

APPENDIX E

Cultural Resources

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

December 27, 2023

Amanda Ogden
Federal Aviation Administration

In future correspondence please refer to:
Project Tracking Code: 2023-07-04397
Property: Harvey Field Runway Improvement Project
Re: No Adverse Effect

Dear Amanda Ogden:

Thank you for contacting the Washington State Department of Archaeology and Historic Preservation (DAHP) regarding the above referenced proposal. This action has been reviewed on behalf of the State Historic Preservation Officer (SHPO) under provisions of Section 106 of the National Historic Preservation Act of 1966 (as amended) and 36 CFR Part 800. Our review is based upon documentation contained in your communication: Cultural Resources Survey Report, Harvey Field Runway Improvement Project.

First, we concur that Property ID: 731788 Hanson, Hans S. and Charlotte, Barn 10632 99th Ave SE, Snohomish, Washington, 98296, is eligible for listing in the National Register of Historic Places (NRHP).

We also concur that the following properties are not eligible for listing in the NRHP:

- Property ID: 215178 Johnson, Arthur and Emma, Residence 10530 Airport Way, Snohomish, Washington, 98296
- Property ID: 731782 Harvey, Eldon and Marjorie, Residence 10508 Airport Way, Snohomish, Washington, 98296
- Property ID: 731783 Johnson, Abel and Mary, Residence 10520 Airport Way, Snohomish, Washington, 98296
- Property ID: 731784 Hanson, Han S. and Charlotte, House 10632 99th Ave SE, Snohomish, Washington, 98296

Finally, we concur that the project as proposed will have no adverse effect on resources listed in, or eligible for listing in, the NRHP.

As a result of our concurrence, further contact with DAHP on this proposal is not necessary. However, if new information about affected resources becomes available and/or the project scope of work changes significantly, please resume consultation as



our assessment may be revised. Also, if any archaeological resources are uncovered during construction, please halt work immediately in the area of discovery and contact the appropriate Native American Tribes and DAHP for further consultation.

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

Sincerely,

A handwritten signature in blue ink, appearing to read 'ME', with a long horizontal line extending to the right.

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



From: [Ogden, Amanda \(FAA\)](#)
To: ["DAHP 106 \(DAHP\)"; "Wardlaw, Dennis \(DAHP\)"; "Elenga, Maureen \(DAHP\)"](#)
Subject: 2023-07-04397 Harvey Field Runway Improvement Project - Determination and Findings Concurrence Request
Attachments: [231201 - Harvey Field CRS Report Revised.pdf](#)
[2023-07-04397 Harvey Field Determination and Findings 20Dec23.pdf](#)

Good afternoon DAHP team,

Attached is the request for concurrence in determination of ***No Historic Properties Affected*** for the Airports Improvement Project under the subject SHPO number. The cultural resources report has been uploaded to WISAARD. Should you have any questions or concerns during your review, please let me know.

Thank you,
Amanda

Amanda Ogden | Environmental Protection Specialist (WA)

Federal Aviation Administration

Seattle Airports District Office

FAA Northwest Mountain Region Airports Division

206.231.4130

SEA-632



U.S. Department
of Transportation
**Federal Aviation
Administration**

Northwest Mountain Region
Seattle Airports District Office
2200 S. 216th Street
Des Moines, WA 98198

December 20, 2023

**Airport Improvements Project
DAHP Project Number: 2023-07-04397
Harvey Field (S43)
Snohomish, Snohomish County, Washington
Determination and Findings Request for Concurrence**

PROJECT DESCRIPTION

Kandace Harvey (Airport Sponsor) is proposing the Harvey Field (S43 or Airport) Runway Improvement Project to bring the Airport in compliance with current Federal Aviation Administration (FAA) design standards (the Proposed Undertaking) in Snohomish County, Washington.

The proposed project requires permitting from the Federal Aviation Administration (FAA). Therefore, the project must be compliant with the National Environmental Policy Act (NEPA) and it is subject to review under Section 106 of the National Historic Preservation Act of 1966 and its implementing regulations, 36 CFR 800. This correspondence is intended to request your concurrence by providing the completed archaeological survey and finding for the subject project.

AREA OF POTENTIAL EFFECT (APE)

The Project Area is The Project is located in unincorporated Snohomish County, Washington (Sections 13 and 24 of Township 28 North, Range 5 East). The Harvey Field APE is located just west of the Snohomish River, across the river from the town of Snohomish.

DETERMINATION

The APE has elevated potential for precontact and historic archaeological materials but appears to have undergone rapid alluvial deposition in the modern era, as well as filling and other disturbance. Further shovel probing is not likely to encounter historic or modern ground surfaces, but some project ground disturbance may reach such surfaces. Additional geotechnical testing would occur for the project, so it is recommended that an archaeologist monitor geotechnical work to verify conditions below shovel probe depth.

All four structures older than 50 years in the APE are recommended not NRHP-eligible. The following determinations have been made for these structures:

- The Hanson Barn at 10632 99th Avenue SE is NRHP-eligible under Criterion C. It will not be affected by the Project.
- Residences at 10508 Airport Way, 10520 Airport Way, and 10632 99th Avenue SE are not NRHP-eligible.

Archaeological monitoring of geotechnical testing is required, and depending on the results, construction monitoring may be required. While there is always a possibility of buried cultural materials that were not observed during a survey, Anchor QEA recommends a finding of "No Historic Properties Affected" for the project. No further work is recommended for the undertaking.

Tribal consultation will be initiated with the Samish Indian Nation, Sauk-Suiattle Indian Tribe, Stillaguamish Tribe of Indians of Washington, Swinomish Indian Tribal Community, Tulalip Tribes of Washington and the Upper Skagit Indian Tribe.

REQUEST FOR CONCURRENCE

The FAA requests DAHP concurrence on the determination above. If you have questions, please call me at (206) 231-4130.

Sincerely,

Amanda Ogden
Environmental Protection Specialist (WA)
Seattle ADO

Enclosure

From: [Ogden, Amanda \(FAA\)](#)
To: [Ogden, Amanda \(FAA\)](#)
Subject: Harvey Field Runway Improvement Project - Initiation of Government-to-Government Consultation
Attachments: [231201 - Harvey Field CRS Report Revised.pdf](#)

Good afternoon,

The Federal Aviation Administration is examining the potential impacts of the Runway Improvement Project at Harvey Field in Snohomish, Snohomish County, Washington. We are providing the completed cultural resources report submitted to the SHPO today, to initiate government-to-government consultation in accordance with Section 106 of the National Historic Preservation Act (NHPA) of 1966, and implementing regulations 36 CFR Part 800. The report contains a determination of ***No Historic Properties Affected*** for the Airports Improvement Project.

Please do not hesitate to contact me at (206)-231-4130 or Amanda.Ogden@faa.gov with any questions, comments, or concerns by **January 19, 2024** for consideration.

Thank you,
Amanda

Amanda Ogden | Environmental Protection Specialist (WA)

Federal Aviation Administration

Seattle Airports District Office

FAA Northwest Mountain Region Airports Division

206.231.4130

SEA-632

CULTURAL RESOURCES REPORT COVER SHEET

DAHP Project Number: 2023-07-04397

Author: Barbara E. Bundy and Christopher Hetzel

Title of Report: Cultural Resources Survey Report, Harvey Field Runway
Improvement Project

Date of Report: December 2023

County(ies): Snohomish Section: 13, 24 Township: 28 N Range: 5 E

Quad: Snohomish, WA Acres: ~150

PDF of report submitted (REQUIRED) ☒ Yes

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

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

TCP(s) found? ☐ Yes ☒ No

Replace a draft? ☒ Yes ☐ No

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

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

DAHP Archaeological Site #:
N/A

DRAFT

December 2023
Harvey Field Runway Improvement Project



Cultural Resources Survey Report

Prepared for Harvey Field

DRAFT

December 2023
Harvey Field Runway Improvement Project

Cultural Resources Survey Report

Prepared for

Harvey Field
9900 Airport Way
Snohomish, Washington 98296

Prepared by

Barbara E. Bundy and Christopher Hetzel
Anchor QEA, LLC
1201 Third Avenue, Suite 2600
Seattle, Washington 98101

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ATTACHMENT

Attachment A	Historic Property Inventory Forms
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ABBREVIATIONS

Airport	Harvey Field
APE	Area of Potential Effects
CFR	Code of Federal Regulations
cmbs	centimeters below the surface
FAA	Federal Aviation Administration
HPI	Historic Property Inventory
NRHP	National Register of Historic Places
SHPO	State Historic Preservation Officer
SP	shovel probe

1 Introduction

Harvey Field (Airport) is owned and operated by Kandace Harvey (Airport Sponsor) who is proposing to construct a new runway and parallel taxiway and realign the existing Airport Way in Snohomish, Washington (Figure 1). The Harvey Field Runway Improvement Project (Project) proposes to safely and efficiently accommodate current and projected aviation activity at the Airport and meet current Federal Aviation Administration (FAA) design standards. The Project includes funding from the FAA. FAA must comply with Section 106 of the National Historic Preservation Act, its implementing regulations at 36 Code of Federal Regulations (CFR) 800, and applicable agreements and guidelines regarding cultural resources. This document assists FAA in fulfilling the requirements of Section 106.

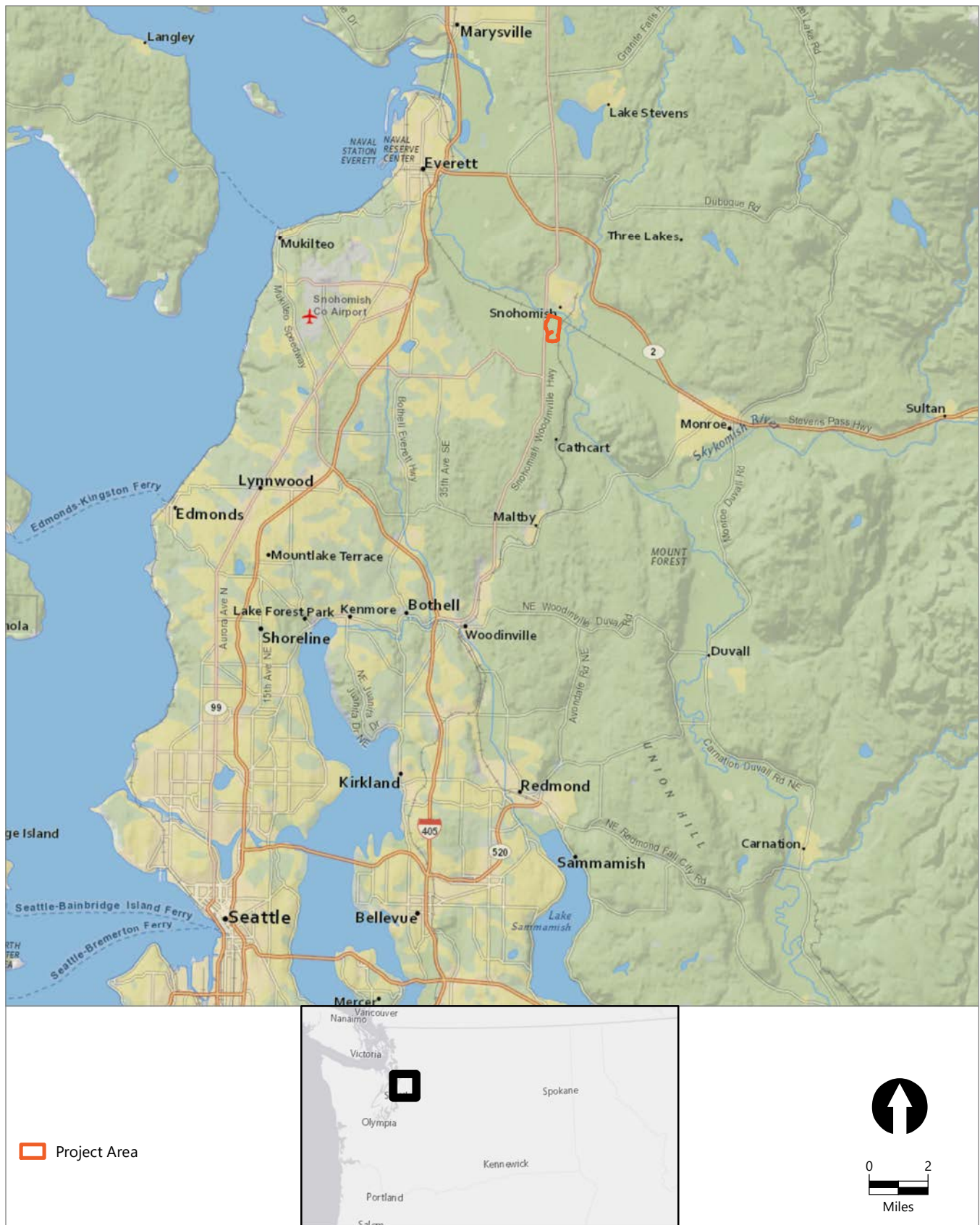
1.1 Project Description

The Project includes the following elements (Figure 2):

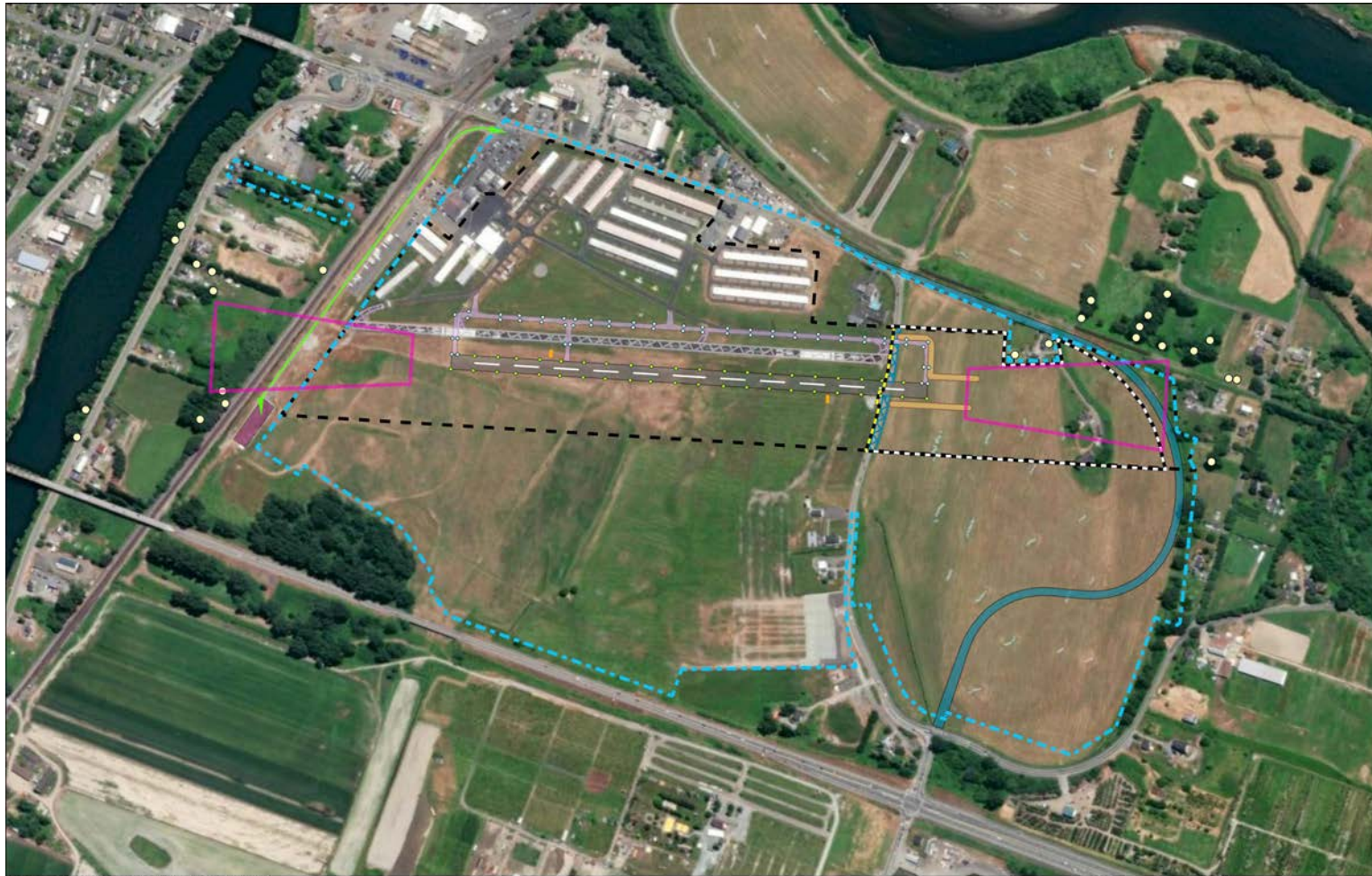
- Construction of a new 2,400-foot asphalt Runway 15-33
- Removal of the existing asphalt Runway 15L-33R
- Construction of a new parallel taxiway with three runway connections while reusing much of the existing partial parallel taxiway pavement
- Removal of about 300 linear feet of taxiway pavement
- Relocation of Airport Way to the south to remain on Snohomish County right-of-way and Harvey property
- Removal of about 600 linear feet of existing Airport Way from Airport property
- Installation of new lights on Runway 15-33 and the new parallel taxiway
- Construction of a new perimeter fence on the south side the Airport
- Removal of about 850 linear feet of fence along existing Airport Way
- Removal of 21 trees from approach and departure surfaces of both runway ends
- Installation of a retaining wall with water passage infrastructure on the Runway 33 end to minimize the amount of fill required
- On-site grading to provide fill for the new runway and parallel taxiway, as well as on-site construction staging.

1.2 Regulatory Context

Under Section 106 and its implementing regulations at 36 CFR 800, FAA is required to consider the effects of any proposed federal “undertaking” (i.e., an activity, program or project) on historic properties. A historic property is “any prehistoric or historic district, site, building, structure, or object included in, or eligible for inclusion in, the National Register of Historic Places” (36 CFR 800.16(l)(1)). Traditional Cultural Properties may also be historic properties. Under the Section 106 process, FAA must consult with interested and affected Native American Tribes and the State Historic Preservation Officer (SHPO) on potential impacts to cultural and historic resources.



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Source: ESRI, 2022; RS&H, 2022

Legend

- | | | | |
|------------------------------|-------------------------------|--|------------------|
| Tree Removals (35) | Airport Way Relocation | New Precision Approach Path Indicators | Retaining Walls |
| Runway 15L/33R Removal | New Runway 15/33 Construction | Construction Haul Route | Harvey Property |
| Airport Way Pavement Removal | Taxiway Construction | Construction Staging Area | Airport Property |
| Taxiway Removal | New Runway Protection Zone | Medium Intensity Taxiway Lights (MITL) | |
| Fence Removal | New Fence | Medium Intensity Runway Lights (MIRL) | |

Source: RS&H

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Figure 2
Project Plan

Cultural Resources Survey Report
Harvey Field Runway Improvement Project

To be eligible for inclusion in the National Register of Historic Places (NRHP), a historic property must have significance and retain integrity. "Integrity" is defined as a historic property's ability to convey its historic significance; in other words, its historic appearance and setting. Significant properties meet one or more of the following criteria:

- A. They have an association with events that have made a significant contribution to the broad patterns of our history.
- B. They have an association with the lives of significant persons in our past.
- C. They embody the distinctive characteristics of a type, period, or method of construction, or represent the work of a master, or possess high artistic values, or represent a significant and distinguishable entity whose components may lack individual distinction.
- D. They have yielded or may be likely to yield information important in history or prehistory.

1.3 Area of Potential Effects

As defined in 36 CFR 800.5, direct effects to historic properties could occur where ground disturbance could encounter archaeological resources, or where historic structures could be modified or demolished. No structures will be demolished for the Project.

A constructive use (i.e., indirect effects) could occur where noise or vibration could impair the condition or use of a historic structure, induced development could result in demolition of a historic structure, or changes in erosion patterns or accessibility could expose archaeological sites to risk. The property has been an airport since 1945 and no changes are anticipated to the current use as a general aviation reliever facility, so no constructive use of historic properties from noise, vibration, or use changes are expected. No changes in accessibility or potential for future erosion has been identified.

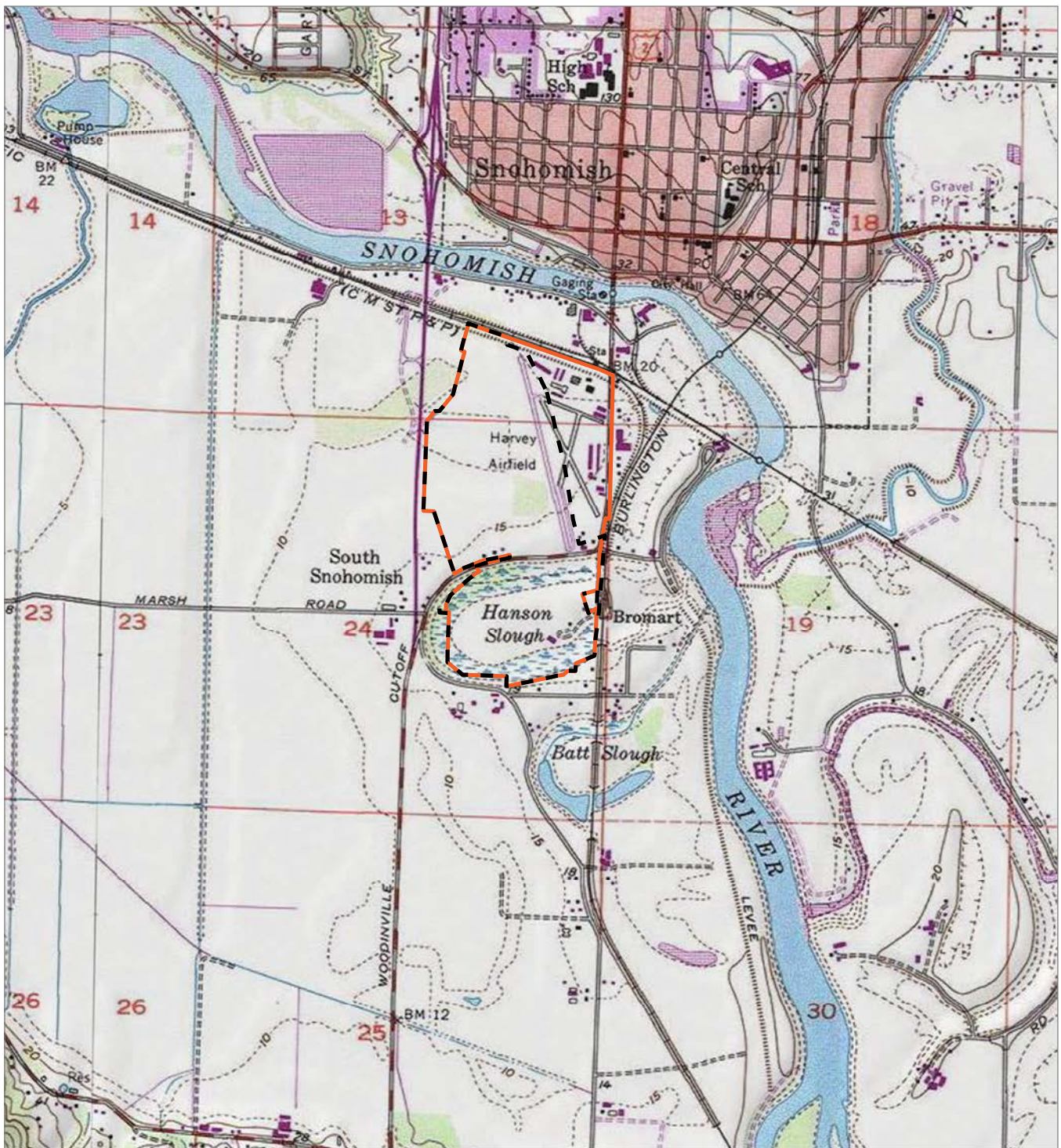
The horizontal area in which these effects could occur is the area where construction activities are planned. Because design is still conceptual, a large section of the western Airport property is included in the Area of Potential Effects (APE) in case design changes lead to additional areas of ground disturbance than currently shown.

The vertical extent of the APE is expected to be limited to the construction activity area, to the following depths:

- Up to 2 feet below the ground surface for removal of taxiway pavement and tree removal
- Up to 4 feet below the ground surface for grading and surface preparation associated with the relocated Airport Way, the new parallel taxiway, and the Airport fence
- Up to 7 feet below the ground surface for grading and surface preparation associated with construction of the new runway and fill borrowing
- Up to 10 feet below the surface for utilities work including installation of lighting
- Up to 20 feet below the surface for retaining wall construction.

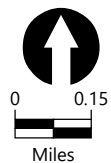
The APE was defined by FAA and provided to SHPO and six Native American Tribes (Samish Indian Nation, Sauk-Suiattle Indian Tribe, Stillaguamish Tribe of Indians of Washington, Swinomish Indian Tribal Community, Tulalip Tribes of Washington, and the Upper Skagit Indian Tribe) in July 2023. SHPO concurred on July 24, 2023. No response was received from Tribes.

Since that time, field work revealed that there are no potential effects to structures in the northeast portion of the Airport property due to the observed distance between project elements and buildings on the northeast portion of the airport. The APE was adjusted to remove that area. Minor adjustments to the APE were also made at each end of the relocated Airport Way to better represent the connecting intersections. The revised APE, which is within the previous APE but smaller, is shown in Figure 3.



-  Revised Area of Potential Effects
-  Previous Area of Potential Effects

USGS 7.5' Quadrangle, Snohomish, WA



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2 Environmental and Cultural Context

2.1 Environmental Context

The APE is within the Puget Lowland physiographic region, which is characterized by north-south trending ridges and troughs formed during the last glacial maximum in the late Pleistocene, the Vashon Stade of the Fraser Glaciation (Galster and Laprade 1991; Easterbrook 2003). Snohomish County includes the steep slopes of the Cascade Range to the east, and relatively flat alluvial plains to the west (Debose and Klungland 1983). The Snohomish River flows generally northwest to its outlet to Puget Sound in what is now the City of Everett. About 7 miles upstream of the APE, the Skykomish River joins the Snoqualmie River to form the Snohomish River. The town of Snohomish is located on the north bank of the Snohomish River, just west of its confluence with the Pilchuck River. The Airport is located south of the Snohomish River, opposite the town of Snohomish.

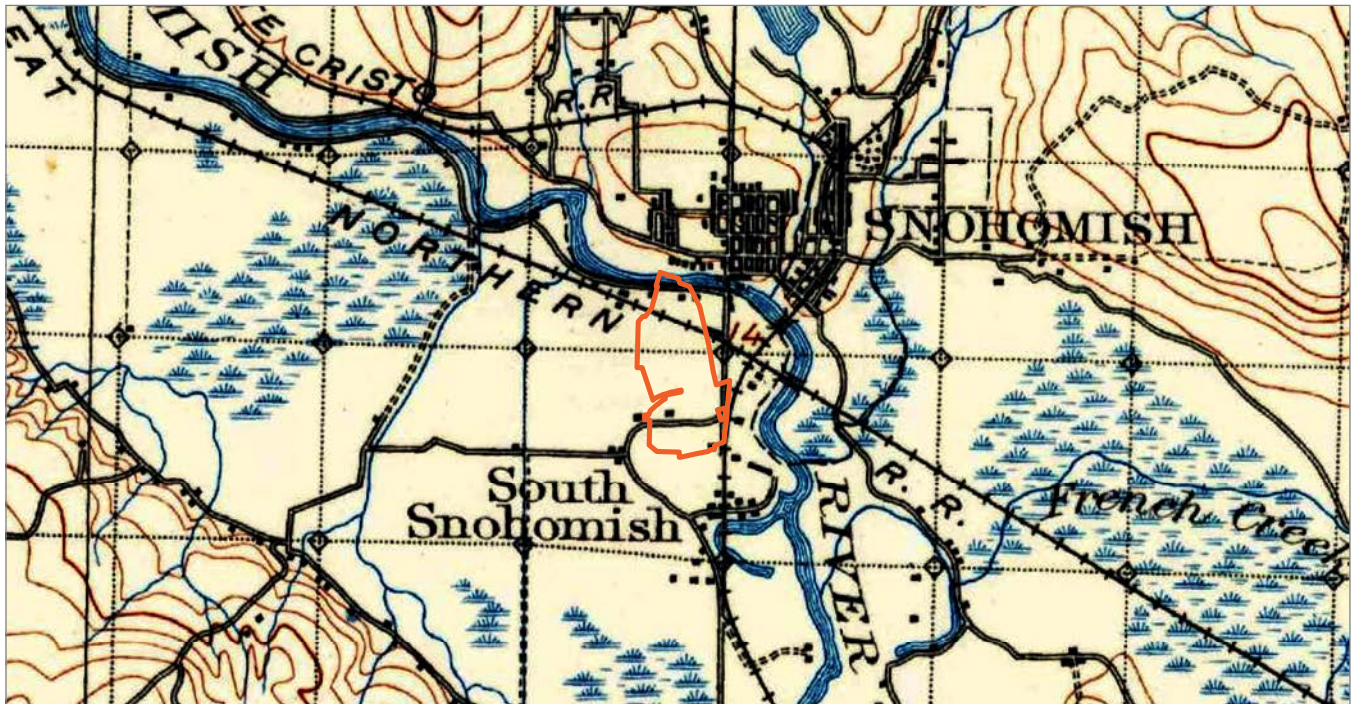
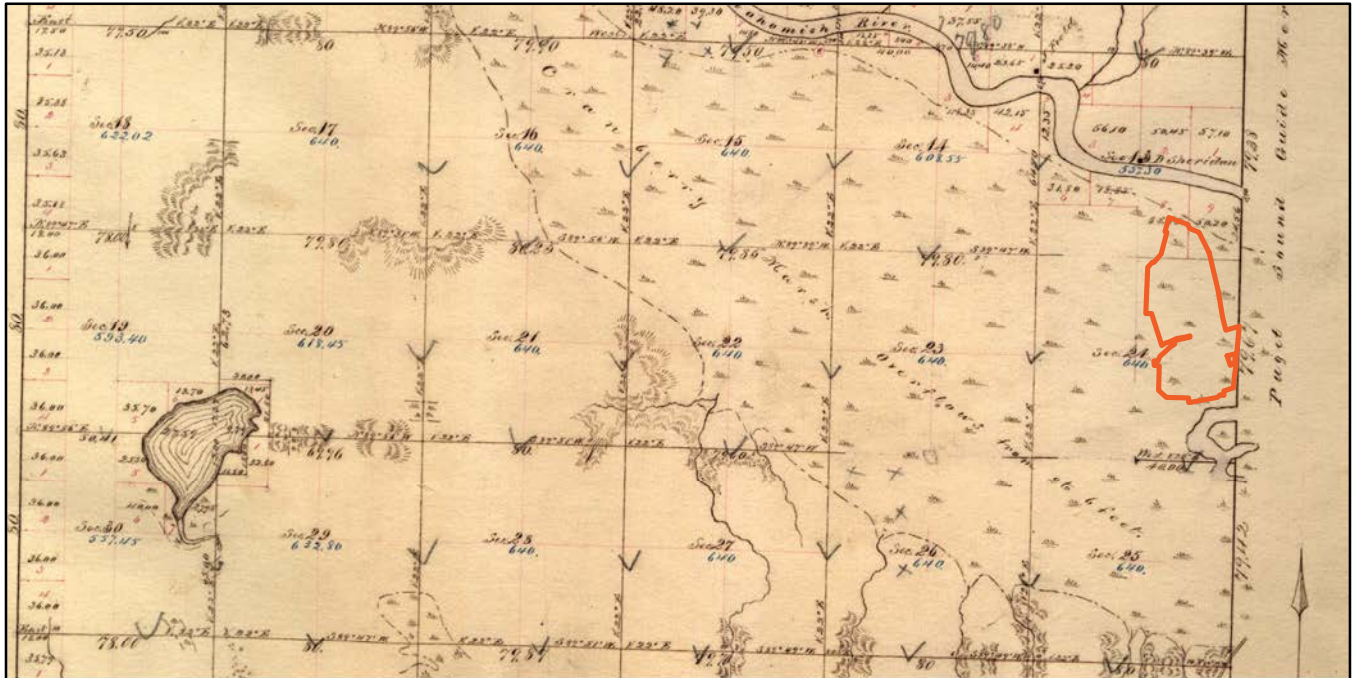
Soils in the APE are loams formed in alluvium: Puget silty clay loam, Puyallup fine sandy loam, and Sultan silt loam. These soils are poorly drained and generally no more than 48 inches to the water table. The Project is in the meander belt of the Snohomish River, with relict channels and relict oxbow lakes that are now sloughs in the vicinity, including Hanson Slough (which is no longer standing water) and Batt Slough. Prior to modern land modifications, the APE was low-lying marsh. The 1877 General Land Office map shows the APE as part of an extensive wetland complex (Figure 4).

The APE is in the *Tsuga heterophylla* vegetation zone (Franklin and Dyrness 1973:45). Prior to historic and modern logging and development, this zone was characterized by forests of western hemlock (*Tsuga heterophylla*), Douglas fir (*Pseudotsuga menziesii*), and western red cedar (*Thuja plicata*) with understories of shrubs, ferns, and grasses (Franklin and Dyrness 1973:72-73). Fauna would have included Chinook salmon (*Oncorhynchus tshawytscha*), coho salmon (*O. kisutch*), pink salmon (*O. gorbuscha*), and chum salmon (*O. keta*); bull trout (*Salvelinus confluentus*); various small and large terrestrial mammals; and a variety of bird species.

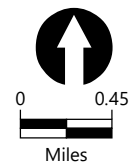
Currently, the APE is cleared and mowed for Airport use north of Airport Way. South of Airport Way, the former Hanson Slough area has been drained and cleared, and is mostly used for agriculture (hay growing) with one small residential complex with associated landscaping owned by the Airport Sponsor. Little to no native vegetation is present.

2.2 Cultural Context

The earliest archaeological sites in the northern Puget Sound and Gulf of Georgia region date to the early to mid-Holocene around 8,100 to 4,400 years ago. The sites are attributed to the Old Cordilleran culture in British Columbia and the Olcott Tradition in northwestern Washington and are classified as Archaic Period (Matson and Coupland 1995:78; Ames and Maschner 1999:67-72). The



 Revised Area of Potential Effects



Top: 1877 General Land Office Map. Bottom: 1895 USGS 1:125000 Quadrangle, Snohomish, Wa.

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sites typically consist of stone tools, including leaf-shaped bifacial points and cobble tools, and lack evidence of permanent houses.

By the latter part of the mid-Holocene, larger populations began to organize to exploit a wide range of terrestrial and littoral resources, including salmon and shellfish, land mammals, and plant resources such as berries, roots, and bulbs. Cultures around Puget Sound and northward showed “an unequivocal adaptation to coastal resources,” though classic Northwest coast developments such as sizeable longhouses and large-scale storage were still absent (Matson and Coupland 1995:97).

Over time, populations grew and began to reside in large semi-sedentary cedar plank house villages located at river mouths and confluences and on protected shorelines. The artifact tool kits became increasingly complex and specialized, allowing for large takes of resources, which were processed and stored for year-long consumption (Ames and Maschner 1999). Archaeological expressions of late Holocene cultures are consistent with ethnographic descriptions.

The APE is in the traditional territory of the Skykomish Tribe, a Lushootseed-speaking Coast Salish people who occupied the area. Central Coast Salish peoples traditionally relied on a seasonal round that focused on fishing, gathering plant foods and medicines, and harvesting marine and intertidal resources (Suttles 1990). Skykomish people relied more heavily on upland resources, visiting the coast less frequently than neighboring Tribes (Ruby and Brown 1986:211). Villages consisted of large split-plank houses occupied by extended family groups, and seasonal habitations used temporary shelters.

Skykomish use in the Project vicinity is also documented in accounts of non-Native homesteaders. Eldon Harvey’s recollection of his family’s history on the parcel includes the following description of how Tribal members used the APE, and were prevented from continuing to use it.

In the early life of the settlers, when fall came, the Indians would come up the river in their boats and gather dead fish to dry for the winter. They also picked berries, dug up tubers and anything else they could get to eat, and took the food back with them to their village. The Indians would stay for two or three months and gather what they could to carry back to Tulalip (Harvey 1985).

Skykomish communities felt the effects of Euroamerican contact prior to the sustained interaction with Euroamericans. Introduced diseases had already caused shifts in population and settlement patterns by the time the first settlers arrived in the early 1850s (Ruby and Brown 1986:111, 211). Two Skykomish chiefs signed the Point Elliott Treaty of 1855. They were prevented from accessing lands in the Project vicinity by force during the homesteading period (Harvey 1985). Skykomish

descendants now live on the Tulalip Reservation, other reservations, and off-reservation (Ruby and Brown 1986:212).

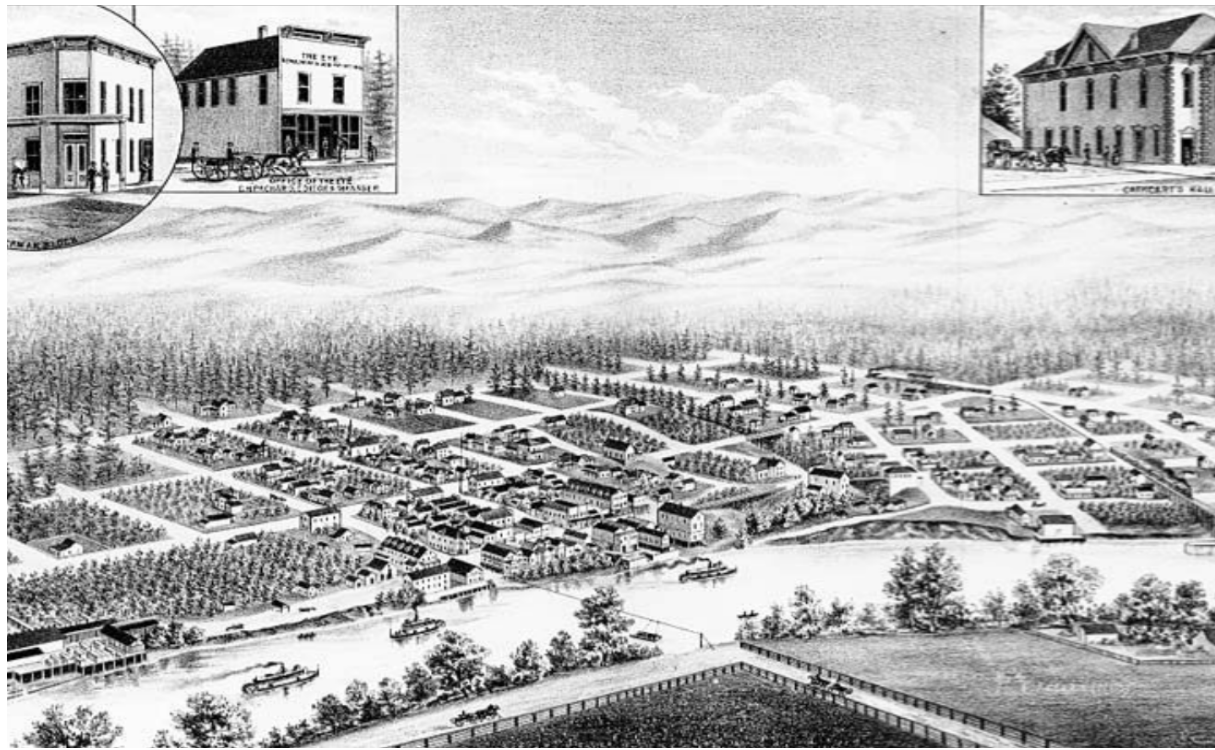
The earliest Euroamerican visitors to the APE were in the timber industry, at a time when logs were transported mostly by water. The limit of navigability by steamship was just upstream from the town of Snohomish, and the channel was dredged by the U.S. Army Corps of Engineers to facilitate navigation (Haas and Collins 2001). Railroads supplanted rivers for movement of timber, and the Seattle, Lake Shore & Eastern railroad built the rail corridor just east of the APE in the 1880s. A ferry crossing was present at the foot of Avenue D, where Airport Way now crosses the river.

The property that became the Airport was homesteaded by H. E. Tucker, who built a small cabin on it. Tucker sold the 160-acre property to John Harvey in 1859. Harvey, born in 1828 in England, had arrived in the United States at age 21 and settled in what is now Seattle; he moved to the Snohomish area following the Indian Wars. He lived on the property beginning in 1860 and married Christina Noble in 1872. Their son Noble Harvey was born in 1873. By 1877 John Harvey had proved up the homestead, which included a two-story house, barn, orchard, and 50 acres of cultivated land (Harvey 1984, 1985). He established a sawmill east of the homestead residence in 1866. The homestead west of the Harvey property, now forming the western part of the APE, was owned by Abel Johnson, who used the property as a dairy farm. The southern part of the APE, south of Airport Way, was homesteaded by John Batt in 1876 and sold to Hans Hanson the following year (Harvey 1984, 1985). Hanson later built the home and barn on the property, which was used for hay cultivation and dairy production.

Figure 5 is an 1885 bird's-eye view of the town of Snohomish, showing the south bank of the river just north of the APE. The ferry crossing and roadways that became Airport Way and Lowell Snohomish Road are shown, and the John Harvey homestead is visible at the bottom right of the image. That location was just west of a sawmill on the Harvey property, which operated through the twentieth century.

John Harvey died in 1886 when Noble was 13, and Christina in 1892. Before her death, Christina sold a right-of-way to the Northern Pacific Railroad, which was just east of the APE. Noble inherited the homestead, which he farmed while pursuing numerous other ventures (Harvey 1984). He built the Harvey baseball field north of the APE in 1903, and it operated until 1915. He was living in the home with his wife Edith and son Eldon (born in 1907) when a fire at the mill destroyed most of the homestead buildings in 1909 (Harvey 1984, 1985). The Harveys sold the mill property after the fire in 1909 (Harvey 1984, 1985). They built converted a barn to a family residence, which became known as the "white house." The Harveys began construction on a new family home in 1911.. That same year, a biplane took off from the Harvey ball park north of the APE, the first flight in the area.

Figure 5
1885 Bird's-eye Illustration of Snohomish



Source: University of Washington Libraries, UW5270

Eldon Harvey married Marjorie in the 1930s, and they had three children: Donna, Marilyn, and Richard. In 1944, Noble Harvey, Eldon Harvey, and business partner Wesley Loback established the corporation Snohomish Airfield, Inc and built the Airport, then called Snohomish Airfield. The Harvey's left corporate ownership early on and Loback managed the airfield until 1947 when he went bankrupt. After that, the airfield reverted back to the Harvey Family and was managed by Eldon and Marjorie, and later their son Richard and his wife Kandace. The family continued to live around the airfield and acquire surrounding properties. Richard and Kandace Harvey purchased the adjoining 60-acre Johnson Homestead in the 1980's and Kandace Harvey following her husband's passing purchased the 60-acre Hanson/Bueler farm to the south in 2002.

Hanson Slough was drained in the 1980s and converted to agricultural fields (Figure 6).

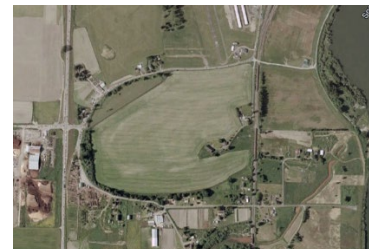
Figure 6
Hanson Slough



1933



1981



2002

2.3 Previous Research

According to the Department of Archaeology and Historic Preservation's Washington Information System for Architectural and Archeological Records Data, no archaeological sites or isolates are recorded in the APE (WISAARD 2023). Thirteen sites are present within a mile of the APE. Of these, 12 are on the north side of the Snohomish River, as follows:

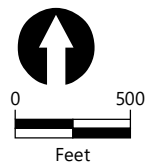
- Eight are historic-era items, standing structures, rail segments, or debris in the town of Snohomish (45SN112, 45SN113, 45SN330, 45SN442, 45SN451, 45SN608, 45SN645, 45SN708).
- Two are precontact lithic isolates: a cobble tool (45SN582; 0.65 miles northwest of the APE) and a flake (45SN443; 0.5 miles northwest of the APE).
- One is a precontact lithic site that may have been a larger habitation site prior to modern disturbance (45SN441). The site is located on a terrace overlooking the river, approximately 0.33 mile from the current Project APE.
- One is the *Tuqwétl'bab̓c* site, 45SN50, located about 0.84 mile northeast of the current Project APE. More specifically, 45SN50 is recorded as a burial area associated with *Tuqwétl'bab̓c*, but the location of the village itself is not recorded (Matson 1976). The burial area reportedly later became Old Snohomish Cemetery (also known as the Snohomish Pioneer Cemetery).

The south side of the river contains one site. 45SN418 is an isolated lithic flake found in buried context, about 0.70 mile south of the current Project APE.

Five structures in the APE are older than 50 years; four have not previously been evaluated for NRHP eligibility, and one has been previously determined not NRHP-eligible (a residence at 10530 Airport Way). Many other structures outside the APE, on the northwest corner of the Airport property and within a mile of the APE in the town of Snohomish and surroundings, are older than 50 years. However, these are not potentially affected by the Project.



 Area of Potential Effects



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3 Methods, Results, and Recommendations

3.1 Methods

Field work was designed to characterize landforms, document structures older than 50 years, and provide recommendations for NRHP eligibility, Project effects, and mitigation and archaeological monitoring where appropriate.

An archaeological survey included pedestrian reconnaissance and shovel probing in areas of proposed ground disturbance. Areas of proposed ground disturbance include the new runway, the new parallel taxiway, and relocated Airport Way and associated utilities. A pedestrian survey included walking transects along the areas of proposed ground disturbance. Probes were excavated on each distinct landform, to determine whether regularly spaced probes would be useful in assessing archaeological potential. Probes were excavated centimeters below the surface (cmbs; unless obstructions are encountered). Excavated sediment was screened through 1/4-inch mesh and returned to the excavated test. Shovel probe results were recorded in notes, photographs, and GPS coordinates.

Built environment surveys included documentation in photographs and notes of structures older than 50 years.

3.2 Results

Surveys occurred between August 21 and 23, 2023, led by qualified professional archaeologists. Weather was warm and sunny. A phone interview was also conducted with Kandace Harvey in September 2023, to learn more about the property history.

3.2.1 *Archaeological Survey*

Ground visibility was near zero due to maintained mowed grass and runways/taxiways on the Airport property, and mowed hay in the portion of the APE south of Airport Way. No cultural materials were observed on the surface.

Shovel probes were excavated on landforms along three transects: the new parallel taxiway including the retaining wall at the south end, the new runway including the retaining wall, and the relocated Airport Way.

The transects for the new parallel taxiway and runway encountered the following landforms from north to south: the very level existing airfield, the roadway and ditches of Airport Way, and a roadway fill prism sloping south from Airport Way into the former Hanson Slough. The transect for the relocated Airport Way encountered the following landforms from west to east: a retaining wall at the connection with the existing intersection at 108th Avenue SE and Airport Way, a low area

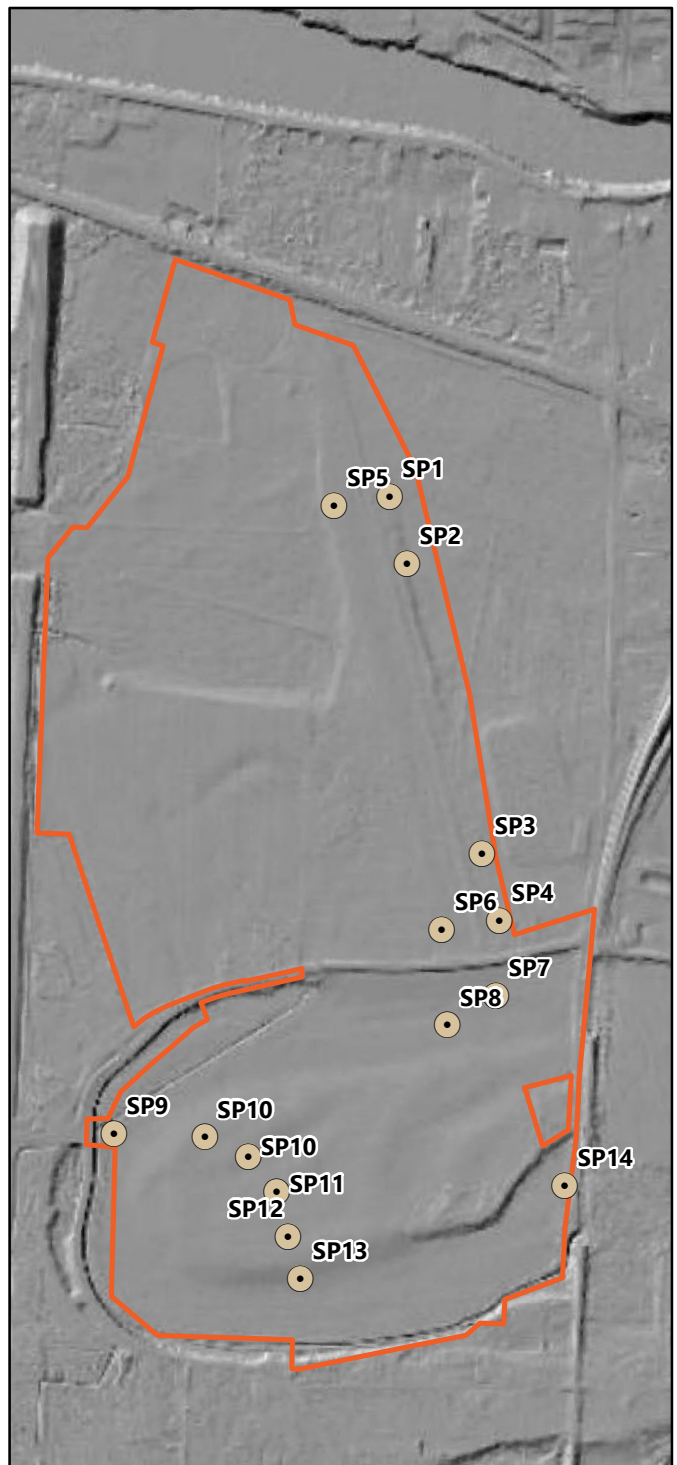
crossing the former Hanson Slough oxbow lake, a higher landform that was the upland in the inner curve of the oxbow lake, second crossing of the oxbow lake, and a rise to the rail grade. The rail grade east of the APE was observed to be a trestle buried in fill and ballast with an opening presumably for floodwaters to drain.

Figure 8 shows shovel probe locations, and results are presented in Table 1 and Figure 9. Six shovel probes (SPs) were excavated on the level Airport property landform: SP1 through SP6. Of these, SP1, SP2, SP5, and SP6 encountered a medium brown sandy silt with gravels and cobbles that is characteristic of imported fill. This was underlain by an impenetrable concrete surface (sometimes broken up) at 12 to 20 feet below the surface. This is interpreted to be remains of former runway configurations. SP3 and SP4 were characterized by an unstratified deposit of clayey silt, with modern or non-diagnostic materials in the upper 25 centimeters. This is interpreted to be alluvium that has been graded or re-worked near the surface for leveling. No stratum was observed that would indicate a contact between disturbed and undisturbed material, but the deposit was also not characteristic of imported fill.

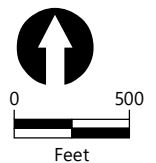
Three probes were excavated in the former oxbow lake: SP7-SP9. The lake can be seen to fill in between the 1930s and the 1980s in aerial photographs. The probes revealed clayey silt very similar to what was observed in SP3 and SP4, grading to a fine sandy silt in some probes. No horizonation or stratification was discernable. In SP7, a plastic strip and a fragment of brown bottle glass with a machine-made seam were found at 40 to 50 cmbs. In SP8, a small fragment of white sheet plastic was found at 30 cmbs, and a small piece of styrofoam at 40 cmbs. It is unclear how the infilling of the slough occurred. In an interview, Kandace Harvey indicated that the slough filled in naturally, and artificial fill was not placed in it. This is consistent with the observed sediments.

Four probes were excavated atop the landform at the center of the slough: SP 10-13. This was the landform with the highest precontact archaeological potential because it would be at a higher elevation than the slough and does not appear to have the extensive disturbance of the Airport property. Probes revealed similar sediments to the oxbow lake probes, with the exception of SP11, which terminated in very compact and dry clay. Cultural materials were found only in SP10: a fragment of clear plastic sheeting at 20 to 25 cmbs. Some wood fragments were encountered at 80 to 90 cmbs. These appeared to be relatively recent and naturally deposited. No plow zone was observed, consistent with hay cultivation (the use of the property currently and in the recent past).

One probe was excavated adjacent to the rail corridor, SP14. In that probe, an unstratified silty clay was identified in the upper 45 cmbs, underlain by a medium brown sandy silt with gravels and cobbles interpreted as imported fill (likely related to rail line construction).



 Area of Potential Effects



Left: Project Plan (see Figure 2). Right: Bare Earth LiDAR

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Figure 9
Shovel Probe Results



SP1, Airport Field



SP14, Rail Grade Vicinity



SP13, Uplands Adjacent to Slough



SP7, Former Hanson Slough

Table 1
Shovel Probe Results

Landform	Probe	Results	Interpretation
Airport Field	SP1	0-3 cmbs: organics	O horizon
		3-28 cmbs: medium brown silty sand with 20% to 30% gravels and cobbles; terminated in very compacted sediments	Fill over a former runway/taxiway surface
	SP2	0-2 cmbs: organics	O horizon
		2-21 cmbs: medium brown silty sand with 20% to 30% gravels and cobbles; concrete and plastic at 5-15 cmbs; terminated in very compacted sediments	Fill over a former runway/taxiway surface
	SP3	0-1 cmbs: medium brown silt loam	O horizon
		1-5 cmbs: medium brown silt loam; electrical wire at 5 cmbs	Topsoil
		5-100 cmbs: dry medium brown silty clay grading to clayey silt	Alluvium
	SP4	0-2 cmbs: organics	O horizon
		2-102 cmbs: dry medium brown silty clay	Alluvium
	SP5	0-5 cmbs: organics	O horizon
		5-12 cmbs: medium brown silty sand with ~50% gravels and cobbles; terminated in concrete surface	Fill over former
	SP6	0-3 cmbs: organics	O horizon
		3-12 cmbs: medium brown silty sand with ~50% gravels and cobbles; concrete fragments throughout; terminated impenetrable surface that appears to be deteriorated concrete	Fill over a former runway/taxiway surface
Former Hanson Slough	SP7	0-6 cmbs: organics	O horizon
		6-101 cmbs: dry medium greyish brown fine sandy silt with sparse gravels; redox below 50 cmbs; plastic and brown bottle glass at 40-50 cmbs	Alluvium
	SP8	0-4 cmbs: organics	O horizon
		4-51 cmbs: dry medium greyish brown fine sandy silt with sparse gravels; white plastic fragment at 30 cmbs and styrofoam fragment at 40 cmbs	Alluvium
		51-63 cmbs: dry medium greyish brown silty clay	Alluvium
		63-106 cmbs: dry medium greyish brown fine sandy silt	Alluvium
	SP9	0-2 cmbs: organics	O horizon
		2-61 cmbs: light greyish brown silty clay; redox below 15 cmbs	Alluvium

Landform	Probe	Results	Interpretation
Uplands Adjacent to Slough	SP10	0-4 cmbs: organics	O horizon
		4-103 cmbs: dry medium brown silty clay grading to clayey silt; redox visible below 60 cmbs; sheet plastic at 20-25 cmbs	Alluvium
	SP11	0-2 cmbs: organics	O horizon
		2-39 cmbs: dry medium brown silty clay; terminated in impenetrable dry clay	Alluvium
	SP12	0-3 cmbs: organics	O horizon
		2-100 cmbs: dry medium brown silty clay; faint redox below 90 cmbs	Alluvium
	SP13	0-1 cmbs: organics	O horizon
		1-102 cmbs: light greyish brown silty clay	Alluvium
Rail Grade Vicinity	SP14	0-4 cmbs: organics	O horizon
		4-46 cmbs: dry medium brown silty clay	Alluvium
		46-51 cmbs: medium brown silty sand with ~50% gravels and cobbles	Fill related to rail grade construction

The superposition of the alluvial materials above historic fill in SP14, the modern and non-diagnostic items found in the alluvial materials, the lack of stratification, and the rapid infilling of the slough in the modern era indicate thick recent deposition. On the Airport property, grading, filling, and paving is also evident.

At no point were sediments encountered that were stratified or appeared to be native soils from the historic or precontact period. Because shovel probing was not proving to be an effective way to reach native sediments, no further probes were excavated.

3.2.2 Built Environment Survey

Five structures were evaluated under NRHP criteria and on Historic Property Inventory (HPI) forms. The HPI forms are provided in Appendix A.

The five structures are:

- The Hanson House and associated barn at 10632 99th Avenue SE
- The Harvey residence at 10508 Airport Way
- The 1908 Johnson residence at 10520 Airport Way
- The 1931 Johnson residence at 10530 Airport Way

3.2.2.1 Hanson House

This residence at 10632 99th Avenue SE is an Upright and Wing type house, adorned with elements of the Greek Revival and Queen Anne styles (Figure 10). It was originally constructed in 1887 for Hans Severin Hanson, Jr. (1847-1914), and Charlotte H. Hanson (1847-1930), husband and wife. Along with an extant barn and garage that form a small farmstead, the house is situated on what was once part of the Hanson family homestead. It is now owned by the Harvey family. It is described in detail in Attachment A.

The residence remains in its original location and retains many original elements, but has experienced substantial alterations that diminish its overall integrity. Primary alterations include the replacement of nearly all original windows with non-original vinyl sliding windows, the installation of vinyl siding wall cladding throughout, and modifications to the rear elevation, including the rear porch and deck. Overall, the residence retains its integrity of location, setting, and association, while its integrity of feeling, design, materials, and workmanship has been greatly diminished.

Under NRHP Criterion A, the property does not possess a sufficiently strong association with an event or trend that has made a significant contribution to the broad patterns of history. The house was built for and occupied by Hans and Charlotte Hanson, and their family, and marks a period of continued development of the Hanson family homestead over time. However, these events do not appear to be important enough to the development of the local community or region to meet NRHP eligibility requirements. Under Criterion B, the property is not associated with the lives of persons significant in our past. The residence was long associated with at least two generations of the Hanson family. However, none of these individuals appear to have made significant contributions to history, such that they would meet NRHP eligibility requirements. Under NRHP Criterion C, the residence is an example of an Upright and Wing type farmhouse, sometimes referred to as a Temple and Wing or Gable Front and Wing, which was a popular rural house type built in Washington State during the late nineteenth century. Together with its elements of the Greek Revival and Queen Anne style, the residence displays the characteristics of this type, such as its L-shaped plan and one and a half to two-story design. However, several alterations have significantly diminished its integrity of feeling, design, materials, and workmanship such that it is no longer able to convey significance under this criterion. Furthermore, there is no evidence to suggest that it is associated with a significant designer or craftsman. The property is not considered to be, or have been, the principal source of information. Therefore, it is not considered significant, pursuant to Criterion D. Based on

Figure 10
Hanson House



1887 Hanson House, 10632 99th Avenue SE

our review, the residence at 10632 99th Avenue SE is recommended as not eligible for listing in the NRHP individually or as a contributor to a potential historic district.

3.2.2.2 Hanson Barn

This structure is a central passage gable-type barn, also known as an English Barn, at 10632 99th Avenue SE (Figure 11). It is estimated to have been constructed at about the same time as its associated farmhouse, located nearby. The farmhouse was constructed for Hans Severin Hanson, Jr. (1847-1914), and Charlotte H. Hanson (1847-1930), husband and wife, in 1887. Along with the extant farmhouse and a garage, the barn is part of the Hanson family homestead. It is now owned by the Harvey Family. It is described in detail in Attachment A.

Figure 11
Hanson Barn



1887 Hanson Barn, 10632 99th Avenue SE

The barn remains in its original location and retains most of its original character-defining features with few alterations. The only apparent alterations include the addition of the non-original sliding door at the door opening on the northeast elevation, the installation of composition asphalt shingle roofing, and evidence that some window openings had been converted to door openings at one time. Although in a somewhat deteriorated condition, the barn appears to retain good integrity in all aspects.

Under NRHP Criterion A, the property does not possess a sufficiently strong association with an event or trend that has made a significant contribution to the broad patterns of history. The barn was built for Hans S. and Charlotte Hanson, and their family, and marks a period of continued development of the Hanson family homestead over time. However, the barn does not appear to adequately represent these events, nor do they appear important enough to the development of the local community or region to meet NRHP eligibility requirements. Under Criterion B, the property is not associated with the lives of persons significant in our past. The barn was long associated with at least two generations of the Hanson family. However, none of these individuals appear to have made significant contributions to history, such that they would meet NRHP eligibility requirements. Under NRHP Criterion C, the barn appears to be architecturally significant as a noteworthy example of a central passage, gable-type barn, sometimes referred to as an English Barn. It embodies the distinctive characteristics of this barn type, which was popular in Washington State during the period of its construction, and it retains sufficient integrity to convey its significance. The property is not considered to be, or have been, the principal source of information. Therefore, it is not considered

significant, pursuant to Criterion D. Based on our review, the barn at 10632 99th Avenue SE is recommended individually eligible for listing in the NRHP under Criterion C at the local level of significance as a good example of an intact gable-type barn that remains extant in south Snohomish County.

3.2.2.3 The Eldon Harvey Residence

This structure is a Ranch style residence at 10508 Airport Way originally constructed in 1958 for Eldon Noble Harvey (1907-1989) and Marjorie Harvey (1908-1999), husband and wife (Figure 12). This ranch style single story house was designed by the homeowners, Eldon and Marjorie Harvey.

The residence remains in its original location but has been substantially altered. Primary alterations to the residence include the replacement of most of the original windows, including the installation of a new set of sliding glass doors on the north elevation; the possible replacement of the exterior wood siding; extension of the house's L-shaped plan with the construction of the three-car automobile garage; and the addition of the gable-roof porches over the house's rear entrance and patio. The residence retains some characteristics indicative of its original design and the Ranch style, including its scale and horizontal massing, and the general appearance of its primary facade. However, changes to the windows, doors, and elements of the north elevation have substantively affected its integrity. Overall, the residence retains its integrity of location, setting, feeling, and association, while its integrity of design, materials, and workmanship has been significantly diminished.

Under NRHP Criterion A, the property does not possess a sufficiently strong association with an event or trend that has made a significant contribution to the broad patterns of history. The house was built for and occupied by Eldon and Marjorie Harvey, and marks a period of continued development of the Harvey family homestead. However, these events do not appear to be important enough to the development and history of the Airport or the local community to meet NRHP eligibility requirements. Under Criterion B, the property is not associated with the lives of persons significant in our past. The residence was specifically designed and built for Eldon and Marjorie Harvey. These individuals were active members of their community, and Eldon, in particular, was closely associated with the founding and development of the Airport, which has figured prominently in the development of the area. However, these contributions do not appear to meet NRHP eligibility

Figure 12
Harvey Residence



1958 Harvey Residence, 10508 Airport Way

requirements. Furthermore, the residence was constructed more than 10 years after the establishment of the Airport and does not appear to be the location that would best represent the Harvey's productive lives, even if they were deemed significant. Under NRHP Criterion C, the residence exhibits elements of the Ranch style, but does not appear to embody characteristics or a method of construction that would warrant special recognition, in part due to its diminished integrity. Furthermore, there is no evidence to suggest that it is associated with a significant designer or craftsman, and substantial alterations to its integrity of design, materials, and workmanship have diminished its ability to convey significance under this criterion. The property is also not considered to be, or have been, the principal source of information. Therefore, it is not considered significant, pursuant to Criterion D. Based on our review, the residence at 10508 Airport Way does not possess sufficient integrity to convey historical significance and does not appear eligible for listing in the NRHP individually or as a contributor to a potential historic district.

3.2.2.4 The 1908 Johnson Residence

This property contains an American Foursquare-type residence at 10520 Airport Way (Figure 13). It has elements of the Craftsman style, and was originally constructed in 1908 for Abel Johnson (1844-1924) and Mary Georgian Johnson (1848-1929), husband and wife. It is now owned by the Harvey family. It is described in detail in Attachment A.

The residence remains in its original location and retains many original elements, but has experienced several alterations that diminish its overall integrity. Primary alterations include the replacement of all original windows with non-original vinyl sliding or fixed replacement windows, the addition of stone veneer to the foundation, and modifications to the front porch. The property's setting and feeling have also diminished from that of an operating farm to that of a single-family residence and commercial business. Overall, the residence retains its integrity of location and association, while its integrity of setting, feeling, design, materials, and workmanship has been diminished.

Under NRHP Criterion A, the property does not possess a sufficiently strong association with an event or trend that has made a significant contribution to the broad patterns of history. The house was built for and occupied by Abel and Mary Johnson, and their family, and marks a period of continued development of the Johnson family homestead over time. However, these events do not appear to be important enough to the development of the local community or region to meet NRHP

Figure 13
1908 Johnson Residence



1931 Johnson Residence, 10520 Airport Way

eligibility requirements. Under Criterion B, the property is not associated with the lives of persons significant in our past. The residence was specifically designed and built for Abel and Mary Johnson and their family. However, none of these individuals appear to have made significant contributions to history, such that they would meet NRHP eligibility requirements. Under NRHP Criterion C, the residence exhibits elements of the American Foursquare house type and Craftsman style, but does not appear to embody characteristics or a method of construction that would warrant special recognition. Furthermore, there is no evidence to suggest that it is associated with a significant designer or craftsman, and several alterations to its integrity of design, materials, and workmanship have diminished its ability to convey significance under this criterion. The property is also not considered to be, or have been, the principal source of information. Therefore, it is not considered significant, pursuant to Criterion D. Based on our review, the residence at 10520 Airport Way is recommended as not eligible for listing in the NRHP individually or as a contributor to a potential historic district.

3.2.2.5 The 1931 Johnson Residence

This property at 10530 Airport Way was built for Arthur Johnson on his family's homestead at about the time of his second marriage on June 24, 1931, as a home for his new wife (Figure 14). The house was constructed on land to the west of his parents' family home at 10520 Airport Way, where Arthur was raised and continued to work as a dairy farmer. It is now owned by the Harvey family. It is described in detail in Attachment A.

The residence remains in its original location and retains many original elements, but has experienced substantial alterations that diminish its overall integrity. Primary alterations include the replacement of nearly all original windows with non-original metal sliding windows, the installation of vinyl siding throughout, and modifications to the rear elevation. In addition, the integrity of the property's original garage has been diminished by the large addition. Overall, the residence retains its integrity of location, setting, and association, while its integrity of feeling, design, materials, and workmanship has been greatly diminished.

The property has been evaluated to determine its eligibility for listing in the NRHP. The residence at 10530 Airport Way was previously evaluated and determined not eligible for the NRHP by consensus as part of a U.S. Department of Housing and Urban Development-related Section 106 undertaking in 2013. The current evaluation concurs with this determination.

Figure 14
1931 Johnson Residence



1931 Johnson Residence, 10530 Airport Way

Under NRHP Criterion A, the property does not possess a sufficiently strong association with an event or trend that has made a significant contribution to the broad patterns of history. The house was built for and occupied by Arthur and Emma Johnson, and their family, and marks a period of continued development of the Johnson family homestead over time. However, these events do not appear to be important enough to the development of the local community or region to meet NRHP eligibility requirements. Under Criterion B, the property is not associated with the lives of persons significant in our past. The residence was specifically designed and built for Arthur and Emma Johnson and their family. However, none of these individuals appear to have made significant contributions to history, such that they would meet NRHP eligibility requirements. Under NRHP Criterion C, the residence exhibits elements of the Craftsman style. However, several alterations have significantly diminished its integrity of feeling, design, materials, and workmanship such that it is no longer able to convey significance under this criterion. Moreover, it does not appear to embody characteristics or a method of construction that would warrant special recognition, and there is no evidence to suggest that it is associated with a significant designer or craftsman. The property is also not considered to be, or have been, the principal source of information. Therefore, it is not considered significant, pursuant to Criterion D. Based on our review, the residence at 10530 Airport Way is recommended as not eligible for listing in the NRHP individually or as a contributor to a potential historic district.

3.3 Recommendations

The APE has elevated potential for precontact and historic archaeological materials, but appears to have undergone rapid alluvial deposition in the modern era, as well as filling and other disturbance. Further shovel probing is not likely to encounter historic or modern ground surfaces, but some Project ground disturbance may reach such surfaces. Additional geotechnical testing would occur for the Project, so it is recommended that an archaeologist monitor geotechnical work to verify conditions below shovel probe depth.

All four structures older than 50 years in the APE are recommended not NRHP-eligible.

It is recommended that FAA determine the following:

- The Hanson Barn at 10632 99th Avenue SE is NRHP-eligible under Criterion C. It will not be affected by the Project.
- Residences at 10508 Airport Way, 10520 Airport Way, and 10632 99th Avenue SE are not NRHP-eligible.
- Archaeological monitoring of geotechnical testing is required, and depending on the results, construction monitoring may be required.

If additional areas of ground disturbance are identified as design advances, further investigations may be required.

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Attachment A

Historic Property Inventory Forms

Historic Property Report

Historic Name: Harvey, Eldon and Marjorie, Residence

Property ID: 731782

Location



Address: 10508 Airport Way, Snohomish, Washington, 98296

Tax No/Parcel No: 28052400100900

Geographic Areas: Snohomish County Certified Local Government, SNOHOMISH Quadrangle, T28R05E24, Snohomish County

Information

Number of stories: 1.00

Construction Dates:

Construction Type	Year	Circa
Built Date	1958	☐

Historic Use:

Category	Subcategory
Domestic	Domestic - Single Family House
Domestic	Domestic - Single Family House

Historic Context:

Category
Architecture

Architect/Engineer:

Category	Name or Company
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Historic Property Report

Historic Name: Harvey, Eldon and Marjorie, Residence

Property ID: 731782

Thematics:

Local Registers and Districts

Name	Date Listed	Notes
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Project History

Project Number, Organization, Project Name	Resource Inventory	SHPO Determination	SHPO Determined By, Determined Date
2023-07-04397, , Harvey Field Runway Improvement Project		Survey/Inventory	

Historic Property Report

Historic Name: Harvey, Eldon and Marjorie, Residence

Property ID: 731782

Photos



Primary (South) Facade and West Elevation, Looking Northeast



East Elevation, Looking West



Primary (South) Facade, Looking North



North (Rear) Elevation, Looking South



Historic Property Report

Historic Name: Harvey, Eldon and Marjorie, Residence

Property ID: 731782

Inventory Details - 9/28/2023

Common name:

Date recorded: 9/28/2023

Field Recorder: Christopher Hetzel

Field Site number:

SHPO Determination

Detail Information

Characteristics:

Category	Item
Foundation	Concrete - Poured
Form Type	Single Dwelling - Ranch
Roof Type	Gable - Side
Roof Material	Asphalt/Composition - Shingle
Cladding	Wood - Clapboard
Structural System	Wood - Platform Frame
Plan	L-Shape

Styles:

Period	Style Details
Modern Movement (1930-1970)	Prairie Ranch

Surveyor Opinion

Significance narrative: The property at 10508 Airport Way in Snohomish County, Washington, was evaluated at a reconnaissance level for a cultural resources assessment conducted on behalf of Harvey Field, Inc., for a proposed runway improvement project at Harvey Field. The property contains a Ranch style residence originally constructed in 1958 for Eldon Noble Harvey (1907-1989) and Marjorie Harvey (1908-1999), husband and wife. The house is located near the southern terminus of the airport's runway within the project's Area of Potential Effects. The original architect and builder of the residence are unknown, and Kandace A. Harvey, the Harveys' daughter-in-law, is the property's current owner.

When constructed, the residence at 10508 Airport Way was originally situated on a portion of the original Harvey family homestead, adjacent to two older family residences. Neither of these older houses remains extant. Noble G. Harvey (1873-1952), Eldon Harvey's father, had built these older houses in 1907 and 1911, respectively. The 1907 residence, known as "the White House," was originally intended to be a temporary house, while a more permanent home was built nearby, after which the White House would be used as a barn. However, the White House was never converted to a barn, and instead remained in residential use until its demolition in 2015. This house is where Eldon Harvey was raised, and later where he lived with Marjorie and their daughter, Donna, from the late 1930s until the family moved into the Ranch style home at 10508 Airport Way.

Historic Property Report

Historic Name: Harvey, Eldon and Marjorie, Residence Property ID: 731782

The 1911 residence was the 'more permanent home' built by Noble Harvey on the property. He, his wife Edith, and young Eldon Harvey moved there from the White House following its completion in 1911. This "craftsman style" house was designed and built by architect and builder, N. P. Hansen, who reportedly built many homes in the area, including the Abel Johnson residence next door at 10520 Airport Road. The 1911 residence continued as the primary Harvey family home until 2000, when a plane crash hit the house and it burned down. The existing residence at 10424 Airport Way was constructed in 2003 in its place.

After living in the White House for many years, Eldon and Marjorie Harvey decided to build the Ranch style house at 10508 Airport Way next to the 1907 and 1911 residences. According to recollections by daughter Donna Harvey, Marjorie "had always lived in old homes and wanted a new home with all modern conveniences" (Harvey 2015).

Eldon Noble Harvey

Eldon N. Harvey was born on December 12, 1907. He is likely best known for establishing Harvey Field beginning in the late 1940s, along with his father. But was also a successful farmer and entrepreneur. During the late 1930s and early 1940s, Eldon farmed the homestead and further cleared the land to expand its agricultural production. He is said to have cultivated peas, broccoli, corn, and hay, and was involved in raising White Face Herford beef cattle. Eldon also assisted his father, Noble, in his business of selling blasting powder (for land clearing), and for a short time Eldon worked in the Rationing office in the City of Snohomish during World War II.

Eldon and Noble Harvey, and family friend Wesley Loback established the "Snohomish Airfield," or what would later become Harvey Field, in 1944. According to some accounts, Loback is the one that proposed building the airfield on the Harvey property in the vicinity of the Great Northern Railroad line. Ever the entrepreneur, Eldon's father agreed, and the three men formed the company, Snohomish Airfield, Inc., to execute the plan.

Eldon and Noble Harvey were involved in this initial period of the airfield's development for only a short time. In 1946, due to differing opinions on management and growth, the Harveys sold their company shares to Loback, but continued to lease the land to the airfield. At the time, the airfield had an east-west grass runway, hangars, a flight training school, and buildings for maintenance and administration.

Wes Loback's management of the airfield was unsuccessful, and the Snohomish Airfield went bankrupt in 1947. He had relied heavily on income from the G.I. Bill after World War II, and reportedly had overextended financially. As a result, the bank foreclosed on the airfield in 1947 and sold all the assets, leaving just the buildings, whose ownership reverted to the Harveys (Harvey, Eldon).

Despite having little involvement with the airfield in recent years, the Harveys decided to resume the airfield operations. Eldon and Marjorie Harvey assumed management of the new airfield, and improved its facilities with the addition of a restaurant, administration building, and a maintenance shop in 1947. Thereafter, Eldon and Marjorie Harvey and their children ran the airfield, restaurant, and flight school until the early 1970s, when Richard and Kandace Harvey assumed management of airport operations.

EVALUATION



Historic Property Report

Historic Name: Harvey, Eldon and Marjorie, Residence Property ID: 731782

The property has been evaluated to determine its eligibility for listing in the National Register of Historic Places (NRHP). The residence at 10508 Airport Way is closely associated with the Harvey family, the development of the original Harvey family homestead, and the adjacent Harvey Field. It also exhibits common architectural characteristics of the Ranch style. However, despite these associations, research has revealed no evidence to suggest that this residence or its connections with the Harvey family are important enough to justify an NRHP-eligible determination. Furthermore, because of its diminished integrity, the property does not appear to retain sufficient integrity to convey potential significance in these areas.

Under NRHP Criterion A, the property does not possess a sufficiently strong association with an event or trend that has made a significant contribution to the broad patterns of history. The house was built for and occupied by Eldon and Marjorie Harvey, and marks a period of continued development of the Harvey family homestead. However, these events do not appear to be important enough to the development and history of Harvey Field or the local community to meet NRHP eligibility requirements.

Under Criterion B, the property is not associated with the lives of persons significant in our past. The residence was specifically designed and built for Eldon and Marjorie Harvey. These individuals were active members of their community, and Eldon, in particular, was closely associated with the founding and development of Harvey Field, which has figured prominently in the development of the area. However, these contributions do not appear to meet NRHP eligibility requirements. Furthermore, the residence was constructed over ten years after the establishment of Harvey Field and does not appear to be the location that would best represent the Harveys' productive lives, even if they were deemed significant.

Under NRHP Criterion C, the residence exhibits elements of the Ranch style, but does not appear to embody characteristics or a method of construction that would warrant special recognition, in part due to its diminished integrity. Furthermore, there is no evidence to suggest that it is associated with a significant designer or craftsman, and substantial alterations to its integrity of design, materials, and workmanship have diminished its ability to convey significance under this criterion.

The property is also not considered to be, or have been, the principal source of information. Therefore, it is not considered significant, pursuant to Criterion D.

Based on our review, the residence at 10508 Airport Way does not possess sufficient integrity to convey historical significance and does not appear eligible for listing in the NRHP individually or as a contributor to a potential historic district.

Physical description:

The property contains a one-story single-family Ranch-style residence with an attached three-car garage. It is located at 10508 Airport Avenue, just south of the City of Snohomish, in Snohomish County, Washington. The residence is one of two houses located on the property, both owned and occupied by the same family. Only the residence at 10508 Airport Avenue is documented by this inventory form. The other house is a large, two-story single-family residence located at 10424 Airport Way, constructed in 2001 to replace an older home. Also on the property, the two residences share a paved driveway and parking area, a one-story three-bay automobile garage, and a below-ground swimming pool positioned between the two houses. These features are all non-original elements of the property and less than fifty years old.

The residence at 10508 Airport Avenue was constructed in 1958 for Eldon Noble Harvey

Historic Property Report

Historic Name: Harvey, Eldon and Marjorie, Residence Property ID: 731782

(1907-1989) and Marjorie (MacLeod) Harvey (1908-1999), husband and wife. It is situated at the southwestern corner of the property, which is bound by Airport Way on the east and south and Harvey Field on the north and west, the latter immediately adjacent to the southern terminus of the airport's north-south runway. A low brick wall regularly spaced, square brick pillars, topped by a decorative, ferrous-metal fencing encompasses the entire property on the east and south along the road.

The residence's immediate surroundings are lightly developed and mostly rural in character, except for the light industrial development of Harvey Field. The residential property marks the southeast corner of Harvey Field, with which it shares common ownership. In fact, the property's paved driveway connects to and provides direct access to the airfield's taxiway. The surrounding landscaping consists of well-manicured open lawn and purposely placed bushes and hedges.

The house and attached garage form a rectangular L-shaped plan with a south-north orientation and wide horizontal massing and other design elements, characteristic of the Ranch style. The residence occupies the massing's southern section and a portion of the ell, while the garage occupies the remainder of the ell's northern extent. The entire structure consists of platform frame wood construction set on a concrete foundation. The exterior walls are clad with wide horizontal wood-lap siding with vertical corner boards; and a half-height, brick wainscot veneer spans the entire length of the residence's primary (south) façade. The house has a low-pitched side-gable roof clad with composition asphalt shingles and features slightly overhanging, open eaves with wide fascia and sections of metal gutters and downspouts on each elevation. The residence's fenestration primarily consists of non-original vinyl replacement windows and non-original wood entry doors.

The residence's primary (south) façade is approximately four bays wide and asymmetrically divided. The two easternmost bays contain large window openings, partially set into the brick wainscot. They each contain identical windows with a one-over-two configurations, consisting of a large, single-light picture window over a horizontal, two-light sliding window. The residence's front entry and a similarly designed window punctuate the façade's central-west bay, and a two-light horizontal sliding window marks the westernmost bay at the house's corner. It mirrors a similar window at the corner on the west elevation. The front entry door consists of a non-original, wood panel door with a decorative, full-height glass light. The house's corresponding rear entrance is fit with a less decorative, but similarly designed multiple-light door. The primary façade is otherwise unadorned, except for a paved pebblestone walkway that extends its full length.

The residence's east elevation contains two non-original, single-light fixed windows topped by decorative, multiple-light, round arch windows. A variety of other one, two and three-light horizontal sliding windows characterize window openings in house's east and south elevations, and a set of non-original, plate-glass sliding doors occupy the north elevation's easternmost bay, near the outdoor swimming pool. The garage door openings are identical, each fit with a paneled, overhead garage door featuring a pair of eight-light windows at the top.

Finally, the residence's north elevation is further characterized by non-original projecting, front-gabled porch roofs that shelter the rear entrance and a patio area outside the set of sliding glass doors. The porch roofs each have exposed timber construction and are each supported by heavy square wood columns.



Historic Property Report

Historic Name: Harvey, Eldon and Marjorie, Residence

Property ID: 731782

INTEGRITY

The residence remains in its original location but has been substantially altered. Primary alterations to the residence include the replacement of most of the original windows, including the installation of a new set of sliding glass doors on the north elevation; the possible replacement of the exterior wood siding; extension of the house's L-shaped plan with the construction of the three-car automobile garage; and the addition of the gable-roof porches over the house's rear entrance and patio.

The residence retains some characteristics indicative of its original design and the Ranch style, including its scale and horizontal massing, and the general appearance of its primary facade. However, changes to the windows, doors, and elements of the north elevation have substantively affected its integrity. Overall, the residence retains its integrity of location, setting, feeling, and association, while its integrity of design, materials and workmanship has been significantly diminished.

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Historic Property Report

Historic Name: Harvey, Eldon and Marjorie, Residence

Property ID: 731782

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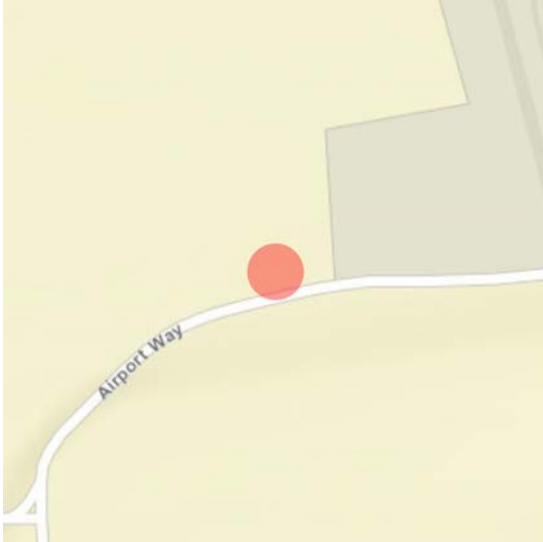


Historic Property Report

Historic Name: Johnson, Abel and Mary, Residence

Property ID: 731783

Location



Address: 10520 Airport Way, Snohomish, Washington, 98296

Tax No/Parcel No: 28052400101300

Geographic Areas: SNOHOMISH Quadrangle, Snohomish County, Snohomish County Certified Local Government, T28R05E24

Information

Number of stories: 2.50

Construction Dates:

Construction Type	Year	Circa
Built Date	1908	☐

Historic Use:

Category	Subcategory
Agriculture/Subsistence	Agriculture/Subsistence - Farmstead
Agriculture/Subsistence	Agriculture/Subsistence - Farmstead

Historic Context:

Category
Architecture
Agriculture
European - Scandinavian



Historic Property Report

Historic Name: Johnson, Abel and Mary, Residence

Property ID: 731783

Architect/Engineer:

Category	Name or Company
Architect	N. P. Hansen

Thematics:

Local Registers and Districts

Name	Date Listed	Notes
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Project History

Project Number, Organization, Project Name	Resource Inventory	SHPO Determination	SHPO Determined By, Determined Date
2023-07-04397, , Harvey Field Runway Improvement Project		Survey/Inventory	

Historic Property Report

Historic Name: Johnson, Abel and Mary, Residence

Property ID: 731783

Photos



Primary (South) Facade, Looking North



Detail of Primary (South) Facade and East Elevation



Detail of Primary (South) Facade



Primary (South) Facade, Looking Northwest



Overview of Primary (South) Facade and Garage, Looking Northeast



Historic Property Report

Historic Name: Johnson, Abel and Mary, Residence

Property ID: 731783

Inventory Details - 9/28/2023

Common name:

Date recorded: 9/28/2023

Field Recorder: Christopher Hetzel

Field Site number:

SHPO Determination

Detail Information

Characteristics:

Category	Item
Foundation	Concrete - Poured
Form Type	Single Dwelling - American Foursquare
Roof Type	Hip
Roof Material	Asphalt/Composition - Shingle
Cladding	Wood - Clapboard
Structural System	Wood - Balloon Frame
Plan	Rectangle

Styles:

Period	Style Details
Early 20th Century American Movements (1900-1940)	Craftsman

Surveyor Opinion

Significance narrative: The property at 10520 Airport Way in Snohomish County, Washington, was evaluated at a reconnaissance level for a cultural resources assessment conducted on behalf of Harvey Field, Inc., for a proposed runway improvement project at Harvey Field. The property contains an American Foursquare-type residence with elements of the Craftsman style, originally constructed in 1908 for Abel Johnson (1844-1924) and Mary Georgian Johnson (1848-1929), husband and wife. The property includes frontage on Airport Way west of Harvey Field within the project's Area of Potential Effects. Andrew and Heather Waldow are the property's current owners, as recorded by the Snohomish County tax assessor.

The residence was designed and built for the Johnsons by architect and builder, N. P. Hansen. Hansen is said to have built many homes in the area, including the Noble Harvey residence (1911; burned in 2000), located next door at 10508 Airport Road. No other full building designs credited to Hansen are known.

When constructed, the residence at 10520 Airport Way was situated on a portion of the original Johnson family homestead. Abel Johnson obtained the land grant for the homestead in September 1883 and settled the property. According to the 1910 federal



Historic Property Report

Historic Name: Johnson, Abel and Mary, Residence

Property ID: 731783

census, around the time of the residence's construction, Abel was self-employed as a farmer and lived on the property with his wife Mary, their four children, Lottie, Edith, Arthur, and Olga, and a boarder named Jack McKinzie.

Abel Johnson was born in Sweden in 1844 and Mary Johnson was born in Norway in 1848. Both Abel and Mary immigrated to the United States in 1870 and eventually became naturalized citizens in 1878. Abel retained ownership of the property at 10520 Airport Way until his death in 1924, at which time his holdings consisted of approximately 123 acres of land and an operating dairy farm, which he left to his wife and children.

The residence remained in the family until ownership passed to the neighboring Harvey family and it was incorporated into the operations of Harvey Field. The residence is currently owned by Andrew Waldow and Heather (Harvey) Waldow, and the property's grounds host the operations of Balloon Depot, hot air balloon rides.

EVALUATION

The property has been evaluated to determine its eligibility for listing in the National Register of Historic Places (NRHP). The residence at 10520 Airport Way is associated with farming and agricultural development in Snohomish County in the early twentieth century, and the residence exhibits common architectural characteristics of the American Foursquare house type and Craftsman style. However, despite these associations, research has revealed no evidence to suggest that this residence or its connections with the Johnson family are important enough to justify an NRHP-eligible determination. Furthermore, because of its diminished integrity, the property does not appear to retain sufficient integrity to convey potential significance in these areas.

Under NRHP Criterion A, the property does not possess a sufficiently strong association with an event or trend that has made a significant contribution to the broad patterns of history. The house was built for and occupied by Abel and Mary Johnson, and their family, and marks a period of continued development of the Johnson family homestead over time. However, these events do not appear to be important enough to the development of the local community or region to meet NRHP eligibility requirements.

Under Criterion B, the property is not associated with the lives of persons significant in our past. The residence was specifically designed and built for Abel and Mary Johnson and their family. However, none of these individuals appear to have made significant contributions to history, such that they would meet NRHP eligibility requirements.

Under NRHP Criterion C, the residence exhibits elements of the American Foursquare house type and Craftsman style, but does not appear to embody characteristics or a method of construction that would warrant special recognition. Furthermore, there is no evidence to suggest that it is associated with a significant designer or craftsman, and several alterations to its integrity of design, materials, and workmanship have diminished its ability to convey significance under this criterion.

The property is also not considered to be, or have been, the principal source of information. Therefore, it is not considered significant, pursuant to Criterion D.

Based on our review, the residence at 10520 Airport Way is recommended as not eligible for listing in the NRHP individually or as a contributor to a potential historic district.

Physical description: The property contains a two and a half-story single-family American Foursquare-type

Historic Property Report

Historic Name: Johnson, Abel and Mary, Residence

Property ID: 731783

residence with Craftsman style elements and a detached double-wide two-stall automobile garage. It is located at 10520 Airport Avenue, just south of the City of Snohomish, in Snohomish County, Washington. The residence was constructed in 1908 for Abel Johnson (1844-1924) and Mary Georgian Johnson (1848-1929), husband and wife. It is situated on the former Harvey family homestead, which is bound by Airport Way on the south, Harvey Field on the north and east, and the property at 10530 Airport Way on the west. A detached garage, which appears to be less than 50 years old, is situated a short distance to the northeast of the house. No other elements of the original homestead remain intact.

The residence's immediate surroundings are lightly developed and mostly rural in character, except for the light industrial development of Harvey Field. The surrounding landscaping primarily consists of well-manicured open lawn and purposely placed bushes and hedges. A recently installed, paved walkway leads from the road to the center of the front porch, and a paved parking area, located slightly to the east a large, leads from the road to the garage with an extension to the house's rear elevation.

The house has a rectangular plan with a south-north orientation, and a horizontal massing and design characteristic of an American Foursquare-type house. The entire structure consists of wood-frame construction set on a concrete foundation, which features a decorative, non-original stone veneer where it is exposed at grade. The exterior walls are clad with narrow, horizontal wood-lap siding; and there is a simple wood drip course that extends the circumference of the exterior walls just above the foundation. The house has a slightly flared, medium-pitched hip roof clad with composition asphalt shingles and features overhanging, boxed eaves and metal gutters and downspouts on each elevation. A tall, original brick chimney stands on the east elevation. The residence's fenestration primarily consists of original window openings that have been altered by non-original vinyl replacement windows with false muntins, most in-keeping with the house's style. Nearly all the window openings are characterized by simple wood casings and sills on the exterior.

The residence's primary (south) façade is two bays wide and asymmetrically divided on the first story, and symmetrically divided on the second and half stories. The first story is characterized by a projecting front porch with a raised wood floor; a solid wood balustrade wall clad with wood-lap siding that supports stylized square wood support columns; and a hipped porch roof with wide overhanging eaves, a simply designed entablature, and a projecting gable in the western bay that extends over a short flight of wooden front steps. The porch steps are flanked by low wing walls clad with a non-original stone caps and veneer, supporting two additional porch columns.

The front porch shelters the residence's main entrance, located in the façade's western bay, and a large, tripartite picture window in the eastern bay. On the second story, the façade features two identical, vertical sliding windows, one in each bay, both adorned with a single faux shutter. At the roof, the front façade has a centrally positioned, hipped dormer featuring a pair of horizontal casement windows set in a common frame.

The north and south elevations have similar configurations, and are each approximately three bays wide and symmetrically divided. Each elevation possesses a projecting, boxed bay window with a hipped roof in the center bay on the first story and a horizontal tripartite window in the center bay on the second story. These openings are flanked by pairs of window openings in the outer bays on the first story and identical, vertical sliding window openings in the outer bays on the second story. The residence's rear elevation is



Historic Property Report

Historic Name: Johnson, Abel and Mary, Residence

Property ID: 731783

characterized by a projecting, one-story porch with similar design elements as the front porch.

INTEGRITY

The residence remains in its original location and retains many original elements, but has experienced several alterations that diminish its overall integrity. Primary alterations include the replacement of all original windows with non-original vinyl sliding or fixed replacement windows, the addition of stone veneer to the foundation, and modifications to the front porch. The property's setting and feeling have also diminished from that of an operating farm to that of a single-family residence and commercial business. Overall, the residence retains its integrity of location and association, while its integrity of setting, feeling, design, materials and workmanship has been diminished.

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Historic Name: Johnson, Abel and Mary, Residence

Property ID: 731783

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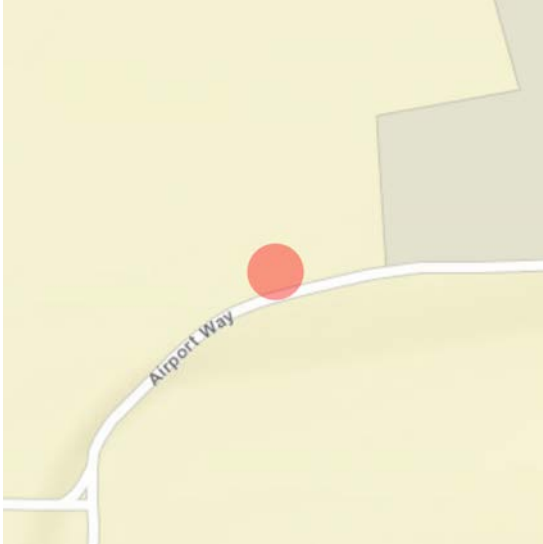


Historic Property Report

Historic Name: Johnson, Arthur and Emma, Residence

Property ID: 215178

Location



Address: 10530 AIRPORT Way, SNOHOMISH, WA 98296
Tax No/Parcel No: 28052400100300
Plat/Block/Lot: E ALG SD N LN 209FT TH S TAP 627FT N OF S LN SD SU
Geographic Areas: Snohomish County, SNOHOMISH Quadrangle, Snohomish County Certified Local Government, T28R05E24

Information

Number of stories: 1.50

Construction Dates:

Construction Type	Year	Circa
Built Date	1931	☐

Historic Use:

Category	Subcategory
Domestic	Domestic - Single Family House
Domestic	Domestic - Single Family House

Historic Context:

Category
Architecture
Agriculture
European - Scandinavian



Historic Property Report

Historic Name: Johnson, Arthur and Emma, Residence

Property ID: 215178

Architect/Engineer:

Category	Name or Company
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Thematics:

Local Registers and Districts

Name	Date Listed	Notes
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Project History

Project Number, Organization, Project Name	Resource Inventory	SHPO Determination	SHPO Determined By, Determined Date
030713-25-HUD, , Kandace Harvey		Determined Not Eligible	, 3/7/2013
2023-07-04397, , Harvey Field Runway Improvement Project		Survey/Inventory	

Historic Property Report

Historic Name: Johnson, Arthur and Emma, Residence

Property ID: 215178

Photos



Primary (South) Facade, Looking North



Garage, Looking Northwest



Detail of East Elevation



Detail of Primary (South) Facade, Looking Northwest



West and South Elevations, Looking Northeast



South and East Elevations, Looking Northwest



Historic Property Report

Historic Name: Johnson, Arthur and Emma, Residence

Property ID: 215178



West side



Front



Historic Property Report

Historic Name: Johnson, Arthur and Emma, Residence

Property ID: 215178

Inventory Details - 7/1/2011

Common name: Kandace Harvey
Date recorded: 7/1/2011
Field Recorder: Artifacts Consulting, Inc.
Field Site number:
SHPO Determination

Detail Information

Characteristics:

Category	Item
Roof Material	Asphalt/Composition - Shingle
Roof Type	Gable
Structural System	Wood - Platform Frame
Form Type	Single Dwelling
Cladding	Wood

Surveyor Opinion



Historic Property Report

Historic Name: Johnson, Arthur and Emma, Residence Property ID: 215178

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

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

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

Physical description: The house at 10530 Airport Way, Snohomish, is located in Snohomish County. According to the county assessor, the structure was built in 1931 and is a single family dwelling. The 1.5-story building has a gable roof clad in asphalt composition shingles. The walls of the single-family form are clad principally in wood over a platform frame structure. The county assessor also reports that there are 3 outbuildings on the property including a residential detached garage and a carport.



Historic Property Report

Historic Name: Johnson, Arthur and Emma, Residence

Property ID: 215178

Inventory Details - 2/7/2013

Common name: Kandace Harvey

Date recorded: 2/7/2013

Field Recorder: Alan Tyler

Field Site number:

SHPO Determination 030713-25-HUD determined on 3/7/2013



Historic Property Report

Historic Name: Johnson, Arthur and Emma, Residence

Property ID: 215178

Inventory Details - 9/27/2023

Common name:

Date recorded: 9/27/2023

Field Recorder: Christopher Hetzel

Field Site number:

SHPO Determination

Detail Information

Characteristics:

Category	Item
Foundation	Concrete - Block
Form Type	Single Dwelling
Roof Type	Gable - Clipped/Jerkinhead
Roof Material	Asphalt/Composition - Shingle
Cladding	Vinyl Siding
Structural System	Wood - Platform Frame
Plan	Rectangle

Styles:

Period	Style Details
Early 20th Century American Movements (1900-1940)	Craftsman

Surveyor Opinion

Significance narrative: The property at 10530 Airport Way in Snohomish County, Washington, was evaluated at a reconnaissance level for a cultural resources assessment conducted on behalf of Harvey Field, Inc., for a proposed runway improvement project at Harvey Field. The property contains a Craftsman style cottage originally constructed in 1931 for Arthur Johnson (1889-1969) and Emma (Jones) Johnson (1892-1978), husband and wife. The property includes frontage on Airport Way west of Harvey Field within the project's Area of Potential Effects. Kandace A. Harvey is the property's current owner.

According to an account by Donna Harvey, the residence at 10530 Airport Way was built for Arthur Johnson on his family's homestead at about the time of his second marriage on June 24, 1931, as a home for his new wife. The house was constructed on land to the west of his parents' family home at 10520 Airport Way, where Arthur was raised and continued to work as a dairy farmer. The residence was situated on a portion of the original Johnson family homestead, which Arthur's father, Abel Johnson (1844-1924), had settled in September 1883.

Arthur Jones was born in Snohomish County on March 5, 1889, to parents Abel Johnson and Mary Georgian Johnson (1848-1929). His parents were born in Sweden and Norway, respectively, and immigrated to the United States in 1870, becoming naturalized citizens



Historic Property Report

Historic Name: Johnson, Arthur and Emma, Residence Property ID: 215178

in 1878.

Arthur was previously married to Alta Cochran (1889-1926). They had two children, Venetta Laura Johnson (1916-1997) and Phyllis Marie Johnson (1918-2012). Arthur's wife, Alta, passed away in 1926, leaving Arthur a widower. Arthur, Alta, and his family had previously lived in what was known as "the White House" on the nearby Harvey family homestead at 10424 Airport Way, from about 1913 until moving into his newly constructed house in 1931.

Emma Jones was born in Medomsley, England, on August 2, 1892. She immigrated to the United States on April 18, 1927, and settled in Snohomish County. She submitted a petition for naturalization to become a U.S. citizen in May 1940.

EVALUATION

The property has been evaluated to determine its eligibility for listing in the National Register of Historic Places (NRHP). The residence at 10530 Airport Way was previously evaluated and determined not eligible for the NRHP by consensus as part of a HUD-related Section 106 undertaking in 2013. The current evaluation concurs with this determination.

The residence at 10530 Airport Way is associated with farming and agricultural development in Snohomish County in the early twentieth century, and the residence exhibits common architectural characteristics of the Craftsman style. However, despite these associations, research has revealed no evidence to suggest that this residence or its connections with the Johnson family are important enough to justify an NRHP-eligible determination. Furthermore, because of its diminished integrity, the property does not appear to retain sufficient integrity to convey potential significance in these areas. Under NRHP Criterion A, the property does not possess a sufficiently strong association with an event or trend that has made a significant contribution to the broad patterns of history. The house was built for and occupied by Arthur and Emma Johnson, and their family, and marks a period of continued development of the Johnson family homestead over time. However, these events do not appear to be important enough to the development of the local community or region to meet NRHP eligibility requirements.

Under Criterion B, the property is not associated with the lives of persons significant in our past. The residence was specifically designed and built for Arthur and Emma Johnson and their family. However, none of these individuals appear to have made significant contributions to history, such that they would meet NRHP eligibility requirements.

Under NRHP Criterion C, the residence exhibits elements of the Craftsman style. However, several alterations have significantly diminished its integrity of feeling, design, materials, and workmanship such that it is no longer able to convey significance under this criterion. Moreover, it does not appear to embody characteristics or a method of construction that would warrant special recognition, and there is no evidence to suggest that it is associated with a significant designer or craftsman.

The property is also not considered to be, or have been, the principal source of information. Therefore, it is not considered significant, pursuant to Criterion D.

Based on our review, the residence at 10530 Airport Way is recommended as not eligible for listing in the NRHP individually or as a contributor to a potential historic district.

Historic Property Report

Historic Name: Johnson, Arthur and Emma, Residence Property ID: 215178

Physical description:

The property contains a one and a half-story single-family Craftsman style cottage with a detached automobile garage. It is located at 10530 Airport Avenue, just south of the City of Snohomish, in Snohomish County, Washington. The residence was constructed in 1931 for Arthur Abel Johnson (1889-1969) and Emma Johnson (1892-1978), husband and wife. It is situated on what was once part of the former Abel Johnson family homestead, just west of the older and larger Johnson family home at 10520 Airport Way. The property is bound by Airport Way on the south, 10520 Airport Way on the east, and the land belonging to Harvey Field on the north and west.

The residence's immediate surroundings are lightly developed and mostly rural in character, except for the light industrial development of Harvey Field. The surrounding landscaping primarily consists of well-manicured open lawn and purposely placed bushes and hedges. A paved driveway and large gravel parking area extend from the street to the automobile garage on the property's east side.

The detached garage consists of an original one-stall automobile garage, which was modified by the addition of a much larger vehicle garage at its east elevation. The latter appears to be less than fifty years old. The original garage stands to the northeast behind the residence, and is one-story tall with a north-south orientation. It has rectangular plan, wood-frame construction, and a gable-front roof clad with composition asphalt shingles; and features non-original vinyl siding and a non-original, paneled overhead garage door.

The garage addition is also one-story tall, but is much taller than the original garage. It has a rectangular plan, a north-south orientation, and metal-frame construction. The structure's primary (south) elevation is three bays wide. Two large vehicle bays occupy the center and easternmost bays, and office space accessed by a pedestrian door and a single-light fixed window define the westernmost bay. The structure has a shed roof clad with metal roofing, exterior walls clad with two types of vertical standing-seam metal siding, and metal, paneled, overhead garage doors, each with a band of windows. A shorter bump-out with a pair of fixed windows further characterizes the structure's east elevation.

The house has a rectangular plan with a south-north orientation, and massing and design elements characteristic of the Craftsman style. It consists of wood-frame construction set on a concrete block foundation, and the exterior walls are clad with non-original horizontal vinyl siding. The house has a steeply pitched, clipped (or jerkinhead) side-gable roof clad with composition asphalt shingles. The roof is characterized by slightly overhanging, open eaves with metal gutters and downspouts, and wide fascia in the broken-gable ends. The residence's fenestration primarily consists of original window openings fit with non-original metal fixed and sliding windows. Nearly all the window openings are characterized by narrow, vertical faux shutters.

The residence's primary (south) façade is three bays wide and symmetrically divided. The center bay is characterized by a projecting, clipped-roof front porch that features a broken gable end. The porch roof has a simple entablature supported by single, square columns at the outer corners. The columns rest on a solid wood balustrade above a raised porch floor, and a short flight of steps provides access to the porch from the driveway to the east. The porch shelters the residence's centrally located front entrance, which is flanked by identical, single-light, fixed picture windows in each of the façade's outer two bays. A central, shed-roofed dormer containing a pair of small window openings further characterizes the façade's central bay above the porch roof.



Historic Property Report

Historic Name: Johnson, Arthur and Emma, Residence Property ID: 215178

The north and south elevations are each approximately two bays wide, and each contain two irregularly spaced window openings fit with non-original metal sliding windows. In addition, the half-story gable ends of both elevations each feature identical pairs of vertical window openings, set in common frames, containing one-over-one metal sliding windows. And the west elevation features a projecting, boxed bay window with a hipped roof in the northernmost bay at ground level. The bay window's two original window openings were recently enclosed and two new, smaller, horizontal vinyl sliding windows inserted adjacent.

A projecting one-story addition characterizes the residence's rear elevation. It opens to a paved patio and driveway parking area, which has been graded to a slightly higher elevation than front of the property.

INTEGRITY

The residence remains in its original location and retains many original elements, but has experienced substantial alterations that diminish its overall integrity. Primary alterations include the replacement of nearly all original windows with non-original metal sliding windows, the installation of vinyl siding throughout, and modifications to the rear elevation. In addition, the integrity of the property's original garage has been diminished by the large addition. Overall, the residence retains its integrity of location, setting, and association, while its integrity of feeling, design, materials and workmanship has been greatly diminished.

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Historic Property Report

Historic Name: Johnson, Arthur and Emma, Residence Property ID: 215178

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Historic Property Report

Historic Name: Hanson, Hans S. and Charlotte, Barn

Property ID: 731788

Location



Address: 10632 99th Ave SE, Snohomish, Washington, 98296

Tax No/Parcel No: 28052400400100

Geographic Areas: SNOHOMISH Quadrangle, Snohomish County, T28R05E24, Snohomish County Certified Local Government

Information

Number of stories: 2.00

Construction Dates:

Construction Type	Year	Circa
Built Date	1877	☒

Historic Use:

Category	Subcategory
Agriculture/Subsistence	Agriculture/Subsistence - Agricultural Outbuilding
Agriculture/Subsistence	Agriculture/Subsistence - Agricultural Outbuilding

Historic Context:

Category
Agriculture
Architecture

Architect/Engineer:

Category	Name or Company
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Historic Property Report

Historic Name: Hanson, Hans S. and Charlotte, Barn

Property ID: 731788

Thematics:

Local Registers and Districts

Name	Date Listed	Notes
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Project History

Project Number, Organization, Project Name	Resource Inventory	SHPO Determination	SHPO Determined By, Determined Date
2023-07-04397, , Harvey Field Runway Improvement Project		Survey/Inventory	

Historic Property Report

Historic Name: Hanson, Hans S. and Charlotte, Barn

Property ID: 731788

Photos



Northeast Elevation, Looking West



View of Barn Interior



View of Barn Interior

View of Barn Interior



Detail of Exterior Wall



Ruin of Possible Milk House, Looking West

Historic Property Report

Historic Name: Hanson, Hans S. and Charlotte, Barn

Property ID: 731788



Northwest and Southwest Elevations, Looking East



Northwest Elevations, Looking Southeast



Overview Showing Northeast Elevation, Looking South



Historic Property Report

Historic Name: Hanson, Hans S. and Charlotte, Barn

Property ID: 731788

Inventory Details - 9/28/2023

Common name:

Date recorded: 9/28/2023

Field Recorder: Christopher Hetzel

Field Site number:

SHPO Determination

Detail Information

Characteristics:

Category	Item
Foundation	Post & Pier
Form Type	Barn - Gable/English
Roof Type	Gable
Roof Material	Asphalt/Composition - Shingle
Roof Material	Wood - Shake
Cladding	Wood - Shiplap
Structural System	Wood - Post and Beam
Plan	Rectangle

Styles:

Period	Style Details
No Style	No Style

Surveyor Opinion

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

Significance narrative: The barn at 10632 99th Avenue SE in Snohomish County, Washington, was evaluated at a reconnaissance level for a cultural resources assessment conducted on behalf of Harvey Field, Inc., for a proposed runway improvement project at Harvey Field. The property contains central passage gable-type barn, also known as an English Barn, which is estimated to have been constructed at about the same time as its associated farmhouse, located nearby. The farmhouse was constructed for Hans Severin Hanson, Jr. (1847-1914), and Charlotte H. Hanson (1847-1930), husband and wife, in 1887.

Along with the extant farmhouse and a garage, the barn is part of a small farmstead situated on what was once part of the Hanson family homestead. The architect and builder are unknown. The land grant for the homestead was first obtained by John Batt in 1876, and acquired by the Hansons sometime in before 1877. Over the years, the property was varyingly recorded as a general farm or dairy farm. The barn's design reflects this use, as it contains facilities for both livestock and hay storage, and the foundations of what may have been a small milk house.

Hans S. Hanson, Jr., and his wife Charlotte were both born in Norway. Hans immigrated



Historic Property Report

Historic Name: Hanson, Hans S. and Charlotte, Barn

Property ID: 731788

to the United States in 1870 and worked as a farmer, and Charlotte arrived in 1872. Both became naturalized citizens. The couple was married in 1877, and are recorded as having two children, Adolph Oscar Hanson (1879-1969) and Ella Hanson (1881-unknown). The 1900 federal census also records Hans Jr.'s father, Hans Sven Hanson (1807-1902), as a member of the Hanson household in 1900. The elder Hanson immigrated to the United States in 1885, and also became a naturalized citizen. Hans Jr.'s son, Adolph Hanson, appears to have worked on the property as a farmer his entire life, and ownership of the property passed to him following his father's death.

Ownership of the property eventually passed to the neighboring Harvey family, owners of Harvey Field. Kandace A. Harvey is the property's current owner. It is presently used as a residential property.

EVALUATION

The barn at 10632 99th Avenue SE Avenue is closely associated with the Hans S. Hanson family and the development of the Hanson family homestead, which between the extant farmhouse and barn, is representative of an early homestead and farming landscape in southwest Snohomish County. The barn, specifically, embodies the distinctive characteristics of central passage, gable-type barn, which was one of the most common barn types to be built in Washington State in the late nineteenth century. Research has revealed no evidence to suggest that this property or its connections with the Johnson family are important enough to justify an NRHP-eligible determination. However, the barn appears to have good integrity and architecturally is a good, representative example of a barn type that is becoming increasingly rare in the region.

Under NRHP Criterion A, the property does not possess a sufficiently strong association with an event or trend that has made a significant contribution to the broad patterns of history. The barn was built for Hans S. and Charlotte Hanson, and their family, and marks a period of continued development of the Hanson family homestead over time. However, the barn does not appear to adequately represent these events, nor do they appear important enough to the development of the local community or region to meet NRHP eligibility requirements.

Under Criterion B, the property is not associated with the lives of persons significant in our past. The barn was long associated with at least two generations of the Hanson family. However, none of these individuals appear to have made significant contributions to history, such that they would meet NRHP eligibility requirements.

Under NRHP Criterion C, the barn appears to be architecturally significant as a noteworthy example of a central passage, gable-type barn, sometimes referred to as an English Barn. It embodies the distinctive characteristics of this barn type, which was popular in Washington State during the period of its construction, and it retains sufficient integrity to convey its significance.

The property is not considered to be, or have been, the principal source of information. Therefore, it is not considered significant, pursuant to Criterion D.

Based on our review, the barn at 10632 99th Avenue SE is recommended individually eligible for listing in the NRHP under Criterion C at the local level of significance as a good example of an intact gable-type barn that remains extant in south Snohomish County.

Physical description:

The property contains a large, two-story, central passage, gable-type barn, also known as an English Barn, located at 10632 99th Avenue SE, just south of the City of Snohomish, in



Historic Property Report

Historic Name: Hanson, Hans S. and Charlotte, Barn

Property ID: 731788

Snohomish County, Washington. The barn is estimated to have been constructed circa 1887 for Hans Severin Hanson (1847-1914) and Charlotte H. Hanson (1847-1930), husband and wife, at the same time as the nearby farmhouse. The barn and farmhouse, along with a detached garage form a small farmstead. The farmstead is situated on what was once part of the Hanson family homestead. The property, located in the center of surrounding acreage commonly referred to as Hanson's Slough, is generally bounded by Airport Way on the north, Springhetti Road on the west, 111th Street SE on the south, and 99th Avenue SE and the BNSF Railway right of way on the east.

The barn's immediate surroundings are lightly developed and mostly rural in character, including open grasslands and cultivated agricultural fields. A long gravel driveway provides access to the property from the east, and the farmstead occupies a slightly elevated plot of land, which is surrounded by the historic course of Hanson's Slough to the north, west, and south. Hanson's Slough is an area of mostly reclaimed wetlands, likely remnants of a former oxbow channel or offshoot of the nearby Snohomish River.

The barn stands towards the rear of the property, to the southwest/west of the house and garage. The gravel driveway passes along the house's southeast side and ends at a large gravel parking area, from which the barn is accessed. The one-story garage appears to be less than fifty years old, while the farmhouse was constructed in 1887. The house is documented on a separate historic property inventory form. The in-ruin foundation of what may have been a small, rectangular milk house stands adjacent to barn's eastern corner. No other elements of the original farmstead remain extant.

The barn is built of heavy, timber-frame construction set on a post and pier foundation, and features a queen-post truss structural system. It has a rectangular plan set at a northeast-southwest orientation, and it is two and a half stories tall. The exterior elevations are symmetrically designed, characterized by seven bays on the northeast and southwest elevations and three bays on the northwest and southeast elevations. The exterior walls are clad with horizontal, coved shiplap siding throughout; it has a steeply pitched, side-gable roof clad with severely deteriorated composition asphalt shingles over original split wood-shingle roofing; and diamond-shaped vent openings punctuate the peaks of each gable end.

On the interior, the barn contains livestock pens on the ground floor and an expansive, open hay storage area and threshing floor on the second floor. On the first floor, the barn's width is divided by a wide central passage that passes through the middle of the structure.

The barn's fenestration reflects its interior configuration. The central passage is demarcated by large, double-clipped door openings in the center of the northeast and southwest elevations. These door openings lack visible frames, and the northeastern door is covered by a non-original, corrugated metal sliding door. Smaller door openings punctuate the corners of the northwest and southeast elevations; and identical banks of six regularly spaced, square window openings characterize the first story of the northeast and southwest elevations. The square window openings are each fit with two-over-two divided light fixed windows with simple wood casings and sills. Pairs of similar windows are also located in the center of the northwest and southeast elevations.

INTEGRITY

The barn remains in its original location and retains most of its original character-defining features with few alterations. The only apparent alterations include the addition of the



Historic Property Report

Historic Name: Hanson, Hans S. and Charlotte, Barn

Property ID: 731788

non-original sliding door at the door opening on the northeast elevation, the installation of composition asphalt shingle roofing, and evidence that some window openings had been converted to door openings at one time. Although in a somewhat deteriorated condition, the barn appears to retain good integrity in all aspects.

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Historic Property Report

Historic Name: Hanson, Hans S. and Charlotte, Barn

Property ID: 731788

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resource, accessed September 2023.

Historic Property Report

Historic Name: Hanson, Han S. and Charlotte, House

Property ID: 731784

Location



Address: 10632 99th Ave SE, Snohomish, Washington, 98296

Tax No/Parcel No: 28052400400100

Geographic Areas: Snohomish County, SNOHOMISH Quadrangle, T28R05E24, Snohomish County Certified Local Government

Information

Number of stories: 2.00

Construction Dates:

Construction Type	Year	Circa
Built Date	1877	☐

Historic Use:

Category	Subcategory
Agriculture/Subsistence	Agriculture/Subsistence - Farmstead
Agriculture/Subsistence	Agriculture/Subsistence - Farmstead

Historic Context:

Category
Agriculture
Architecture

Architect/Engineer:

Category	Name or Company
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Historic Property Report

Historic Name: Hanson, Han S. and Charlotte, House

Property ID: 731784

Thematics:

Local Registers and Districts

Name	Date Listed	Notes
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Project History

Project Number, Organization, Project Name	Resource Inventory	SHPO Determination	SHPO Determined By, Determined Date
2023-07-04397, , Harvey Field Runway Improvement Project		Survey/Inventory	

Historic Property Report

Historic Name: Hanson, Han S. and Charlotte, House

Property ID: 731784

Photos



Primary (Northeast) Facade, Looking Southwest



Southwest (rear) Elevation, Looking East



Northwest Elevation, Looking Southeast



Primary (Northeast) Facade, Looking South



Primary (Northeast) Facade, Looking West



Southeast Elevation, Looking Northwest

Historic Property Report

Historic Name: Hanson, Han S. and Charlotte, House

Property ID: 731784



Detail of Southeast Elevation, Looking Northwest



Detail of Primary (Northeast) Facade, Looking Southwest



Detail of Southwest (Rear) Elevation, Looking Northeast



Historic Property Report

Historic Name: Hanson, Han S. and Charlotte, House

Property ID: 731784

Inventory Details - 9/28/2023

Common name:

Date recorded: 9/28/2023

Field Recorder: Christopher Hetzel

Field Site number:

SHPO Determination

Detail Information

Characteristics:

Category	Item
Foundation	Post & Pier
Form Type	Single Dwelling - Gable Front and Wing
Roof Type	Gable
Roof Material	Asphalt/Composition - Shingle
Cladding	Vinyl Siding
Structural System	Wood - Balloon Frame
Plan	L-Shape

Styles:

Period	Style Details
Late Victorian Period (1860-1900)	Queen Anne
Early 20th Century Revivals (1900-1940)	Greek Revival

Surveyor Opinion

Significance narrative: The property at 10632 99th Avenue SE in Snohomish County, Washington, was evaluated at a reconnaissance level for a cultural resources assessment conducted on behalf of Harvey Field, Inc., for a proposed runway improvement project at Harvey Field. The property contains an Upright and Wing type house, adorned with elements of the Greek Revival and Queen Anne styles. It was originally constructed in 1887 for Hans Severin Hanson, Jr. (1847-1914), and Charlotte H. Hanson (1847-1930), husband and wife. Along with an extant barn and garage that form a small farmstead, the house is situated on what was once part of the Hanson family homestead. The architect and builder are unknown. The land grant for the homestead was first obtained by John Batt in 1876, and acquired by the Hansons sometime before 1877. Over the years, the property was varyingly recorded as a general farm or dairy farm. Kandace A. Harvey is the property's current owner.

Hans S. Hanson, Jr., and his wife Charlotte were both born in Norway. Hans immigrated to the United States in 1870 and worked as a farmer, and Charlotte arrived in 1872. Both became naturalized citizens. The couple was married in 1877, the year the house was constructed, and are recorded as having two children, Adolph Oscar Hanson (1879-1969)

Historic Property Report

Historic Name: Hanson, Han S. and Charlotte, House

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and Ella Hanson (1881-unknown). The 1900 federal census also records Hans Jr.'s father, Hans Sven Hanson (1807-1902), as a member of the Hanson household in 1900. The elder Hanson immigrated to the United States in 1885, and also became a naturalized citizen. Hans Jr.'s son, Adolph Hanson, appears to have worked on the property as a farmer his entire life, and ownership of the property passed to him following his father's death.

Ownership of the property eventually passed to the neighboring Harvey family, owners of Harvey Field. The property is continues to be used as a family residence.

EVALUATION

The property has been evaluated to determine its eligibility for listing in the National Register of Historic Places (NRHP). The residence at 10632 99th Avenue SE Avenue is closely associated with the Hans S. Hanson family and the development of the Hanson family homestead, which between the extant house and barn, is representative of an early homestead and farming landscape in southwest Snohomish County. The house, specifically, also embodies the distinctive characteristics of an Upright and Wing type farmhouse with elements of the Greek Revival and Queen Anne styles. However, despite these associations, research has revealed no evidence to suggest that this residence or its connections with the Johnson family are important enough to justify an NRHP-eligible determination. And, because of its diminished integrity, the property does not appear to retain sufficient integrity to convey potential significance in these areas.

Under NRHP Criterion A, the property does not possess a sufficiently strong association with an event or trend that has made a significant contribution to the broad patterns of history. The house was built for and occupied by Hans S. and Charlotte Hanson, and their family, and marks a period of continued development of the Hanson family homestead over time. However, these events do not appear to be important enough to the development of the local community or region to meet NRHP eligibility requirements.

Under Criterion B, the property is not associated with the lives of persons significant in our past. The residence was long associated with at least two generations of the Hanson family. However, none of these individuals appear to have made significant contributions to history, such that they would meet NRHP eligibility requirements.

Under NRHP Criterion C, the residence is an example of an Upright and Wing type farmhouse, sometimes referred to as a Temple and Wing or Gable Front and Wing, which was a popular rural house type built in Washington State during the late nineteenth century. Together with its elements of the Greek Revival and Queen Anne style, the residence displays the characteristics of this type, such as its L-shaped plan and one and a half to two-story design. However, several alterations have significantly diminished its integrity of feeling, design, materials, and workmanship such that it is no longer able to convey significance under this criterion. Furthermore, there is no evidence to suggest that it is associated with a significant designer or craftsman.

The property is not considered to be, or have been, the principal source of information. Therefore, it is not considered significant, pursuant to Criterion D.

Based on our review, the residence at 10632 99th Avenue SE is recommended as not eligible for listing in the NRHP individually or as a contributor to a potential historic district.

Historic Property Report

Historic Name: Hanson, Han S. and Charlotte, House

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Physical description:

The property contains a one and a half to two-story single-family Upright and Wing type farmhouse, adorned with elements of the Greek Revival and Queen Anne styles. It is located at 10632 99th Avenue SE, just south of the City of Snohomish, in Snohomish County, Washington. The residence was constructed in 1887 for Hans Severin Hanson (1847-1914) and Charlotte H. Hanson (1847-1930), husband and wife. Along with an extant barn and detached garage that form a small farmstead, the farmhouse is situated on what was once part of the Hanson family homestead. The property, located in the center of surrounding acreage commonly referred to as Hanson's Slough, is generally bounded by Airport Way on the north, Springhetti Road on the west, 111th Street SE on the south, and 99th Avenue SE and the BNSF Railway right of way on the east.

The residence's immediate surroundings are lightly developed and mostly rural in character, including open grasslands and cultivated agricultural fields. A long gravel driveway provides access to the property from the east, and the farmstead occupies a slightly elevated plot of land, which is surrounded by the historic course of Hanson's Slough to the north, west, and south. Hanson's Slough is an area of mostly reclaimed wetlands, likely remnants of a former oxbow channel or offshoot of the nearby Snohomish River.

The farm's immediate surroundings primarily consist of well-manicured open lawn and purposely placed trees, bushes, and hedges; and a modern patio deck extends from the rear porch at the house's west corner. The gravel driveway passes along the house's southeast side and ends at a large gravel parking area behind the residence. The gravel driveway also provides access to the property's garage and barn, which are also located a short distance behind the residence, to the south and southwest, respectively. The one-story garage appears to be less than fifty years old, while the barn is estimated to have been constructed in the late 1880s, at about the same time as the farmhouse. The barn is documented on a separate historic property inventory form. The in-ruin foundation of what may have been a small, rectangular milk house stands adjacent to barn's eastern corner. No other elements of the original farmstead remain extant. No other elements of the original farmstead remain extant.

The detached garage is one-story tall and has a rectangular plan with an east-west orientation. The structure's eastern half contains a two-car automobile garage with an overhead door opening at the east elevation, while the structure's western half provides vehicular and farm implement storage with a wide-open bay in the western half of the north elevation. The structure has a gable roof clad with composition asphalt shingles. The exterior walls of the automobile garage portion are clad with wide, vertical wood siding, while the west and south elevations of the vehicular storage portion are covered with slatted, narrow vertical boards.

The farm house consists of wood-frame construction set on a post and pier foundation, and has an L-shaped plan, typical of Upright and Wing houses, with a northeast-southwest orientation. The house's primary massing, which extends northeast-southwest, is two-stories tall, while the ell extends southeast-northwest and is one and a half-story tall. The house is characterized by elements of the Greek Revival and Queen Anne styles, including Doric columns, a dentilated cornice and wide entablature at the front porch, and decorative bargeboards and scalloped shingle siding in the gable ends. The exterior walls are clad with non-original, horizontal vinyl siding with narrow corner boards, and the foundation is concealed by a vertical board apron throughout.

The house has a steeply pitched, front and side gable roofs clad with composition asphalt



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shingles. The primary massing is characterized by a front-gable roof, while the ell has a side gable roof. In addition, there is two-story, gable-roofed, boxed bay section that projects from the side of the house at the southeast elevation. The roofs are characterized by slightly overhanging, boxed eaves with metal gutters and downspouts, and wide fascia in the gable ends. The gable ends are further characterized by circular attic vents at the northeast and southwest elevations, and by a decorative bargeboard at the primary facade.

The residence's fenestration primarily consists of tall, vertical window openings fit with non-original, one-over-one, vinyl sliding windows. Exceptions include two small rectangular windows at the ell's northwest elevation, a tripartite window in a gabled dormer at the ell's southwest elevation, and a small rectangular window opening and set of sliding glass doors at the porch on the ell's southwest elevation. All comprise non-original windows or doors. All of the window openings feature wide, simple wood casings and sills, and are fit with narrow-frame, exterior storm windows.

The residence's primary (northeast) façade is about six bays wide and asymmetrically divided into two sections. The house's two-story massing comprises the southern section, while the one and half-story ell defines the façade's northern section. The former is characterized by a projecting front porch with a raised wood floor and hipped roof. The roof has a heavy entablature with dentil molding, supported by regularly spaced Doric-style columns set on a low, solid balustrade wall. The porch shelters the residence's centrally located front entry and two regularly spaced window openings. A pedimented gable marks the porch steps, leading to the front entry. The ell's façade contains three, equally spaced window openings and the peak of the gabled dormer that characterizes the house's rear elevation.

The house's southeast elevation is three bays wide and characterized by the aforementioned projecting, boxed bay in the center. The projecting bay contains four regularly spaced windows on both the first and second stories, two in the bay's southeast walls, and one each in the northeast and southwest walls.

The division of the house's rear (southwest) elevation is the same as the primary façade. It is characterized by a non-original, full-width porch that extends across the ell and a wide, gable-roofed dormer. The porch has a raised floor and is sheltered by a flared, shed-type roof extension, supported by narrow wood posts and with a wood balustrade that extends to the adjacent patio deck.

INTEGRITY

The residence remains in its original location and retains many original elements, but has experienced substantial alterations that diminish its overall integrity. Primary alterations include the replacement of nearly all original windows with non-original vinyl sliding windows, the installation of vinyl siding wall cladding throughout, and modifications to the rear elevation, including the rear porch and deck. Overall, the residence retains its integrity of location, setting, and association, while its integrity of feeling, design, materials and workmanship has been greatly diminished.

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

July 24, 2023

Ms. Amanda Ogden
Environmental Protection Specialist
Federal Aviation Administration

In future correspondence please refer to:
Project Tracking Code: 2023-07-04397
Property: Harvey Field Runway Improvement Project
Re: APE Concur

Dear Ms. Ogden:

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

We concur with your definition of the APE. We have also reviewed the proposed survey methodology and have no comments at this time. Along with the results of the inventory we will need to review your consultation with the concerned tribes, and other interested/affected parties. Please provide any correspondence or comments from concerned tribes and/or other parties that you receive as you consult under the requirements of 36 CFR 800.4(a)(4).

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

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

Sincerely,

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





U.S. Department
of Transportation
**Federal Aviation
Administration**

Northwest Mountain Region
Seattle Airports District Office
2200 S. 216th Street
Des Moines, WA 98198

July 20, 2023

**Runway Improvement Project
DAHP Project Number: 2023-07-04397
Harvey Field (S43)
Snohomish, Snohomish County, Washington
Area of Potential Effect (APE) and Survey Methodology**

PROJECT DESCRIPTION

Kandace Harvey (Airport Sponsor) is proposing the Harvey Field (S43 or Airport) Runway Improvement Project to bring the Airport in compliance with current Federal Aviation Administration (FAA) design standards (the Proposed Undertaking) in Snohomish County, Washington.

The proposed project requires permitting from the Federal Aviation Administration (FAA). Therefore, the project must be compliant with the National Environmental Policy Act (NEPA) and it is subject to review under Section 106 of the National Historic Preservation Act of 1966 and its implementing regulations, 36 CFR 800. This correspondence is intended to initiate consultation for the project and provide our definition of the Area of Potential Effects (APE), pursuant to 36 CFR 800.3 and 800.4 respectively.

AREA OF POTENTIAL EFFECT (APE)

The Area of Potential Effects for the Proposed Undertaking, and proposed methodology to identify and evaluate historic properties, are described in detail in the Enclosure.

Tribal consultation will be initiated with the Samish Indian Nation, Sauk-Suiattle Indian Tribe, Stillaguamish Tribe of Indians of Washington, Swinomish Indian Tribal Community, Tulalip Tribes of Washington and the Upper Skagit Indian Tribe.

REQUEST FOR CONCURRENCE

The FAA requests DAHP concurrence on the proposed APE and survey methodology. If you have questions, please call me at (206) 231-4130.

Sincerely,

Amanda Ogden
Environmental Protection Specialist (WA)
Seattle ADO

Enclosure

Enclosure – Area of Potential Effect and Survey Methodology

Harvey Field Runway Improvement Project

Area of Potential Effects

The Harvey Field Runway Improvement Project (Project) is a planned series of improvements at Harvey Field (Airport), a privately owned airport in Snohomish County, Washington, to bring the airfield up to current FAA safety and design standards. The Project is located in unincorporated Snohomish County, Washington (Sections 13 and 24 of Township 28 North, Range 5 East).

The Project includes the following elements (Figure 1):

- Construction of a new 2,400-foot asphalt Runway 15/33 at
- Removal of the existing asphalt Runway 15L/33R
- Construction of a new parallel taxiway with three runway connections while reusing much of the existing partial parallel taxiway pavement
- Removal of about 300 linear feet of taxiway pavement
- Relocation of Airport Way to the south to remain on County right-of way and Harvey property
- Removal of about 600 linear feet of existing Airport Way from Airport property
- Installation of new Precision Approach Path Indicator lights (PAPIs) on Runway 15/33
- Installation of medium intensity runway lighting (MIRL) for Runway 15/33
- Installation of medium intensity taxiway lighting (MITL) for the new parallel taxiway
- Construction of a new perimeter fence on the south side the Airport
- Removal of about 850 linear feet of fence along existing Airport Way
- Removal of trees from approach and departure surfaces of both runway ends
- Installation of a retaining wall with water passage infrastructure on the Runway 33 end to minimize the amount of fill required

The Project includes funding from the Federal Aviation Administration (FAA). FAA must comply with Section 106 of the National Historic Preservation Act, its implementing regulations at 36 Code of Federal Regulations (CFR) 800, and applicable agreements and guidelines regarding cultural resources. This document assists FAA by recommending an Area of Potential Effects (APE).

The APE is defined in 36 CFR 800.16(d) as “the geographic area or areas within which an undertaking may directly or indirectly cause alternations in the character or use of historic properties, if any such properties exist.” Historic properties are prehistoric or historic districts, sites, structures, or objects eligible for listing in the National Register of Historic Places (NRHP). Some historic properties can also be described as Traditional Cultural Properties (TCPs) or Cultural Landscapes (CLs), if they meet applicable National Register program guidelines.

The Project has the potential to effect historic properties. Direct effects could occur where ground disturbance could encounter archaeological resources, or where historic structures could be modified or demolished. Indirect effects could occur where noise or vibration could impair the condition or use of a historic structure, induced development could result in demolition of a historic structure, or changes in erosion patterns or accessibility could expose archaeological sites to risk. The property has been an airport since 1945 and no changes are anticipated to the current use as a general aviation reliever facility, so no indirect effects to historic properties from noise, vibration, or use changes are expected.

The horizontal area in which these effects could occur is the area where construction activities are planned. Because design is still conceptual, the entire Harvey Field property parcels are included in the APE in case design changes lead to additional areas of ground disturbance than currently shown.

The vertical extent of the APE is expected to be limited to the construction activity area, to the following depths:

- Up to 2 feet below the ground surface for removal of taxiway pavement and tree removal
- Up to 4 feet below the ground surface for grading and surface preparation associated with the relocated Airport Way, the new parallel taxiway, and the airport fence
- Up to 7 feet below the ground surface for grading and surface preparation associated with construction of the new runway,
- Up to 10 feet below the surface for utilities work including installation of lighting
- Up to 20 feet below the surface for retaining wall construction.

Currently no demolition or modification of buildings or structures older than 45 years is planned.

The APE is shown in Figure 2.

As design advances, additional construction activities may be identified within or beyond Harvey Field property parcels, and the APE may change to accommodate them. If TCPs or CLs are identified, the APE may change to incorporate the boundaries of those resources. It is expected that staging and stockpiling will occur on prepared surfaces requiring no ground disturbance, and that materials will be sourced from existing, permitted facilities. If locations are identified that do not meet that expectation, the APE may change to incorporate them.

Cultural Resources Evaluation Methodology

The Harvey Field APE is located just west of the Snohomish River, across the river from the town of Snohomish. The property was homesteaded by John Harvey (patented in 1877) and has been in

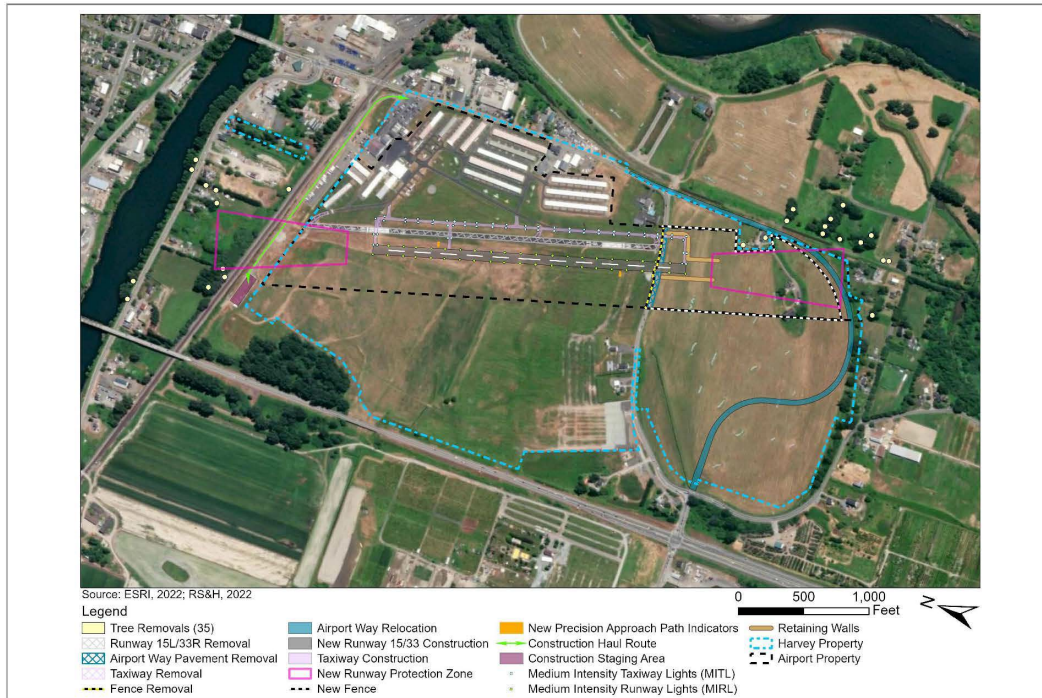
Harvey family ownership since that time. It was initially used for agriculture. The Airport was constructed in 1945 on the eastern portion of the property. The western portion has continued to be used for agriculture, with the exception of residential homes in the southwest portion, and a brief period in 1900s-2000s when the northwest portion was baseball fields.

A literature review and assessment of archaeological potential was prepared for Harvey Field during a master planning effort in 2015. The study concluded that native sediments on the property had high potential for unrecorded archaeological resources, and recommended that archaeological survey including subsurface testing occur before any ground disturbance.

Based on this recommendation, fieldwork is required to characterize landforms and provide recommendations for National Register of Historic Places (NRHP)-eligibility, Project effects, and mitigation and archaeological monitoring where appropriate.

Survey will include systematic shovel and auger probing in areas of proposed ground disturbance. These include the new runway, the new parallel taxiway, and relocated Airport Way and associated utilities. Probe intervals will be 30 meters, due to the expected presence of thick fill especially near residences, the current runway, and the former baseball fields. If native sediments are encountered, additional probes may be added at the field lead's discretion. Additional probes may be excavated in other areas across the property, to assess general archaeological potential because design is still somewhat conceptual and may change. Shovel probes would be dug to 100 centimeters below the surface (unless obstructions are encountered) then augured to the depth of proposed disturbance, if possible. Excavated sediment will be screened through 1/4-inch mesh and returned to the excavated test. Any artifacts or features observed will be recorded and photographed. Artifacts will be placed back into the excavation—nothing will be collected.

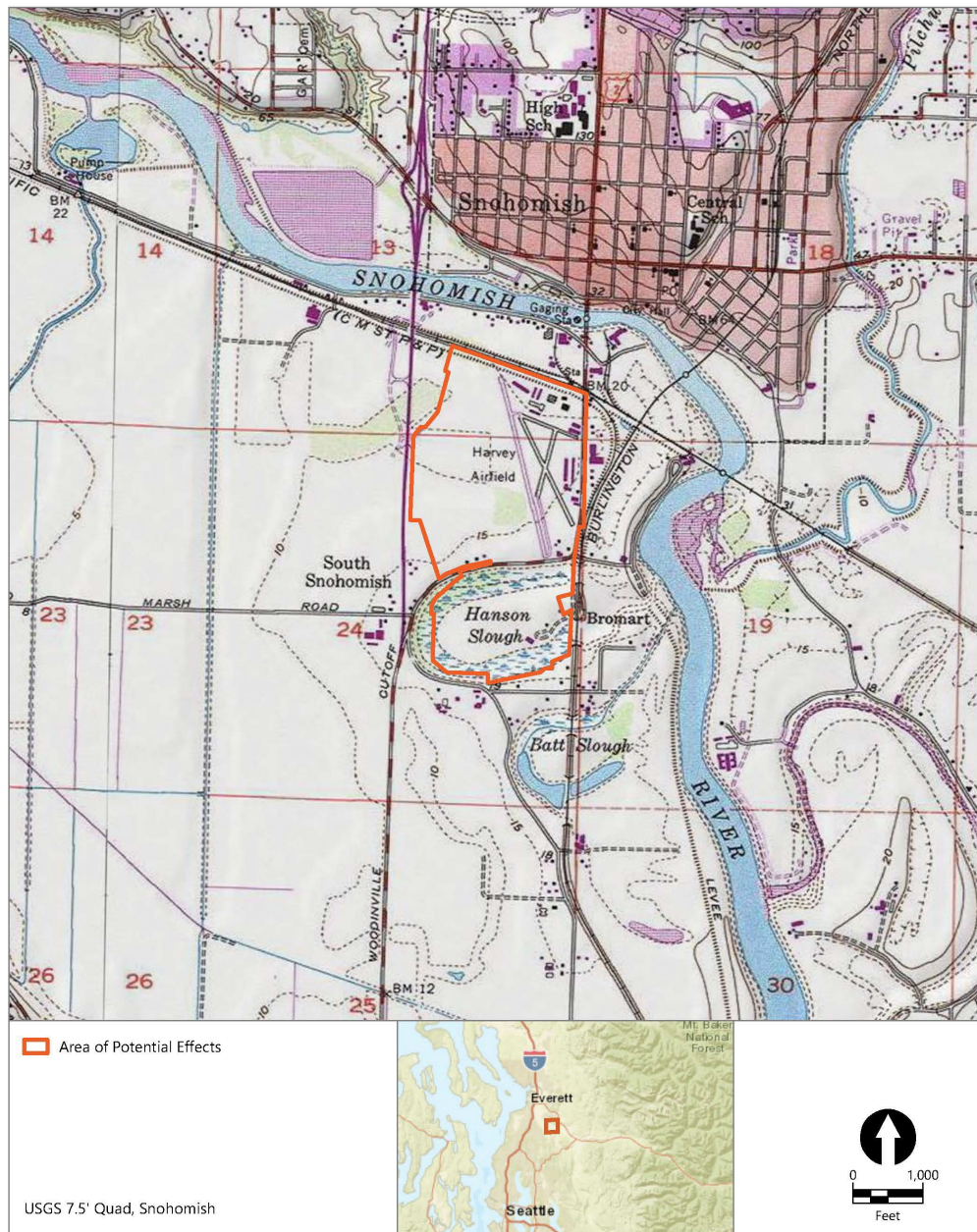
Results will be reported in a Cultural Resources Survey Report meeting Department of Archaeology and Historic Preservation and Section 106 requirements.



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Figure 1
Project Plan
 Harvey Field Runway Improvement Project



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Figure 2
Area of Potential Effects
Harvey Field Runway Improvement Project

From: [Ogden, Amanda \(FAA\)](#)
To: [Ogden, Amanda \(FAA\)](#)
Subject: Harvey Field Runway Improvement Project - Initiation of Government-to-Government Consultation for APE and Survey Methodology
Attachments: [2023-07-04397 APE-Survey Transmittal 20Jul23.pdf](#)

Good morning,

The Federal Aviation Administration is examining the potential impacts of the Runway Improvement Project at Harvey Field in Snohomish, Snohomish County, Washington. We are providing the project description, APE, and survey methodology memo submitted to SHPO today, in furtherance of our government-to-government consultation in accordance with Section 106 of the National Historic Preservation Act of 1966, and implementing regulations 36 CFR Part 800. This is solely for the APE and survey methodology concurrence and a separate project concurrence will be submitted after completion of the respective surveys and cultural resources reports.

Please do not hesitate to contact me at (206)-231-4130 or Amanda.Ogden@faa.gov with any questions, comments, or concerns. We anticipate proceeding to the next step of beginning the cultural resources survey after 30 days, therefore please provide any comments by **August 21, 2023** for consideration.

Thank you,

Amanda

Amanda Ogden | Environmental Protection Specialist (WA)

Federal Aviation Administration

Seattle Airports District Office

FAA Northwest Mountain Region Airports Division

206.231.4130

SEA-632

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