, and the main road through the farming area became 120th Avenue NE (Eastside Heritage Center 2006: 82; King County Engineering Department, House Numbering Map and Guide to Street and Avenue Names 1938).

The Bellevue Vegetable Growers' Association, a cooperative venture organized by Tom Matsuoka in the early 1930s, gave the 60 or more Japanese farmers who joined more economic power. Matsuoka, who also farmed in the Midlakes area, convinced the group to purchase their own railroad car and then negotiated with the Northern Pacific Railroad to build them a sideline to a distribution warehouse located near 117th Avenue NE and NE Tenth Street, just to the south of the project area. The warehouse served as a processing facility for fruit and produce shipped out in refrigerated cars (Figure 4-6) (King County Assessor Property Cards, Washington State Archives, Bellevue; Neiwert 2005:89-91; Eastside Heritage Center 2006:82).

Wartime Changes

Bellevue had primarily remained a small farming community throughout the 1930s with some residents commuting by ferry to jobs in Seattle. The population during this period was steady at about 1000, and commercial development was largely focused on services for local residents. Transportation improvements and the advent of World War II, however, brought rapid growth that changed the size and profile of the community dramatically. Pressure had grown for the construction of a bridge across Lake Washington, primarily to provide a more direct route for producers to ship goods from Eastern Washington to Seattle, but funding and appropriate construction technology was initially unavailable. The situation changed by the late 1930s when federal Public Works Administration funds for construction projects became available to supplement bonds that would be paid with tolls. The depth of Lake Washington was too great to sink traditional pilings, so Seattle engineer Homer Hadley also came up with a floating bridge concept that used concrete pontoons to support the structure. The innovative design was accepted by the state highway department, construction began in 1938, and the bridge opened in July 1940 (Karolevitz 1984:63-66).

The completion of the Lake Washington Floating Bridge, as it was familiarly known, not only served commercial needs, but also quickly caused rapid residential development in Bellevue and other eastside communities. Increasingly families took advantage of the new access to purchase Bellevue's cheaper land to build homes and make it a suburb of Seattle. The timing of the bridge's completion also coincided with the buildup toward American involvement in World War II. A shipyard has been located on the lake in Houghton since the turn of the century, but with a

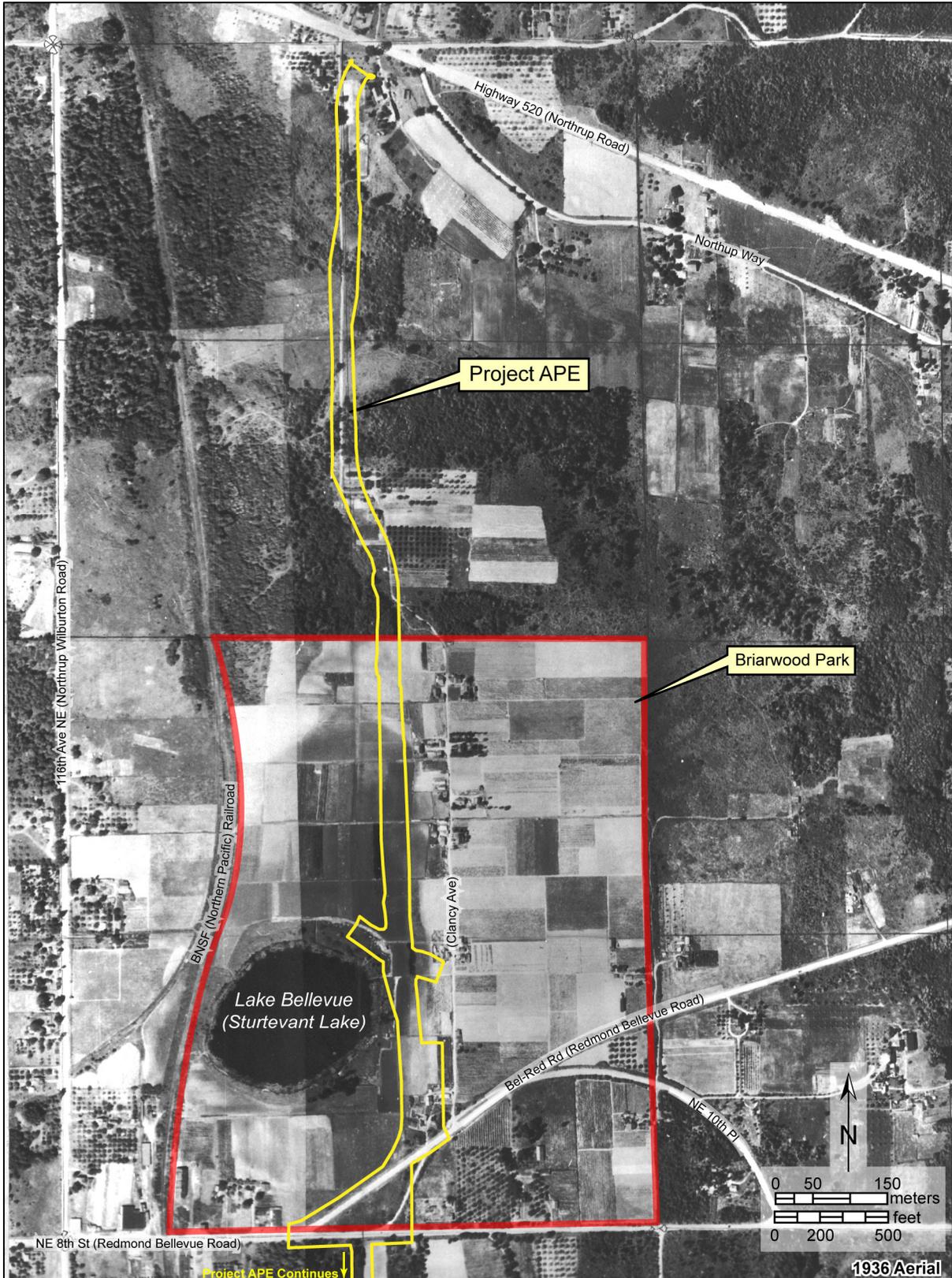


Figure 4-5. This 1936 aerial view shows the development of homes and outbuildings of Japanese farmers located along Clancy Avenue in the Briarwood Park plat.



Figure 4-6. The Bellevue Vegetable Growers' Association used this warehouse to store and pack their produce for shipment on the Northern Pacific line, c 1933.

change of ownership in the 1920s, had begun to produce large ferries and other vessels. With war looming, the Lake Washington Shipyard became a mobilized defense plant in 1940, with orders to build a variety of vessels needed by the Navy. Between October 1941 and October 1942, more than 6000 new workers from around the country were hired at the shipyards, bringing with them the need for housing and other services that sparked overnight development throughout the area (McConaghy 1987:29-32, 53, 101).

The war caused a rapid rise in Bellevue's population, but the community also lost a number of citizens when the government forced the evacuation of people of Japanese descent to inland internment camps. By the spring of 1942, after President Roosevelt had signed Executive Order 9066, preparations were underway to move the farming families who had successfully raised vegetables and fruits in the Midlakes area for several decades. Bellevue farmers were initially told to continue planting and caring for crops as food was needed for the war effort. The desire to remove the Japanese evidently outweighed this consideration, and the notice to evacuate was posted in Bellevue on May 15, 1942. Although they were among the last of the Puget Sound region Japanese to leave, Bellevue families had only five days to prepare for departure. They were allowed one suitcase or duffel and most had to store their belongings in sheds, sell what they could, and leave behind the rest. Some of the landowners were able to arrange for non-Japanese friends to care for their property. A company called Western Farm and Produce offered some of the

farmers money for their crops, tools and equipment, but the prices were extremely low, and later Western Farm was unable to find the labor to fulfill most of its contracts. Most of the vegetables and berries rotted in the fields (Neiwert 2005:137-140).

Bellevue's Postwar Development

Much of the property that for years had been farmed by Bellevue's Japanese farming families lay unused during the war. Many of the families who had leased their acreage never returned, but those who did often found that their homes or their outbuildings had been burned and people had hauled off all of their equipment as well as household and personal possessions. They also faced some strong anti-Japanese sentiment as the Japanese Exclusion League and other groups fought against their return. A few of the families who had owned their lands stayed anyway and struggled to bring their land back to productivity. Much of it was overgrown and difficult to cultivate. In 1953 those who were remaining in the Midlakes area were convinced to sell their property to the Northwestern Improvement Company, the land investment and mining subsidiary of the Northern Pacific Railroad. According to several accounts, the land had been optioned by realtor Elwell Case, who was also a co-developer of the Bellevue Square shopping center with Kemper Freeman, Sr. Within a few months these parcels were resold to the Safeway Stores, Incorporated, for a new regional distribution center that would supply the rapidly growing postwar population of the Puget Sound region (Bellevue American, June 26, 1952:1; Karolevitz 1984:100).

Safeway Distribution Center

Safeway Stores, Incorporated, which first publicly announced its interest in building a regional distribution center in Bellevue in June 1952, was by that time the country's second largest grocery company. Safeway publications cite the small retail grocery, which M.B. Skaggs established at American Falls, Idaho, in 1915, as its parent company. Within a decade Skaggs had built up his business to include more than 300 branches in the Northwest and California. In 1926 an investment group purchased his holdings and merged them with another chain, incorporating the new company as Safeway Stores. By 1950 the company operated 923 retail outlets (Safeway Stores 1959: 5, 17).

Like many other businesses, grocery companies had experienced severe restrictions imposed by the federal government during the war years, including wage and price controls and the allocation of materials. It was not until 1953 that Safeway's management reported "a return of normal competitive conditions for business generally after more than 10 years of hardship..." (Safeway Stores 1953:1). In line with postwar demand and population growth, the 1950s became a time of rapid expansion, with 458 new stores opened in the United States and Canada between 1950 and 1954 and an even greater surge, 783, from 1955 to 1959 (Safeway Stores 1959: 17).

During this period the grocery business also underwent enormous changes in the types of merchandise, packaging and delivery that were possible. Air conditioning

and new refrigeration techniques as well as improved rail and truck transport allowed grocers to offer larger quantities of fresh vegetables, meats, and dairy products as well as frozen foods of all types. Safeway, along with other companies, had also started to experiment with innovative packaging techniques during the war years. They developed machinery during the 1950s to handle delicate perishable items and to provide a variety of pre-packaged options for convenience-oriented consumers. These developments went hand-in-hand with the rising per capita eating standards in the United States and the country's abundant postwar agricultural production (Safeway Stores 1959:5, 14-15).

Safeway also began to build its own baking, meatpacking and frozen food plants and with the growing number of new stores, also developed more efficient and cost-effective means of storing and delivering food items. After the war, Safeway became committed to the concept of large regional distribution centers, which provided large-scale warehouse, production and transportation services to the company's retail grocery divisions. By 1950 the first of these facilities were under construction in New Jersey, Maryland and Kansas, and company executives began planning for similar operations in other rapidly-growing parts of the country (Safeway Stores 1958:9; 1950:9; 1952:7).

Banner headlines across the front page of the community paper, the *Bellevue American*, announced Safeway's intention of building one of these distribution centers in Bellevue. The postwar growth of the greater Seattle area had made it an early focus for Safeway's expansion goals, and the availability of large tracts of former farmland as well as rail linkages made Bellevue an ideal location. The company's plans were announced by the chair of the Chamber of Commerce's Industrial Committee, Kemper Freeman, Sr., who had become one of Bellevue's largest landowners and a business leader as a result of his suburban shopping center development that became known as Bellevue Square. Retail success depended on the growth of the east side of Lake Washington and Freeman was active with other local businessmen in starting a savings and loan firm and seeking out new business that would provide the community with its own jobs (*Bellevue American*, June 26, 1952; Karolevitz 1984: 85-89, 99-100).

The Safeway project took over the property of remaining Japanese farmers in the Midlakes area, ending an important era in the community's development, but local leaders like Freeman saw it as a major step in Bellevue's progress. While the community courted other companies like Puget Sound Power and Light to move their corporate headquarters to Bellevue, Safeway became the first light industry to locate there, bringing new jobs and other development. As Freeman announced in the local press:

The project of Safeway Stores, Incorporated, marks a milestone in Bellevue's emergence as a modern, balanced community incorporating pleasant suburban living, convenient home services, and suitable light industries properly located providing local employment (*Bellevue American*, June 26, 1952:1).

By 1953, the growth of Bellevue and projected needs for additional infrastructure led to a movement for incorporation. A large majority voted in favor of the measure making Bellevue an independent municipality with a council and city manager system of government. Water and sewage systems, road improvements and new schools were all high on the agenda for the new city, and developers also saw the potential for even more residential, commercial and industrial growth. As Safeway secured its land in Midlakes and the farm houses and outbuildings in the Brierwood Park Addition were torn down to make way for the construction of warehouses and food plants, other huge projects were being planned. The new residential community of Lake Hills to the east of the Bellevue commercial center, was begun in 1955, and the Overlake Park mixed development to the north was another of the large-scale building efforts that changed the face of Bellevue. To serve these growing communities other new commercial establishments, including gas stations, banks and other service businesses began to spring up along Bellevue's main arterials (Figure 4-7) (Karolevitz 1984:101; McDonald 1984:116-118; McNae and Way 1995:87-88; 110-114).

In the meantime, Safeway had begun construction of its distribution center in 1957. The proposed complex originally incorporated 47.5 acres and major buildings included a grocery warehouse, a variety warehouse as well as separate storage facilities for cheese, produce and meats as well as frozen foods. The company also built a milk processing and an ice cream plant as well as a truck repair facility. A box



Figure 4-7. This historical view of the intersection of NE 8th St. and Bellevue-Redmond Road shows an early gas station and other small businesses that were built to serve Bellevue's growing population, c 1960.

shed, truck dispatch office and maintenance building were also part of the original plans. A railroad spur from the Northern Pacific line immediately to the west of the property was extended into the complex where tracks ran to loading docks in several of the warehouse facilities. Safeway was also involved with the City of Bellevue in the construction of 124th Avenue NE, which was to be the major truck entrance for the distribution center (King County Assessor Property Cards, Washington State Archives, Bellevue, WA; Bellevue American, March 20, 1958).

The milk plant was the first building under construction and local newspapers reported on the progress as additional warehouses followed. Most of the warehouses were constructed in 1958 and early 1959, as was the ice cream plant and the truck repair shop. The first warehouse was occupied in mid December of 1958 and the company planned a phased move into the remaining facilities throughout 1959 (Bellevue American, Dec. 15, 1958).

The Safeway Annual Report of 1959 included a three-page foldout showing an aerial photograph of the new facility and the Bellevue area (Figure 4-8). In the accompanying text, the company highlighted the importance of the complex in the growth of modern storage and distribution systems for the company and the industry:

Safeway's attractive Bellevue Distribution Center, completed in 1959, and the beauty of its location almost distract from its functional importance. But a glance at an older multi-storied warehouse...with its inefficient and congested areas for merchandise handling and transport shows the advantages of suburban terminals. Outside metropolitan Seattle, these 47.5 acres serve 104 stores and provide warehousing facilities for meats, groceries, perishable goods and frozen foods; truck services; refrigeration and power; and an administration building. During the 1950s, similar Centers were established at eleven other Divisions. Nearly half of Safeway's Retail Divisions now have one-stop distribution terminals (Safeway Stores 1959:11-13).

Bellevue and the surrounding area continued to grow and change over the following decades as a second bridge spanning Lake Washington was completed in 1963 and increasing development of commercial and residential neighborhoods followed. In 1965, the Chrysler Corporation purchased a lot along NE 4th Street and built the present Dodge of Bellevue building. Overlake Oldsmobile Co. acquired the lot to the south for another car sales lot. As other automobile dealerships became established along 116th Avenue NE, the street became known as "Auto Row" (King County Assessor n.d., 2009). Construction began in 1980 on an extensive renovation and expansion of Bellevue Square that helped to make it a regional retail destination, and the development of Microsoft's main campus on the city's north border further added to the job base. A few changes were made to the Safeway Distribution Center complex over these years, including an addition to the large grocery warehouse in 1966 and interior updating in other buildings. In 2005 Safeway built a new distribution facility nearly three times the



Safeway Stores Annual Report 1959: 11-13

Figure 4-8. The Annual Report of the Safeway Stores in 1959 featured a panoramic view of the newly completed Distribution Center looking to the west.

size of the Bellevue complex to the south in Auburn, Washington, and has gradually moved many of its warehouse and transportation functions to that site. In 2007, the southern portion of the Safeway Distribution Center in Bellevue, including five major buildings, was sold and is now leased to other companies. Safeway continues to own the other building on the north end of the complex, including the milk and ice cream plants (McDonald 1984:123; Karolevitz 1984:115-118, 138-139; Refrigerated Transporter, April 19, 2005).

4.3 Previous Investigations

Previously completed cultural resource assessments and geotechnical studies provide useful information about existing historic properties in the project vicinity and the probability of encountering archaeological material on the landform. Cultural resource assessments conducted within one half mile of the APE, and geotechnical studies conducted within or adjacent to the APE were reviewed and are summarized below.

4.3.1 Cultural and Historical Resources

Twelve cultural and historical resources investigations were conducted within a half mile of the APE and are summarized below in Table 4.1. All but two (Allen 2007; Tobin and Pendergrass 1997), were for transportation improvement projects and included SR 405, SR 520, NE 10th Street, NE 24th Street, and Sound Transit. Three of these projects intersect the APE: abandonment of the Burlington Northern Santa Fe (BNSF) rail line, city-wide reconnaissance of historical buildings and structures, and the new Sound Transit alignment.

The BNSF abandonment survey included three segments of rail line located between Renton and Woodinville. The middle segment is within the NE 4th Street extension area, parallel to and between 116th Avenue NE and 120th Avenue NE. This segment was part of the historic Northern Pacific Railway Lake Washington Beltline and was determined eligible for the NRHP under Criterion A, for its association with the development of railroads and growth of heavy industry in the Puget Sound region (Allen 2007).

The second project that included the APE was a city-wide reconnaissance level survey of historical properties. This project created a preliminary list of historical properties, based on certain selection criteria, from which 50 properties were chosen for documentation. None of these properties are within or adjacent to the APE (Tobin and Pendergrass 1997).

The most recent project intersecting the current APE is Sound Transit's East Link light rail system (CH2M Hill 2008). Segment D of the East Link crosses 120th Avenue NE in the vicinity of NE 15th Street and continues east through the former Safeway Distribution Center. No historic properties were identified in or adjacent to the current project APE, although two buildings were recorded. These are discussed below. It should be noted that buildings within the former Safeway Distribution Center were not recorded or evaluated as part of the East Link project.

Table 4-1. Previous Cultural and Historical Resources Investigations in Project Vicinity.

| Author | Date | Project | Relation to APE | Results* |
|-----------------------|-------|---|--|---------------|
| Robinson | 1982 | SR 405: Factoria to Northup Way-HOV | 0.1 miles west | None |
| Lyons | 1992 | to SR 520 Between 104 th Avenue NE and SR 901, Cultural Resource Overview of the Proposed Modifications | Adjacent to north end APE | None |
| Tobin and Pendergrass | 1997 | City of Bellevue Historic and Cultural Resources Survey | Within | None |
| WSDOT | 2005a | I-405 Bellevue Nickel Improvement Project, Historic, Archaeological, and Cultural Resources Discipline Report: | 0.1 miles west | None |
| WSDOT | 2005b | I-405, NE 10 th Overcrossing Project, Historic, Archaeological, and Cultural Resources Technical Report | 0.3 miles west | None |
| Goetz | 2006 | NE 24 th Street Improvements, Bellevue, Washington, Cultural Resources Assessment | 0.1 miles north | None |
| Allen | 2007 | Historic Resource Inventory of the BNSF King County Abandonment Project, | Within | NPRR; NRHP |
| HRA and CH2M Hill | 2008 | Sound Transit East Link Project, Historic and Archaeological Resources Technical Report | Segment C – 0.1 miles west, Segment D within | Two buildings |
| Bundy | 2009 | Interstate 405 Corridor Survey: Phase III I-405, SR 520 to I-5 Improvement Project | 0.4 miles northwest | None |
| CH2M Hill | 2009 | SR 520, Medina to SR 202: Eastside Transit and HOV Project, Historic Built Environment, Cultural Resources Technical Memorandum | Adjacent to north end APE | None |
| Gray and Juell | 2009 | Lake Washington Congestion Management Program SR 520/I-90 Active Traffic Management Project, Cultural Resources Survey | Adjacent to north end APE | None |
| Livingston et al. | 2009 | SR 520, Medina to SR 202: Eastside Transit and HOV Project, Archaeological Resources Technical Memorandum | Adjacent to north end APE | None |

*Resources identified within or adjacent to the APE.

There are no previously recorded archaeological sites in or near the APE. Although numerous historical buildings and structures were identified during the projects listed in Table 4.1, only one, the Northern Pacific Railway Lake Washington Beltline, discussed above, is within the APE, and two are adjacent. Table 4.2 summarizes these resources. The two adjacent resources are auto dealerships and both were determined not eligible for the NRHP.

Table 4-2. Previously Recorded Cultural and Historical Resources in Project Vicinity.

| Name | Location | Date | Compiler/Date | Relation to APE |
|---|---|------|------------------------|-----------------|
| Hummer of Bellevue | 600 116 th Ave NE | 1960 | Gillepsie 2007a | 0.15 mi N |
| Bellevue Pontiac Buick GMC | 614 116 th Ave NE | 1963 | Gillepsie 2007b | 0.2 mi N |
| Northern Pacific Railway Lake Washington Beltline | N-S alignment between 116 th Ave NE and 120 th Ave NE | 1904 | Allen and O'Brien 2007 | Within APE |

4.3.2 Geotechnical Review

Data were readily available on the GeoMap NW database for the northern half of the project area, but were more sparse for the southern half (Figure 4-9). The method of drilling or excavation for the geotechnical studies varied, but each log chosen for inclusion in this analysis provided enough information to interpret the stratigraphy beyond the boundary between the Holocene and Pleistocene-aged sediment except one. The coring and test pit excavations for these field investigations were not archaeologically monitored. The results of previous geotechnical research have been compiled into generalized stratigraphic cross sections of the project area (Figures 4-10 and 4-11) (Agra Earth & Environmental 1996; Associated Drilling, Inc. 1996; Cascade Testing Laboratory 1984; Converse Consultants 1985; Earth Consultants, Inc. 1984, 1988, 2003; GeoEngineers 1994; Hart Crowser 1988; Highton 1976a, 1976b, 1976c; Holt Drilling 1999; Landau Associates 2003; McMaster 1975; Metropolitan Engineers 1964; RZA 1986, 1987; Schepper 2004; Shannon & Wilson, Inc. 1966, 1997). Four stratigraphic units were identified during analysis of the previously completed borelogs; they are, from bottom to top, Pleistocene-aged till and outwash, Holocene-aged Peat, other Holocene-aged materials and Fill. Since 120th Avenue NE and NE 4th Street were initially two projects, the geotechnical analysis of each was done separately and is presented in two sections here.

120th Avenue NE

Pleistocene-aged outwash and glacial till were identified in all previous investigations, except TP-1-16069 at the northern end of the project. Where Pleistocene sediment is below fill in the southern end of the project area, it was encountered at an average of 4 feet below surface (fbs). The Pleistocene sediment was encountered at an average of 1.5 fbs where it forms the soil parent material and at 10.9 fbs where it underlies Holocene-aged sediment, not including peat.

Pleistocene sediment was encountered below peat at 16 fbs in B-1-15544 and was at the surface in DH-3-16051. The outwash generally consists of gray, slightly silty, fine to medium sand or brown medium to coarse sand; and the till is brownish gray, sometimes clayey, silty, very gravelly, fine to coarse sand or sandy gravel, both of which are very compact. These have been interpreted to be Vashon-aged sediments deposited at the end of the last glacial maximum. Pleistocene-aged deposits pre-

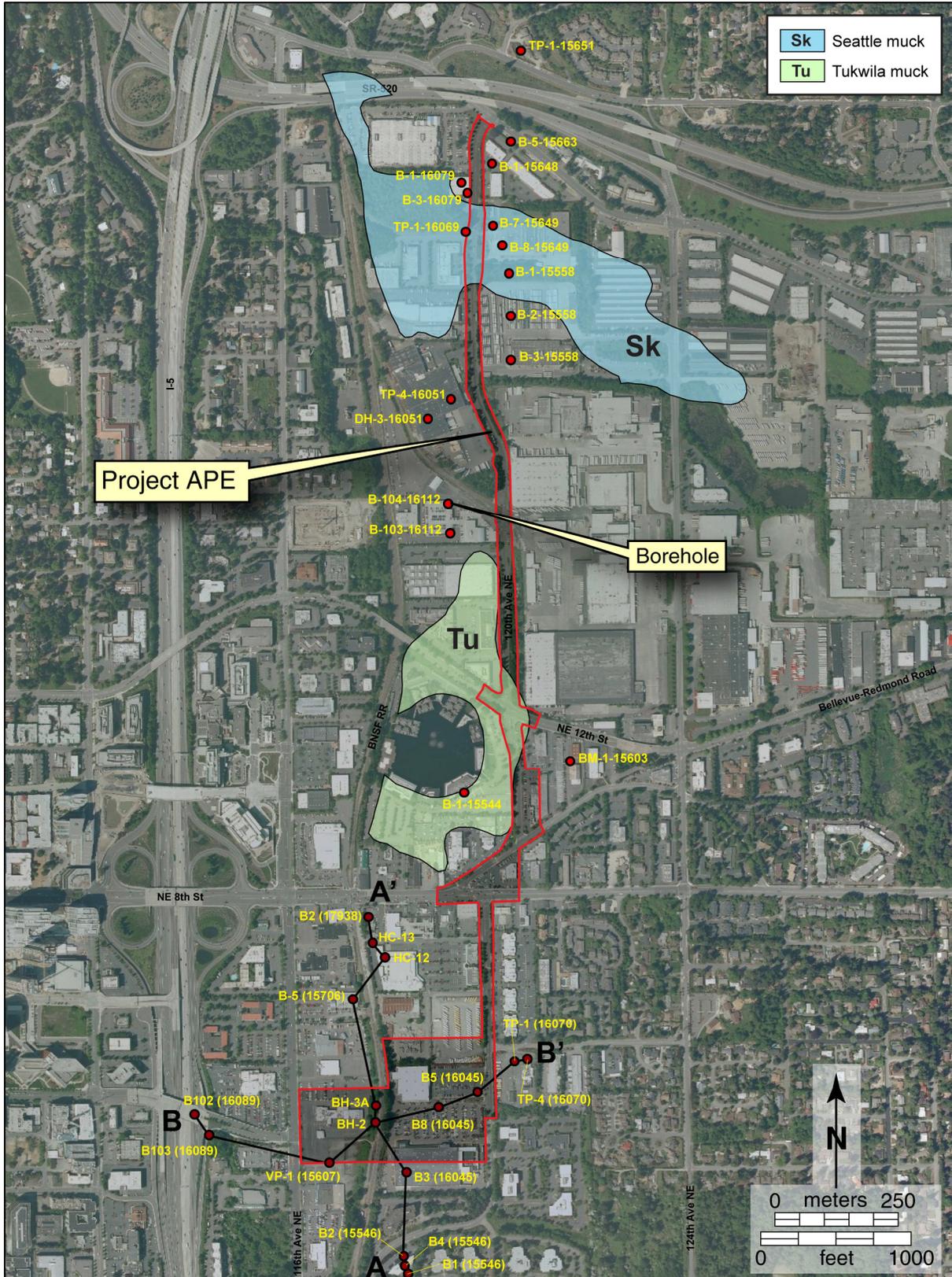


Figure 4-9. Locations of previously completed geotechnical testing.

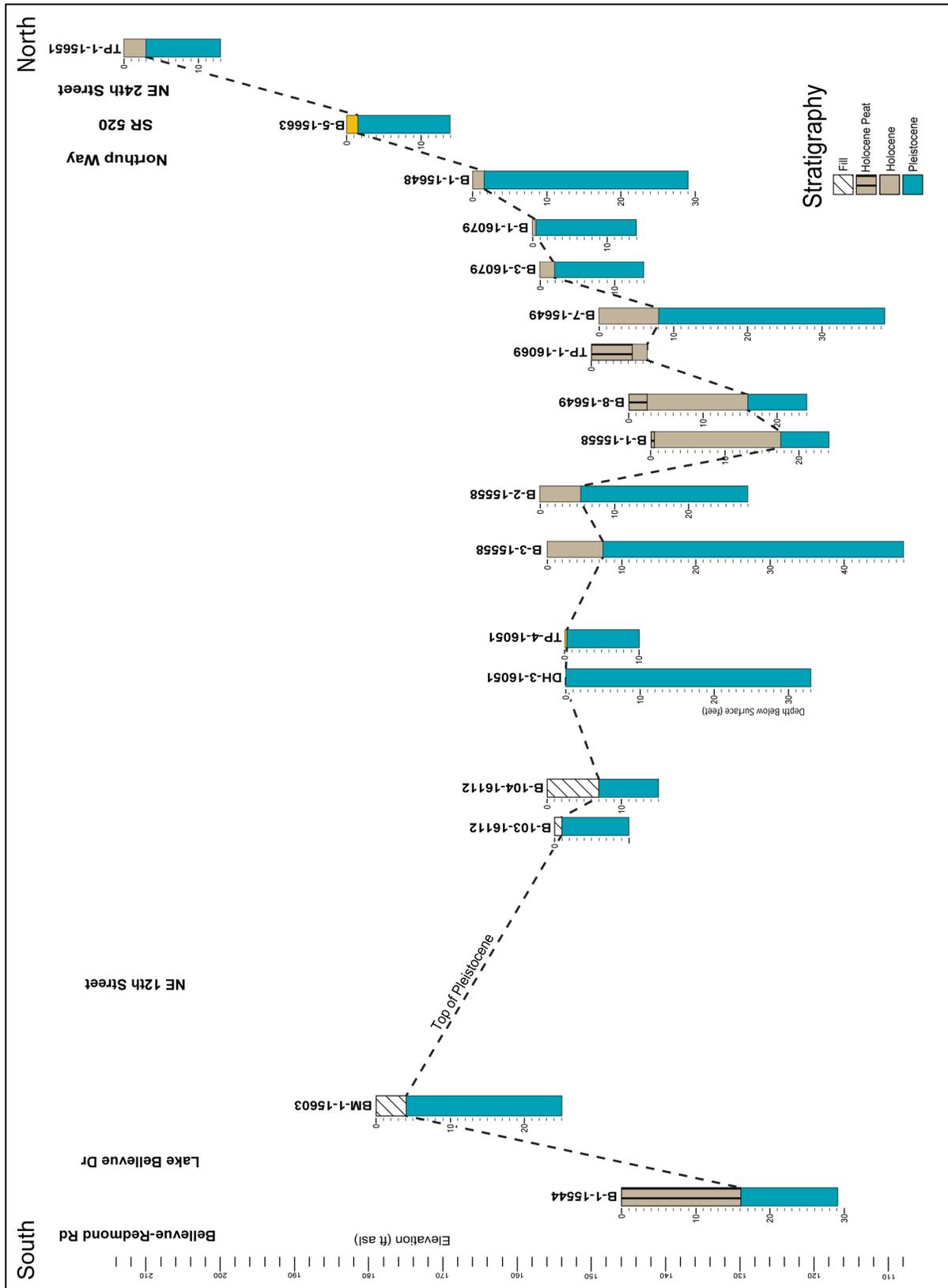


Figure 4-10. Stratigraphic cross-section along 120th Avenue NE from south to north.

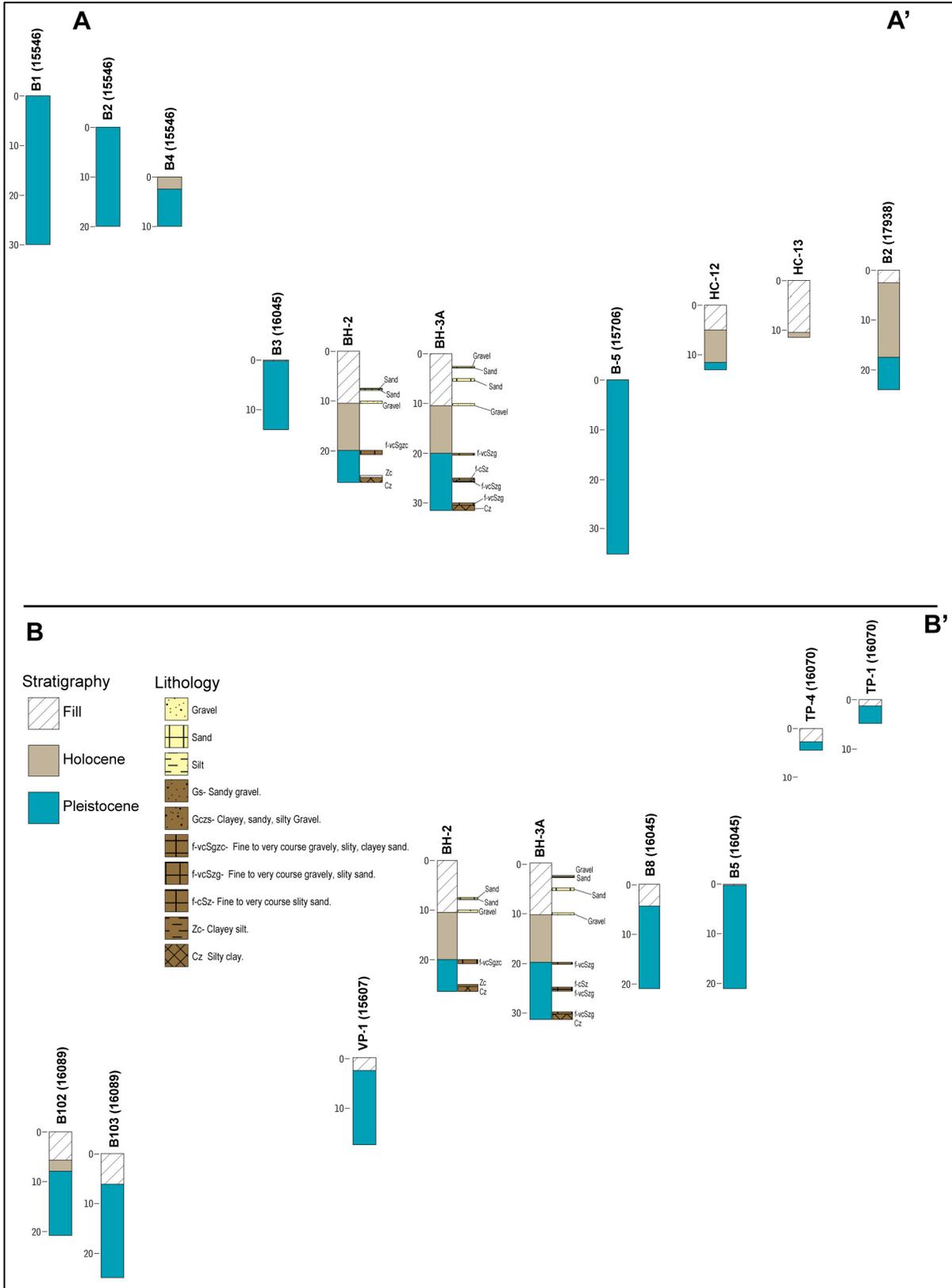


Figure 4-11. Stratigraphic cross-section along SE 4th Street.

date the arrival of humans to the project area, so they will not be discussed further.

Soils in the 120th Avenue NE project area extend to a maximum of about 3 fbs, including the Tukwila muck, Seattle muck, Everett gravelly sandy loam and Alderwood types. Holocene-aged alluvium was an average of between 1.4 and 10.3 fbs, and Holocene-aged peat is an average of between 0 and 6.1 fbs, where present. Holocene-aged sediment in the project area mainly consists of interbedded gray silty fine to medium sand and fine sandy silt deposits that are occasionally slightly clayey and may have a few small gravels. The alluvium probably dates to the earlier Holocene. The Holocene peat is composed of organic matter with silt and soft roots and is younger than the alluvium. The presence of the Holocene soils, sediment and peat is limited to the northern half of the project area where West Tributary of Kelsey Creek has eroded and filled in a small valley. An exception to this limitation is B-1-15544 at the very southern end of the project, in which thick peaty deposits overlie Pleistocene sediment as well.

Fill is in three boreholes in the southern half of the 120th Avenue NE project area, between 0 and an average of 4 fbs. In each case, the fill directly overlies Pleistocene-aged sediment. The fill consists of moderately compact, brown, gravelly, silty sand. No significant archaeological materials were noted by the geotechnicians, but scattered cultural materials were recorded within the fill. For example, glass and brick fragment are in B-104-16112 at about 3.5 fbs and 5.75 fbs, respectively. Additional notes concerning the nature of the fills lower boundary were not made. It is probable that there is more fill within the project area than the logs used in this assessment identify because the locations of the previously completed boreholes and test pits are somewhat offset away from 120th Avenue NE. Road construction and other activities associated with infrastructure adjacent to 120th Avenue NE have likely resulted in deposition of additional, more variable fill sediments in addition to those identified during the geotechnical review.

NE 4th Street

Within the APE along the proposed NE 4th Street extension, Pleistocene-aged sediment varies between 0 and 15.5 fbs. In the boreholes completed adjacent to the APE, the average depth to the top of Pleistocene-aged sediments is 3.1 fbs, with the depth increasing toward the southeast (Figure 4-11) (Agra Earth & Environmental 1996; Cascade Testing Laboratory 1984; Converse Consultants 1985; Earth Consultants 1988; GeoEngineers 1994; Hart Crowser 1988; Holt Drilling 1999; Metropolitan Engineers 1964; RZA 1986, 1987).

Holocene-aged soils along NE 4th Street are mapped as Urban Land and Alderwood gravelly sandy loam. Urban Land is mapped in the southwestern part of the APE where development has obscured or buried the natural soil profile. Alderwood gravelly sandy loam, which covers the remainder of the APE along the proposed NE 4th Street, forms within glacial till mixed with some volcanic ash on glacial drift plain and moraine landforms. Often, Alderwood soils contain localized areas of Tukwila muck, Seattle muck and Shalcar muck that are derived from fine-grained, organic-rich sediment that collects in depression on the drift plain, such as within dried kettle lakes. Bellingham and Norma soils, sparsely mapped in the project vicinity,

form in floodplain alluvium in small drainages on the drift plain (Snyder et al. 1973). Mapped areas of minor soil components suggest wetland or riparian resources may once have been present in these locations.

In addition to the soil formed during the Holocene within parent glacial sediment, Holocene-age alluvium may be between about 3 and 5 fbs in some bores in the NE 4th Street vicinity. The potential alluvium is composed of brown fine sandy silt and brownish gray silty fine to coarse sand with occasional gravels (Converse Consultants 1985; RZA 1986; GeoEngineers 1994; Earth Consultants 1988). It is loose, unlike the underlying glacial sediment and was not described as fill. Unfortunately, verification of these deposits is difficult since they were not interpreted by geotechnical engineers during boring. The potential alluvium is concentrated south and east of the project area. It is also possible that alluvium is present west of the project area, along the former banks of Sturtevant Creek.

Two potential Holocene-aged buried surfaces are also present in the vicinity of NE 4th Street. One of the buried surfaces is near NE 7th Street where it abuts the railroad, and the other is on the far side of NE 1st Street, southeast of the APE (Cascade Testing Laboratory 1984, Earth Consultants 1988). The first potential buried surface near NE 7th Street, identified between 1.5 and 2.5 fbs and between 2.5 and about 4.5 fbs, is composed of dark brown, gravelly, silty sand with roots and organic debris (Cascade Testing Laboratory 1984). It is unclear based on the borelog notes whether this potential surface is an intact buried soil or a soil from some other location that has been redeposited as fill. In either case, the surface is probably disturbed. The buried surface southeast of the project area is composed of black, organic-rich, sometimes gravelly, silt that was described as a continuous unit between 2.5 and 15.5 fbs, dipping northwest between Main Street and NE 1st Street. The surface represents a buried soil that formed in a wetland or old kettle lake.

Fill across the NE 4th Street project area seems to be between 2 and 10 feet thick based on very limited data. The fill in much of the project area is capped by 2 to 3-inches of asphalt. It is generally composed of brown, black or gray silty sand that is sometimes organic-rich or gravelly and often contains pieces of wood, milled lumber, and organic debris. The fill was probably derived mainly from local sources, but may contain non-local materials as well, and it is highly variable.

4.4 Expectations

Based on the environmental and cultural setting of the APE and previous cultural resources investigations and geotechnical research conducted in the vicinity, expectations were developed prior to fieldwork regarding the likelihood of finding archaeological materials within the project boundaries.

Fill is expected within the project APE, especially where development is more dense and along the road prism. Cultural materials are not expected within fill associated with the 120th Avenue NE and NE 4th Street roadways. However, historical period fill may contain dispersed historic cultural materials, and intact cultural materials may have been buried by the fill at its lower boundary. The presence of historical

period structures was considered likely based on the presence of several buildings and a railroad spur constructed over 50 years ago.

Native American occupation of the general project vicinity has been ethnographically documented, especially in the Mercer Slough area. The project area was likely used by Indian people for resource procurement as the undeveloped Lake Sturtevant (Bellevue) and the West Tributary of Kelsey Creek would have provided people with abundant plant and animal resources; resulting in a moderate to high potential for pre-contact cultural materials. This potential is somewhat moderated by the area's urbanized development, although historical and modern fill events may have buried and thus preserved pre-contact cultural materials. Pre-contact cultural material is likely in areas with peat and Tukwila and Seattle muck soils, and may be buried and thus protected from historic development as is the case at the [REDACTED] site (45KI839) in [REDACTED].

4.5 Results of Field Investigations

Field investigations identified six historical resources – the NP belt line, a railroad spur, a former dry cleaning plant, a car dealership, and a truck repair shop and warehouse in the former Safeway Distribution Center complex – but no archaeological sites.

4.5.1 Archaeological Resources

The APE extends along the existing north/south trending 120th Avenue NE, a two-lane, paved road with a sidewalk along much of the west side of the road. Commercial buildings, driveways, and utilities line both sides of the roadway (Figures 4-12 and 4-13). The natural landscape has been extensively modified by cut and fill for construction of commercial buildings and roadways, including 120th Avenue NE, NE 8th Street, NE 12 Street, and Northup Way. The NE 4th Street portion of the APE consists primarily of paved parking lots and commercial buildings (Figure 4-14). The NP belt line crosses the APE at the proposed alignment for NE 4th Street between 116th Avenue NE and 120th Avenue NE (Figure 4-15).

The present channel of the West Tributary of Kelsey Creek crosses the APE at the north end of the APE. Currently, the West Tributary is confined to a culvert where it crosses 120th Avenue NE. On the west side of 120th Avenue NE, the creek is confined to a steep-sided, narrow channel (Figure 4-16). Railroad ballast from an abandoned spur line and glacial outwash deposits are present to the edge of the creek. Modern spoils, likely from construction of 120th Avenue NE, as well as downed/cut tree debris, are spread on top of the surface along the north bank. The north bank is roughly three meters (10 feet) in height and exposures show gravelly silt deposits to the water line. Modern, plastic erosion lining is present along the south bank. Vegetation is relatively dense, consisting of Himalayan blackberry, scotch broom, Russian thistle, yarrow, horsetail, mullen, and relatively young willow, alder, and sparse cedar. This area is fenced off and designated protected wetland. On the east side of the roadway, the creek is within a broad, shallow with water present at the surface (Figure 4-17). Based on an 1895 map, the creek has been channelized to



Figure 4-13. Overview of 120th Avenue NE from Northup Way, view south.



Figure 4-12. Overview of Project APE north of Bel-Red Road, view south.



Figure 4-14. Overview of NE 4th Street APE, view to the west.



Figure 4-15. Oblique air photo of the Northern Pacific belt line in APE.



Figure 4-16. Close up of West Tributary of Kelsey Creek channel, west of 120th Avenue NE.



Figure 4-17. Overview of West Tributary of Kelsey Creek, east of 120th Avenue NE, view east.

skirt around commercial buildings and the former channel widened prior to crossing 120th Avenue NE, likely to prevent flooding of the roadway (Figure 4-18).

The remnant of a northwest/southeast trending hill is present in the vicinity of NE 12th Street. The hillside was excavated to accommodate roadway and commercial development and all that remains is a relatively steep slope that ends in a small strip of wetland resulting from runoff. Near the West Tributary of Kelsey Creek, railroad ballast, mounded sediment, downed tree debris and standing water prohibited manual sub-surface excavation. The area along 12th Avenue NE, between NE 12th Street and the proposed intersection of NE 4th Street, is lined by businesses, driveways, sidewalks, and landscaping.

Sub-surface test excavation was not conducted due to the abundance of fill, concrete, and asphalt along the majority of the APE. To better understand subsurface sediments and identify archaeological material that may be present, geotechnical boreholes were monitored by an NWAA archaeologist. Borehole logs and a summary of lithologic descriptions used are in Appendix C.

Geotechnical Borehole Monitoring

Two of the three stratigraphic units identified during previous investigations in the project vicinity (see Figure 4-11) were also identified during monitoring, including Pleistocene-age sediment and fill. Holocene-aged sediment may be present between 1.5 and 20 fbs, however poor sample recovery within this interval prohibits further characterization of the deposits. No significant cultural materials were identified during borehole monitoring.

Pleistocene-age deposits include till and both recessional and advance outwash. The advance outwash deposits at the base of the observed sequence are composed of very compact, gray to bluish gray, sometimes fine sandy, clayey silt. Depth to the advance outwash sediment is 25 feet in BH-2 and 30.4 feet in BH-3A. Glacial till overlies the advance outwash deposits, followed by recessional outwash. These are more difficult to separate as discrete units and in general consist of compact, brownish to bluish gray, sometimes clayey, silty, fine to very coarse sand with few to many, sub-rounded to sub-angular, small pebbles (Figure 4-19). The depth to the top of the recessional glacial outwash, about 20 fbs, is deeper than expected. Pleistocene-age deposits predate the arrival of humans to the region.

Drilling difficulty during coring at BH-2 and BH-3A resulted in no recovery between 10 and 20 fbs, which made determining the thickness of the fill and the boundary between the underlying Holocene and Pleistocene strata difficult. Drill cuttings from between 10 and 20 fbs suggest small pebbles to large cobbles are present at this depth in both boreholes (Figure 4-20). The gravels may be related to railroad fill, to fill placed for the pressurized sewer line that runs from north to south about 3.5 feet west of the boreholes, to coarse-grained glacial deposits, or to Holocene-aged colluvium or soil. In the cross section used to illustrate the stratigraphy (Figure 4-11), the geoarchaeologist erred on the side of caution, logging the unknown sediment as Holocene-aged.

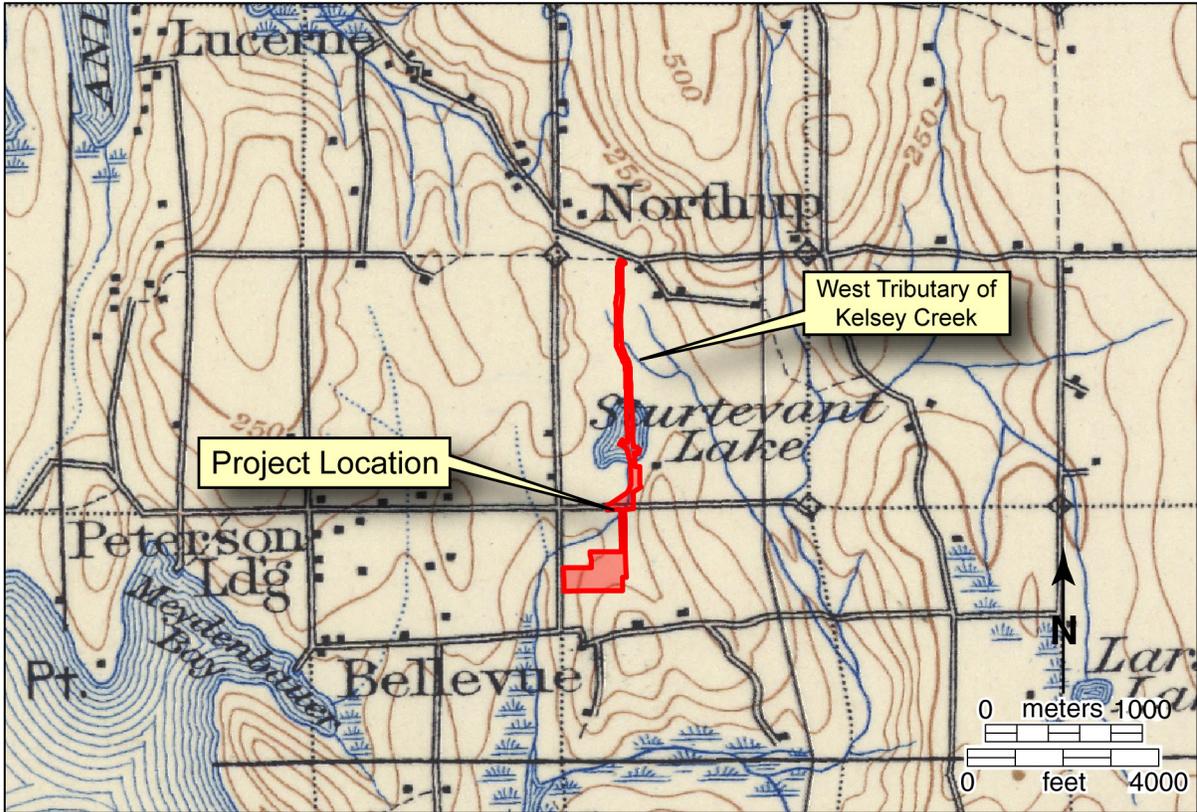


Figure 4-18. Historic USGS map, 1895, showing the former channel of the West Tributary of Kelsey Creek prior to development (note: the project appears closer to Sturtevant Lake than it really is due to the scale of the map).



Figure 4-19. Pleistocene-age sediment from 20 to 20.8 fbs in BH-2.



Figure 4-20. Potential Holocene-aged deposit or base of fill from 10 to 10.4 fbs in BH-3A.

In addition to no recovery of samples between 10 and 20 fbs, there was very poor sample recovery between 0 and 10.5 fbs. Fill, where clearly defined, contains either brownish gray to black, gravelly, silty, fine to very coarse sand or, fine to coarse sandy, silty, very small pebbles to large cobbles (Figure 4-21). Fill extends to at least 10.5 fbs, but may be deeper.

4.5.2 Historical Resources

Six historical resources were identified in and adjacent to the APE (Figure 4-22). These include a railroad belt line, a railroad spur, two buildings in the former Safeway Distribution Center complex, a former dry cleaning plant that now houses an automobile dealership, and an automobile dealership. The Northern Pacific Railway Lake Washington Beltline (07/1480-1), which is located within the southern portion of the APE was determined eligible by SHPO in 2007. Both of the Safeway Distribution Center buildings – Truck Repair Shop (120-02) and the Grocery Warehouse (120-03) -- are recommended eligible for the National Register of Historic Places. These buildings are adjacent to the east side of the APE. The three resources within the APE – the Safeway Spur (120-01), the Overlake Dry Cleaning Building (120-04), and the Dodge of Bellevue Building (NFSE-09-1) are recommended not eligible for the National Register because they lack integrity. Detailed descriptions and statements of significance follow the resource summary presented in Table 4.2, and the Historic Property Inventory Forms are located in Appendix B.



Figure 4-21. Fill deposits from 7.5 to 9 fbs in BH-2.

Table 4-3. Historical Resources.

| Field No. | Resource | Location/Address | Date of Construction | APE | NRHP Status |
|-----------|--|--|----------------------|-----|-----------------------------|
| NFSE-01 | Dodge of Bellevue | 316 - 116 th Ave NE | 1965 | In | Determined not eligible |
| 07/1480-1 | Northern Pacific Railway Lake Washington Beltline | Passes north to south through NE 4 th St extension portion of APE, midway between 116 th Ave NE and 120 th Ave NE | 1904 | In | Determined eligible by SHPO |
| 120-01 | Safeway Spur - Northern Pacific Lake Washington Beltline | Crosses 120 th Ave NE just north of NE 15 th St | ca. 1958 | In | Recommended not eligible |
| 120-02 | Truck Repair Shop-Safeway Distribution Center (Building 800) | West side of 120 th at NE 15 th St. (1525 124 th Ave NE) | 1958 | Out | Recommended eligible |
| 120-03 | Grocery Warehouse - Safeway Distribution Center (Building 300) | NE corner of NE 12 th St and 120 th (1231 124 th Ave NE) | 1958 | Out | Recommended eligible |
| 120-04 | Overlake Dry Cleaning Building / Bakker Dry Cleaning | 11855 NE Bellevue-Redmond Road | 1959 | In | Recommended not eligible |



Figure 4-22. Locations of identified historical resources.

A fifth historical resource, the Safeway's Lucerne ice cream plant located within the original Safeway Distribution Center complex at 1747 124th Avenue NE was noted but not recorded. This facility continues to produce ice cream and access to it could not be obtained. The building is not clearly visible from the APE and is not likely to be affected by the project.

Safeway Spur / Northern Pacific Lake Washington Beltline / (120-01)

This standard gauge spur line is about 0.35 miles (1,850 feet) long and connected the Safeway Distribution Center with the mainline of the Northern Pacific Lake Washington Beltline to the northwest (Figure 4-23). The spur line is now abandoned and overgrown. Historically the spur line crossed 120th Avenue NE and entered the distribution center at about 1533 120th Avenue NE and continued onto various warehouses. There is a wye (160 feet west of 120th Avenue NE) which divides the spur into three sets of tracks, all bound for the distribution center. The northernmost of the three tracks extends about 425 feet east of the roadway, terminating in the distribution center parking lot. The middle track terminates in 120th Avenue NE, as does the southernmost track which also has been partially dismantled at the wye. Most of the switching apparatus and other associated railroad equipment have been removed. Some remaining track hardware is embossed with strings of characters designating foundry information and series numbers. Examples include "NELSON GS-100 RE-L" and "NP/100/A/R/420".

Statement of Significance

The Safeway Spur of the Northern Pacific Lake Washington Beltline was built in approximately 1958 at the same time that the warehouse complex was under



Figure 4-23. View to the northwest of the Safeway Distribution Center railroad spur (120-01) showing missing sections.

construction. Segments of the track that cross 120th Avenue NE have been removed so that the spur no longer makes its original direct connections to the former Safeway Distribution Center site. As a result, the Safeway Spur lacks integrity of setting, design, materials, and workmanship and is recommended not eligible for the National Register of Historic Places.

Although the Safeway Spur connects to the Northern Pacific Lake Washington Beltline, a NRHP eligible property, it does not contribute to the eligibility of the older property. The Lake Washington Beltline, built in 1904, is eligible for the NRHP based on its association with the development of railroads in the state and region, and heavy industry, primarily coal and steel, in the eastern Puget Sound region (Allen and O'Brien 2007). Construction of the Lake Washington Beltline and its contribution to railroad and industrial history predate construction of the Safeway Spur.

Safeway Truck Repair Shop (Building 800) / MV Transportation / (120-02)

The truck repair shop, MV Transportation, is housed in a one-story reinforced concrete building with concrete pilasters, a flat roof and slightly raised parapets on the east and west sides of the building (Figure 4-24). The roof is supported by tapered girders with wood purlins and a plywood ceiling. The facility includes a series of nine service bays that can be accessed from both the north and south sides of the building. Metal roll-up doors that appear to be original cover the entrances to each of these bays. The building sits on a concrete foundation and has cement floors, although the third bay from the east side of the building includes a



Figure 4-24. Southwest corner of the Safeway Distribution Center Truck Repair Shop (120-02), built in 1959.

rectangular pit that extends along the length of the bay for undercarriage servicing.

A partial carport extends the length of the west side of the building with a wood-frame roof covered by corrugated iron and supported by steel poles. The roof is approximately 8 feet in height and may be a later addition to the building. Three sets of 12 by 5 light metal-cased industrial windows extend across the west side of the building above the carport, separated by concrete pilasters. Each set of windows is further divided by vertical metal uprights that form alternating two by five light and three by five light segments. Each of these segments includes a set of awning windows that are operated by a single hand crank attached to a metal bar that opens all of the windows at the same time. The same types of windows are aligned just below roof line above enclosed office space on the south side of the building toward the west end. These metal-framed windows in a series of two alternating two by three light and four by three light pairs also have the same awning window mechanisms. An additional series of two by five light and three by five light windows mirroring those on the west side stretch across three sides of a 22 feet by 23 feet concrete block addition to the repair facility in its north side.

The east side of the building is entirely concrete with only an entry door at its center. Early drawings show a fuel station that has been removed, although a propane tank now stands toward the north end. An early air compressor for tires remains on the west wall, although it does not appear to be functional.

Statement of Significance

The Truck Repair Shop was constructed in 1959 as the Safeway Distribution Center neared completion. The facility provided a place to service and repair trucks and other motorized vehicles that were an essential part of the grocery distribution system that Safeway Stores had developed in the 1950s. This building along with others in the complex replaced farms previously operated by Japanese families and was part of the important expansion of light industrial and commercial development within the City of Bellevue after World War II. Individually, the building has integrity of design, workmanship, materials, feeling and association and is recommended eligible for listing on the National Register of Historic Places as an intact example of a vehicle repair facility of the early 1950s when trucking became a major part of nation's commercial delivery system. It may also be considered as a contributing element to the potential eligibility of the Safeway Distribution Center in Bellevue, which was one of the first eleven facilities of this type built in the country during the 1950s. The complex also included a series of specialized warehouses, milk and ice cream plants, box storage, maintenance and security offices as well as a railroad spur to the nearby Northern Pacific line. The facility is representative of the important changes that the grocery business experienced after World War II in the types of merchandise, new packaging and more efficient and cost-effective delivery systems that were developed. Safeway helped to pioneer the concept of regional distribution centers, which provided large-scale warehouse, production and transportation services to the company's retail grocery divisions.

Safeway Grocery Warehouse/ Building 300 / (120-03)

The Safeway Grocery Warehouse is a large rectangular building that originally measured 521 feet from east to west and 480 feet north to south when it was completed in 1958 (Figure 4-25). Construction of a 200 feet addition on the west end took place in 1966. The concrete block building with concrete pilasters is also set on a concrete foundation with concrete slab floors (Figure 4-26). The built-up roof is supported by glu-lam beams covered by rigid insulation and plywood.

The building was designed for easy loading and unloading of both trucks and rail cars. A series of 26 raised bays of alternating heights stretches along the east side of the building. The final bay on the northwest end is closed and contains an interior door reached by a short stairway. The slight ell on the south end encompasses a raised outdoor area that is covered by a flat corrugated iron roof set on wood beams supported by iron poles. A sloped concrete ramp leads up to this area and the interior door.

A number of new loading bays on the north and south sides of the building were part of the 1966 expansion. Eight raised bays provide access on the southwest side of the building while nine more were added on the north side. In addition, two rail spurs provide access to two larger loading bays at the west end of the north side.

Statement of Significance

The Grocery Warehouse was the first major building to be occupied in the Safeway Distribution Center in Bellevue. Construction on the huge 257,440 square foot warehouse facility was completed in June of 1958, although operations did not begin until December of that year. This building was part of the rapid development of commercial businesses and light industry that the City of Bellevue encouraged after World War II. It is also representative of the rise of new storage and distribution networks in the postwar era as population growth, technological innovations and evolving transportation systems encouraged increased capacity and efficiency. A 200 feet addition to the building was constructed on its west side in 1966 but the facility otherwise retains its integrity of design, workmanship, materials, feeling and association and is recommended eligible for listing on the National Register of Historic Places as an example of a large warehouse of the early 1950s when bulk storage of goods became a major part of nation's commercial delivery system. It may also be considered as a contributing element to the potential eligibility of the Safeway Distribution Center in Bellevue, which was one of the first eleven facilities of this type built in the country during the 1950s. The complex also included a series of specialized warehouses, milk and ice cream plants, box storage, maintenance and security offices as well as a railroad spur to the nearby Northern Pacific line. The facility is representative of the important changes that the grocery business experienced after World War II in the types of merchandise, new packaging and more efficient and cost-effective delivery systems that were developed. Safeway helped to pioneer the concept of regional distribution centers, which provided large-scale warehouse, production and transportation services to the company's retail grocery divisions.



Figure 4-25. View of the south side of the Safeway Distribution Center Grocery Warehouse (120-03) looking toward the northwest.



Figure 4-26. The southwest corner of the Grocery Warehouse (120-03) showing elevation in relation to the intersection of 120th Avenue NE and NE 12th St.

Overlake Dry Cleaning Building / Bakkers Dry Cleaning Building / Mercedes Benz of Bellevue / (120-04)

The irregularly shaped dry cleaning plant, now Mercedes Benz of Bellevue/Barrier Motors, is constructed of concrete block on a poured concrete foundation (Figure 4-27). The one-story building has a flat tar and gravel roof which is supported by glulam beams. The original tongue and groove wood decking used for the ceiling remains in place as do reinforced concrete floors. Original windows and walls on portions of the north and south sides, and the entire west end of the building have been replaced by large rectangular plate glass windows with transom lights set in metal frames. Steel I-beams form the horizontal base of these windows and also the vertical members between the windows and the double glass entry doors on the west side of the building. The roof edge is boxed by a raised, triple-banded plasterboard wall with a protruding horizontal band at the center of three sides used for signage. According to property records, at least one addition to the east side of the building was made in 1960.

Statement of Significance

The original Overlake dry cleaning plant constructed by Robert Hagen at 11855 Bellevue-Redmond Road was part of the commercial expansion that accompanied the huge population growth in Bellevue after World War II. Bellevue was primarily a farming community in the 1930s, but new transportation access provided by the completion of the Lake Washington Floating Bridge in 1940 and the influx of defense workers during the war years helped to spur the community's growth. As commercial development clustered around the new Bellevue Square shopping



Figure 4-27. The Bakker Dry Cleaning Building (now Mercedes Benz of Bellevue; 120-04) viewed to the east.

center, forming a downtown core, residential construction and light industry began to occupy large tracts of land that had previously been used for agriculture. Property along the main access roads to Bellevue, including the Bellevue-Redmond Road and NE 8th Street, was also developed with a variety of service businesses and other commercial establishments. The dry cleaning plant was to the south of the large Safeway Distribution Center completed in 1959 and was adjacent to a bank building that was moved in 1961. The building was later purchased by Bakkers, Incorporated, another large dry cleaning operation. The building was leased to Barrier Motors and substantially remodeled as an automobile sales facility around 2000. The building lacks integrity of design, materials, feeling and association and is recommended not eligible for the National Register of Historic Places.

Dodge of Bellevue / (NFSE-09-1)

This automobile dealership faces west toward the heavily-traveled 116th Avenue NE, set back 100 feet from the roadway and surrounded by broad paved parking lots (Figure 4-28). Other commercial buildings, also set well back from the roadway, occupy large adjacent lots. This portion of 116th Avenue is known as “Auto Row,” a reference to the numerous automobile sales rooms once found along the route.

The Dodge of Bellevue building is a simple Modernist structure, exhibiting a mix of International and New Formalist design elements. The automobile showroom, the highly visible front portion of the building, is a long, low boxy form, one story high and rectangular in plan. Large aluminum frame plate glass windows encircle the front and sides of the showroom, rising from a one-foot-high wall of running bond red brick. A double aluminum frame glass commercial door, with a large aluminum frame transom light above it, is centered on the facade, a continuation of the

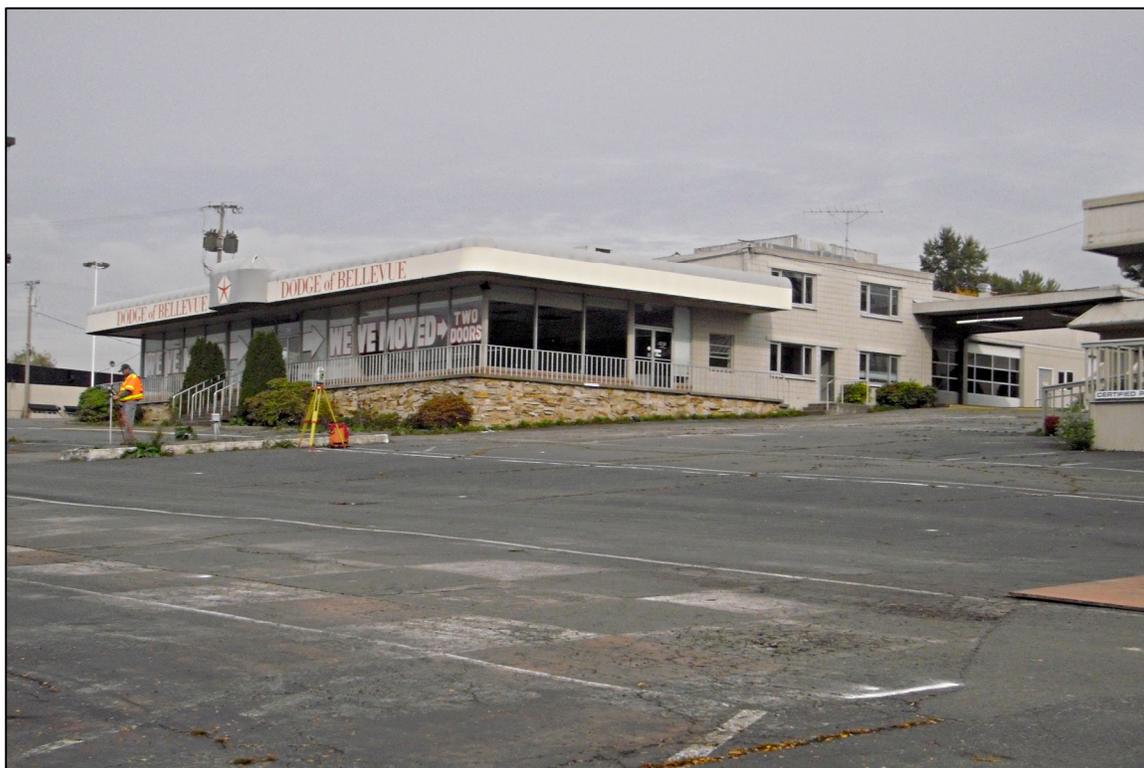


Figure 4-28. The Bellevue Dodge Building (NFSE-09-01), view to the northeast.

adjoining glass walls. Additional double aluminum frame glass commercial doors open into the showroom, one on either side; the north side door is at grade and wide enough to allow vehicle access. A poured concrete walkway extends across the facade and sides of the showroom, the front elevated four to five feet above the ground surface due to the slope of the lot. Chunks of uncoursed metamorphic stone cover the space beneath the walkway, creating the illusion of a stone platform supporting the building. A broad poured concrete stairway, centered on the façade, provides access to the walkway and main entrance. Steel pipe handrails border the walkway and extend down both sides and center of the stairway. The showroom roof is flat with widely overhanging boxed eaves, now covered with a modern balloon awning.

The showroom side walls continue to the rear, forming the sides of an office building, two stories in height, with a flat parapeted roof. Walls in this section are faced with smooth concrete blocks in a stacked rowlock pattern. Four aluminum frame three-part windows are arranged across the south elevation of the office, two on the first floor and two on the second level. One aluminum frame glass door opens into the south office wall, offset to the west between the two first floor windows. The showroom and office rest on a poured concrete foundation.

A long narrow one story service area extends from the rear of the office. This flat roofed, parapeted concrete block structure is clad with T1-11. Aluminum and glass lift-up garage doors open into the service area from both sides. A wider, slightly higher addition was constructed to the rear of the service area for use as a body shop. This section is also a one story concrete block building with a flat parapeted roof. Cladding is corrugated metal and T1-11 and the vehicle doors are roll-up metal and glass units. The rear service and body shops are both built on poured concrete slabs.

Two modern detached offices are situated just south of the dealership, both small rectangular flat-roofed buildings with T1-11 siding and poured concrete foundations. The larger of the two mimics the shape, encircling walkway, and widely overhanging eaves of the main dealership, while the smaller building has a moderately sloped mansard roof and an open drive-through canopy connecting it with the main dealership's office/service sections.

Statement of Significance

In 1965 Chrysler Corporation purchased this lot, demolished an existing farmhouse, and built a new Dodge automobile dealership on the site. The building, a long low Modernist structure, was probably built using standardized company plans. The original building, a glassed-in showroom, an office, and a rear service area, was expanded in 1968 with construction of a large shop addition at the rear of the building. Two small detached offices and a small addition on the north side of the service/body shop were added in the 1980s (King County n.d., 2009). Although the dealership operated as a Dodge sales and service center for more than 40 years, the building currently sits vacant.

The Dodge of Bellevue building is a common type in the region, lacking architectural distinction (Criterion C). The property is not associated with significant historical events (Criterion A) or historically prominent people (Criterion B). The highly visible showroom has been altered through addition of a prominent balloon awning, covering the original overhanging eaves, a change that compromises the building's integrity of design, materials, workmanship, and feeling. Although less visible, additions have been built onto the sides and rear of the building, altering its historical configuration. The Dodge of Bellevue building is recommended not eligible for listing in the National Register of Historic Places due to limited historical and architectural significance and loss of integrity. The building is also unlikely to qualify for King County landmark status.

Northern Pacific Railway Lake Washington Beltline / BNSF / (07/1480-1)

This segment of the 1904 Northern Pacific Railway Lake Washington Beltline was initially recorded in 2007 and recommended as eligible for listing in the NRHP under Criterion A for its association with development of transportation and heavy industry in the Puget Sound region (Allen and O'Brien 2007). Washington SHPO concurred with the finding of eligibility. Although this railroad is inactive, the rails, ties, and signs remain intact. The 500-foot- (150-meter-) long segment of grade passing through the present APE is elevated 7 to 10 feet (2 to 3 meters) above the surrounding terrain on imported rock ballast (Figure 4-29). The grade is approximately 12 feet wide at the top and 50 feet wide at the bottom. Tie plates are embossed with foundry information and dates of manufacture: "COLO-TP-27 1941 / 112REHW". Although a siding and spur were removed from this railroad segment ca. 1995 (King County Assessor 2009), the feature has not been altered since it was

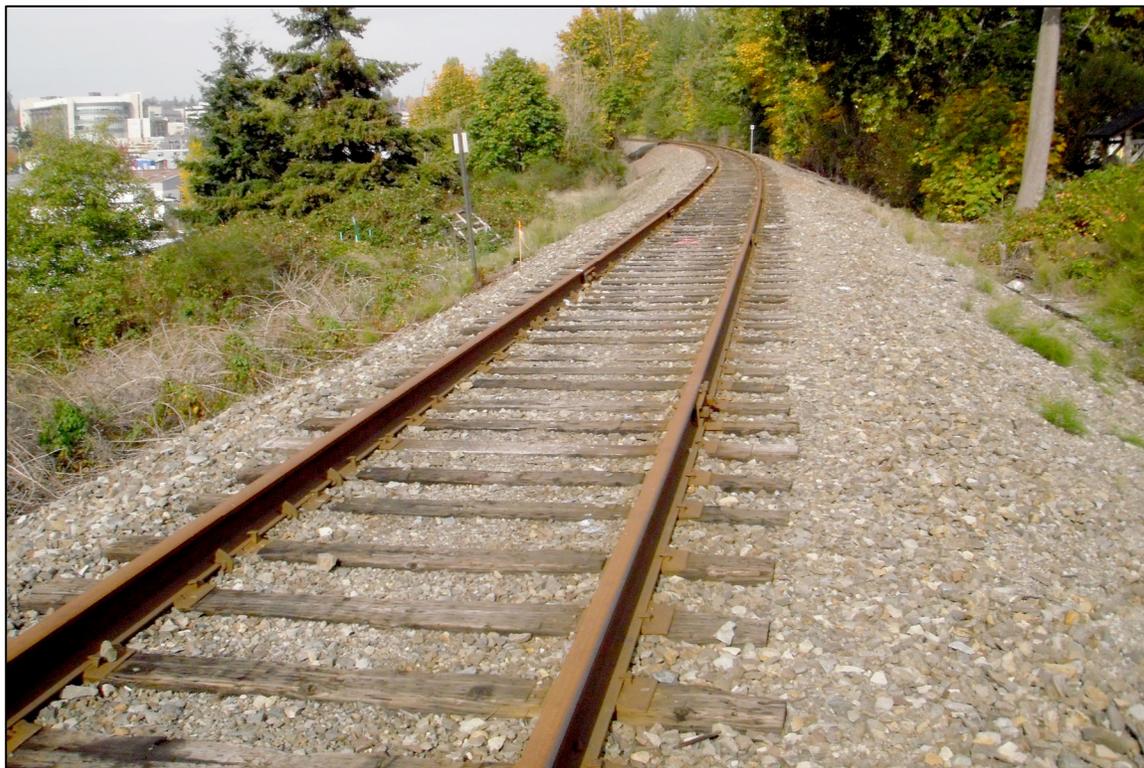


Figure 4-29. The Northern Pacific belt line, view to the northwest.

recorded and determined eligible for the NRHP. The 2007 Historic Property Inventory Form for this resource is included in Appendix B.

4.5.3 Summary

Six historical resources were identified during the cultural resources surveys of the APE. The Safeway Spur of the Northern Pacific Lake Washington Beltline Railroad (120-01), the Overlake Dry Cleaning Building/Bakker Dry Cleaning (120-04), and Dodge of Bellevue (NFSE-09-1) are within the APE, but are recommended not eligible for the National Register. Two other resources, the former Safeway Distribution Center Truck Repair Shop (120-02) and Grocery Warehouse (120-03) are adjacent to the APE and are recommended eligible for the National Register. The Northern Pacific Railway Beltline (07/1480-1), which is located within the APE, has been determined eligible for the NRHP.

No archaeological resources were identified within the APE primarily because little ground surface or subsurface deposits were visible due to urban development. Two areas within the project may yield significant archeological resources: the [REDACTED]. Construction in the Lake Bellevue area is less likely to intersect native sediments due to previous development and the project design. An archaeological monitor should be present, however, if construction activities extend below road or modern fill, into intact native sediments. These two areas are illustrated in Figure 4-9 and indicated as Seattle muck (blue) and Tukwila muck (green).

Ground disturbing activities around the West Tributary of Kelsey Creek include culvert replacement, channel improvement, and landscaping. Again, an archaeologist should monitor all ground disturbing activities that extend below modern road fill in this area. All archaeological monitoring should be guided by a Monitoring and Discovery Plan developed for this project. The City has standard contract specifications that detail a monitoring procedure which should be specifically tailored to the NE 4th Street/ 120th Avenue NE project.

Archaeological monitoring strategies may be modified based on the results of geoarchaeological monitoring of any additional geotechnical bore holes to be completed prior to construction.

5.0 Environmental Effects

5.1 Direct Effects on Cultural Resources

Under Section 106 of the NHPA, significant cultural resources (historic properties) are subject to additional determination of effects and design of mitigation measures. The Criteria of Effect was used to determine whether the proposed project would affect a property and whether those effects would be considered adverse. The proposed project would have an effect if it changed the characteristics that qualify a historic property for inclusion in the NRHP. The effect is adverse if it diminishes the integrity of such characteristics. These potential adverse effects include:

- Physical destruction of an entire historic property;
- Damage or alteration of a portion of an historic property, or removal of a portion of the property;
- Introduction of audible, visible, or atmospheric elements that are out of character with the historic property or alter its setting.

Three historic properties were identified within or adjacent to the APE. One historic property, the Northern Pacific Railway Lake Washington Beltline (07/1480-1) has been identified within the APE. This resource will be adversely affected by the extension of NE 4th Street from 116th Avenue NE to 120th Avenue NE. The two historic properties adjacent to the APE, the former Safeway Distribution Center Truck Repair Shop and Grocery Warehouse, will not be affected.

5.1.1 Effects During Construction

The Northern Pacific Beltline is within the APE and will be adversely affected due to construction of the NE 4th Street extension. The new road segment will cut across the existing tracks and construction will result in significant alterations to or demolition of that portion of the rail line.

The Safeway Truck Repair Shop and Grocery Warehouse are outside the project footprint and should not be adversely affected by construction, including noise, vibrations, or visual intrusions.

Archaeological resources, if identified and not avoided, may be directly affected by construction activities related to utilities, wall foundations, stormwater facilities, and signal standards.

5.1.2 Effects During Operation

The Northern Pacific Beltline will be adversely affected during operation of this project. No direct effects to other historical or archaeological resources are anticipated during operation of this project.

5.2 Indirect Effects on Cultural Resources

Indirect effects are associated with a project and occur later in time or farther removed in distance; but they are still reasonably foreseeable. Although no indirect effects are anticipated, improved connectivity along the 120th Avenue NE may increase traffic as well as development along the roadway. Passing traffic is not likely to affect historic properties and the increased business development along the project alignment is likely to ensure the long-time use of area historic properties.

5.3 Cumulative Effects on Cultural Resources

Cumulative effects result from the incremental affects of the action when added to other past, present, and reasonably foreseeable actions, regardless of the agency or person initiating the other actions. At this time, reasonably foreseeable projects in the area include:

- Spring District: Wright Runstad & Company, in joint venture with Shorenstein Properties, LLC has planned the development of the Spring District, a 36-acre mixed-use urban neighborhood within the Bel-Red Corridor. The Spring District will consist of up to 1,000 multi-family residences, over 3 million square feet of office space and several high-density buildings that will provide retail services. The proposed development will be located at the northeast corner of 120th Avenue NE and NE 12th Street.
- Sound Transit's East Link Project: This project will consist of an electric light rail train system that will connect areas between Seattle and Overlake Transit Center in Redmond. It is anticipated that the system will have a station just east of the intersection of 120th Avenue NE and NE 15th Street, located in the Spring District development. This project is expected to be completed between 2016 and 2021.
- Construction of the light rail will result in the acquisition of property at 1445 120th Avenue NE. Since not all of the property will be used for the light rail track, some portion of it will be redeveloped. As this is already a commercial property, the nature of the land use is unlikely to change significantly.
- NE 15th Street/124th Avenue NE: In concert with East Link light rail project, NE 15th Street will be constructed in stages, with the first stage likely to be from 120th Avenue NE through to 124th Avenue NE, which will be widened to 5 lanes. The anticipated traffic flow pattern from downtown to eastbound State Route (SR) 520 is: NE 4th Street to 120th Avenue NE to NE 15th Street to 124th Avenue NE to SR 520.

The NE 4th Street/120th Avenue NE project will improve transportation connectivity to, from, and between the downtown regional growth center and the Wilburton, Bel-

Red and Overlake sub-areas, which in turn, spurs development. Continued development that includes razing or altering buildings and ground disturbing activities may adversely affect significant historical buildings and structures and undiscovered archaeological resources. Of particular concern is Sound Transit's East Link Project that includes development along the east side of 120th Avenue NE in the vicinity of NE 15th Street where the former Safeway Distribution Center Truck Repair Shop is location. This historic property was not captured in Sound Transit's cultural resources studies because it was less than 50 years old when the 2007 field was conducted. While the NE 4th Street/120th Avenue NE project will not affect this property, Sound Transit's East Link may.

5.4 Mitigation Measures

Mitigation should be undertaken for any alterations to NRHP-eligible resource under a Memorandum of Agreement (MOA) between SHPO and the FHWA. Typical mitigation measures include Level II documentation of affected resources, but final decisions on mitigation will be made among the agencies involved in the MOA. Significant archaeological sites discovered during construction would be mitigated through scientific data recovery or other suitable measures determined in consultation with SHPO, affected Indian Tribes, and other concerned parties. In order to minimize damage, construction would be conducted under the auspices of a monitoring and discovery plan that would include provisions for inadvertent discovery of cultural material and human remains. . The City has standard contract specifications that detail a monitoring procedure which should be specifically tailored to the NE 4th Street/ 120th Avenue NE project.

5.5 Effects Summary

The Northern Pacific Railway Lake Washington Beltline will be adversely affected by the NE 4th Street/120th Avenue NE Corridor Project. No other identified resource within or adjacent to the APE will be affected by this project.

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The Bellevue American, Bellevue, Washington

Archives and Government Offices

National Archives and Records Administration, Seattle, Washington
Office of the King County Assessor, Seattle, Washington
Office of the King County Recorder, Seattle, Washington
King County Department of Transportation Seattle, Washington
Washington State Archives, Bellevue, Washington

APPENDIX A: Correspondence



STATE OF WASHINGTON

DEPARTMENT OF ARCHAEOLOGY & HISTORIC PRESERVATION

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

April 20, 2011

Mr. Trent de Boer
WSDOT, Highways & Local Programs
PO Box 47390
Olympia, WA 98504-7390

In future correspondence please refer to:
Log: 101310-06-FHWA
Property: City of Bellevue, 120th Avenue NE
Re: Archaeology - APE Concur

Dear Mr. de Boer:

We have reviewed the materials forwarded to our office for the City of Bellvue, 120th Avenue NE project. Thank you for your description of the revised area of potential effect (APE) for the project. We concur with the definition of the revised APE. We look forward to the results of your cultural resources survey efforts, your consultation with the concerned tribes, and receiving the survey report. We would appreciate receiving any correspondence or comments from concerned tribes or other parties that you receive as you consult under the requirements of 36CFR800.4(a)(4) and the survey report when it is available.

These comments are based on the information available at the time of this review and on behalf of the State Historic Preservation Officer in conformance with Section 106 of the National Historic Preservation Act and its implementing regulations 36CFR800. Should additional information become available, our assessment may be revised.

Please note that DAHP requires that all historic property inventory and archaeological site forms be provided to our office electronically. Also, please note that effective Nov. 2, 2009, DAHP requires that all cultural resource reports be submitted in PDF format on a labeled CD or electronically. For further information please go to http://www.dahp.wa.gov/documents/CR_ReportPDF_Requirement.pdf.

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

Sincerely,

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

APPENDIX B: Historic Property Inventory Forms



Location

Field Site No. 120-01 DAHP No.
 Historic Name: Northern Pacific Railway Lake Washington Beltline Safeway Spur
 Common Name: BNSF
 Property Address: 120th Ave NE, Bellevue, WA
 Comments:
 Tax No./Parcel No. 1099100104
 Plat/Block/Lot N/A
 Acreage <1
 Supplemental Map(s)

| Township/Range/EW | Section | 1/4 Sec | 1/4 1/4 Sec | County | Quadrangle |
|-------------------|---------|---------|-------------|--------|---------------|
| T25R5E | 28 | NE | SW | King | MERCER ISLAND |

Coordinate Reference

Easting: 1225839
 Northing: 840156
 Projection: Washington State Plane South
 Datum: HARN (feet)

Identification

Survey Name: NE 4th Street/120th Avenue NE Corridor Project (Boswell et al. 2011) Date Recorded: 08/02/2010
 Field Recorder: Alicia Valentino and Michele Parvey; NWAA
 Owner's Name: City of Bellevue
 Owner Address: 450 110th Ave. NE
 City: Bellevue State: WA Zip: 98004-5136
 Classification: Structure
 Resource Status: Comments:
 Survey/Inventory
 Within a District? No
 Contributing?
 National Register:
 Local District:
 National Register District/Thematic Nomination Name:
 Eligibility Status: Not Determined - SHPO
 Determination Date: 3/1/2011



Determination Comments:

Description

| | | | |
|---|--------------------------------|------------|----------------|
| Historic Use: Transportation - Rail-Related | Current Use: Vacant/Not in Use | | |
| Plan: Other | Structural System: Other | | |
| Stories: N/A | Changes to Interior: | | |
| Changes to Plan: Moderate | Changes to Windows: | | |
| Changes to Original Cladding: | | | |
| Changes to Other: | | | |
| Other (specify): | | | |
| Style: | Cladding: | Roof Type: | Roof Material: |
| Other | None | None | None |
| Foundation: | Form/Type: | | |
| | Other | | |

Narrative

| | | |
|--------------------------------|-----------------|------------------------------------|
| Study Unit | Other | |
| Transportation | | |
| Community Planning/Development | | |
| Commerce | | |
| Date of Construction: | 1958 Built Date | Builder: Northern Pacific Railroad |
| | | Engineer: Unknown |
| | | Architect: N/A |

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

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

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

Statement of Significance: The Safeway Spur of the Northern Pacific Lake Washington Beltline was built in approximately 1958 at the same time that the warehouse complex was under construction. Segments of the track that cross 120th Avenue NE have been removed so that the spur no longer makes its original direct connections to the former Safeway Distribution Center site. As a result, the Safeway Spur lacks integrity of setting, design, materials, and workmanship and is recommended not eligible for the National Register of Historic Places.

Although the Safeway Spur connects to the Northern Pacific Lake Washington Beltline, a NRHP eligible property, it does not contribute to the eligibility of the older property. The Lake Washington Beltline, built in 1904, is eligible for the NRHP based on its association with the development of railroads in the state and region, and heavy industry, primarily coal and steel, in the eastern Puget Sound region (Allen and O'Brien 2007). Construction of the Lake Washington Beltline and its contribution to railroad and industrial history predate construction of the Safeway Spur.



| | |
|-------------------------------------|--|
| Description of Physical Appearance: | <p>This standard gauge spur line is about 0.35 miles (1,850 feet) long and connected the Safeway Distribution Center with the mainline of the Northern Pacific Lake Washington Beltline to the northwest (Figure 19). The spur line is now abandoned and overgrown. Historically the spur line crossed 120th Avenue NE and entered the distribution center at about 1533 120th Avenue NE and continued on to various warehouses. There is a wye (160 feet west of 120th Avenue NE) that divides the spur into three sets of tracks, all bound for the distribution center. The northernmost of the three tracks extends about 425 feet east of the roadway, terminating in the distribution center parking lot. The middle track terminates in 120th Avenue NE, as does the southernmost track which also has been partially dismantled at the wye. Most of the switching apparatus and other associated railroad equipment have been removed. Some remaining track hardware is embossed with strings of characters designating foundry information and series numbers. Examples include ANELSON GS-100 RE-L@ and ANP/100/A/R/420.</p> |
| Major Bibliographic References: | <p>Allen, Jason and Elizabeth O'Brien 2007 Historic Property Inventory Report: Northern Pacific Railway Lake Washington Beltline. On file, Department of Archaeology and Historic Preservation, Olympia, Washington.</p> <p>Armbruster, Kurt E. 1999. Orphan Road. The Railroad Comes to Seattle, 1853-1911. Washington State University Press, Pullman, Washington.</p> <p>Grant, Frederic James, Editor 1891 History of Seattle, Washington. Northwestern Printing, Lithography, and Stationery, Ltd., Seattle, Washington.</p> <p>Stewart, John H. 1978 King County Historic Sites Survey Inventory Sheet for Wilberton Railroad Trestle. On file, Department of Archaeology and Historic Preservation, Olympia, Washington.</p> |



Photos



View to the east.
Railroad Spur, looking toward 120th Ave. NE from spur switch



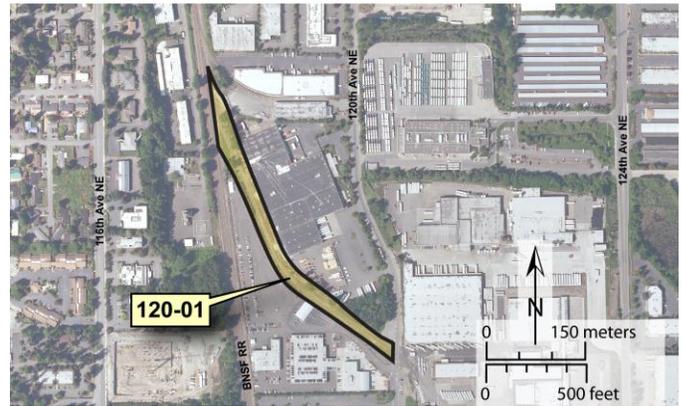
View to the east, toward the Safeway Distribution Center.
Railroad Spur, middle and southernmost crossings



View to the west.
Railroad Spur as seen from 120th Ave. NE



View to the east, toward the Safeway Distribution Center.
Railroad Spur, northernmost crossing



Bellevue North and Bellevue South, 7.5' USGS quadrangles,
1982 and 1983 respectively.
Railroad Spur, USGS map location.

Aerial photograph.
Railroad Spur, aerial photograph



Location

Field Site No. 120-02 DAHP No.

Historic Name: Safeway Distribution Center Truck Repair Building

Common Name: Truck Repair Shop

Property Address: 1121 124 Ave NE, Bellevue, WA 98005

Comments:

Tax No./Parcel No. 1099100102

Plat/Block/Lot Brierwood Park Addition, Lot 3

Acreage 36.1

Supplemental Map(s)

| Township/Range/EW | Section | 1/4 Sec | 1/4 1/4 Sec | County | Quadrangle |
|-------------------|---------|---------|-------------|--------|---------------|
| T25R5E | 28 | SW | | King | MERCER ISLAND |

Coordinate Reference

Easting: 1226482

Northing: 839813

Projection: Washington State Plane South

Datum: HARN (feet)

Identification

Survey Name: NE 4th Street/120th Avenue NE Corridor Project (Boswell et al. 2011) Date Recorded: 08/02/2010

Field Recorder: Sharon Boswell and Lorelea Hudson, NWAA

Owner's Name: WR-SRI 120TH LLC

Owner Address: 1201 3RD AVE STE 2700

City: Seattle State: Washington Zip: 98101

Classification: Building

Resource Status: Comments:
Survey/Inventory

Within a District? No

Contributing?

National Register:

Local District:

National Register District/Thematic Nomination Name:

Eligibility Status: Not Determined - SHPO

Determination Date: 3/1/2011

Determination Comments:



Description

| | | | |
|---|--|-------------------|----------------|
| Historic Use: Transportation - Road-Related (vehicular) | Current Use: Transportation - Road-Related (vehicular) | | |
| Plan: Rectangle | Stories: 1 | | |
| Changes to Plan: Intact | Structural System: Concrete - Reinforced Concrete | | |
| Changes to Original Cladding: Intact | Changes to Interior: Slight | | |
| Changes to Other: | Changes to Windows: Intact | | |
| Other (specify): | | | |
| Style: | Cladding: | Roof Type: | Roof Material: |
| Other - Utilitarian | Concrete - Block | Flat with Parapet | Unknown |
| Foundation: | Form/Type: | | |
| Concrete - Poured | Utilitarian | | |

Narrative

| | |
|--------------------------------|--------------------|
| Study Unit | Other |
| Transportation | |
| Community Planning/Development | |
| Commerce | |
| Date of Construction: | 1958 Built Date |
| | Builder: Unknown |
| | Engineer: Unknown |
| | Architect: Unknown |

Property appears to meet criteria for the National Register of Historic Places: Yes
 Property is located in a potential historic district (National and/or local): Yes - Local
 Property potentially contributes to a historic district (National and/or local): Yes

Statement of
Significance:

The Truck Repair Shop was constructed in 1959 as the Safeway Distribution Center neared completion. The facility provided a place to service and repair trucks and other motorized vehicles that were an essential part of the grocery distribution system that Safeway Stores had developed in the 1950s. This building along with others in the complex replaced farms previously operated by Japanese families and was part of the important expansion of light industrial and commercial development within the City of Bellevue after World War II. Individually, the building has integrity of design, workmanship, materials, feeling and association and is recommended eligible for listing on the National Register of Historic Places as an intact example of a vehicle repair facility of the early 1950s when trucking became a major part of nation's commercial delivery system. It may also be considered as a contributing element to the potential eligibility of the Safeway Distribution Center in Bellevue, which was one of the first eleven facilities of this type built in the country during the 1950s. The complex also included a series of specialized warehouses, milk and ice cream plants, box storage, maintenance and security offices as well as a railroad spur to the nearby Northern Pacific line. The facility is representative of the important changes that the grocery business experienced after World War II in the types of merchandise, new packaging and more efficient and cost-effective delivery systems that were developed. Safeway helped to pioneer the concept of regional distribution centers, which provided large-scale warehouse, production and transportation services to the company's retail grocery divisions

Description of
Physical
Appearance:

The truck repair shop is housed in a one-story reinforced concrete building with concrete pilasters, a flat roof and slightly raised parapets on the east and west sides of the building. The roof is supported by tapered girders with wood purlins and a plywood ceiling. The facility includes a series of nine service bays that can be accessed from both the north and south sides of the building. Metal roll-up doors that appear to be original cover the entrances to each of these bays. The building sits on a concrete foundation and has cement floors, although the third bay from the east side of the building includes a rectangular pit that extends along the length of the bay for undercarriage servicing.

A partial carport extends the length of the west side of the building with a wood-frame roof covered by corrugated iron and supported by steel poles. The roof is approximately 8' in height and may be a later addition to the building. Three sets of 12 by 5 light metal-cased industrial windows extend across the west side of the building above the carport, separated by concrete pilasters. Each set of windows is further divided by vertical metal uprights that form alternating 2 by 5 light and 3 by 5 light segments. Each of these segments includes a set of awning windows that are operated by a single hand crank attached to a metal bar that opens all of the windows at the same time. The same types of windows are aligned just below roof line above enclosed office space on the south side of the building toward the west end. These metal-framed windows in a series of two alternating 2 by 3 light and 4 by 3 light pairs also have the same awning window mechanisms. An additional series of 2 by 5 light and 3 by 5 light windows mirroring those on the west side stretch across three sides of a 22' by 23' concrete block addition to the repair facility in its north side.

The east side of the building is entirely concrete with only an entry door at its center. Early drawings show a fuel station that has been removed, although a propane tank now stands toward the north end. An early air compressor for tires remains on the west wall, although it does not appear to be functional.



Major Bibliographic References:

Karolevitz, Robert F. 1984. Kemper Freeman, Sr., and the Bellevue Story. The Homestead Publishers, Mission Hill, South Dakota.

King County Assessor, Property Cards, Washington State Archives, Bellevue, Washington.

McDonald, Lucile. 1984. Bellevue: Its First 100 Years. Ye Galleon Press, Fairfield, Washington.

Neiwert, David A. 2005. Strawberry Days. Palgrave MacMillan, New York, New York.

Safeway Stores, Inc., 1953-1959, Annual Reports, Safeway Stores, Oakland, California



Photos



View to the northeast; southwest corner of the building
Truck Repair Building



View to the east showing northwest corner with concrete
block addition on north side.
Truck Repair Building



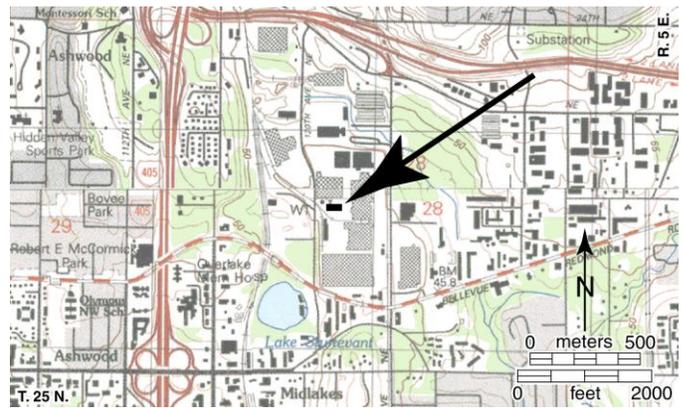
View to the southwest, northeast corner of building
Truck Repair Building



View to the northwest showing truck bays
Truck Repair Building



View of awning windows on south side of building.
Truck Repair Building windows



Bellevue South, 7.5' USGS quadrangle, 1983.
Truck Repair Building, USGS map location



Aerial photograph.
Truck Repair Building, aerial photograph



Location

Field Site No. 120-03 DAHP No.

Historic Name: Safeway Distribution Center -- Grocery Warehouse

Common Name: Warehouse

Property Address: 1121 124 Ave NE, Bellevue, WA 98005

Comments:

Tax No./Parcel No. 109910-0102

Plat/Block/Lot Brierwood Park Addition

Acreage 36.1

Supplemental Map(s)

| Township/Range/EW | Section | 1/4 Sec | 1/4 1/4 Sec | County | Quadrangle |
|-------------------|---------|---------|-------------|--------|---------------|
| T25R05E | 28 | SW | | King | MERCER ISLAND |

Coordinate Reference

Easting: 1226600

Northing: 838883

Projection: Washington State Plane South

Datum: HARN (feet)

Identification

Survey Name: NE 4th Street/120th Avenue NE Corridor Project (Boswell et al. 2011) Date Recorded: 08/02/2010

Field Recorder: Sharon Boswell and Lorelea Hudson, NWAA

Owner's Name: WR-SRI 120th LLC

Owner Address: 1201 3RD AVE STE 2700

City: Seattle State: WA Zip: 98101

Classification: Building

Resource Status: Comments:

Survey/Inventory

Within a District? No

Contributing?

National Register:

Local District:

National Register District/Thematic Nomination Name:

Eligibility Status: Not Determined - SHPO

Determination Date: 3/1/2011

Determination Comments:



Description

| | | | |
|--|---|----------------------------------|-----------------------|
| Historic Use: Commerce/Trade - Warehouse | Current Use: Commerce/Trade - Warehouse | | |
| Plan: Rectangle | Stories: 1 | | |
| Changes to Plan: Moderate | Structural System: Concrete - Block | | |
| Changes to Original Cladding: Intact | Changes to Interior: Unknown | | |
| Changes to Other: | Changes to Windows: Intact | | |
| Other (specify): | | | |
| Style: | Cladding: | Roof Type: | Roof Material: |
| Other - Utilitarian | Concrete - Block | Asphalt / Composition - Built Up | Asphalt / Composition |
| Foundation: | Form/Type: | | |
| Concrete - Poured | Utilitarian | | |

Narrative

| Study Unit | Other |
|--------------------------------|--------------------|
| Transportation | |
| Community Planning/Development | |
| Commerce | |
| Date of Construction: | 1958 Built Date |
| | 1966 Addition |
| | Builder: unknown |
| | Engineer: unknown |
| | Architect: unknown |

Property appears to meet criteria for the National Register of Historic Places: Yes
 Property is located in a potential historic district (National and/or local): Yes - Local
 Property potentially contributes to a historic district (National and/or local): Yes



| | |
|-------------------------------------|---|
| Statement of Significance: | <p>The Grocery Warehouse was the first major building to be occupied in the Safeway Distribution Center in Bellevue. Construction on the huge 257,440 square foot warehouse facility was completed in June of 1958, although operations did not begin until December of that year. This building was part of the rapid development of commercial businesses and light industry that the City of Bellevue encouraged after World War II. It is also representative of the rise of new storage and distribution networks in the postwar era as population growth, technological innovations and evolving transportation systems encouraged increased capacity and efficiency. A 200' addition to the building was constructed on its west side in 1966 but the facility otherwise retains its integrity of design, workmanship, materials, feeling and association and is recommended eligible for listing on the National Register of Historic Places as an example of a large warehouse of the early 1950s when bulk storage of goods became a major part of nation's commercial delivery system. It may also be considered as a contributing element to the potential eligibility of the Safeway Distribution Center in Bellevue, which was one of the first eleven facilities of this type built in the country during the 1950s. The complex also included a series of specialized warehouses, milk and ice cream plants, box storage, maintenance and security offices as well as a railroad spur to the nearby Northern Pacific line. The facility is representative of the important changes that the grocery business experienced after World War II in the types of merchandise, new packaging and more efficient and cost-effective delivery systems that were developed. Safeway helped to pioneer the concept of regional distribution centers, which provided large-scale warehouse, production and transportation services to the company's retail grocery divisions</p> |
| Description of Physical Appearance: | <p>The Safeway Grocery Warehouse is a large rectangular building that originally measured 521' from east to west and 480' north to south when it was completed in 1958. Construction of a 200' addition on the west end took place in 1966. The concrete block building with concrete pilasters is also set on a concrete foundation with concrete slab floors. The built-up roof is supported by glu-lam beams covered by rigid insulation and plywood.</p> <p>The building was designed for easy loading and unloading of both trucks and rail cars. A series of 26 raised bays of alternating heights stretches along the east side of the building. The final bay on the northwest end is closed and contains an interior door reached by a short stairway. The slight ell on the south end encompasses a raised outdoor area that is covered by a flat corrugated iron roof set on wood beams supported by iron poles. A sloped concrete ramp leads up to this area and the interior door.</p> <p>A number of new loading bays on the north and south sides of the building were part of the 1966 expansion. Eight raised bays provide access on the southwest side of the building while nine more were added on the north side. In addition, two rail spurs provide access to two larger loading bays at the west end of the north side.</p> |
| Major Bibliographic References: | <p>Karolevitz, Robert F. 1984. <i>Kemper Freeman, Sr., and the Bellevue Story</i>. The Homestead Publishers, Mission Hill, South Dakota.</p> <p>King County Assessor, Property Cards, Washington State Archives, Bellevue, Washington.</p> <p>McDonald, Lucile. 1984. <i>Bellevue: Its First 100 Years</i>. Ye Galleon Press, Fairfield, Washington.</p> <p>Neiwert, David A. 2005. <i>Strawberry Days</i>. Palgrave MacMillan, New York, New York.</p> <p>Safeway Stores, Inc., 1953-1959, Annual Reports, Safeway Stores, Oakland, California</p> |



Photos



South side of building, view to the northwest
Grocery Warehouse



Southwest corner of building, view from the intersection of
120th Ave. NE and NE 12th St..
Grocery Warehouse



Northeast corner of building, view to the southwest.
Grocery Warehouse



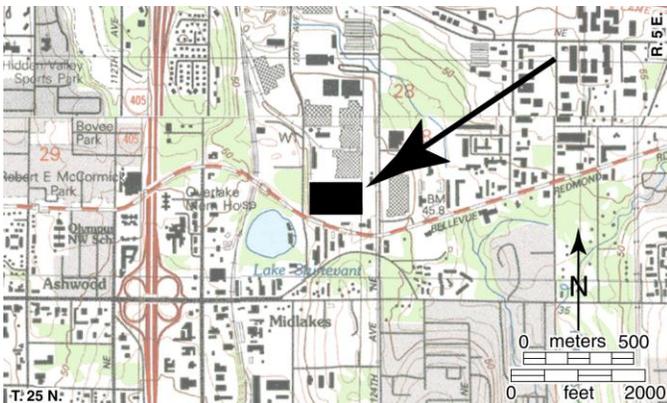
North side of building, view to the south west showing 1966
addition.
Grocery Warehouse



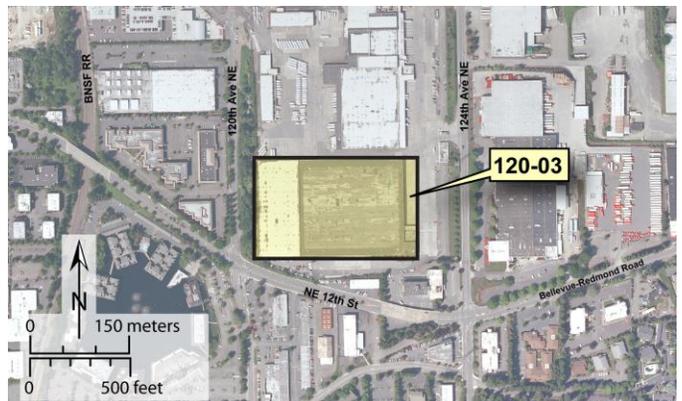
View to the west of loading docks, east side of building.
Grocery Warehouse loading dock doors.



View to the south showing rail spur to loading bays on west
side of building, added 1966
Grocery Warehouse rail loading dock



Bellevue South, 7.5' USGS quadrangle, 1983.
Grocery Warehouse, USGS map location.



Aerial photograph.
Grocery Warehouse, aerial photograph



Location

Field Site No. 120-04 DAHP No.

Historic Name: Bakkers Inc

Common Name: Mercedes Benz of Bellevue/Barrier Motors

Property Address: 11855 NE Bellevue-Redmond Rd , Bellevue, WA 98052

Comments:

Tax No./Parcel No. 109910-0419

Plat/Block/Lot Brierwood Park Addition, Lots 79-80

Acreage 0.6

Supplemental Map(s)

| Township/Range/EW | Section | 1/4 Sec | 1/4 1/4 Sec | County | Quadrangle |
|-------------------|---------|---------|-------------|--------|---------------|
| T25R05E | 28 | SW | | King | MERCER ISLAND |

Coordinate Reference

Easting: 1226166

Northing: 837521

Projection: Washington State Plane South

Datum: HARN (feet)

Identification

Survey Name: NE 4th Street/120th Avenue NE Corridor Project (Boswell et al. 2011) Date Recorded: 08/02/2010

Field Recorder: Sharon Boswell and Lorelea Hudson, NWAA

Owner's Name: Bakkers Inc

Owner Address: 18810 SE 42ND ST

City: Issaquah State: Washington Zip: 98027

Classification: Building

Resource Status: Comments:

Survey/Inventory

Within a District? No

Contributing?

National Register:

Local District:

National Register District/Thematic Nomination Name:

Eligibility Status: Not Determined - SHPO

Determination Date: 3/1/2011

Determination Comments:



Description

| | | | |
|---|--|------------------------------|------------------------|
| Historic Use: Commerce/Trade - Business | Current Use: Commerce/Trade - Business | | |
| Plan: Irregular | Stories: 1 | | |
| Structural System: Concrete - Block | Changes to Plan: Moderate | | |
| Changes to Interior: Moderate | Changes to Original Cladding: Moderate | | |
| Changes to Windows: Extensive | Changes to Other: | | |
| Other (specify): | | | |
| Style: Commercial | Cladding: Concrete - Block | Roof Type: Flat with Parapet | Roof Material: Unknown |
| Foundation: Concrete - Poured | Form/Type: Commercial - Enframed Window Wall | | |

Narrative

| Study Unit | Other |
|--|---|
| Community Planning/Development Commerce | |
| Date of Construction: 1959 Built Date | Builder: Unknown Engineer: Unknown Architect: Harold C. Nelson and Stanley Siegenthaler |

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

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

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

Statement of Significance: The original Overlake dry cleaning plant constructed by Robert Hagen at 11855 Bellevue-Redmond Road was part of the commercial expansion that accompanied the huge population growth in Bellevue after World War II. Bellevue was primarily a farming community in the 1930s, but new transportation access provided by the completion of the Lake Washington Floating Bridge in 1940 and the influx of defense workers during the war years helped to spur the community's growth. As commercial development clustered around the new Bellevue Square shopping center, forming a downtown core, residential construction and light industry began to occupy large tracts of land that had previously been used for agriculture. Property along the main access roads to Bellevue, including the Bellevue-Redmond Road and NE 8th, was also developed with a variety of service businesses and other commercial establishments. The dry cleaning plant was to the south of the large Safeway Distribution Center completed in 1959 and was adjacent to a bank building that was moved in 1961. A service station also was located on adjacent property at the intersection of Bellevue-Remond Road and NE 8th Street. The Overlake dry cleaning building was later purchased by Bakkers, Incorporated, another large dry cleaning operation. The building was leased to Barrier Motors and substantially remodeled as an automobile sales facility in approximately 2000. The building lacks integrity of design, materials, feeling and association and is recommended not eligible to the National Register of Historic Places.



| | |
|-------------------------------------|--|
| Description of Physical Appearance: | The irregularly shaped dry cleaning plant is constructed of concrete block on a poured concrete foundation. The one-story building has a flat tar and gravel roof which is supported by glu-lam beams. The original tongue and groove wood decking used for the ceiling remains in place as do reinforced concrete floors. Original windows and walls on portions of the north and south sides, and the entire west end of the building have been replaced by large rectangular plate glass windows with transom lights set in metal frames. Steel I-beams form the horizontal base of these windows and also the vertical members between the windows and the double glass entry doors on the west side of the building. The roof edge is boxed by a raised, triple-banded plasterboard wall with a protruding horizontal band at the center of three sides used for signage. According to property records, at least one addition to the east side of the building was made in 1960. |
| Major Bibliographic References: | Karolevitz, Robert F. 1984. Kemper Freeman, Sr., and the Bellevue Story. The Homestead Publishers, Mission Hill, South Dakota. King County Assessor, Property Cards, Washington State Archives, Bellevue, Washington. McDonald, Lucile. 1984. Bellevue: Its First 100 Years. Ye Galleon Press, Fairfield, Washington. Neiwert, David A. 2005. Strawberry Days. Palgrave MacMillan, New York, New York. Safeway Stores, Inc., Annual Report, Safeway Stores, Oakland, California |



Photos



View to the east
Bakkers Inc



View to the southwest
Bakkers Inc



View to the north
Bakkers Inc



View of the southwest corner looking east.
Bakkers Inc



Bellevue South, 7.5' USGS quadrangle, 1983.
Bakkers Inc, USGS map location



Aerial photograph.
Bakkers Inc, aerial photograph



Location

Field Site No. NFSE-09-1 DAHP No.

Historic Name: Dodge of Bellevue

Common Name: Dodge of Bellevue

Property Address: 316 116th Ave NE, Bellevue, WA 98004

Comments:

Tax No./Parcel No. 3325059012

Plat/Block/Lot

Acreage 2.7

Supplemental Map(s)

| Township/Range/EW | Section | 1/4 Sec | 1/4 1/4 Sec | County | Quadrangle |
|-------------------|---------|---------|-------------|--------|---------------|
| T25R05E | 33 | NW | SW | King | MERCER ISLAND |

Coordinate Reference

Easting: 1224861

Northing: 835934

Projection: Washington State Plane South

Datum: HARN (feet)

Identification

Survey Name: NE 4th Street/120th Avenue NE Corridor Project (Boswell et al. 2011) Date Recorded: 10/20/2009

Field Recorder: Ann Sharley, NWAA Architectural Historian

Owner's Name: KG Investments Properties

Owner Address: 11225 SE 6th St. #215

City: Bellevue State: WA Zip: 98004

Classification: Building

Resource Status: Comments:

Survey/Inventory

Within a District? No

Contributing?

National Register:

Local District:

National Register District/Thematic Nomination Name:

Eligibility Status: Not Determined - SHPO

Determination Date: 1/1/0001

Determination Comments:



Description

| | | | |
|--|--|------------------------------|---|
| Historic Use: Commerce/Trade - Specialty Store | Current Use: Vacant/Not in Use | | |
| Plan: Rectangle | Stories: 1, 2 | | |
| Changes to Plan: Moderate | Structural System: Platform Frame | | |
| Changes to Original Cladding: Intact | Changes to Interior: Unknown | | |
| Changes to Other: Extensive | Changes to Windows: Intact | | |
| Other (specify): Showroom eaves | | | |
| Style: Modern | Cladding: Brick - Common Bond | Roof Type: Flat with Parapet | Roof Material: Asphalt / Composition - Built Up |
| | Concrete - Block | Flat with Eaves | |
| Foundation: Concrete - Poured | Form/Type: Commercial - One-Part Block | | |

Narrative

| Study Unit | Other |
|-------------------------------------|------------------------------------|
| Community Planning/Development | |
| Commerce | |
| Architecture/Landscape Architecture | |
| Date of Construction: | Builder: Vaux Construction Company |
| 1965 Built Date | |
| 1968 Addition | |
| 1981 Addition | |
| 1984 Addition | |
| | Engineer: Unknown |
| | Architect: Unknown |

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

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

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

Statement of Historical Context:
Significance:



The Dodge vehicle brand originated in 1900 as Dodge Brothers Company of Detroit, a small manufacturing firm that supplied engine and chassis components to Ford Motor Company, Olds Motor Vehicle Company, and other automobile manufacturers. By 1914 Dodge Brothers had begun to manufacture complete vehicles, and the company rapidly became known for its quality product. In 1928 the firm was sold to Chrysler Corporation, which continued to manufacture vehicles under the Dodge brand name. Introduction of the Hemi V8 engine in the early 1950s catapulted Dodge into the forefront of the muscle car market, and addition of four-wheel-drive models to their passenger truck line answered the demand for rugged and relatively inexpensive work and recreation vehicles. Demand for large, powerful cars and trucks continued into the early 1970s when the oil crisis forced automobile manufacturers to reassess the efficiency of their products. By the time Chrysler was able to design smaller, more energy-efficient models and commence production, the corporation had lost considerable ground. Today Chrysler Corporation, part of the DaimlerChrysler company, continues to manufacture Dodge vehicles, although at a level somewhat reduced from its post-World War II heyday (JB Car Pages 2011).

Automobile dealerships appeared in the 1910s as demand for motorized vehicles increased. Most dealerships originally occupied space in motor vehicle repair shops, often buildings converted from earlier bicycle repair and blacksmith shops. By the 1920s buildings began to be constructed specifically for automobile sales. These structures followed the lead of urban furniture and appliance stores, utilizing large plate glass windows across the facade for product display. New car sales and construction of dealerships slowed in the 1930s and early 1940s as the Depression and then World War II inhibited the passenger vehicle market. Following the war, demand for new cars burgeoned and new dealerships sprang up across the country. By the late 1940s, vehicle manufacturers often provided architectural guides for construction or remodeling of automobile showrooms, related office space, and repair facilities. Under this professional guidance, vehicle dealerships built eye-catching modern facilities in an effort to attract the attention of potential customers, now passing at high speeds on adjacent roadways (Genat 1999:39-63; Ketelle n.d.; Liebs 1995:75-90). By the 1960s, large lots filled with new or used cars often surrounded the showroom building, the cars themselves used to draw attention to the business (Liebs 1995:91-93).

Dodge of Bellevue History:

In 1965 Chrysler Corporation purchased this lot, demolished an existing farmhouse, and built a new Dodge automobile dealership on the site. The building, a long low Modernist structure, was probably built using standardized company plans. The original building, a glassed-in showroom, an office, and a rear service area, was expanded in 1968 with construction of a large shop addition at the rear of the building. Two small detached offices and a small addition on the north side of the service/body shop were added in the 1980s (King County n.d., 2009). Although the dealership operated as a Dodge sales and service center for more than 40 years, the buildings are currently vacant.

National Register of Historic Places Evaluation:

The Dodge of Bellevue building is a common type in the region, lacking architectural distinction (Criterion C). The property is not associated with significant historical events (Criterion A) or historically prominent people (Criterion B). The highly visible showroom has been altered through addition of a prominent balloon awning, covering the original overhanging eaves, a change that compromises the building's integrity of design, materials, workmanship, and feeling. Although less visible, additions have been built onto the sides and rear of the building, altering its historical configuration. The Dodge of Bellevue building is recommended not eligible for listing in the National Register of Historic Places (NRHP) due to limited historical and architectural significance and loss of integrity. The building is also unlikely to qualify for King County landmark status.



Description of
Physical
Appearance:

Property Description:

This automobile dealership faces west toward the heavily-traveled 116th Avenue NE, set back 100 feet from the roadway and surrounded by broad paved parking lots. Other commercial buildings, also set well back from the roadway, occupy large adjacent lots. This portion of 116th Avenue is known as "Auto Row," a reference to the numerous automobile sales rooms once found along the route.

The Dodge of Bellevue building is a simple Modernist structure, exhibiting a mix of International and New Formalist design elements. The automobile showroom, the highly visible front portion of the building, is a long, low boxy form, one story high and rectangular in plan. Large aluminum frame plate glass windows encircle the front and sides of the showroom, rising from a one-foot-high wall of running bond red brick. A double aluminum frame glass commercial door, with a large aluminum frame transom light above it, is centered on the facade, a continuation of the adjoining glass walls. Additional double aluminum frame glass commercial doors open into the showroom, one on either side; the north side door is at grade and wide enough to allow vehicle access. A poured concrete walkway extends across the facade and sides of the showroom, the front elevated four to five feet above the ground surface due to the slope of the lot. Chunks of uncoursed metamorphic stone cover the space beneath the walkway, creating the illusion of a stone platform supporting the building. A broad poured concrete stairway, centered on the facade, provides access to the walkway and main entrance. Steel pipe handrails border the walkway and extend down both sides and center of the stairway. The showroom roof is flat with widely overhanging boxed eaves, now covered with a modern balloon awning.

The showroom side walls continue to the rear, forming the sides of an office building, two stories in height, with a flat parapeted roof. Walls in this section are faced with smooth concrete blocks in a stacked rowlock pattern. Four aluminum frame three-part windows are arranged across the south elevation of the office, two on the first floor and two on the second level. One aluminum frame glass door opens into the south office wall, offset to the west between the two first floor windows. The showroom and office rest on a poured concrete foundation.

A long narrow one story service area extends from the rear of the office. This flat roofed, parapeted concrete block structure is clad with T1-11. Aluminum and glass lift-up garage doors open into the service area from both sides. A wider, slightly higher addition was constructed to the rear of the service area for use as a body shop. This section is also a one story concrete block building with a flat parapeted roof. Cladding is corrugated metal and T1-11 and the vehicle doors are roll-up metal and glass units. The rear service and body shops are both built on poured concrete slabs.

Two modern detached offices are situated just south of the dealership, both small rectangular flat-roofed buildings with T1-11 siding and poured concrete foundations. The larger of the two mimics the shape, encircling walkway, and widely overhanging eaves of the main dealership, while the smaller building has a moderately sloped mansard roof and an open drive-through canopy connecting it with the main dealership's office/service sections.



Major Bibliographic References: Boswell, Sharon, Michele Parvey, Ann Sharley, Lorelea Hudson, and Brandy Rinck. 2011. NE 4th Street/120th Avenue NE Corridor Project, Cultural Resources Technical Report. Northwest Archaeological Associates, Inc., Seattle, Washington.

Genat, Robert. 1999. The American Car Dealership. MBI Publishing Company, Osceola, Wisconsin.

JB Car Pages. 2011. Chrysler History. Electronic document, <http://www.jbcarpages.com/chrysler/history/>, accessed February 22, 2011.

Ketelle, Jay. n.d. The American Automobile Dealership: A Picture Postcard History. Jay Ketelle Collectables, Inc., Amarillo, Texas.

King County Assessor. n.d. Property Cards. Puget Sound Branch, Washington State Archives, Bellevue, Washington.

King County Assessor. 2009. KCGIS Center. King County Assessor's Office, Seattle, Washington. Electronic document, <http://www5.kingcounty.gov/kcgisreports/>, accessed September 9, 2009.

Liebs, Chester H. 1995. Main Street to Miracle Mile: American Roadside Architecture. The Johns Hopkins University Press, Baltimore, Maryland.



Photos



View to the northeast.
West (front) and south elevations.
2009



View to the east.
West (front) elevation.
2009



View to the southeast.
North and west (front) elevations.
2009



View to the southeast.
North elevation, rear.
2009



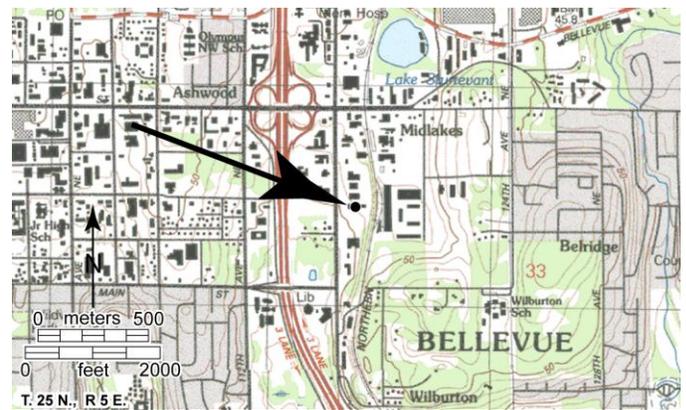
View to the northeast.
South elevation, rear.
2009



View to the northwest. City of Bellevue central business district in distance.
Overview: 1981 building, left center, 1984 building, right center, 1965 building, right.
2009



Photograph courtesy of King County Assessor.
Historical photograph, 1965.
1965



Bellevue South, 7.5' USGS map quadrangle, 1983.
USGS map location.
2011



Cultural Resources Technical Report
Historic Property Inventory Report

Location

Field Site No. 07/1480-1 DAHP No.

Historic Name: Northern Pacific Railway Lake Washington Beltline

Common Name: BNSF

Property Address: vicinity of Bellevue, WA

Comments:

Tax No./Parcel No.

Plat/Block/Lot

Acreage

Supplemental Map(s)

| Township/Range/EW | Section | 1/4 Sec | 1/4 1/4 Sec | County | Quadrangle |
|-------------------|---------|---------|-------------|--------|---------------|
| T24R05E | 32 | NW | | King | MERCER ISLAND |
| T24R05E | 31 | SE | | | KIRKLAND |
| T24R05E | 31 | NE | | | |
| T24R05E | 29 | SW | | | |
| T24R05E | 29 | SE | | | |
| T24R05E | 29 | NE | | | |
| T24R05E | 29 | NW | | | |
| T24R05E | 20 | SW | | | |
| T24R05E | 20 | SE | | | |
| T24R05E | 20 | NE | | | |
| T24R05E | 17 | SE | | | |
| T24R05E | 16 | SW | | | |
| T24R05E | 16 | NW | | | |
| T24R05E | 09 | SW | | | |
| T24R05E | 09 | NW | | | |
| T24R05E | 04 | NW | | | |
| T25R05E | 33 | SW | | | |
| T25R05E | 33 | NW | | | |
| T25R05E | 28 | SW | | | |
| T25R05E | 28 | NW | | | |
| T25R05E | 21 | SW | | | |
| T25R05E | 20 | SE | | | |
| T25R05E | 20 | NE | | | |
| T25R05E | 20 | NW | | | |
| T25R05E | 17 | SW | | | |
| T25R05E | 17 | NW | | | |
| T25R05E | 08 | SW | | | |
| T25R05E | 08 | NW | | | |
| T25R05E | 08 | NE | | | |
| T25R05E | 05 | SE | | | |
| T25R05E | 05 | NE | | | |



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| | | |
|---------|----|----|
| T26R05E | 32 | SE |
| T26R05E | 32 | NE |
| T26R05E | 33 | NW |
| T26R05E | 28 | SW |
| T26R05E | 28 | SE |
| T26R05E | 28 | NE |
| T26R05E | 27 | SW |
| T26R05E | 27 | NW |
| T26R05E | 22 | SE |
| T26R05E | 22 | NE |
| T26R05E | 22 | NW |
| T26R05E | 15 | SW |
| T26R05E | 15 | NW |
| T26R05E | 16 | NE |
| T26R05E | 09 | SE |
| T26R05E | 09 | NE |

Coordinate Reference

Easting: 1230080

Northing: 887043

Projection: Washington State Plane South

Datum: HARN (feet)



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Identification

Survey Name: BNSF King County Abandonment Date Recorded: 07/10/2007
Field Recorder: Jason Allen and Elizabeth O'Brien
Owner's Name: BNSF
Owner Address: 2650 Lou Menk Drive
City: Fort Worth State: Texas ZIP: 76131-2830
Classification: Structure
Resource Status: Comments:
Within a District? No
Contributing?
National Register:
Local District:
National Register District/Thematic Nomination Name:
Eligibility Status: Determined Eligible - SHPO
Determination Date: 7/19/2007
Determination Comments: 090208-55-stb

Description

Historic Use: Transportation - Rail-Related Current Use: Transportation - Rail-Related
Plan: Stories: Structural System:
Changes to Plan: Intact Changes to Interior:
Changes to Original Cladding: Changes to Windows:
Changes to Other:
Other (specify):
Style: Cladding: Roof Type: Roof Material:
Foundation: Form/Type:
Post & Pier

Narrative

| Study Unit | Other |
|---------------------------------------|---|
| Transportation | |
| Manufacturing/Industry | |
| Date of Construction: 1891 Built Date | Builder: Northern Pacific Railway Company |
| | Engineer: Northern Pacific Railway Company |
| | Architect: Northern Pacific Railway Company |

Property appears to meet criteria for the National Register of Historic Places: Yes
Property is located in a potential historic district (National and/or local): Yes - Local



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

Statement of
Significance:

The subject segments of the Northern Pacific line from Renton to Woodinville Junction are recommended to be eligible for listing in the National Register of Historic Places (NRHP) under Criterion A through their association with the development of railroads in the State of Washington and in the Puget Sound region. Additionally, this line is associated with the development of heavy industry in the eastern Puget Sound region, as it was primarily constructed to deliver coal to the developing steel plants in the area. The two segments include six bridges, all of which are recommended as contributing elements to the overall NRHP-eligibility of the railroad.

The railroad bridges and trestles are the most sustaining and substantial structures besides the alignments, grades and tracks. The structures are obvious expressions of the engineering challenges faced by the pioneering construction engineers and workers. As such, they are important contributing features to the significance of the railroad.

The type of bridge employed at a given location depended on the lay of the land, soil composition, climate, load capacities, material availability and time constraints. Many of the railroad bridges in the Pacific Northwest, because of the ready availability of timber, were constructed of wood, most commonly timber trestles in the late nineteenth and twentieth centuries and as late as the 1930s (Soderberg 1980:12). The Wilburton Trestle, located at milepost 11.5 spanning Mercer Slough, has been singled out as one the most outstanding examples of a timber trestle in the state of Washington due in part to its rarity because of the declining numbers (Soderberg 1980:10). There are timber trestles on the railroad line which were constructed within the historic period, most of these are diminutive in comparison to the Wilburton Trestle. Because of the material employed, the timber trestle bridges are more typically of more recent construction due to the relatively short lifespan of the wooden framing members. The bridges composed of timbers were regularly rebuilt and the timbers were replaced, more frequently in the earliest years, when untreated timbers, with a life expectancy of 10 to 15 years, were used (Soderberg 1980:11). The bridges not constructed of timber, were commonly constructed of steel. Commonly types of steel structures included steel trusses and riveted steel plate types. The riveted steel plate girder type bridges were found at several locations within the subject railroad segments. The steel plate members and other components were typically prefabricated and transported by railcar, but by this time could also be constructed onsite due to the advances in riveting technology which allowed for onsite fabrication. The two subject segments the Northern Pacific (now BNSF) railroad were built in 1891 as a spur line connecting the Kirkland and Bellevue areas with a major Northern Pacific line at Renton. During the early years of operation, this line was primarily used to transport coal and iron from mines located in the hills to the east of the Puget Sound to developing industrial plants, especially the steel mill at Kirkland, established by Peter Kirk (Stewart 1978).

As the Puget Sound economy expanded branches of the railroad webbed out from the commercial centers of Puget Sound extending to developing markets and emerging areas of natural resources. The eastern shore of Lake Washington was home to milling operations of lumber, and coal tar products. Industrialists such as William Renton and Peter Kirk platted cities along Lake Washington's shoreline and engaged with railroad companies to bring spur lines to the plants they built. Northern Pacific's Lake Washington beltline railroad was graded by 1891 from Kirkland to Renton (Grant 1891:314-315).

Description of
Physical
Appearance:

The subject railroad consists of two segments, both of which are parts of Northern Pacific Railroad Company's Lake Washington Beltline that extends from a junction near Renton, Washington northward to a junction at Woodinville, Washington. Within that alignment there are two segments proposed for abandonment by the current owner BNSF. The railroad is a single-track railroad on a built-up rock berm that extends north along the approximate route of I-405, generally staying within approximately 0.75 mile of that highway, until it reaches the I-405/NE 124th Street interchange, at which point it turns to the east and proceeds to the west side of Sammamish Valley, at which point it turns north, following the west side of Sammamish Valley until it reaches the junction at Woodinville. The southern of the two segments extend from milepost 5.00, in the community of Kenneydale, to milepost 10.60, just north of the I-405/I-90 interchange. The northern of the two segments begins at milepost 11.25, near the community of Wilburton, and extends to milepost 23.9 at Woodinville. The segments include six historic-period bridges and/or trestles, ranging in date of construction from 1904 to 1960. Each is documented below.



Southern Segment (MP 5.00 to MP 10.60)

MP 6.1 Bridge over May Creek

The bridge over May Creek at Scopa was constructed in 1960 to replace the previous bridge, also a 4-span pile structure. The present bridge is a 15-foot-high, 4-span, open pile trestle structure with an overall length of 60 feet, carrying a single track. There are three structural bent supports, each consisting of five creosoted timber post piles. Two groupings of three timber girders extend across trestle bents. Metal flashing is used beneath the rail ties. Broken-off timber posts of the previous bridge are present beneath the current structure. The bridge has a planked pedestrian crossing with a steel cable railing supported by steel flange posts along its east side.

MP 9.1 Bridge over Coal Creek

The bridge over Coal Creek at Mile Post 9.1 is located east of the Newport Shores residential community. The structure was constructed in 1950, replacing a previous bridge at that location. It is a 38-foot-high, 9-span, open deck pile trestle structure with an overall length of 133 feet, carrying a single track. The structural bents are composed of four rounded timber posts and timber bracing members. A planked pedestrian crossing with a steel cable guard rail is located along the east side of the bridge. The area is heavily treed and next to a residential area developed in the late 1950s and 1960s.

MP 9.2 Bridge over Lake Washington Boulevard

The bridge over Lake Washington Boulevard is located east of the Newport Shores residential community. It was constructed in 1916 and consists of a single-span, 43-foot-long steel deck plate girder structure supported by two poured-concrete skewed abutments with adjacent basalt rock retaining walls. The deck is open with a single track. A metal label on the bridge's west elevation was unreadable. On the west elevation of the bridge, "Northern Pacific" is still visible, painted in large block lettering, although it is very worn, and only barely readable. The bridge is located immediately to the east of Newport Shores, a residential development established in the late 1950s and 1960s on the site of a former air landing strip.

Northern Segment (MP 11.25 to MP 23.9)

MP 11.5 Wilburton Crossing over Mercer Slough (Listed in NRHP)

The bridge over Mercer Slough, also known as the Wilburton Trestle, is a wood pile trestle bridge measuring 977 feet long with 32 spans, 34 bents, and a maximum height of 102 feet. The bridge was originally constructed in 1904, and its framing has been replaced four times over its lifespan (1913, 1924, 1933, and 1944). In 1972, when SE 8th Street (which passes beneath the trestle) was widened, a steel plate girder span was installed, supported by full-height concrete buttresses.

MP 17.1 Bridge over Kirkland Way

The bridge over Kirkland Way is located in eastern Kirkland, southwest of the I-405/Central Way interchange. Constructed in 1927, the structure measures 43 feet in overall length and 17 feet in height with a 39-foot-long single deck, plate girder span. The girders appear to have been covered in a concrete spray. The plate girder span rests on concrete abutments, the southern of which carries the Northern Pacific logo painted on the west elevation. The bridge carries a single track on a graveled bed, and railings composed of metal flange posts and pipe rails line both sides. The surrounding area is primarily residential with some industrial buildings along the railroad including a warehouse and former canning factory to the south.

MR 23.9 Bridge over Sammamish River

The bridge over the Sammamish River is located in Woodinville, to the south of NE 175th Street. Constructed in 1914, the structure is 159 feet in overall length with a central 70-foot-long through plate girder span with ballast covered pile trestles at each end. The bridge has four open pile trestle spans at the east end and three open pile trestle spans at the west end. Modifications to the bridge include opening the east end for a pedestrian trail, and reinforcement of the central piles with steel framing members to bear the load of the through plate girder span.



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Major
Bibliographic
References:

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Brokenshire, Doug
1993 Washington: State Place Names from Alki to Yelm. Caxton Printers, Caldwell, Idaho.

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1891 History of Seattle, Washington. Northwestern Printing, Lithography, and Stationery, Ltd., Seattle, Washington

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2006 Conner Homes busy Barbee Mill site luxury duplexes. Puget Sound Business Journal. Internet document. Available, <http://seattle.bizjournals.com/seattle/stories/2006/06/26/story4.html>, accessed Soderberg, Lisa

1980 Historic Bridges and Tunnels in Washington State. Washington State Department of Archaeology and Historic Preservation, Olympia.
Stewart, John H.

1978 King County Historic Sites Survey Inventory Sheet for Wilberton Railroad Trestle. On file, Department of Archaeology and Historic Preservation, Olympia, Washington.



Photos



The view is to the northwest.
Wilburton Trestle (MP 11.5).



The view is to the northwest.
south end of southern segment (MP 5.0).



The view is to the south.
bridge at MP 6.1.



The view is to the south.
bridge at MP 9.1.





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The view is to the west.
bridge at MP 9.2.

The view is to the south.
north end of southern segment (MP 10.60).



The view is to the southwest.
south end of Wilburton Trestle, also the south end of
northern segment (MP 11.25).



The view is to the west.
north end of Wilburton Trestle (MP 11.5).

APPENDIX C: Borehole Data

Table C-1 includes the recorded primary lithologic constituents used to log the sediments observed during sampling, as well as a list of secondary properties commonly used to describe them in further detail. In this descriptive system, the modal grain size of Holocene-aged sediments are indicated with a capital letter. For example, a layer dominated by sand-sized sediments would be designated with the letter "S." Secondary properties of the Holocene sediments are designated by lowercase letters, representing either secondary constituents of the depositional unit, or additional descriptor terms for the modal grain size. For example, fS_z (silty, fine sand), is broken down into "f," "S" and "z." The "S" indicates that sand is the primary constituent, the "f" indicates the grain size of that sand is fine with "z" (silt) as a secondary component of the deposit. The entire word "Sand" is used to represent the modal grain size of deposits within the historic fill in a similar manner.

Table C-1. Primary Lithologic Constituents and Secondary Properties Used for Sediment Analysis

| FILL | HOLOCENE | PREFIXES FOR HOLOCENE-AGED SAND | SECONDARY PROPERTIES (SUFFIXES) |
|--------|----------|---------------------------------|---------------------------------|
| Sand | S-Sand | f-fine | s-sandy |
| Gravel | Z-Silt | m-medium | z-silty |
| | G-Gravel | c-coarse | c-clayey o-organic-rich |

A sample gap marks a break in the core sequence where a sample was not recovered. A gap may be present within the sample because the sediment was either very soft and subsequently was pushed out of the way of the sampler, or too hard to be sampled, like large pieces of wood or gravels larger than 2-inches in diameter. A sample gap may also occur where there is a void in the sediment, although none were officially detected during this investigation.

Table C-2. Borehole Data

| BORING | TOP (cmbs) | BOTTOM (cmbs) | LITHOLOGY | DESCRIPTION |
|--------|------------|---------------|-----------|---|
| BH-2 | 7.5 | 7.7 | Sand | Mottled grayish brown and brown, gravelly, silty, fine to very coarse sand; gravels are common, sub-rounded to angular, very small to medium pebbles; compact |
| | 7.7 | 7.9 | Sand | Black, gravelly, silty, fine to very coarse sand; gravels are common, sub-rounded to angular, very small to medium pebbles; common to many burned organic debris and small pieces of charcoal; few, small reddish brown burnt soil clasts; moist; ashy; compact |
| | 10 | 10.5 | Gravel | Reddish brown, fine to coarse sandy, clayey, silty, sub-rounded, small pebbles to small cobbles (3" dia.); few rootlets and organic fibers; compact; heavy orange iron oxide staining |
| | 20 | 20.8 | f-vcSgzc | Bluish gray, clayey, silty, gravelly, fine to very coarse sand; gravels are common to many, sub-rounded to sub-angular, very small pebbles to small cobbles; locally more and less coarse |

Table C-2. Borehole Data

| BORING | TOP (cmbs) | BOTTOM (cmbs) | LITHOLOGY | DESCRIPTION |
|--------------|---------------|------------------|-----------|---|
| | 25 | 25.4 | Zc | Bluish gray, slightly very fine sandy, clayey silt; lower boundary gradual |
| | 25.4 | 26.4 | Cz | Bluish gray, silty clay; becomes less silty with depth |
| BH-3A | 2.5 | 2.7 | Gravel | Brownish gray, fine to coarse sandy, very silty, sub-rounded to angular, small to very large pebbles; few to common organic debris |
| | 2.7 | 2.9 | Sand | Brownish gray, gravelly, very silty, fine to coarse sand; gravels are common, sub-rounded to angular, very small pebbles to small cobbles; common organic fibers and debris with orange iron oxidation stains; very compact |
| | 5 | 5.5 | Sand | Brownish gray and orangish gray, gravelly, silty, fine to very coarse sand; gravels are few to common, sub-angular to sub-rounded, very small to large pebbles; orange due to iron oxide; locally finer and coarser; compact; may be faintly bedded |
| | 10 | 10.4 | Gravel | Brownish gray, slightly fine to coarse sandy, sub-rounded to angular, very small pebbles to two large cobbles; washed |
| | 20 | 20.4 | f-vcSzg | Light brownish gray, silty, gravelly, fine to coarse sand; gravels are common to many, rounded to angular, very small to large pebbles; pebble size and number decrease with depth; very compact |
| | 25 | 25.4 | f-cSz | Gray, interbedded slightly clayey, silty, fine to medium sand and fine to coarse sand with few, sub-rounded to sub-angular, small pebbles; beds are 1-3 cm thick |
| | 25.4 | 25.5 | f-vcSzg | Gray, gravelly, silty, fine to very coarse sand; gravels are common, sub-rounded to angular, small to large pebbles |
| | 30 | 30.4 | f-vcSzg | Gray, very gravelly, very silty, fine to coarse sand; gravels are many, sub-rounded to angular, small to large pebbles; becomes more silty with depth |
| | 30.4 | 31.5 | Cz | Gray, silty clay with few beds of fine sandy, clayey silt ~ 1 cm thick |