



CULTURAL RESOURCES IN THE AURORA CORRIDOR

Transportation through the Aurora Corridor has been intertwined historically with the development of the area for years. The arrival of the Great Northern Rail Road in Richmond Beach in 1891 triggered growth in the wooded highlands of what is now Shoreline. Travel to and from Shoreline was made easier by the construction of the Seattle-Everett Interurban line in 1906 and the paving of the North Trunk Road with bricks in 1913. By 1914, people could live on a large lot, raise much of their own food and still be able to take the Interurban train or the bus to work or high school in Seattle. By the late 1930s, commercial development concentrated along Aurora Avenue North which saw increasing use as part of the region's primary north-south travel route – U.S. Highway 99.

Traffic volumes on Highway 99 grew, especially after the closing of the Interurban in 1939. The end of World War II unleashed a tremendous demand for family housing and during the late 1940s large housing developments like Ridgecrest (N.E. 165th to 155th, 5th to 10th) seemingly sprang up overnight. Also in the late 1940s, business leaders and citizens began to view Shoreline as a unified region rather than scattered settlements concentrated at Interurban stops and railroad access points.

In 1944 the name "Shoreline" was used for the first time to describe the school district. The name was coined by a student at the Lake City Elementary School to define a community which went from city line to county line and from the shore of Puget Sound to the shore of Lake Washington. Today, Shoreline is an incorporated city within King County with well over 50,000 residents.

The City of Shoreline is proud of its cultural resources and history and feels that it is of paramount importance to the City to protect and preserve significant resources. As a result of this belief and for compliance with state and federal regulations, the City has undertaken an intensive Cultural Resources analysis to determine any impacts the Aurora Avenue North Multimodal Project might have on significant cultural resources. Included in this fact sheet are descriptions of the research process and requirements, the preliminary findings of the analysis, and the next steps that the City plans to take.

THE NATIONAL HISTORIC PRESERVATION ACT OF 1966

Any project funded in whole or in part by a Federal agency is subject to the requirements of Section 106 of the National Historic Preservation Act of 1966. Section 106 requires that all federal agencies take into account the effect of its actions on significant cultural resources. Significant properties are either sites that are listed on or are eligible to be listed on the National or State Register of Historic Places. Some of these properties may not have been evaluated or even identified yet. Eligible

PROJECT FACT SHEET



properties can include archaeological sites, historic buildings and structures, and Native American traditional cultural properties. Section 106 is the reason for most of the cultural resource work being conducted in the United States today.

Part of the funding for the Aurora Corridor project comes from the Federal Highway Administration. Due to this federal funding, the City of Shoreline is required by law to consult with the Washington State Department of Community Trade and Economic Development, Office of Archaeology and Historic Preservation (OAHP) before construction can begin.

FINDING SIGNIFICANT CULTURAL RESOURCES

The City's first step was to search for "historic properties" - that is, buildings that are eligible for listing in the National or State Register. For the purposes of the search, the historic resources study area was defined to include all potentially affected sites, buildings, structures, and adjacent property along Aurora Avenue North, while the archaeological resources study area was defined to be the actual footprint of the Aurora Avenue North roadway improvements. Qualified archaeologists and historians conducted both file searches at OAHP (for properties already identified) and field surveys along the corridor to identify potential sites. Additionally, the research was supplemented by consulting with, and seeking assistance from, Mr. Charlie Sundberg of the King County Landmarks and Heritage Program and Mr. Kenneth Howe, local historian.

PRELIMINARY FINDINGS

Properties are nominated to the National Register of Historic Places (NHRP) by the State Historic Preservation Officer (SHPO) of the State in which the property is located. Nominations for the Washington Register of Historic Places (WRHP) are prepared by private individuals or the staff of the SHPO. Properties are then evaluated against a series of criteria to determine whether the property is eligible to be listed. The criteria used to evaluate archaeological and historic sites were developed to recognize accomplishments of people who have made significant contributions to our state's and nation's history and heritage. These sites must have their original integrity in terms of location, design, setting, materials, workmanship and association, as well as have one of the following:

- An association with events that have made a significant contribution to the broad patterns of our State/National history;
- An association with the lives of persons significant in our past;
- A representation of the distinctive characteristics of a type, period, or method of construction, or that represent the work of a master, or that possess high artistic value; and
- A likelihood to yield information important in history.

Generally, sites need to be at least 50 years old.

PROJECT FACT SHEET



Based on these criteria, and according to the research conducted, the Aurora Avenue North project area contains no prehistoric or historic archaeological sites that are currently listed on, nominated to, or determined eligible for NRHP or the WRHP.

Similarly, the project area contains no historic buildings or structures that are currently listed on, nominated to, or have been determined eligible for the NRHP or WRHP. Most of the buildings along Aurora Avenue North have lost their physical integrity due to changes to their cladding, windows, window openings and overall form. However, five properties were identified as having marginal potential to be eligible for listing in the NRHP or WRHP because they have reasonable integrity and have architectural and/or historic associations. They include the **Auto Cabins** (1915/1930) located at 17203 Aurora Avenue North, the brick section of **County Road 914** (now Ronald Place), the **Pershing Interurban bulkhead** at 155th and Aurora Avenue North, the **Erickson House** (1923) located at 19502 Aurora Avenue North, and the **Weiman House** (1924) located at 19230 Aurora Avenue North.

Some properties along Aurora Avenue North could have their historic character restored through reconstruction. However, in their current state, their integrity is so compromised that they would not qualify for NRHP/WRHP listing or landmark designation.

NEXT STEPS

The findings presented here are preliminary in nature. Examined buildings believed to be potentially eligible for inclusion in the NRHP/WRHP have not been formally recorded (inventoried) or evaluated for eligibility. The five properties mentioned above will require further research and consultation with the State Historic Preservation Officer to make a final determination as to whether or not they could be significant cultural resources. If the sites are indeed eligible, then the next step for the City is to determine how the Aurora Avenue North project would impact these properties and how those impacts could be mitigated or avoided. Again, coordination with the State Historic Preservation Officer would be necessary to determine the most appropriate actions. By following these measures, the City of Shoreline can ensure that the historical context of the Aurora Corridor will remain intact.

FOR ADDITIONAL INFORMATION

For more information on the Aurora Corridor Project please contact Anne Tonella-Howe, City of Shoreline at 206-546-1700.